

ACC AC57/25/TN4 10000/148/2090 LAKEWAY LINE: BENEVEN

1216
1293 RAILWAY LINE: BENEVENTO - CAUCELLO

57/25/49
PGH/10

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

14 September 45

Tel: SAJ238
Ref: AC/57/25/Br 4

SUBJECT : Benevento-Cancello Railway.

TO : I.S.R. - Bldg.

1. Reference your C.234/10384/15 of 7 September.
2. Due to the congested conditions now existing in the Naples Compartimento the Military Railway Service have deferred authority for the Benevento-Cancello Railway to operate their trains over the ISR between Cancello and Naples.

P. G. MATSON
MAJOR T.C.
for Director

Copy to: Benevento - Cancello Railway
Movements Rail Tn S/C
General Inspectorate MOTO

4606

MEMORANDUM:

12 September 1945

To: Major Matson, AC, Building

Your file AC 57/35/Tn4 dated 10 September. Request for additional passenger train service between Cancellio-Naples-Cancellio to connect with Benevento - Cancellio railway cannot be inaugurated at this time. Line capacity between Naples and Cancellio is in excess of normal requirements. CS 109

H. H. Headlee

H. H. HEADLEE
Captain, TC
774 RGD

4605

57/25/76
PCM/10

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

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

10 September 45

SUBJECT : Benevento-Cancello Railway

TO : DMSEI (Maj. London)

1. Reference your file 531.7 T of 23 July 45.
2. The ISR and the Benevento-Cancello Railway have completed negotiations regarding trackage rights for the private Railway to operate certain trains over the ISR lines between Cancello and Naples.
3. Following is schedule of trains that ISR agrees to permit the Benevento Cancello Railway to operate over their lines.

TV 863	TV 861		TV 860	TV 862
1635	555	CANCELLO	1030	1945
1710	630	NAPLES	955	1830

Your approval is requested.

For the Chief Commissioner :

R. G. MARCH, Major

Copy to: Movements Rail Tn Sub-Commission.

4804

TRANSLATION

MINISTRY OF TRANSPORTS
ISR DIRECTION GENERAL.

Rome, 7 September 45
Ref.: C.231/10384/15
AC/57/25/Tn.4 of 1/8/45.
ISR Icca/5839/28 of 7/8/45.

SUBJECT: Cancello-Benevento Railway.

TO : Tn.Sub-Comm. AC,
Rail Division.
Bldg.

1. Reference is your above letter concerning the request made by the privately owned railway Benevento-Cancello for operation of their own trains along the ISR section Cancello - Naples.
2. We assure you that an agreement has been reached with the above Railway in order to settle our financial relations in dependence of said service.
3. We ask you, therefore, to give favourable course with the M.R.S. to their request.

General Director
Ing. LO. OTONO

Tr/al/7/9/45.

66 3



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

OGGETTO: Ferrovie Benevento-Cancello.

Roma, 27 SET 1945

194

N. 31/10384/15

Al N. A.0/57/25/Ta del 10/8

ICCA/5839/28 del 7/8

SOTTOCOMMISSIONE TRASPORTI A.C.
(Sezione Ferrovie) presso Trasporti Centrali
(Britannici)

1. - Si fa riferimento alla lettera sopra richiamata riguardante la richiesta avanzata della Ferrovie Private Benevento-Cancello per la circolazione dei propri treni sul tratto Cancello-Napoli.
2. - Si assicura che con la Ferrovie suddetta sono già intervenuti accordi per regolare i rapporti finanziari con quest'Amministrazione in dipendenza del servizio di cui trattasi.
3. - Si prega pertanto di voler dar corso alle ulteriori

4602

./.

cir

(1) Servizio.

pratiche con il Servizio Militare Ferroviario per l'accoglimento della richiesta avanzata dalla Società.

10 DIRETTORE GENERALE

Voligno

L



SOCIETÀ ITALIANA PER LE STRADE FERRATE SOWVENZIONATE

ESERCIZIO FERROVIA: BENEVENTO - CANCELLO - NAPOLI

SEDE ROMA

VIA REGINA GIOVANNA, N. 5

TELEFONI

SEDE 487960
DIREZIONE (Benevento) 1548
STAZIONE APTA 1121

Roma, 7 settembre 1945

PRESIDENZA

TRANSPORTATION SUB COMMISSION
RAIL DIVISION (Attn. Major Matson)

R O M A
=. = . = . = . = . = . = . =

FERROVIA CANCELLO-BENEVENTO

Ci pregiamo segnalare a cotesta Sub Commission che, fra il personale della Ferrovia, si è manifestata in questi ultimi giorni una viva agitazione per conseguire miglioramenti salariali la cui richiesta non è giustificata, avendo la nostra Società accordato regolarmente tutti gli aumenti stabiliti.

Non è improbabile che si abbiano a verificare disordini con danno per la regolarità del servizio; sarebbe quindi opportuno disporre per la sorveglianza della linea (anche saltuariamente) da parte della Polizia Militare Alleata.

Con osservanza.

Soc. P. AZ. FERROVIE SOVV.
IL PRESIDENTE

Handwritten signature: H. Perotti

Handwritten notes:
M. Perotti
16/9/45
M. Perotti
16/9/45

661

P R E S I D E N Z A

Roma, 7 settembre 1945

TRANSPORTATION SUB COMMISSION
RAIL DIVISION (Attn. Major Matson)

= . . . R O M A . . . =

FERROVIA CANCELLO-BENEVENTO

Ci pregiamo segnalare a cotesta Sub Commission che, fra il personale della Ferrovia, si è manifestata in questi ultimi giorni una viva agitazione per conseguire miglioramenti salariali la cui richiesta non è giustificata, avendo la nostra Società accordato regolarmente tutti gli aumenti stabiliti.

Non è improbabile che si abbiano a verificare disordini con danno per la regolarità del servizio; sarebbe quindi opportuno disporre per la sorveglianza della linea (anche saltuariamente) da parte della Polizia Militare Alleata.

Con osservanza.

Soc. P. AZ. FERROVIE SOVV.
IL PRESIDENTE

H. Parola

661

Handwritten notes and signatures:
"Klein is not in Rome"
"9/10/45"
"Matson"
"Klein is not in Rome"
"9/10/45"
"Matson"

WIRE

1540 - / August 1945

FROM: DMRSI

TO (FOR ACTION) Capo Movements Section, ISR, Bldg

TO (FOR INFO) Joint Railway Control, Naples
Ing. Corbellini, ISR, Rome
Major Matson, AC, Bldg

UNCLASSIFIED. One S51 class ISR locomotive named "Valle Caudina" and two coaches Nos. 16 and 17 belonging to Benevento and Canello Railroad on hand Padua. Capo Movements Section, ISR, Rome arrange forward the locomotive and two coaches to Canello for service on Benevento and Canello Railroad. All informed. CS-664. Signed London.

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

1226

57/85/72

10/10

TRANSPORTATION SUB-COMMITTEE, 10
(Rail. & Highw.)
o/o Transportation (Tr) Dept
C.E.T.

16 AUGUST 50

Ref. 8,125
Inf. 10/27/50/101

SUBJECT : Banavento-Gonzalez Railway.

TO : Mr. Rigg.

1. Locomotive "Valle Guadalupe", type 251 P., was sent by the Banavento-Gonzalez Railway to Oficina Reparacion Maquinaria, Pinar del Rio, about two years ago for repairs.

2. Locomotive is now repaired and ready to move to Gonzalez.

3. We state that we have no objection to the transfer of this locomotive; that the necessary arrangements can be made between the RRT and the Banavento-Gonzalez Railway.

P. G. WATSON

MANAGER

for Director

Copy to: South Am. Branch in 2/0 (201)
Banavento Rail in 2/0
Banavento-Gonzalez Rly.
RRT - Rigg. in 2 (20) /50.

*Memo Aug 28
Headline agrees to
move long + v cross
Rt. Gordon to Gonzalez
Watson*

4600

54/25/70

MR/10

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

11 August 45

Tel. 843238
Ref. AS/57/25/Tn 4

SUBJECT : Locomotive of Benevento-Cancello Railway.

TO : MRB - MRG.

1. Locomotive "Valla Caufina", type Gr 851 F.S. was sent by Benevento-Cancello Railway to Officina Meccanica della Stanga, Padua, about two years ago, for repairs.
2. The locomotive is now repaired and ready for transfer to Cancello, but it would have to be hauled light and not under its own steam.
3. Please say if arrangements can be made with INR for this locomotive to be transferred to Cancello as desired.

afp
for Director

Copy to: Mech. Eng. Branch In Sub-Comm. (Raile)
Movement (Rail) In S/C.

4599



SOCIETÀ ITALIANA PER LE STRADE FERRATE SOWVENZIONATE

ESERCIZIO FERROVIA: BENEVENTO - CANCELLO - NAPOLI

SEDE ROMA

VIA REGINA GIOVANNA, N. 6

TELEFONI

SEDE 457950
DIREZIONE (Benevento) 1548
STAZIONE AFRA 1121

P R E S I D E N Z A

Roma, 7 agosto 1945

TRANSPORTATION SUB COMMISSION
(attn: Chief, Rail Division)

MINISTERO DEI TRASPORTI
Piazza della Croce Rossa

R O M A
=. = . = . = . = . = . = . = . = . =

Autorizzazione trasporto locomotiva da Padova a Canello

Presso l'Officina Meccanica della Stanga di Padova si trova in riparazione da circa due anni la locomotiva di questa Società denominata "Valle Caudina" del tipo Gr.85I F.S.

Con l'unita lettera, che alleghiamo in originale, l'Officina della Stanga ci comunica che la nostra locomotiva è salva e può essere ritirata subito, essendone stata ultimata la riparazione.

Preghiamo pertanto cotesto On.Ufficio di voler autorizzare il trasporto della locomotiva stessa da Padova a Canello, significando che detto mezzo è indispensabile per esigenze di servizio della Ferrovia Benevento-Canello, ripristinata in questi giorni.

In attesa di cortese accoglimento della presente richiesta, portiamo i ns/ più distinti saluti.

All.n.1

Soc. D. A. FERROVIE SOVV.

b IL PRESIDENTE

my f. ash

1593

SEDE ROMA

VIA REGINA GIOVANNA, N. 5

TELEFONI

SEDE 487560
DIREZIONE (Benevento) 1548
STAZIONE ASPIA 1121

PRESIDENZA

Roma, 7 agosto 1945

TRANSPORTATION SUB COMMISSION
(attn: Chief, Rail Division)

MINISTERO DEI TRASPORTI
Piazza della Croce Rossa

R O M A
-.-.-.-.-

Autorizzazione trasporto locomotiva da Padova a Cancellò

Presso l'Officina Meccanica della Stanga di Padova si trova in riparazione da circa due anni la locomotiva di questa Società denominata "Valle Caudina" del tipo Gr. 351 F.S.

Con l'unita lettera, che alleghiamo in originale, l'Officina della Stanga ci comunica che la nostra locomotiva è salva e può essere ritirata subito, essendone stata ultimata la riparazione.

Preghiamo pertanto cotesto On. Ufficio di voler autorizzare il trasporto della locomotiva stessa da Padova a Cancellò, significando che detto mezzo è indispensabile per esigenze di servizio della Ferrovia Benevento-Cancellò, ripristinata in questi giorni.

In attesa di cortese accoglimento della presente richiesta, portiamo i ns/ più distinti saluti.

All.r.n.l.

Soc. d. Az. FERROVIE SOVV.
b IL PRESIDENTE

4593
unf / varth

57/25/68
1232
Mod. 9
Officina Meccanica della Targa

SOCIETÀ ANONIMA - CAPITALE L. 3.000.000 - U. P. E. C. PADOVA 8696
DIREZIONE, AMMINISTRAZIONE ED OFFICINE: PADOVA - VIA DOMENICO TURAZZA, 20

Telegrammi: OFFICINASTANGA - PADOVA
Telefono 24-048
Casella Postale 300
C. C. Postale 9/732

PADOVA, 17 luglio 1945

NOSTRO RIFERIMENTO. N.
da citare nella risposta

VOSTRO RIFERIMENTO.

Carri in corso per le S.F.S.

Spett. Strade Ferrate Sovvenzionate
FERROVIA BENEVENTO-CANCELLO-NAPOLI

BENEVENTO

Con riferimento alla Vs/ 896/I/Pres in data 28 corr. J consegnatoci dal Vs/ Sig. Tosato mentre Vi ringraziamo del Vostro interessamento verso di noi e verso la nostra Azienda, passiamo a darvi comunicazione sulla situazione dei lavori che vi riguarda-
no:

Loc. (Gr. 85I) Val Caudina: Abbiamo tenuto sospesi i lavori durante l'occupazione con l'intendimento di salvaguardarla da esportazione. Ripresa la riparazione dopo l'insurrezione siamo riusciti, dedicando il meglio dei nostri mezzi a portarla ad ultimazione ai primi di giugno.

Ci teniamo mettere in evidenza come non sia stato per noi facile riuscire sottrarre l'unità in parola da requisizione, e ci auguriamo di poter presto farvene spedizione. A tale proposito vi preghiamo fin d'ora di interessarvi sulla possibilità del trasporto, e meno che non crediate di trattare uno scambio con le Ferrovie dello Stato con una locomotiva del Gr. 85I in servizio nella vostra zona.

Comunque, vogliate prendere nota che data l'attuale situazione è necessario che prima della consegna sia da voi effettuata qui il collaudo e provveduto al pagamento della fattura che andiamo compilando tenendo conto dei periodi nei quali il lavoro è stato svolto, fattura che fra giorni vi faremo pervenire.

Distinti saluti.

4597

Officina
Targa

Telefono 24-048
Caviglia Postale 300
C. C. Postale 9738

NOSTRO RIFERIMENTO: N.
da citare nella risposta

Spett. Strade Ferrate Sovvenzionate
FERROVIA BENEVENTO-CANCELLO-NAPOLI

VOSTRO RIFERIMENTO

BENEVENTO

Carri in corso per le S.F.S.

Con riferimento alla Vs/ 896/I/Pres in data 28 corr. 1 consegnatoci dal Vs/ Sig. Tosato mentre Vi ringraziamo del Vostro interessamento verso di noi e verso la nostra Azienda, passiamo a darvi comunicazione sulla situazione dei lavori che vi riguardano:

no: Loc. (Gr. 85I) Val Caudina: Abbiamo tenuto sospesi i lavori durante l'occupazione con l'intendimento di salvaguardarla da asportazione. Ripresa la riparazione dopo l'insurrezione siamo riusciti, dedicando il meglio dei nostri mezzi a portarla ad ultimazione ai primi di giugno.

Ci teniamo mettere in evidenza come non sia stato per noi facile riuscire sottrarre l'unità in parola da requisizione, e ci auguriamo di poter presto farvene spedizione. A tale proposito vi preghiamo fin d'ora di interessarvi sulla possibilità del trasporto, e meno che non crediate di trattare uno scambio con le Ferrovie dello Stato con una locomotiva del gr. 85I in servizio nella vostra zona.

Comunque, vogliate prendere nota che data l'attuale situazione è necessario che prima della consegna sia da voi effettuato qui il collaudo e provveduto al pagamento della fattura che andiamo compilando tenendo conto dei periodi nei quali il lavoro è stato svolto, fattura che fra giorni vi faremo pervenire.

Distinti saluti.

4597

[Handwritten signature]
[Handwritten signature]

57/25/67
PM/10

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (R) Main
O.H.R.

1 August 45

Tel. 645270
Ref. 46/57/25/En 1

SUBJECT : Benevento-Cancello Railway.

TO : 1. ICR - Bldg.
General Inspectorate MVN

1. The management of the Benevento-Cancello Private Railway is pressing us to sponsor trackage rights over the ICR between Cancello and Naples for civilian trains.

2. We are willing to negotiate with the Military Railway Service for such an arrangement but first we must receive in writing from the ICR that an agreement has been made between the two parties concerned regarding financial settlements and any special privilege involved.

70 Director

Copy to: Movement Division Officer c/o ICR (Capt Gray) AMN
" " Movement Rail In Sub-Commission
" " DRS - Bldg.

4596

FONOGRAMMA URGENTE

Napoli, 28-7-1945

ac/v7/10.00

DIREZIONE FERROVIA SOVVENZIONATA

CANCELLO = BENEVENTO

Treni concordati osserveranno su percorso Cancellio - Napoli
seguenti estremi orario definitivi -

Cancellio (p.5.55)- Napoli C/le	(a.6.30)	- TV861 -
Napoli C. (p.9.55)- Cancellio	(a.10.30)	- TV860 -
Cancellio (p.16.35)- Napoli C/le	(a.17.10)	- TV863 -
Napoli C. (p.18.50)- Cancellio	(a.19.45)	- TV862 -

Pregasi comunicare tutta urgenza numeri che verranno
assegnati treni stessi e confermare che servizio viaggiatori sarà
attivato dal 1° agosto p.v.-

F.to Marinelli

*mandare
10 copie del
manifesto per
l'orario ferroviario*

*4.15 } Arrivo
14.50 }*

*1215
2132*

1595

HIS/om

TRANSPORTATION SUB-COMMISSION, A.C.2
(RAIL DIVISION)
c/o Transportation (Rr) Main,
C.M.E.

25th June 1945

Ref : 843233
Ref : 20/Tn/4/16 C.E.

SUBJECT : Ferrovie Esercitate Perotta
Gandello-Benevento.

TO : 0 4 Sov. and Tn.
A.B.M.G.

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

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

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

S. H. Street Major
S. H. STREET, Major.

Copy to : O.2 B.

D.M.B.G. Attention Col. Matter

Nov. L.O.D.M.R.S.

Nov. Naples

Nov. A.C.Tn. Nails

Chief Rail Section, Transportation Sub-Commission.

659

1235

57/25/65

RWH/af

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

24 July 1945

Tel.: 243238

Ref.: 42/57/25/Tn.4

SUBJECT: Benevento-Cancello Railway.

TO: + General Inspectorate M.S.T.C.

1. Reference yours 3.V.U.3 190024 of 17 July.
2. The services may commence on the subject line between Benevento and Cancello as requested.
3. The furnishing of coal is a subject to be handled between the I.S.R. and the Railway concerned.
4. The immediate outlook for coal is definitely not good; therefore every effort must be made to conserve our present supply.
5. The Benevento and Cancello Railway and the I.S.R. may enter into negotiations as to trackage rights between Cancello and Naples when details have been worked out proposal should be submitted to us for approval.

R. G. MATSON
MANAGER I.C.
Director.

Copy to: Movimento RAIL Via Sub-Comm.
I.S.R. Bldg.

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

A.F.O. 512
23 July 1945

531.7 T

SUBJECT: Service, Benevento-Cancello Private Railway

TO: AC Tn Sub-Commission,
Rail Division,
Building.
ATTENTION: Major Matson

1. Your letter 20 July, Ref. AC/57/25/Tn 4, above subject.
2. This headquarters has no objection to inauguration of service between Benevento and Cancello, provided it is performed with the private owner's own stock.
3. Trackage rights on ISR line, Cancello to Naples, will of course depend on outcome of negotiations between the two companies involved. MRS will be interested in knowing full details regarding this phase when plans have matured.

FOR THE DIRECTOR:

S. E. LONDON
Major, T.C.
Supt. Transportation

4593

1 2 3 7

57/25/63

PM/AS.

TRANSPORTATION SUB-COMMISSION, AG.
(RIL, DIVISION)
S/O Transportation (Mr) Main

Ref: SL 3230
Ref: AG/57/25/SL 1.

20 JULY, 1963.

URGENT Remonto - Cuscello line.

TO: ...
FROM: ...
SUBJECT: ...

1. Request is made to establish service on the Remonto - Cuscello private railways as follows:

1700	0740	UNLIMITED	0740	2010
1900	0740	...	0740	1810

2. The service of this line must be established from the line in connection for military transport, but the railway must be able to have been practically discontinued.

3. The railway has sufficient locomotives and rolling stock to handle these services.

4. The cost estimation will be 120 tons monthly.

5. The railway is also requested to this railway to handle the transport rights to transport to the railway in 1963, 1964 and 1965. This however, will be a subject for future negotiations. It is however, anticipated in getting a service started between Remonto and Cuscello as soon as possible.

For the Chief of the ...

2637
Major.

SUBJECT: Movement - Caracollo line.

1. Subj. (Military)
 2. Subj. (Military)

3. No plans in order to establish movement in the Caracollo - Chacabuco private railway as follows:

1700	0700	0800	0900
1800	0710	0810	0910

4. The system of this line will be established. Plans to put the line in operation for military purposes, with the military command for the line, has not previously determined.

5. The railway has not been used for any other purpose in the past.

6. The total movement will be 100 tons monthly.

7. Personnel is also requested for this railway to obtain from the Caracollo railway to carry it to the Caracollo line. (Data required). This movement will be a subject for future negotiations. A very however, interested in making a movement between Caracollo and Chacabuco as soon as possible.

For the other conditions.

Sgt. Major.

1592

Order for Movement (1911), etc. (Data required). Movement to L.A., etc. (Data required).

Rome 17 July 1945

MINISTRY OF TRANSPORTS
 ISPIRATORATO GEN. DELLA MOTORIZZAZIONE
 E DEI TRASPORTI IN CONCESSIONE.

Ref: Serv. V° Uff. 3° N°0092
 N°1 Enclosure.

SUBJECT: Authorization for the reopening of Cancelli-Benevento Railway.

TO : The Sub-Commission (Rail Division) Bldg.

Following our precedent notes and in reply to your letter N°46.57/25/Th.4, we inform you that works for the reopening of said railway have been finished and that the entire line from Cancelli to Benevento Appia has been already tested during those last days.

Application for traffic reopening along the entire section Benevento-Appia-Cancelli-Naples with two couples of daily trips, has been now presented to our Ministry by the managing Company.

Please find herewith enclosed figures concerning the resuming of operations and the needed coal, lubricant and rolling stock.

Train schedule can be in the future lightly altered according to line availability along the I.S.N. section Cancelli-Naples.

Freight traffic will be limited to the internal section Benevento-Cancelli, with exception of goods accepted for cumulative service after due authorization from competent Offices.

In consideration of the importance of that railway, we express our favourable opinion about its application, and remain awaiting for your decisions.

THE MINISTER.

4592

TRAFFIC SIGNALS: PLEASE STOP

Line or Section: Extremes: Benevento Appia-Capriolo-Naples Central

• 1997年：中国加入WTO

Processed service: Quantity of couples : 10 Two

Therapeutic Drug Monitoring

of services to children : treatment :

to Total = 272 per day

<u>Processed service personnel</u>	Outward :	Leaves Department 0540 hrs -	1700 hrs
	arrives Manila	0915 "	1940 "

Inward	Leaves	Supplies	2500	1730
	arrived	Returned to	0840	2010

Needed fuel : Coal 120 Tons monthly

Subrigent 2 Catala acthally

Required rolling stock : steam engines $n^{\circ}2 + 1$ and 50004

Da-cho-Vya

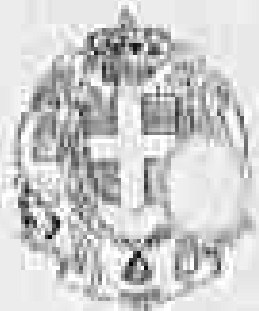
Feb 10 1948 09:15 N^o 2

On the ground, that's all.

[illegible]

"Perovskia sovremennosti itd. Co" owned the Chairmen.

657



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ISPETTORATO COMPARTIMENTALE DI VERONA

Roma, 17 luglio 1945

Mod. 16M 77

1^a SOTTOCOMMISSIONE
TRASPORTI A.C. - Divisio-
ne Ferroviaria

= S E D E =

Serv. V° = UFF. *Stipendi*

N° 8092 All. uno

OGGETTO: *Richiesta di autorizzazione per la riattivazione del servizio sulla ferrovia Cannello-Benevento.*

Urgente

A seguito delle precedenti comunicazioni in merito al ripristino della ferrovia in oggetto ed in esito a quanto richiesto da codesta rispettabile Sottocommissione Alleata con la lettera n° A.C.57/25/In.4^a si informa che, essendo stati ultimati i lavori di riattivazione di tale ferrovia, l'intera linea da Cannello a Benevento Appia è stata già collaudata in questi giorni.

La Società esercente ha ora presentato a questo Ministero domanda per il ripristino dell'esercizio sull'intero tratto ferroviario Benevento Appia - Cannello - Napoli con due coppie di corse giornaliere.

Si allega il prospetto con tutti i dati relativi al programma di esercizio da attuarsi

1529

./.

CANCELLI - VERONA - 17/7/45

bisogno di carbone, di lubrificante e di materiale rotabile occorrente.

L'orario in esso prospettato potrà essere in seguito lievemente ritoccato in relazione alla disponibilità della linea sul tratto statale Cancellò - Napoli.

Il traffico-merci resterà limitato al servizio interno sul tronco Benevento - Cancellò, salvo l'eccettuazione delle merci in servizio cumulativo, previa le prescritte autorizzazioni degli Uffici competenti.

Questo Ministero, in considerazione dell'importanza della Ferrovia in oggetto, esprime parere favorevole all'accoglimento della domanda inoltrata dalla Società concessionaria e resta in attesa delle decisioni in merito di codesta Sottocommissione Allèata.

IL MINISTRO
Luigi

LINEA O CRONCO: Estremi: Benevento Appia - Cancellio - Napoli Centrale.
Lunghezza Km. 68

PROGRAMMA VICENTE: Il servizio dei treni è interrotto dal settembre 1943 in seguito ai danni ingentissimi procurati dai tedeschi alle linee.

SERVIZIO PROPOSTO: Numero coppie: n° due
Frequenza: giornaliera
Tipo: viaggiatori
Treni Km.: 272 giornalieri

CRARIO DEI SERVIZI PROPOSTI:

Andata:	partenza da Benevento ore 5,40 - 17
	arrivo a Napoli " 8,15 - 19,40
Ritorno:	partenza da Napoli ore 8 - 17,30
	arrivo a Benevento " 8,40 - 20,10

FABBISOGNO COMBUSTIBILE: Carbone: tonn. 120 mensili
Lubrificante Q.li 2 mensili 2588

IMPEGNO MATERIALE ROTABILE: Locomotive a vapore n° 2 + 1 di scorta
Bagagliai : -
Carrozze viaggiatori n° 2
Carri merci aperti: n° 8
Carri merci chiusi: n° 8

SOC. PER AZIONI: FERROVIE SOVV.
IL PRESIDENTE
(F.to illeggibile)

Allied Force
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.P.O. 512
7 July 1945

591.7 OF

SUBJECT: Benevento-Cancello Private Railway.
(Ferrovie Esercitate Perotta)

TO: Rail Division,
Tn Sub-Commission,
Allied Commission.

1. Reference letter dated 29 June, above subject, file AC/57/
25/Tn 4.

2. We have been advised by AFHQ that requirements for military movement over the above line will be very light. Three special trains of personnel from Cervinara to Naples will be required during July and thereafter no further movement can be foreseen at present.

3. Request this Headquarters be advised when this line is ready for service.

FOR THE DIRECTOR:

T. P. CHYMES
Lt Col, TC
Deputy Director-Operations

4587

57/25/59

ACF/02

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

8 July 1945

Tel.: 843238

Ref.: AC/57/25/Tn-4

SUBJECT: Benavento-Cancello Railway.

TO : General Inspectorate
M.T.C.

1. According to your report of 3rd March 45, it is understood this line has two steam locos in full operating condition, two 3rd class passenger coaches which have been overhauled, sixteen passenger box cars in operating condition, and twenty freight cars in operating condition.
2. We are prepared to give consideration to the operation of a passenger service using this stock, and for the operation of freight services provided such traffic does not pass to military controlled lines without traffic having been bid for in accordance with the existing arrangements.
3. Please therefore submit projected services, which should be limited in character in view of the serious coal position, and application will be made to military authorities for introduction of the services. No rolling stock can be supplied from IRL sources for this purpose.

Pauling May
Director.

Copy to: M.T.C.

AFHQ 04 Nov 45
Movements, Rail Div.

6586

57/25/58

File P

RE-CONSTRUCTION OF THE CANCELLO-BENEVENTO RAILWAY

1. The re-construction of this privately owned railway provided greater difficulties than were estimated at first when the survey was made in May 1945. There was one 3'6" span bridge to be rebuilt, there was the formation to be prepared for the relaying of eight Km. of track and sleepers and there were two tunnels, requiring major repairs, to be re-conditioned. The tunnels presented the greatest difficulty.
2. These tunnels seriously damaged by the retreating Germans, were blown in several places and in particular the Carpineto Tunnel in which both entrances had been destroyed and two very large charges had been placed 40 yards from the Eastern entrance creating a deep pocket about 80 feet above rail level. The arch ring was of course completely destroyed and the crater was about 15 feet long varying in height from 80 to 40 feet.
3. The bridge and the relaying of the track presented little difficulty except that work was delayed by about 10 days owing to the continual late arrival of the construction train with the necessary materials. This was reported at the time to the Joint Railway Control Office at Naples and after about 7 days the matter was put right and the construction train ran to schedule. With "raw" labour this disruption of pre-arranged work was most undesirable and the late arrival of the track at Carpineto tunnel also delayed the work on the tunnel. For this tunnel was completely blocked and until the arrival of the track with trains, all material had to be carried from the Eastern to the Western ends on the heads of Italian boys and girls around the mountain side through which the tunnel runs. Water, bricks, cement, sand and timber were all transported in this manner - a slow and costly affair.
4. In the Carpineto Tunnel, completely blocked by a large quantity of earth and large rocks, it was impossible to ascertain the full damage at first. Some of these rocks, weighing from 5 to 6 tons lying precariously on the steep slopes of the debris, had to be brought down broken up and carried away. Added to this difficulty and danger were the continual fresh falls of rocks and earth as material was removed and the pressure released from the sides of the tunnel. We tried at first to break up these rocks with hammers but I eventually obtained some small mines from the 8 I.R.G.D. Camp and these I detonated to break up the rocks. It was only possible to use one or two of these mines at a time as the rocks being too heavy to move had to be destroyed inside the tunnel. Sometime was lost as a result of this for it was not

2. These tunnels seriously damaged by were blown in several places and in particular the Carpineto Tunnel in which both entrances had been destroyed and two very large charges had been placed 40 yards from the Eastern entrance creating a deep pocket about 80 feet above rail level. The arch ring was of course completely destroyed and the crater was about 15 feet long varying in height from 50 to 40 feet.

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

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

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

- 2 -

report, which is attached, in the next paragraph.

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

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

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

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

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

158

Paul Howard Capt

M.P.M. GREARY, Capt. R.E.

1100, 22.01.13 2500 + 2500 = 5000. The check will be taken up

safe.

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

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

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

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

CO
252
72

Peterson Capt

~~W. P. M. GREARY, Capt. R.E.~~

En. Sub-Commission Civil Eng. Section.

57/25/57

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

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

29 June 45

SUBJECT : Benevento-Cancello line.

TO : MRS - Bldg.

1. The completion of the Benevento-Cancello line, expected on 4 July 45 raises the question of civilian facilities to be permitted.
2. It is therefore desired to know what programme can be expected from military sources, in order that some attempt may be made to provide for civilian needs.
3. It is understood that the military demands are not now likely to be so heavy, but the continued pressure on the owners and the emphasis placed on the need for rehabilitation makes it desirable that some form of service should be put in operation.

For the Chief Commissioner:

A.C. Ping
A.C. Ping, Major

4583

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
A.C. SENIOR TRANSPORTATION OFFICER

524/Rail/803

23th, June 45

SUBJECT : Opening of Cancelllo - Benevento R.R.

TO : Transportation Sub Commission (Rail)
care Transportation (Br) Main C.M.F.

1. Capt. Greaney called at this office today on his way to Rome.
2. He is now satisfied with progress being made on Cancelllo - Benevento R.R. and states definitely this railroad will be ready for use on 4 July.
3. H.Q. Movements Naples so far have no further information as to military requirements on this road, although A.F.H.Q. have stated recently that it is still a No. 1 priority.
4. It is desired to have clarification on the subject as early as possible in order that approval may be given to resume passenger service for the benefit of the community and unemployed railroad employees, in the event of its use for military purposes having ceased to exist.
5. May immediate attention be given to this subject please, as, after having exerted the greatest amount of pressure on those concerned to rehabilitate the railroad, it would create a very nasty impression if the completed road remained idle, as it must do failing a definite statement from the British Military Authorities.

For the Commissioner:

4582
V.R. Bowers

V.R. BOWERS
Major
Senior Transportation Offr.

Copy to: Adjutant's File
S.T.O.'s File
File

VRB/ta



IL MINISTRO DEI TRASPORTI

M.VI.20.6048

ref.N.AC/57.25/Tn 4 of 3/5/1945

Subject: Railway CANCELLO-BENEVENTO.

Rome,

27 MAR 1945

Dear Col. Thomas,

With reference to our previous Ministerial N.5448 of the 14 May, in regard the Railway in subject, I inform you that owing to local inspection made by Ing. Dott. Vito Perrone Ispettore Generale Tecnico, the result is as follows:

- 1°) - Comm. Perrotta, director of the concessionary Society, has a management director Ing. Ciapparelli, who is at the complete disposal of Cap. Greany appointed by the Allied Authorities to survey the works, and provides in the best way possible to all requests of Cap. Greany in regard to the operations.
- 2°) - This Ministry has not received any kind of statement as to the falsification of records.
- 3°) - The concessionary Society began the reconstruction in November 1943. All the bridges between Cannello-Benevento Appia were repaired, also rolling stock and rails. The Society has expended over 13 million lira, without asking financial assistance from the State.
The Allied Command, at first did not think it was urgent the repairing of the railway Cannello-Benevento, and it was only in the first days of April that the Command informed of the necessity of the opening of the line for military exigency.
- 4°) - The wrong information given by Ing. Perrotta, in regard to the possibility of operating a work-train immediately, (later suspended) is due to the fact that it was not known that the beams of a bridge, over a canal, which had been submerged by flood, had in part been blown up by the Germans.
- 5°) - The works of the Carpineto Galleria have not been ultimated on account of the great difficulties of such work of reconstruction, and for the failure of an organization specialized in such works and adequate material.

Not True

1581



IL MINISTRO DEI TRASPORTI

- 2 -

6°) - The essential works to be executed for the opening of the opening of the Railway service Benevento- Appia-Cancello are the following:

a) Equipment of the line for about 7 Km. - between Cancello and S. Maria to Vico, in proximity of the station Cervino-Durazzano.

The first train loaded with rails furnished by the Allied Authorities, arrived in Cancello the 8th inst, and on the 18th, one levelling machine.

Having at disposal a small number of men capable for such work, and scarce of indispensable equipment, (Borer pick-axes, trepan,) the Compartimento of I.S.R. of Naples sent three experienced inspectors and a certain number of good workers, while the Office of the Circumvesuviana sent a squad furnished with tools adapted for the work, so that 400 Metri of rail daily can be equiped and finished for the 31 of this month.

b) On account of the explosion of two wagons loaded with dynamite, caused by the Germans, the Galleria Carpineto was badly damaged

(follows a description of the various damages)
The date for the completion of the Galleria cannot be fixed at present on account of the many difficulties.

c) For the rehabilitation of the Thelegraf line, the Circolo delle Costruzioni telegrafiche, has asked to the Concession 300 poles, which, however do not seem all necessary, and for that reason it was asked to the said office to send an agent to ascertain the fact.

7°) - For what concerns the service, it is necessary to prearrange the railway time-table according to the exigency of the Allied Authorities, in order to effect turns of duty for the personnel, and, also request to the Compartimento I.S.R. of Naples, the personnel for whatsoever other provision necessary for the railway service.

8°) - The Concessionary of the above Railway will ¹⁵⁰arrange in unison with the Compartimento I.S.R. for the accounts regarding the transport of the personnel and of the Military ¹⁵⁰/.
/.



IL MINISTRO DEI TRASPORTI

3

supply that will be loaded.

The General Inspector Ing. Vito Perrone with report of the 24 inst. has referred that Cap. Greany is, at present, satisfied with the work, but desires to hasten in order that the service be ready for the opening of the traffic on the 7th of June.

Said Ing. informs also that he will do all that is in his power to meet Cap. Greany's desire. He has also placed at the disposal of the Captain Vice Inspector Chiota of the Ufficio Superiore della Metropolitana, expert in tunnel construction.

In consideration of what is said above, the rehabilitation of the Railway of the Canello-Benevento depends, in particular to the work on the Galleria Carpineto, which, I hope will not take long, owing to the continuous pressure made by this Ministry to the competente office and Society.

Yours truly

Giulio Erabona

THE MINISTER

This is merely a forward

15-9



IL MINISTRO DEI TRASPORTI
N° M. VI. 20-6048

N° 10/57.25/Tn.4 del 3/5/1945

Roma, 27 MAG 1945

OGGETTO

Ferrovie Cancellino-Benevento

Caro Colonnello Thomas,

Sciogliendo la riserva di cui alla ministeriale n° 5448 del 14 corrente mese in merito alla ferrovia in oggetto, La informo che, in seguito alle indagini eseguite sopralluogo dall'Ispettore Generale Tecnico Ing. Dott. Vito PERRONE, è risultato quanto appresso:

- 1°) - Il Comm. PERROTTA, Direttore della Società concessionaria dispone di un Direttore d'Esercizio, Ing. CIAPPARELLI che si è messo a completa disposizione del Capitano inglese Greany, incaricato dalle Autorità Alleate di sorvegliare i lavori di cui trattasi, e provvede nel miglior modo possibile a tutte le richieste del detto Ufficiale nei riguardi dell'andamento dei lavori.
- 2°) - Non si è avuto notizie circa la dichiarazione con falsificazione di libri che sarebbe stata inviata a questo Ministero, nè si è potuto accertare a che cosa si riferisca tale dichiarazione.
- 3°) - La Società concessionaria fin dal novembre 1943 iniziò i lavori di ricostruzione; furono ricostruiti e riparati tutti i ponti tra le stazioni di Cancellino e di Benevento Appia, si provvide alla riparazione di parte del materiale rotabile e dei binari di corsa delle stazioni. La Società ha speso oltre 13 milioni di lire senza chiedere alcun finanziamento dallo Stato.

Il Comando Alleato, che in un primo momento non aveva ritenuto urgente la riparazione della ferrovia Cancellino-Benevento, ebbe invece a manifestare solamente nella prima decade di aprile la necessità della riapertura al traffico di tale ferrovia per esigenze militari.

- 4°) - L'errata informazione fornita dal PERROTTA circa la possibilità di effettuare subito un treno cantiere, che dovette invece essere ritardata, deriva dal fatto che non si era potuto accertare che le travi maestre di un ponte sovrappassante ad un canale e che era stato sommerso da una piena, erano state fatte saltare dai tedeschi con la dinamite.
- 5°) - I lavori della Galleria Carpineto non sono stati ultimati per la



= 2 =

IL MINISTRO DEI TRASPORTI

notevole difficoltà che presenta l'esecuzione di tali lavori di ricostruzioni e per la mancanza di un'organizzazione speciale per lavori di galleria e di adeguati materiali e di mezzi d'opera.

6°) - Di lavori essenziali da farsi per la riapertura all'esercizio della ferrovia Benevento-Appia-Cancello, oltre i minori, sono i seguenti:

a) - armamento della linea per circa 7 km. fra Cancello e S. Maria a Vico in prossimità della stazione di Cervino-Durazzano. Il primo treno di rotaie fornito dalle Autorità Alleate è giunto a Cancello l'8 corrente e il 18 una macchina spianatrice. Disponendosi di pochi agenti pratici di lavoro di armamento e di scarsi mezzi d'opera indispensabili (trivelle, picconi a penna, trapani pneumatici) il Compartimento delle FF.SS. di Napoli ha fornito tre provetti sorveglianti ed un certo numero di operai idonei, mentre la Direzione di esercizio della Circumvesuviana ha dato una squadra con relativi attrezzi per la livellazione del binario ed il rincalzamento delle traverse. In tal modo si possono armare circa 400 metri di binario al giorno, quindi l'armamento completo potrebbe essere compiuto per il 31 corrente.

b) - a causa dell'esplosione di due carri di dinamite per opera dei tedeschi, la galleria di Carpineto è gravemente danneggiata e in un tratto si è formato nella montagna, al di sopra dell'estradosso della calotta della galleria crollata, un fornello della profondità di circa 20 metri, con le pareti a scarpa molto ripide con massi rocciosi di notevole volume ed in equilibrio instabile non sufficientemente contrastati fra loro. Si avverte che dopo l'ultimazione dei lavori strettamente indispensabili per l'apertura dell'esercizio, si dovrà provvedere ad un'adeguata sistemazione delle rocce al di sopra della calotta per evitare in prosieguo di tempo, per azione delle acque e dalle vibrazioni generate dal passaggio dei treni, ulteriori cadute di massi che potrebbero rompere la calotta della galleria ferroviaria. Difficoltà notevoli si riscontrano per forare la galleria. Comunque per tali lavori non si possono prendere impegni, poichè si deve lavorare in terreni gravemente dissestati per lo scoppio di un ingente quantitativo di dinamite e non si dispone ai mezzi e di maestranze specializzate. Quindi allo stato attuale non è possibile prendere un impegno circa la data di ultimazione.

c) - per la riattivazione della linea telegrafica, già il Circolo



= 3 =

IL MINISTRO DEI TRASPORTI

delle Costruzioni telegrafiche, sollecitato al riguardo, ha chiesto al concessionario trecento pali. Sembra che non vi sia però la necessità della sostituzione di pali nel numero anzidetto, per la qual cosa è stato interessato il predetto Ufficio ad inviare sul posto un proprio funzionario per accertare il reale fabbisogno di pali onde provvedere alla sollecita riattivazione della linea telegrafica.

- 6°) - Per quanto riguarda l'esercizio è stata fatta presente la necessità di predisporre subito l'orario dei treni in base alle esigenze che saranno segnalate dalle Autorità Alleate, onde effettuare dei turni di servizio del personale e di chiedere tempestivamente al Compartimento delle FF.SS. di Napoli il personale occorrente per qualsiasi altro approvvigionamento che si rendesse necessario per l'esercizio della ferrovia.
- 7°) - Il concessionario della ferrovia prenderà accordi con il Compartimento delle FF.SS. per la contabilità relativa ai trasporti del personale e dei rifornimenti militari che si effettueranno su essa ferrovia.

L'Ispettore Generale Tecnico Ing. Vito PERRONE con susseguente rapporto 24 c.m. ha riferito che il sopradetto Capitano Greany è soddisfatto attualmente dell'andamento dei lavori ma che desidera che siano accelerati perchè l'esercizio della ferrovia, come disposto da ordine superiore, possa essere improvvisamente riaperta al traffico per il 7 giugno p.v. - Detto Ingegnere ha altresì informato che farà tutto il possibile per andare incontro ai desideri espressi da tale ufficiale: ha messo anzi a sua disposizione il Vice Ispettore Geom. Chiota dell'Ufficio Superiore della Metropolitana, molto esperto in lavori di galleria mentre il Comm. Perrotta fa tutto il suo meglio per accontentare il Capitano Greany per qualsiasi ordine gli possa essere impartito e senza alcuna limitazione di mezzi finanziari.

8578

In considerazione pertanto di quanto su esposto la sollecita riattivazione dell'esercizio della ferrovia Cancello-Benevento dipende essenzialmente dai lavori della galleria di Carpineto, che spero possano essere portati a termine nel più breve tempo possibile, date le continue premure rivolte da questo Ministero ai competenti uffici dipendenti nonché alla Società competente.

IL MINISTRO

MINISTRE OF TRANSPORTS
GENERAL INSPECTORATE MCTC
SERV. 5° UVV. 3° N°5448

Rome, 14 May 1945

To: M.B. Thomas, Colonel
Director 3/Comm. I.C.

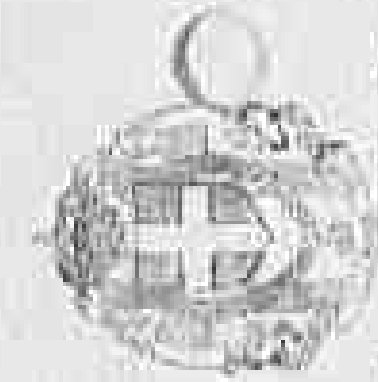
SUBJECT/ Cancelli - Benevento Rly.
Rehabilitation.

1. With reference to your letter AC/57/25/Fn.4 dated 3 May ult. I apologise for the erroneous information supplied by Mr. Petrotta in respect of the progress of the rehabilitation works of a/m line.
2. I had, instructed the Director of the Compartmental Inspectorate MCTC, Napoli, to personally effect frequent surveys and to keep me informed of any slackness of the managers of the railway as well as for any inconvenience that might have affected the speedy rehabilitation of the line.
3. On receipt of your a/m letter I have instructed Mr. Perrone, general technical inspector, to effect a careful investigation in order to ascertain the actual state of repair and the failed compliance of the Grants with his duties; I have asked him moreover to make any suggestion suitable to improve and to speed up the rehabilitation works.
4. I shall let you know in due time what has been done, as soon as I have received Mr. Perrone's report.

THE MINISTER

GERARDO

4575



MINISTERO DEI TRASPORTI

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Rail Div

16.4.239

Roma
14 MAG 1945Colonnello Direttore
M.B. THOMASSottocommissione per i Traspor-
ti (Rail Division)

= ROMA =

Servizio Vo Uff. 230

Prot. N. 5448

Magna

Ripartizione 3/5/1945

Div. N° A.C. 57/25/Tn.4

OGGETTO: Ferrovia Cancellò - Benevento.

Lavori di ripristino.

In riscontro alla nota in riferimento, sono dolente di quanto co-
municatomi dalla S.V. circa le erronee informazioni fornite dal Sig.
Umberto Perotta sull'andamento dei lavori di ripristino sulla ferro-
via in oggetto.

Avevo già disposto che il Direttore del dipendente Ispettorato Com-
partimentale della M.C.T.C. di Napoli provvedesse a rendersi personel-
mente conto dello stato di tali lavori, a vigilare assiduamente con
continui sopralluoghi, a segnalare le eventuali manchevolezze a carico
dei dirigenti della Società esercente e gli altri inconvenienti che
comunque avessero potuto infirmare la sollecita riattivazione di essa
ferrovia.

In conseguenza di quanto segnalatomi ora dalla S.V., ho incaricato
l'Ispettore Generale Tecnico Gr. Uff. Vito Perrone, di eseguire un sol-
lecito sopralluogo per accertare l'effettivo stato dei lavori, e per
effettuare una rigorosa inchiesta sulle inadempienze della Società con-
cessionaria e suggerire i provvedimenti atti ad accelerare il ritmo e
la regolarità dei lavori stessi.

Mi riservo di farle ulteriori comunicazioni in proposito non appe-
na il detto Funzionario avrà presentato la sua relazione.

1574

OGGETTO: Ferrovia Cancellò - Benevento.

Lavori di ripristino.

In riscontro alla nota in riferimento, sono dolente di quanto comunicomi dalla S.V. circa le erronee informazioni fornite dal Sig. Umberto Perotta sull'andamento dei lavori di ripristino sulla ferrovia in oggetto.

Avevo già disposto che il Direttore del dipendente Ispettorato Compartimentale della M.C.T.C. di Napoli provvedesse a rendersi personalmente conto dello stato di tali lavori, a vigilare assiduamente con continui sopralluoghi, a segnalare le eventuali manchevolezze a carico dei dirigenti della Società esercente e gli altri inconvenienti che comunque avessero potuto infirmare la sollecita riattivazione di essa ferrovia.

In conseguenza di quanto segnalatomi ora dalla S.V., ho incaricato l'Ispettore Generale Tecnico Gr. Uff. Vito Perrone, di eseguire un sollecito sopralluogo per accertare l'effettivo stato dei lavori, e per effettuare una rigorosa inchiesta sulle inadempienze della Società con cessionaria e suggerire i provvedimenti atti ad accelerare il ritmo e la regolarità dei lavori stessi.

Mi riservo di farle ulteriori comunicazioni in proposito non appena il detto Funzionario avrà presentato la sua relazione.

2574

IL MINISTRO

Perot

GP

Allied Force
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.P.O. 512
20 May 1945

531.7 OP

SUBJECT: Operation of Benevento-Cancello Private Railway.
(Ferrovie Esercitata Perotta)

TO: Director General, Italian State Railways.

1. With reference letter from this Headquarters 7 May concerning the rehabilitation and operation of the Benevento-Cancello private railway, Ferrovie Esercitata Perotta, and your reply 15 May under file N. 523.

2. The reply received from the Director General, Italian State Railways indicates assistance will be given by the Italian State Railways for the rehabilitation and operation of the Benevento-Cancello Line. Please refer to letter 7 May, sixth paragraph, and advise agreement and procedure for the operation and accounting which is established between the Italian State Railways and the Ferrovie Esercitata Perotta. It is important that it be known that sufficient personnel, motive power, equipment, communications and supplies will be available for the operation of this line, when it is opened for service.

3. This is an urgent matter and an early reply is desired.

FOR THE DIRECTOR:

R. P. Moss
R. P. MOSS
Lt.Col., TO
Deputy Director-Operations

cc-Rail Division, Tn Sub-Commission, Allied Commission
AD Tn Finance - Lt.Col. Pannell.
Supt. Transportation.
Joint Railway Control-Naples.

4573

PGM/af

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

30 April 1945

Tel.: 843238

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

SUBJECT: Cancellio-Benevento Rly.

TO : D.M.R.S.I. Bldg

1. It is expected that operations will commence on above named private Railway about 20 May.
2. As already indicated this line will serve an important Military necessity.
3. The following service is requested for civilian purposes:
Two round trips daily passenger
One " " tri-weekly freight.
4. Movements A.F.H.Q. have indicated that they have no objection to this service.
5. The Railway have their own locos and passenger stock.
6. Coal required will be approximately ten tons per day.
7. Are you agreeable to the operation of service as mentioned in Par.3?

For the Chief Commissioner:

Arthur
P. G. MATSON,
Major ~~US~~.
for Director.

Copy to:- Movements L.O. Bldg
" Rail Tn.Sub-Comm.A.C. H.Q.
Chief Tn.Officer Naples (Major Bowers)

4572

URGENT

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.F.O. 512
7 May 1945

531.7 OF

SUBJECT: Operation of Benevento-Cancello Private Railway.
(Ferrovie Esercitata Perotta)

TO: Director General, Italian State Railways.
General Inspectorate, M.T.C.

1. A priority has been established and assistance in the way of material is being provided by Military Railway Service for the reconstruction of the privately-owned railway, Ferrovie Esercitata Perotta, between Cancello and Benevento. The reconstruction of this line should be rushed with the means and material available as it is the intention to move certain military tonnage over the line immediately upon its completion and after being approved for service.

2. The military requirements will in all probabilities be approximately one or possibly two trains per day. It is understood that there is not sufficient motive power, personnel or supplies available to the Ferrovie Esercitata Perotta for operation.

3. The Director General, Italian State Railways, will consult with those in charge of the Ferrovie Esercitata Perotta and work out arrangements which will insure sufficient personnel, motive power, supplies and communications for the efficient operation of this railway. If necessary, the Italian State Railways will furnish personnel for the operation. The Director General of the Italian State Railways will negotiate with the private line for the operation of Italian State Railways trains with Italian State Railways crews if necessary, unless the Director General of the Italian State Railways is assured that the Ferrovie Esercitata Perotta can efficiently operate this line.

4571

4. The Director General, Italian State Railways, will make available to the Ferrovie Esercitata Perotta not to ex-

ceed 400 tons of coal per month, and such other operating supplies as may be required; and will establish accounting procedure which will be necessary to handle the financial end of such arrangement.

5. Military personnel and military supplies will be traveling on military warrants so that some form of domestic accountability will be necessary to allocate some portion of charges to the private railway.

6. The Director General, Italian State Railways will immediately negotiate with the private line for this operation and submit to this Headquarters agreement and procedure for operation and accounting which is established.

FOR THE DIRECTOR:

R. P. Moss

R. P. MOSS

Lt. Col., TC

Deputy Director-Operations

cc-3-4, Mov & Tr, AFHQ
Rail Division, Tn Sub-Commission, Allied Commission
AD Tn Finance (Lt. Col. Pannell)
ADD-Stores
ADD-Equipment
Supt. Transportation
Joint Railway Control-Naples

4570

TRANSPORTATION DEPARTMENT, U.S.A.
(RAIL DIVISION)
C/o Transportation Department,
C.A.F.

10 APRIL 1945

SUBJECT: Cancellation-Deportation W.P.

1. It is expected that operations will commence on above named private Railway about 30 May.

3. The following service is allocated for civilian personnel:

5. However, LAFB has indicated that they have no objection to this service.

5. The Railway have their own locomotives and passenger stock.

You may want to also eliminate all the devices (cell phone, etc.)

7. Are you agreeable to the operation of service as mentioned in Par.3.

P. S. MCNEELY
Major U.S.

4569

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
SERV. 5° N°4940

Roma, 27 April 1945

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

SUBJECT: Cancello-Benevento Rly. in concession.

Further to yesterday's verbal agreements we beg to confirm what follows:

1. The reopening of the section Arpaia-Benevento-Appia of the Benevento-Cancello line is deferred till the moment when the rehabilitation of said section will be completed, in order to secure safety of operation. The line will be tested by an Engineer of this General Inspectorate, together with an Officer appointed by that S/Commission.
2. The operation of the line for civilian purposes will be subordinated to the military traffic requirements; generally speaking, following services will be operated:

two round trips daily, passenger trains
one round trip tri-weekly, freight trains
3. This General Inspectorate will let you know the amount of coal required to carry out above programme.

Your kind confirmation on above subject will be appreciated.

For the Minister
DE CURIS

4568



Ministero dei Trasporti

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

1 G.M. 239

27 APR 1945

19 A

11a SOTTOCOMMISSIONE

TRASPORTI A.C.

Divisione Ferroviaria

= S E D E =

SERV. 5°

Post. N. 4740

13-1

11a

Proposta al P. del 25/4/1945

Dir. 11a

Oggetto: Ferrovia Cancellò-Benevento.

In seguito ai chiarimenti verbali avvenuti ieri si conferma:

1°) E' rinviata l'apertura all'esercizio del tratto Arpaia-Benevento Appia della linea Cancellò-Benevento, al momento in cui risulteranno ultimati i lavori di ripristino del tratto stesso, in modo da garantire completamente la sicurezza dell'esercizio. Il collaudo dei lavori di ripristino sarà effettuato da un funzionario tecnico di questo Ispettorato, (Ingegnere specializzato) in concorso con un delegato di codesta Commissione, se così Voi desiderate.

2°) L'esercizio della linea per i civili sarà subordinato alle esigenze del traffico militare, e, di massima, sarà regolato sul seguente programma:

2 coppie giornaliere viaggiatori

1 coppia trisettimanale merci

3°) Questo Ispettorato preciserà il quantitativo di carbone occorrente per realizzare detto programma di esercizio.

Si gradirà avere conferma della intesa sui punti precedenti.

4567

SEPR 50

Prot. N. 4942 Allegato

Pg. 13-1

Per

Proposta al f. del 25/4/1945

Per Per

OGGETTO Ferrovia Cancellò-Benevento.

In seguito ai chiarimenti verbali avvenuti ieri si conferma:

1°) E' rinviata l'apertura all'esercizio del tratto Arpaia-Benevento Appia della linea Cancellò-Benevento, al momento in cui risulteranno ultimati i lavori di ripristino del tratto stesso, in modo da garantire completamente la sicurezza dell'esercizio. Il collaudo dei lavori di ripristino sarà effettuato da un funzionario tecnico di questo Ispettorato, (Ingegnere specializzato) in concorso con un delegato di codesta Commissione, se così Voi desiderate.

2°) L'esercizio della linea per i civili sarà subordinato alle esigenze del traffico militare, e, di massima, sarà regolato sul seguente programma:

- 2 coppie giornaliere viaggiatori
- 1 coppia trisettimanale merci

4507

3°) Questo Ispettorato preciserà il quantitativo di carbone occorrente per realizzare detto programma di esercizio.

Si gradirà avere conferma della intesa sui punti precedenti.

IL MINISTRO



A/a

WIRE

25 April 1945

FROM: DMRSI

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

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

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

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

4566

TRANSLATION

MINISTERO DELLE COMUNICAZIONI
Ispettorato Generale
Ferrovie, Tramvie, Automobili
N A P L E S

Naples, 28 March, 45
4122 - 16 - 11

SUBJECT : Cancellio - Benevento Railway.

TO : Major Bowers
Transportation (railways)

We could not fill in the forms "Weekly Statistics", for the Cancellio - Benevento system because this railroad is seriously damaged and not yet open to traffic. Therefore we are informing you of the condition of the railway giving the following information and details:-

- 1) Standard gauge, armament with rails R.A. 36, maximum grade 21%, curve with minimum beam of 300 mt.
The railway, using the pre-war rolling stock operated the following trains per day, in 1942:
6 steam psgr trains between Benevento - Cancellio - Naples (kms 69.478);
2 Diesel Multiple Unit psgr trains.
2 Freight trains (Sunday Excepted) between Cancellio - Benevento (kms 48.238).

In 1942 total trains operated were:-
2192 steam psgr trains;

730 Diesel Multiple Unit psgr trains for 207.462 kms, carrying 2.080.506 persons, with a daily average of 541 kms covered, and 5426 persons carried.

As regards the freight movement in the same year, 1042 trains were operated, 626 on Schedule and 416 extras, with 15.151 wagons for 115.240 tons of goods moved; daily average 48 cars used, 368 tons of goods moved.

At the present time the railway cannot be re-opened because of lack of 6.500 kms of track between Cancellio and S.Maria a Vico, and 0.500 mt. of track between S.Maria a Vico and Cervino.

The following is the equipment on hand :-

- 1) Steam locomotives in working condition:
1 for freight service, property of the Company (Type 851 FF.SS.)
1 for psgrs service, property of the I.S.R. (Type 875) hired by the Company.

4585

./.

- 2 -

- 2) 3 steam locomotives for psgr service belong to the Company, need heavy repairs.
- 3) Psgr coaches in working condition:-
2 property of the Company. The rest of the coaches are not repairable.
- 4) Freight cars property of the Company:
in working condition: 6 boxes (with seats for psgr use) -
For light repairs 1 box - for heavy repairs 8 (Body only)
- 5) Freight cars property of the I.S.R.:
For light repairs 14 boxes, 2 flats, 17 high side. For
heavy repairs 4 boxes, 3 high side.

GENERAL PLAN OF THE WORKS.

Besides the work already done for the re-opening of the line between Benevento Appia and Cancelllo, it is necessary to rebuild 7 kms of track for which we need 14 Kms of rails with the all joint plates, spikes and ties. The Company is doing repairs to two tunnels and also to the buildings along the line.

Besides the above mentioned, the telegraphs of the Government must put into efficiency the telegraph line for the Railway, while the Company will take care to put in efficiency the installations at the stations.

As regards the coal situation we have nothing on hand; therefore it would be necessary, to reopen the traffic, a monthly allotment of 200 tons of coal. In this way we will be able to run 4 psgr trains daily between Benevento Appia - Cancelllo - Naples and 2 freight trains tri-weekly between Benevento Appia - Cancelllo.

More coal will be needed if trains for troop movement are required to exceed this schedule.

Sgd THE DIRECTOR
Saggese

AB/cl.

4564

ACP/4c

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

Tel. 843238

Ref. AC/57/25/Tn 4

4 May 1945

SUBJECT : Operation of Benevento-Cancello Private Railway.

TO : MRS (Attention Lt. Col. Moss).

1. In 1939, it was the general practice of the trains of this private railway to operate through from Benevento to Naples, doubtless in return for the concession by which the ISR-operated their trains through this route as it was shorter than the ISR parallel track via Caserta to Benevento.

2. The existing practice in respect of private railways is for the Company to submit operating costs through the compartmental inspector of the General Inspectorate of the Ministry of Communications responsible for private railways. These costs are examined, and where subsidy is necessary for the continued operation, the Treasury is requested to pay. This arrangement was clarified by a Decree of last November, by which the process is speeded up.

3. It is felt that the ISR should be requested to negotiate with the private line for the through-operation of ISR trains with ISR crews, but if it will be quite easy for the personnel of the private railway to take over operation of through military trains at Cancello, then no real objection can be raised. According to our records, however, there are only 4 engine drivers and 2 firemen on the regular payroll, one maintenance inspector and 5 maintenance foremen. There are only four stationmasters.

4. In view of the foregoing, it seems quite obvious that other personnel will have to be enlisted to ensure satisfactory operation of military trains, and it would seem far better to leave the ISR to make satisfactory arrangements with the private railway to ensure sufficient staff than to deal separately with the private company.

5. All the personnel will be travelling on military warrants, and will be exempted from points on the ISR, so that

4563

1 2 7 4

SUBJECT : Operation of Benevento-Cancello Private

TO : MRS (Attention Lt. Col. Moss).

1. In 1939, it was the general practice of the trains of this private railway to operate through from Benevento to Naples, doubtless in return for the concession by which the ISR-operated their trains through this route as it was shorter than the ISR parallel track via Caserta to Benevento.

2. The existing practice in respect of private railways is for the Company to submit operating costs through the compartmental inspector of the General Inspectorate of the Ministry of Communications responsible for private railways. These costs are examined, and where subsidy is necessary for the continued operation, the Treasury is requested to pay. This arrangement was clarified by a Decree of last November, by which the process is speeded up.

3. It is felt that the ISR should be requested to negotiate with the private line for the through operation of ISR trains with ISR crews, but if it will be quite easy for the personnel of the private railway to take over operation of through military trains at Cancello, then no real objection can be raised. According to our records, however, there are only 4 engine drivers and 2 firemen on the regular payroll, one maintenance inspector and 5 maintenance foremen. There are only four stationmasters.

4. In view of the foregoing, it seems quite obvious that other personnel will have to be enlisted to ensure satisfactory operation of military trains, and it would seem far better to leave the ISR to make satisfactory arrangements with the private railway to ensure sufficient staff than to deal separately with the private company.

5. All the personnel will be travelling on military warrants, and will doubtless be emanating from points on the ISR, so that some form of domestic accountability will be necessary to allocate some portion of estimated charges to the private railway.

6. It is understood that you will deal with the ISR on the subject, but this Commission would like to be advised of the actual arrangements finally decided upon.

C. Lindberg, Jr. Col.
Chief,
Rail Division.

4503

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

ACP/1c

Tel. 843233

Ref. AC/57/25/Tn 4

3 May 1945

SUBJECT : Railway line: Benevento-Cancello.

TO : His Excellency Cerabona
Minister of Transports
Rome

Dear Mr Minister,

I feel I should draw your attention to the very misleading information which was given by Mr Umberto Perrotta of the Benevento-Cancello private railway in respect of the state of repair of the line.

From time to time we have received communications from various sources complaining of the alleged misdeemeanours of the man, and as long ago as October last I note a copy of a statement alleging falsification of books was sent to various Ministers. I presume that very careful enquiry has been made into these allegations, and that you are satisfied on the matter.

It was understood that local repairs were in hand, because the line had no immediate significance in view of the near existence of the State Railway in working order, and it was not until a measure of military need was indicated that this Sub-Commission became interested in the line.

On personal inspection of our officers, it was then found that the information supplied was completely wrong. In Naples, with Mr Perrotta present in the office of the representative for private railways in concession, plans were made for a construction train to work out of Naples via Cancello. No objection was made then, but it later transpired that a small bridge was so damaged on the line that no train would be able to pass over it. This information was not forthcoming until Mr Perrotta was strongly pressed for reasons why the arranged construction train should not run as agreed. When the bridge was examined, it was found it was not just a culvert as stated, but was a bridge spanning an irrigation canal, and that

TO : His Excellency Cerabona
 Minister of Transport
 Rome

Dear Mr Minister,

I feel I should draw your attention to the very misleading information which was given by Mr Umberto Perrotta of the Benevento-Cancello private railway in respect of the state of repair of the line.

From time to time we have received communications from various sources complaining of the alleged misdemeanours of the man, and as long ago as October last I note a copy of a statement alleging falsification of books was sent to various Ministers. I presume that very careful enquiry has been made into these allegations, and that you are satisfied on the matter.

It was understood that local repairs were in hand, because the line had no immediate significance in view of the near existence of the State Railway in working order, and it was not until a measure of military need was indicated that this Sub-Commission became interested in the line.

On personal inspection of our officers, it was then found that the information supplied was completely wrong. In Naples, with Mr Perrotta present in the office of the representative for private railways in concession, plans were made for a construction train to work out of Naples via Cancello. No objection was made then, but it later transpired that a small bridge was so damaged on the line that no train would be able to pass over it. This information was not forthcoming until Mr Perrotta was strongly pressed for reasons why the arranged construction train should not run as agreed. When the bridge was examined, it was found it was not just a culvert as stated, but was a bridge spanning an irrigation canal, and that all the girders had been blown by explosives.

4502

Work on the Galleria Carpineta had not been completed as stated, and it will be 10th June before this can be concluded. Our representative found that the tunnel was in a bad condition, and would have been a source of danger to traffic.

././.

It has since been understood that it was the intention of the Company to operate a service in the centre of the line from 7th May next. I am not sure how this would interfere with the essential repair works at the moment, and the matter will be investigated with a view to permitting a civilian passenger service when it is found possible.

All the information supplied has been so misleading, that I feel some action should be taken with the lessees of the line, who, it is understood, have availed themselves of the Decree which permitted the loan of Government money for reconstruction of private railways.

Yours very truly

M.B.

M.B. THOMAS, Colonel,
Deputy Director

CONFIDENTIAL

REPORT ON CANCELLO-BENEVENTO LINE.

1. The Cancellio-Benevento line was inspected on the 19th April.

It is impossible to travel over the whole line by trolley due to missing rails, the damaged and blocked Galleria Carpaneta at Km. 16.538 and the damaged Galleria Torrettiello at Km. 30.177. With the limited time at my disposal the damages reported were the only ones inspected.

2. On my return to Rome from this inspection a construction train was laid on for the 26th April for the purpose of track laying. These arrangements were planned at Naples at the Direttore dell'Ispettorato Compartimentale della Motorizzazione Civile dei Trasporti in Concessione on the 19th April, the Director of which Gvt. department is responsible for the Engineering supervision of this privately owned railway. At the time these arrangements were made Mr. Umberto Perrotta the Director of this Railway was also present, and he was aware that this construction train would work from the Cancellio end of the railway.

3. On the 24th April Mr. Umberto Perrotta arrived in Rome, and in my absence saw Major Street D.S.O. at his office. He gave Major Street a long list of excuses to prevent his plan for a construction train being worked, but among these excuses was a very real one, he disclosed that a small bridge at Km. 17.739 was damaged and no train could pass therefore over it.

4. I inspected this bridge on the 25th April and found that the bridge was completely damaged, all the girders had been blown by explosives. These were old damaged. This bridge spans an irrigation canal, and is built on a skew with a maximum span of 6 metres and is not just a culvert as stated by Mr. Umberto Perrotta.

4500

5. Arrangements have now been made to repair the bridge, which forms the subject of a separate report, but attention is directed to the action of all parties concerned for their inaccurate reports and in particular the deception of Mr. Umberto Perrotta.

It is my opinion that the Director and General

2. On my return to Rome from this inspection a construction train was laid on for the 26th April for the purpose of track laying. These arrangements were planned at Naples at the Direttore dell'Ispettorato Compartimentale della Motorizzazione Civile dei Trasporti in Concessione on the 19th April, the Director of which Gvt. department is responsible for the Engineering supervision of this privately owned railway. At the time these arrangements were made Mr. Umberto Perrotta the Director of this Railway was also present, and he was aware that this construction train would work from the Cancellone end of the railway.

3. On the 24th April Mr. Umberto Perrotta arrived in Rome, and in my absence saw Major Street D.S.O. at his office. He gave Major Street a long list of excuses to prevent ~~the~~ plan for a construction train being worked, but among these excuses was a very real one, he disclosed that a small bridge at Km. 17.739 was damaged and no train could pass therefore over it.

4. I inspected this bridge on the 25th April and found that the bridge was completely damaged, all the girders had been blown by explosives. These were old damaged. This bridge spans an irrigation canal, and is built on a skew with a maximum span of 6 metres and is not just a culvert as stated by Mr. Umberto Perrotta.

2560

5. Arrangements have now been made to repair the bridge, which forms the subject of a separate report, but attention is directed to the action of all parties concerned for their inaccurate reports and in particular the deception of Mr. Umberto Perrotta.

It is my opinion that the Director and General Manager Mr. Umberto Perrotta deliberately evaded disclosing the damages to this bridge. He wished to keep his line isolated from the I.S.R. He had planned to start a local service on the 7th May to run between Benevento Appia and Arpia stations.

6. Attached is the progress report from the General Ispettorato M.C.T.C., Ministry of Transport, dated 5th April, which is the misleading and inaccurate document. No mention has been made of the completely damaged bridge at Km. 17/739. The work at the Torrentiello tunnel cannot be completed in a short time. It is not now complete, and until I drew attention to it, much work is being left undone, which is very necessary for the safe running of trains. There ~~are~~^{is} about 30 mts. of the crown of the tunnel seriously damaged, and much of the retaining walls will also collapse with the frequent passage of trains.

7. With the object of establishing some kind of responsibility I held a meeting on the 26th April at Naples and caused Mr. Perrotta and the engineers responsible for the supervision to sign the minutes of the meeting. Mr. Perrotta and his consulting engineer, Ing. Ciapparelli informed me that this bridge at Km. 17+739 will be completed by the 7th May.

8. Attention is directed to these misleading and inaccurate statements, and I am informed that Mr. Perrotta has been a man with known fascist feelings. He appears to be a most undesirable character.

Petruskey Capt.

Z. GREANY, Captain, R.E.

30th April 45

6-59

MINISTRY OF TRANSPORTS

GENERAL INSPECTORATE

R.3.F. - 12373/1244; one enclosure

Rome, 5 April 1945

TO: The S/Commission A.C.

Rail Division.

SUBJECT: Cancellio-Benevento Railway.

1. Reference is made to your letter 46/Mat/57/25/Tn 4 dated 3 April 1945
2. According to informations dated 15 March ult., following was the state of repair of above Railway.
3. Reconstruction of all bridges km. Cancellio and Benevento Appia Stations; rehabilitation of the track, where still on site; repair of part of the rolling stock left.
4. Still under way the rehabilitation of following tunnels: Carpineto, km. S.Maria a Vico and Arceis; Torrentiello, km. Arceis and Benevento Appia.
5. The works on hand at Torrentiello tunnel can be completed in a short time, so that it would be possible to re-open to traffic, as a first phase, the section from Arceis to Benevento Appia.
6. The works on hand at Carpineto tunnel could be completed by the end of April.
7. As for the traction material, only two locomotives are in operating condition, after heavy repairs. One loco being at S.Maria a Vico Station, it could not be utilized on the section Benevento-Arceis before completion of repairs of the Carpineto tunnel. The other loco is presently at S.Martino V.C. Station so that it would be possible to put it immediately into operation on the section Benevento-Arceis provided I.R.P., when the engine belongs to, leave it for use on the Cancellio-Benevento Rly., as done in the past. We are writing a letter to I.R.P. on this subject.
8. The rolling stock presently available (2 coaches and 10 passenger box-cars) is sufficient to cover the first requirements.
9. That Transportation S/Commission is requested to kindly arrange for allocation of 120 tons coal and 200 tons cylinder oil for starting operation; please keep this office informed on this matter.
10. It results from the foregoing that the section Arceis-Benevento Appia will be available for operation at the beginning of May, and successively the remaining section Arceis-S.Maria a Vico.
11. The section Cancellio-S.Maria a Vico will be ready for operation when the track material, including the sleepers, will have been laid. Eng. Polverari has verbally informed this Office, contrary to that S/Commission's communication, it had been lately agreed with Maj. Long that I.R.P. was to supply also the sleepers, as the Company Operating the Railway in question was prepared to accept sleepers having an actual length of 7 feet. Eng. Polverari is of the opinion that track material is already arriving on site.
12. We are sending a signal to our Competent Office at Napoli asking for following information:
 - (a) have the works proceeded any farther, after the state of repair at the date of March 15th.

1538

5. The work on hand at Torrentello tunnel can be completed in a short time, so that it would be possible to re-open to traffic, as a first phase, the section from Arpsia to Benevento Arpsia.

6. The works on hand at Carpineto tunnel could be completed by the end of April.

7. As for the traction material, only two locomotives are in operating condition, after heavy repairs. One loco being at S. Maria a Vico Station, it could not be utilized on the section Benevento-Arpsia before completion of repairs of the Carpineto tunnel. The other loco is presently at S. Martino V.C. Station so that it would be possible to put it immediately into operation on the section Benevento-Arpsia, provided IRR, whom the engine belongs to, leaves it for use on the Cancellate-Benevento Rly., as done in the past. We are writing a letter to IRR on this subject.

8. The rolling stock presently available (2 coaches and 10 passenger box-cars) is sufficient to cover the first requirements.

9. That Transportation S. Commission is requested to kindly arrange for allocation of 120 tons coal and 200 kg oil for starting operation; please keep this office informed on this matter.

10. It results from the foregoing that the section Arpsia-Benevento Arpsia will be available for operation at the beginning of May, and successively the remaining section Arpsia-S. Maria a Vico.

11. The section Cancellate-S. Maria a Vico will be ready for operation when the track material, including the sleepers, will have been laid. Eng. Polverari has verbally informed this Office, contrary to that S. Commission's communication, it had been lately agreed with Maj. Long that IRR was to supply also the sleepers, as the Company Operating the Railway in question was prepared to accept sleepers having an actual length of 7 feet. Eng. Polverari, in his opinion that track material is already arriving on site.

12. We are sending a signal to our General Office at Napoli asking for following informations:

- (a) have the works proceeded any farther, after the state of repair at the date of March 15th.
- (b) Has any track material arrived, yet?
- (c) Should no track material have arrived, do they confirm that above 7-ft sleepers are suitable.

13. Should it result from the reply to above signal, that no track material has arrived yet, we will ask IRR and eventually also IRR, to speed up the dispatch of rails, fastenings and sleepers.

14. It will not be possible to rehabilitate also the section Benevento-Arpsia, Benevento Central IRR, on account of the heavy demolitions existing.

THE DIRECTOR GENERAL
Gen. DE JUIS

Encl: Cancellate lay-out of the Rly.

1533

Napoli, 26 aprile 1945

Present: Ing. F. Saggese

" Wizdo

" Ciapparelli

Amendola

Capt. P. Greany RE

Comm. Perrotta.

1. For the repairs of the bridge at Km. 17.739 on the Cancellio-Benevento line ^{that} it was decided ^{that} the Ing. Ciapparelli and Comm. Perrotta, Directors of the Railway would undertake the work.
2. It was decided that the work to be completed at the Tunnel "Galleria Carpineta" between Km. 16.592 and Km. 17.023 would take the longest time. Therefore, it was considered necessary to start this work immediately and make the repairs to the bridge of second importance. Ing. Ciapparelli and Comm. Perrotta decided that a private firm of contractors would be called in to complete the repairs to the bridge at kilo 17.739 and that a definite date of completion will be given to Capt. Greany to-morrow 27th.
3. Capt. Greany informed the committee that arrangements would be made to deliver the rails on a construction train on site as soon as the bridge was completed.
4. Capt. Greany stated that the work in the tunnel should be completed by 10th June.
- Ing. Ciapparelli and Comm. Perrotta stated they required 30 (thirty) Tons of cement to complete the work in the tunnel and they stated that their date of completion is the 30th June 1945. By this date all work on the Cancellio-Benevento line as far as Benevento Appia Station will be completed.

Signatures too this agreement

By: Travis Chapman

Capt. P. Greany RE
Comm. Perrotta

1. For the repairs of the bridge at Km. 17.739 on the Cancelllo-Benevento line ^{that} it was decided ^{that} the Ing. Ciapparelli and Comm. Perrotta, Directors of the Railway would undertake the work.
 2. It was decided ^{that} the work to be completed at the Tunnel "Galleria Carpineta" between Km. 16.592 and Km. 17.023 would take the longest time. Therefore, it was considered necessary to start this work immediately and make the repairs to the bridge of second importance. Ing. Ciapparelli and Comm. Perrotta decided that a private firm of contractors would be called in to complete the repairs to the bridge at kilo 17.739 and that a definite date of completion will be given to Capt. Greany to-morrow 27th.
 3. Capt. Greany informed the committee that arrangements would be made to deliver the ^{wood} rails on a construction train on site as soon as the bridge was completed.
 4. Capt. Greany stated that the work in the tunnel should be completed by 10th June.
- Ing. Ciapparelli and Comm. Perrotta stated they required 30 (thirty) Tons of cement to complete the work in the tunnel and they stated that their date of completion is the 30th June 1945. By this date all work on the Cancelllo-Benevento line as far as Benevento Appia Station will be completed

Signatures too this agreement

Ing. Ciapparelli
Comm. Perrotta
Capt. Greany

Ing. Luigi Ammendola

4557

Ing. Ciapparelli

Comm. Perrotta

CONFIDENTIAL

REPORT ON CANCELLO-BENEVENTO LINE.

1. The Cancelllo-Benevento line was inspected on the 19th April.

It is impossible to travel over the whole line by trolley due to missing rails, the damaged and blocked Galleria Carpaneta at Km. 16.638 and the damaged Galleria Forrettiello at Km. 30.177. With the limited time at my disposal the damages reported were the only ones inspected.

2. On my return to Rome from this inspection a construction train was laid on for the 26th April for the purpose of track laying. These arrangements were planned at Naples at the Direzione dell'Ispettorato Compartimentale della Motorizzazione Civile del Trasporti in Concessione on the 19th April, the Director of which Gvt. department is responsible for the Engineering supervision of this privately owned railway. At the time these arrangements were made Mr. Umberto Perrotta the Director of this Railway was also present, and he was aware that this construction train would work from the Cancelllo end of the railway.

3. On the 24th April Mr. Umberto Perrotta arrived in Rome, and in my absence saw Major Street D.S.O. at his office. He gave Major Street a long list of excuses to prevent the plan for a construction train being worked, but among these excuses was a very real one, he disclosed that a small bridge at Km. 17.739 was damaged and no train could pass therefore over it.

4. I inspected this bridge on the 25th April and found that the bridge was completely damaged, all the girders had been blown by explosives. These were old damaged. This bridge spans an irrigation canal, and is built on a skew with a maximum span of 6 metres and is not just a culvert as stated by Mr. Umberto Perrotta.

5. Arrangements have now been made to repair the bridge, which form the subject of a separate report, but attention is directed to the action of all parties concerned for their inaccurate reports and in particular the deception of Mr. Umberto Perrotta.

It is my opinion that the Director and Generals

4556

at Km. 30.177. With the limited time at my disposal the damages reported were the only ones inspected.

2. On my return to Rome from this inspection a construction train was laid on for the 26th April for the purpose of track laying. These arrangements were planned at Naples at the Direzione dell'Ispettorato Compartimentale della Motorizzazione Civile del Trasporti in Concessione on the 19th April, the Director of which Govt. department is responsible for the engineering supervision of this privately owned railway. At the time these arrangements were made Mr. Umberto Perrotta the Director of this Railway was also present, and he was aware that this construction train would work from the Cancello end of the railway.

3. On the 24th April Mr. Umberto Perrotta arrived in Rome, and in my absence saw Major Street D.S.O. at his office. He gave Major Street a long list of excuses to prevent the plan for a construction train being worked, but among these excuses was a very real one, he disclosed that a small bridge at Km. 17.739 was damaged and no train could pass therefore over it.

4. I inspected this bridge on the 25th April and found that the bridge was completely damaged, all the girders had been blown by explosives. These were old damaged. This bridge spans an irrigation canal, and is built on a skew with a maximum span of 6 metres and is not just a culvert as stated by Mr. Umberto Perrotta.

5. Arrangements have now been made to repair the bridge, which form the subject of a separate report, but attention is directed to the action of all parties concerned for their inaccurate reports and in particular the deception of Mr. Umberto Perrotta.

It is my opinion that the Director and Generale Manager Mr. Umberto Perrotta deliberately evaded disclosing the damages to this bridge. He wished to keep his line isolated from the I.S.R. He had planned to start a local service on the 7th May to run between Benevento Appia and Arpia stations.

- 2 -

6. Attached is the progress report from the General Ispettorato M.C.T.C., Ministry of Transport, dated 5th April, which is the misleading and inaccurate document. No mention has been made of the completely damaged bridge at Km. 17/739. The work at the Torrentiello tunnel cannot be completed in a short time. It is not now complete, and until I drew attention to it, much work is being left undone, which is very necessary for the safe running of trains. There are about 30 mts. of the crown of the tunnel seriously damaged, and much of the retaining walls will also collapse with the frequent passage of trains.

7. With the object of establishing some kind of responsibility I held a meeting on the 26th April at Naples and caused Mr. Perrotta and the engineer responsible for the supervision to sign the minutes of the meeting. Mr. Perrotta and his consulting engineer, Ing. Ciapparelli informed me that this bridge at Km. 17+739 will be completed by the 7th May.

8. Attention is directed to these misleading and inaccurate statements, and I am informed that Mr. Perrotta has been a man with known fascist feelings. He appears to be a most undesirable character.

John Howard Cable

P. CREAMY, Captain, R.E.

30th April 48

4555

ADP/af

57/25/40

TRANS-PORTATION SUB-COMMISSION, A.C.

(RAIL DIVISION)

O/o Transportation Department

C.M.F.

Ref.: 843238

Ref.: AG/37/25/22.4

23 April 1945

SUBJECT: Benevento-Cancello Private Railway

TO : General Inspectorate ~~RR~~ MTC

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

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

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

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

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

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

4524

AM

for Director

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

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

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

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

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

4534

Al
for Director.

Copy to:- M.R.S.
In Sub-Comm. (Nov)
Mr. Th. Officer Naples
Liaison Officer, (AFM, G-4 Nov & Th.)
TBR
Major Street
Major Long

Outgoing signals from HQ General Inspectorate MC TC Roma
to Cimpartmental Napoli.

21 April 1945

RST 442/1244(.)Cap. Greany Allied Commission will be there Wednesday 25th April, at abt. 1400 hrs(.) Necessary you wait for him as he must discuss with you urgent matters dealing with Cancelllo-Benevento Rly.(.) In the meantime please inform the Company that a material train carrying rails, fastenings and sleepers for abt. 0,750 km. will be despatched daily via Cancelllo till all necessary material has been ~~xxxxxxx~~ delivered (.) Your immediate confirmation by wire that necessary labour ~~xxxxxxx~~ has been arranged for on site is requested.

Director General De Cupis

23 April 1945

RST 444-1244 (.) Further to our signal 442 the first train carrying material for the track for Cancelllo-Benevento Rly. will leave Napoli Poggioreale on Thursday 26th bound for Cancelllo(.) It is necessary that following equipment ~~xx~~ be arranged for on site special pliers for carrying railshammers for spikes gauges for track and all other tools & equipment required for unloading and lying out the track (.) For clearing of the tunnel two mechanical diggers with crew will be provided but necessary to arrange for timber for scaffoldings as well as labour (.) I wait for confirmation requested with signal 442 that all personnel will be available on site.

Director, General De Cupis

12-3

Mod. 25 - P.

 *Copia*

Indicazioni di urgenza

Telegramma di Stato a pagamento

Circuito sul quale si deve fare l'indirizzo del telegramma

Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia.
Le tasse, ritenute in mano per errore ed in seguito a rifiuto o imperfezione del destinatario, devono essere rimborsate dal mittente.
Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa centrale, e poi telegrammi laterali di seguito da una mezzanotte all'altra.

Spedito il _____ ore _____ per circuito N. _____
all'Ufficio _____ Tramittente _____

QUALITÀ UFF.	DESTINAZIONE	PROVENIENZA	Nam.	Periodo	DATA DELLA PRESENTAZIONE Giorno e Mese	Ore e Minuti	Via d'istradamento	Indicazioni eventuali dell'Ufficio
					23	IV		

N. B. - Il telegramma deve essere scritto con chiarezza per anche che la lettura ne sia facile.

Indicazioni eventuali tassate	DDD				
Destinatario	Ispemotra				
Destinazione	Napoli				
Testo	Rst 444-1244 Seguito telegramma 444 preciso che primo treno con materiali armamento per Cancello Benevento partita giovedì ventisei da Napoli Poggioreale per Cancello Punto Necce= sita trovare sul posto tenaglie per scaricare rotaie et mazze per battere arpioni et sagome de binario et tutti attrezzi et utensili necessari per scarico et posa definitiva immediata dello armamento Punto Per sgombero galleria verranno due scavatori meccanici con personale relativo ma occorre trova=				

Telegramma di Stato a pagamento

Bollo d'ufficio

Bollo edata dell'ufficio telegrafico accettante

RICEVUTA del telegramma di Stato a pagamento.

N. _____

di parole _____

con servizi speciali _____

di _____

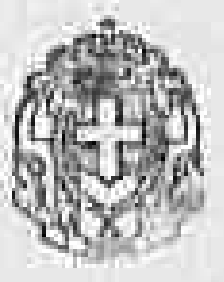
diretto a _____

Tassa pagata _____

lire _____ cent. _____

1292

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

Indicazioni di urgenza		Mod. 25 - P.				Circuito sul quale si deve fare l'invio del telegramma	
Telegramma di Stato a pagamento							
Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia. Le tasse riscosse in nome per errore od in seguito a rifiuto o irproprietà del destinatario, devono essere compilate dal mittente. Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa centrale, e per telegrammi interni di seguito da una mezzanotte all'altra.				Spedito il <u>19</u> ore <u>19</u> per circuito <u>N.</u>		all'Ufficio <u>Trasmissione</u>	
QUALITÀ UFF.	DESTINAZIONE	PROVENIENZA	Num.	Parole	DATA DELLA PRESENTAZIONE Giorno e Mese Ore e Minuti	Via d'istradamento	Indicazioni eventuali dell'Ufficio
S. R. - Il telegramma deve essere scritto con chiarezza per modo che la lettura ne sia facile.							
Indicazioni eventuali tassate							
Destinatario							
Destinazione							
Testo		re legname et personale per cantinatura scavo Punto Attendo assicurazione chiesta con telegramma 442 che personale tro- visi pronto sul posto					
Telegramma di Stato a pagamento		Direttore Generale					
							

	
RICEVUTA del telegramma di Stato a pagamento.	
N. _____	
di parole _____	
con servizi speciali _____	
di _____	
diretto a _____	
Tassa pagata _____	
lire _____ cent. _____	

1-57

1293

Mod. 25 - P.

Copia

Telegramma di Stato a pagamento

Indicazioni di urgenza

Circuito sul quale si deve fare l'invio del telegramma

Il Governo non assume alcuna responsabilità civile o commerciale del servizio della telegrafia.

Le telegr. ricevute in mano per errore ed in seguito a rifiuto o inopportunità del destinatario, devono essere compilate dal mittente.

Le telegr. si contano sul meridiano corrispondente al tempo medio dell'Europa centrale, e per telegrammi interni di seguito da una mezzanotte all'altra.

Spedito il 19 ore per circuito N.

All'Ufficio Transmittente

QUALITÀ	DESTINAZIONE	PROVENIENZA	Num.	Parole	DATA DELLA PRESENTAZIONE	Via d'istradamento	Indicazioni eventuali dell'Ufficio
OFF.					Giorno e Mese Ora e Minuti		

N. B. - Il telegramma deve essere scritto con chiarezza per modo che la lettura ne sia facile.

Indicazioni eventuali tassate

Destinatario

Destinazione

Testo

Telegramma di Stato a pagamento

Indirizzo d'ufficio

21 APR 1946

SCARICATO

Rst 442/1244 Capitano Greany della Commissione Alleata sarà Napoli presso dodesto Ispettorato mercoledì venticinque corrente possibilmente ore quattordici Punto Necessita che voi lo attendiate perché egli deve parlarvi urgentemente circa ferrovia Cancellò Benevento Punto Frattanto communicate Società che giornalmente giungerà via Cancellò un treno con rotaie materiale minuto di armamento et traverse per tre quarti di chilometro di linea fino a trasportare tutto il

0-57

Bollo e data dell'ufficio telegrafico accettante

RICEVUTA del telegramma di Stato a pagamento.

N.

di parole

con servizi speciali

di

diretto a

Tassa pagata

lire cent.

Indicazioni di urgenza		Mod. 25 - P.				Circuito sul quale si deve fare l'indirizzo del telegramma	
Telegramma di Stato a pagamento							
Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia. Le tasse riscosse in caso di errore o di rifiuto o di irregolarità del destinatario, devono essere completate dal mittente. Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa centrale, o per telegrammi interni di seguito da una mezzanotte all'altra.				Spedito al _____ ore _____ per circuito N. _____			
				all'Ufficio _____		Trasmittente _____	
QUALITÀ UFF.	DISTINZIONE	PROVENIENZA	Num.	Pagato	DATA DELLA PRESENTAZIONE (Giorno e Mese Ore e Minuti)	Via d'istradamento	Indicazioni eventuali dell'Ufficio
N. B. - Il telegramma deve essere scritto con chiarezza per modo che la lettura ne sia facile.							
Indicazioni eventuali tassate Destinatario Destinazione Testo materiale necessario Punto Telegrafate urgenza assicurando presenza dei necessari operai sul posto Telegramma di Stato a pagamento Direttore Generale De Cupis							
Bolle d'ufficio							

6.57

 Bolle e data
 dell'ufficio
 telegrafico
 accettante

 RICEVUTA del tele-
 gramma di Stato
 a pagamento.

N. _____

di parole _____

con servizi speciali _____

di _____

diretto a _____

Tassa pagata _____

lire _____ cent. _____

57/25/38

TGM/av

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

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

22 April 1945

SUBJECT : work train.

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

1. Reference conversation date. It is desired that a work train be furnished daily for approximately ten days commencing 0700 hours Thursday April 26 to operate between Naples-Poggio-reale and Cancelli to handle workers and material for rehabilitation of the Cancelli-Benevento line.
2. Captain M.P.M. Greany will be in charge of the work and will give daily advice to the local railway authorities of any change in plan.
3. Equipment required, will be one box wagon or caboose, ^{one} ~~are~~ suitable locomotive together with whatever material wagons that are loaded and ready to move to Cancelli.

For the Chief Commissioner:

P.G. MATSON, Major T.C.

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

458

TRANSPORTATION SUB-COMMISSION AC

RAIL DIVISION

c/o Transportation Increment

C.M.F.

RCB/mr

Tel 478751-9348

our ref. AC/57/25/Tn 4

25 April 1945

Subject: Inspection of Rollins Stock;
Cancello-Benevento Railway in concession.

TO: Director, Tn. S/Commission AC
copy to: Director, MRS

At Benevento Appia Station:
a) Locomotives

Number	Railway	Type or make	Remarks
4	S.F.S.	cl. 851 F.S.	heavy repairs; mine in firebox, rest good
6	S.F.S.	cl. 851 F.S.	same as above
8	S.F.S.	Henschel Sohn	same as above
875112	F.S.		in service
7	S.F.S.	Wintethur	in service but not in good condition
2	S.F.S.	cl. 851 F.S.	mine in firebox; at present in Naples
1	S.F.S.	cl. 851 F.S.	in Padova for heavy repairs
5	S.F.S.	cl. 851 F.S.	boiler being repaired at above; rest of loco in Benevento Appia

b) Rolling Stock

number	railway	type	Remarks
1013424	F.S.	box	heavy repairs; non-runner
145014	F.S.	box	light repair; runner
950843	F.S.	tank(water)	heavy repairs; runner
413893	F.S.	H.S.	light repairs; could go straight in to service after examination
470749	F.S.	H.S.	same as above
004679	F.S.	H.S.	" " " "
470019	F.S.	H.S.	" " " "
465658	F.S.	H.S.	" " " "
654512	F.S.	flat	" " " "
648576	F.S.	flat	" " " "
1008736	F.S.	box	" " " "
042354	F.S.	H.S.	" " " "
469406	F.S.	H.S.	" " " "
8484	DR.	HS.	" " " "
410597	F.S.	H.S.	" " " "
CT 7	S.F.S.	pass	10 tons; OK for service; 58 seats
CT 5	S.F.S.	"	" " " "
CT 1	S.F.S.	"	" ; burnt out; runner
CT 6	S.F.S.	"	" " " "
CT 8	S.F.S.	"	" " " "
CT 10	S.F.S.	"	" " " "
AB 1	S.F.S.	"	" " " "
CDT 1	S.F.S.	"	" " " "
CDT 2	S.F.S.	"	" " " "
CT 4	S.F.S.	"	" " " "
C 65	SEPSA	pass	" " " "errap

4 S.F.S. heavy repairs; mine in firebox, rest good
6 S.F.S. same as above
8 S.F.S. same as above
875112 F.S. in service
7 S.F.S. in service but not in good condition
2 S.F.S. mine in firebox; at present in Naples
1 S.F.S. in Padova for heavy repairs
5 S.F.S. boiler being repaired at above; rest of loco in Benevento Appia

b) Rolling Stock

number	railway	type	re marks
1013424	F.S.	box	heavy repairs; non-runner
145014	F.S.	box	light repair; runner
950843	F.S.	tank(water)	heavy repairs; runner
413893	F.S.	H.S.	light repairs; could go straight in to service after examination
470749	F.S.	H.S.	same as above
004679	F.S.	H.S.	" "
470019	F.S.	H.S.	" "
465658	F.S.	H.S.	" "
654512	F.S.	flat	" "
648576	F.S.	flat	" "
1008736	F.S.	box	" "
042354	F.S.	H.S.	" "
469406	F.S.	H.S.	" "
8484	DR.	HS.	" "
410597	F.S.	H.S.	" "
CT 7	S.F.S.	pass	10 tons; OK for service; 58 seats
CT 5	S.F.S.	"	10 " " " 58 " "
CT 1	S.F.S.	"	10 " ; burnt out; runner 4547
CT 6	S.F.S.	"	10 " " " "
CT 8	S.F.S.	"	10 " " " "
CT 10	S.F.S.	"	10 " " " "
AB 1	S.F.S.	"	10 " " " "
CDT 1	S.F.S.	"	10 " " " "
CDT 2	S.F.S.	"	10,5 " " " "
CT 4	S.F.S.	"	10,5 " " " "
C 65	SEPSA	pass	10 " " " strap
G 23	S.F.S.	box	11 tons; light repairs; runner
G 26	S.F.S.	box	11 " " " "
G 2	S.F.S.	box	11 " " " "
G 11	S.F.S.	box	11 " " " "
G 9	S.F.S.	box	11 " medium " "
M 106	S.F.S.	H.S.	10 " " " "
G 19	S.F.S.	box	11 " light " "
G 21	S.F.S.	box	11 " burnt out " "
G ==	S.F.S.	box	11 " " " "
P 205	S.F.S.	flat	9 " heavy repairs " "

At Raccordo Società S.Vito (2 km. from Benevento)

./.

1298

- 2 -

1/25/In 4
April 1945 (continued)

Rolling stock at Racordo Società S.Vito)

number	railway	type	remark
472045	F.S.	H.S.	light repairs; runner
405735	F.S.	H.S.	"
404797	F.S.	H.S.	"
407314	F.S.	H.S.	"
41279	F.S.	H.S.	"
4275	D.R.	H.S.	"
437188	F.S.	H.S.	"

At Cervinara Station (21 km from Benevento)

1120319	F.S.	box	OK for service
1060570	F.S.	box	"
1001866	F.S.	box	"
M 101	S.F.S.	H.S.	light repairs

At Arpaia Station (26 km from Benevento)

=====	F.S.	box	heavy repairs; non-runner
200694	F.S.	box	"
1004404	F.S.	box	"
=====	F.S.	box	"
131211	F.S.	box	burnt out

At S.Maria e Vico Station (37 km from Benevento)

134213	F.S.	box	axle box damaged by explosive
251842	F.S.	box	"
169697	F.S.	box	"
463388	F.S.	H.S.	"
200477	F.S.	box	"
415372	F.S.	box	"
47609	D.R.	box	"
1122213	F.S.	box	"
155378	F.S.	box	"
123147	F.S.	box	"

At Arienzo S.Felice Station (40 km from Benevento)

200696	F.S.	box	OK for service
626945	F.S.	box	"
G 5	S.F.S.	box	heavy repairs; axle-box damaged by explos.

At Martino V.C. Station (19 km from Benevento)

190806	F.S.	box	light repairs; runner
202486	F.S.	box	heavy
419665	F.S.	H.S.	light
414842	F.S.	H.S.	"
G 4	S.F.S.	box	scrap

All the above cars have not been seen and the figures for Martino V.C. Station are those supplied by General Inspectorate ETC.

1001866 F.S. box " "
M 101 S.F.S. H.S. light repairs

At Arpaia Station (26 km from Benevento)

====	F.S.	box	heavy repairs; non-runner	
200694	F.S.	box	"	"
1004404	F.S.	box	"	"
=====	F.S.	box	"	"
131211	F.S.	box	"	burnt out

At S. Maria a Vico Station (37 km from Benevento)

134213	F.S.	box	axle box damaged by explosive	"
251842	F.S.	box	"	"
169697	F.S.	box	"	"
463388	F.S.	H.S.	"	"
200477	F.S.	box	"	"
415372	F.S.	box	"	"
47609	D.R.	box	"	"
1122213	F.S.	box	"	"
155378	F.S.	box	"	"
123147	F.S.	box	"	"

At Arienzo S. Felice Station (40 km from Benevento)

200696	F.S.	box	OK for service	
626945	F.S.	box	"	
G 5	S.F.S.	box	heavy repairs; axle-box damaged by explos.	

At Martino V.C. Station (19 km from Benevento)

190806	F.S.	box	light repairs; runner	4546
202486	F.S.	box	heavy	"
419665	F.S.	H.S.	light	"
414842	F.S.	H.S.	"	"
G 4	S.F.S.	box	scrap	

All the above cars have not been seen and the figures for Martino V.C. Station are those supplied by General Inspectorate CTC.

R.C. Bowie, Capt. R.A.

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE
SERV. 5° DEP. 3° N°4093

Roma, 17 April 1943

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

SUBJECT: Cancellò-Benevento Railway.

1. With reference to your letter 14 inst. we beg to inform you that Compartmental Inspectorate Napoli has been telegraphically instructed by this HQ to arrange for one engineer to accompany Capt. Greany during latter's visit to above railway line.
2. The Direction of the Railway has been at the same time requested to speed up the rehabilitation works, whose completion must be reached within the 30th of this month.
3. Our Compartmental Inspectorate Naples has been requested to immediately submit to this HQ a weekly report on the state of repair to be forwarded to that S/Commission.

THE DIRECTOR GENERAL
DE CIMS



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

SERVIZIO No = UFF. 393

Prot. N. 4093 Allegato

OGGETTO Ferrovie Cancelli - Benevento.

Disposizione del

Dir. Gen.

542

= S E D E =

ALLA COMMISSIONE ALLEATA
Sottocommissione per i
Trasporti - Div. Ferroviaria.

Riferimento tel. 843239 del 14 corr., questo Ministero ha
dato telegrafica disposizione all'Ispettorato Comp.le di Napo-
li perche provveda a che un ingegnere accompagni il 16 con. il
Capitano Greeny di codesta Spett.Commissione nella visita alla
Cancelli - Benevento per i lavori di ripristino.

In pari tempo ha sollecitato la Direzione di Esercizio del
la predetta Ferrovia ad accelerare tali lavori, da completarsi
improrogabilmente entro il 30 c.m.

Si inviera poi il rapporto settimanale sull'andamento dei la-
vori, non appena perverra dall'anzidetto Ispettorato Compartimen-
tale, a cui e stato gia richiesto.

md.

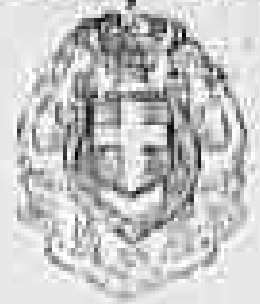
IL DIRETTORE GENERALE

[Signature]

4524

214

MINISTERO DEI TRASPORTI



FERROVIE DELLO STATO

IL DIRETTORE GENERALE

Roma, 11

12 APR 1945

N. L.3/11/16576/D.XII(O)

OGGETTO

Ferrovia Cancello-Benevento

Sig. Maggiore PING

Commissione Alleata

Sotto Commissione Trasporti

Divisione Ferroviaria

S E D E

e p.n. MINISTERO DEI TRASPORTI

Ispettorato Generale Motorizzazione

Civile e Trasporti in Concessione

S E D E

- 1 - Si fa riferimento alla lettera CML/av del 24 marzo u.s. N° AC/57/25/Tn.4 .
- 2 - In particolare si fa riferimento al punto 2) nel quale comunicate che per la riattivazione della linea secondaria Benevento-Cancello il Direttore del Servizio Ferroviario Militare avrebbe provveduto alla fornitura del materiale metallico e che alla fornitura delle 12.000 traverse occorrenti e dei legnami da scambi avrebbe dovuto provvedere l'Amministrazione delle Ferrovie dello Stato.
- 3 - Si informa che manca la possibilità di fornire le traverse ed i legnami essendo le poche traverse disponibili insufficienti a lavori urgentissimi richiesti anche dalle Autorità Alleate.

IL DIRETTORE GENERALE

Luigi Perrone
1573

57/25/34

ACP/lc

INTER-OFFICE MINUTE

Ref. AC/57/25/Tn 4

TO : Rail Movements
Tn Sub-Comm. HQ AC

SUBJECT : Cancellero-Benevento private railway.

1. Reference is your 432/2/Tn 3 of 9 April 1945.
2. A letter has already been received from G-4 (Mov & Tn) AFHQ and the matter will be followed on direct in conjunction with WRS.
3. The line is included on a list recently sent to Planning Division to assess priorities.

G. Lindberg, Lt. Col.
G.H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Transportation Sub-Comm. (Rails)
Tel. 843238
11 April 1945

45:2

GRW/elc

HEADQUARTERS ALLIED COMMISSION
AIC 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 473704

9 April 1945

432/2/In 3

SUBJECT : Cancelllo - Benevento Private Railway

TO : Transportation Sub-Commission, ✓
Rail Division

1. Reference your AC/37/25/In 4 dated 5 April '45.

2. The general question of reconstruction of the line between Cancelllo and Benevento has been further discussed with G-4 (Mov & In) ATHQ based on the information contained in your letter.

3. ATHQ state that if the line from Cancelllo to Benevento Appia can be put into working order fairly quickly it will meet their immediate requirements.

4. It is understood that at the moment troop movements to Military Camps along the line are being carried out with road transport, which at this time can be ill spared, it is in order to release this transport and provide for greater intakes that an urgent demand is now being made to have this line opened at any rate to Benevento Appia with the minimum of delay.

5. The traffic over the line from a military stand point will be nearly all personnel, very little stores will require to be moved.

6. Please give the reconstruction of this line your urgent attention and arrange for it to be included on a priority basis in the list of works to be carried out which you are submitting to the next meeting of the Priority Board.

For the Chief Commissioner

m/sell or

151

1. Reference your 10/57/25/In 4 dated 5 April '45.

2. The general question of reconstruction of the line between Cancellio and Benevento has been further discussed with G-4 (Mov & In) AFHQ based on the information contained in your letter.

3. AFHQ state that if the line from Cancellio to Benevento Appia can be put into working order fairly quickly it will meet their immediate requirements.

4. It is understood that at the moment troop movements to Military Camps along the line are being carried out with road transport, which at this time can be ill spared, it is in order to release this transport and provide for greater intake that an urgent demand is now being made to have this line opened at any rate to Benevento Appia with the minimum of delay.

5. The traffic over the line from a military stand point will be nearly all personnel, very little stores will require to be moved.

6. Please give the reconstruction of this line your urgent attention and arrange for it to be included on a priority basis in the list of works to be carried out which you are submitting to the next meeting of the Priority Board.

For the Chief Commissioner

151

W. J. Hall

for M. B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Copies to : G-4 (Mov & In) AFHQ
Economic Section
Priorities Board
Movements Liaison Officer D.M.E.S.
AC Transportation Officer, Naples

57/25/32

CML/ev

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

Tel. Firebox-11
Our Ref: AC/57/25/Tn 4

11 April 1946

SUBJECT : Cancello-Benevento Railway.

TO : A.F.E.Q. D.M.C. (Mov. and Tn.) C.M.F.
Attn: Lt. Col. F.L. Jagger

1. Reference your Mov.3/154 dated 3 April 1946.
2. M.R.S. has agreed to furnish all the track material required and it is therefore expected that the work of rehabilitation will start promptly.

For the Chief Commissioner

Cml

C.M. LONG, Major C.I.

45:0

1307

57/25/31

GML/av

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

Tel. Firebox-11
Our Ref: AC.87/23/Tn 4

10 April 1945

SUBJECT : Cancellio-Benevento Railway

TO : D.M.R.S. D.A.D. Tn.2 (Stores) Bldg.
Attn: Capt. Ellis

1. Reference your Tn A 2/76/6 dated 13 March 45 in regard to material for a/m railway.
2. Attached is letter from the Chief of Stores Service I.S.R. in which it is stated that they do not have sufficient ties to meet the urgent requirements of I.S.R. lines.
3. Will you therefore please reconsider the furnishing of the 12,000 ties required to rehabilitate this line?

C.M. LONG, Major C.E.

Encl; 1 letter.

4529

Subject: Cancello - Benevento Line -
Ferrovie Esercitate Perrotta

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

Mov 3/154

To : AC Tn Sub Commission

3 Apr 45

Copy to: MRS Rome
Mov IO MRS Rome

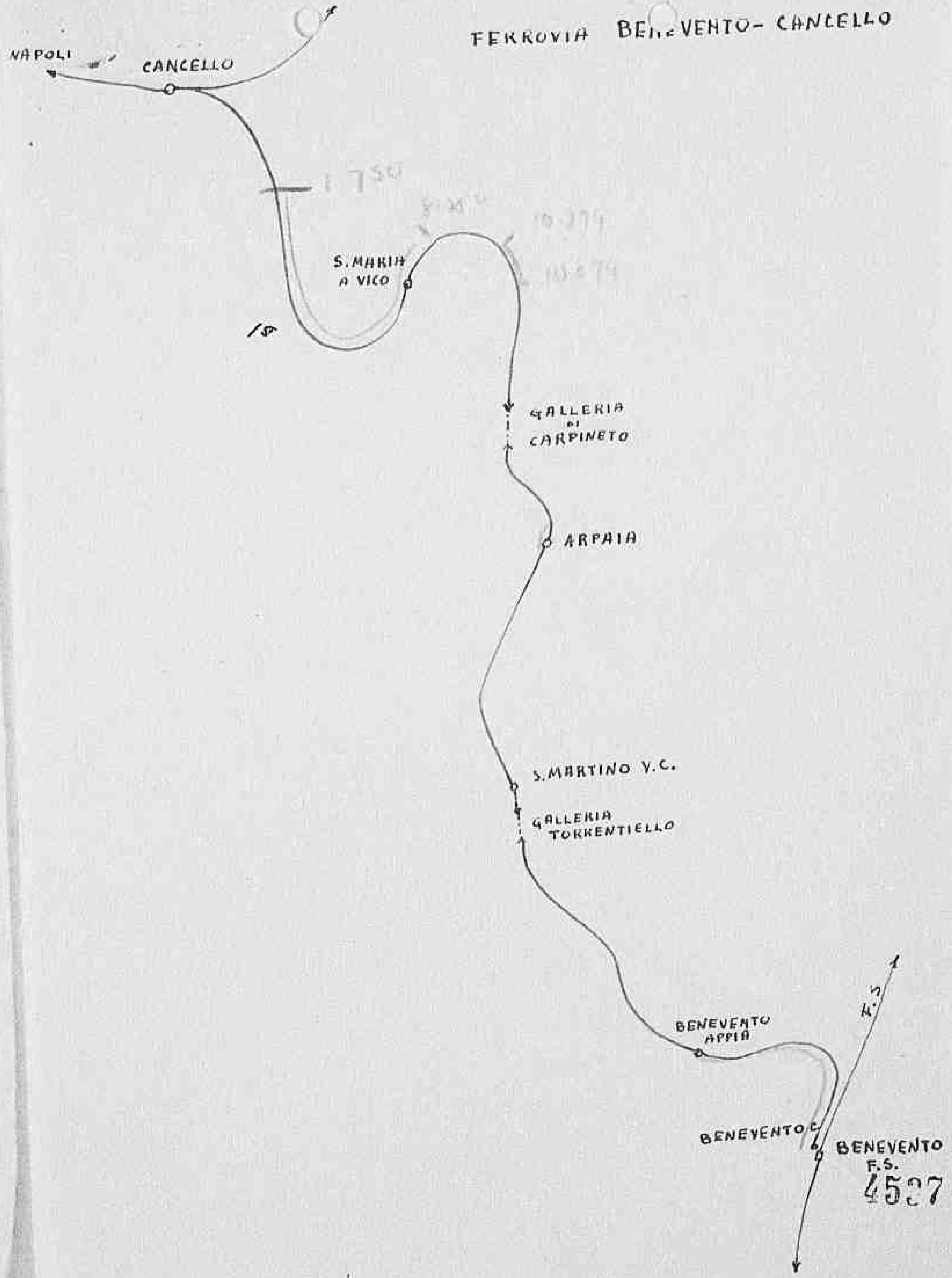
1. The above line at present being reconditioned by the the owner under your arrangements appears likely to be of value for military traffic in the near future and it is desired to expedite its rehabilitation.
2. It is understood that repair work now in hand on certain tunnels will be completed by 1 May, leaving the line blocked as under:
 - (a) by a blown bridge between BENEVENTO Central and CITTA Station
 - (b) by removal of 500 yds of track to permit ^{access} axis of military lorries to quarry at CERVINO DURRAZZIONE.
 - (c) by removal of 8 kms of track between CANCELLLO and S. MARIA a VICO for use on main line repair.
3. It is understood the ISR have already been instructed to return the 8 kms of track in para 2 (c) but that the matter has not got beyond the correspondence stage between the two railway systems. Will you please take action to expedite the return of the track in question in order that the FEF line may be in a position to accept traffic from the ISR via CANCELLLO at any rate, and report progress.

[Signature]
P.L. JAGGER, Lt. Col.
for Brigadier,
D.Q.M.G. (Mov & Tn) 4538

106/3

Allegato alla nota RST 373/1244 del 5 Aprile 1945

FERROVIA BENEVENTO-CANCELLO





Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione R.S.T. *Se*

Dist. N. 373/1244 *Allegato 1*

Proposta al P. del 3 aprile 1945

Dir. Ac/Mat/57/25/Tn 4

OGGETTO: Ferrovia Cancellò-Benevento.

TRANSPORTATION SUB-COM-
MISSION AC

Rail Division

= SEDE =

1. Riferimento alla lettera AC/Mat/57/25/Tn 4.
2. Secondo notizie del 15 marzo, la Società della Ferrovia Cancellò-Benevento ha provveduto a quanto segue.
3. Ricostruzione di tutti i ponti fra le stazioni di Cancellò e Benevento Appia, rimessa in efficienza dell'armamento per la parte esistente, riparazione di parte del materiale rotabile residuo.
4. Ancora in corso i lavori per le Gallerie di: Carpineto fra S. Maria a Vico e Arpaia; e di Torrettiello fra Arpaia e Benevento Appia.
5. I lavori alla Galleria di Torrettiello possono essere ultimati in breve tempo, perciò, in un primo momento, si potrebbe aprire il tratto Arpaia-Benevento.
6. I lavori alla Galleria di Carpineto potrebbero essere ultimati alla fine di aprile.

7. Del materiale di trazione sono rimasti in condizione di poter essere autorizzate, dopo importanti lavori, solo 2 locomotive. Di queste, una trovata nella stazione di S.M. a Vico, e quindi non potrà essere utilizzata sul tronco Arpaia-Benevento Appia, se questo si aprirà, secondo il precedente n.3, prima che finiscano i lavori alla galleria di Carpineto. L'altra locomotiva trovata nella stazione

Divisione R.S.T. *Pa.*
Prot. N. 373/1244 *Allegato* 1

Proposta al f. del 3 aprile 1945
Per AC/Mat/57/25/Tn 4

OGGETTO Ferrovia Cancellò-Benevento.

1. Riferimento alla lettera AC/Mat/57/25/Tn 4.
2. Secondo notizie del 15 marzo, la Società della Ferrovia Cancellò-Benevento ha provveduto a quanto segue.
3. Ricostruzione di tutti i ponti fra le stazioni di Cancellò e Benevento Appia, rimessa in efficienza dell'armamento per la parte esistente, riparazione di parte del materiale rotabile residuo.
4. Ancora in corso i lavori per le Gallerie di: Carpineto fra S. Maria a Vico e Arpaia; e di Torrettiello fra Arpaia e Benevento Appia.
5. I lavori alla Galleria di Torrettiello possono essere ultimati in breve tempo, perciò, in un primo momento, si potrebbe aprire il tratto Arpaia-Benevento.
6. I lavori alla Galleria di Carpineto potrebbero essere ultimati alla fine di aprile.
7. Del materiale di trazione sono rimasti in condizione di poter essere autorizzate, dopo importanti lavori, solo 2 locomotive. Di queste, una trovata nella stazione di S.M. a Vico, e quindi non potrà essere utilizzata sul tronco Arpaia-Benevento Appia, se questo si aprirà, secondo il precedente n.3, prima che finiscano i lavori alla galleria di Carpineto.- L'altra locomotiva trovata nella stazione di S. Martano V.C. e potrà essere utilizzata sul tronco Arpaia-Bene-

2586

nevento Appia, anche abitato, se le Ferrovia dello Stato, a cui appartiene, la lasceranno in uso, come per il passato. Pertanto, in data odierna, si scrive in proposito alla Direzione Generale delle F.S.

8. Il materiale rimorchiato attualmente a disposizione della Società (2 vetture e circa 16 carri arretrati) è sufficiente per l'esercizio in un primo momento.

9. Si prega codesta Sottocommissione Trasporti A.C. di fare assegnare 120 ton. di carbone e 200 kg. di olio per cilindro per il primo esercizio e informare questo Ufficio in proposito.

10. Ciò premesso, si conclude che si potrà aprire non prima del 1° maggio il tratto Arpaia-Benevento Appia; e, successivamente il tratto S.Maria a Vico-Arpaia.

11. Il tratto Cancellò-S.Maria a Vico si potrà aprire quando si avrà il noto materiale di armamento metallico e le relative traverse. Al riguardo l'Ing. Polverari ha verbalmente informato che, al contrario di quanto ha riferito codesta Sottocommissione, gli accordi ultimamente presi col magg. Long furono che il M.R.S. avrebbe provveduto a dare anche le traverse, poiché la Direzione della ferrovia Cancellò-Benevento aveva dichiarato che poteva accettare quelle della lunghezza effettiva di 7 piedi. - Anzi l'Ing. Polverari riterrebbe che il materiale d'armamento stia già arrivando.

12. Questo Ufficio telegrafa ora all'Ispettorato Compartimentale di Napoli per conoscere:

- a) Se si siano fatti progressi nei lavori, dopo quanto sopra detto, relativamente alla data del 15 marzo.
- b) Se è cominciato a giungere sul posto il materiale d'armamento.
- c) Se, nel caso che non sia cominciato a giungere tale materiale, ad ogni modo si conferma che le traverse suddette siano adatte.

13. Se dalla risposta che si avrà, risulterà che il materiale d'armamento non comincia ancora a giungere, si interesserà il M.R.S. ed, eventualmente le Ferrovie dello Stato per la spedizione del materiale di

9. Si prega codesta Sottocommissione Trasporti A.C. di fare assegnare 120 ton. di carbone e 200 kg. di olio per cilindro per il primo esercizio e informare questo Ufficio in proposito.

10. Ciò premesso, si conclude che si potrà aprire non prima del 1° maggio il tratto Arpaia-Benevento Appia; e, successivamente il tratto S.Maria a Vico-Arpaia.

11. Il tratto Cancellò-S.Maria a Vico si potrà aprire quando si avrà il noto materiale di armamento metallico e le relative traverse. Al riguardo l'Ing. Polverari ha verbalmente informato che, al contrario di quanto ha riferito codesta Sottocommissione, gli accordi ultimamente presi col magg. Long furono che il M.R.S. avrebbe provveduto a dare anche le traverse, poiché la Direzione della ferrovia Cancellò-Benevento aveva dichiarato che poteva accettare quelle della lunghezza effettiva di 7 piedi. - Anzi l'Ing. Polverari riterrebbe che il materiale d'armamento stia già arrivando.

12. Questo Ufficio telegrafa ora all'Ispettorato Compartimentale di Napoli per conoscere:

a) Se si siano fatti progressi nei lavori, dopo quanto sopra detto, relativamente alla data del 15 marzo.
b) Se é cominciato a giungere sul posto il materiale d'armamento.
c) Se, nel caso che non sia cominciato a giungere tale materiale, ad ogni modo si conferma che le traverse suddette siano adatte.

13. Se dalla risposta che si avrà, risulterà che il materiale d'armamento non comincia ancora a giungere, si interesserà il M.R.S. ed, eventualmente le Ferrovie dello Stato per la spedizione del materiale di

13141

1.6.1939

19 4



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

M

Divisione: *Trasporti*
Prot. N. 2 *Allegato*

Proprietario: *Udell*
Data: *1939*

OGGETTO

armamento metallico e delle traverse.

14. Il tratto Benevento Appia-Benevento F.S. non potrà aprirsi per ora, a motivo delle importanti opere d'arte distrutte.

IL DIRETTORE GENERALE

Inviato: schema della ferrovia Caserta-Benevento

4535

Ministry of Transports

I S R Stores Service

Subject: Naples Cancellio-Benevento line

Rome 6 APRIL 1945 57/25/28

A.246/1366

Military Railway Service
attention Major LONG

l o n g

1) With reference to the request of ties for the Naples Cancellio - Benevento railway, we inform you that we are not in the possibility of supplying any stock of these items.

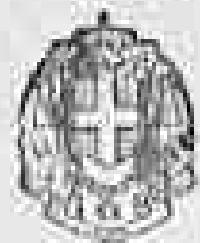
2) The small amount of ties at our disposal is not even sufficient to meet the urgent requirements of I S R lines.

3) We beg you therefore to arrange that the requirements of the above railway be provided for in some other manner.

Chief of Service
sgd Eng. Bracci

Fol/10/4ng

4524



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI

Roma 6 aprile 1945 A.

N.A. 246/1268/

Al N. del

OGGETTO

Linea Napoli-Cancello-Benevento

MILITARY RAILWAY SERVICE
(attenzione Magg. Long)

R O M A

ALLEGATI N.

- 1) In relazione alla richiesta di traversine per la ferrovia Napoli - Cancello - Benevento, facciamo presente che non abbiamo la possibilità di cedere alcun quantitativo del detto materiale.
- 2) La nostra poca disponibilità di traversine è già insufficiente a soddisfare le urgenti necessità delle linee F.S.
- 3) Preghiamo perciò voler provvedere altrimenti al fabbisogno della suddetta ferrovia.

IL CAPO DEL SERVIZIO

ing. Long

4533

ACP/10

INTER-OFFICE MINUTE

Ref. AC/57/25/Tn 4

TO : Colonel M.J. Steff,
Chief Movements Division HQ AC

SUBJECT : Cancellio-Benevento Private Railway.

1. This railway, which is of standard gauge is the shortest link between Cancellio and Benevento, and ISR trains used to operate over it, apparently in return for the concession of allowing trains of the private railway to run over State lines into Naples.

2. In January 1944 MRS construction units took up much of the track for the relaying of the longer ISR route, and since that time little has been done until recently to reconstruct it.

3. There was an enquiry in July 1944 about opening a part of the line to meet the needs for conveyance of about 900 workmen for No 3 district, but it was not developed, as it was felt the material demands were not justified.

4. In November 1944 a Decree was passed which enabled the private railways to borrow money for reconstruction, and the company availed themselves of this. They have been slowly rebuilding the line, but no priority was assessed by this Commission in view of other important works, and the Southern Regional Commissioner agreed there was no immediate need for rebuilding.

5. In January it was learned that about 3 kilometres of complete track, which includes rails and ties, would permit a service to be operated between Cancellio and Benevento Appia, at 45,733 km. The length between Benevento Appia and the city itself, 2,505 km. requires repairs to the Calore Bridge and the Malicagna bridge. The former bridge needs a centre pile and two 25 mt spans, the latter an 8 mt span. The bridge work was not important; there was no priority on it, and other more important

1. This railway, which is of standard gauge is the shortest link between Cancellio and Benevento, and ISR trains used to operate over it, apparently in return for the concession of allowing trains of the private railway to run over State lines into Naples.
2. In January 1944 MRS construction units took up much of the track for the relaying of the longer ISR route, and since that time little has been done until recently to reconstruct it.
3. There was an enquiry in July 1944 about opening a part of the line to meet the needs for conveyance of about 900 workmen for No 3 district, but it was not developed, as it was felt the material demands were not justified.
4. In November 1944 a Decree was passed which enabled the private railways to borrow money for reconstruction, and the company availed themselves of this. They have been slowly rebuilding the line, but no priority was assessed by this Commission in view of other important works, and the Southern Regional Commissioner agreed there was no immediate need for rebuilding.
5. In January it was learned that about 8 kilometres of ^{of 5.2} complete track, which includes rails and ties, would permit a service to be operated between Cancellio and Benevento Appia, at 45,733 km. The length between Benevento Appia and the city itself, 2,505 km. requires repairs to the Calore Bridge and the Malicagna bridge. The former bridge needs a centre pile and two 25 mt spans, the latter an 8 mt span. The bridge work was not important; there was no priority on it, and other more important work is in progress elsewhere.
6. MRS offered to supply the track, but there has been some dispute with ISR as to whether track includes ties, because they are not at all anxious to part with the latter, and pressure is being brought upon them in the matter, although without support of a priority, it is difficult to enforce the demand.

. / . / . /

= 2 =

7. With the provision of the rails and tracks in the near future, it is understood the line could be laid and the Carpineto and Torretinelli tunnels cleared by the end of April. I should emphasize that no one has expressed any real interest in the line, and we have not submitted any request for construction material to the construction committee.

8. For many months the employees have been submitting complaints, that the proprietors did not intend to do anything, because they were operating more remunerative road services. The employees are anxious to work, and as I see it, if any priority is given to the job, the line at least as far as Benevento Appia can be got into good order fairly quickly. It possesses some rolling stock of its own, and would be in a position to start a limited passenger and freight service early in May.

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

Transportation Sub-Comm. (Rails)
Tel. 843236
5 April 1945.

Copy to: Maj. Howes, Mov Liaison Officer MRS
" " MRS - Bldg.

2591

57/25/26

CML/av

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

URGENT

Tel. Firebox-11
Our Ref: AC/Mat/57/25/Tn 4

3 April 1945

SUBJECT : Cancellio-Benevento Railway.

TO : Ministry of Transports, General Inspectorate MTC. BMG.

1. Reference AC/57/25/Tn 4 from this Headquarters, dated 24 March 45.
2. Referring to paragraph 4 and 5. A prompt reply will be appreciated as M.R.S. has become interested in this project and is requesting to know the status.

CML
C.M. LONG, Major C.E.

4520

57/26/25
from the "Lavoro"

For the reoperation of the railway Cancellò-Benevento .

Yesterday Mr Mario Matessa and Mr Belli Roberto representatives of the Internal Commission of the personnel of the railway Cancellò - Benevento, who were accompanied by a representative of the C.G.I.L. have been received by H.E. Cerabona, to discuss a problem concerning the reoperation of the railway, which is unoperating since Sept. 1943, damaging seriously the personnel and the whole region, because the administrators, not considering the public interest are earning money with a bus service.

The Ministry has promised to settle the question whose solution will surely help the commercial rehabilitation of the zone.

57/25/24

CML/av

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

24 March 45

Tel: Firebox-11
Our Ref: AC/57/25/TB 4

SUBJECT : Cancellò-Benevento Railway.

TO : Ministry of Transports, General Directorate M.C.T.C. Bldg.

1. Referring to B.2276-16 G 11 from Naples Inspectorate, in answer to your Signal 1631 uff. V° dated 13/2/45.

2. Referring in particular to paragraph "p" in which is listed the materials required for the rehabilitation of Cancellò-Benevento Railway. The Director of M.E.S. will furnish the rail and fastenings required, also the switches, however, it will be necessary for either you or the Italian State Railways to furnish the 12,000 ties. It will also be necessary for you to furnish the switch ties.

3. With reference to the switch ties you can use cross ties for this purpose until switch ties are available.

4. Please confer with the I.S.R. in regard to the availability of ties for the rehabilitation of your railway, bearing in mind that ties will not be furnished by M.E.S.

5. Please advise when you have made arrangements for the ties and at that time furnish shipping instructions for the rail and fastenings.

Curl 4529
O.M. LINDBERG
Lt. Col. E.E.
Chief, Rail Division

cc. D.G. I.S.R. - Bldg.

Subject: Privately owned lines,
Cancello - Benevento.

Military Railway Service,
C.M.F.

Tel: Firebox 53.

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

13 Mar. 45.

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

1. Reference your AC/Tn/65 dated 2 March, 45.
2. Arrangements will be made to supply from military sources the rails and fastenings required.
3. It is assumed that sleepers can be supplied from ISR or other non-military sources. Please confirm and it is also pointed out that should it be necessary for us to supply the sleepers as well as the rails and fastenings, we can only provide "austerity" sleepers 7'4" in length.

C.J. Ellis

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

4528

TRANSLATION

AC 57/25 m

Ministry of Transports
General Inspectorate MOTO
Naples Inspectorate

Napoli, 3 March 1945

TO: Ministry of Transports
HQ General Inspectorate MOTO

R O M A

H.2276-16 G 11

Reply to signal 1681-uff.V° - 13/2/45

SUBJECT: Cancellò-Benevento Railway.

With reference to a/m signal we beg to inform you that the Railway in concession Benevento-Cancellò suffered heavy damages to the works, P.W. and rolling stock, on account of the air raids of Aug. and Sept. 1943 as well as for German demolitions. Successively, at the beginning of 1944, the track was taken away by Allied Forces on two different sections, that is btw. 1+750-8+250 and 10+379-10+879 for a total length of abt. seven km.

The Company operating above railways started repair and rehabilitation works in Nov. 1943, as well as repair of the rolling stock left, hoping to be soon able to re-start operation.

But after the track was taken away, all works were considerably slackened owing to the impossibility to re-open the line on account of lack of rails to complete the track.

Summarizing, all bridges btw. Cancellò and Benevento Appia were either repaired or reconstructed, all blown-up rails were re-adjusted, the running way in all stations included in a/m section were rehabilitated, the terminal at Benevento Appia included, and part of the rolling stock left was repaired.

Having thus summarized the story of the line, we want to point out what follows:

A) - PRESENT CONDITIONS OF THE LINE CANCELLÒ-BENEVENTO

1) - Works.

- a)- Carpineto Tunnel, btw. km. 16+330,50 and 16+989,67; blown-up by a mine and obstructed at km. 16+718; abt. 20 mt. crown and side walls demolished and abt. 100 mt. track damaged.
- b)- Torrentiello Tunnel, btw. km. 30+177,70 and 30+459; entrance obstructed with debris on account of mines.
- c)- Calore Bridge; 5 span, km. 46+501,17; two 25-mt spans and intermediate pile demolished.
- d)- Malescagna Bridge; km. 47+464,83; crown demolished.

2) - Permanent Way.

- a)- Track undamaged btw. km. 0,000 and km. 1+750
- b)- Track taken away by Allied Military Personnel btw. km. 1+750

and rolling stock, on account of the air raids of Aug. and Sept. 1943 as well as for German demolitions. Successively, at the beginning of 1944, the track was taken away by Allied Forces on two different sections, that is btw. 1+750-8+250 and 10+379-10+879 for a total length of abt. seven km.

The Company operating above railways started repair and rehabilitation works in Nov. 1943, as well as repair of the rolling stock left, hoping to be soon able to re-start operation.

But after the track was taken away, all works were considerably slackened owing to the impossibility to re-open the line on account of lack of rails to complete the track.

Summarizing, all bridges btw. Cancellio and Benevento Appia were either repaired or reconstructed, all blown-up rails were re-adjusted, the running way in all stations included in a/m section were rehabilitated, the terminal at Benevento Appia included, and part of the rolling stock left was repaired.

Having thus summarized the story of the line, we want to point out what follows:

A) - PRESENT CONDITIONS OF THE LINE CANCELLIO-BENEVENTO

1) - Works.

- a) - Carpineto Tunnel, btw. km. 16+338,50 and 16+989,87; blown-up by a mine and obstructed at km. 16+718; abt. 20 mt. crown and side walls demolished and abt. 100 mt. track damaged.
- b) - Torrentiello Tunnel, btw. km. 30+177,70 and 30+459; entrance obstructed with debris on account of mines.
- c) - Calore Bridge; 5 spans, km. 46+561,17; two 25-mt spans and intermediate pile demolished.
- d) - Malecagna Bridge; km. 47+464,83; crown demolished.

2) - Permanent Way.

- a) - Track undamaged btw. km. 0,000 and km. 1+750
- b) - Track taken away by Allied Military Personnel btw. km. 1+750 and 8+250
- c) - Track undamaged btw. km. 8+250 and 10+379.
- d) - Track taken away by Allied Military Personnel btw. km. 10+739 and 10+879.
- e) - Track undamaged btw. km. 10+897 and km. 46+500 (abt. 750 mt. beyond Benevento Appia Station.) except for the sections damaged on account of mines under a/m Tunnels, totalling abt. 150 mt. In all Stations included in above section only the running line has been rehabilitated; blown-up rails from the other sidings have been salvaged and re-utilized to complete the running line.

4527

(2)

f)- Track missing from km.46+500 to km.48+238 (terminal of the line); most of latter track has been taken away by ISR.

3) - Buildings.

a)- S.Maria a Vico Station; Warehouse and Loco shed destroyed by fire

b)- Arpaia-Airolo Station; Station bldg.; Warehouse and toilette demolished.

c)- Warehouse N°33 (Km.40+339); demolished.

d)- Benevento Central Station (Terminal); Station bldg. and all accessories demolished.

4) - Telegraph equipment.

a)- All wires for the operation of the service missing from the State's line; missing also all connections with the stations.

b)- Station equipment repairable, except at Arpaia-Airolo, where it has been completely destroyed.

5) - Rolling Stock.

Following rolling stock has been to-date repaired out of the stock left after the demolitions carried out by retreating German troops:

- a)- two steam locos in full operating condition
- b)- two 3-class Pass.coaches thoroughly overhauled.
- c)- Sixteen pass. box-cars in operating condition
- d)- Twenty freight cars in operating condition.

B) SUGGESTIONS FOR THE RE-OPERATION OF THE SERVICE.

Having considered present situation of the line, this Office is of the opinion that a service could be operated on the section Cancellor-Benevento Appia, length 45+733 Km. which would enable to link-up Benevento city as well as the minor centres of the Valle Caudina, with Napoli, provided that, as already done in the past, the trains be granted the transit on ISR line btw. Cancellor and Napoli.

The last section of the line, btw. Benevento Appia Station and Benevento Central Station, length 2+505 Km, has not been included in above programme on account of both the importance of the works to be carried out (two 25-mt span arches and intermediate pile for the Calore bridge; crown of a 8-mt span arch for the Malicegna Bridge) and the lack of the track, which has been almost completely taken away by ISR. The non-reoperation of this section would not affect pass.traffic, while it would make it impossible, for the time being, the connection at Benevento with ISR system. To re-operate the section Cancellor-Benevento Appia, the clearance of both tunnels Carpineto and Torretinelli must be completed; works are already well on hand and the Company anticipates that they will be completed, together with rehabilitation of abt. 150 mt. track ~~6526~~ ⁶⁵²⁶ adopted, within the end of April next.

In the meantime it is necessary to re-lay the track which has been taken away by Allied Military Personnel, totalling abt. seven Km, plus the second line stations Arpaia-Airolo, S.Maria a Vico, Arpaia-Airolo, Arpaia-Cap-

- a)- All wires for the operation of the service missing from the State's line; missing also all connections with the stations.
- b)- Station equipment repairable, except at Arpaia-Airola, where it has been completely destroyed.

5) - Rolling Stock.

Following rolling stock has been to-date repaired out of the stock left after the demolitions carried out by retreating german troops:

- a)- two steam locos in full operating condition
- b)- two 3-class Pass.coaches thoroughly overhauled.
- c)- Sixteen pass. box-cars in operating condition
- d)- Twenty freight cars in operating condition.

b) SUGGESTIONS FOR THE RE-OPERATION OF THE SERVICE.

Having considered present situation of the line, this Office is of the opinion that a service could be operated on the section Cancellio-Benevento Appia, length 45+733 Km. which would enable to link-up Benevento city as well as the minor centres of the Valle Caudina, with Napoli, provided that, as already done in the past, the trains be granted the transit on ISR line btw. Cancellio and Napoli.

The last section of the line, btw. Benevento Appia Station and Benevento Central Station, length 2+505 Km, has not been included in above programme on account of both the importance of the works to be carried out (two 25-mt span arches and intermediate pile for the Calore Bridge; crown of a 8-mt span arch for the Maliciana Bridge) and the lack of the track, which has been almost completely taken away ISR. The non-reoperation of this section would not affect pass.traffic, while it would make it impossible, for the time being, the connection at Benevento with ISR system. To re-operate the section Cancellio-Benevento Appia, the clearance of both tunnels Carpineto and Torretinelli must be completed; works are already well on hand and the Company anticipates that they will be completed, together with rehabilitation of abt. 150 mt.track ~~by Sept 1945~~ adapted, within the end of April next.

In the meantime it is necessary to re-lay the track which has been taken away by Allied Military Personnel, totalling abt.seven Km, plus the second line in four stations: Arienza S.Felice, S.Maria e Vico, Arpaia-Airola, Arpaia-Cap-paloni, totalling abt.one Km.track, as well as the second and the third line at Benevento Appia Station (railhead) totalling abt.0,600 mt.track. Summarizing, the total length of the track to be re-laid (running way plus station sidings) in order to enable the service to be reoperated, is abt.8,600 Km.

To carry out above work following material must be supplied:

1) Rails, type R.4.36	ml. 17.200
2) Sleepers size 2,60 x 0,14 x 0,24 mt.	N. 12.000
3) Bed-plates	N. 23.000
4) Spikes	N. 46.000
5) Spikes washers	N. 46.000
6) Fish-plates	N. 3.000
7) Fish-plate bolts	N. 6.000

(3)

c) Switches (all missing in the stations)

a) oak cross-ties 2,60 x 0,15 x 0,25 mt.	N.	100
b) " " 3,00 x 0,15 x 0,25 "	N.	100
c) " " 3,20 x 0,15 x 0,25 "	N.	100
d) " " 3,80 x 0,20 x 0,30 "	N.	100
e) " " 4,00 x 0,20 x 0,30 "	N.	100
f) " " 4,60 x 0,20 x 0,30 "	N.	12
g) switches, tg 0,10	N.	0
h) " tg 0,12	N.	2

With the supply of above material it would be possible to rehabilitate in a few months practically the whole line, thus linking up again the populations of the Valle Caudina with both Benevento and Napoli and greatly improving their economical conditions, presently seriously affected by the lack of suitable means of transportation.

In so far as the stations are concerned, a wooden barracks at Arpaia-Aitola, in replacement of the station, would be enough, as the Station building has been completely destroyed. The Company will take care of this work as soon as possible, with its own means.

Present stock would enable to operate two couples of pass. trains daily, each train made-up with one coach and eight pass. box-cars; abt. 2.400 passengers could be thus conveyed daily. Besides above pass. services, it would be possible to operate a bi-weekly couple of freight trains.

As the Company has arranged for repair of two other locos, which are expected to be ready within the month of May next, and considering that in the meantime other box-cars will be ready, the regularity of above services is secured and it can be also anticipated that an increase will be possible.

In so far as the telegraph communications are concerned, it is necessary that the line be repaired a State's care, utilizing already existing poles, while the Company will take care of the connections with the stations as well as of the Station equipment.

c) ENTITY OF BOTH PASS. AND FREIGHT TRAFFIC DURING PEACE-TIME.

As all records have been destroyed, no definite data can be given as to the entity of the traffic operated on above line in peace-time; generally speaking, following trains were operated in 1939 btw. Benevento and Cancello, all of them proceeding to Napoli on ISR line;

- 1) one couple daily of steam-powered trains
- 2) Four couples daily of Diesel trains
- 3) One couple daily of freight trains

In 1942, in order to meet the increasing demands on account of the restrictions on other means of transportation, following trains were operated:

- 1) Three couples daily of steam-powered trains
- 2) One couple daily of Diesel trains
- 3) One couple daily of freight trains

During 1942 a total number of 2.080.600 passengers and 10.753 freight wagons were conveyed.

4525

and greatly improving their economical conditions.

In so far as the stations are concerned, a wooden barracks at Arpeia-Aitole, in replacement of the station, would be enough, as the Station building has been completely destroyed. The Company will take care of this work as soon as possible, with its own means.

Present stock would enable to operate two couples of pass. trains daily, each train made-up with one coach and eight pass. box-cars; abt. 2.400 passengers could be thus conveyed daily. Besides above pass. services, it would be possible to operate a by-weekly couple of freight trains.

As the Company has arranged for repair of two other locos, which are expected to be ready within the month of May next, and considering that in the meantime other box-cars will be ready, the regularity of above services is secured and it can be also anticipated that an increase will be possible.

In so far as the telegraph communications are concerned, it is necessary that the line be repaired a State's care, utilizing already existing poles, while the Company will take care of the connections with the stations as well as of the Station equipment.

C) ENTITY OF BOTH PASS. AND FREIGHT TRAFFIC DURING PEACE-TIME.

As all records have been destroyed, no definite data can be given as to the entity of the traffic operated on above line in peace-time; generally speaking, following trains were operated in 1939 btw. Benevento and Cancello, all of them proceeding to Napoli on ISR line;

- 1) one couple daily of steam-powered trains
- 2) Four couples daily of Diesel trains
- 3) One couple daily of freight trains

In 1942, in order to meet the increasing demands on account of the restrictions on other means of transportation, following trains were operated:

- 1) three couples daily of steam powered trains
- 2) One couple daily of Diesel trains
- 3) One couple daily of freight trains

During 1942 a total number of 2.080.600 passengers and 10.753 freight wagons were conveyed.

In 1943, till 11 Nov. when the service was interrupted, they operated three couples of trains daily.

D) PRESENT STAFF AND CONDITIONS OF EMPLOYMENT.

At the date of 1 Jan. 1945 the establishment was as follows:

a) Personnel in the regular roster

- 1) HQ staff
- 2) Movements & traffic
Station Masters
Other employees for movements

N. 0

N. 4

N. 1

4525

(4)

Station clerks
Train guards
Pointsmen
3) Equipment

Chief technician
Engine drivers
Firemen
Labourers

4) Maintenance

Inspector
Foreman

N. 1
" 2
" 5

N. 1
" 4
" 2
" 1

N. 1
" 5

N. 33

total

b) personnel not in regular roster.

1) Workshops foremen
2) Workers
3) Warders

N. 1
" 12
" 16

N. 29

total

The conditions of employment were as follows:

Pay as valid on Sept. 8th 1943 (according to the contract) plus presence indemnity (10 lire for workers and 15 lire for employees); the total increased by 70 percent, plus surviving indemnity (30 lire net per day); plus family allowances according to present dispositions.

Negotiations are on hand for, further increases; the conclusions reached in agreement with local Labour Office have been accepted by the personnel; they have been submitted to the Ministry of Industry, Commerce & Labour for approval. In the meantime all Employees & workers have been granted an advance payment of 2000 lire.

The Compartmental Director

(SAGGESE)

sgd.

7524

MINISTERO DELLE COMUNICAZIONI

Ispettorato Generale Ferrovie, Tramvie ed Automobili

C I R C O L O D I NAPOLI

ovovo

Nº2276 - 16G11

Risposta al telegramma
1681 Uff. V del 13/2/45.

OGGETTO:

Ferrovia Cancellò - Benevento

Napoli, 3 marzo 1945

AL MINISTERO DEI TRASPORTI

Ispettorato Generale della Motorizzazione
Civile e dei Trasporti in Concessione

= R O M A =

= U R G E N T E =

In esito al telegramma sopracitato si rassegna che, a seguito delle incursioni aeree dell'agosto e del settembre 1943 e poi ad opera delle truppe tedesche in ritirata (ottobre 1943), la Ferrovia Cancellò - Benevento ebbe a subire gravi danni alle opere d'arte, alla sede stradale ed al materiale rotabile. Successivamente nei primi mesi del 1944 le truppe Alleate asportarono due tronchi di binario della lunghezza complessiva di circa sette Km. e precipidamente fra le progressive 1+750-8+250 e 10+379-10+879.

La Società esercente la predetta Ferrovia fin dal novembre 1943 iniziò i lavori di ricostruzione delle opere d'arte completamente distrutte e le riparazioni di quelle danneggiate, nonché i lavori per la riattivazione del binario e quelli per la riparazione del materiale rotabile residuo, nella speranza di poter riaprire all'esercizio la ferrovia in breve tempo.

A seguito però dell'esportazione da parte delle truppe alleate - come sopra si è detto - di sette Km. di binario i lavori subirono un notevole rallentamento data la impossibilità di riaprire all'esercizio la ferrovia per l'assoluta mancanza delle rotaie occorrenti per il rifacimento del binario asportato.

In definitiva fino ad oggi la Società ha provveduto alla ricostruzione o riparazione di tutti i punti fra le stazioni di Cancellò e Benevento Appia, all'attestatura di tutte le rotaie spezzate mediante mine, alla riattivazione del binario di corsa nelle stazioni del predetto tratto, inclusa quella di Be-

1 3 3 2

ni aeree dell'agosto e del settembre 1943 e poi ad opera delle truppe tedesche in ritirata (ottobre 1943), la Ferrovia Cancellò - Benevento ebbe a subire gravi danni alle opere d'arte, alla sede stradale ed al materiale rotabile. Successivamente nei primi mesi del 1944 le truppe Alleate asportarono due tronchi di binario della lunghezza complessiva di circa sette Km. e precipidamente fra le progressive 1+750-8+250 e 10+379-10+879.

La Società esercente la predetta Ferrovia fin dal novembre 1943 iniziò i lavori di ricostruzione delle opere d'arte completamente distrutte e le riparazioni di quelle danneggiate, nonché i lavori per la riattivazione del binario e quelli per la riparazione del materiale rotabile residuo, nella speranza di poter riaprire all'esercizio la ferrovia in breve tempo.

A seguito però dell'esportazione da parte delle truppe alleate - come sopra si è detto - di sette Km. di binario i lavori subirono un notevole rallentamento data la impossibilità di riaprire all'esercizio la ferrovia per l'assoluta mancanza delle rotaie occorrenti per il rifacimento del binario asportato.

In definitiva fino ad oggi la Società ha provveduto alla ricostruzione o riparazione di tutti i punti fra le stazioni di Cancellò e Benevento Appia, all'attestatura di tutte le rotaie spezzate mediante mine, alla riattivazione del binario di corsa nelle stazioni del predetto tratto, inclusa quella di Benevento Appia, nonché alla riparazione di parte del materiale rotabile residuo.

4523
Premesso tutto ciò si fa presente quanto segue:

a) - STATO ATTUALE DELLA FERROVIA CANCELLÒ - BENEVENTO -

1) - Opere d'arte -

a) Galleria Carpineto, fra le progressive 16+338,50 e 16+389,67, ostruita per il franamento verificatosi ad opera di un fornello da mina alla progressiva 16+718 con conseguente crollo di circa 20 ml. di volta e pietrati e dissesto del sottoposto binario per una lunghezza di circa ml. 100.

b) Galleria Torretinello, fra le progressive 30+177,70 e 30+459, ostruita all'imbuco per franamento verificatosi a seguito di un brillamento

mine

c) Ponte a 5 luci sul fiume Calore (progressiva 46+561,17), distrutte due arcate della luce di m. 25 ciascuna e la pila fra le arcate stesse.

d) Ponte sul torrente Malecagna (progressiva 47+464,83), distrutta la volta.

2 2) - Sede ferroviaria -

a) Binario in perfetto stato alla progressiva 0,000 alla progressiva

1+750.

b) Binario mancante - per effetto dell'asportazione operata dalle truppe alleate - dalla progressiva 1+750 alla progressiva 8+250.

c) Binario in perfetto stato dalla progressiva 8+250 alla progressiva 10+379.

d) Binario mancante - per effetto dell'asportazione operata dalle truppe alleate - dalla progressiva 10+379 alla progressiva 10+879.

e) Binario in perfetto stato dalla progressiva 10+879 alla progressiva 46+500 (750 metri circa dopo la stazione di Benevento Appia), tranne i tratti interessati dalle ostruzioni delle Gallerie Carpineto e Torretinello della lunghezza complessiva di metri 150.

Nelle stazioni ricadenti in tale tratto è stato riattivato il solo binario di corsa, le rotaie riutilizzabili degli altri binari fatti saltare mediante mine, sono state adoperate per la riattivazione del binario del tratto in esame.

f) Binario mancante dalla progressiva 46+500 alla progressiva 48+238 (termine della linea) perchè asportato in massima parte dalle Ferrovie dello Stato.

3) - Fabbricati nelle stazioni e lungo la linea -

a) Stazione di S.Maria a Vico, distrutti per effetto di incendio il magazzino merci e la rimessa locomotive.

b) Stazione di Arpaia e Airola, distrutto il fabbricato viaggiatori, il magazzino merci ed il fabbricato cessi.

c) Casello n. 33 (progressiva 40+339,77) distrutto.

d) Stazione di Benevento centrale (termine della linea) distrutto il fabbricato viaggiatori e tutti gli annessi.

4) - Impianto telegrafico -

a) Mancano i fili interessanti il servizio della ferrovia sulla pali-

truppe alleate - dalla progressiva 10+379 alla progressiva 10+879.

e) Binario in perfetto stato dalla progressiva 10+879 alla progressiva 46+500 (750 metri circa dopo la stazione di Benevento Appia), tranne i tratti interessati dalle ostruzioni delle Gallerie Carpineto e Torretinello della lunghezza complessiva di metri 150.

Nelle stazioni ricadenti in tale tratto è stato riattivato il solo binario di corsa, le rotaie riutilizzabili degli altri binari fatti saltare mediante mine, sono state adoperate per la riattivazione del binario del tratto in esame.

f) Binario mancante dalla progressiva 46+500 alla progressiva 48+238 (termine della linea) perchè asportato in massima parte dalle Ferrovie dello Stato.

3) - Fabbricati nelle stazioni e lungo la linea -

a) Stazione di S. Maria a Vico, distrutti per effetto di incendio il magazzino merci e la rimessa locomotive.

b) Stazione di Arpaia e Airola, distrutto il fabbricato viaggiatori, il magazzino merci ed il fabbricato cessi.

c) Casello n. 33 (progressiva 40+339,77) distrutto.

d) Stazione di Benevento centrale (termine della linea) distrutto il fabbricato viaggiatori e tutti gli annessi.

4) - Impianto telegrafico -

a) Mancano i fili interessanti il servizio della ferrovia sulla palificazione dei telegrafi dello Stato e gli allacciamenti alle stazioni.

b) Impianti delle stazioni riparabili, tranne quelli di Arpaia - Airola la interamenté distrutti.

5) - Materiale rotabile -

Del materiale rotabile residuo dalle distruzioni operate dalle truppe tedesche in ritirata la Società ha potuto, fino ad oggi rimettere in efficienza:

za:

a) due locomotive in perfetto stato di funzionamento.

b) due vetture viaggiatori di terza classe rimesse a nuovo.

c) sedici carri arredati e rimessi in ordine.

- 2 -

d) N° 20 carri merci vari (cassoni) rimessi in ordine.

b) - PROPOSTE PER IL RIPRISTINO DELLA LINEA -

Considerato lo stato attuale della linea questo Ufficio è del parere che può riaprirsi all'esercizio il tratto Cancellò - Stazione Benevento Appia della lunghezza di Km. 45+733, ottenendo così lo scopo di collegare il centro urbano di Benevento e tutti i paesi della Valle Caudina con Napoli sempre che sia consentito, come per il passato, il transito dei treni sociali sul tratto Cancellò - Napoli delle Ferrovie dello Stato.

L'esclusione dell'ultimo tratto, della lunghezza di Km. 2+505, che va dalla Stazione di Benevento Appia a quella di Benevento Centrale è motivata dalla rilevanza entità dei lavori da eseguire (ricostruzioni di due arcate del ponte sul fiume Calore della lunghezza di metri 25 ciascuno ed della relativa pila intermedia, nonché della volta del ponte sul torrente Malicagna della luce di m. 8,00) e della mancanza di quasi tutto il binario asportato dalle Ferrovie dello Stato. Tale esclusione impedisce solo il collegamento a Benevento della Ferrovia di cui trattasi colle Ferrovie dello Stato, mentre non apporta alcun danno al traffico viaggiatori. Per la riapertura all'esercizio sul tronco Cancellò - Benevento Appia occorre che siano portati a termine i lavori necessari per eliminare le ostruzioni della Galleria Carpineto e Torretinello, lavori già iniziati e che la Società si impegna di ultimare-compresa la rimessa in efficienza del binario interrotto delle stesse ostruzioni (ml. 150 complessive) entro la fine del prossimo mese di aprile data la loro non rilevante entità.

Inoltre occorre ricostruire i due tratti di binari asportati dagli alleati che complessivamente sono lunghi sette Km., più il secondo binario nella quattro stazioni di Arienza S. Felice, S. Maria a Vico, Arpaia - Airola e Arpaia - Cèppaloni, per una lunghezza complessiva di Km. 1, nonché il secondo ed il terzo binario nella stazione di Benevento Appia (stazione di testa) per una lunghezza di Km. 0,600. Complessivamente tra il binario asportato dagli alleati e quello che bisogna ricostruire nelle stazioni, oltre il binario di corsa già in efficienza, per permettere il movimento dei treni, occorre che siano ricostruiti in tutto Km. 8.600 di binario.

sul fiume Calore della lunghezza di metri 333,6. La luce di m. 8,00) e della mancanza di questi tutto il binario asportato dalle Ferrovie dello Stato. Tale esclusione impedisce solo il collegamento a Benevento della Ferrovia di cui trattasi colle Ferrovie dello Stato, mentre non apporta alcun danno al traffico viaggiatori. Per la riapertura all'esercizio sul tronco Cancellone - Benevento Appia occorre che siano portati a termine i lavori necessari per eliminare le ostruzioni della Galleria Carpineto e Torretinello, lavori già iniziati e che la Società si impegna di ultimare-compresa la rimessa in efficienza del binario interrotto delle stesse ostruzioni (ml. 150 complessive) entro la fine del prossimo mese di aprile data la loro non rilevante entità.

Inoltre occorre ricostruire i due tratti di binari asportati dagli alleati che complessivamente sono lunghi sette Km., più il secondo binario nella quattro stazioni di Arienza S. Felice, S. Maria a Vico, Arpaia - Airola e Arpaia - Ceppaloni, per una lunghezza complessiva di Km. 1, nonché il secondo ed il terzo binario nella stazione di Benevento Appia (stazione di testa) per una lunghezza di Km. 0,600. Complessivamente tra il binario asportato dagli alleati e quello che bisogna ricostruire nelle stazioni, oltre il binario di corsa già in efficienza, per permettere il movimento dei treni, occorre che siano ricostruiti in tutto Km. 8,600 di binario.

Per tale ricostruzione occorre che siano forniti alla Società esercente i seguenti materiali:

		4522	
1) - Rotaie del tipo R.A. 36	ml.	17.200	
2) - Traverse da ml. 2,60x0,14x0,24	N°	12.000	
3) - Piastrine d'appoggio, in ragione di 2 per ogni traversa	N°)	23.000	
4) - Caviglie, in ragione di 4 per ogni traversa	N°	46.000	
5) - Piastrine di stringimento (cappelletti) in ragione di una per ogni caviglia	N°	46.000	
6) - Ganasce a quattro fori	N°)	3.000	
7) - Bulloni per ganasce (in ragione di quattro per ogni connetto di ganasce)	N°	6.000	

8) - Scambi (mancanti nelle stazioni)

a) scambi con tangente 10	N° 8
b) scambi con tangente 12	N° 2
c) traversoni di quercia rovere da 2,80x0,15x0,25	N° 100
d) " " " " 3,00x0,15x0,25	N° 100
e) " " " " 3,20x0,15x0,25	N° 100
f) " " " " 3,80x0,20x0,30	N° 100
g) " " " " 4,00x0,20x0,30	N° 100
h) " " " " 4,60x0,20x0,30	N° 12

Con la fornitura di tale materiale la Società potrebbe in pochi mesi riattivare praticamente l'intera linea consentendo alle popolazioni tutte della Valle Caudina all'allacciamento al centro provinciale di Benevento. E con quello regionale di Napoli alle viando così i disegni in cui vengono a trovarsi le stesse popolazioni per la mancanza di adeguati mezzi di trasporto.

Per quanto riguarda l'efficienza delle stazioni occorre solo che sia ricostruita una baracca in legno alla stazione di Arpaia (Airola) il cui fabbricato viaggiatori, come si è detto, è distrutto. La Società provvederà al più presto con i propri mezzi.

A giudizio di questo Ufficio col materiale che già ora risulta rimesso in efficienza e di cui si è data la consistenza, potrebbero effettuarsi due coppie giornaliere di treni viaggiatori composti ciascuno di una vettura di terza classe e di otto carri arredati che consentirebbero, in un primo tempo, il trasporto di 2.400 viaggiatori circa al giorno, inoltre potrebbe effettuarsi una coppia di treni merci bisettimanalmente.

Dato che la Società ha disposto per la grande riparazione di altre due locomotive, che potranno essere pronte entro la fine di maggio del c.a., si può essere certi della regolarità del servizio proposto, anzi, dato che nel frattempo saranno approntati altri carri arredati, potrà essere effettuata qualche altra coppia di corse.

Per quanto riguarda l'impianto telegrafico necessario per il movimento dei treni occorre che i telegrafi dello Stato rimettano in efficienza la linea a servizio della ferrovia sulla palifi azione già esistente, mentre la Società

stesse popolazioni per la mancanza di adeguati mezzi di trasporto.

Per quanto riguarda l'efficienza delle stazioni occorre solo che sia costruita una baracca in legno alla stazione di Arpaia (Airola) il cui fabbricato viaggiatori, come si è detto, è distrutto. La Società provvederà al più presto con i propri mezzi.

A giudizio di questo Ufficio col materiale che già ora risulta rimesso in efficienza e di cui si è data la consistenza, potrebbero effettuarsi due coppie giornaliere di treni viaggiatori composti ciascuno di una vettura di terza classe e di otto carri arredati che consentirebbero, in un primo tempo, il trasporto di 2.400 viaggiatori circa al giorno, inoltre potrebbe effettuarsi una coppia di treni merci bisettimanalmente.

Dato che la Società ha disposto per la grande riparazione di altre due locomotive, che potranno essere pronte entro la fine di maggio del c.a., si può essere certi della regolarità del servizio proposto, anzi, dato che nel frattempo saranno approntati altri carri arredati, potrà essere effettuata qualche altra coppia di corse.

Per quanto riguarda l'impianto telegrafico necessario per il movimento dei treni occorre che i telegrafi dello Stato rimettano in efficienza la linea a servizio della ferrovia sulla palifi azione già esistente, mentre la Società provvederà a ripristinare gli allacciamenti alle stazioni nonché l'impianto delle stazioni stesse.

C)-ENTITA' TRAFFICO VIAGGIATORI E MERCI ANTEGUERRA -

Essendo stati distrutti sia i relativi atti di questo Ufficio che quelli della Società si possono dare ragguagli dopo precisi circa l'entità del traffico viaggiatorie e merci anteguerra, comunque nel 1939 veniva effettuati in linea generale, salvo le modifiche e soppressioni verificatesi per l'eliminazione che a quei tempi venivano già disposte, sulla Benevento - Canello con prosecuzione dei treni sociali fino a Napoli:

- 1) una coppia giornaliera di treni a vapore
- 2) quattro coppie giornaliere di treni con automotrici

3) una coppia giornaliera di treni merci

Nel 1942 invece, anno in cui il traffico viaggiatori era notevolmente aumentato per la limitazione di altri mezzi di trasporto, venivano effettuati:

- 1) tre coppie giornaliere di treni a vapore
- 2) una coppia giornaliera con automotrici
- 3) una coppia giornaliera di treni merci

In tale anno (1942) furono complessivamente trasportati 2.680.600 viaggiatori e n. 10.753 carri merci.

Nel 1943 invece, fino all'11 settembre data di cessazione dell'esercizio, vennero effettuate tre coppie giornaliere di treni a vapore.

D) - QUANTITA' DEL PERSONALE E SUO TRATTAMENTO ECONOMICO -

Il personale in organico al 1° gennaio 1945 è il seguente:

a) personale di ruolo:

1) impiegati di direzione	N° 6
2) servizio movimento e traffico:	
capistazione	" 4
applicati abilitati al movimento	" 1
applicati di stazione	" 1
capitreno	" 2
deviatori	" 5
3) materiale e trazione	
capo tecnico	" 1
macchinisti	" 4
fuochisti	" 2
manovali	" 1
4) servizio manutenzione e sorveglianza	
sorvegliante	" 1
capi squadra cantonieri	" 5
Totale personale ruolo	N° 33

b) personale ordinario:

1) capo officina	N° 1
2) operai d'officina	" 12
3) cantonieri	" 16
Totale personale ordinario	N° 29

4521

Il personale in organico al 1° gennaio 1945 è il seguente:

a) personale di ruolo:

1) impiegati di direzione	N° 6
2) servizio movimento e traffico:	
capistazione	" 4
applicati abilitati al movimento	" 1
applicati di stazione	" 1
capitreno	" 2
deviatori	" 5
3) materiale e trazione	
capo tecnico	" 1
macchinisti	" 4
fucchiisti	" 2
manovali	" 1
4) servizio manutenzione e sorveglianza	
sorvegliante	" 1
capi squadra cantonieri	" 5
Totale personale ruolo	N° 33

b) personale ordinario:

1) capo officina	N° 1
2) operai d'officina	" 12
3) cantonieri	" 16
4521	
Totale personale ordinario	N° 29

Il trattamento economico del sopraindicato personale è il seguente:

- Paghe all'8 settembre 1943 (in base ai contratti di lavoro allora vigenti) aumentate dell'entità di presenza, computata in L. 10 per gli operai ed in L. 15 per gli impiegati, il tutto maggiorato del 70% oltre alle entità del carovita (L. 30 nette al giorno); inoltre agli aventi diritto sono corrisposti gli assegni familiari in base alle vigenti disposizioni.

E' in corso poi la pratica per addivenire alla perequazione della paghe; in le conclusioni, in base alle trattative svolte dall'Ufficio regionale del lavoro di Napoli, sono state accettate dal personale per cui si è in attesa delle decisioni del Ministero dell'Industria, Commercio e Lavoro cui da tempo è

stata inviata la pratica. Nel frattempo la Società ha già corrisposto a tutto il personale un acconto di C. 3.000.

IL DIRETTORE COMPARTIMENTALE
(F. to SAGGESE)

1342

57/25/20

MINISTRY OF TRANSPORTS
General Inspectorate MOTO

AC/57/25 Tn 4

MEMORANDUM

Railway in Concession - Cancellio-Benevento
Condition of employment

At the end of 1944 the personnel of a/m Railway-line claimed for their arrears of pay.

The results of an investigation carried out through the competent compartmental inspectorate were that every activity having been suspended on account of the war, the company was actually in debit towards their employees.

The situation can be thus summarized:

- 1) For the months of September, October, November and December 1943 and in accordance with Labour Office, the personnel received half their pay plus the whole indemnity of presence and the whole family allowance.
- 2) Beginning 1st. 13th 1943 the personnel on active duty received their full competencies.
- 3) For the months of January, February, March and April 1944, the personnel on active duty received their full competencies, while the personnel not on active duty was granted the treatment wherof above para 1.
- 4) Beginning 1 May 1944 and in accordance with further agreements with Labour Office, all personnel on active duty received their whole plus increase of presence, plus family allowance plus general increase of 70%. The personnel not on active duty was granted the treatment wherof above para 1 plus a monthly allowance of 4000 lire (instead of the 70% increase) to be equally distributed among them.
- 5) Beginning 1 Oct. 1944 all personnel not on active duty were re-employed and, in accordance with the agreements with Labour office, they were granted L.2000 in advance on their arrears of pay.
- 6) Dear living indemnity has been paid long ago together with the arrears, beginning Aug. 16th 1944. For the month of November the personnel received the family allowance increased by the dear living indemnity and the percentual increase. Upon request of the employees, also the personnel not

1 3 4 3

The results of an investigation carried out through the competent compartmental inspectorate were that every activity having been suspended on account of the war, the company was actually in debit towards their employees.

The situation can be thus summarized:

- 1) For the months of September, October, November and December 1943 and in accordance with Labour Office, the personnel received half their pay plus the whole indemnity of presence and the whole family allowance.
- 2) Beginning 1st Oct. 1943 the personnel on active duty received their full competencies.
- 3) For the months of January, February, March and April 1944, the personnel on active duty received their full competencies, while the personnel not on active duty was granted the treatment wherof above para 1.
- 4) Beginning 1 May 1944 and in accordance with further agreements with Labour Office, all personnel on active duty received their whole pay plus indemnity of presence, plus family allowance, plus general increase of 70%. The personnel not on active duty was granted the treatment wherof above para 1 plus a monthly allowance of 4000 lire (instead of the 70% increase) to be equally distributed among them.
- 5) Beginning 1 Oct. 1944 all personnel not on active duty were re-employed and, in accordance with the agreements with Labour office, they were granted L.2000 in advance on their arrears of pay.
- 6) Dear living indemnity has been paid long ago together with the arrears, beginning Aug. 16th 1944. For the month of November the personnel received the family allowance increased by the dear living indemnity and the percentual increase. Upon request of the employees, also the personnel not on active duty has been granted the 70% increase beginning Aug. 16th 1944.
- 7) In so far as the line itself is concerned, most of the repair and re-habilitation works have already been carried out at Grantee's expenses. To ~~the~~ re-opened the whole line about 10 Km. track are required which were taken away by Allied Forces to complete the Caserta-Cassino line I.C.R.

Rome 20 February 45

THE DIRECTOR GENERAL

sgd. De Cupis

Conditions of employment of Private Railways in concession.

1. Private Railways in concession are like other private industries.
2. The conditions of employment are established by a particular contract for each Company operating Railways in concession. In said contracts consideration has been given to the peculiar conditions of operation (importance and type of the service) as well as to the local conditions of the zone served by the railway in question.
3. Above contracts are still fundamentally valid, although several amendments are being carried out, but always on individual initiative (either of the Employer or upon request of the employees). Said individual arrangements are quite independent from the general ones brought by the Laws and Decrees.

12 february 1945

Sgt Ruiz was going to find out about the conditions of employment on the Benemerito - Canello Private Line

4519

A P P U N T O

FERROVIA CANCELLO + BENEVENTO

Trattamento del personale

Alla fine dello scorso anno, il personale della ferrovia Cancellò - Benevento ebbe a lamentare la mancata corrispondenza delle competenze.

Dalle indagini eseguite a mezzo del locale Ispettorato Compartimentale è risultato che, in conseguenza delle sospensioni dell'esercizio verificatisi sulla detta linea per cause belliche, la Società è rimasta in arretrato con il pagamento delle dette competenze.

La situazione di tale pagamento può riassumersi come appresso:

1°) per i mesi di settembre, ottobre, novembre e dicembre 1943, a seguito di accordi con gli Uffici del lavoro a tutto il personale è stato corrisposto metà stipendio, l'intera indennità di presenza e gli interi assegni familiari.

2°) Dal 13 ottobre 1943 al personale in servizio è stato fatto il trattamento regolare.

3°) per i mesi di gennaio, febbraio, marzo e aprile 1944 il personale dal servizio ha frutto del trattamento regolare, quello fuori servizio del trattamento di cui al punto 1.

4°) dal 1° maggio, in seguito ad altri accordi con l'Ufficio del lavoro, a tutto il personale in servizio è stato corrisposto l'intero stipendio, maggiorato dell'indennità di presenza e degli assegni familiari nonchè dell'aumento del 70%.

Invece, in favore degli agenti fuori servizio la Società, oltre al trattamento di cui al punto 1, ha assegnato, in luogo dell'aumento del 70%, la somma di L. 4.000 mensili da ripartirsi in quote uguali

2518

tra i dipendenti fra di essi.

Il servizio è stato

340
Cancello - Benevento ebbe a lamentare la mancata corrispondenza delle competenze.

Dalle indagini eseguite a mezzo del locale Ispettorato Comptimentale è risultato che, in conseguenza delle sospensioni dell'esercizio verificatisi sulla detta linea per cause belliche, la Società è rimasta in arretrato con il pagamento delle dette competenze.

La situazione di tale pagamento può riassumersi come appresso:

1°) per i mesi di settembre, ottobre, novembre e dicembre 1943, a seguito di accordi con gli Uffici del Lavoro a tutto il personale è stato corrisposto metà stipendio, l'intera indennità di presenza e gli interi assegni familiari.

2°) Dal 23 ottobre 1943 al personale in servizio è stato fatto il trattamento regolare.

3°) per i mesi di gennaio, febbraio, marzo e aprile 1944 il personale in servizio ha fruttato del trattamento regolare, quello fuori servizio del trattamento di cui al punto 1.

4°) dal 1° maggio, in seguito ad altri accordi con l'Ufficio del Lavoro, a tutto il personale in servizio è stato corrisposto l'intero stipendio, maggiorato dell'indennità di presenza e degli assegni familiari nonchè dell'aumento del 70%.

Invece, in favore degli agenti fuori servizio la Società, oltre al trattamento di cui al punto 1, ha assegnato, in luogo dell'aumento del 70%, la somma di £. 4.000 mensili da ripartirsi in quote ^{uguali} ~~2518~~ fra di essi.

5°) dal 1° ottobre 1944, tutto il personale fuori servizio è stato riassorbito ed allo stesso, per gli accordi con gli Uffici del Lavoro, è stata corrisposta la somma di £. 2.000 in conto per equazione stipendi.

6°) Il caro vita è stato pagato da tempo con tutti gli ~~arretrati~~ ^{/.} dal

16 agosto s.a. Per il mese di novembre sono stati corrisposti gli assegni familiari maggiorati del caro vita e degli aumenti percentuali.

Infine, in accoglimento della richiesta dei lavoratori, è stato anche concesso l'aumento del 70%, a partire dal 16 agosto, agli agenti che ~~travaversi~~ ^{di riparazione} fuori servizio della linea, la maggior parte dei lavori.

Quanto alla situazione della linea, la maggior parte dei lavori sono stati eseguiti a cura e spese della Società.

Per il ripristino del servizio sull'intera linea mancano però circa dieci Km. di binario, asportati dalle Truppe Alleate per la sistemazione della linea Caserta-Cassino delle FF.SS.

Roma, 20 febbraio 1945.

IL DIRETTORE GENERALE



57/25/13

CML/av

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

2 March 45

Tel. Firebox-11
Ref: AC/Tn/65 57/25

TO : Director M.R.S. Bldg.

SUBJECT : Privately owned lines - Cancellio-Benevento.

1. Reference your M.S. 1/50 dated 3 December 1944 above subject.
2. The Italian Ministry of Industry, Commerce and Labor are interested in the rehabilitation of the Benevento-Cancellio Railway and have requested that an adequate supply of rails be furnished, to replace those removed for military use, in December 1943.
3. The Transportation Sub Commission approves of the opening of this line in that it will provide a short and alternate route between Naples and Benevento, assist in the distribution of food and supplies to the three province, help to alleviate the unfortunate conditions of the Railway employees and aid in quieting unrest conditions in that part of Italy.
4. Referring to paragraph 3 of your letter. May we still consider at this time, that you are prepared to release 8 kilometers of track, either 2nd hand or new, to re-open this line?

Cml 6517
O.H. LINDBERG
Lt.Col. R.E.,
Chief, Rail Division

T R A N S L A T I O N

/m1

Ministry of Industry, Commerce and Labour
DIV. III Sect. III

Ref : No. 1069

Rome 28th January 1945

TO : Allied Commission
Commerce Sub-Commission
(attention Major Wood)

ROME

SUBJECT : Benevento-Cancello-Napoli railway line.

On the branch line between S.Maria a Vico and Cancello of the rail s section Benevento-Cancello-Naples, the military Allied Command has taken away 10 Km. of tracks to settle the line Caserta -Cassino of the State railways.

Therefore it has been suspended the operation on the above mentioned rail -branch S.Maria a Vico - Cancello.

As the interruption causes inconvenients for the population of the three provinces as well as for the food supplies for Naples, we beg that Allied Commission to examine the possibility that an adequate quantity of tracks whould be supplied to the grantee Company of the rail line Benevento - Cancello - Naples.

We would appreciate a reply.

The Minister
(sgd ?-)

Pa/Me

4516

1350

Roma 29 GEN 1945 19 A



31 JAN 1945

530018

Ministero delle Corporazioni

ALLA COMMISSIONE MINISTRI
SOTTOCOMMISSIONE COMMERCIO
(All'attenzione del N. 530018)

R.O.M.A.

DIV. III^a - Sez. III^a

Post. N. 1069

Proposta di N. 2

del

OGGETTO Ferrovia Benevento-Cancello-Napoli.

Nel tratto compreso tra S. Maria a Vico e Cancello del tronco ferroviario Benevento-Cancello-Napoli, vennero esportati dal Comando Militare all'esto 10 Km. di binario per la sistemazione delle linee Caserta-Caserta delle FF.SS.

A causa di tale provvedimento è stato sospeso l'esercizio nella l'anzidetto tratto S. Maria a Vico-Cancello.

Poiché l'interruzione, oltre a risultare di grave inconveniente per la popolazione delle tre province interessate, arreca danno all'approvvigionamento della città di Napoli, nie di derrate alimentari che di prodotti lavorati, si prega coatta Commissione Allata, di voler esaminare, con ogni benevolenza, la possibilità che sia fornita alla Società Concessionaria delle ferrovie Benevento-Cancello-Napoli un adeguato quantitativo di binario.

Sarà gradito di conoscere le decisioni che saranno adottate in merito.

IL MINISTRO *Ind. 1515*
No availability on controlled
Stanza B. corda
non poterlo
convenire di

OGGETTO Ferrovie Benevento-Cancello-Napoli.

Nel tratto compreso tra S. Maria a Vico e Cancello del tronco ferroviario Benevento-Cancello-Napoli, vennero soppressi dal Comando Militare all'estremità 10 Km. di binario per la sistemazione della linea Caserta-Caserta sulla VI. SS. -

A causa di tale prelievamento è stato sospeso l'esercizio nell'antidatto tratto S. Maria a Vico-Cancello.

Poiché l'interruzione, oltre a rinviare di grave inconveniente per la popolazione della tre province interessate, arreca danno all'approvvigionamento della città di Napoli, sia di derrate alimentari che di prodotti lavorati, si prega codesta Commissione all'istante, di voler esaminare, con ogni benevolenza, la possibilità che sia fornita alla Società concessionaria della ferrovia Benevento-Cancello-Napoli un adeguato quantitativo di vino.

Sarà gradito di conoscere le decisioni che saranno adottate in merito.

IL DIRETTORE

1515

No availability on Controlled

Steno Records

Translation attached

EA/DE

1352

/fd

TRANSLATION

To : H.E. The Minister of Transports

Rome

Allied Commission

Rome

The Commission of the personnel of the Railway Cancellio-Benevento calls your attention on what follows:

A lot has been spoken about reconstruction, traffic reoperation and reversion of black market, but when it was requested to help with a simple concession a whole region nothing was done.

The railway Cancellio-Benevento, which links up the province of Benevento, Avellino and Naples, helping the commerce and traffic of a great number of Communes, with prominent agricultural character, as the fertile Valle Candina, cannot operate at present, for lack of eight Kms. of tracks which have been taken away by the Allies on December 1943. The personnel of the railway is economically suffering and is trying with its Company to have recognized its rights; the population of a whole region from Benevento to Naples, thru the Valle Candina, must surmount enormous difficulties for lack of communications and transports and are at the mercy of black market. Commerce is suffering from this situation and it is increased the black market of food stuffs which could be despatched from one place to the other with the most economic mean: the railway. All the proposals, advanced by the Company and by the personnel and explaining the situation, have not yet been accepted by the competent authorities.

Not considering what has been agreed for the economic situation between the personnel and the Company, the most important question is to answer to the following questions:

- 1) Must the railway be reconstructed and operate or it must be completely abandoned?
 - 2) Who must worry about the life of a whole working-class?
- The allocation of nearly eight kilometers of tracks, which can be assigned by the State Railways, in the same Commandment of Naples, without any damage, will solve the problem concerning the reoperation of one of the most important lines of the region.

Must really the railway be left in complete abandon? 4514
Who must then take care of the life of the personnel?
Who will control the grantee to respect his promises contracted with the acceptance of the Unified Text of Laws concerning the

1 3 5 3

calls your attention on what follows:

A lot has been spoken about reconstruction, traffic reorganization and reversion of black market, but when it was requested to help with a simple concession a whole region nothing was done.

The railway Cancellor-Benevento, which links up the province of Benevento, Avellino and Naples, helping the commerce and traffic of a great number of Communes, with prominent agricultural character, as the fertile Valle Campina, cannot operate at present, for lack of eight kms. of tracks which have been taken away by the Allies on December 1943. The personnel of the railway is economically suffering and is trying with its Company to have recognized its rights; the population of a whole region from Benevento to Naples, thru the Valle Campina, must support enormous difficulties for lack of communications and transports and are at the mercy of black market. Commerce is suffering from this situation and it is increased the black market of food stuffs which could be detached from one place to the other with the most economic mean: the railway. All the proposals, advanced by the Company and by the personnel and explaining the situation, have not yet been accepted by the competent authorities.

Not considering what has been agreed for the economic situation between the personnel and the Company, the most important question is to answer to the following questions:

1) Must the railway be reconstructed and operate or it must be completely abandoned?

2) Who must worry about the life of a whole working-class? The allocation of nearly eight kilometers of tracks, which can be assigned by the State Railways, in the same Department of Naples, without any damage, will solve the problem concerning the reorganization of one of the most important lines of the region.

Must really the railway be left in complete abandonment? ⁴⁵¹⁴

Who must then take care of the life of the personnel?

Who will connect the grantee to respect his promises contracted with the accreditation of the Unified Text of Laws concerning the concession of railways to privates (art. 79 and following of the Royal Law Decree No. 1447 dated May the 9th 1912?

The Internal Commission of the personnel of the Benevento-Cancellor rail line

WOULD LIKE TO HAVE:

An answer to the precedent questions and exactly:

either allocation to the Cancellò-Benevento Company, eight kilometers of tracks (which have been taken away) and for this reason the grantee confirms that he cannot operate the service and pay the personnel - or take care to guarantee to the personnel the right of living by the grantee or by the state.

Waiting for a reply.

for the Internal Commission
(sgd. illegible)

Benevento: 2nd February 1945

A S. E. IL MINISTRO DEI TRASPORTI
ALLA COMMISSIONE ALLEATA

- R O M A -

LA COMMISSIONE INTERNA DEL PERSONALE DELLA FERROVIA CANCELLO-
BENEVENTO ESPONE QUANTO SEGUE.

MOLTO SI PARLA DI RICOSTRUZIONE, DI RIPRESA DEL TRAFFICO DI RE-
PRESSIONE DEL MERCATO NERO E VIA DICENDO, MA, QUANDO CON UNA PICCOLA CON-
CESSIONE SI POTREBBE AGEVOLARE UNA INTERA REGIONE, NON SI TROVA LA VIA
GIUSTA PER FARLO.

LA FERROVIA CANCELLO-BENEVENTO, CHE GONGIUNGE LE PROVINCE DI
BENEVENTO, AVELLINO E NAPOLI, SERVENDO AL COMMERCIO ED AL TRAFFICO DI UN
RILEVANTE NUMERO DI COMUNI EMINENTEMENTE AGRICOLI QUALI QUELLI DELLA U-
BERTOSA VALLE CAUDINA, ALLO STATO NON PUÒ FUNZIONARE PER LA MANCANZA DI CIRCA
OTTO CHILOMETRI DI ROTAIE ASPORTATE DAGLI ALLEATI NEL DICEMBRE 1943.

IL PERSONALE DELLA FERROVIA STESSA SOFFRE ECONOMICAMENTE E LOTTA
CON LA PROPRIA SOCIETÀ PER IL RICONOSCIMENTO DEI SUOI DIRITTI; L'AZIENDA
SI OPPONE PER LA INATTIVITÀ DEL SERVIZIO; LE POPOLAZIONI DI UNA INTERA REGIO-
NE DA BENEVENTO A NAPOLI ATTRAVERSO LA VALLE CAUDINA SI DIBATTONO NELLE
ENORMI DIFFICOLTÀ DI COMUNICAZIONI E DI TRASPORTI E DEBONO SOTTOSTARE
AL MERCATO NERO DI TALI MEZZI; IL COMMERCIO NE RISENTE IN MODO PARTICOLA-
RE ED AUMENTA IL "MERCATO NERO" DEI GENERI CHE POTREBBERO AFFLUIRE DA UN
PAESE ALL'ALTRO, SERVENDOSI DEL SOLO MEZZO PIÙ ECONOMICO, LA FERROVIA.

LE INSISTENZE E LE PROPOSTE FATTE DALLA AZIENDA E DAL PERSONA-
LE NELLE DIVERSE ESPOSIZIONI DEI FATTI ALLE COMPETENTI AUTORITÀ NON HANNO
TROVATO ANCORA ACCOGLIENZA BENEVOLE.

INDIPENDENTEMENTE DA QUANDO INTERVENUTO FRA PERSONALE E SOCIETÀ
PER I RAPPORTI ECONOMICI, LA QUESTIONE PIÙ URGENTE È QUELLA DI DARE UNA
PRECISA RISPOSTA ALLE NOSTRE DOMANDE:

1)° DEVE LA FERROVIA RICOSTRUIRSI E FUNZIONARE?

O DEVE ESSERE ABBANDONATA?

2)° CHI DEVE GARANTIRE LA VITA AD UNA MASSA LAVORATRICE?
LA CONCESSIONE DI CIRCA OTTO CHILOMETRI DI ROTAIE, CHE SI POSSONO
PRELEVARE DALLE FERROVIE DELLO STATO, NELLO STESSO COMPARTIMENTO DI NAPU-
LI, SENZA CHE NE DERIVI ALCUN DANNO ALLE STESSA, IN QUALCHE MESE RISOLVEREBBE
UN GRANDE PROBLEMA DI RICOSTRUZIONE DI UNA DELLE PIÙ IMPORTANTI ARTERIE
DI VITA DI UNA REGIONE.

LA FERROVIA DEVE ESSERE LASCIATA IN CALIA DI SE STESSA?

ED ALLORA CHI DEVE INTERESSARSI DELLA SORTA E DELLA VITA DEL

PERSONALE?

HA ESSO DIRITTO ALLA VITA?

CHI OBBLIGHERA IL CONCESSIONARIO A RISPETTARE I SUOI IMPEGNI
CONTRATTI CON L'ACCETTAZIONE DEL TESTO UNICO DELLE LEGGI SULLE CONCESSIONI-
DI FERROVIE A PRIVATI (ART. 79 E SEG. R.D.L. 9 MAGGIO 1912 N. 1447)?

C H I E D E

UNA RISPOSTA PRECISA ALLE DOMANDE PRECEDENTI E CIOÈ
O DARE ALLA SOCIETÀ CANCELLO-BENEVENTO GLI OTTO CHILOMETRI DI
ROTAIE ASPORTATE, PERCHÉ, PER TALE MANCANZA, IL CONCESSIONARIO ASSERISCE DI
NON POTER FAR FUNZIONARE L'ESERCIZIO FERROVIARIO E QUINDI PAGARE I SUOI

PERSONALE, IL PERSONALE SIA GARANTITO NEL SUO DIRITTO

CESSIONE SI POTREBBE AGEVOLARE UNA INTERA REGIONE, NON SI TROVA LA VIA GIUSTA PER FARLO.

LA FERROVIA CANCELLO-BENEVENTO, CHE CONGIUNGE LE PROVINCE DI BENEVENTO, AVELLINO E NAPOLI, SERVENDO AL COMMERCIO ED AL TRAFFICO DI UN RILEVANTE NUMERO DI COMUNI EMINENTEMENTE AGRICOLI QUALI QUELLI DELLA UBERTOSA VALLE CAUDINA, ALLO STATO NON PUÒ FUNZIONARE PER LA MANCANZA DI CIRCA OTTO CHILOMETRI DI ROTAE ASPORTATE DAGLI ALLEATI NEL DICEMBRE 1943.

IL PERSONALE DELLA FERROVIA STESSA SUFFRE ECONOMICAMENTE E LOTTA CON LA PROPRIA SOCIETÀ PER IL RICONOSCIMENTO DEI SUOI DIRITTI; L'AZIENDA SI OPPONE PER LA INATTIVITÀ DEL SERVIZIO; LE POPOLAZIONI DI UNA INTERA REGIONE DA BENEVENTO A NAPOLI ATTRAVERSO LA VALLE CAUDINA SI DIBATTONO NELLE ENORMI DIFFICOLTÀ DI COMUNICAZIONI E DI TRASPORTI E DEBONO SOTTOSTARE AL MERCATO NERO DI TALI MEZZI; IL COMMERCIO NE RISENTE IN MODO PARTICOLARE ED AUMENTA IL "MERCATO NERO" DEI GENERI CHE POTREBBERO AFFLUIRE DA UN PAESE ALL'ALTRO, SERVENDO DEL SOLO MEZZO PIÙ ECONOMICO, LA FERROVIA.

LE INSISTENZE E LE PROPOSTE FATTE DALLA AZIENDA E DAL PERSONALE NELLE DIVERSE ESPOSIZIONI DEI FATTI ALLE COMPETENTI AUTORITÀ NON HANNO TROVATO ANCORA ACCOGLIENZA BENEVOLE.

INDIPENDENTEMENTE DA QUANDO INTERVENUTO FRA PERSONALE E SOCIETÀ PER I RAPPORTI ECONOMICI, LA QUESTIONE PIÙ URGENTE È QUELLA DI DARE UNA PRECISA RISPOSTA ALLE NOSTRE DOMANDE:

1) DEVE LA FERROVIA RICOSTRUIRSI E FUNZIONARE?

O DEVE ESSERE ABBANDONATA?

2) CHI DEVE GARANTIRE LA VITA AD UNA MASSA LAVORATRICE?

LA CONCESSIONE DI CIRCA OTTO CHILOMETRI DI ROTAE, CHE SI POSSONO PRELEVARE DALLE FERROVIE DELLO STATO, NELLO STESSO COMPARTIMENTO DI NAPOLI, SENZA CHE NE DERIVI ALCUN DANNO ALLE STESSA, IN QUALCHE MESE RISOLVEREBBE UN GRANDE PROBLEMA DI RICOSTRUZIONE DI UNA DELLE PIÙ IMPORTANTI ARTERIE DI VITA DI UNA REGIONE.

LA FERROVIA DEVE ESSERE LASCIATA IN BALIA DI SE STESSA?

ED ALLORA CHI DEVE INTERESSARSI DELLA SORTI E DELLA VITA DEL

PERSONALE?

HA ESSO DIRITTO ALLA VITA?

CHI OBBLIGHERÀ IL CONCESSIONARIO A RISPETTARE I SUOI IMPEGNI CONTRATTI CON L'ACCETTAZIONE DEL TESTO UNICO DELLE LEGGI SULLE CONCESSIONI DI FERROVIE A PRIVATI (ART. 79 E SEG. R.D.L. 9 MAGGIO 1912 N. 1447)?

C H I E D E

UNA RISPOSTA PRECISA ALLE DOMANDE PRECEDENTI E CIOÈ

U DARE ALLA SOCIETÀ CANCELLO-BENEVENTO GLI OTTO CHILOMETRI DI ROTAE ASPORTATE, PERCHÉ, PER TALE MANCANZA, IL CONCESSIONARIO ASSERISCE DI NON POTER FAR FUNZIONARE L'ESERCIZIO FERROVIARIO E QUINDI PAGARE I SUOI DIPENDENTI, O PROVVEDERE PERCHÉ IL PERSONALE SIA GARANTITO NEL SUO DIRITTO ALLA VITA DA PARTE DEL CONCESSIONARIO O DELLO STATO STESSO.

IN ATTESA, CON USSEQUI.

BENEVENTO 2 FEBBRAIO 1945

LA COMMISSIONE INTERNA

4543

HEADQUARTERS
SOUTHERN REGION ALLIED COMMISSION
LABOUR DIVISION
AFO 394 U.S. ARMY

LS/353/94

31 Jan. 1945

Subject : Benevento-Cancello Railway

TO : Director Labour Sub Commission

1. A copy of a long accusation addressed to A.C. H.Q. is attached for your information. A copy has already been supplied to transportation Officer (Rail) this H.Q.

2. It is thought that you may be interested in taking up the matter of the restoration of this line with transportation Sub Commission.

3. Originally 130 workers were employed by the Company.

Denis L. Botham Capt. RA.
DENIS L. BOTHAM, Capt. RA,
Regional Labour Officer

1512

Subject : Report about the particular unhappy situation in which are the workmen of the Cancelllo-Benevento Railway (Naples) owing to the fact that the mentioned Railway is managed by a private civilian -Mr PERROTTA UMBERTO - who sweats his workmen and deprives them of their rights

TO : Allied Commission
ROME

S. Martino V. Caudina,
2 January 1945

We want to inform you about the desperate condition of the workmen of the Cancelllo, Benevento, Railway, which has been granted to private industry.

This railway which joins Benevento to Naples through the Valle Caudina and the centre of Naples, unfortunately, is managed by a company directed by Cav. UMBERTO PERROTTA, formerly a small wood trader.

On 1924-25, having many friends in the raising Fascist Party, and being protected by H.E. Iannelli, then the Secretary at the Fascist Ministry of Communications, his position improved continuously, and he became the Manager of the S.A. Strade Ferrate Ferrovia Cancelllo Benevento. From a small wood trader he became a millionaire.

To-day he is a multimillionaire. On 1941-42, very cleverly, he exchanged his money in real estates and bought enormous extensions of earth in the Provinces of Montecatini, Arezzo and other localities. Then by all means, he tried to increase his patrimony, taking advantage from his friendship with Iannelli. On 1927 he succeeded in obtaining the prolongation of the Railway from Cancelllo to Naples, on the line of the State Railway, with great advantage of the public, which wanted to reach the centre of Naples, but, since then, started dishonesty in book-keeping. The Cancelllo Benevento Railway has an accumulative service for travelers, luggage and goods with the State Railways, but since its trains were allowed to use the State line, it enjoyed the concession to use and hire cars, vaggons, engines etc. belonging to the State Railway, and with the support of H.E. Jannelli it got coal allotments, which formerly, it had to buy privately. 511

Such not clear accounts with the Government, was protected by the same Jannelli, through not very honest employees (like a certain Palmisano, at the General Direction, Rome and other functionaries, at the Control Office of Florence), so that, between payments to be effected to the State for hiring of engines, cost of coal, etc. credits always surpassed payments to be done.

It is to be added that the yearly budget of the Cancelllo-Benevento Railway, was always closed in deficit. The company used to call from Rome some functionaries, very well paid, to

- 2 -

prepare the above budget.

If you interrogate, on oath, some functionaries of the Cancellio-Benevento, they can give you the names of the above experts and tell you the truth about the accounts. They are: Inspector Rivetti Bonifacio, the Secretary of the Director, Giuliani Arnaldo, The capo ufficio De Angelis Ferdinando, the accountant Mirabelli Pasquale, the cashier Criscuolo Adolfo, the employees D'Onofrio Gennaro, Zimbardi Giuseppe and Vaccariello Amadeo.

The manager, taking advantages from his fascist friendships, always suffocated the just economical requests of the workmen. In fact, the work contract of the Cancellio Benevento of 1932, was prorogued and never revisioned until 1939, on which date the honest requests of the workmen, who could not live with those poor salaries were suffocated, and only the 12% increase fixed by the Fascist Government was granted to them.

In this way, while all the other firms tried to help their dependants, even during the Fascist period, the Cancellio-Benevento did not do anything, and the salaries of its workmen are still the lowest ones among all similar categories.

On 1942 all Directors granted to their dependants an anticipation from two to four monthly salaries to front the situation. The Cancellio-Benevento gave nothing. During all Perrotta's management from 1927 till to-day, the personnel always suffered for ill-treatments and for unjust and exaggerated punishments, against which it was not possible even to complain, because the Functionaries concerned were near relations of the Manager. In fact, Umberto Perrotta is the President of the Directive Board, his son Domenico is the Administrative Director Pisanelli Gioacchino, a nephew of the President, is the Inspector of work-shops, traction and maintenance, even if extremely ignorant, and Pasquale Mirabella, the Presidents' brother-in law is the Chief of the accounts branch.

On 1942-43 the Railways got some very important receipts of money but no improvement was granted to the personnel. Perrotta, feigning to help their desperate economical conditions granted them some loans which were then deducted on their salaries, and never gave them any increase. Thus, the workman of the Cancellio-Benevento, though being oppressed and having his rights suffocated, had to be grateful, in some curious way, to his usurper. It happened very often that almost all workmen's salary at the end of the month was completely covered by loans, and therefore, they had to ask the Administrator for other anticipations.

When a poor workman asked for an increase, he used to reply that the company was in deficit and he granted another loan to the unfortunate man, thus aggravating his position. And now, December 44, in order to excuse himself for not having gran-

- 3 -

ted any increase, he states before the regional labour Office of Naples, that the period in which the company had other money possibility, was just the one between 1941 and 1942!

On 1943 exactly on the 11th of September, for the many airraids; the Railway stopped the service. The agents were told to remain to disposal of the company, waiting for orders. These orders never came. At the end of Sept. they were not paid, and they were told the Company had no money and the Banks had been closed. The personnel began to worry, many memorandums were sent to the competent Ministry with a precise request for the intervention of a commissary for the management.

The Cancelllo-Benevento personnel is divided in two groups: (Art. 9 R.D.L. N. 148 of 31 Jan. 1931):

Permanent personnel, who cannot be suspended or fired for any reason, except those foreseen by the Art. 26 of the same D.L. 148; Ordinary and temporary personnel, which are not permanent but enjoy special juridical dispositions, ruled by a National contract; this personnel can be fired only according to some special regulations.

The company did not take any care of its 130 employees, and to their continual requests of work and salaries replied there was nothing to do. This last^{ed} until Dec. 1943, meanwhile the personnel were organizing themselves and worried about their future.

They appointed their internal commission, and tried to get any news about the possible future of the Railway. So, they were informed that the Cancelllo-Benevento Railway, after careful examination by the Allied Commission, Railway Section, presided by the American General Gray, had been judged not useful for war purposes, and not put on the list of works to be executed by the Allies, who instead utilised the line Naples-Caserta-Benevento.

Thus, no re-buidling worked started. On the same Dec., the Allies took Km 8 of rails on the line S.Maria a Vico-Cancelllo. After a long and painful period, the internal Commission succeeded in concluding an agreement, on Jan. 44, with the Company, according to which, the workmen would have been paid at a 50% decrease on their rights.

But the company did its best to avoid any payment. A very big pile of petitions was presented to the Labour Office newly instituted. The personnel presented the Coy a plan to start working again, that is to take the rails of the line S.Martino-Valle Gaudina, Benevento (unused, because very badly damaged) on the line S.Maria a Vico-Cancelllo, to organise a reduced service from S.Martino Valle Gaudina to Canecello and Naples. But the Coy did not take any interest on the matter, and no reconstruction work was commenced. The economical agreement with the personnel was signed on Jan 3rd 44, but on the 28th of February, same year, all payments to personnel were suspended. Of the 130 permanent, ordinary and

./.

- 4 -

temporary agents only 65 are still there, some of them have been killed by air-raids (and their families were not assisted in any way by the Company), some of them fired, some in pension and some suspended. So that these workmen who had given to the Company all their youth, were put on the street with their poor families.

After many attempts, the internal Commission, on the 20th of April 1944, before the Provincial Labour Office of Benevento, concluded a second agreement, which was a little more satisfactory than the first one, and almost similar. Pushed by hunger and despair the personnel was forced to accept a salary reduced of 50%, that is 10 daily lire. Moreover, the company refused to pay the 70% increase fixed by the Allied Command on Dec. 43, then granted it to the only workmen on effective duty, on May 1st, 1944.

On the same May 1944, the works to rebuild destroyed bridges were commenced. Private Firms were charged of them, and the majority of the personnel still remained out of service. These works were carried out very slowly, as the company did not want (and still does not want) to reopen the service, fearing a possible requisition from the Allies.

Besides; and after the many fasteners of the personnel, the Authorities wanted to know the truth about this situation, and the company, to prove that the reconstruction was being carried on, showed (as it still does!) always that part of work executed, which will never end!

Other works in a tunnel were started and then abandoned? Perrotta, as an excuse, states his system to get again the 8 Km of rails taken away by the Allies, is the following: A slow reconstruction while waiting for the rails of which the Ministry will take care, in order to have at least a partial service.

It appears, clearly the bad faith of Perrotta, who, for only 8 Kms of rails missing on the line S. Maria a Vico-Cancello, paralyzes more than three quarters of the Benevento Apulia-S. Maria a Vico (40 Kms) which could be useful for thousands people. And the technical justification given by the company are not valid; as, in this case, all the other damaged railways should have not to work.

Besides on the 1st of July, the company, on behalf of the Cancellio-Benevento Railway, organized an automobile service from Benevento to Naples, by which it collects about one million, monthly. This figure can be easily controlled through the usual yearly accounts.

The internal Commission on August 44, requested to have the salaries increased and adequate to reach the sum of L. 2000 for highest ranks and 1500 for lowest ones. But all meetings to reach this agreement, have been delayed for four months by the Company.

After very long discussions about the absorption of
./.

- 5 -

the "high cost of living" in the levelling of salaries, the Company stated that owing to its economical conditions, it could not give more than 340.000 lire to share among all the employees. At this point we must call your attention on the conduct of the manager, President of the Firm. As all the reasons showed by the Company were not good for his purposes, he was assisted in his discussions before the Ufficio Regionale del Lavoro of Naples by a certain Prof. Petrocelli of the University of Bari, who tried, by many juridical dissertations to delay any conclusion.

The personnel state the present incomes of the Company are such to permit salaries to be increased like those at the State Railways. The Regional Labour Office must request a documentary proof of what stated by the internal Commission, and cannot execute the official assessment before having ascertained the truth of the workmen's statements. The Labour Office must keep in mind the ridiculous proportion of salaries paid by the Cancelli-Benevento, in comparison of those paid by similar Companies, like Provincial Tramways, Salerno-Valle Railway etc.

The Labour Office must call the general attention on the fact that no step was taken by the Manager to help his personnel; it must consider that no activity was ever carried out by the Company to improve its workmen's living conditions, by the institution of canteens and Cooperative for employees. It only tried to convince everybody, through the eloquence of Prof. Petrocelli of its economical passiveness.

Cav. Perrotta, besides his charge at the Railways has many other incomes. His estates give him millions, his wood trade is very fruitful, his incomes for vegetable coal industry are important, his wine trade is very prosperous. Even admitting the passiveness of the automobile service of this Railway (which is not true) the requested assessment of salaries should have been granted without any objection. Those who have seen their just requests rejected, those who have given the best of their lives, and sometime more than what was their duty (and Perrotta knows it very well) will be able, in the future, to revenge their rights.

CONCLUSION

We insist in our request and we saw: As the automobile service owing to the present transportation crisis is more fruitful than the Railway service, we ask for an assessment of our salaries to those of the State Railways.

In opposition to the Company, we ask for the appointment of a Commissario, to inquire and verify about what we hereby stated. (Art. 20, law 16/6/1917 N.540)

THE INTERNAL COMMISSION : of the
CANCELLI BENEVENTO RAILWAY:

MATASSA Mario, SAVOJA Modestino, RIVETTI Alfonso, BELLO Roberto,
ANZALONE Gabriele.

57/25/13

HEADQUARTERS
SOUTHERN REGION, ALLIED ~~CONTROL~~ COMMISSION
OFFICE OF THE REGIONAL COMMISSIONER
APO 394

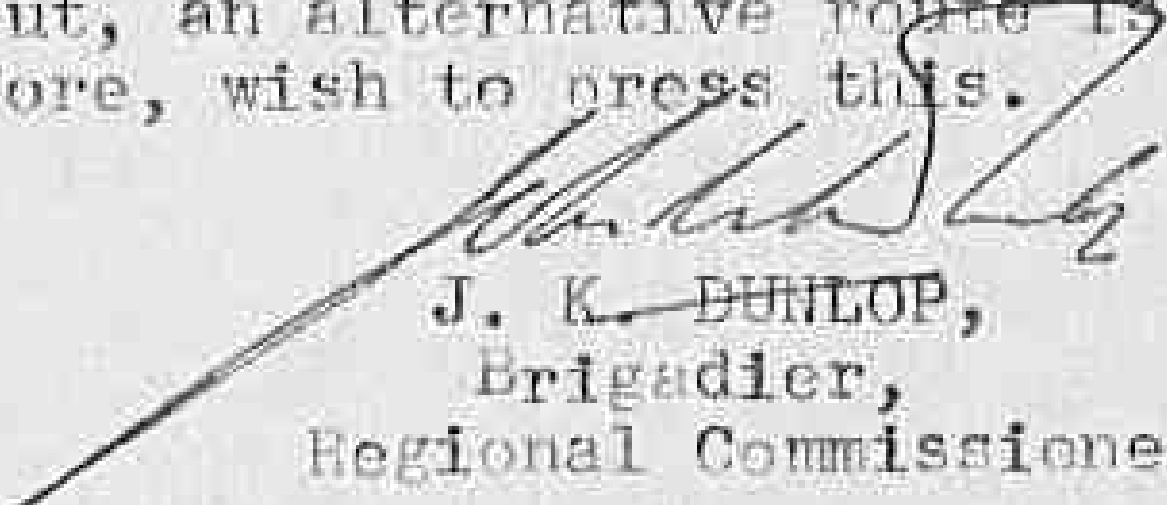
R/1414

9 January 1945

SUBJECT: Cancello - Benevento Railway.

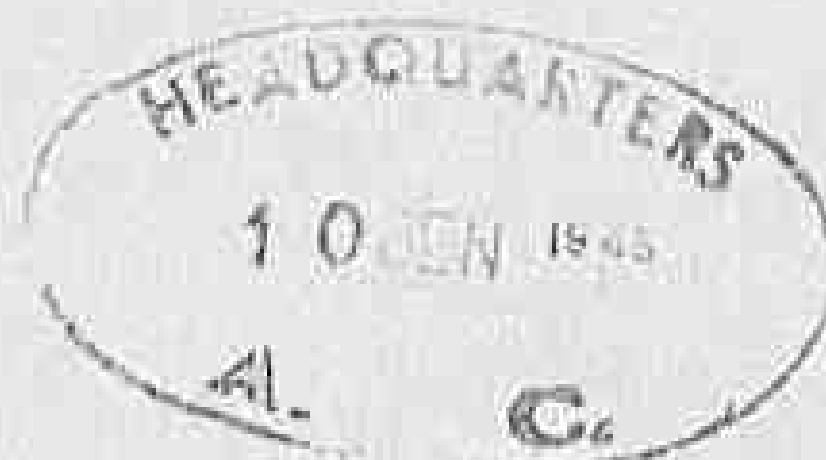
TO: Headquarters, Allied Commission, ✓
(Transportation Sub-Commission).

1. Reference your AC/57/25/Tn of 11 December 1944.
2. I have now looked into this matter fairly fully and I feel that the reopening of this private railway has not the same degree of urgency as many other transportation projects in Southern Region.
3. As you rightly point out, an alternative route is in operation and I do not, therefore, wish to press this.


J. K. DUNLOP,
Brigadier,
Regional Commissioner.

JKD/jh

Copy to: Major BOWERS,
Transportation Sub-Commission
Representative, NAPLES.



4506

File 8/10/84

ACP/10

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. V. P.

Tel: 8412267

Our Reference: AC/57/25/TN

11 December 41.

TO : To the Regional Commissioner
Southern Region

SUBJECT : CANCELLLO-BENVENUTO Private Railway.

1. It has been brought to my notice by the Director, Military Railway Services that a request has been received by the Italian State Railway in Naples for cooperation in regard re-opening the BENVENUTO-CANCELLLO Railway.

2. The question of repair and rehabilitation of all railways in Italy is a matter for decision of the Director, Military Railway Services, and he recognizes only one channel from AC for any such application. This channel is the Transportation Sub-Commission, with which agreed arrangements have been made in respect of the rehabilitation of Railways in Italy.

3. For your information the question of the CANCELLLO-BENVENUTO private line has received considerable attention from this Sub-Commission in the past, and in view of the existence of the State line between CANCELLLO and BENVENUTO the question of repair has been deferred.

4. If you have any particular reason to justify the re-opening of this line, and will submit full details to this Sub-Commission further consideration will be given to the matter.

C. M. BENDALL,
Lt. Col. R. A. C.,
Chief, Rail Section.

4505

57/25/11 WGF/em

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
RAILS

3.

REF. : AC/57/25/Tn. 7th December 1944

SUBJECT : Privately owned lines
CANCELLO - BENEVENTO

TO : D.M.R.S.,
Ministero delle Comunicazioni
Rome

2

1. Reference your letter M.S.I/50 dated 3rd
Dec. 44 on the above subject.

2. This is a privately owned railway.

3. In view of the fact that the State Railway
between CANCELLO and BENEVENTO is in working order, it
is not considered, for the time being, that material
should be used for this work unless there are urgent
reasons such as mines or factories in the vicinity of
the section CANCELLO - S.MARIA A VICO to warrant its
reconstruction.

4. The State Railways do not consider that this
work should be carried out in view of the 18 Kilometres
of track that it would be necessary to use.

*Discussed and
handed back
to me by Brig. Waples.
A.L.*

C.H. Lindberg, Lt. Col.

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

Copy to: Director I.S.R.

4504

5772-110
ACP/ic

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. W. P.

Tel: 843257
Car Reference: AC/57/25/Tn

11 December 44.

TO : To the Regional Commissioner
Southern Region

SUBJECT : CANCELLO-BENEVENTO Private Railway.

1. It has been brought to my notice by the Director, Military Railway Services that a request has been received by the Italian State Railway in Naples for cooperation in regard re-opening the BENEVENTO-CANCELLO Railway.
2. The question of repair and rehabilitation of all railways in Italy is a matter for decision of the Director, Military Railway Services, and he recognizes only one channel from AC for any such application. This channel is the Transportation Sub-Commission, with which agreed arrangements have been made in respect of the rehabilitation of Railways in Italy.
3. For your information the question of the CANCELLO-BENEVENTO private line has received considerable attention from this Sub-Commission in the past, and in view of the existence of the State line between CANCELLO and BENEVENTO the question of repair has been deferred.
4. If you have any particular reason to justify the re-opening of this line, and will submit full details to this Sub-Commission further consideration will be given to the matter.

4503
C. R. LINDBERG,
Lt. Col. R.E.,
Chief, Rail Section.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
RAILS

SGP/em

57/25/1

REF. : AC/57/25/Tn. 7th December 1944

SUBJECT : Privately owned lines
CANCELLIO - BENEVENTO

TO : D.M.R.S.,
Ministero delle Comunicazioni
Rome

1. Reference your letter M.S.I/50 dated 3rd
Dec. 44 on the above subject.

2. This is a privately owned railway.

3. In view of the fact that the State Railway
between CANCELLIO and BENEVENTO is in working order, it
is not considered, for the time being, that material
should be used for this work unless there are urgent
reasons such as mines or factories in the vicinity of
the section CANCELLIO - S.MARIA A VICO to warrant its
reconstruction.

4. The State Railways do not consider that this
work should be carried out in view of the 18 Kilometres
of track that it would be necessary to use.

4502

copy to Director General.
I.S.R.

O.R. LIMBERG, Lt.Col., R.E.,
Transportation Sub Commission
Rails.

MEMO FOR LT. COL. LINDBERG
ALLIED TRANSPORTATION SUB COMMISSION

1. The Public Works Utilities Section, A.C. for the Provinces of Naples and Central Italy, requested through Col. Hensley, Chief of said Section, the cession of 8 km of track to the Railway Company in concession Cancellaro-Benevento, in order to reconstruct the Section Cancellaro-S. Maria a Vico. Said Section stated that our Administration would have an advantage, as it could use the rubble coming from Cave Cervino.
 2. We do not think it necessary to reactivate the Cervino quarry, owing to the fact, that we have other quarries in the Naples Division, and also because we can re-establish other quarries at Giannello, at Maddaloni Superiore and at Valle di Maddaloni; with less expenses. than the Cervino one.
 3. The Railway Administration, due to damage of the various State lines, has not the permanent way material required by the above set Railways at disposal, necessary for said reconstruction. Said track should be taken away from the main track of lines which are not open to traffic.
 4. In connection with above stated, will you please take into consideration, if it is convenient to reconstruct the Section Cancellaro-S. Maria in Vico, instead of another State Railway line of less importance. Said Railway line would be damaged due to lack of material permanent material, which cannot be supplied at the time being from abroad.
- We point out, that we ~~are~~ do not agree to release the material.
- 5? Will you please let us know, the answer we have to give to the Public Works Utilities Section, A.C. for the Railway Naples and for Central Italy.

Rome, 5th Dec. 1944

THE DIRECTOR GENERAL
S/5 Di Raimondo



PROMEMORIA
PER IL COLONNELLO LINDBERG
ALLIED COMMISSION SOTTOCOMMISSIONE TRASPORTI

- =====
- 1° - L'Ufficio Public Works Utilities Section presso l'A.C. per la Provincia di Napoli e del Mezzogiorno, per il tramite del Colonnello Hensley, Capo della suddetta Sezione, ha fatto vive insistenze per la cessione di 8 Km. di binario alla Società concessionaria della Ferrovia Cancellò - Benevento, per il ripristino della tratta Cancellò - S. Maria a Vico, adducendo che da tale lavoro, la nostra Amministrazione ritrarrebbe il vantaggio di servirsi del pietrisco proveniente dalla Cava Cervino, come avvenne per il passato.
- 2° - Questa Direzione non ritiene indispensabile procedere per i propri bisogni alla riattivazione della Cava Cervino, avendo già altre cave in esercizio nel Compartimento di Napoli e potendone riattivare altre a Caianello, a Maddaloni Superiore ed a Valle di Maddaloni con minori soggezioni di esercizio di quella di Cervino.
- 3° - L'Amministrazione Ferroviaria, a causa dei danneggiamenti delle varie linee statali, non ha disponibile il materiale d'armamento richiesto dalla Ferrovia sovvenzionata per il ripristino suddetto, se non prelevandolo dal binario di corsa di linee fuori esercizio.
- 4° - In relazione a quanto sopra si prega di esaminare se convenga, nel superiore interesse di addivenire alla riattivazione del tratto Cancellò - S. Maria in Vico della Ferrovia Secondaria suddetta,

anzichè di qualche altra ferrovia secondaria statale, che resterebbe sacrificata a causa della mancanza del materiale di armamento di cui si difetta e per il quale non si può per ora fare assegnamento su importazioni dall'estero.

- Al riguardo si fa presente che questa Direzione sarebbe contraria alla cessione del materiale di cui al precedente punto 1° alla Società richiedente.

5° - Si prega pertanto comunicare quale seguito si debba dare alla richiesta del sopracitato Ufficio Public Works Utilities Section presso l'A. C. per la Ferrovia di Napoli e del Mezzogiorno.

Roma li 5 Dicembre 1944

IL DIRETTORE GENERALE

Ugo Raimondo

Subject: Privately owned lines -
CANCELLO - BENEVENTO.

Military Railway Service,
Italy.
Tel: Firebox - 49
Outside line - 843332
~~XXXXXXXXXX~~ M.S. 1150.
3 December 1944.

To: Transportation Sub Commission,
A.C.

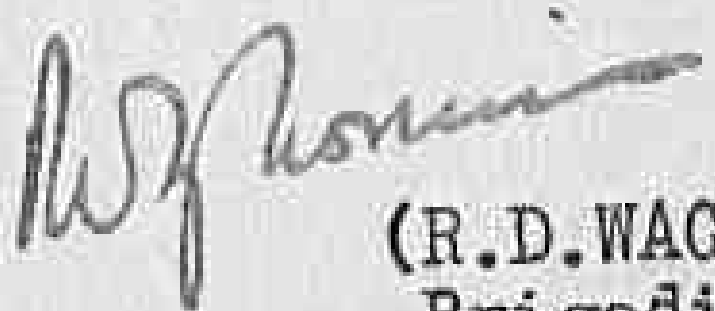
Copy to: General Di Raimondo - with reference to his
ICCA/1544/9 dated 1 Dec 44.

1. I am forwarding herewith a copy of a letter received from General Di Raimondo regarding the reconstruction of the above line.

2. This line is of little interest to us from the Military point of view, although it would provide an alternative route for certain classes of traffic.

The question of the need for reconstruction is therefore primarily a matter for you to deal with.

3. I am prepared to release 8 Kilometres of track either 2nd hand or new track if you decide to allow the project to go ahead.


(R.D. WAGHORN)
Brigadier.
Director, Military Railway Service.

4500

C O P Y.

Ministry of Communications
I.S.R. - General Direction

1 Dec 1944
ICCA/1544/9

Subject:

Re-operation of secondary
line Cancellò - Benevento.

Headquarters
Military Railway Service
Building.

1. The I.S.R. Compartimentò of Naples informs me that Col. Hensley, Director of Public Works and Utilities, AC, for Naples province and Southern Italy, requested the intervention of this Administration to cooperate to the re-operation of the Benevento Cancellò railway, by carrying out works and supplying materials.

2. It is to be considered that some of the most important masonries and stations of the above said railway line have been damaged in the last period, before the armistice. The Allied Military Engineering ordered that about 8 Kilometres of permanent way, on the Cancellò - S.Maria a Vico Section be taken away, and used the materials for military railway operation.

3. In spite of the justness of the arguments alleged by Col. Hensley concerning the necessary re-operation of said line in the general interest of the country, it must be considered that I.S.R. Administration has no materials, especially those concerning permanent way, to cooperate to necessary works.

4. We are awaiting for handlings by this H.Q., on regard of Col. Hensley's request.

Cap.1/XII/cb.

Director General.

F.to DI RAIMONDO

6693

Translation

/nf

Naples

ACC - Naples and Rome
To H.E. the President of Ministers' Council
To H.E. the Minister P. Togliatti
To H.E. the Minister of Communications
To H.E. the Minister of Industry, Commerce and Labour
To H.E. The Minister of Naples
To the Prefect of Naples
To the Circolo Ferroviario of Naples

We are compelled to bother you on account of the incomprehension and the authoritairial administration of the Secondary Railroad Cancelllo - Benevento, which is in concession to a private enterprise.

Said Railroad, standard gauge, with own permanent-way, length 48 Km, is linked-up with ISR-lines at both Benevento and Cancelllo so that it would be possible, by means of above rail-line, to shorten the distance Naples-Bari by abt. 20 km.

The line is financially supported by the State and since 1927 the trains run from Naples to Cancelllo over ISR tracks.

In 1937 the State had already decided to redeem this line but a phone-call of Undersecretary of Communications Jannelli was sufficient to have all dealings abandoned, as Jannelli was a close friend of the Manager of the line and through a cousin (Mr. N. De Angelis - lawyer, from Sorrento, still Administration Counsellor of the Enterprise) he was even personally interested with the enterprise.

Mr. Jannelli, through Mr. Palmisano, Division Chief of ISR General Direction, obtained moreover to increase the proceeds of the Enterprise, at the State's expenses. The Cancelllo Benevento railroad has an accumulative service with ISR for both passengers and freight; the Control office of Florence should know something more about that, and some of its officials received also a pecuniary proof of the thankfulness of the Administration of the railroad in question.

In a few words, when the present grantee of the railroad got the concession, he owned only a small wood-industry and a few estates in his native country. Presently he is owner of several farms whose value can be estimated at several millions.

All operative budgets are artificially closed in deficit; evidence can be given, under an oath of truth, by following employees Mr. Rivetti Bonifacio, chief of Book-keeping and Control Dpt; Mr. Crisquolo Adolfo, cashier; Mr. Pasquale Mirabella, accountant; and Mr. Vaccariello Amedeo, both chief-

Said Railroad, standard gauge, with own permanent-way, length 48 Km, is linked-up with ISR-lines at both Benevento and Cancello so that it would be possible, by means of above rail-line, to shorten the distance Naples-Bari by abt. 20 km.

The line is financially supported by the State and since 1927 the trains run from Naples to Cancello over ISR tracks.

In 1937 the State had already decided to redeem this line but a phone-call of Undersecretary of Communications Jannelli was sufficient to have all dealings abandoned, as Jannelli was a close friend of the Manager of the line and through a cousin (Mr. N. De Angelis - lawyer, from Sorrento, still Administration Counsellor of the Enterprise) he was even personally interested with the enterprise.

Mr. Jannelli, through Mr. Palmisano, Division Chief of ISR General Direction, obtained moreover to increase the proceeds of the Enterprise, at the State's expenses. The Cancello Benevento railroad has an accumulative service with ISR for both passengers and freight; the Control office of Florence should know something more about that, and some of its officials received also a pecuniary proof of the thankfulness of the Administration of the railroad in question.

4498

In a few words, when the present grantee of the railroad got the concession, he owned only a small wood-industry and a few estates in his native country. Presently he is owner of several farms whose value can be estimated at several millions.

All operative budgets are artificially closed in deficit; evidence can be given, under an oath of truth, by following employees Mr. Rivetti Bonifacio, chief of Book-keeping and Control Dpt; Mr. Criscuolo Adolfo, cashier; Mr. Pasquale Mirabella, accountant; Mr. De Angelis Fortunato and Mr. Vaccariello Amedeo, both chief-clerks; Mr. Papa Giovanni, chief Inspector; and also other employees of the General Direction who were used to receive monthly and yearly prizes; above employees can give full details concerning the artifices, tricks and forgeries which had been excogitated by the Enterprise in order not to live-up to their obligations towards

./.

the Public Treasury, while the sums owed to ISR for hire of cars and Locos, for purchase of coal, etc, were always less than those owed by ISR for toll, transportation of freight, etc.. Mr. Jannelli had managed very well, indeed!

Regardless from the bad or, better, usurious treatment of the personnel, the Manager must be removed also become he consciously refuses to do his share in the general struggle which all italians want to fight in order to re-build their country. If we really want to re-build, we must suffer our share of sacrifices too; the re-operation of the railways is one of the most important means to speed-up the revival of our Italy.

The Cancelllo-Benevento railroad, damaged by war events in september 1943, is still non-operating. The damages could have been repaired in a few months, max. in 6 months, had the Administration had a clear conscience and a real italian good-will. But they were afraid lest, on account of the overturning of the ruling regime things should turn out unfavourably for them and the danger of losing the concession together with the greediness which is peculiar to all capitalists, induced the administration to desist from immediate re-construction.

The Administration contemporaneously endeavoured to convince the Authorities that repair-works could not be carried out on account of lack of means, in spite of all administration's good-will. It can thus be explained how, a whole year was required to carry out repair works for which a month's time would have been quite sufficient.

This is the plain truth and everybody can control it.

Mr. Umberto Perrotta, Manager of the Railroad, is still the despotical master of the Enterprise; while at the beginning he had some partners, he was able to get rid of them all; he sued them and in order to get the better of them, he appealed to that well-known Farinacci who succeeded, of course, in granting him a full victory against his partners.

We want to point-out that the Società Strade Ferrate Sovvenzionate Cancelllo-Benevento is ruled by following persons; Mr. Perrotta Umberto President and Manager; Mr. Perrotta Domenico, President's son, administrative director; Mr. Pisaniello Giocchino, President's nephew, supervisor for maintenance, repair work shop, traction Dept; Mr. Mirabella Pasquale, president's brother-in-law, book-keeping.

Presently Mr. Perrotta obtained from Banco di Napoli a loan of 16 millions lire to be employed for repair-works. But what

1378

The Cancelllo-Benevento railroad, damaged by war events in september 1943, is still non-operating. The damages could have been repaired in a few months, max. in 6 months, had the Administration had a clear conscience and a real Italian good-will. But they were afraid lest, on account of the overturning of the ruling regime things should turn out unfavourably for them and the danger of losing the concession together with the greediness which is peculiar to all capitalists, induced the administration to desist from immediate re-construction.

The Administration contemporaneously endeavoured to convince the Authorities that repair-works could not be carried out on account of lack of means, in spite of all administration's good-will. It can thus be explained how, a whole year was required to carry out repair works for which a month's time would have been quite sufficient.

This is the plain truth and everybody can control it.

Mr. Umberto Perrotta, Manager of the Railroad, is still the despotical master of the Enterprise; while at the beginning he had some partners, he was able to get rid of them all; he sued them and in order to get the better of them, he appealed to that well-known Farinacci who succeeded, of course, in granting him a full victory against his partners.

We want to point-out that the Società Strade Ferrate Sovvenzionate Cancelllo-Benevento is ruled by following persons; Mr. Perrotta Umberto President and Manager; Mr. Perrotta Domenico, President's son, administrative director; Mr. Pisaniello Giocchino, President's nephew, supervisor for maintenance, repair work shop, traction Dept; Mr. Mirabella Pasquale, president's brother-in-law, book-keeping.

Presently Mr. Perrotta obtained from Banco di Napoli a loan 497 of 16 millions lire to be employed for repair-works. But while pretending to speed-up said works, other works were suspended, so that the line is never ready.

Mr. Perrotta contemporaneously bought some busses with which he started operating a bus-service which yields about one million lire monthly. But also above purchase is not exempt from cheating because it appears that all vehicles have been duly paid while on the

./.

On the other hand, some engines have been taken from Diesel-rail-cars which according to the reports should have been destroyed by German ravages, above movement having been carried-out without informing the Circolo Ferroviario of Naples which, for its part, does not take any care of that because: "that good fellow, Mr. Perrotta is a very clever man". Also on this subject an inquiry is necessary.

Railroad-staff's conditions are really pitiful: some employees have been dismissed and have reduced themselves to beggars, some others have been suspended and the few ones, who still work for the railroad Enterprise; receive the same wages of 1932, according to the Collective Contract whose validity has always been prolonged by the fascists.

Mr. Perrotta can well afford still nowadays not to take any care of both the law and the offices; the Prefect of Benevento Mr. Mormile is his friend; the Director of the Circolo of Naples for Civil Motorization, Mr. Saggese, likes him very much too, and both provincial and regional Labour Offices did not yet receive sufficient authority enabling them to command respect for the justice to the obstinates and to those who will not understand.

Whom shall we apply to? Or may ~~the~~ hunger lead us to actions which could be also misinterpreted?

We have requested that a Commissioner be appointed to operate the Railroad and to ascertain the irregularities.

Above appointment must be promptly decided.

Both the regional Labour Office at Naples and the provincial one at Benevento are perfectly aware of our conditions and they have already requested the Prefect of Benevento to appoint a Commissioner, but, it appears, uselessly.

A proceeding has already been started at Circolo Ferroviario of Naples, in order to appoint a Commissioner, but since the Director of the Circolo is a good friend of Mr. Perrotta, he simply ^{has} put away on the shelves" this business as though fascism had come into being again or it had never ceased to live.

We trust that ^{now} this-timejustice will be made and we hold ourselves fully responsible should, it not be possible to, the irregularities we have denounced.

Benevento Oct. 1st 1944

4498

1 3 7 8

still work for the railroad because of the Collective Contract whose validity has expired of 1932, according to the Collective Contract whose validity has always been prolonged by the fascists.

Mr. Perrotta can well afford still nowadays not to take any care of both the law and the offices; the Prefect of Benevento Mr. Mormile is his friend; the Director of the Circolo of Naples for Civil Motorization, Mr. Saggese, likes him very much too, and both provincial and regional Labour Offices did not yet receive sufficient authority enabling them to command respect for the justice to the obstinates and to those who will not understand.

Whom shall we apply to? Or may ~~we~~ hunger lead us to actions which could be also misinterpreted?

We have requested that a Commissioner be appointed to operate the Railroad and to ascertain the irregularities.

Above appointment must be promptly decided.

Both the regional Labour Office at Naples and the provincial one at Benevento are perfectly aware of our conditions and they have already requested the Prefect of Benevento to appoint a Commissioner, but, it appears, uselessly.

A proceeding has already been started at Circolo Ferroviario of Naples, in order to appoint a Commissioner, but since the Director of the Circolo is a good friend of Mr. Perrotta, he simply ~~put~~ ^{new} away on the shelves" this business as though fascism had come into being again or it had never ceased to live.

We trust that ^{new} ~~this~~-time justice will be made and we hold ourselves fully responsible should, it not be possible to, the irregularities we have denounced.

Benevento Oct. 1st 1944

2493

1379
ALLA COMMISSIONE ALLEATA DI CONTROLLO - NAPOLI e ROMA

A S.E. IL PRESIDENTE DEL CONSIGLIO DEI MINISTRI

A S.E. IL MINISTRO PALMIRO TOLLIATTI

A S.E. IL MINISTRO DELLE COMUNICAZIONI

A S.E. IL MINISTRO DELL'INDUSTRIA COMMERCIO E LAVORO

AL PREFETTO DI NAPOLI

AL R. CIRCOLO FERROVIARIO DI NAPOLI

--- R O M A ---

Non volevamo importunare, ma siamo costretti a farlo per la incomprensione e la autoritaria amministrazione della Ferrovia Secondaria Cancellò Benevento in concessione ad un privato.

Detta Ferrovia con sede propria di 48 Km. è dallo stesso scartamento delle Ferrovie dello Stato ed è raccordata a Cancellò e a Benevento con esso, per cui, servendosi di questa ferrovia, si accorcerebbe il percorso Napoli Bari di circa 20 Km.

Essa è sovvenzionata dallo Stato ed i treni, fin dal 1927, effettuano il percorso Napoli Cancellò sulla stessa tratta delle ferrovie statali.

Nel 1937 lo Stato aveva già riscattata questa ferrovia, ma, essendo allora in auge il regime fascista, bastò una telefonata del sottosegretario alle comunicazioni fasciste Iannelli, amico dell'amministratore della Cancellò Benevento, interessato negli utili della Azienda per tramite di un cugino (avv. Nicola De Angelis di Salerno) tuttora consigliere di amministrazione, perchè la pratica del riscatto venisse sospesa e abbandonata.

- 2 -

Lo Iannelli, a mezzo di un Capo Divisione della Direzione Generale delle Ferrovie dello Stato certo Palmisano, faceva aumentare le entrate dell'azienda, intaccando gli interessi dello Stato. La Ferrovia Cancelli Benevento ha un servizio cumulativo con lo Stato per merci e viaggiatori; l'Ufficio Controllo prodotti di Firenze ne dovrebbe sapere qualche cosa e qualcuno dei suoi funzionari ha anche avuto la riconoscenza pecuniaria dell'amministrazione della Cancelli Benevento!?

In poche parole: l'attuale concessionario della Ferrovia, allorché ebbe tale concessione, aveva semplicemente una piccola industria boschiva e poche proprietà in paese natio: oggi è proprietario di diverse fattorie il cui valore si aggira su diversi milioni.

I Bilanci di esercizio vengono sempre chiusi artatamente in deficit: si potranno chiamare a deporre, impegnandoli con giuramento, il Capo della Contabilità e Controllo sig. Rivetti Bonifacio, il Cassiere sig. Cricuolo Adolfo, Rag. Pasquale Mirabella, l'applicato sig. De Angelis Ferdinando, l'applicato sig. Vaccariello Amedeo l'Ispettore Capo sig. Papa Giovanni ed altri impiegati di direzione i quali percepivano dei premi mensili ed annuali di grossa entità, ed essi dovranno riferire sulle astuzie, raggiri e falsità contabili escogitati dalla Azienda per esimersi dall'Esercizio, mentre l'importo dovuto alle Ferrovie dello Stato per noleggio di carri, locomotive, costo carboni ecc. veniva sempre superato da quanto contabilmente dovuto dalle Ferrovie dello Stato stesse per pedaggio e tra-

4494

- 3 -

sporto merci ecc.: S. E. Iannelli aveva disposto le cose per così.
Indipendentemente dal cattivo trattamento del personale, anzi dal-
lo strozzinaggio a cui era sottoposto, il suo amministratore deve
essere allontanato anche perchè, coscientemente, si ~~oppose~~ dallo sfor-
zo che tutti gli italiani sentono di dover sostenere per la rico-
struzione della Patria martoriata. Se vogliamo effettivamente rico-
struire, dobbiamo sopportare la nostra parte di sacrifici: il fun-
zionamento delle ferrovie è uno dei principali mezzi per accelera-
re la rinascita della nostra Italia.

La Ferrovia Cancellò Benevento, danneggiata dal settembre 1943,
ancora oggi non funziona. I danni sofferti si pote vano riparare in
pochi mesi (massimo sei) se l'amministrazione avesse avuta la co-
scienza pulita e la volontà di italiano. Essa ebbe paura che, col
capovolgimento del regime, le cose andassero male per lei ed il pe-
ricolo della perdita della concessione, accoppiato alla insata ava-
rizia di capitalista, la fecero desistere dalla immediata ricostru-
zione.

Marchianamente, però, ella si adoperava per dimostrare alle Autori-
tà di avere tutta la buona volontà di farlo, ma gliene mancavano i
mezzi. Così fino ad oggi, a distanza di un anno, i lavori fatti sono
quelli che si sarebbero potuti fare in un mese. 4493

Quello che noi asseriamo è controllabile e risponde a verità.

Il Cav. Umberto Perrotta, amministratore della Ferrovia Cancellò Be-
nevento, è restato il despota assoluto della Azienda: mentre in un

- 4 -

primo momento aveva dei consoci, seppe così bene maneggiarsi, da eliminarli intentandogli giudizio e riuscendo, dopo raggiri politici, ad aver ragione, perchè, dispregiando dei Legali locali, si vantò di aver condotto a Benevento quel Farinacci di infamata memoria, che gli fece ottenere una clamorosa vittoria nel procedimento penale contro i suoi soci.

E' bene a questo punto chiarire che la società Strade Ferrate Sovvenzionate Cancello-Benevento è formata come segue: Cav. Parrotta Umberto, Presidente ed amministratore; Parrotta Domenico Direttore amministrativo, figlio del Presidente; Pisaniello Gioacchino, ispettore alla manutenzione sorveglianza officina e Trazione, senza alcun titolo di studio, nipote del Presidente, Ragioniere Mirabella Pasquale addetto alla contabilità cognato del Presidente.

Oggi egli ha ottenuto un fido di 16 milioni di lire, per la ricostruzione della linea, dal Banco di Napoli, ma fingendo di accelerare i lavori di restauro, ne sospendeva altri, in modo che l'esercizio non è mai pronto.

4492

Contemporaneamente acquistava degli Autobus ed iniziava un servizio di Autolinea che gli fa incassare un milione circa al mese. Naturalmente in questi acquisti vi sono anche degli imbrogli, perchè, mentre figura il pagamento degli automezzi, d'altra parte vi è stato uno scambio di motori di motrici ferroviarie che figurano distrutti nelle devastazioni tedesche, senza il tramite del Cicero-

- 5 -

lo Ferroviario, il quale dorme pacificamente perchè "quel buon uomo di Parrotta è molto intelligente! E' necessaria una inchiesta anche in questo campo.

Il personale della Cancellio Benevento è in una posizione disastrosa: una parte di esso sul lustrico, un'altra sospesa ed i pochi che lavorano vengono pagati ancora con le paghe del 1932 cui contratto collettivo aziendale prerogato sempre dai fascisti.

L'amministratore della Cancellio Benevento se ne fraga delle Leggi e degli Uffici ancora oggi: il Prefetto di Benevento Mormile è suo amico, il Direttore del Circolo di Napoli della Motorizzazione civile comm. Saggese nutre buona simpatia per Parrotta e gli Uffici Provinciali e Regionali del Lavoro non hanno ricevuto ancora l'autorità di imporre il rispetto della giustizia ai testardi ed incomprensivi.

A chi dobbiamo rivolgerci? O forse la fame a cui siamo ridotti ci deve spingere a compier atti, che, nei momenti presenti, potrebbero essere interpretati diversamente?

Noi abbiamo chiesto l'intervento di un Commissario per l'accertamento delle irregolarità e per la gestione della Fagrovia.

Tale nomina deve essere rapida e decisiva.

L'Ufficio Regionale del Lavoro di Napoli e quello Provinciale di Benevento sono a perfetta conoscenza della nostra posizione ed hanno già chiesto con documentata relazione al Prefetto di Benevento la nomina di un Commissario, ma invano fino ad oggi.

- 6 -

Al Circolo Ferroviario vi è anche una pratica per la nomina di un Commissario, ma il Direttore che è amico dell'amministratore della Ferrovia, l'ha già messa a tacere, come se il fascismo fosse ri-
sorto o non fosse mai scomparso.

Noniamo fiducia che questa volta trionferà la giustizia e ci
dichiariamo responsabili se non si riscontreranno le irregolari-
tà denunziate.

Benevento, 12 Ottobre 1944-

La Commissione

*Angelo Gabale
Giovanni Modestini
Bello Roberto
Maurizio*

Adolfo Di Rienzo

*Stazione Officina
Benevento*

4490

MEMORANDUM TO LT. COL. VINING

1. No 3, District has asked when the Private Line Cancelllo-Benevento can be expected to operate.
2. In the absence of yourself and Major Mole I replied that this line had been extensively cannibalised and the material used to repair the I.S.R. line Cancelllo-Benevento.
3. It appears that the portions of the line in which they are most interested is from S. Felice to Cancelllo a distance of 5 miles.
4. 900 civil workmen are at present converged ^{Cable} right-morning by Military trucks and are employed as the Engineers' Stores Depot at Cancelllo.
It is required to withdraw Military trucks as soon as possible.
The Depot is likely to remain for a considerable time yet.
5. May Major Mole be requested to investigate the situation and if feasible to lay 5 miles of track for this purpose to notify Major Dravers, No 3 District. Telephone 10380 then ask for 3 district, then extension 81.

10 July 44.

J. L. Richardson
W. A. W.

6489

ACP/efn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/65/5

Date : 9 June '44

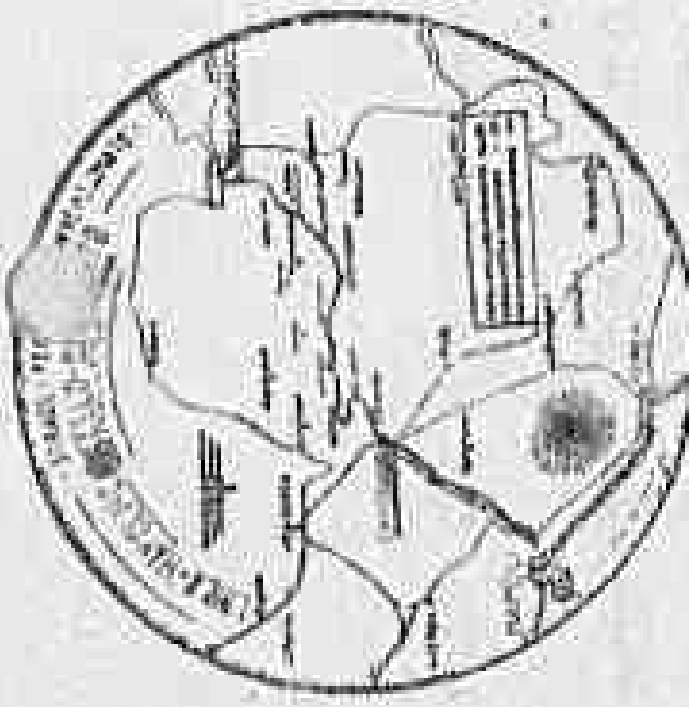
TO : The President,
Ferrovie Benevento - Cancello - Napoli

SUBJECT : Request for Materials and Authorisation for Reconstruction of Railway.

1. Reference is to your letter 146/1 pr. of 9 June 1944.
2. The question of re-opening the railway Naples-Cancello-Benevento is one which you should submit to the Minister of Communications, whose representative will undoubtedly consult this Sub-Commission on the project.
3. It is suggested therefore, that you take such steps, when the matter will be gone into fully.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

BEST COPY POSSIBLE



STRADE FERRATE SOVVENZIONATE
Ferrovia BENEVENTO-CANCELLO-NAPOLI
 DIREZIONE DELL'ESERCIZIO

BENEVENTO, 3 giugno 1944 **W93TTHM**
 Telefono 15-48

N 148/i pr.

193

Risposta al N.

del

OGGETTO: Request of materials and Authorisation for the reconstruction of
 (Allegati N.) the Railway.

To Allied Military
 Government
 In Sub Commission A.C.C
N A P O L I
 Rione Sirignano n. 4

Questa Società disastata dalle orde:
 Tedesche del Settembre 1943, ha inteso malgrado i notevoli danni subiti alla Ferrovia, di riprendere subito la ricostruzione dei Ponti minati, e del binario spezzato.

In tale laborioso lavoro gli sono stati a fianco gli Uffici dell'ALENGOT di Napoli e di Benevento. Mentre si procedeva alla ricostruzione delle opere suddette, l'Ufficio COSTRUZIONI FERROVIARIE del Comando Alleato diretto dal Signor Generale Gray, ha disposto la demolizione di circa 7 Km. di binario e propriamente dal Km. 1+800 al Km. 9, ed altri tratti ancora, tra la stazione di Cervino Durazzano e la Stazione di Benevento Centrale, per altro Km. circa.

Tutti gli Uffici del Comando Alleato intervenuti in aiuto a questa Società, non sono riusciti loro malgrado (forse perché non di loro competenza) a fare sì che il binario divelto ed asportato, venisse ripristinato, e che alla stessa Società venisse concesso di ritirare i mattoni occorrenti alla ricostruzione dei Ponti presso le fornaci di Benevento da tempo pagati in 150000 pezzi.

Poiché il Signor Maggiore Wiston del-

This Society having been badly damaged by the Germans in the September of 1943, intended, in spite of the remarkable damages endured to the Railway, to regain immediately the construction of the mined bridge of the broken rail.

In such a laborious work it has been supported by the A.M.G. offices of Naples and of Benevento.

While the above mentioned Works were in reconstruction the office Coesioni Ferroviarie of the Allied Command Directed by General Gray, disposed the about 7 Km. of the rail should be demolished and precisely from Km. 1.800 to Km. 9, and even other WWV extensions between the station of Cervino Durazzano and the Station Benevento Central for about another km.

All the offices of the Allied Command that came in help of this Society have informatly not been able (maybe because not in their line) to do so that the rail uprooted and taken away might be restored, and that the saure Society might be allowed to withdraw

STRADE FERRATE SOVVENZIONATE
Ferrovia BENEVENTO-CANCELLO-NAPOLI
DIREZIONE DELL'ESERCIZIO

BENEVENTO, 3 giugno 1944 **W93THWZHW**

Telefono 15 48

N. 148/i pr.

Risposta al N. _____ del 193

OGGETTO: Request of materials and Authorisation for the reconstruction of
(Allegati N. _____) the Railway.

Questa Società disastata dalle orde: Tedesche del Settembre 1943, ha inteso malgrado i notevoli danni subiti alla Ferrovia, di riprendere subito la ricostruzione dei Ponti minati, e del binario spezzato.

In tale laborioso lavoro gli sono stati a fianco gli Uffici dell'AMENGOT di Napoli e di Benevento. Mentre si procedeva alla ricostruzione delle opere suadette, l'Ufficio COSTRUZIONI FERROVIARIE del Comando Alleato diretto dal Signor Generale Gray, ha disposto la demolizione di circa 7 Km. di binario e propriamente dal Km. 1+800 al Km. 9, ed altri tratti ancora, tra la stazione di Cervino Durazzano e la Stazione di Benevento Centrale, per altro Km. circa.

Tutti gli Uffici del Comando Alleato intervenuti in aiuto a questa Società, non sono riusciti loro malgrado (forse perché non di loro competenza) a fare sì che il binario divolto ed asportato, venisse ripristinato, e che alla stessa Società venisse concesso di ritirare i mattoni occorrenti alla ricostruzione dei Ponti presso le fornaci di Benevento da tempo pagati in 150000 pezzi.

Poiché il Signor Maggiore Wiston dell'Ufficio Costruzioni Ferroviarie, ha comunicato al nostro Direttore Ing. Ciapparelli

Government

In Sub Commission A.C.C

N A P O L I

Rione Sirignano n. 4

This Society having been badly damaged by the Germans in the September of 1943, intended, in spite of the remarkable damages endured to the Railway, to begin immediately the construction of the mined bridge of the broken rail.

In such a laborious work it has been supported by the A.M.G. offices of Naples and of Benevento.

While the above mentioned Works were in reconstruction the office Costruzioni Ferroviarie of the Allied Command Directed by General Gray, disposed the about 7 Km. of the rail should be demolished and precisely from Km. 1.800 to Km. 9, and even other WWV extensions, between the station of Cervino Durazzano and the Station Benevento Centrale for about another km.

All the offices of the Allied Command that came in help of this Society have informately not been able (maybe because not in their line) to do so that the rail uprooted and taken away might be restored, and that the saure Society might be allowed to withdraw the brikes need for the reconstruction of the bridges already paid to the

4488

N. B. Nella risposta si prega indicare la data e il numero della preschita. In una lettera trattare di un solo oggetto.

di rivolgere a Voi le nostre richieste quale Ufficio competente, ci permettiamo quindi con la presente, pregarvi di compiacervi disporre che dalle fornaci laterizi di Benevento ci vengano consegnati i 150.000 mattoni occorrenti per la ricostruzione dei ponti, e per la riparazione di due gallerie in condizioni pericolose, nonché autorizzare la Società della Ferrovia Cancelli Benevento a procedere nella iniziata ricostruzione della Ferrovia.

Il Vos/ gentile intervento, metterebbe fine ad una odissea che perdura da ben 8 mesi, senza avere nulla potuto concludere, mentre la ricostruzione della Ferrovia, come è anche dimostrato dall'accluso grafico è di somma importanza pel trasporto di derrate alimentari, che a mezzo della ferrovia affluiscono a Napoli pel vettovagliamento di quella Città, non escluso lo stesso Servizio Viaggiatori.

Questa Società si augura che questo Ufficio vorrà prendere in benevola considerazione la presente richiesta, disponendo:

- Che sia concesso alla Società della Ferrovia Cancelli Benevento l'autorizzazione alla ricostruzione della Ferrovia Cancelli Benevento.
- Che venga disposto il prelievo dei 150.000 mattoni dalle fornaci di Benevento.
- Che vengano impartite le necessarie disposizioni all'ufficio Costruzioni Ferroviarie del Comando Alleato per il ripristino del binario a suo tempo asportato.

Con perfetta osservanza.
P. IL PRESIDENTE

Ugo Luigi Ciapparelli

brick-kiln of Benevento in the n° of 150.000 pieces.

Having Major Wiston of the Office Railway Construction communicated to our Director Engineer Ciapparelli to turn to you as a competent office, we therefore take the liberty with WISTON to present, to beg you to want to dispose that we should be consented to take from the brick-kiln laterizi of Benevento the 150.000 bricks needed for the reconstruction of the bridges and for the reparation of the two galleries in dangerous conditions, and also to authorize the Society of the railway Cancelli Benevento to continue the initiated reconstruction of the railway.

Your gentle intervention will bring to an end a lot of misfortunes that have been lasting for 8 months without concluding anything, while the reconstruction of the railway, as the enclosed graphic demonstrated is of great importance for the transportation of food provisions, that from the Railway flock into Naples for the maintenance of that City, and for the transportation of passengers.

This Society wishes that this office would be so gentle as to take what WISTON we have said into consideration disposing:

- that the Society of the Railway Cancelli Benevento should be authorized for the reconstruction of the Railway.
- that there be given disposition so that the 150.000 bricks may be taken from the brick-kiln of Benevento.
- that there also be given necessary dispositions to the office Construction Railway of Allied Command for the restoring of the rail uprooted and taken away.

Yours Truly

P. The President

Ugo Luigi Ciapparelli

terizi di Benevento ci vengano consegnati i 150.000 mattoni occorrenti per la ricostruzione dei ponti, e per la riparazione di due gallerie in condizioni pericolose, nonché autorizzare la Società della Ferrovia Cancelli Benevento a procedere nella iniziata ricostruzione della Ferrovia.

Il Vos/ gentile intervento, metterebbe fine ad una odissea che perdura da ben 8 mesi, senza avere nulla potuto concludere, mentre la ricostruzione della Ferrovia, come è anche dimostrato dall'accluso grafico è di somma importanza pel trasporto di derrate alimentari, che a mezzo della ferrovia affluiscono a Napoli pel vettovagliamento di quella Città, non escluso lo stesso Servizio Viaggiatori.

Questa Società si augura che l'Ufficio vorrà prendere in benevola considerazione la presente richiesta, disponendo:

- Che sia concesso alla Società della Ferrovia Cancelli Benevento l'autorizzazione alla ricostruzione della Ferrovia Cancelli Benevento.
- Che venga disposto il prelievo dei 150.000 mattoni dalle fornaci di Benevento.
- Che vengano impartite le necessarie disposizioni all'ufficio Costruzioni Ferroviarie del Comando Alleato per il ripristino del binario a suo tempo asportato.

Con perfetta Osservanza.

P. IL PRESIDENTE

Luigi Ciapparelli

Your gentle intervention will bring to an end a lot of misfortunes that have been lasting for 8 months without concluding anything, while the reconstruction of the railway, as the enclosed graphic demonstrated is of great importance for the transportation of food provisions, that from the Railway flock into Naples for the maintenance of that City, and for the transportation of passengers.

This Society wishes that this office would be so gentle as to take what ~~was~~ ~~was~~ we have said into consideration disposing:

- that the Society of the Railway Cancelli Benevento should be authorized for the reconstruction of the Railway.
- that there be given disposition so that the 150.000 bricks may be taken from the brick-kiln of Benevento.
- that there also be given necessary dispositions to the office Construction Railway of Allied Command for the restoring of the rail uprooted and taken away.

Yours Truly

The President

Luigi Ciapparelli

1392

TRADE FERRATE JOVENZIONATE
FEROVIA (ANCILO-BENVENTO)

DIAGRAMMA

1287

13931
PUBBLICAZIONE PERMANENTE

FERROVIA (ANFELLO-BENEVENTO)
VIA NOVITÀ

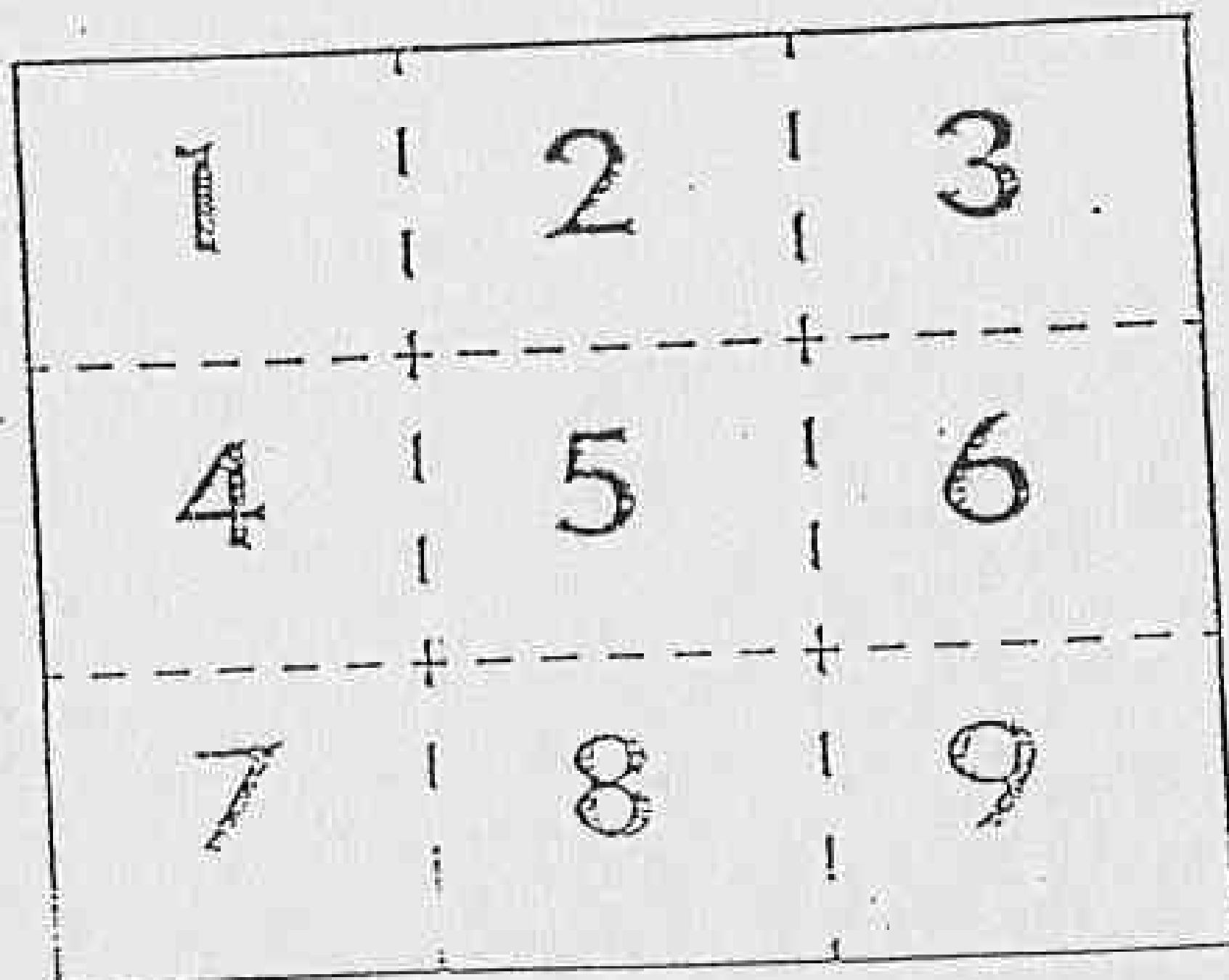
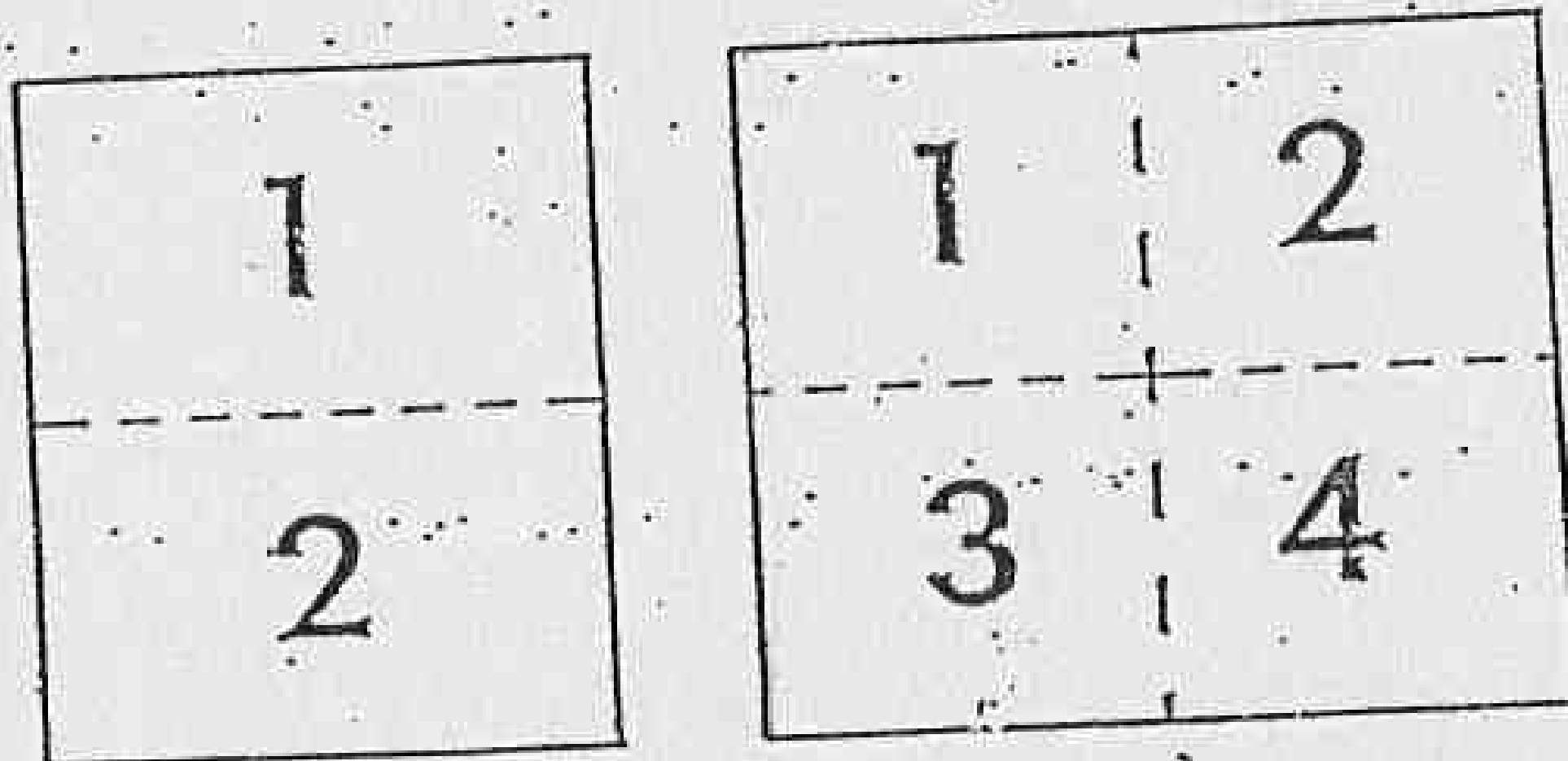
DIAGRAMMA

2877

NAPOLI - 1944

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



1395

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

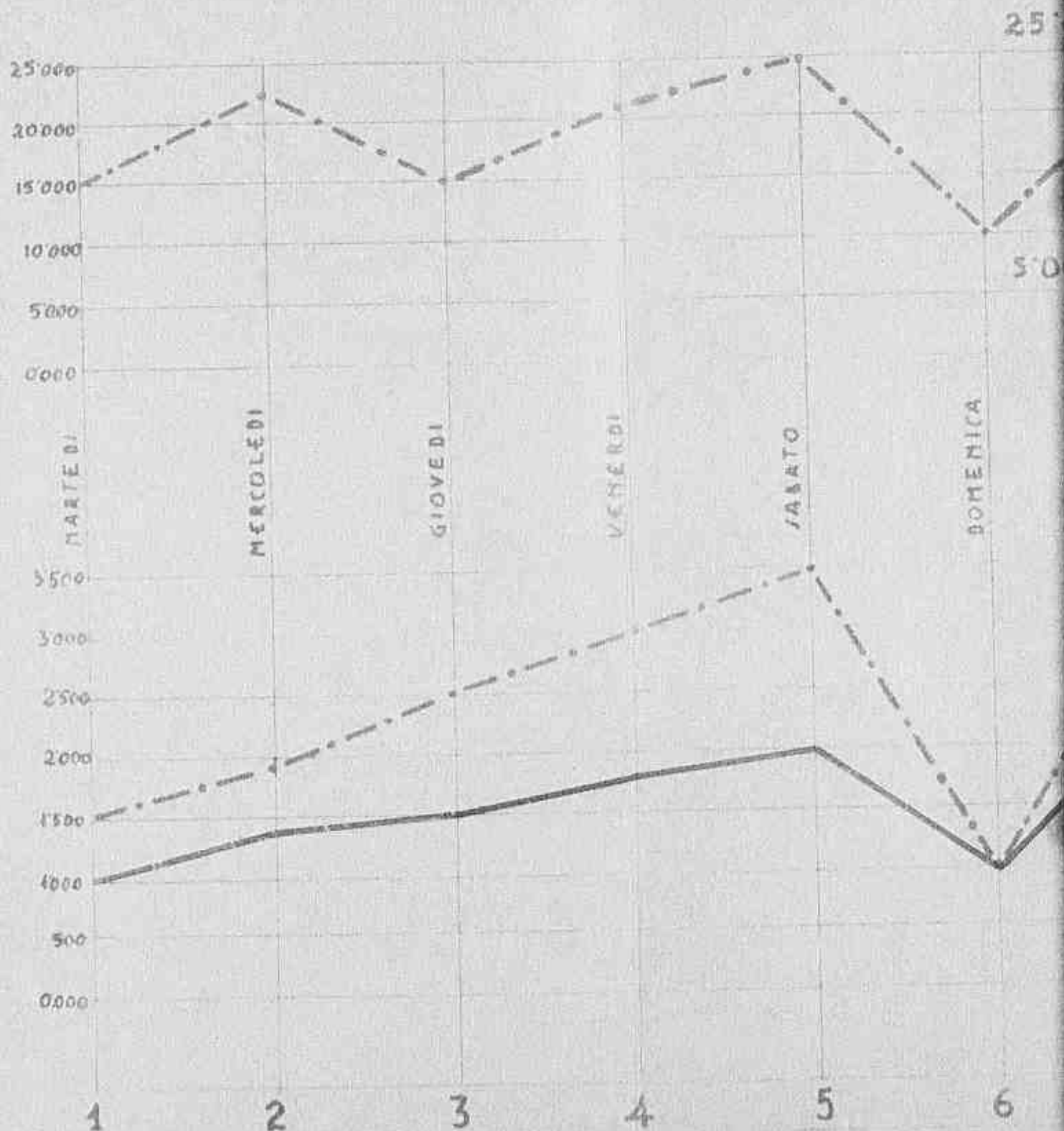
DIAGRAMMA GIORNALIERO

DAL

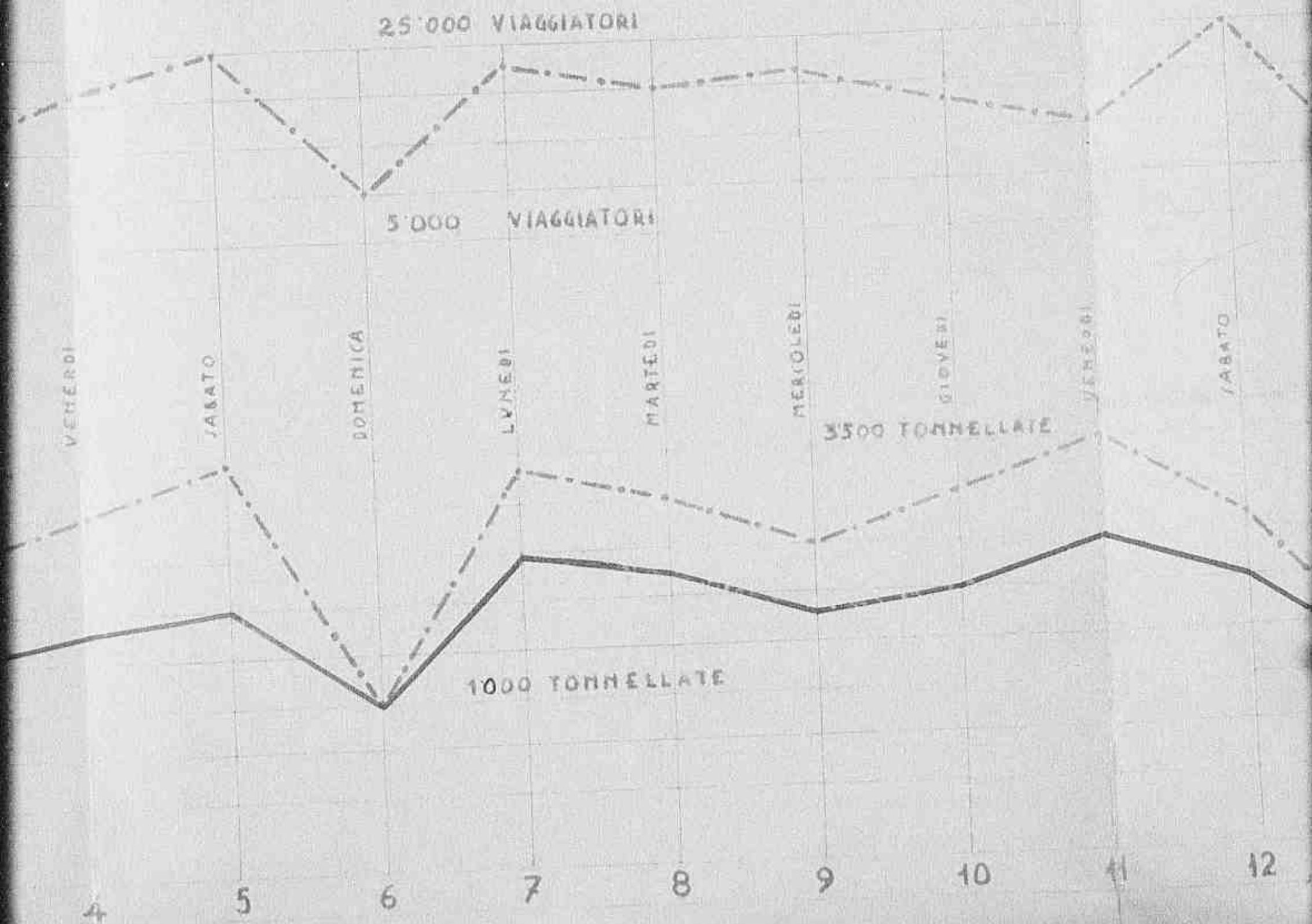
SCALE GRAFICHE

20'000 VIAGGIATORI

2'500 TONN: DI MERCE



MASSIMA GIORNALIERA DEL MOVIMENTO VIAGGIATORI E MERCE DAL 1° AL 15 GIUGNO 1943

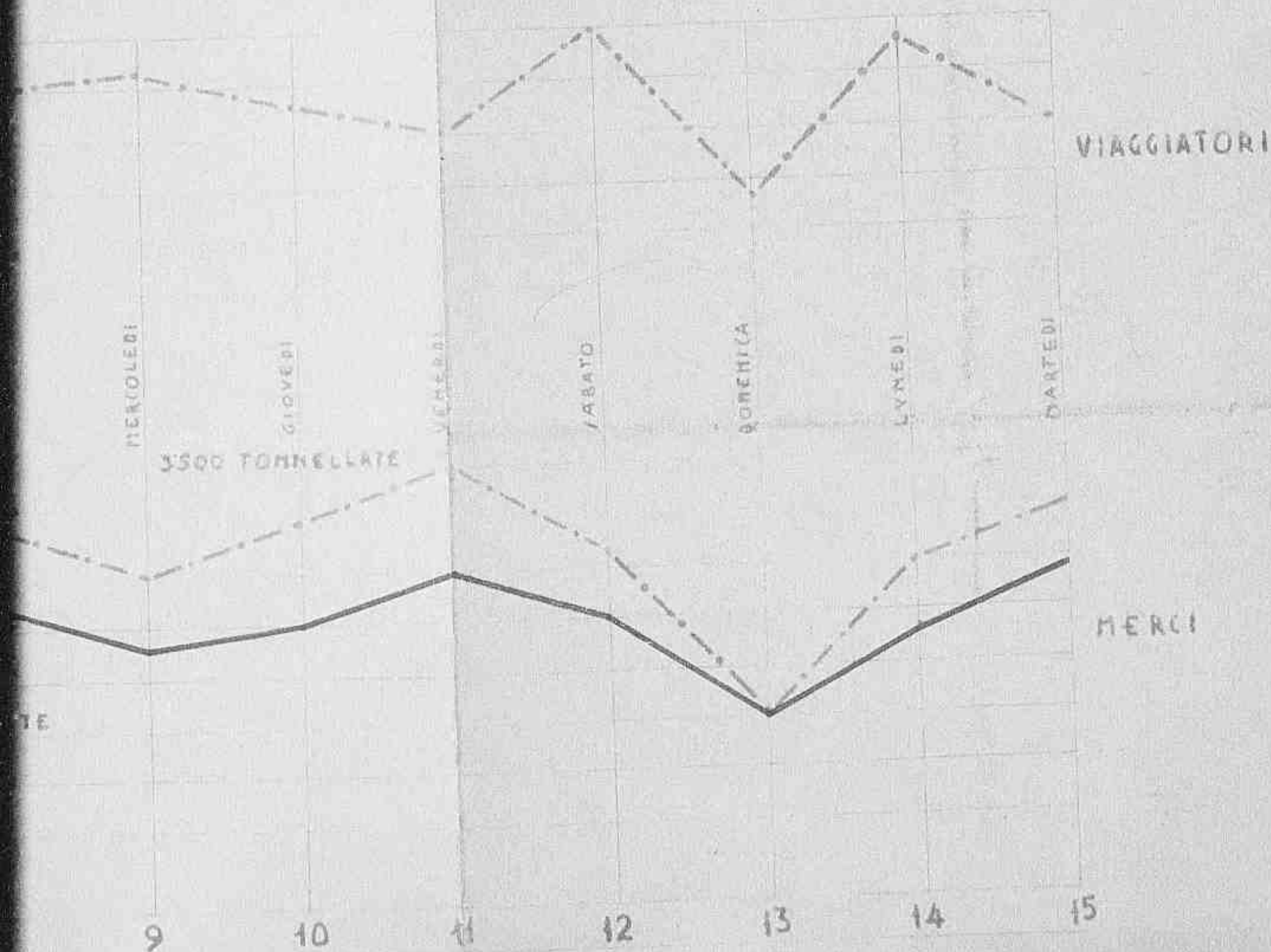


1397

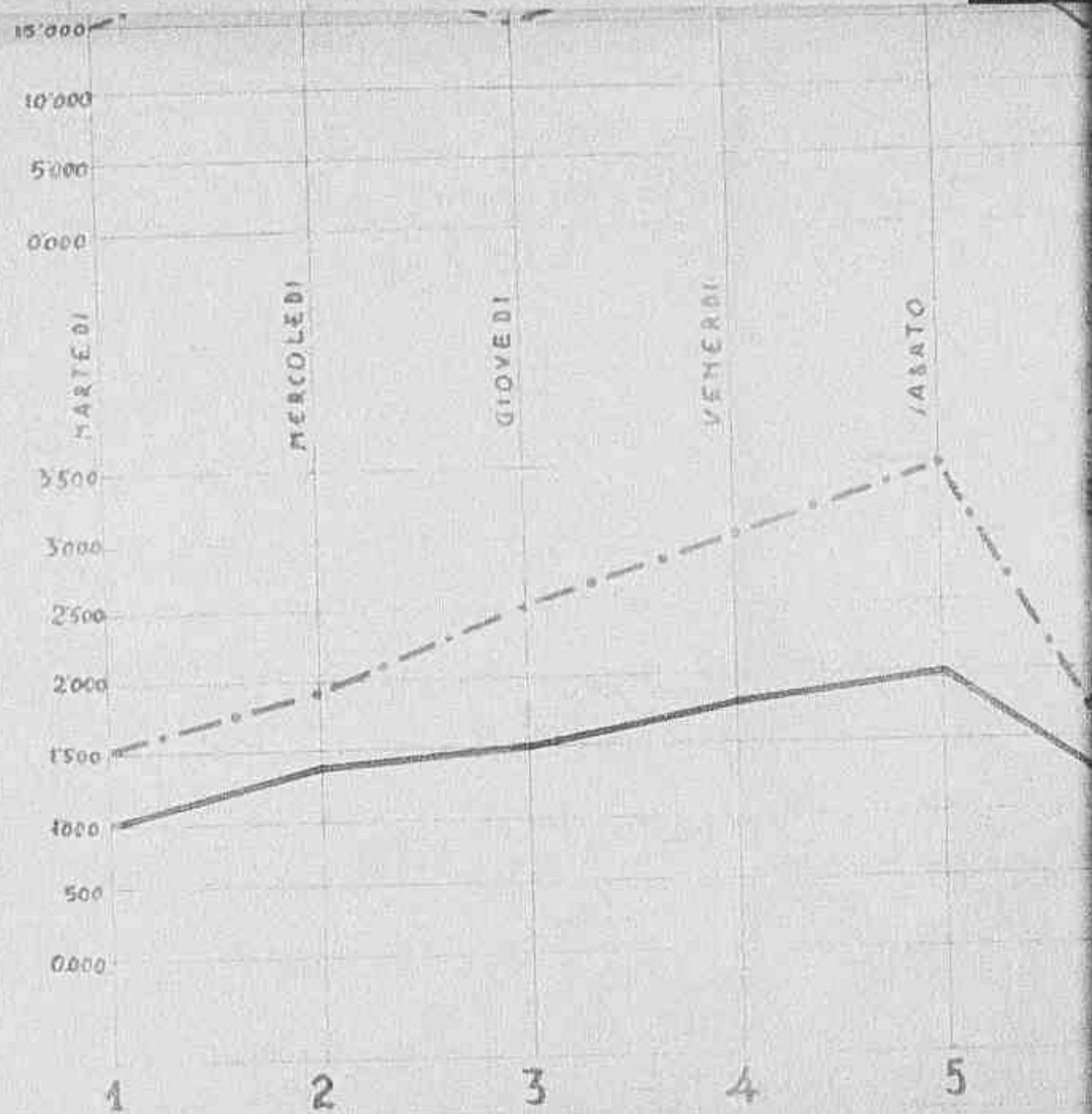
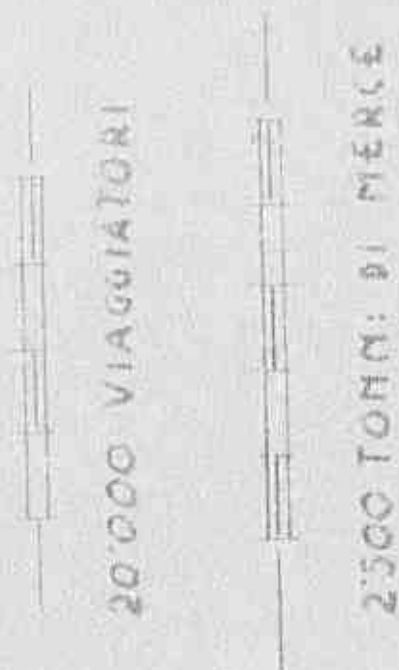
Declassified E.O. 12356 Section 3.3/NND No. 785021

MENTO VIAGGIATORI E MERCI

NO 1943



SCALE GRAFICHE



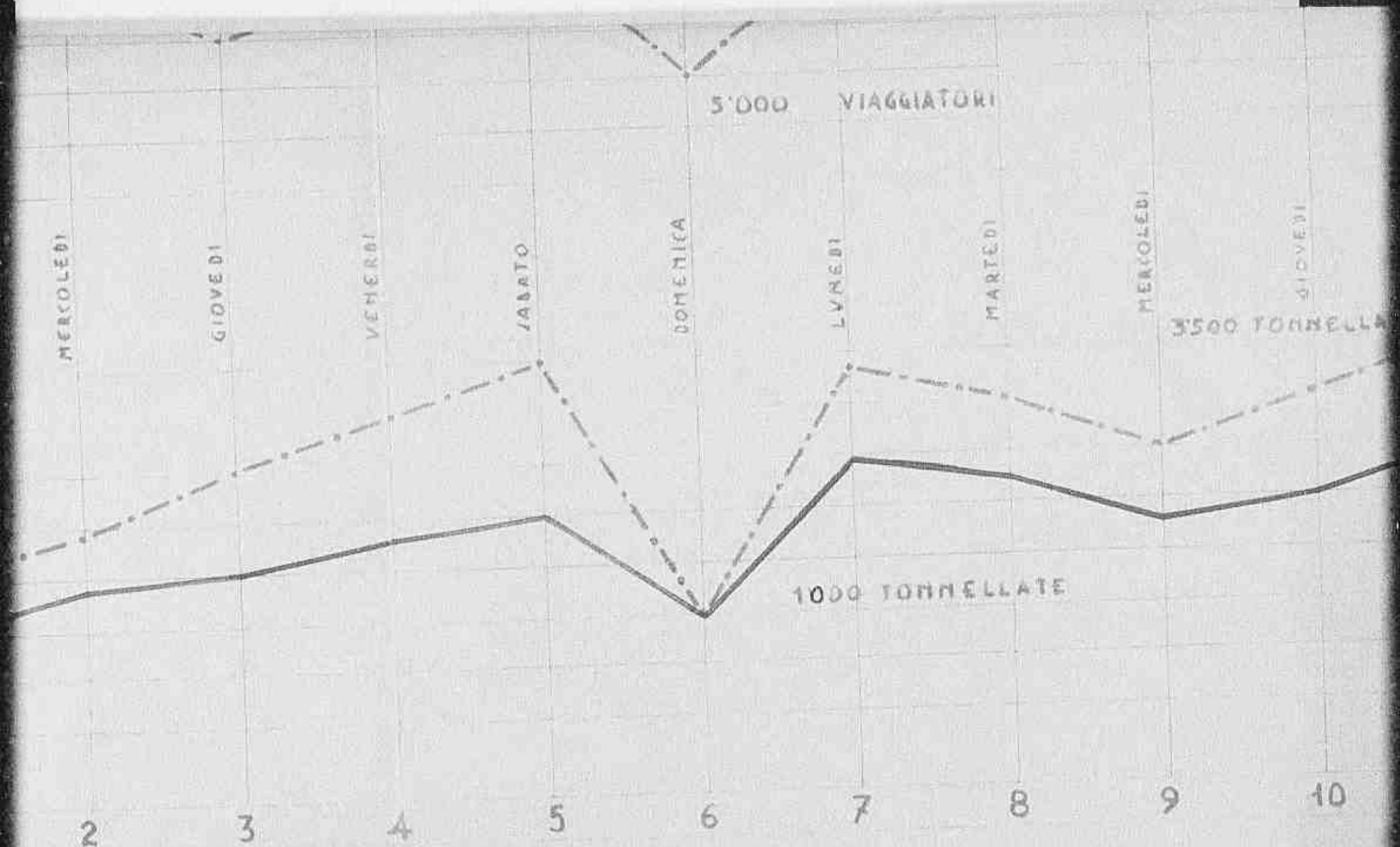
LEGGENDA

MERCI TOTALI: - - - - -

MERCI DERRATE ALIM: —————

LINEA: BENEVENTO - CANCELLI

1399

Declassified E.O. 12356 Section 3.3/NND No. 785021EA : **BENEVENTO - CANCELLO - NAPOLI**

-LUNGHEZZA KM. 4

1400

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



-LUNGHEZZA KM: 48+22= KM: 70-TRENI VIAGGIATORI N. 10-MERCI 4-

Handwritten: 0910 13/1 via memo
Handwritten: 65/3
Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
11 January, 1944

Subject: Railway Line Cancello-Benevento.

To : Commanding General Allied Control Commission
Attn: Captain Stone, USNR, Communications

1. This will acknowledge your letter of 7 January with inclosure from General di Raimondo concerning the privately owned line Cancello-Benevento.

2. General di Raimondo is directly under the Director General Military Railway Service insofar as he is concerned with railway matters in this area, until such time as the privately owned lines are turned over to the control of the Italian State Railway under the supervision of the Allied Control Commission, (which action it is understood is in process). Your courtesy in getting the above letter back in channels is appreciated.

3. For your information there are two railways running from here to Benevento. The line belonging to the Italian State Railway has been rehabilitated and is in service through Benevento to Foggia. The Director General ruled against dissipating any of our energy and critical materials in also reconstructing the private railroad at this time. Some rails were removed for construction of the Italian State Railway line account military necessity. The matter of theft of ties by civilians will be looked into and stopped if found to exist.

For the Director General:

J. E. TULLY
Colonel, T.C.
Executive Officer

cc: AFHQ Adv. Adm. Echelon
(Attn: Col. Fitch (C))

4423

0910

13/1

JAN 11 1944

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
11 January 1944

Subject: Privately owned railway Cancello-Benevento.

To : General di Raimondo - Under Secretary of State, I.S.R.

1. Reference is made to your letter of 1 January to Captain Stone of the Allied Control Commission which should have been handled through this office until such time as the control of private railway lines passes to the Italian State Railways under the supervision of the Allied Control Commission.

2. Military requirements do not exist at this time for two parallel lines to Benevento, hence a small quantity of rail was taken from the private line for repairs on the I.S.R. line. It is regretted that this worked a hardship on the privately owned railway, but military necessity dictated the action. The statement that the removal of cross ties by civilians was authorized by Allied units is not correct. This was a case of theft by the civilians and should be handled for correction by Italian agencies to prevent recurrence.

3. The decision to repair the Italian State Railway line Benevento to Caserta was made under the premise that, although 30 km. longer than the privately owned Benevento-Cancello line, it was easier to repair and would provide better service when repaired. Will you please advise if this assumption is, in your opinion, correct, as your letter is not clear on this point.

CARL R. GRAY, JR
Brigadier General, USA
Director General

cc:

AFHQ Adv. Adm. Echelon (Attn: Col Fitch)
AGC (Attn: Capt Stone, USMR Communications)

4485

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 994

EIS/hd

In reply
refer to: TR/6/4

7 January 1944

Subject: Railway Line Benevento-Cancello.

To: Director General, Military Railway Service, Adv Adm Ech, AFHQ.

1. Reference is made to attached letter 456/C.1/3.1/Segr from the Under-Secretary of State for Railroads and Highway Transportation, Italian Government, to Allied Control Commission, dated 1 January 1944, subject as above.

2. This matter is being referred to your headquarters for necessary action with request that same be handled direct with General G. di Raimondo.

3. It is also requested that the wishes of your headquarters be indicated to the Commission with respect to the handling of matters of this nature from General di Raimondo. Do you desire that General di Raimondo work directly with you, or through the Commission?

1 Incl;
As in Par 1, above

ELLERY W. STONE *EDS*
Captain, USNR
Communications Section

cc: Colonel S. A. Fitch ✓
Internal Transportation Sub-Commission
c/o Q. Adv Adm Ech, AFHQ

COPY

TRANSLATION

Ministero Delle Comunicazioni

Sottosegretariato Di Stato

Per le Ferrovie - Motorizzazione Civile

e Trasporti in Concessione

Prot. No. 456 / 0.1/3.1/Segr.

Brindisi 1 January 1944

CONCERN: Railway line Benevento-Cancello.

TO : Grand'Ufficiala della Corona d'Italia

HARRY N. STONE

Captain USNR Communications Section

BRINDISI
(Hotel Internazionale)

I want to bring your attention upon the fact that Allied units are now dismantling the railway line Benevento-Cancello, granted to the private exploitation, taking away the rails and distributing the sleepers to the civilians for their own use.

The damage which derives from that is incalculable owing to the supplies difficulties of the seized materials and consequently owing to the impossibility to repair the line which joins Benevento and Naples, running a distance shorter of about 30 kms. than that of the Benevento-Caserta line.

Moreover a fertile and populous country would still remain for a long time without railroad communications. The Company which exploits the line is engaged to the re-build of destroyed or damaged works within March or at the latest within April of this year; but if the disarm operations continue, the traffic will begin only much later.

I would be very grateful to you if you would kindly interest yourself with the question in order to avoid what I am informing you of, considering that it is possible to get rails at other stations without causing excessive damages to the actual railway system.

Believe me

Sincerely yours

sig. Gen. G. di Raimondo

GUNCIEN: Railway line Benevento-Cancello.

TO : Grand'Ufficiale della Corona d'Italia

LIBBY "A. STONE

Captain USAR Communications Section

BRINDISI

(Hotel Internazionale)

I want to bring your attention upon the fact that Allied units are now disarming the railway line Benevento-Cancello, granted to the private exploitation, taking away the rails and distributing the sleepers to the civilians for their own use.

The damage which derives from that is incalculable owing to the supplies difficulties of the seized units and consequently owing to the impossibility to repair the line which joins Benevento and Naples, running a distance shorter of about 30 kms. than that of the Benevento-Caserta line.

Moreover a fertile and populous country would still remain for a long time without railroad communications. The Company which exploits the line is engaged to the re-build of destroyed or damaged works within March or at the latest within April of this year; but if the disarm operations continue, the traffic will begin only much later.

I would be very grateful to you if you would kindly interest yourself with the question in order to avoid what I am informing you of, considering that it is possible to get rails at other stations without causing excessive damages to the actual railway system.

Believe me

Sincerely yours

sig. Gen. G. di Raimondo

2483

1406