

ACC ACC 7/23/TN.4 10000/140/2088 PRIMARY OWNER RAILROAD
OCT. 1944 - JUN. 1945

2088 PILOT-47 OWNER RAILWAYS-NAPLES-PIEDIMONTE-

OCT. 1944-JUN. 1945

D ALIFE

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
C. M. F.

57/23/12

SUBJECT: Piedimonte & Alife By
Level Crossing at S. Maria Capua

Phone: Naples 50050 Ex. 12
Clerks " Ex. 4
Movements 36/25 Ex. 11

TO: Headquarters - Mediterranean Allied Air Forces
(Movement) C.M.F.

Our Ref. 27 Feb. 45
Date:

Copy to: Transportation Sub-Commission (Rail) AG
c/o Transportation Increment C.M.F.

Your Ref.:
Date:

G-4 (Movement & Transportation) A.F.H. &
Headquarters - Movements West Italy.

1. Reference your HQAF/RAFMV/940, 11 Jan., addressed to Allied Forces
Headquarters G-4 (Mov & Tr), which was referred to us for necessary action.

2. We have taken this matter up with the local representative of the
Ministry of Communications, who has replied as follows:

" In ref to your 30/122 of Jan 29 I wish to advise that the Piedimonte
& Alife railway has taken the following measures to prevent a recurrence of
the incident you mentioned:

- (a) Custodian has been warned to exert a greater vigilance
at the crossing.
- (b) Signs in English and Italian have been posted on the road
- (c) Train crews have been warned to be especially careful when
approaching level crossings "

We believe that this satisfactorily disposes of this matter.

3.

For the Regional Commissioner:

4470

Iving Strand
1st Lt. CAC
for Major
(V. J. Bowers)

Is/ta.

ACP/10

57/23/11

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

Tel: 843238
Our Reference: AC/57/23/Tn 4

22 January 1945

TO : Major V.R. Bowers,
C/o HQ Southern Region, AC.

SUBJECT : Use of Doganella Station (Piedimonte d'Alife Railway)

1. Air Force Sub-Commission should requisition the material they desire on PBS Naples.
2. We are not interested in the development of this section of the Piedimonte d'Alife line, and are not likely to be for some time, when undoubtedly satisfactory arrangements can be made.

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

1409

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

SUBJECT : Piedimonte d'Alife
Railway Siding.

Tele : Naples,
50050 Ex, 12

TO : Allied Commission
Southern Region
Air Forces S.E. A.C.

Ref : 30 / 13
8th Jan, 1945

Copy to :
Hq, Movements West Italy

In Sub-Commission (Rlys)
care Transportation Increment
C.M.F.

1. Your application for use of Piedimonte d'Alife siding was referred to my Sub-Commission in Rome for decisions and it was requested that a reply be given to you direct.

2. I will again communicate with them in order to remind them of the urgency of the matter.

V.R. Flowers

Major
(V.R. Flowers)

4468

57/23/9

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

SUBJECT : Use of Doganella station
(Piedimonte D'Alife Ry)

Tele : Naples

50050 Ex12

TO : Tn Sub-Commission (Rlys)
Allied Commission

Ref : AC Tn/Na 3/317

27 Dec, 1944.

c/o Transportation Increment
C.M.F.

1. The attached request from Air Forces Sub-Commission Naples is passed to you for action please.
2. Nothing is known here of the plans for re-opening of this line and whether the use of the station buildings by Italian Air Force would interfere with these plans.
3. Can you deal with this subject and reply direct to Air Forces Sub-Commission, please.

6467

attachments returned
to Major (Lowers) with
letter dated 22/1/45.

W.S.

for Major
(V.R. Lowers)
Going forward
1st Lt. CAC

57/23/8

ACP/10

TRANSPORTATION SUB COMMISSION (AC)
(Rail Section)
c/o Transportation Inherent

Tel: 843307
Our Reference : AC/57/23/Tu

15 December 44.

TO : Regional Engineer
Public Works & Utilition Section.
Southern Region

SUBJECT : Private Railway - Piedmonte d'Alife.

1. Reference is to your letter of 1st December 44 to PW & U Sub Commission.
2. This railway through default is directly under the Minister of Communications, and it has been suggested that the line cannot be operated for passenger traffic, as it is solely restricted to the conveyance of ballast for road repairs.
3. This Sub Commission has not been able to confirm that such is the case, and perhaps you will investigate the matter in order that there can be no misapprehension before current is granted.
4. The Ministry are most anxious to obtain some passenger facilities in the district, and if it is possible for the track to be operated between Naples and Aversa, it would undoubtedly meet the considerable demand for traffic. It is understood that only copper conductors are required, and these might be met by cannibalisation. Beyond Aversa, it is understood that the track is available for operation as far as Capua by electric traction. From Capua onwards, the track used to be operated by steam traction, and it is not possible at the moment to offer any facilities in that respect;

4286

W.D.
C.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Section

TO : Regional Engineer
Public Works & Utilities Section,
Southern Region

SUBJECT : Private Railway - Piedmonte O'Alife.

1. Reference is to your letter of 1st December 44 to PW & U Sub Commission.
2. This railway through default is directly under the Minister of Communications, and it has been suggested that the line cannot be operated for passenger traffic, as it is solely restricted to the conveyance of ballast for road repairs.
3. This Sub Commission has not been able to confirm that such is the case, and perhaps you will investigate the matter in order that there can be no misapprehension before current is granted.
4. The Ministry are most anxious to obtain some passenger facilities in the district, and if it is possible for the track to be operated between Moolas and Avores, it would undoubtedly meet the considerable demand for traffic. It is understood that only copper conductors are required, and these might be met by cannibalisation. Beyond Avores, it is understood that the track is available for operation as far as Oopus by electric traction. From Oopus onwards, the track used to be operated by steam traction, and it is not possible at the moment to offer any facilities in that respect;

5077

W.
C.H. LINDBERG
Lt. Col. R.V.,
Chief, Rail Section

Copy to: PW & U Sub Comm.
Major Avores.

HEADQUARTERS
SOUTHERN REGION ALLIED COMMISSION
Public Works and Utilities Section
APO 394

1 Dec. 44

Subject : Electrical Power for Naples Piedimonte
di Alife Railway

To : HQ. ALLIED COMMISSION
P.W. & U. Sub-Commission (Attention Lt. Col. W. M. Loper)

- 1) - Reference is made to your letter OGD/PWU of 9 Nov. 44.
- 2) - We have contacted the chief engineer of the Naples Piedimonte di Alife Railway and advised him that due to the electric power shortage in this area it is not advisable to allocate electric power for passenger service on his line at present time.
- 3) - We suggested that he contacted this office on 15 Dec. 44 and we will consider an allotment of power for his railway for the month of January.

For the Regional Engineer :

R. A. Ryan ,
Capt. Spec. Res.

6485

57/23/6

Sir,

Re 57/23/5.

I have been in touch with Pub. Works & Utilities who confirm that no letter has been sent to us on this subject.

The position at the moment is that the power can not be granted. However, about the middle of this month a further meeting will be held, and it may be possible to allocate a supply of power for the period beginning January 44.

It was pointed out that original application was for "Maximum power required at peak-times: 200Kw." This, is believed to be an underestimate.

Leffman
1 Dec. 44.

1464

Tel. 489081

HEADQUARTERS ALLIED COMMISSION

A.P.C. 394

PUBLIC WORKS AND UTILITIES SUB-COMMISSION

57/23/5
L.A.

Reference : 060/ /PTU

9 Nov. 44

Subject : Electric power for Naples-Piedimonte d'Alife RwyTo : REGIONAL COMMISSIONER SOUTHERN REGION
through Regional Engineer (Attn Capt. Ryan)

1) - Attached request for electric power for above railway is transmitted for appropriate action.

2) - Please inform Transportation S.C. of action taken with information copy to this Sub-Commission.

E.J. Barry
E.J. BARRY
Major, C.E.
Acting Chief Elec. Div.

cc : Transportation S.C. —

enclosure :

copy of letter 4/11/44 file AC/Ta/57/25/3

4403

Extn. 41
Sgt. G. G. G.

57/23/4

ACP/ra

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 478701

4 November 1944

Our Ref.: AC Tn/57/23/3

SUBJECT : Naples-Piedimonte d'Alife

TO : Public Works & Utilities, HQ. AC.

Ref. is my letter of 24 Oct. 44 and enclosure.

1. It is felt that through a typing error erroneous information may have been received as to the position of the railway.
2. The line runs from Naples, via Aversa, to Capua and Piedimonte d'Alife, and this Sub-Commission is prepared to agree to its operation by electricity, if the power is available.
3. It is not prepared to agree to this steam operation of the line Aversa-Naples in view of the operation of trains at the present between those two towns.

meeting

L. Adams
D. S. ADAMS
Colonel, C.E., 6482
Director, Tn.S/C.

57/23/2

ADP/10

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

24 October 1944

Our ref.: ACC 27/57/23

TO : Public Works Sub-Commission
HQ. ACC.
SUBJECT : Naples-Piedimonte d'Alife

1. The attached papers are sent you for consideration.
2. This Sub-Commission would be prepared to support electrical operation of the line Anversa-Capua as a temporary measure, the journey Naples-Capua to be made by existing street car services.
3. Reference is, however made to a prohibition by Allied Authorities for the use of the line other than for the carriage of ballast for road maintenance.
4. It is thought possible that this demand has since lifted, but it is possible you will have some information on the subject.
5. It would not be possible to concede steam operation of the track Capua-Naples, and operation will have to be deferred until electrical repairs can be completed.

Copy to: Maj. Bowers
Maj. Mole

Alvin Capr
D.S. ADAMS
Colonel, C.E.,
Director, Tn. 3/3.

Enclosure: 1 (translation)

4461

57/23/2

TRANSMISSION

/as

Ministry of Communications

Rome - 31 October 1944

General Inspectorate of civil motorization
and transport in concession.

Serv. V. Off. 3rd -
Ref: 3312 -
Encl. N. I -

TO : Allied Control Commission
Transportation Sub-Commission
Rome
Via Veneto

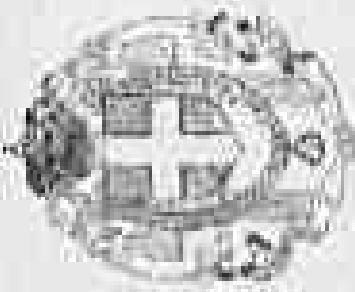
SUBJECT: Naples - Piedimonte M'Alife railway.
Reoperation of the section Naples - Capua.

Reference to our letter of the 13th of October, N:3111/A.C.131,
concerning the request of the reoperation of a passenger-service
on the section Naples - Capua of the Naples - Piedimonte M'Alife
railway, we inform you that on this question further informations
have been requested to the Comptroller General Inspectorate of Naples,
which has sent us a report N. 4148 - 15 G.H. of the 25 of October
and which we attach hereto.

We beg you to urge if it is possible a decision of this
question, as the present economic situation of the Governmental
Administration of the said railway has a monthly loss of more than
a million without operating any service for the interest of the
public.

The Minister
(sgd. illegible)

4480



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione V - UFF. 2.3°

Prot. N° 3812 Allegato 1

OCCORRENZA

Ferrovia Napoli - Piedimonte d'Alife.

Ripristino del servizio tronco Napoli - Capua.

A seguito delle precedenti note 13 ottobre passato, n. 3111/A.3.131, relativa alla domanda di ripristino del servizio viaggiatori sul tratto da Napoli a Capua della ferrovia Napoli - Piedimonte d'Alife, s'informa che sull'argomento sono stati richiesti ulteriori elementi di giudizio all'Ispettorato Compartmentale di Napoli, che li ha forniti con il rapporto 25 ottobre decorso, n. 4149 - 15 G.M., che qui si allega in copia.

Si rivolge viva preghiera di affrettare, se possibile, una decisione in merito, dato che l'attuale situazione economica della Gestione governativa della Ferrovia suddetta si compendia in una perdita mensile di oltre un milione, senza effettuare alcun servizio nell'interesse del pubblico.

4459

16M 239

Revisi 10/11/54 10 A

ALLA COMMISSIONE ALLEATA
DI CONTROLLO

Sottocommissione per i Trasporti

R C M A

Via Veneto

Posta aerea

Dir. Fer. M.P.

Dir. Serv. V - Uff. L. 30

Ret. 40 382

Allegati 1

R O M A

Via Veneto

Ispezione del

Div. Sec.

Oggetto Ferrovia Napoli - Piedimonte d'Alife.

Ripristino del servizio tronco Napoli - Capua.

A seguito delle precedenti note del 13 ottobre passato, n. 3111/4.3.131, relative alla domanda di ripristino del servizio viaggiatori sul tratto da Napoli a Capua della ferrovia Napoli - Piedimonte d'Alife, s'informa che sull'argomento sono stati richiesti ulteriori elementi di giudizio all'Ispettorato Compartmentale di Napoli, che li ha forniti con il rapporto del 25 ottobre decorso, n. 4149 - 15 G.M., che qui si allega in copia.

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IL MINISTRO

C. J. S.

4459

TRANSLATION

Ministry of Communications
General Inspectorate for civil motorization
and for transport in concession.

Rome Oct. 13th 44

Ref: serv.V + uff.3 - N° 3111/P.78.1

TO ACC HQ
Tn.S/Commission
Rome

Sub.Napoli-Piedimonte d'Alife railway.
Re-operation of the service over the
section Napoli-Capua.

The governmental Administration of the railway line Napoli-Piedimonte d'Alife, asked this Ministry for the authorization to re-operate the service over the section Napoli-Capua of said railway.

The operating program submitted by the applicant shows 13 couples of electric-trains over the section Aversa-Capua, while the section Aversa-Napoli should be temporarily operated with steam-locos, with 5 couples of trains, pending the supply of the copper conductors required to repair the overhead system which has been very seriously damaged by the war.

We beg to send to you, herewith attached, a prospect and a memorandum, both submitted by said governmental Administration; from these documents all data required by that S/Commission to investigate above request, can be inferred.

In order to complete said informations, we want to point out that during 1941 (not yet influenced by the war) the passenger traffic over the section Napoli-Capua attained 510.000 trains Km with about 3 millions passengers and abt 6 millions lire of proceeds.

The passengers were almost exclusively peasants or small farmers and workers.

This Ministry is of the opinion that above request should be granted on account of the importance of the zone served by the railway and of the serious difficulties caused to the population by the lack of other transportation means.

We await to hear what decision that S/Commission is going to take.

The Minister
sgd Cerabona

Compartmental ins. storate for civil motoriz ion and for /elo
transport in concession

Naples

Grantee

Governmental Administration of the Railroad Napoli-Piedimonte d'Alife (encl.1)

Present program The line has been closed to the public service since
No of couples of trains Oct. 1st 1943. Before said suspension the Railroad
type of the service operated according to following program.

Electric trains : 16 couples passenger trains
4 couples mixed trains
Steam trains : 3 couples mixed trains

New program

13 couples electric trains over the section Capua-Aversa : Km. 26
5 couples steam trains over the section Napoli-Aversa: Km. 19
Mixed service (passengers and freight): 676 Electric trains-Km and 190 steam-trains-Km. (encl.2)

Time-table

see encl. 3

Fuel and
lubricants required
to carry out new
program.

Coal : 150 tons monthly
Lubricants: 300 Kcs monthly for steam traction and
400 Kcs monthly for electric traction.

Electric power

Average power required : 100 Kw
Daily consumption : 1700 Kw hrs
Peak-times: at the starting of the trains
Max. power required at peak-times: 200 Kw.

Running material
required

2 Steam Locos; 1 E. loco; 6 E.cars; 4 luggage cars;
9 passenger cars; 26 freight-cars (box-cars); all above
material is available and in operating conditions.

The Compartmental Director
sgd. Saggese.

6677

Enclosure 1

The Napoli-Piedimonte d'Alife Railroad is operating under a governmental Administration in behalf of "Compagnie des Chemins de fer du Midi de l'Italie", which had been inhibited from operating since April 26th 1923 on account of serious administrative irregularities.

Legal opposition against the institution of a governmental Administration was raised and after long and unsuccessful attempts to come to an agreement the legal representative of the company, by means of a summons which was notified on July 13th 1931, raised a complex of juridical questions which were never resolved on account of the grantee's attitude, litigious firstly, then passive. Before present war several but unsuccessful attempts were made to come to a mutually agreed dissolution of the covenant of concession.

Above juridical situation makes is still necessary to maintain a governmental Administration, saving latter's potential rights to have refunded all heavy expenses already borne and with the duty to operate the railway according to the rules of the strictest economy.

The prohibition of Allied Authorities to re-operate the line for public service and the order to put said line at above Authorities' exclusive disposal for the carriage of ballast for road maintenance, represent a very heavy burden for the Administration and consequently for the State which must supply all financial means. The monthly deficit amounts presently at more than a million lire.

From the beginning of the Governmental Administration till Dec. 31st 1940 all budgets closed showing heavy deficits; a slight improvement appeared in 1939 and 1940.

The losses of years 1923 to 1940 amounted to 25.051.645,88 lire.

In 1941 the budget closed showing for the first time a profit of 317.329,78 lire.

In 1942 the actual profit amounted to 4.048.467,99 lire and in 1943 the budget closed showing a very slight profit, in spite of the destructions caused by the war and of the complete suspensions of all public services.

As the potential conditions of the traffic are still very favourable, it appears the urgent necessity to re-operate the line to public services in the interest of both the population and the State.

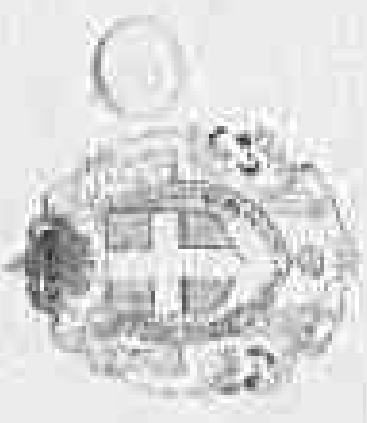
Enclosure 2

The steam-operated section: junction-Piedimonte d'Alife, 39 Km., was very seriously damaged: all bridges, including that over Volturno, destroyed; several buildings of the stations destroyed; the rails taken-off for 14 Km. in order to may employ the permanent way as a road for trucks and tanks.

The electric-operated section: Capua-Aversa, 24 Km. can be immediately re-operated with electric traction.

The electric-operated section: Napoli-Aversa can be re-operated with steam-traction pending the supply of the copper conductors which are required to redress the overhead system which has been damaged by air bombardment and by civilian ravages.

The passenger service over the whole section Napoli-Capua would not affect the carriage of ballast on Allied Forces' behalf, since for this carriage seven couples of freight-trains, with special time-tables, are sheduled and the contemporary operation of above freight trains and of the new passenger trains is regulated by the service time-table. The new passenger trains would transit through the station without shunting and without engaging the sidings of the yards.



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

1.6.1.239

Spina 13-10-1944.4

ALLA COMMISSIONE ALLIATA
DI CONTROLLO-SOTTOCOMMISSIONE
per i Trasporti

Via Veneto - ROMA -

Dir. GEN. V UFF. 3

Sub. 1. 3111/1 Allegato 1

7.7871

OGGETTO
Ferrovia Napoli-Piedimonte d'Alife
Ripristino del servizio tronco Napoli-Capua.

*Proposta del
Dir. Gen. 40*

La Cessione Governativa della ferrovia Napoli-Piedimonte d'Alife ha chiesto a questo Ministero l'autorizzazione a ripristinare il servizio sul tratto da Napoli a Capua della ferrovia stessa.

Il programma di esercizio proposto comporta tredici coppie di treni a trazione elettrica sul tronco da Capua ad Aversa, mentre il tronco Aversa-Napoli verrebbe, per il momento, esercitato con trazione a vapore, con cinque coppie di treni, in attesa di poter disporre dei conduttori di rame occorrenti per la messa in efficienza della linea aerea, la quale ha molto sofferto per gli eventi bellici.

All'uopo si allega un prospetto ed un memoriale illustrativo presentato dalla gestione governativa del quale

6454

Dis. CIV. V UFF. 4.3

Prot. N. 3111/1

P. 1931

Oggetto

Ferrovia Napoli-Piedimonte d'Alife
Ripristino del servizio tronco Napoli-Capua.

Proposta del
Dio. L. N.

La Gestione Governativa della ferrovia Napoli-Piedimonte d'Alife ha chiesto a questo Ministero l'autorizzazione a ripristinare il servizio sul tratto da Napoli a Capua della ferrovia stessa.

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All'uopo si allega un prospetto ed un memoriale illustrativo presentato dalla gestione governativa dal quale risultano tutti i dati occorrenti a codesta On. Commissione per l'esame della proposta avanzata.

6454

In aggiunta a talè dati si mette in rilievo che il traffico viaggiatori sul percorso Napoli-Capua, risultante dall'anno 1941 (non ancora turbato da eventi bellici) è stato di circa 510.000 treni km. con un numero di viaggiatori di circa tre milioni e con un prodotto che si aggira sui sei milioni di lire.

Il traffico aveva carattere quasi esclusivamente rurale e operaio.

Questo Ministero, esprime parere favorevole all'accoglimento della domanda, in vista dell'importanza dei centri serviti dalle ferrovie e della grave situazione determinatasi per la numerosa popolazione della zona per l'assoluta mancanza di altri mezzi di comunicazione.

Si resta in attesa della decisione che codesta On. Commissione riterrà di adottare.

IL MINISTRO

Cerabini

BEST COPY POSSIBLE

INTELLIGENZA STRATEGICA INTERNAZIONALE

ITALIA

Gestione governativa della Ferrovia Napoli-Medina-
to d'Alife (Allegato 1)

Confer la linea al servizio pubblico del 1°/10/1913
Programma normale prima della chiusura:
Servizio elater. n°15 coppia treni viaggiatori
" " 4 coppie treni merci
" " 3 " " misti

N°13 coppie treni elettrici sulla tratta Capua-Aversa
km. 26
N°5 conv. 12 vapore sulla tratta Napoli-Aversa km. 19
tipo del servizio: vapore - viaggiatori - merci
Treni km. 676 elettrici 190 vapore (allegato 2)

(Vedi allegato 3)

Carbone ann. 150 mensili
(25.000 per la trazione vapore)
Lubrificanti (" 400 " " " elettrica

Potenza media occorrente km 200
Consumo giornaliero km-ora 1700
Ore delle ruote assenti: allo avviamento dei treni
Potenza massima durante la pinta: km 200

Locomotive a vapore n° 2
Locomotori elettrici " 1
Motrici elettriche " 5
Autotreni diesel " 4
Bagnini " 4
Carbone viaggiatori " 3
Treni merci chiusi " 26

4453

Azienda Concessionaria

Programma vigente
N° coppie treni
tipo del servizio
treni-ora.

nuovo programma

(Vedi allegato 3)

Richiesta occorrenza
stabile o energia
per il nuovo programma

Energia elettrica

Impegno materiale
notabile occorrenza

LA RIFORMA CONFERIMENTALE

Firma *Legge*



Alleg. 3

km. 1.6
 N° 1 conv. L. capone sulla tratta Napoli-Aversa km. 19
 tipo del servizio: tipo - viaggiatori - merci
 km. 676 elettr. 4190 vapore (allegato 2)

(vedi allegato 3)

Carbone term. 150 tonnell.
 (kg. 300 per la trazione vapore)
 Lubrificanti (" 400 " " " elettr.)

Potenza media occorrente kw 100
 Consumo giornaliero kw-ora 1700
 Ore delle punte massime: allo avviamento dei treni
 Potenza massima durante le punte: kw 200

Locomotive a vapore n° 2
 Locomotori elettrici " 1
 Autotreni elettrici " 6
 Autotreni Diesel " =
 Magazzini " 4
 Carrozzoni viaggiatori " 9
 Carri merci chiassi " 26

4423

IL DIRETTORE GENERALE

Fiumi Sappone



alleg. 3

Per copia conforme

P. H. Capogrossi

Deccan

(Allegato 1)

La Direzione Nazionale di Stato viene costituita in sede di gestione governativa per conto della Commissione dei Comuni de-
finita da tutti gli italiani e composta sino dal 25 aprile 1941, per gestire
l'organizzazione amministrativa.

Contro il provvedimento di istituzione della gestione governativa
fu fatta opposizione legale, e dopo lunghe infruttuose trattative
per un compromesso, con atto di citazione notificato il 13 luglio
1941, la rappresentanza legale della Compagnia Italiana delle
di gestione giudiziale, che rimase sempre inalterata, per il subentro
to all'organizzazione, prima litigiosa e poi passiva, della commissione. Fu
poi valso, prima dall'attuale governo, contro di addizione ad una
comunione di gestione delle convenzioni di concessione, una nuova ri-
sultato.

Le disposizioni giuridiche imposte dalla necessità del pro-
cedimento di gestione, con il tribunale diretto dall'amministrazione
ne ad essere rinviato di tutto il filamento entro costituito e con
il dovere di condurre la gestione stessa secondo i criteri della più
vigente economia.

Il decreto, fino al presente, mantenuto del comando all'uso
di ripulire il pubblico servizio della linea, e di porla a dispo-
sizione unicamente del comando stesso, per la trasferta di persone, per
le manutenzione materiali, determinando un unico servizio per la gestio-
ne, e per essa, allo stato che deve essere a tutti i fini finanziari. Attual-
mente il servizio mensile ammonta a oltre 4 milioni.

2877

Dall'istituzione della gestione e tutto il 14 dicembre 1941 l'indica-
mento economico si è manifestato e aumentato a dispendio del servizio
vivo, con una leggera tendenza a migliorare negli ultimi due mesi 1941
e 1942.

Le perdite negli esercizi precedenti, dal 1933 al 1940 sono
risultate a L. 25.051.445,00.

Ma nel 1941 il bilancio si chiude per la prima volta in utile

per L. 11.111.472.

to attribuirlo, price l'acquisto e nel passato, della concessione. Fu più volte, prima dell'attuale guerra, offerto di acquistare ad una commissione rifugiata dalla commissione di concessione, ma senza risultato.

La commissione d'acquisto imponeva la necessità del pagamento di tale gestione, con il potenziale diritto dell'amministrazione ad essere rimborsata di tutto il rinvio che era sostenuto e con il dovere di condurre la gestione stessa secondo i criteri della più alta efficienza.

La commissione d'acquisto.

Il dovere, fino al presente, mantenuto dal Comandante all'atto di ripristinare il pubblico servizio della linea, o di porla a disposizione, e di mantenere il Comandante stesso, per i trasporti di persone, per le comunicazioni aeree, determinando un nuovo servizio per la gestione, e per esso, allo stato che deve fornire i mezzi finanziari. Anche il servizio postale secondo a oltre un milione.

4672

Dall'inizio della gestione a tutto il 31 dicembre 1940 l'andamento economico si è manifestato costantemente e gravemente deficitario, con una perdita totale di 1.448.561,90.

La perdita degli esercizi precedenti, del 1939 al 1940 ammontava a 1.448.561,90.

Nel 1941 il bilancio si chiude per la prima volta in utile per 1.417.309,75.

Nel 1942 l'effettivo utile di bilancio è di 1.448.561,90, e nel 1943, nonostante gli effetti distruttivi della guerra e la conseguente completa del funzionamento il servizio pubblico della linea, il bilancio si è mantenuto lievemente in utile.

Tutte le condizioni potenziali del traffico si mantengono favorevolissime e si tratta ovviamente l'argomento principale della ripartizione del pubblico servizio della linea, nell'interesse generale della popolazione e nell'interesse dello Stato.

(Allegato 2)

Il tronco a vapore difonctione-fiduciarie d'Alise, km.13, ha subito gravissime distorsioni; distrutti tutti i ponti, compreso quello grande sul Volturno; distrutti alcuni fabbricati della linea di stazioni; asportato il binario per km.14; per farne posto per autocarri e carri armati, ecc.

Il tronco elettrico Capua-Aversa, km.26, può essere immediatamente ripristinato all'esercizio con trazione elettrica.

Il tronco elettrico Napoli-Aversa può essere esercitato, in un primo tempo con trazione a vapore, in attesa di disporre dei conduttori in rame occorrenti per il riaccondizionamento della linea di contatto la quale ha sofferto per azioni aeree e per incendio da parte della popolazione civile.

Il servizio viaggiatori sul tronco Napoli-Capua, non infatti, sarebbe momentaneamente sul trasporto di materiale eseguito per conto delle Forze Alleate, per i quali sono previste sette coppie di treni merci con orario proprio e la cui consistenza col servizio viaggiatori è regolatamente stabilita e regolata dall'orario di servizio. I treni viaggiatori transitano per le stazioni senza eseguire manovre e senza impegnare i binari di servizio nei piazzali.

Il.

4451

(Allegato 3)

1) Tratta Averas - Capua - servizio elettrico (treni-km. 575)Partenze da Averas

6,15.7,45.8,41.10,08.11,16.13,08.14,38.15,41.16,44.17,42.18,43.19,43.20,42

Arrivi a Capua

7,00.8,39.9,26.10,52.12,22.13,50.15,26.16,26.17,28.18,28.19,28.20,28.21,28

Partenze da Capua

4,55.5,55.6,50.7,56.8,50.10,30.11,56.13,40.14,15.15,55.16,55.17,55.18,55

Arrivi ad Averas

5,42.6,45.7,42.8,39.9,35.11,09.12,35.14,05.15,03.16,42.17,42.18,43.19,43

2) Tratta Napoli - Averas - servizio a vapore (treni-km. 130)Partenze da Napoli

8,00 - 11,00 - 14,00 - 17,00 - 20,00

Arrivi ad Averas

8,40 - 11,37 - 14,37 - 17,40 - 20,40

Partenze da Averas

6,14 - 9,36 - 12,36 - 15,09 - 18,34

Arrivi a Napoli

6,58 - 10,18 - 13,18 - 15,50 - 19,25

6450



RAVTO MANDATA

Ferrovia Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

Prot. N. 1954/Dir/P

Napoli (54) 30 giugno 1945

PIAZZA CARLO III - TEL. 50796

Risposta al fol. N. _____ del _____

OGGETTO Rapporti settimanali

11 n°13, 14 e 15

A.C. TRANSPORTATION SUB COMMISSION

Care Transportation Increment C.M.F.
Ministero Trasporti

R O M A

Si rimettono 1 rapporti n°13, 14 e 15,
relativi alle settimane: 28/5 - 3/6; 4/6 - 10/6;
11/6 - 17/6.



Ing. L. BRANCATO
Managing Director

Alleg/12

449

Alleg. N.

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY NAPLES-PIEDIMONTED'ALIFEDate 28.6.945Weekly Progress Report : n°15

From 0001 hrs Monday 11.6 1945
To 2359 hrs Sunday 17.6 945

1. <u>Basic Schedule of Trains :</u>	<u>Passenger</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
	<u>No.</u>	<u>Kms</u>	<u>No.</u>	<u>Kms</u>	<u>No.</u>	<u>Kms.</u>	<u>No.</u>	<u>Kms</u>
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	210	5950	28	196	---	---	238	6146
(d) Steam (actually run)	---	---	---	---	---	---	---	---
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	210	5950	28	196	---	---	238	6146

2. Trains in addition to Basic Schedule :

- (a) Steam
(b) Diesel
(c) Electric

(d) Reasons for addition :

3. <u>Tonnage Moved.</u>	<u>Allied Military</u>	<u>Italian Military</u>	<u>A.C. & Civil</u>	<u>Total</u>
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118

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :(c) No. of passengers carried in addition to Basic Schedule :

4418

4. Interchange of Rolling Stock and Freight Cars.

<u>Type</u>	<u>Received</u>		<u>Dispatched</u>		<u>Weekly Balance</u>		<u>Running Balance</u>	
	<u>Loaded</u>	<u>Empty</u>	<u>Loaded</u>	<u>Empty</u>	<u>Plus</u>	<u>Minus</u>	<u>Plus</u>	<u>Minus</u>
Box								
High Side								
Low Side								
Flats	-	2	12	2	-	8	-	12

No. 785021

5. Sections of lines not yet opened to traffic (with reasons) :

S. Angelo - Piedimonte (war damaged)

<u>6. Coal Situation</u>	<u>Tonnage Used</u>	<u>Tonnage on Hand</u>	<u>Prospective receipts</u>
10	6	4	

(a) Reasons for excessive use over normal allotments.

7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Receipts</u>	
					<u>Prov. In Serv.</u>	<u>Not Prov. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	5	-	1	-	1
Switch						
<u>Total</u>	5	7	1	4	-	5
Diesel						

8. No. of Cars Unfit for service, but Repairable locally :

	Rebuilding	Small Rep.	Heavy Rep.	Previous Week's Repairs	
				Previous In Service	Not Prev. In Serv.
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.

Ing. L. BRANCATO
Managing Director



TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY NAPLES-PIEDIMONTE D'ALIFE

Date.....28.6.45.....

Weekly Progress Report : n°13

From 0001 hrs Monday.....1945
To 2359 hrs Sunday.....1945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms.	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	210	5950	28	196	---	---	238	6146
(d) Steam (actually run)	---	---	12	354	---	---	12	354
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	210	5950	30	224	---	---	240	6174

2. Trains in addition to Basic Schedule :

(a) Steam	---	---	2	28	---	---	2	228
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	---	---	---	---	---	---	---	---

(d) Reasons for addition :

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
-------------------	--------------------	---------------------	-----------------	-------

100

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	15	20	11	20	14	-	4	-

S. Angelo - Piedimonte (war damaged)

(a) Reasons for excessive use over normal allotment.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	5	-	1	-	1
Switch						
Total	5	7	1	4	-	5
Diesel						

	Rebuilding	Small Rep.	Heavy Rep.	Previous Week's Repairs	
				Previous In Service	Not Prev. In Serv.
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

Current maintenance work

Ing. L. BRANCATO
Managing Director



Ferrovia Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

RACCOMANDATA

Prot. N. 1812/Dir/P

Napoli (54) 19 giugno 945

PIAZZA CARLO III - TEL. 50796

Risposta al fol. N. _____ del _____

OGGETTO Rapporti settimana
11 n°11 e 12

A.C. TRANSPORTATION SUB COMMISSION
Care Transportation Increment
C.M.F. - Ministero Trasporti
R O M A

Si rimettono i rapporti n°11 e 12, relativi
alle settimane 14 - 20 e 21 - 27 maggio c.a.




Ing. L. BRANCATO
Managing Director

Alleg/8

Alleg. IV.

6644

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY NAPLES-PIEDIMONTE D'ALIFEDate 4.6.945

Weekly Progress Report : n°12

From 0001 hrs Monday 21.5.1945
To 2359 hrs Sunday 27.5.945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms.	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	28	196	---	---	226	4746
(d) Steam (actually run)	---	---	10	266	---	---	10	266
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	210	5950	44	412	---	---	254	6362

2. Trains in addition to Basic Schedule :

(a) Steam	---	---	---	---	---	---	---	---
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	12	1400	16	116	---	---	28	1516

(d) Reasons for addition :

Extension of the passenger service from station Aversa to station Marano

3. Tonnage Moved.	Allied	Italian	A.C. 3	Total
	Military	Military	Civil	---
	276			

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	28	27	31	27	-	5	-	3

5. Sections of lines not yet opened to traffic (with reasons) :

S. Angelo - Piedimonte (war damaged)

6. Coal Situation Tonnage Used Tonnage Available Prospective receipts

32 7 25

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	In Service	Spare	For Small Rep.	Heavy Rep.	Previous Week's Repairs	
					Prev. In Serv.	Not Prev. In Serv.
Freight	2	2	1	3	-	4
Passenger	3	5	-	1	-	1
Switch						
Total	5	7	1	4	-	5
Diesel						

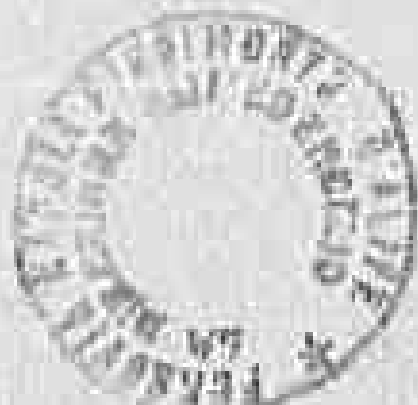
8. No. of Cars Unfit for service, but Repairable locally :

	Rebuilding	Small Rep.	Heavy Rep.	Previous Week's Repairs	
				Previous In Service	Not Prev. In Serv.
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.



Ing. L. BRANCATO
Managing Director

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY... NAPLES-PIEDIMONTE D'ALIFE

Date... 4.6.945
Weekly Progress Report : n°11

From 0001 hrs Monday... 14.5 1945
To 2359 hrs Sunday... 20.5 945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms.	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	28	196	---	---	226	4746
(d) Steam (actually run)	---	---	12	340	---	---	12	340
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	36	266	---	---	234	4816

2. Trains in addition to Basic Schedule :

- (a) Steam
- (b) Diesel
- (c) Electric

(d) Reasons for addition :

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
	90			

(a) Brief description of principal commodities :

Transportation of wrecked

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :
6441

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Plats	14	13	10	13	2	-	4	-

5. Sections of lines not yet opened to traffic (with reasons) :

6. Coal Situation (S. Angelo - Piedimonte (w. damaged))
Tonnage Used Tonnage off hand Prospective receipts
 40 8 32

(a) Reasons for excessive use over normal allocation.

7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u> <u>Prev. In Serv. Not Prev. In Serv.</u>	
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

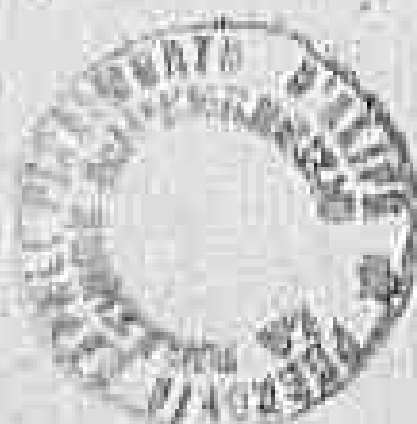
8. No. of Cars Unfit for service, but Repairable locally :

	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u> <u>Previous In Service Not Prev. In Serv.</u>	
Box	4	-	3	-	-
Open	10	2	-	-	-
Flat	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.



Ing. L. BRANCATO
 Managing Director

4440



Ferr ^{via} Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

RACCOMANDATA

Prot. N. 1406/Dir/P

Napoli (54) 18 maggio 1945

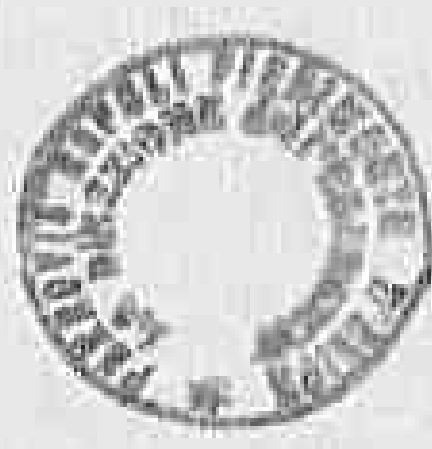
PIAZZA CARLO III - TEL. 50796

Risposta al fol. N. _____ del _____

OGGETTO Rapporto settimanale
n°9

A.C. TRANSPORTATION SUB COMMISSION
Care Transportation Increment
C.M.F. - Ministero Trasporti
R O M A

Si rimette il rapporto n°9, relativo
alla settimana 30 aprile - 6 maggio o.a.



Ing. Luigi BRANCATO
Managing Director

Alleg/4

4439

Alleg. N.

(Railways)
NAPLES DIVISION

RAILWAY. NAPLES - PIEDIMONTE D'ALIFE

Date... 12/5/1945.....

Weekly Progress Report : n°9From 0001 hrs Monday.. 30.4.1945
To 2359 hrs Sunday.. 6.5.945

1. <u>Basic Schedule of Trains :</u>	<u>Passenger</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
	<u>No.</u>	<u>Kms</u>	<u>No.</u>	<u>Kms</u>	<u>No.</u>	<u>Kms.</u>	<u>No.</u>	<u>Kms</u>
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	28	196	---	---	226	4746
(d) Steam (actually run)	---	---	8	248	---	---	8	248
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	28	186	---	---	226	4736

2. Trains in addition to Basic Schedule :

- (a) Steam
(b) Diesel
(c) Electric

(d) Reasons for addition :

3. <u>Tonnage Moved.</u>	<u>Allied Military</u>	<u>Italian Military</u>	<u>A.C. & Civil</u>	<u>Total</u>
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446

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :(c) No. of passengers carried in addition to Basic Schedule :4. Interchange of Rolling Stock and Freight Cars.

<u>Type</u>	<u>Received</u>		<u>Dispatched</u>		<u>Weekly Balance</u>		<u>Running Balance</u>	
	<u>Loaded</u>	<u>Empty</u>	<u>Loaded</u>	<u>Empty</u>	<u>Plus</u>	<u>Minus</u>	<u>Plus</u>	<u>Minus</u>
Box							4438	
High Side								
Low Side								
Flats	45	45	48	45	-	3	-	3

5. Sections of lines not yet opened to traffic (with reasons) :

S. Angelo - Piedimonte (war damage) (1)

6. <u>Coal Situation</u>	<u>Tonnage Used</u>	<u>Tonnage on Hand</u>	<u>Prospective receipts</u>
53	6	47	

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prov. In Serv.</u>	<u>Not Prov. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

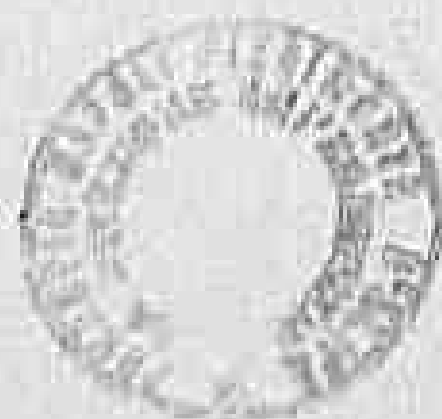
8. No. of Cars Unfit for service, but Repairable locally :

	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prov. In Serv.</u>
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.



Ing. Luigi BRANCATO
Managing Director



Ferrovia Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

RACCOMANDATA

Prot. N. 1495/Dir/P

Napoli (54) 24 maggio 1945

PIAZZA CARLO III - TEL. 50796

Risposta al tel. N. _____ del _____

OGGETTO Rapporto settimana
le n°10

A.C. TRANSPORTATION SUB COMMISSION
Care Transportation Increment
C.M.F. - Ministero Trasporti
R O M A

Si rimette il rapporto N°10, relativo
alla settimana 7 - 13 maggio c.a.




Ing. L. BRANCATO
Managing Director

Alleg/4

4436

Alleg. N.

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY NAPLES-PUGLIESE D'ALIFE

Date 22.5.945

Weekly Progress Report : n°10

From 0001 hrs Monday 7.5 1945
To 2359 hrs Sunday 13.5 945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	28	106	---	---	226	4746
(d) Steam (actually run)	---	---	10	228	---	---	10	228
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	30	240	---	---	228	4790

2. Trains in addition to Basic Schedule :

- (a) Steam
- (b) Diesel
- (c) Electric

(d) Reasons for addition :

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
	140			

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4435

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	15	16	11	16	6	-	4	-

5. Sections of lines not yet opened to traffic (with reasons) :

S. Angelo-Piedimonte (war damaged)

6. Coal Situation Tonnage Used Tonnage on hand Prospective receipts

47

7

40

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

8. No. of Cars Unfit for service, but Repairable locally :

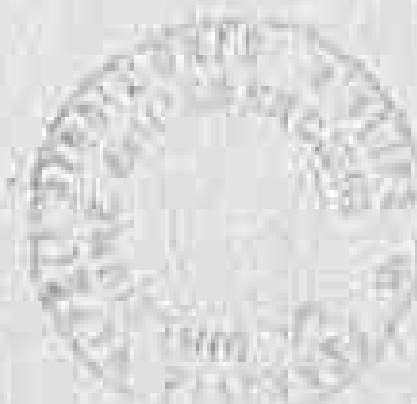
	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prev. In Serv.</u>
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.

4434



Ing. M. BRANCATO
Managing Director



Ferrovia Napoli - Piedimonte d'Alife

RACCOMANDATA *Gestione Commissariale Governativa*

Prct. N. 1317/Dir/P

Napoli (54) 8 maggio 1945

Risposta al fol. N. _____ del _____

PIAZZA CARLO III-TEL. 50796

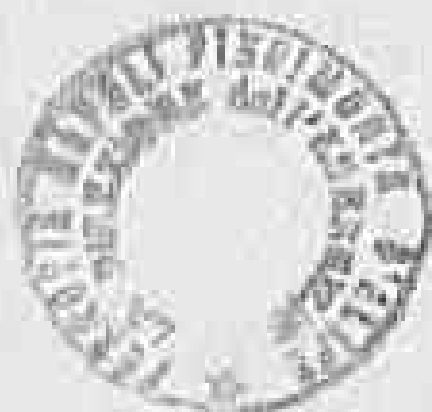
OGGETTO Rapporto settimana=
le n°8

A.C. TRANSPORTATION SUB COMMISSION
Care Transportation Increment
C.M.F.- Ministero Trasporti
R O M A

Si rimette il rapporto N°8, relativo alla
settimana 23-29 aprile c.a.

Ing. Luigi BRANCATO
Managing Director

Alleg/4



4433

Alleg. N.

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY NAPLES-PIEDIMONTE D'ALIFE

Date 4.5.45

Weekly Progress Report : 8

From 0001 hrs Monday 23.4.1945
To 2359 hrs Sunday 29.4.1945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	28	196	---	---	226	4746
(d) Steam (actually run)	---	---	8	248	---	---	8	248
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	20	156	---	---	218	4706

2. Trains in addition to Basic Schedule :

- (a) Steam
(b) Diesel
(c) Electric

(d) Reasons for addition :

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
-------------------	--------------------	---------------------	-----------------	-------

360

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4432

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	37	42	38	42	9	-	-	1

5. Sections of lines not yet opened to traffic (with reasons) :

S. Angelo - Piedimonte (war damaged)

6. Coal Situation	Tonnage Used	Tonnage Allowed	Prospective receipts
57	4	53	-

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	In Service	Spare	For Small Rep.	Heavy Rep.	Previous Week's Repairs	
					Prev. In Serv.	Not Prev. In Serv.
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

8. No. of Cars Unfit for service, but Repairable locally :

	Rebuilding	Small Rep.	Heavy Rep.	Previous Week's Repairs	
				Previous In Service	Not Prev. In Serv.
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.

Ing. Luigi BRANCATO
Managing Director





Ferrovie Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

Prot. N. 1236/Dir/P

Napoli (54) 28 aprile 1945

PIAZZA CARLO III - TEL. 50796

Risposta al tel. N. _____ del _____

OGGETTO Rapporti settimanali

anni N°6 e N°7

A.C. TRANSPORTATION SUB COMMISSION

Care Transportation Increment

C.M.F. - Ministero Trasporti

ROMA

Si rimettono i rapporti N°6 e N°7, relativi
alle settimane 9-15 e 16-22 aprile c.a.



Luigi Brancato
Ing. Luigi BRANCATO
Managing Director

Alleg/8

Alleg. N.

4430

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY..NAPLES-PIEDIMONTE.D'ALIFE

Date...26.4.45.....

Weekly Progress Report : 7

From 0001 hrs Monday. 16.4.1945
To 2359 hrs Sunday 22.4. 945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms.	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	28	196	---	---	226	4746
(d) Steam (actually run)	---	---	14	434	---	---	14	434
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	29	212	---	---	227	4762

2. Trains in addition to Basic Schedule :

(a) Steam								
(b) Diesel								
(c) Electric			1	16			1	16

(d) Reasons for addition :

3. Tonnage Moved.	more transportation of wrecked stone			Total
	Allied Military	Italian Military	A.C. & Civil	
	602			

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	61	58	64	62	-	5	-	7

5. Sections of lines not yet opened to traffic (with reasons) :

S. Angelo Piedimonte (war damaged)

6. Coal Situation Tonnage Used Tonnage on Hand Prospective receipts

64 7 57

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

8. No. of Cars Unfit for service, but Repairable locally :

	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prev. In Serv.</u>
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.



Ing. Luigi BRANCATO
Managing Director

428

TRANSPORTATION SUB-COMMISSION A.G.
(Railways)
NAPLES DIVISION

RAILWAY..NAPOLI-PIEDIMONTE D'ALIFE

Date....26/4/945.....

Weekly Progress Report : 6

From 0001 hrs Monday.9.4.1945
To 2359 hrs Sunday15.4.945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	28	196	---	---	226	4746
(d) Steam (actually run)	---	---	12	372	---	---	12	372
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	31	219	---	---	229	4769

2. Trains in addition to Basic Schedule :

(a) Steam	---	---	---	---	---	---	---	---
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	---	---	3	23	---	---	3	23

(d) Reasons for addition :

More transportation of wrecked stone

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
	606			

(a) Brief description of principal commodities :

Transportation of wrecked stone

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	64	59	64	58	-	11	1	---

1183

5. Sections of lines not yet opened to traffic (with reasons) :

S. Angelo - Piedimonte (war damaged)

6. Coal Situation Tonnage Used Tonnage on Hand Prospective receipts

70 6 64

(a) Reasons for excessive use over normal allotment.

7. motive power situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

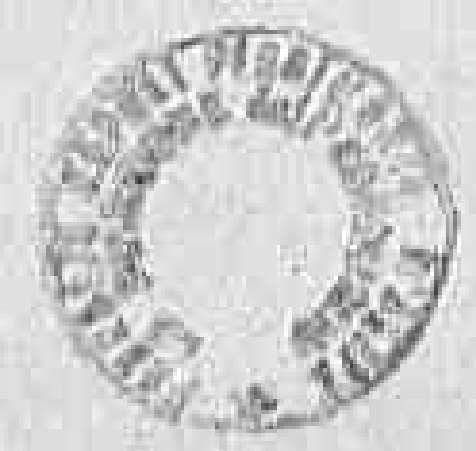
8. No. of Cars Unfit for service, but Repairable locally :

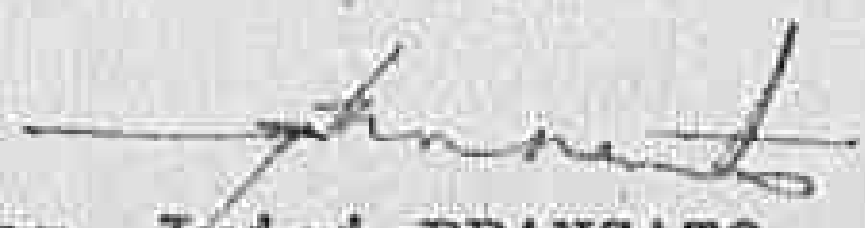
	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prev. In Serv.</u>
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

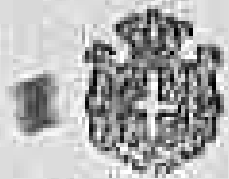
9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.




Ing. Luigi BRANCATO
Managing Director 4426



Ferrovie Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

Prot. N. 1149/Dir/P

Napoli (54) 21 aprile 1945

Risposto al fol. N. _____ del _____

PIAZZA CARLO III - TEL. 50796

OGGETTO Rapporto settimanale n°5

A.C. TRANSPORTATION SUB COMMISSION

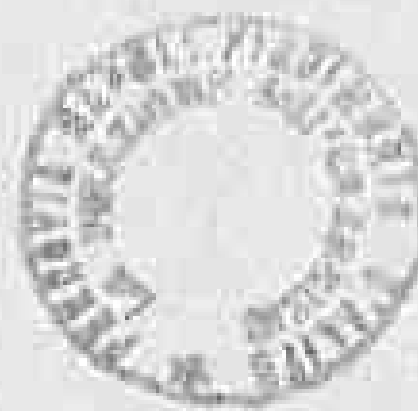
Care Transportation Increment

C.M.F. - Ministero Trasporti

R O M A

Si rimette il rapporto n°5, relativo
alla settimana 2 - 8 aprile c.a.

Ing. Luigi BRANCATO
Managing Director



Alleg/4

Sen. V. aff. 32

Alleg. N.

4425

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY NAPLES-PIEDIMONTE D'ALIFE

Date 19.4.945

Weekly Progress Report : 5

From 0001 hrs Monday 2.4.1945
To 2359 hrs Sunday 9.4.1945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms	No.	Kms
(a) Steam	---	---	14	434	---	---	14	434
(b) Diesel	---	---	---	---	---	---	---	---
(c) Electric	198	4550	26	196	---	---	226	4746
(d) Steam (actually run)	---	---	10	318	---	---	10	318
(e) Diesel (" ")	---	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	26	186	---	---	224	4736

2. Trains in addition to Basic Schedule :

- (a) Steam
(b) Diesel
(c) Electric

(d) Reasons for addition :

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
	486			

(a) Brief description of principal commodities :

Transportation of crushed stone

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4424

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	44	51	47	45	5	-	3	-

5. Sections of lines not yet opened to traffic (with reasons) :

6. <u>Coal Situation</u>	<u>Tonnage Used</u>	<u>Tonnage on Hand</u>	<u>Prospective receipts</u>
74	4	70	

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

8. No. of Cars Unfit for service, but Repairable locally :

	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prev. In Serv.</u>
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.

Ing. Luigi BRANCATO
Managing Director

4423

TRANSPORTATION SUB-COMMISSION A.C.,
(Railways)
NAPLES DIVISION

57/23 A/4

RAILWAY NAPOLI-PIEDIMONTE D'ALIFE

Date Aprile 6, 1945

Weekly Progress Report : 4

From 0001 hrs Monday 26.3.1945
To 2359 hrs Sunday 1.4.1945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms	No.	Kms
(a) Steam	-	---	14	434	-	---	14	434
(b) Diesel	-	---	-	---	-	---	-	---
(c) Electric	198	4550	28	196	-	---	226	4746
(d) Steam (actually run)	-	---	12	372	-	---	12	372
(e) Diesel (" ")	-	---	-	---	-	---	-	---
(f) Electric (" ")	198	4550	30	247	-	---	228	4797

2. Trains in addition to Basic Schedule :

- (a) Steam
(b) Diesel
(c) Electric

2 51

(d) Reasons for addition : more loads of woched stone

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
	936	---	---	---

(a) Brief description of principal commodities :

crusted stone (gravee) for the 357 th. Eng. Regt. U.S.A.

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box							4422	
High Side								
Low Side								
Flats	82	79	100	82	-	21	-	21

5. Sections of lines not yet opened to traffic (with reasons) : S. ANGELO-PIEDINONTE

WAR DAMAGED

6. <u>Coal Situation</u>	<u>Tonnage Used</u>	<u>Tonnage on Hand</u>	<u>Prospective receipts</u>
180	6	74	---

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	---	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

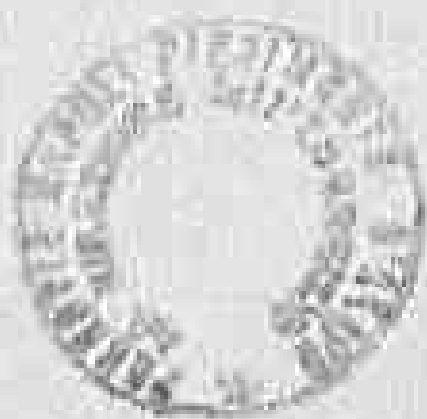
8. No. of Cars Unfit for service, but Repairable locally :

	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prev. In Serv.</u>
Box	4	---	3	---	---
Open	10	2	---	---	---
Flats	17	5	1	---	---
Others		8			
Total	31	15	4	---	---

9. General statement of work in progress on track and Station Buildings.

current maintenance work

10. Any other items of special interest or difficulties not mentioned above.



IL DIRETTORE DELL'ESERCIZIO

[Signature] 4421



57/23 n/3
Ferrovie Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

Prot. N. 1058/Dir/P

Napoli (54) 11 aprile 1945

Risposta al fol. N. _____ del _____

PIAZZA CARLO III - TEL. 50796

OGGETTO Rapporti settimanali

A.C. TRANSPORTATION SUB COMMISSION

li n°3 e n°4

Care Transportation Increment

C.N.F. - Ministero Trasporti

ROMA

Si rimettono i rapporti n°3 e n°4, relativi alle settimane 19-25 marzo e 26 marzo - 1° aprile c.a.



Alleg/3

IL DIRETTORE DELL'ESERCIZIO

Alleg. N.

6420

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
NAPLES DIVISION

RAILWAY. NAPOLI-PIEDIMONTE D'ALIFE

Date. April 5, 1945
Weekly Progress Report : 3

From 0001 hrs Monday 19.3.1945
To 2359 hrs Sunday 25.3.1945

1. <u>Basic Schedule of Trains :</u>	<u>Passenger</u>		<u>Freight</u>		<u>Mixed</u>	<u>Total</u>	
	<u>No.</u>	<u>Kms</u>	<u>No.</u>	<u>Kms</u>	<u>No.</u>	<u>No.</u>	<u>Kms</u>
(a) Steam	---	---	14	434	---	14	434
(b) Diesel	---	---	---	---	---	---	---
(c) Electric	198	4550	28	196	---	226	4746
(d) Steam (actually run)	---	---	14	434	---	14	434
(e) Diesel (" ")	---	---	---	---	---	---	---
(f) Electric (" ")	198	4550	22	154	---	220	4704

2. Trains in addition to Basic Schedule :

- (a) Steam
(b) Diesel
(c) Electric

(d) Reasons for addition :

3. <u>Tonnage Moved.</u>	<u>Allied Military</u>	<u>Italian Military</u>	<u>A.C. & Civil</u>	<u>Total</u>
	706	---	---	---

(a) Brief description of principal commodities :

Crushed stone (Gravel) for the 357 the Eng. Rgt. U.S.A.

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4. Interchange of Rolling Stock and Freight Cars.

<u>Type</u>	<u>Received</u>		<u>Dispatched</u>		<u>Weekly Balance</u>		<u>Running Balance</u>	
	<u>Loaded</u>	<u>Empty</u>	<u>Loaded</u>	<u>Empty</u>	<u>Plus</u>	<u>Minus</u>	<u>Plus</u>	<u>Minus</u>
Box							4419	
High Side								
Low Side								
Flats	83	89	75	89	20	-	8	-

5. Sections of lines not yet opened to traffic (with reasons) : S. Angelo-Piedimonte

6. Coal Situation War damaged
Tonnage Used Tonnage on hand Prospective receipts

88

8

20

(a) Reasons for excessive use over normal allotment.

7. motive power situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

8. No. of Cars Unfit for service, but Repairable locally :

	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prev. In Serv.</u>
Box	4	-	3	-	-
Open	10	2	-	-	-
Flats	17	5	1	-	-
Others		8			
Total	31	15	4	-	-

9. General statement of work in progress on track and Station Buildings.

Current maintenance work
 10. Any other items of special interest or difficulties not mentioned above.



IL DIRETTORE DELL'ESERCITO 2498

[Handwritten signature]



Ferrovie Napoli - Piedimonte d'Alife

Gestione Commissariale Governativa

Prot. N. 823/Dir/P

Napoli (54) 22 marzo 1945

Risposta al fol. N. _____ del _____

PIAZZA CARLO III - TEL. 50796

OGGETTO

TRANSPORTATION SUB COMM. RAIL A.C.

Rapporto settimanale n°2

Care Transportation Increment C.M.F.
Ministero Trasporti
ROMA

Si rimette il rapporto settimanale n°2, relativo alla settimana 12 - 18 c.m.



IL DIRETTORE DELL'ESERCIZIO

Alleg/4

Alleg. N.

4417

TRANSPORTATION SUB-COMMISSION A.O.
(Railways)
NAPLES DIVISION

RAILWAY: NAPOLI-PIEDIMONTE D'ALIFE

Date: March 23, 1945

Weekly Progress Report :

From 0001 hrs Monday 12.3.1945
To 2359 hrs Sunday 18.3.1945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms	No.	Kms
(a) Steam	--	--	14	434	--	--	14	434
(b) Diesel	--	--	--	--	--	--	--	--
(c) Electric	198	4550	28	196	--	--	226	4746
(d) Steam (actually run)	--	--	12	372	--	--	12	372
(e) Diesel (" ")	--	--	--	--	--	--	--	--
(f) Electric (" ")	198	4550	22	154	--	--	220	4704

2. Trains in addition to Basic Schedule :

- (a) Steam
(b) Diesel
(c) Electric

(d) Reasons for addition :

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
	730	--	--	730

(a) Brief description of principal commodities :

Crushed stone (gravel) for the 357th Eng. Rgt. U.S.A.

(b) Tonnage authorized, but not moved (with reasons) :(c) No. of passengers carried in addition to Basic Schedule :4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box								
High Side								
Low Side								
Flats	72	74	81	77	-	2	-	12

4416

5. Sections of lines not yet opened to traffic (with reasons) : S. Angelo-Piedimonte

6. Coal Situation War damaged
Tonnage Used Tonnage on Hand Prospective receipts
 95 7 88 —

(a) Reasons for excessive use over normal allotment.

7. Motive Power Situation.

	In Service	Spare	For Small Rep.	Heavy Rep.	Previous Week's Repairs	
					Prev. In Serv.	Not Prev. In Serv.
Freight	2	2	1	3	4	4
Passenger	3	3	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

8. No. of Cars Unfit for service, but Repairable locally :

	Rebuilding	Small Rep.	Heavy Rep.	Previous Week's Repairs	
				Previous In Service	Not Prev. In Serv.
Box	4	—	3	—	—
Open	10	2	—	—	—
Flats	17	5	1	—	—
Others		8	—	—	—
Total	31	15	4	—	—

9. General statement of work in progress on track and Station Buildings.

Current maintenance work

10. Any other items of special interest or difficulties not mentioned above.

IL DIRETTORE DELL'ESERCIZIO



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4415

TRANSPORTATION SUB-COMMISSION A.O.
(Railways)
NAPLES DIVISION

RAILWAY.....NAPOLI - FREDERICO D'ALIFE

Date.....MARCH 17, 1945.....

Weekly Progress Report :

From 0001 hrs Monday.5.3...1945
To 2359 hrs Sunday..11.3 945

1. Basic Schedule of Trains :	Passenger		Freight		Mixed		Total	
	No.	Kms	No.	Kms	No.	Kms.	No.	Kms
(a) Steam	-	2	14	434	-	--	14	434
(b) Diesel	-	--	--	--	-	--	--	--
(c) Electric	198	4550	28	196	-	--	226	4746
(d) Steam (actually run)	--	--	8	284	-	--	8	--
(e) Diesel (" ")	--	--	-	--	-	--	-	--
(f) Electric (" ")	198	4550	22	113	-	--	220	4663

2. Trains in addition to Basic Schedule :

- (a) Steam
- (b) Diesel
- (c) Electric

(d) Reasons for addition :

3. Tonnage Moved.	Allied Military	Italian Military	A.C. & Civil	Total
	538	--	--	538

(a) Brief description of principal commodities :

crushed stone (gravel) for the 357 Eng. U.S. Army

(b) Tonnage authorized, but not moved (with reasons) :

(c) No. of passengers carried in addition to Basic Schedule :

4. Interchange of Rolling Stock and Freight Cars.

Type	Received		Dispatched		Weekly Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
Box							4414	
High Side								
Low Side								
Flats	58	50	58	62	-	4	-	12

196

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

5. Sections of lines not yet opened to traffic (with reasons): S. ANGELO - FREDIMONTE

6. Car Situation Tonnage Used War damaged Car age on Hand Prospective receipts

101 6 95 --

(a) Reasons for excessive use over normal allotment.7. Motive Power Situation.

	<u>In Service</u>	<u>Spare</u>	<u>For Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
					<u>Prev. In Serv.</u>	<u>Not Prev. In Serv.</u>
Freight	2	2	1	3	-	4
Passenger	3	2	1	2	1	2
Switch						
Total	5	5	2	5	1	6
Diesel						

8. No. of Cars Unfit for service, but Repairable locally:

	<u>Rebuilding</u>	<u>Small Rep.</u>	<u>Heavy Rep.</u>	<u>Previous Week's Repairs</u>	
				<u>Previous In Service</u>	<u>Not Prev. In Serv.</u>
Box	4	--	3	--	--
Open	10	2		--	--
Flats	17	5	1	--	--
Others	--	8	--	--	--
Total	31	15	4	--	--

9. General statement of work in progress on track and Station Buildings.10. Any other items of special interest or difficulties not mentioned above.

4410

1197