Declassified E.O. 12356 Section 3.3/NND No. 785019

ACC 221/PWU

10000/150/600

Declassified E.O. 12356 Section 3.3/NND No. 785019

10000/150/600

RAILWAYS
DEC. 1944 - JAN. 1946

R A I L W A Y S

Opened 30 Dec. 44
Closed: 11- Jan. 45

Declassified E.O. 12356 Section 3.3/NND No. 785019

Opened 30 Dec. 44
Closed. 11- Jan. 45

221

10000/150/600

THIS FOLDER
CONTAINS PAPE..
FROM DEC 44
TO JAN 46
CATALOGUE-

Declassified E.O. 12356 Section 3.3/NND No. 785019

FERROVIA NAPOLI-PIEDIMONTE D'ALIFE

Gestione Commissariale Governativa

- Kind attention Col. Hensley. -

A L L ' A. C. C.

UFFICIO TRASPORTI E PUBBLICHE UTILITA'

NAPOLI

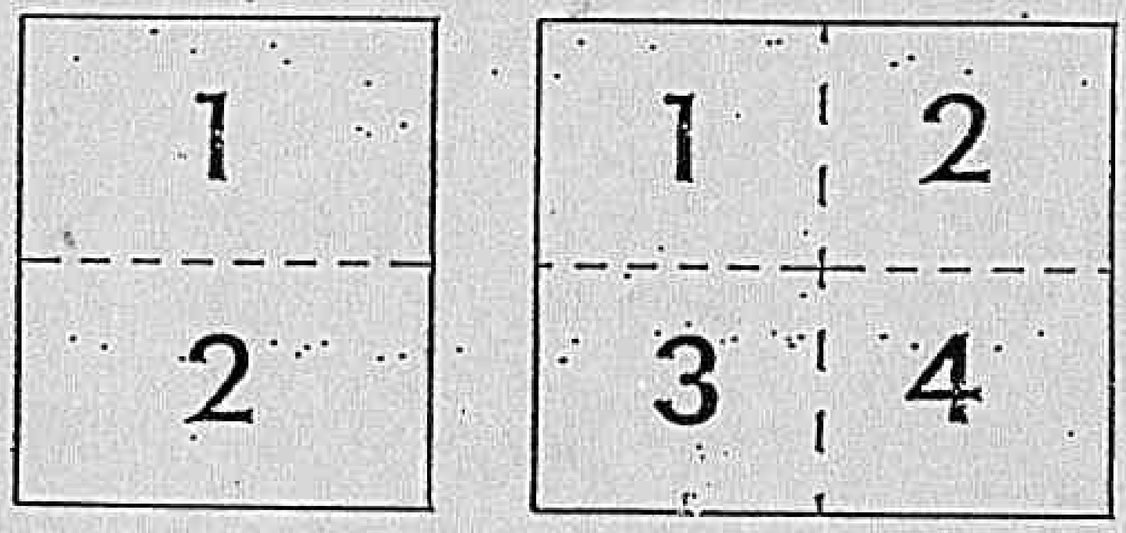
Attached to Folio 8

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

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.



2024

Declassified E.O. 12356 Section 3.3/NND No. 785019

FERROVIA NAPOLI-PIEDIMONTE D'ALIFE

TRACCIATO DELLA LINEA CON L'INDICAZIONE DELLE STAZIONI E OG.

1 : 100000

Km. 69+277-G.C. Ponte Margherita

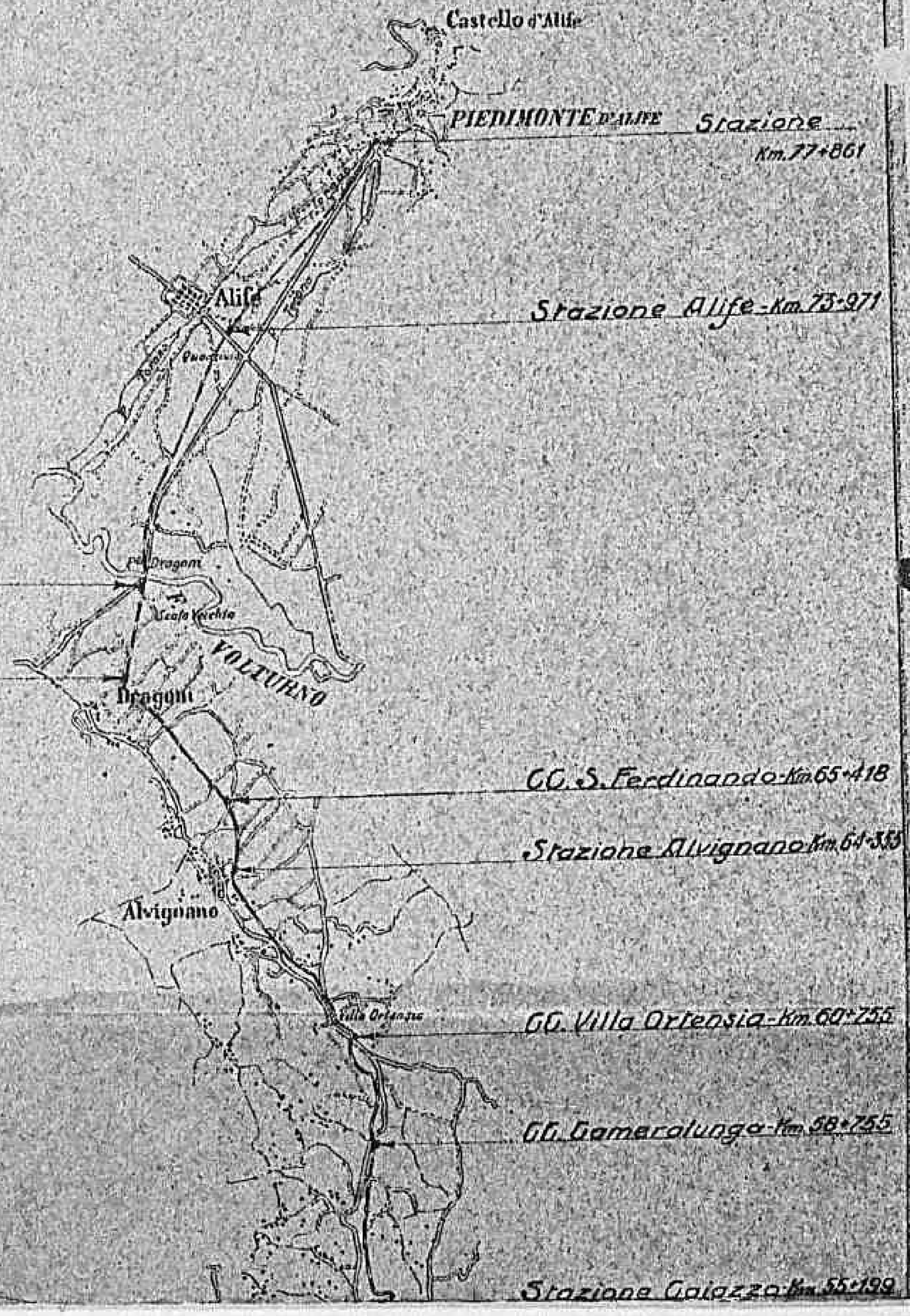
Km. 68+088-Stazione Dragoni

Km. 63+042-G.C. Solerubello

Declassified E.O. 12356 Section 3.3/NND No. 785019

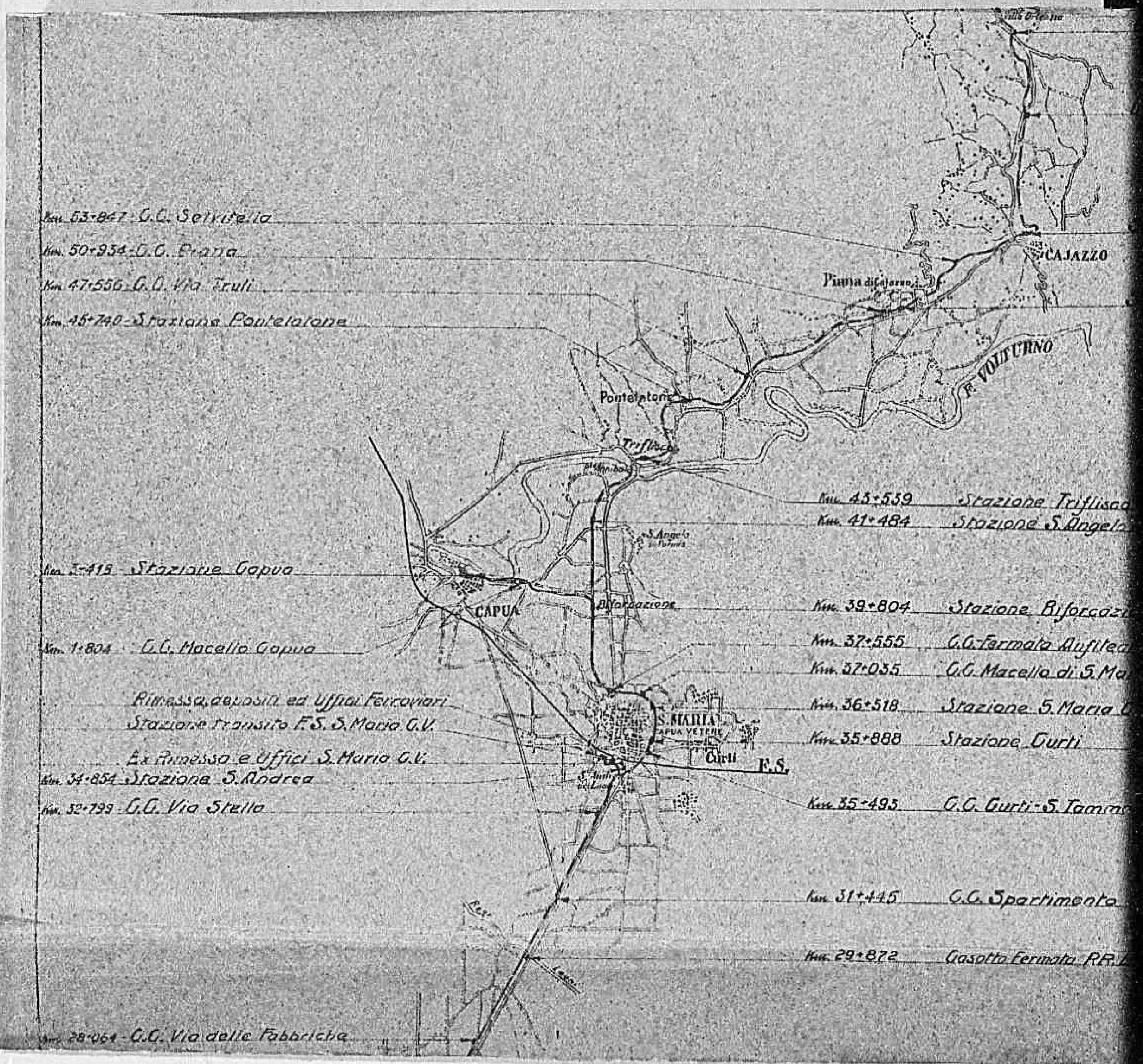
DIMONTE D'ALIFE

NE DELLE STAZIONI E CC.

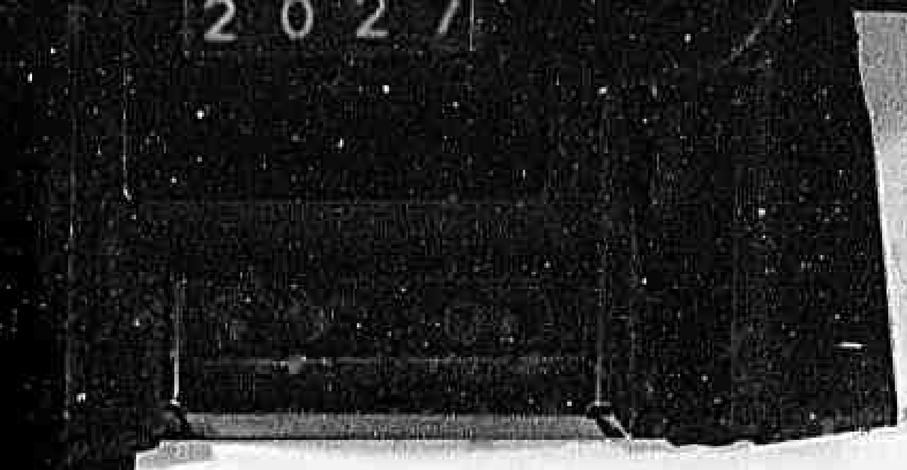


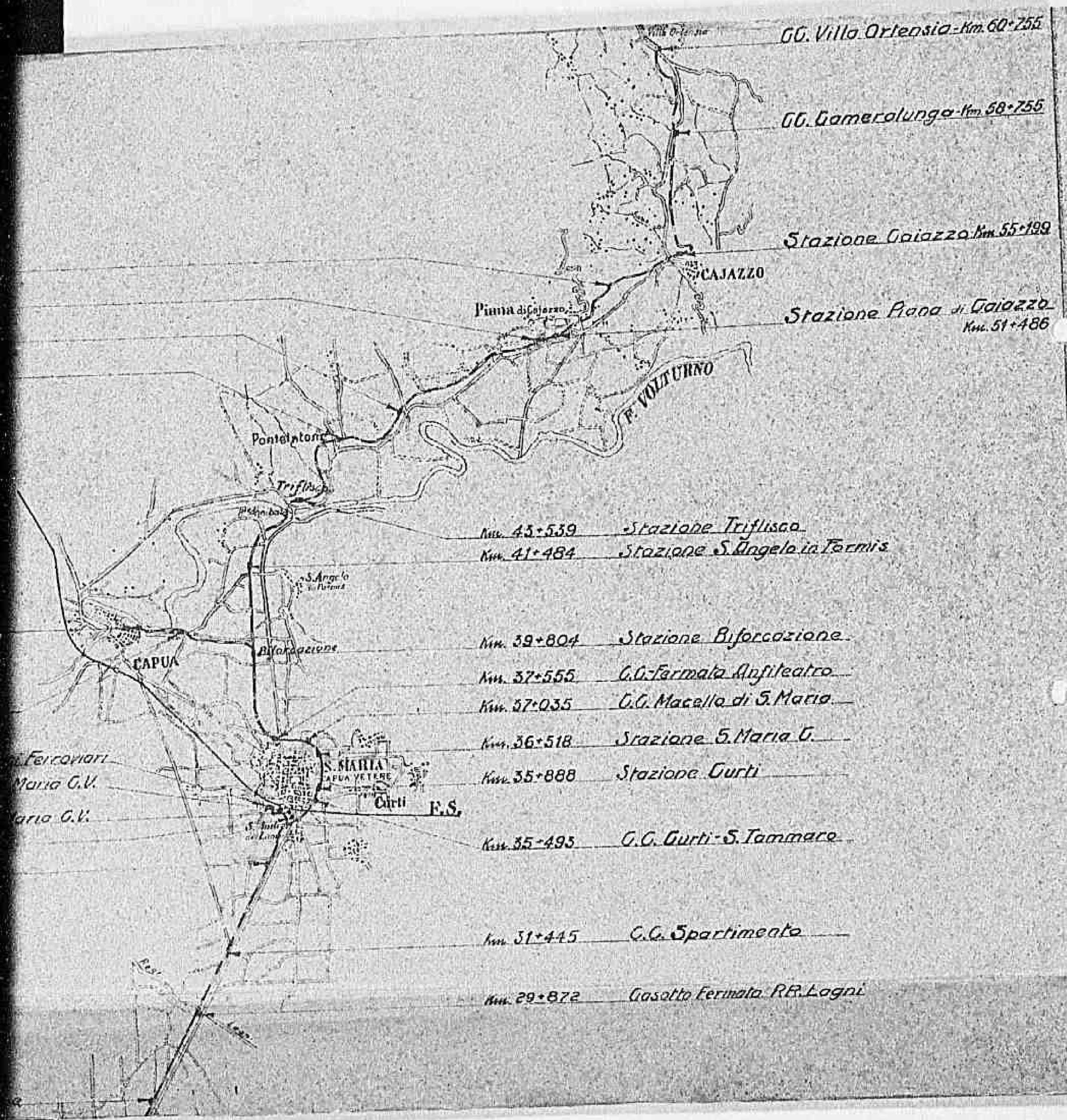
2028

Declassified E.O. 12356 Section 3.3/NND No. 785019

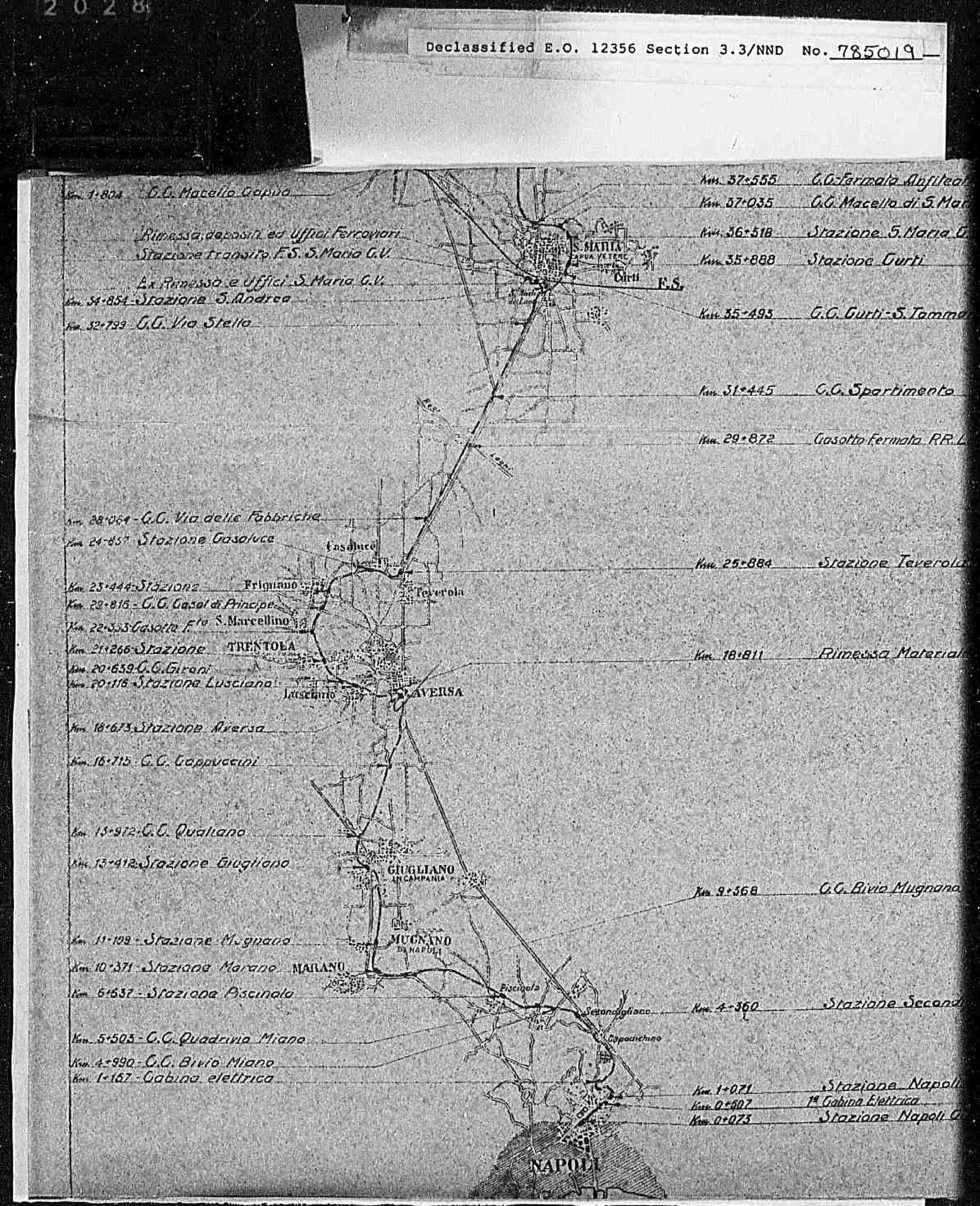


Declassified E.O. 12356 Section 3.3/NND No. 785019

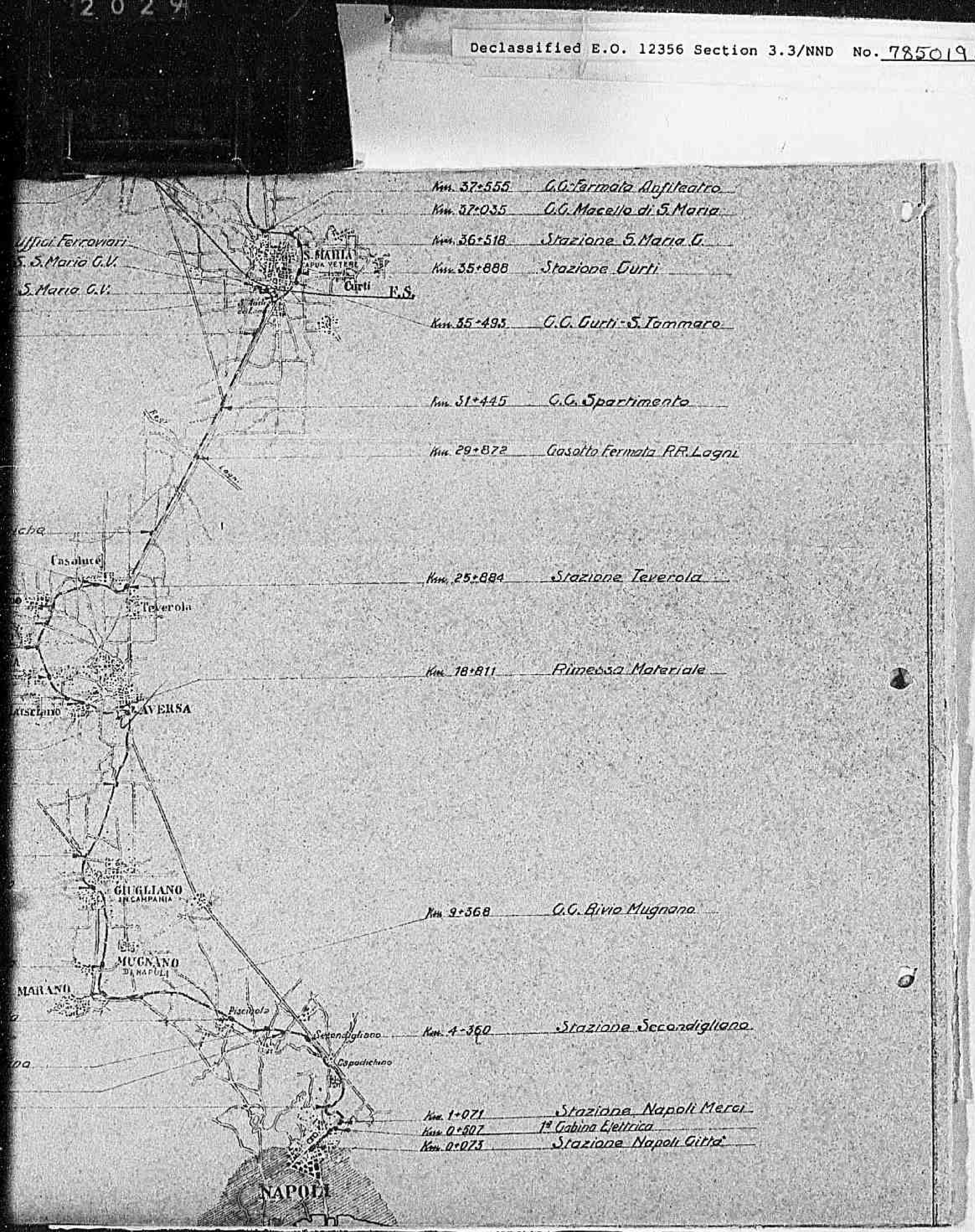




Declassified E.O. 12356 Section 3.3/NND No. 785019

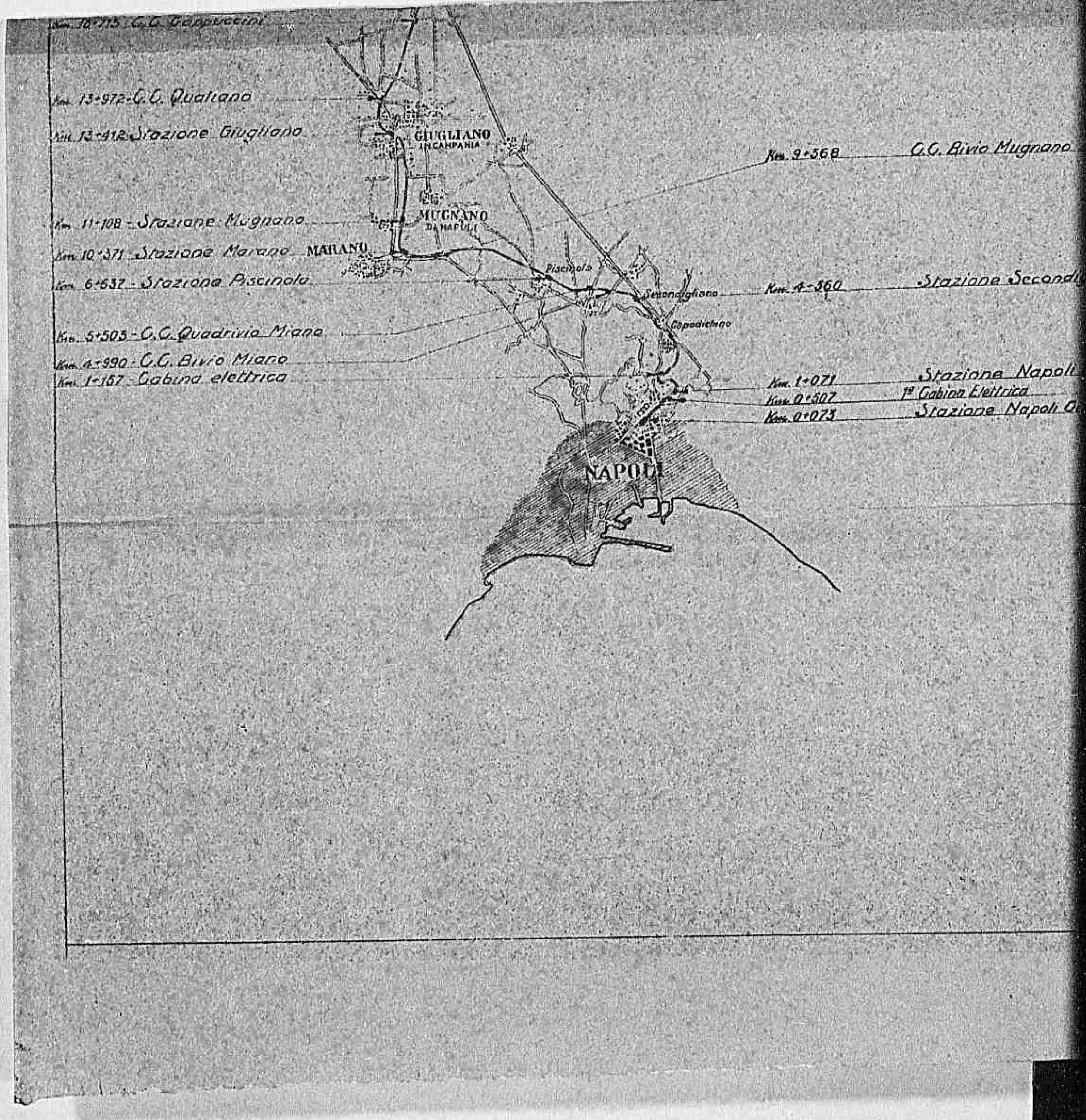


Declassified E.O. 12356 Section 3.3/NND No. 785019

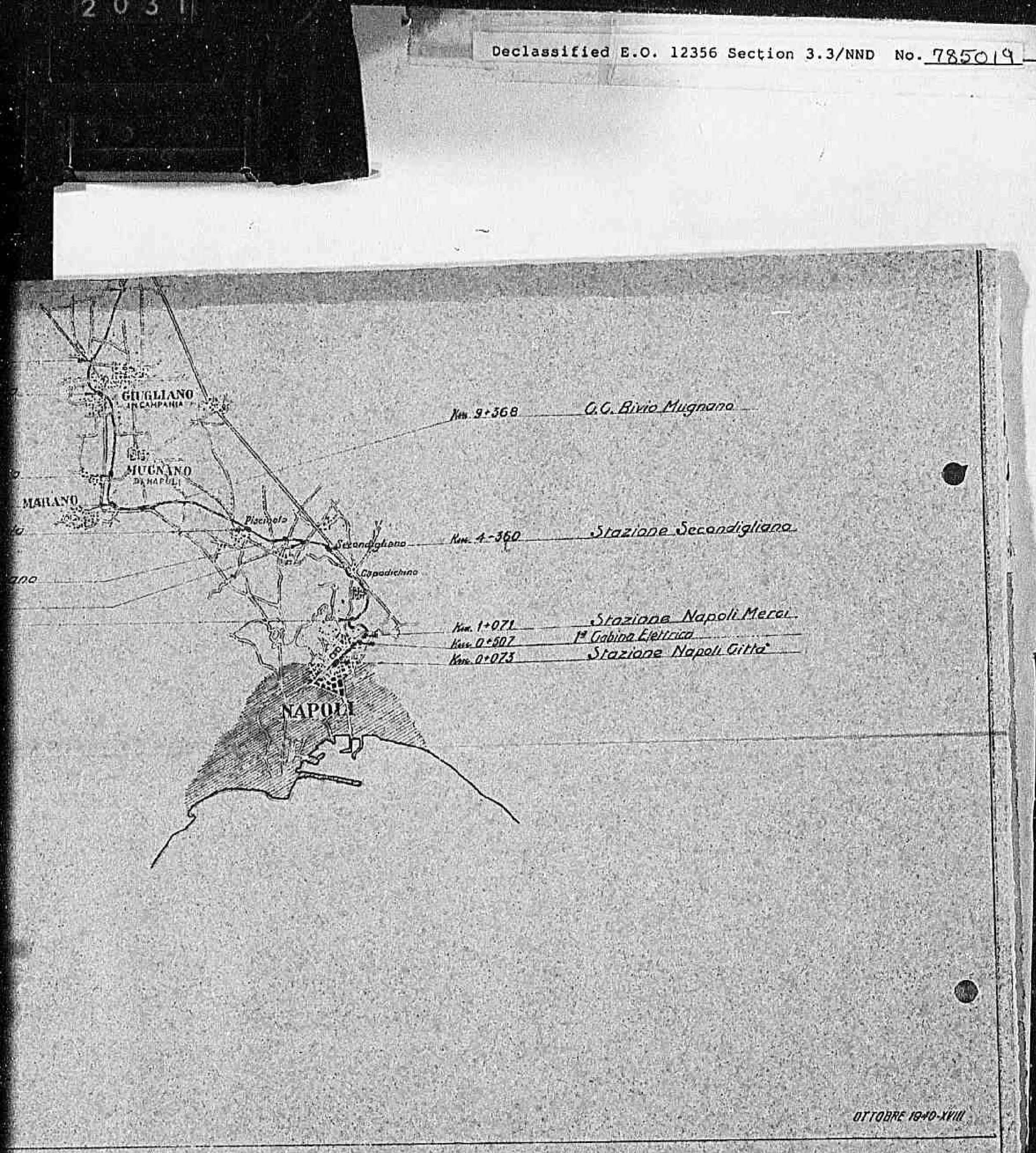


2030

Declassified E.O. 12356 Section 3.3/NND No. 785019

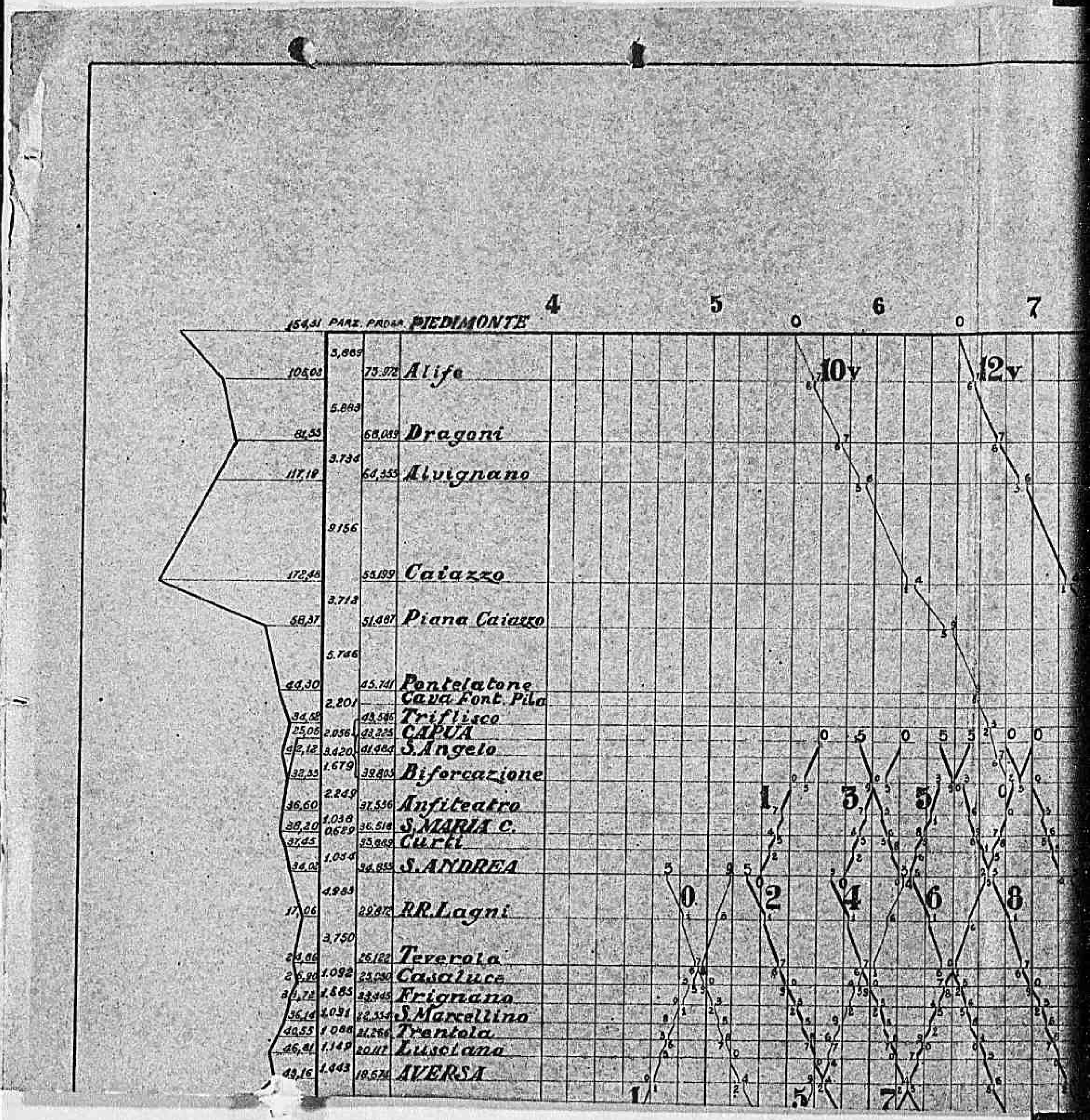


Declassified E.O. 12356 Section 3.3/NND No. 785019



OTTOBRE 1940-XVIII

Declassified E.O. 12356 Section 3.3/NND No. 785019



2033

Declassified E.O. 12356 Section 3.3/NND No. 785019

ferrovia napol

orario gra

in vigore dal

6 7 8 9 10 11 12

10v 12v 9v 13v 15

3 5 4 6 8 10 12 14 16 18

7 9 11 13 15

201 101 202 102

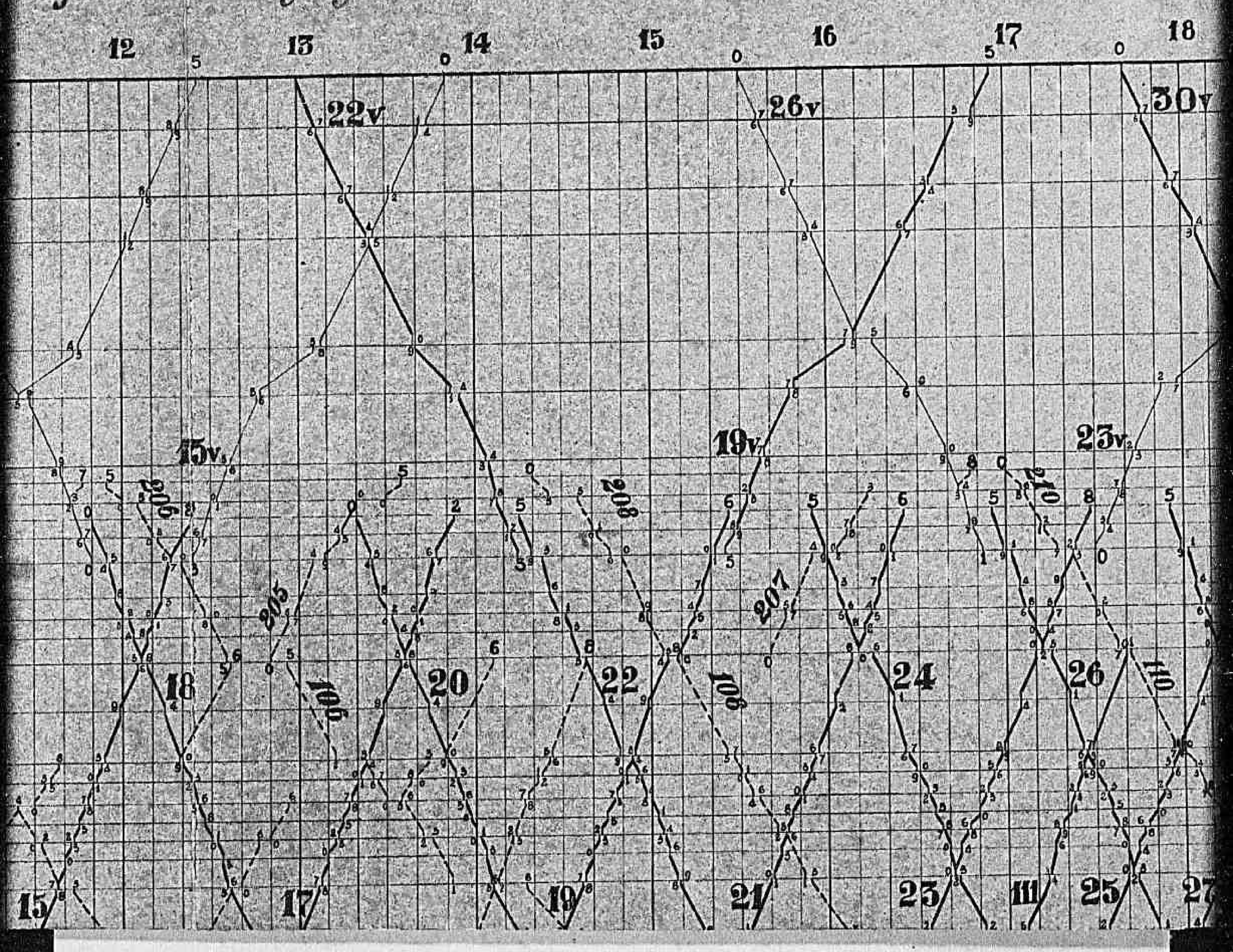
2034

Declassified E.O. 12356 Section 3.3/NND No. 785019

napoli - piedimonte d'alife

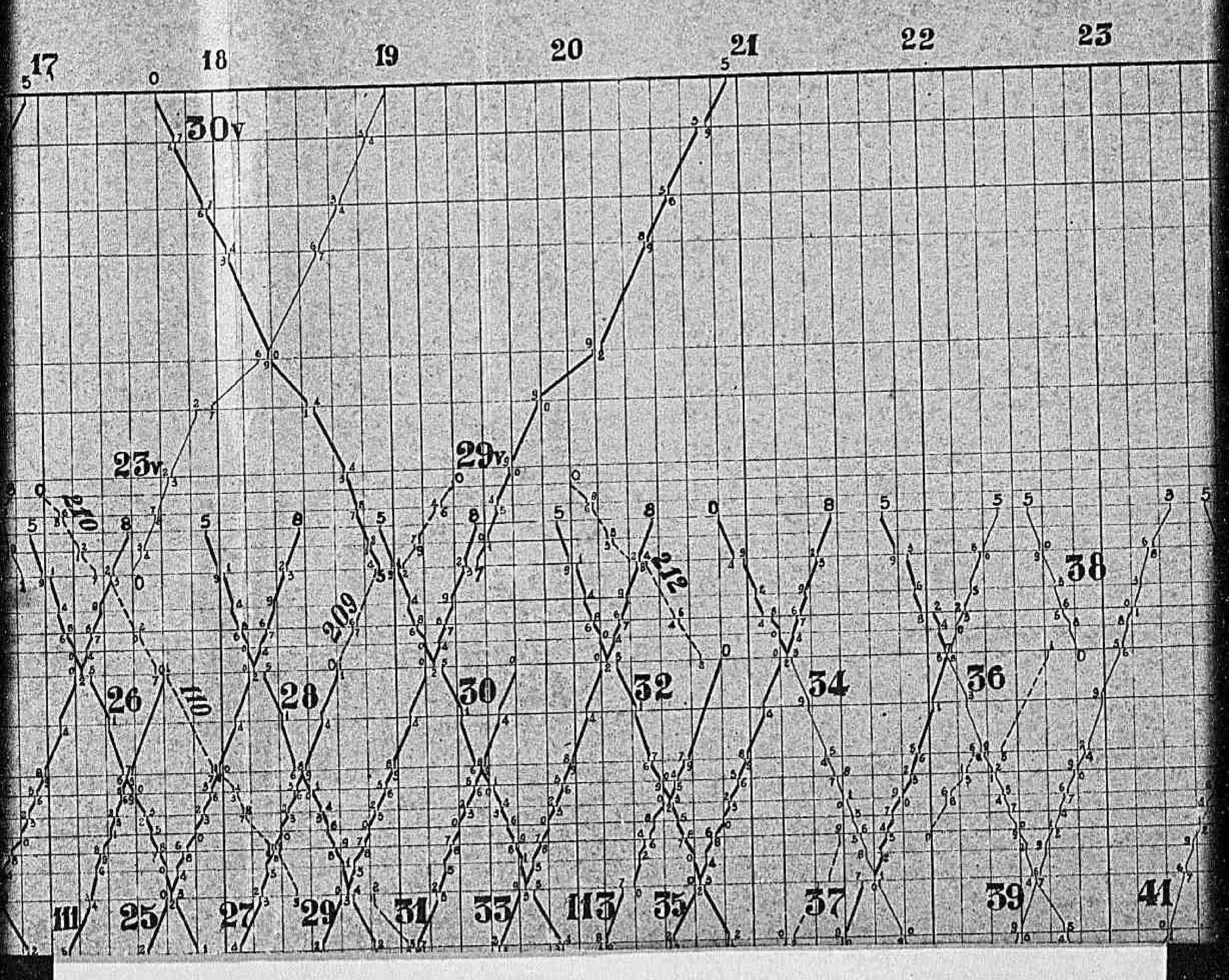
o grafico dei treni

vigore dal giugno 1944



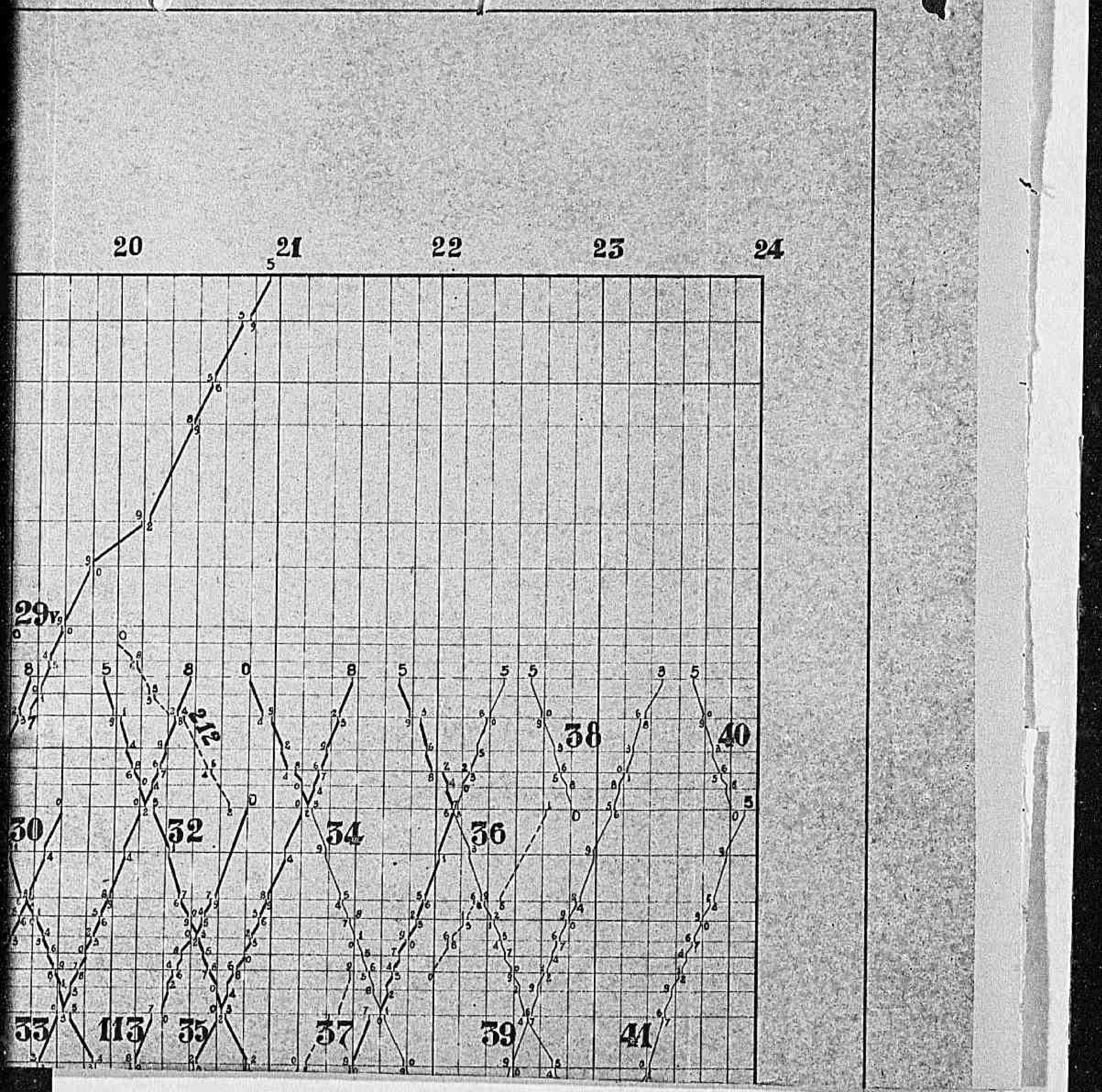
2 0 3 3

Declassified E.O. 12356 Section 3.3/NND No. 785019



2038

Declassified E.O. 12356 Section 3.3/NND No. 785019



2037

Declassified E.O. 12356 Section 3.3/NND No. 785019

2038

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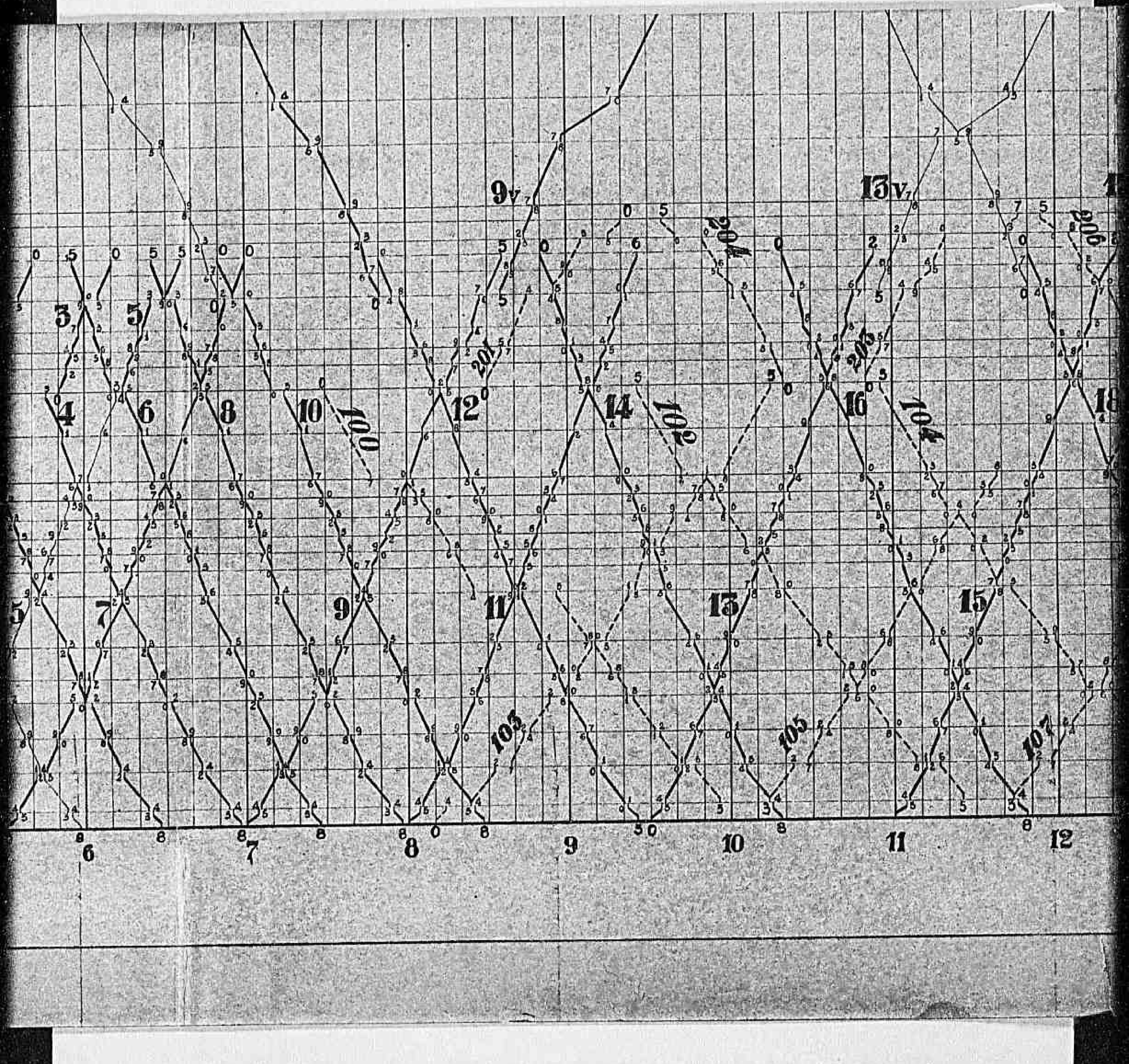
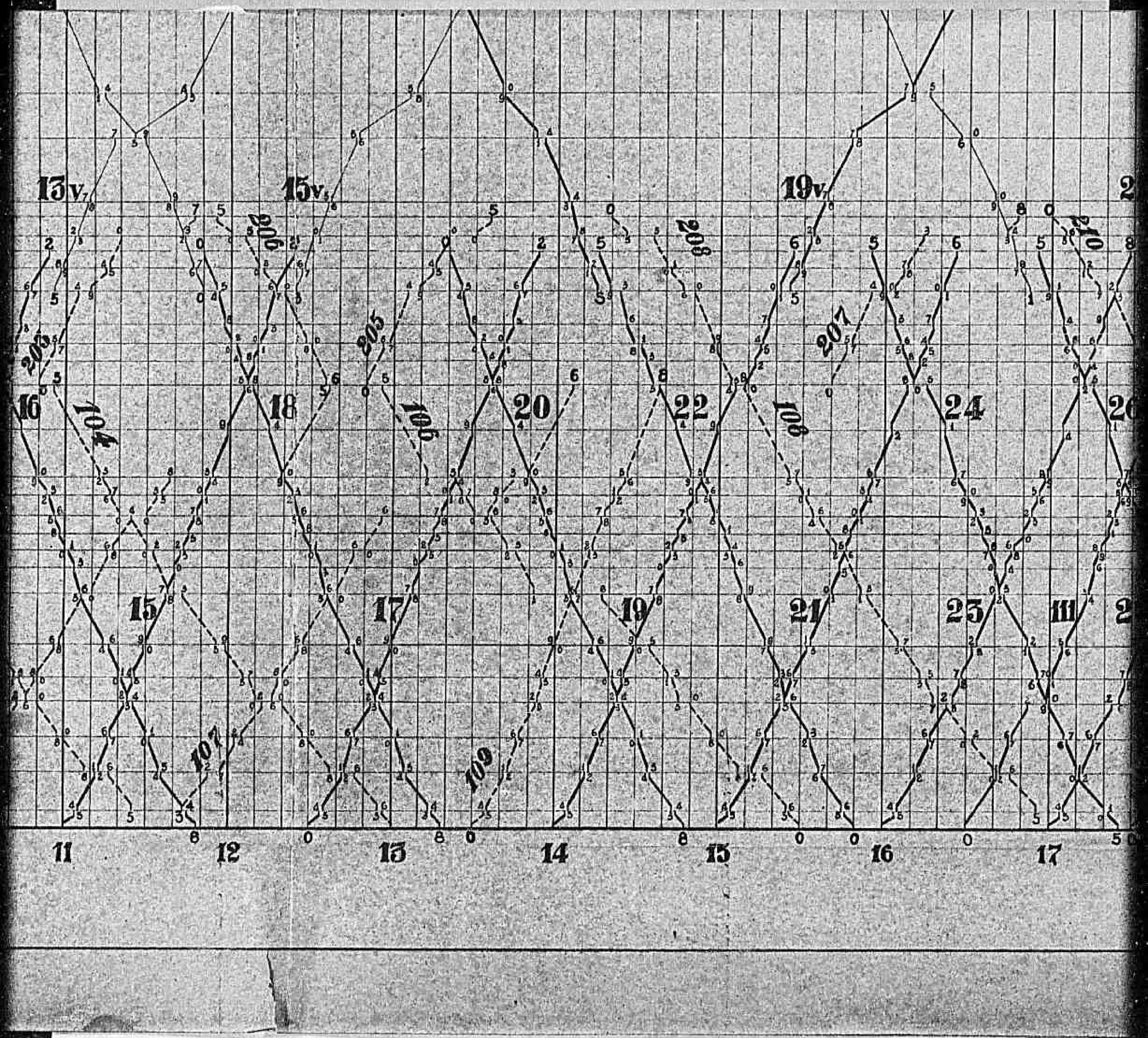


2039

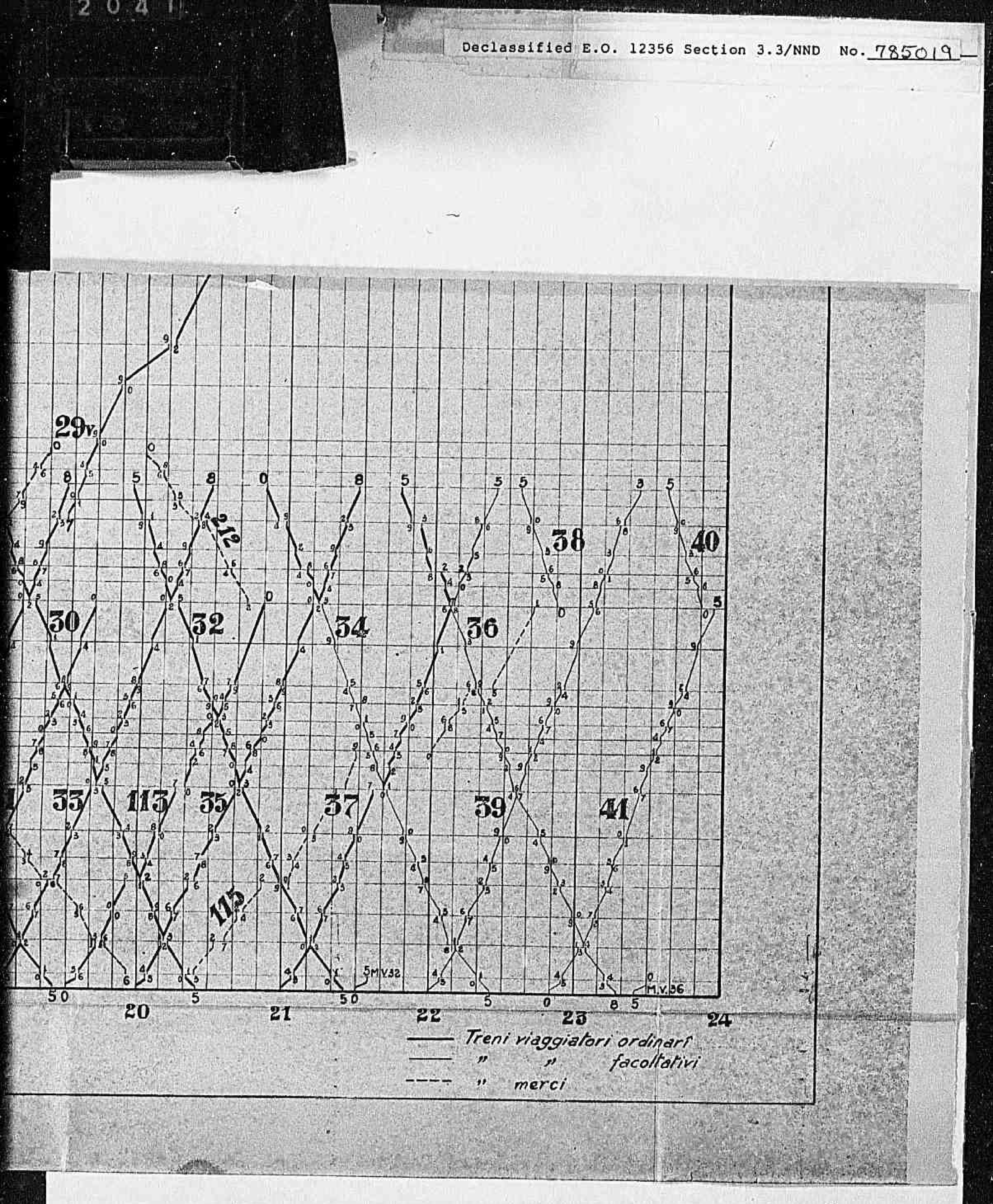
Declassified E.O. 12356 Section 3.3/NND No. 785019



2 0 4 0

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019



Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

FERROVIA NAPOLI - PIEDIMON

GESTIONE COMMISSARIALE GOVERNATIVA

ORARIO DI SE

in vigore dall' 11 Agosto 1941 (

Declassified E.O. 12356 Section 3.3/NND No. 785019

APOLI - PIEDIMONTE D'ALIFE

TIONE COMMISSARIALE GOVERNATIVA

DI SERVIZIO

e dall' 11 Agosto 1941 (XIX)

Declassified E.O. 12356 Section 3.3/NND No. 785019

ORARIO DI SER

in vigore dall' 11 Agosto 1941 (XIX

26896 — Napoli, R. Tipografia F. Giannini & Figli

Declassified E.O. 12356 Section 3.3/NND No. 785019

DI SERVIZIO

re dall' 11 Agosto 1941 (XIX)

26896 — Napoli, R. Tipografia F. Giannini & Figli

Declassified E.O. 12356 Section 3.3/NND No. 785019

Chilometri	STAZIONI	TRENI VIAGGIATORI DISPARI																
		Facolt. 1	3	Facolt. 5	7	9	11	Facolt. 13	Facolt. 15	17	19	21	Facolt. 23	25	27	29	31
	NAPOLI (Città) . p.	4,—		5,—	5,30	7,—	8,—	9,30	11,—	12,30	14,—	15,—	16,—	17,—	17,30	18,—	18,30
2	NAPOLI (Merci) . a.	4,04		5,04	5,34	7,04	8,04	9,34	11,04	12,34	14,04	15,04	16,04	17,04	17,34	18,04	18,34
	p.	4,05		5,05	5,35	7,05	8,05	9,35	11,05	12,35	14,05	15,05	16,05	17,05	17,35	18,05	18,35
5	Secondigliano . a.	4,11		5,11	5,41	7,11	8,11	9,41	11,11	12,41	14,11	15,11	16,11	17,11	17,41	18,11	18,41
	p.	4,15		5,12	5,45	7,15	8,15	9,42	11,12	12,42	14,12	15,12	16,12	17,12	17,42	18,12	18,42
7	Piscinola . . . a.	4,19		5,16	5,49	7,19	8,19	9,46	11,16	12,46	14,16	15,16	16,16	17,16	17,46	18,16	18,46
	p.	4,20		5,17	5,50	7,20	8,20	9,47	11,17	12,47	14,17	15,17	16,17	17,17	17,47	18,17	18,47
11	Marano . . . a.	4,25		5,22	5,55	7,25	8,25	9,52	11,22	12,52	14,22	15,22	16,22	17,22	17,52	18,22	18,52
	p.	4,26		5,24	6,—	7,30	8,26	9,53	11,23	12,53	14,23	15,25	16,26	17,26	17,58	18,26	18,59
12	Mugnano . . . a.	4,27		5,26	6,01	7,31	8,27	9,54	11,24	12,54	14,24	15,26	16,27	17,27	17,59	18,27	19,—
	p.	4,28		5,27	6,02	7,32	8,28	9,55	11,25	12,55	14,25	15,27	16,28	17,28	18,—	18,28	19,01
14	Giugliano . . . a.	4,32		5,31	6,06	7,36	8,32	9,59	11,29	12,59	14,29	15,31	16,32	17,32	18,04	18,32	19,05
	p.	4,33		5,32	6,07	7,37	8,33	10,—	11,30	13,—	14,30	15,33	16,33	17,33	18,05	18,33	19,06
19	AVERSA . . . a.	4,40		5,39	6,14	7,44	8,40	10,07	11,37	13,07	14,37	15,40	16,40	17,40	18,12	18,40	19,12
	p.	4,41		5,42	6,15	7,45	8,41	10,08	11,38	13,08	14,38	15,41	16,42	17,42	18,13	18,43	19,13
21	Lusciano . . . p.	4,43		5,44	6,17	7,47	8,43	10,10	11,40	13,10	14,40	15,43	16,44	17,44	18,15	18,45	19,15
22	Trentola . . . a.	4,45		5,46	6,19	7,49	8,45	10,12	11,42	13,12	14,42	15,45	16,46	17,46	18,17	18,47	19,17
	p.	4,46		5,47	6,20	7,50	8,46	10,13	11,43	13,13	14,43	15,46	16,48	17,48	18,18	18,48	19,18
23	S. Marcellino . p.	4,48		5,49	6,22	7,52	8,48	10,15	11,45	13,15	14,45	15,48	16,50	17,50	18,20	18,50	19,20
24	Frignano Magg.. a.	4,50		5,51	6,24	7,54	8,50	10,17	11,47	13,17	14,47	15,50	16,52	17,52	18,22	18,52	19,22
	p.	4,51		5,52	6,25	7,55	8,51	10,18	11,48	13,18	14,48	15,51	16,53	17,53	18,23	18,53	19,23
25	Fertilia (Casaluce) . a.	4,53		5,54	6,27	7,57	8,53	10,20	11,50	13,20	14,50	15,53	16,55	17,55	18,25	18,55	19,25
	p.	4,55		5,55	6,28	7,58	8,54	10,21	11,51	13,21	14,51	15,54	16,56	17,56	18,26	18,56	19,26
26	Fertilia (Teverola) . a.	4,57		5,57	6,30	8,—	8,56	10,23	11,53	13,23	14,53	15,56	16,58	17,58	18,28	18,58	19,28
	p.	4,58		6,01	6,31	8,01	8,57	10,24	11,54	13,24	14,54	15,57	16,59	17,59	18,29	18,59	19,29
30	Regi Lagni . . p.	5,03		6,06	6,36	8,06	9,02	10,29	11,59	13,29	14,59	16,02	17,04	18,04	18,34	19,04	19,34
35	S. Maria C.V.(S.A.) a.	5,09		6,13	6,42	8,12	9,08	10,35	12,05	13,35	15,05	16,08	17,10	18,10	18,40	19,10	19,40
	p.	5,20	5,50	6,14	6,43	8,15	9,10	10,36	12,06	13,36	15,10	16,10	17,12	18,12		19,12	
36	Curti . . . . p.	5,22	5,52	6,16	6,45	8,17	9,12	10,38	12,08	13,38	15,12	16,12	17,14	18,14		19,14	
37	S. Maria C. V. Città a.	5,24	5,54	6,18	6,47	8,19	9,14	10,40	12,10	13,40	15,14	16,14	17,16	18,16		19,16	
	p.	5,25	5,55	6,19	6,48	8,22	9,15	10,41	12,11	13,41	15,15	16,15	17,17	18,17		19,17	
38	Anfiteatro. . . p.	5,27	5,57	6,21	6,50	8,24	9,17	10,43	12,13	13,43	15,17	16,17	17,19	18,19		19,19	
40	Biforcazione . . a.	5,30	6,—	6,23	6,52	8,27	9,20	10,46	12,16	13,46	15,20	16,20	17,22	18,22		19,22	
	p.	5,35	6,05	6,30	6,55	8,30	9,21	10,47	12,17	13,47	15,21	16,21	17,23	18,23		19,23	
44	CAPUA . . . a.	5,40	6,10	6,35	7,—	8,35	9,26	10,52	12,22	13,52	15,26	16,26	17,28	18,28		19,28	
40	Biforcazione . . p.					8,35		10,55	12,23		15,25		17,30			19,27	
42	S. Angelo. . . a.					8,38		10,58	12,26		15,28		17,33			19,30	
	p.					8,39		10,59	12,27		15,29		17,34			19,31	
44	Triflisco . . . a.					8,42		11,02	12,30		15,32		17,37			19,34	
	p.					8,43		11,03	12,31		15,33		17,38			19,35	
45	Cava Font. Pila . a.																
	p.																
46	Pontelatone . . a.					8,47		11,07	12,35		15,37		17,42			19,39	
	p.					8,48		11,08	12,36		15,38		17,43			19,40	
52	Piana . . . . a.					8,57		11,17	12,45		15,47		17,52			19,49	
	p.					8,58		11,25	12,46		15,48		17,57			19,50	
56	Caiazzo . . . a.					9,17		11,44	13,05		16,07		18,16			20,09	
													18,19			20,12	

Declassified E.O. 12356 Section 3.3/NND No. 785019

VIAGGIATORI DISPARI

19	21	Facolt. 23	25	27	29	31	33	113	35	Facolt. 37	Facolt. 39	Facolt. 41
14,—	15,—	16,—	17,—	17,30	18,—	18,30	19,—	19,30	20,—	21,—	22,—	22,50
14,04	15,04	16,04	17,04	17,34	18,04	18,34	19,04	19,35	20,04	21,04	22,04	22,54
14,05	15,05	16,05	17,05	17,35	18,05	18,35	19,05	19,36	20,05	21,05	22,05	22,55
14,11	15,11	16,11	17,11	17,41	18,11	18,41	19,11	19,43	20,11	21,11	22,11	23,01
14,12	15,12	16,12	17,12	17,42	18,12	18,42	19,12	19,45	20,12	21,12	22,12	23,03
14,16	15,16	16,16	17,16	17,46	18,16	18,46	19,16	19,49	20,16	21,16	22,16	23,07
14,17	15,17	16,17	17,17	17,47	18,17	18,47	19,17	19,50	20,17	21,17	22,17	23,08
14,22	15,22	16,22	17,22	17,52	18,22	18,52	19,22	19,55	20,22	21,22	22,22	23,13
14,23	15,25	16,26	17,26	17,58	18,26	18,59	19,26	20,01	20,26	21,23	22,23	23,14
14,24	15,26	16,27	17,27	17,59	18,27	19,—	19,27	20,03	20,27	21,24	22,24	23,15
14,25	15,27	16,28	17,28	18,—	18,28	19,01	19,28	20,04	20,28	21,25	22,25	23,16
14,29	15,31	16,32	17,32	18,04	18,32	19,05	19,32	20,08	20,32	21,29	22,29	23,20
14,30	15,33	16,33	17,33	18,05	18,33	19,06	19,33	20,10	20,33	21,30	22,30	23,21
14,37	15,40	16,40	17,40	18,12	18,40	19,12	19,40	20,17	20,40	21,37	22,36	23,26
14,38	15,41	16,42	17,42	18,13	18,43	19,13	19,43	20,20	20,42	21,40	22,37	23,27
14,40	15,43	16,44	17,44	18,15	18,45	19,15	19,45	20,22	20,44	21,42	22,39	23,29
14,42	15,45	16,46	17,46	18,17	18,47	19,17	19,47	20,24	20,46	21,44	22,41	23,31
14,43	15,46	16,48	17,48	18,18	18,48	19,18	19,48	20,26	20,48	21,45	22,42	23,32
14,45	15,48	16,50	17,50	18,20	18,50	19,20	19,50	20,28	20,50	21,47	22,44	23,34
14,47	15,50	16,52	17,52	18,22	18,52	19,22	19,52	20,30	20,52	21,49	22,46	23,36
14,48	15,51	16,53	17,53	18,23	18,53	19,23	19,53	20,32	20,53	21,50	22,47	23,37
14,50	15,53	16,55	17,55	18,25	18,55	19,25	19,55	20,34	20,55	21,52	22,49	23,39
14,51	15,54	16,56	17,56	18,26	18,56	19,26	19,56	20,35	20,56	21,53	22,50	23,40
14,53	15,56	16,58	17,58	18,28	18,58	19,28	19,58	30,37	20,58	21,55	22,52	23,42
14,54	15,57	16,59	17,59	18,29	18,59	19,29	19,59	20,39	20,59	21,56	22,54	23,44
14,59	16,02	17,04	18,04	18,34	19,04	19,34	20,04	20,44	21,04	22,01	22,59	23,49
15,05	16,08	17,10	18,10	18,40	19,10	19,40	20,10	20,50	21,10	22,07	23,05	23,55
15,10	16,10	17,12	18,12		19,12		20,12		21,12	22,08	23,06	
15,12	16,12	17,14	18,14		19,14		20,14		21,14	22,10	23,08	
15,14	16,14	17,16	18,16		19,16		20,16		21,16	22,12	23,10	
15,15	16,15	17,17	18,17		19,17		20,17		21,17	22,13	23,11	
15,17	16,17	17,19	18,19		19,19		20,19		21,19	22,15	23,13	
15,20	16,20	17,22	18,22		19,22		20,22		21,22	22,18	23,16	
15,21	16,21	17,23	18,23		19,23		20,23		21,23	22,20	23,18	
15,26	16,26	17,28	18,28		19,28		20,28		21,28	22,25	23,23	
15,25		17,30			19,27							
15,28		17,33			19,30							
15,29		17,34			19,31							
15,32		17,37			19,34							
15,33		17,38			19,35							
15,37		17,42			19,39							
15,38		17,43			19,40							
15,47		17,52			19,49							
15,48		17,57			19,50							
16,07		18,16			20,09							

TRENI MERCI DISPARI

103 / 203	201	105 / 205	107 / 207	Facolt. 109	115
8,10				13,30	
8,14				13,34	
8,23		10,13	11,43	13,35	20,23
8,32		10,22	11,52	13,41	20,32
8,37		10,27	11,57	13,42	20,37
8,42		10,32	12,02	13,46	20,42
8,44		10,34	12,04	13,47	20,44
8,52		10,42	12,12	13,52	20,52
8,58		10,46	12,16	13,53	21,01
9,—		10,48	12,18	13,54	21,03
9,02		10,50	12,20	13,55	21,04
9,08		10,56	12,26	13,59	21,10
9,13		10,58	12,28	14,—	21,13
9,21		11,06	12,36	14,06	21,21
9,23		11,10	12,40	14,07	21,23
9,29		11,16	12,46	14,12	21,29
9,33		11,18	12,50	14,13	22,—
9,39		11,24	12,56	14,17	22,06
9,44		11,30	13,35	14,18	22,08
9,47		11,33	13,38	14,21	22,11
9,48		11,35	13,40	14,22	22,13
9,51		11,38	13,43	14,25	22,16
9,58		12,19	13,49	14,26	22,25
10,15		12,36	14,06	14,38	22,41
10,50	8,30	12,50	15,40		
10,55	8,35	12,55	15,45		
10,57	8,37	12,57	15,47		
11,04	8,44	13,04	15,54		
11,09	8,54	13,09	16,02		
11,14	8,59	13,14	16,07		
11,15	9,—	13,15	16,08		
11,20	9,05	13,20	16,13		
11,42	9,15	13,30	16,43		
11,47	9,20	13,35	16,48		

Chilometri	STAZIONI	
	PIEDIMONTE.	p.
4	Alife	a. p.
10	Dragoni	a. p.
14	Alvignano.	a. p.
23	Caiazzo	a. p.
27	Piana	a. p.
33	Pontelatone	a. p.
34	Cava Font. Pila	p.
35	Triflisco	a. p.
37	S. Angelo.	a. p.
39	Biforcazione	a. p.
42	CAPUA	p.
39	Biforcazione	a. p.
41	Anfiteatro.	p.
42	S. Maria C. V. Città	a. p.
43	Curti.	p.
44	S. Maria C.V.(S.F.)	a. p.
49	Regi Lagni	p.
53	Fertilia (Taverola)	a. p.
54	Fertilia (Casaluce)	a. p.
55	Frignano Magg.	a. p.
56	S. Marcellino	p.
57	Trentola	a. p.
59	Lusciano	p.
60	AVERSA	a. p.
65	Giugliano	a. p.
67	Mugnano	a. p.
68	Marano	a. p.

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MERCI DISPARI				Chilometri	STAZIONI	TRENI VIAGGIATORI PARI															
105 / 205	107 / 207	Facolt. 109	115			Facolt. 0	2	4	6	8	Facolt. 10	12	14	16	Facolt. 18	20	22	24	Facolt. 26	28	
		15-101 13,30			PIEDIMONTE. . p.						5,30	6,30			9 10,30		13 13,—		15 15,30		19
10,13	102-15 11,43	104-13 13,34 / 13,35	8 20,23	4	Alife . . . . a. / p.						5,36 / 5,37	6,36 / 6,37			10,36 / 10,37		13,06 / 13,07		15,36 / 15,37		
10,22 / 10,27	11,52 / 11,57	13,41 / 13,42	20,32 / 20,37	10	Dragoni . . . a. / p.						5,46 / 5,47	6,46 / 6,47			10,46 / 10,47		13,16 / 13,17		15,46 / 15,47		
10,32 / 10,34	12,02 / 12,04	13,46 / 13,47	20,42 / 20,44	14	Alvignano. . . a. / p.						5,53 / 5,56	6,53 / 6,56			10,53 / 10,56		15 13,23 / 13,24		15,53 / 15,54		
10,42 / 10,46	104 12,12 / 12,16	13,52 / 13,53	8 20,52 / 21,01	23	Caiazzo . . . a. / p.						6,11 / 6,14	7,11 / 7,14			11,11 / 11,14		13,39 / 13,40		19 16,09 / 16,15		23
10,48 / 10,50	12,18 / 12,20	13,54 / 13,55	21,03 / 21,04	27	Piana . . . . a. / p.						6,25 / 6,29	7,25 / 7,29			13 11,25 / 11,29		13,51 / 13,54		16,26 / 16,30		
10,56 / 10,58	12,26 / 12,28	13,59 / 14,—	21,10 / 21,13	33	Pontelatone . . a. / p.						6,38 / 6,39	7,38 / 7,39			11,38 / 11,39		14,03 / 14,04		16,39 / 16,40		
11,06 / 11,10	18 12,36 / 12,40	20-105 14,06 / 14,07	21,21 / 21,23	34	Cava Font. Pila . p.												205 14,05				
				35	Triflisco . . . a. / p.						6,42 / 6,43	7,42 / 7,43			207 11,42 / 11,43		14,07 / 14,08		207 16,43 / 16,44		
11,16 / 11,18	12,46 / 12,50	14,12 / 14,13	34 P.17 21,29 / 22,—	37	S. Angelo. . . a. / p.						6,46 / 6,47	7,46 / 7,47			11,46 / 11,47		14,11 / 14,12		16,47 / 16,48		
				39	Biforcazione . . a. / p.					7-10E	6,50	12 E 7,50			201 E 11,50		22 E 14,15		26 E 16,51		30 E
11,24 / 11,30	106 P.17 12,56 / 13,35	14,17 / 14,18	22,06 / 22,08	42	CAPUA . . . p.	1 5,55	3 6,25		5 6,50	7 7,50		9 8,50	11 10,20		13 11,50	15 13,20	17 14,15	19 15,55	21 16,55	23 17,55	25
11,33 / 11,35	13,38 / 13,40	14,21 / 14,22	22,11 / 22,13	39	Biforcazione . . a. / p.	3 5,59 / 6,—	5 6,29 / 6,33	7-10V	6,55 / 7,—	12 V 7,54 / 7,58	201	8,54 / 8,55	10,24 / 10,25	18 V	203 11,54 / 11,55	205 13,24 / 13,25	22 V 14,19 / 14,23	207 15,59 / 16,—	28 V 16,59 / 17,01	17,59 / 18,01	30 V
11,38 / 12,19	20 13,43 / 13,49	14,25 / 14,26	8 22,16 / 22,25	41	Anfiteatro. . . p.	6,03	6,36		7,03	8,01		8,58	10,28		11,58	13,28	14,26	16,03	17,04	18,04	
				42	S. Maria C. V. Città a. / p.	6,05 / 6,06	6,38 / 6,39		7,05 / 7,06	8,03 / 8,06		9,— / 9,01	10,30 / 10,32		12,— / 12,02	13,30 / 13,32	14,28 / 14,31	16,05 / 16,06	17,06 / 17,08	18,06 / 18,08	
12,36	22 14,06	24 14,38	28 22,41	48	Curti. . . . p.	6,08	6,41		7,08	8,08		9,03	10,34		12,04	13,34	14,33	16,08	17,10	18,10	
12,50	101-210 15,40			44	S. Maria C.V.(S.A.) a.	5 6,10	7 6,43		7,10	9-201 8,10		11 9,05	13-103 10,36		15 12,06	17 13,36	107-109 14,35	21 16,10	23 17,12	25 18,12	27-29
					p. 4,45	1 5,15	3 5,45		6,15	6,45		7,15	8,12		9,08	103 10,38	12,08	13,38	14,38	16,15	17,15	18,15	
12,55 / 12,57	15,45 / 15,47			49	Regi Lagni . . p.	4,51	5,21		5,51	6,21	6,51	7,21	8,18		9,14	10,44	12,14	13,44	14,44	16,21	17,21	18,21	
				53	Fertilia (Teverola) . a. / p.	1 4,56 / 4,57	5,26 / 5,27	5	5,56 / 5,57	7 6,26 / 6,30	6,56 / 6,57	7,26 / 7,27	8,23 / 8,24		9,19 / 9,20	10,49 / 10,50	105 12,19 / 12,20	107 13,49 / 13,50	19 14,49 / 14,53	16,26 / 16,27	17,26 / 17,27	27 18,26 / 18,28	31
13,04	24 15,54			54	Fertilia (Casaluce) . a. / p.	4,59 / 5,—	5,29 / 5,30		5,59 / 6,—	6,32 / 6,33	6,59 / 7,—	7,29 / 7,30	8,26 / 8,27		9,22 / 9,23	10,52 / 10,53	12,22 / 12,23	13,52 / 13,53	14,55 / 14,56	16,29 / 16,30	17,29 / 17,30	18,30 / 18,31	
				55	Frignano Magg.. a. / p.	5,02 / 5,03	5,32 / 5,33		6,02 / 6,03	6,35 / 6,36	7,02 / 7,03	7,32 / 7,33	8,29 / 8,30		9,25 / 9,26	10,55 / 10,56	12,25 / 12,26	13,55 / 13,56	14,58 / 14,59	16,32 / 16,33	17,32 / 17,33	18,33 / 18,34	
13,09	24 16,02			56	S. Marcellino . p.	5,05	5,35		6,05	6,38	7,05	7,35	8,32		9,28	10,58	12,28	13,58	15,01	16,35	17,35	18,36	
13,14 / 13,15	16,07 / 16,08			57	Trentola . . . a. / p.	5,07 / 5,08	5,37 / 5,38		6,07 / 6,08	6,40 / 6,41	7,07 / 7,08	7,37 / 7,38	8,34 / 8,35	103	9,30 / 9,31	11,— / 11,01	12,30 / 12,31	14,— / 14,01	15,03 / 15,04	16,37 / 16,38	17,37 / 17,38	18,38 / 18,39	
13,20 / 13,30	26 16,13 / 16,43			59	Lusciano . . . p.	5,10	5,40		6,10	6,43	7,10	7,40	8,37		9,33	11,03	12,33	14,03	15,06	16,40	17,40	18,41	
13,35	210 16,48			60	AVERSA . . . a. / p.	5,12 / 5,14	5 5,42 / 5,44	7	6,12 / 6,14	6,45 / 6,46	7,12 / 7,14	9 7,42 / 7,44	11-F 100 8,39 / 8,42		9,35 / 9,36	105 11,05 / 11,06	107 12,35 / 12,36	109 P.18 14,05 / 14.06	15,08 / 15,09	23 16,42 / 16,43	25 17,42 / 17,43	27 18,43 / 18,44	29
				65	Giugliano . . . a. / p.	5,22 / 5,23	5,52 / 5,53		6,22 / 6,23	6,54 / 6,55	7,22 / 7,23	7,52 / 7,53	8,50 / 8,51		9,44 / 9,46	11,14 / 11,16	12,44 / 12,46	14,14 / 14,16	15,17 / 15,18	16,51 / 16,52	17,50 / 17'51	18,51 / 18,52	
				67	Mugnano . . . a. / p.	5 5,27 / 5,28	5,57 / 5,58		6,27 / 6,28	6,59 / 7,—	7,27 / 7,28	7,57 / 7,58	8,55 / 8,56		9,50 / 9,51	11,20 / 11,21	12,50 / 12,51	14,20 / 14,21	15,22 / 15,23	16,56 / 16,57	17,55 / 17,56	18,56 / 18,57	
				68	Marano . . . a. / p.	5,30 / 5,32	7 6,— / 6,02		6,30 / 6,32	7,02 / 7,03	9 7,30 / 7,32	8,— / 8,02	103 8,58 / 9,—	13	9,53 / 9,54	15 11,23 / 11,24	17 12,53 / 12,54	19 14,23 / 14,24	21 15,25 / 15,26	16,59 / 17,—	27 17,58 / 17,59	31 18,59 / 19,—	113

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NI VIAGGIATORI PARI

16	Facolt. 18	20	22	24	Facolt. 26	28	30	32	34	Facolt. 36	Facolt. 38	Facolt. 40
	9 10,30		13 13,—		15 15,30		17 17,40					
	10,36 10,37		13,06 13,07		15,36 15,37		17,46 17,47					
	10,46 10,47		13,16 13,17		15,46 15,47		17,56 17,57					
	10,53 10,56		15 13,23 13,24		15,53 15,54		18,03 18,04					
	11,11 11,14		13,39 13,40		19 16,09 16,15		21 18,19 18,20					
	13 11,25 11,29		13,51 13,54		16,26 16,30		18,31 18,34					
	11,38 11,39		14,03 14,04		16,39 16,40		18,43 18,44					
			203 14,05									
	205 11,42 11,43		14,07 14,08		207 16,43 16,44		18,47 18,48					
	11,46 11,47		14,11 14,12		16,47 16,48		18,51 18,52					
	203 IIE 11,50		22 E 14,15		24 E 16,51		30 E 18,55					
11 10,20	13 11,50	15 13,20	17 14,15	19 15,55	21 16,55	23 17,55	25 18,55	27 19,55	29 20,50	31 21,45	33 22,35	35 23,35
10,24 10,25	19 V 203 11,54 11,55	205 13,24 13,25	21 V 14,19 14,23	207 15,59 16,—	23 V 16,59 17,01	17,59 18,01	25 V 18,59 19,01	19,59 20,01	20,54 20,59	21,49 21,53	22,39 22,40	23,39 23,40
10,28	11,58	13,28	14,26	16,03	17,04	18,04	19,04	20,04	21,02	21,56	22,43	23,43
10,30 10,32	12,— 12,02	13,30 13,32	14,28 14,31	16,05 16,06	17,06 17,08	18,06 18,08	19,06 19,08	20,06 20,08	21,04 21,08	21,58 22,02	22,45 22,46	23,45 23,46
10,34	12,04	13,34	14,33	16,08	17,10	18,10	19,10	20,10	21,10	22,04	22,48	23,48
201-203 10,36 203 10,38	15 12,06 12,08	17 13,36 13,38	107-109 14,35 14,38	21 16,10 16,15	23 17,12 17,15	25 18,12 18,15	27-29 19,12 19,15	31-33 20,12 20,15	35-113 21,12 21,13	37 22,06 22,07	39-115 22,50	41 23,50
10,44	12,14	13,44	14,44	16,21	17,21	18,21	19,21	20,21	21,19	22,13		
10,49 10,50	105 12,19 12,20	107 13,49 13,50	19 14,49 14,53	16,26 16,27	17,26 17,27	27 18,26 18,28	31 19,26 19,28	20,26 20,27	21,24 21,25	115 22,18 22,19		
10,52 10,53	12,22 12,23	13,52 13,53	14,55 14,56	16,29 16,30	17,29 17,30	18,30 18,31	19,30 19,31	20,29 20,30	21,27 21,28	22,21 22,22		
10,55 10,56	12,25 12,26	13,55 13,56	14,58 14,59	16,32 16,33	17,32 17,33	18,33 18,34	19,33 19,34	113 20,32 20,33	21,30 21,31	22,24 22,25		
10,58	12,28	13,58	15,01	16,35	17,35	18,36	19,36	20,35	21,33	22,27		
11,— 11,01	12,30 12,31	14,— 14,01	15,03 15,04	16,37 16,38	17,37 17,38	18,38 18,39	19,38 19,39	20,37 20,38	115 21,35 21,36	22,29 22,30		
11,03	12,33	14,03	15,06	16,40	17,40	18,41	19,41	20,40	21,38	22,32		
109 11,05 11,06	107 12,35 12,36	109 P. 14 14,05 14,06	15,08 15,09	33 16,42 16,43	35 17,42 17,43	37 18,43 18,44	39 19,43 19,45	35 20,42 20,43	37 21,40 21,41	39 22,34 22,36		
11,14 11,16	12,44 12,46	14,14 14,16	15,17 15,18	16,51 16,52	17,50 17'51	18,51 18,52	19,53 19,54	20,51 20,52	21,49 21,50	22,44 22,45		
11,20 11,21	12,50 12,51	14,20 14,21	15,22 15,23	16,56 16,57	17,55 17,56	18,56 18,57	19,58 19,59	20,56 20,57	21,54 21,55	22,49 22,50		
113 11,23 11,24	17 12,53 12,54	19 14,23 14,24	21 15,25 15,26	16,59 17,—	37 17,58 17,59	39 18,59 19,—	113 20,01 20,02	115 20,59 21,—	21,57 21,58	22,52 22,53		

TRENI MERCI PARI

100	102	204 104	206 106	208 108	210
		201 9,35	203 11,55	205 14,20	207 17,—
		9,40 9,50	12,— 12,05	14,25 14,35	17,05 17,06
		9,55 9,56	12,10 12,12	14,40 14,41	17,11 17,12
		11 10,01	15 12,17	14,46	23 17,17
		11 10,05	15 12,20	14,50	23 17,22
		10,13 10,15	12,28 12,30	14,58 14,59	17,30 17,32
		B-103-203 10,20 10,55	105-205 12,35 12,55	207 15,04 15,08	23 17,37
		7,30	11 9,25		
		9 7,47 8,—	103 9,42 9,51	11,12 11,13	17 13,12 13,23	15,25 15,27
		8,03 8,05	9,54 9,55	11,16 11,17	13,26 13,27	15,30 15,31
		8,08 8,10	9,58 10,—	105 11,20 11,24	107 13,30 13,36	15,34 15,36
		8,16 8,18	13 10,06 10,12	11,30 11,32	13,42 13,45	21 15,42 15,45
11-P 12		8,24 8,55	10,18 10,20	15 11,38 11,43	109 P. 14 13,51 14,18	15,51 15,53
103		9,07 9,10	10,32 10,35	11,55 11,59	19 14,30 14,35	16,05 16,07
		9,16 9,18	10,41 10,43	12,05 12,07	14,41 14,43	16,13 16,15
		9,21 9,23	105 10,46 10,50	107 12,10 12,20	14,45 14,50	21 16,17 16,22

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24	Frignano Magg..	a.	4,50		5,51	6,24	7,54	8,50	10,17	11,47	P 107 13,17	14,47	15,50	16,52	17,52	18,22	18,52	19,22
		p.	4,51		5,52	6,25	7,55	8,51	10,18	11,48	13,18	14,48	15,51	16,53	17,53	18,23	18,53	19,23
25	Fertilia (Casaluce)	a.	4,53		5,54	6,27	7,57	8,53	10,20	11,50	13,20	14,50	15,53	16,55	17,55	18,25	18,55	19,25
		p.	4,55		5,55	6,28	7,58	8,54	10,21	11,51	13,21	14,51	15,54	16,56	17,56	18,26	18,56	19,26
26	Fertilia (Teverola)	a.	4,57		4 5,57	6 6,30	100 8,—	8,56	10,23	P 105 11,53	106 13,23	22 14,53	15,56	16,58	17,58	28 18,28	18,58	8 19,28
		p.	6 4,58		6,01	6,31	8,01	8,57	10,24	11,54	13,24	14,54	15,57	16,59	17,59	18,29	18,59	19,29
30	Regi Lagni	p.	5,03		6,06	6,36	8,06	9,02	10,29	11,59	13,29	14,59	16,02	17,04	18,04	18,34	19,04	19,34
35	S. Maria C.V.(S.A.)	a.	5,09	4	6,13	6,42	8,12	14-102 9,08	15-104-204 10,35	18 12,05	20 13,35	202-108 15,05	24 16,08	26 17,10	210-112 18,10	30 18,40	19,10	32 19,40
		p.	2 5,20	5,50	6 6,14	8 6,43	12 8,15	9,10	10,36	12,06	13,36	15,10	16,10	17,12	18,12		30 19,12	
36	Curti	p.	5,22	5,52	6,16	6,45	8,17	9,12	10,38	12,08	13,38	15,12	16,12	17,14	18,14		19,14	
37	S. Maria C. V. Città	a.	5,24	5,54	6,18	6,47	8,19	9,14	10,40	12,10	13,40	15,14	16,14	17,16	18,16		19,16	
		p.	5,25	5,55	6,19	6,48	8,22	9,15	10,41	12,11	13,41	15,15	16,15	17,17	18,17		19,17	
38	Anfiteatro.	p.	5,27	5,57	6,21	6,50	8,24	9,17	10,43	12,13	13,43	15,17	16,17	17,19	18,19		19,19	
40	Biforcazione	a.	5,30	6,—	6,23	10 V 10 E 6,52	9 V 8,27	204 9,20	13 V 10,46	206 15 V 12,16	13,46	19 V 15,20	16,20	210 V 17,22	18,22		29 V 19,22	
		p.	5,35	6 6,05	8 6,30	6,55	8,30	9,21	13 10,47	15 12,17	13,47	19 15,21	16,21	210 E 17,23	18,23		29 E 19,23	
44	CAPUA	a.	6 5,40	8 6,10	10 6,35	12 7,—	14 8,35	16 9,26	16 10,52	20 12,22	22 13,52	24 15,26	26 16,26	28 17,28	30 18,28		32 19,28	
40	Biforcazione	p.					9 E 8,35		13 E 10,55	206 15 E 12,23		19 E 15,25		210 E 17,30			29 E 19,27	
42	S. Angelo.	a.					8,38		10,58	12,26		15,28		17,33			19,30	
		p.					8,39		10,59	12,27		15,29		17,34			19,31	
44	Triflisco	a.					8,42		11,02	12,30		15,32		17,37			19,34	
		p.					8,43		11,03	12,31		15,33		17,38			19,35	
45	Cava Font. Pila	a.																
		p.																
46	Pontelatone	a.					8,47		11,07	12,35		15,37		17,42			19,39	
		p.					8,48		11,08	12,36		15,38		17,43			19,40	
52	Piana	a.					8,57		11,17	12,45		15,47		17,52			19,49	
		p.					8,58		18 11,25	12,46		15,48		17,57			19,50	
56	Caiazzo	a.					9,17		11,44	13,05		16,07		18,16			20,09	
		p.					9,20		11,45	13,08		28 16,09		28 18,19			20,12	
65	Alvignano	a.					9,36		12,01	13,24		16,26		18,36			20,28	
		p.					9,37		12,02	8 13,25		16,27		18,37			20,29	
69	Dragoni	a.					9,43		12,08	13,31		16,33		18,43			20,35	
		p.					9,44		12,09	13,32		16,34		18,44			20,36	
75	Alife	a.					9,53		12,18	13,41		16,43		18,53			20,45	
		p.					9,59		12,19	13,44		16,49		18,54			20,49	
79	PIEDIMONTE.	a.					10,05		8 12,25	8 13,50		8 16,55		19,—			20,55	

— Treni che non si effettuano la domenica e nei giorni festivi di Natale, Capodanno, 21 Aprile, 9 Maggio, 28 Ottobre e 4 Novemb

Treni facoltativi: 1 5 e 41 da Napoli Città a S. Maria S. A. — 37 da S. Maria S. A. a Capua — 39 da Napoli Città a Capu

Km.	STAZIONE	MV 32	Facolt. MV 36
	NAPOLI (Città) p.	8 21,30	8 23,35
2	NAPOLI (Merci) a.	21,35	23,40

AVVERTENZE — Tutti i treni dispari in partenza da Napoli (Scalo merci) e tutti i treni pari in partenza da Secondigliano, dovranno marciare a regime di via libera se preceduti da altro treno ad intervallo inferiore ai 30 minuti.

La stessa prescrizione verrà osservata per i treni e per le tratte indicate:

Treno	100	parte da	S. Andrea	dopo giunto	Treno	10	a	Teverola
»	103	»	» Napoli Città	»	»	11	a	Napoli merci
»	12	»	» Trentola	»	»	100	ad	Aversa
»	201	»	» S. Andrea	»	»	9	a	Biforcazione

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FERROVIA NAPOLI - PIEDIMONTE D'ALIFE

Gestione Commissariale Governativa

Prontuario Chilometrico delle distanze

DISTANZE		
Progressive	Parziali	
1.007	1.007	Napoli (Città)
4.324	3.317	Napoli (Merci)
6.572	2.248	Secondigliano
10.235	3.663	Piscinola
11.015	0.780	Marano
13.318	2.313	Mugnano - Calvizzano
18.636	5.318	Giugliano - Villaricca
20.092	1.456	Aversa
21.229	1.137	Lusciano
22.219	0.990	Trentola - Ducenta
23.407	1.188	S. Marcellino
24.820	1.413	Frignano Maggiore
25.846	1.026	Fertilia - (Casaluce)
29.872	4.026	Fertilia - (Teverola)
34.821	4.949	RR. Lagni
35.876	1.055	S. Maria C. V. (S. Andrea)
36.492	0.616	S. Maria C. V. (Curti)
37.551	1.059	S. Maria C. V (Centro)
40.047	2.496	S. Maria C. V. (Anfiteatro)
41.738	1.691	Biforcazione
43.720	1.982	S. Angelo in Formis
45.988	2.208	Triflisco
51.722	5.734	Pontelatone - Formicola
55.446	3.724	Piano di Galazzo
64.606	9.160	Galazzo
68.330	3.724	Alvignano
74.221	5.891	Dragoni
78.108	3.887	Alife
Biforcazione Capua	3.256	Piedimonte d'Alife
S.A. Castiglione - Napoli		Capua
		S. Maria - Transito

	Napoli (Città)	Napoli (Merci)	Secondigliano	Piscinola	Marano	Mugnano - Calvizzano	Giugliano - Villaricca	Aversa	Lusciano	Trentola - Ducenta	S. Marcellino	Frignano Maggiore	Fertilia - (Casaluce)	Fertilia - (Teverola)	RR. Lagni	S. Maria C. V. (S. Andrea)	S. Maria C. V. (Curti)	S. Maria C. V (Centro)	S. Maria C. V. (Anfiteatro)	Biforcazione	S. Angelo in Formis	Triflisco	Pontelatone - Formicola	Piano di Galazzo	Galazzo	Alvignano	Dragoni	Alife	Piedimonte d'Alife	Capua	S. Maria - Transito
Napoli (Città)		2	5	7	11	12	14	19	21	22	23	24	25	26	30	35	36	37	38	40	42	44	46	52	56	65	69	75	79	44	36
Napoli (Merci)	2		4	6	10	11	13	18	20	21	22	23	24	25	29	34	35	36	37	39	41	43	45	51	55	64	68	74	78	43	35
Secondigliano	5	4		3	6	7	9	15	16	17	19	20	21	22	26	31	32	33	34	36	38	40	42	48	52	61	65	70	74	39	31
Piscinola	7	6	3		4	5	7	13	14	15	16	17	18	19	23	29	30	31	32	34	36	38	40	46	49	59	62	68	72	37	29
Marano	11	10	6	4		1	4	9	10	11	13	14	15	16	20	25	26	27	28	30	32	34	36	42	46	55	59	64	68	33	25
Mugnano - Calvizzano	12	11	7	5	1		3	8	9	10	12	13	14	15	19	24	25	26	27	29	31	33	35	41	45	54	58	64	68	33	25
Giugliano - Villaricca	14	13	9	7	4	3		6	7	8	10	11	12	13	17	22	23	24	25	27	29	31	33	39	43	52	56	61	65	30	22
Aversa	19	18	15	13	9	8	6		2	3	4	5	6	7	11	16	17	18	19	21	23	25	27	33	37	46	50	55	59	25	17
Lusciano	21	20	16	14	10	10	7	2		2	3	4	5	6	10	15	16	17	18	20	22	24	26	32	36	45	49	54	58	24	16
Trentola - Ducenta	22	21	17	15	11	11	8	3	2		2	3	4	5	9	14	15	16	17	19	21	23	25	31	35	44	48	53	57	23	15
S. Marcellino	23	22	19	16	13	12	10	4	3	1		2	3	4	8	13	14	15	16	18	20	22	24	30	34	43	47	52	56	22	14
Frignano Maggiore	24	23	20	17	14	13	11	5	4	3	2		2	3	7	12	13	14	15	17	19	21	23	29	33	42	46	51	55	21	13
Fertilia - (Casaluce)	25	24	21	19	15	14	12	7	5	4	3	2		2	6	11	12	13	14	16	18	20	22	28	32	41	45	50	54	20	12
Fertilia - (Teverola)	26	25	22	20	16	15	13	8	6	5	4	3	2		5	10	11	12	13	15	17	19	21	27	31	40	44	49	53	19	11
RR. Lagni	30	29	26	24	20	19	17	12	10	9	8	7	6	5		6	7	8	9	11	13	15	17	23	27	36	40	45	49	15	7
S. Maria C. V. (S. Andrea)	35	34	31	29	25	24	22	17	15	14	13	12	11	9	5		2	3	4	6	8	10	12	18	22	31	35	40	44	10	2
S. Maria C. V. (Curti)	36	35	32	30	26	25	23	18	16	15	14	13	12	10	6	2		1	2	4	6	8	10	16	20	29	33	38	42	9	1
S. Maria C. V (Centro)	37	36	33	30	27	26	24	18	17	16	15	14	12	11	7	2	1		2	3	5	7	9	15	19	28	32	37	41	8	2
S. Maria C. V. (Anfiteatro)	38	37	34	31	28	27	25	19	18	17	16	15	13	12	8	3	2	2		2	4	6	8	14	18	27	31	36	40	7	3
Biforcazione	40	39	36	34	30	29	27	22	20	19	18	17	15	14	10	5	4	4	3		2	4	6	12	16	25	29	34	38	5	4
S. Angelo in Formis	42	41	38	36	32	31	29	24	22	21	20	19	17	16	12	7	6	6	5	2		2	4	10	14	23	27	32	36	3	6
Triflisco	44	43	40	38	34	33	31	26	24	23	22	21	19	18	14	9	8	8	7	4	2		2	8	12	21	25	30	34	1	8
Pontelatone - Formicola	46	45	42	40	36	35	33	28	26	25	24	23	22	21	17	12	11	10	9	6	5	3		6	10	19	23	28	32	2	10
Piano di Galazzo	52	51	48	46	42	41	39	34	32	31	30	29	27	26	22	17	16	16	15	12	10	9	6		4	13	17	22	26	4	16
Galazzo	56	55	52	49	46	45	43	37	36	35	34	33	31	30	27	21	20	19	18	16	14	12	10	4		9	13	18	22	8	20
Alvignano	65	64	61	59	55	54	52	46	45	44	43	42	40	39	35	30	29	29	28	25	23	21	19	13	10		4	9	13	17	29
Dragoni	69	68	65	62	59	58	56	50	49	48	47	45	44	43	39	34	33	32	31	29	27	25	23	17	13	4		5	9	13	33
Alife	75	74	70	68	64	64	61	56	55	53	53	51	50	49	45	40	39	38	37	35	33	31	29	23	19	10	6		4	8	38
Piedimonte d'Alife	79	78	74	72	68	68	65	60	59	57	56	55	54	53	49	44	43	42	41	39	37	35	33	27	23	14	10	4		4	42
Capua	44	43	39	37	33	33	30	25	24	22	21	20	19	18	14	9	8	7	6	4	5	7	10	16	19	28	32	38	42		9
S. Maria - Transito	36	35	31	29	25	25	24	17	16	15	13	12	11	10	6	1	2	3	4	6	8	10	12	16	21	30	34	40	44	9	

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FERROVIA NAPOLI - PIEDIMONTE D'ALIFE

GESTIONE COMMISSARIALE GOVERNATIVA

APPENDICE N. 35

alle Tariffe e Condizioni per i trasporti

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Ferrovia Napoli-Piedimonte d'Alife

GESTIONE COMMISSARIALE GOVERNATIVA

APPENDICE N. 35 alle Tariffe e Condizioni per i trasporti

Modifica temporanea delle tariffe per il trasporto dei viaggiatori

A seguito di autorizzazione del Ministero delle Comunicazioni — Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in concessione di Napoli — e con l'approvazione del Governo Militare Alleato di Napoli, vengono apportate - in via provvisoria - le seguenti modifiche alle tariffe viaggiatori.

I) - Modifica delle tariffe viaggiatori.

1) - Vengono modificati i prezzi e le norme dei seguenti tipi di biglietto, giusta prontuari che vengono riportati in appresso, e con l'applicazione delle norme che seguono:

a) *biglietti a tariffa ordinaria di corsa semplice di 1ª e 3ª classe;*
b) *biglietti di corsa semplice a tariffa ridotta del 50 °/₀ per impiegati dello Stato e per militari appartenenti alle Forze Armate Italiane e rispettive famiglie, di 1ª e 3ª classe;*
c) *biglietti di abbonamento a tariffa ordinaria, di 1ª e 3ª classe;*
d) *biglietti di abbonamento a tariffa ridotta del 50 °/₀ di 3ª classe per studenti;*
e) *biglietti di abbonamento settimanali di 3ª classe per operai.*

2) - I biglietti a tariffa ordinaria di corsa semplice di 1ª e 3ª classe vengono rilasciati in base alle condizioni e norme previste dalle « Tariffe e condizioni per i trasporti ».

3) - I biglietti ridotti per impiegati dello Stato e per militari vengono rilasciati esclusivamente con le norme previste rispettivamente dalla « *Concessione speciale C* » e dal « *Regolamento per i trasporti militari* », e con le limitazioni - per quanto riguarda la quantità e le norme dei viaggi annuali - previste dall' « Appendice n. 33 alle Tariffe e condizioni per i trasporti » del 3 marzo 1942 (punto 5°, commi *a)* e *c)*.

4) - Per il rilascio e l'uso degli abbonamenti a tariffa ordinaria valgono le norme seguenti:

a) La domanda per ottenere la tessera di abbonamento dev' essere presentata alla stazione almeno cinque giorni prima della data di

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decorrenza dell' abbonamento stesso, e dev' essere stesa su apposito formulario che viene fornito dalle stazioni al prezzo di *Lire una* per ogni copia. Tale domanda deve contenere il nome, cognome, paternità e domicilio del richiedente, nonchè il percorso e la classe per cui dev'essere rilasciato l' abbonamento.

Alla domanda il richiedente deve allegare due esemplari della propria fotografia a mezzo busto non montata su cartoncino. Tali fotografie debbono essere firmate dall' interessato.

b) La tessera di abbonamento ha la validità massima di 12 mesi solari consecutivi a cominciare da qualsiasi mese, e quando è scaduta non ha più valore, e non dà quindi diritto al rinnovo dell' abbonamento stesso.

c) L' abbonamento decorre dal primo giorno di ciascun mese.

È consentito il rinnovo dell' abbonamento per più mesi, ma in tal caso non è ammessa alcuna interruzione nel pagamento dei prezzi mensili stabiliti.

d) Il pagamento dell' abbonamento è consentito solo in una delle stazioni terminali della tratta per cui è stato richiesto.

e) All' atto della domanda il richiedente è tenuto a pagare il costo della tessera in L. 10 ed il deposito cauzionale di L. 10. Nel caso di mancato ritiro dell' abbonamento il costo della tessera ed il deposito non vengono rimborsati e rimangono devoluti all' Amministrazione.

f) Il deposito cauzionale per i biglietti di abbonamento può essere ritirato dall' avente diritto entro i cinque giorni successivi alla scadenza dell' abbonamento o dell' ultimo periodo mensile pagato, dietro restituzione dell' abbonamento cui si riferisce. Trascorso tale termine il deposito non sarà più rimborsato e verrà devoluto all' Amministrazione.

g) Al ricevimento dell' abbonamento l' interessato deve assicurarsi che esso risponde esattamente alla sua richiesta. Non si ammette nessun reclamo in proposito se non fatto immediatamente.

h) Il biglietto di abbonamento è personale, e può quindi essere usato solo dall' intestatario. Il biglietto è immutabile sia rispetto alla percorrenza, sia rispetto al periodo di validità. Esso dev' essere esibito ad ogni richiesta del personale di servizio.

i) L' abbonato che per qualsiasi ragione non può presentare il biglietto d' abbonamento o viaggia con abbonamento scaduto di validità viene considerato come sprovvisto di biglietto e deve pagare l' importo del biglietto a tariffa ordinaria oltre una sopratassa eguale all' importo stesso.

l) L' abbonato può, per qualsiasi percorso fra due stazioni, passare dalla 3ª alla 1ª classe preavvisando il personale di servizio e pagando la differenza tra la tariffa ordinaria delle due classi.

Se, però, è trovato a viaggiare in 1ª classe con abbonamento di 3ª classe, senza averne dato preventivo avviso al personale di servizio, il viaggiatore incorre nel pagamento della differenza di prezzo a tariffa intera, oltre ad una sopratassa uguale alla differenza stessa.

m) Nessun rimborso di prezzo od altro diritto a compenso od a cambiamento d' itinerario o proroga della validità spetta all' abbonato per interruzioni di linea, ritardi, impedimenti e fermate dei treni, per cambiamento di servizio, diminuzione di treni e simili limitazioni, nè per viaggi effettuati in classe inferiore a quella del biglietto per mancanza di posti disponibili.

Ugualmente non si fa luogo alla restituzione dell' importo totale o parziale dell' abbonamento nei casi in cui per assenze dovute a ma-

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lattia, per decesso o per qualsiasi altro motivo imputabile all' abbonato questi non abbia potuto o non possa usufruire del biglietto.

n) Per nessun motivo si rilasciano duplicati dell' abbonamento. Non è ammesso il cambio di classe dell' abbonamento.

o) Tutte le condizioni e norme relative al trasporto dei viaggiatori in generale sono estese agli abbonati in quanto non siano modificate dalle condizioni e norme speciali di cui innanzi. Sono pertanto applicabili tutte le penalità previste dalle « Tariffe e condizioni per i trasporti » in caso di irregolarità od abusi.

5) - Gli abbonamenti ridotti per studenti si rilasciano solo per la 3ª classe e per tutte le relazioni della Ferrovia.

Per tali abbonamenti restano invariate le norme stabilite dall' « Appendice n. 28 » alle « Tariffe e condizioni per i trasporti » del 7 dicembre 1939.

Il costo della tessera di abbonamento è stabilito in L. 10; il deposito cauzionale è fissato anche in L. 10.

6. - Gli abbonamenti settimanali per operai vengono rilasciati sotto l' osservanza delle norme e condizioni stabilite dall' « Appendice n. 32 alle Tariffe e condizioni per i trasporti » capo II, del 10 aprile 1941, e con le seguenti modifiche:

a) gli abbonamenti settimanali si rilasciano dalle stazioni del tronco Capua - Secondigliano per Napoli;

b) per l' acquisto degli abbonamenti settimanali non è necessario che il richiedente documenti la propria qualità di operaio, e resta, quindi, abrogato il punto 1° della « Tariffa per abbonamenti settimanali operai » risultante dalla citata Appendice n. 32.

c) il costo della tessera di riconoscimento è stabilito in L. 10.

II) - Soppressione di alcuni tipi di biglietto.

Vengono soppressi i seguenti tipi di biglietto e conseguentemente restano abrogate le rispettive tariffe nonchè le norme di applicazione previste dalle « Tariffe e condizioni per i trasporti » e successive Appendici:

a) *biglietti ordinari di andata - ritorno di 1ª e 3ª classe*;

b) *bigiietti di abbonamento mensili a tariffa ordinaria di 1ª e 3ª classe*;

c) *biglietti di abbonamento annuali a tariffa ordinaria di 1ª e 3ª classe*;

d) *biglietti di abbonamento plurimensili di 3ª classe per operai*;

e) *biglietti di abbonamento di 1ª classe per studenti.*

III) - Diritto per le esazioni in treno o suppletive.

(Modifica dell' art. 23 delle « Tariffe e condizioni per i trasporti »).

In tutti i casi in cui, per fatto del viaggiatore, ha luogo una esazione in treno ovvero suppletiva in stazione, spetta all' Amministrazione un diritto fisso di lire due per ogni viaggiatore.

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PRONTUARIO

dei prezzi dei biglietti a tariffa ordinaria di corsa s

1.ª CLASSE

Napoli														
5,—	Secondigliano													
6,—	5,—	Piscinola												
9,—	5,—	5,—	Marano											
10,—	6,—	5,—	5,—	Mugnano-Calvizzano										
12,—	8,—	6,—	5,—	5,—	Giugliano-Villaricca									
16,—	12,—	11,—	8,—	7,—	5,—	Aversa								
17,—	13,—	12,—	8,—	8,—	6,—	5,—	Lusciano							
18,—	14,—	12,—	9,—	9,—	7,—	5,—	5,—	Trentola-Ducenta						
19,—	16,—	13,—	11,—	10,—	8,—	5,—	5,—	5,—	S. Marcellino					
20,—	16,—	14,—	12,—	11,—	9,—	5,—	5,—	5,—	5,—	Frignano Maggiore				
20,—	17,—	16,—	12,—	12,—	10,—	6,—	5,—	5,—	5,—	5,—	Fertilia (Casaluce)			
21,—	18,—	16,—	13,—	12,—	11,—	7,—	5,—	5,—	5,—	5,—	5,—	Fertilia (Teverola)		
24,—	21,—	20,—	16,—	16,—	14,—	10,—	8,—	8,—	7,—	6,—	5,—	5,—	R. R. Lagni	
28,—	25,—	24,—	20,—	20,—	18,—	14,—	12,—	12,—	11,—	10,—	9,—	8,—	5,—	S. Maria C. V.-S. Andrea
29,—	26,—	24,—	21,—	20,—	19,—	15,—	13,—	12,—	12,	11,—	10,—	8,—	5,	5,—
30,—	27,—	24,—	22,—	21,—	20,—	15,—	14,—	13,—	12,—	12,—	10,—	9,—	6,—	5,—
31,—	28,—	25,—	23,—	22,—	20,—	16,—	15,—	14,—	13,—	12,—	11,—	10,—	7,—	5,—
32,—	29,—	28,—	24,—	24,—	22,—	18,—	16,—	16,—	15,—	14,—	12,—	12,—	8,—	5,—
34,—	31,—	29,—	26,—	25,—	24,—	20,—	18,—	17,—	16,—	16,—	14,—	13,—	10,—	6,—
36,—	32,—	31,—	28,—	27,—	25,—	21,—	20,—	19,—	18,—	17,—	16,—	15,—	12,—	8,—
37,—	34,—	32,—	29,—	28,—	27,—	23,—	21,—	20,—	20,—	19,—	18,—	17,—	14,—	10,—
42,—	39,—	37,—	34,—	33,—	32,—	28,—	26,—	25,—	24,—	24,—	22,—	21,—	18,—	14,—
45,—	42,—	40,—	37,—	36,—	35,—	30,—	29,—	28,—	28,—	27,—	25,—	24,—	22,—	17,—
52,—	49,—	48,—	44,—	44,—	42,—	37,—	36,—	36,—	35,—	34,—	32,—	32,—	28,—	24,—
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500	460	440	400	390	370	320	300	285	270	255	225	210	150	150	150	150	150	Biforcazione						
515	480	460	420	410	390	340	320	310	300	285	255	240	180	150	150	150	150	150	S. Angelo in Formis					
530	500	480	440	430	410	360	340	330	320	310	285	270	210	150	150	150	150	150	150	Triflisco				
545	515	500	460	450	430	380	360	350	340	330	320	310	255	180	165	150	150	150	150	150	Pontelatone-Formicola			
585	560	545	515	510	490	440	420	410	400	390	370	360	320	255	240	240	225	180	150	150	150	Pianu di Caiazzo		
615	585	565	545	535	525	470	460	450	440	430	410	400	370	310	300	285	270	240	210	180	150	150	Caiazzo	
675	650	635	605	600	585	545	535	530	525	515	510	490	450	400	390	390	380	350	330	310	285	195	150	Alvignano
705	675	655	635	630	615	570	565	560	550	535	530	525	490	440	430	420	410	390	370	350	330	255	195	150	Dr
745	710	700	670	670	650	615	605	595	595	580	570	565	535	500	490	480	470	450	430	410	390	330	285	150	150
775	740	725	700	700	675	640	635	620	615	605	600	595	565	530	525	515	510	490	470	450	430	370	330	210	150
530	490	470	430	430	400	350	340	320	310	300	285	270	210	150	150	150	150	150	150	150	150	240	285	380	420

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FERROVIA NAPOLI - PIEDIMONTE D'ALIFE - Gestione Commissariale Governativa

PRONTUARIO

dei prezzi mensili degli abbonamenti ordinari

1.ª CLASSE

ndigliano												
Piscinola												
150	Marano											
150	150	Mugnano-Calvizzano										
150	150	150	Giugliano-Villaricca									
195	150	150	150	Aversa								
210	150	150	150	150	Lusciano							
225	165	165	150	150	150	Trentola-Ducenta						
240	195	180	150	150	150	150	S. Marcellino					
255	210	195	165	150	150	150	150	Frignano Maggiore				
285	225	210	180	150	150	150	150	150	Fertilia (Casaluce)			
300	240	225	195	150	150	150	150	150	150	Fertilia (Teverola)		
340	300	285	255	180	150	150	150	150	150	150	R. R. Lagni	
390	350	340	320	255	225	210	195	180	165	150	150	S. Maria C. V.-S. Andrea
400	360	350	330	270	240	225	210	195	180	150	150	150	S. Maria C. V.-Curti
400	370	360	340	270	255	240	225	210	180	165	150	150	150	S. Maria C. V.-Città
410	380	370	350	285	270	255	240	225	195	180	150	150	150	150	S. Maria C. V.-Anfiteatro
440	400	390	370	320	300	285	270	255	225	210	150	150	150	150	150	Biforcazione
460	420	410	390	340	320	310	300	285	255	240	180	150	150	150	150	150	S. Angelo in Formis
480	440	430	410	360	340	330	320	310	285	270	210	150	150	150	150	150	150	Triflisco
500	460	450	430	380	360	350	340	330	320	310	255	180	165	150	150	150	150	150	Pontelatone-Formicola
545	515	510	490	440	420	410	400	390	370	360	320	255	240	240	225	180	150	150	150	Piana di Caiazzo
565	545	535	525	470	460	450	440	430	410	400	370	310	300	285	270	240	210	180	150	150	Caiazzo
635	605	600	585	545	535	530	525	515	510	490	450	400	390	390	380	350	330	310	285	195	150	Alvignano
655	635	630	615	570	565	560	550	535	530	525	490	440	430	420	410	390	370	350	330	255	195	150	Dragoni
700	670	670	650	615	605	595	595	580	570	565	535	500	490	480	470	450	430	410	390	330	285	150	150	Alife
725	700	700	675	640	635	620	615	605	600	595	565	530	525	515	510	490	470	450	430	370	330	210	150	150	Piedimonte
470	430	430	400	350	340	320	310	300	285	270	210	150	150	150	150	150	150	150	150	240	285	380	420	480	515	Capua

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FERROVIA NAPOLI - PIEDIMONTE D' ALIFE - Gestione Commissariale Governa

PRONTUARIO

dei prezzi mensili degli abbonamenti ordi

3.ª CLASSE

Napoli														
100	Secondigliano													
100	100	Piscinola												
110	100	100	Marano											
120	100	100	100	Mugnano-Calvizzano										
150	100	100	100	100	Giugliano-Villaricca									
200	150	130	100	100	100	Aversa								
210	160	140	100	100	100	100	Lusciano							
215	170	150	110	110	100	100	100	Trentola-Ducenta						
225	190	160	130	120	100	100	100	100	S. Marcellino					
230	200	170	140	130	110	100	100	100	100	Frignano Maggiore				
235	210	190	150	140	120	100	100	100	100	100	Fertilia (Casaluce)			
245	215	200	160	150	130	100	100	100	100	100	100	Fertilia (Teverola)		
270	245	230	200	190	170	120	100	100	100	100	100	100	R. R. Lagni	
305	280	265	235	230	215	170	150	140	130	120	110	100	100	S. Maria C. V.-S. Andrea
315	285	270	245	235	225	180	160	150	140	130	120	100	100	100	S. Maria C. V.-Curti
320	295	270	250	245	230	180	170	160	150	140	120	110	100	100	100	S. Maria C. V.-Città
330	300	280	260	250	235	190	180	170	160	150	130	120	100	100	100	100	S. Maria C. V.-Anfiteatro
340	315	300	270	265	250	215	200	190	180	170	150	140	100	100	100	100	100	Biforcazione
350	330	315	285	280	265	230	215	210	200	190	170	160	120	100	100	100	100	100	S. Angelo in Formis
360	340	330	300	295	280	245	230	225	215	210	190	180	140	100	100	100	100	100	100	Triflisco
370	350	340	315	305	295	260	245	235	230	225	215	210	170	120	110	100	100	100	100	100	Pontelatone-Formicola
400	380	370	350	345	335	300	285	280	270	265	250	245	215	170	160	160	150	120	100	100	100	Piana di Caiazzo
420	400	390	370	365	355	320	315	305	300	295	280	270	250	210	200	190	180	160	140	120	100	100	Caiazzo
465	445	440	415	410	400	370	365	360	355	350	340	335	305	270	265	265	260	235	225	210	190	130	100	Alvignano
485	465	450	435	430	420	390	385	380	375	365	360	355	335	300	295	285	280	265	230	235	225	170	130	100	Dragoni
515	490	480	460	460	445	420	415	405	405	395	390	385	365	340	335	330	320	305	295	280	265	225	190	100	100	Al
535	510	500	480	480	465	440	435	425	420	415	410	405	385	360	355	350	345	335	320	305	295	250	225	140	100	100
360	335	320	295	295	270	235	230	215	210	200	190	180	140	100	100	100	100	100	100	100	100	160	190	260	285	330

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FERROVIA NAPOLI - PIEDIMONTE D' ALIFE - Gestione Commissariale Governativa

PRONTUARIO

dei prezzi mensili degli abbonamenti ordinari

3.ª CLASSE

no											
ola											
Marano											
00	Mugnano-Calvizzano										
00	100	Giugliano-Villaricca									
00	100	100	Aversa								
00	100	100	100	Lusciano							
10	110	100	100	100	Trentola-Ducenta						
30	120	100	100	100	100	S. Marcellino					
40	130	110	100	100	100	100	Frignano Maggiore				
50	140	120	100	100	100	100	100	Fertilia (Casaluce)			
60	150	130	100	100	100	100	100	100	Fertilia (Teverola)		
00	190	170	120	100	100	100	100	100	100	R. R. Lagni	
35	230	215	170	150	140	130	120	110	100	100	S. Maria C. V.-S. Andrea
45	235	225	180	160	150	140	130	120	100	100	100	S. Maria C. V.-Curti
50	245	230	180	170	160	150	140	120	110	100	100	100	S. Maria C. V.-Città
60	250	235	190	180	170	160	150	130	120	100	100	100	100	S. Maria C. V.-Anfiteatro
70	265	250	215	200	190	180	170	150	140	100	100	100	100	100	Biforcazione
85	280	265	230	215	210	200	190	170	160	120	100	100	100	100	100	S. Angelo in Formis
00	295	280	245	230	225	215	210	190	180	140	100	100	100	100	100	100	Triflisco
15	305	295	260	245	235	230	225	215	210	170	120	110	100	100	100	100	100	Pontelatone-Formicola
80	345	335	300	285	280	270	265	250	245	215	170	160	160	150	120	100	100	100	Piana di Caiazzo
70	365	355	320	315	305	300	295	280	270	250	210	200	190	180	160	140	120	100	100	Caiazzo
15	410	400	370	365	360	355	350	340	335	305	270	265	265	260	235	225	210	190	130	100	Alvignano
35	430	420	390	385	380	375	365	360	355	335	300	295	285	280	265	250	235	225	170	130	100	Dragoni
60	460	445	420	415	405	405	395	390	385	365	340	335	330	320	305	295	280	265	225	190	100	100	Alife
80	480	465	440	435	425	420	415	410	405	385	360	355	350	345	335	320	305	295	250	225	140	100	100	Piedimonte
95	295	270	235	230	215	210	200	190	180	140	100	100	100	100	100	100	100	100	160	190	260	285	330	350	Capua

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PRONTUARIO

dei prezzi mensili degli abbonamenti ridotti per stud

3.ª CLASSE

Napoli													
50	Secondigliano												
50	50	Piscinola											
55	50	50	Marano										
60	50	50	50	Mugnano-Calvizzano									
75	50	50	50	50	Giugliano-Villaricca								
100	75	65	50	50	50	Aversa							
105	80	70	50	50	50	50	Lusciano						
110	85	75	55	55	50	50	50	Trentola-Ducenta					
115	95	80	65	60	50	50	50	50	S. Marcellino				
115	100	85	70	65	55	50	50	50	50	Frignano Maggiore			
120	105	95	75	70	60	50	50	50	50	50	Fertilia (Casaluce)		
125	110	100	80	75	65	50	50	50	50	50	50	Fertilia (Teverola)	
135	125	115	100	95	85	60	50	50	50	50	50	50	R. R. Lagni
155	140	135	120	115	110	85	75	70	65	60	55	50	50	S. Maria C. V.-S. Andrea
160	145	135	125	120	115	90	80	75	70	65	60	50	50	50	S. Maria C. V.-Curti
160	150	135	125	125	115	90	85	80	75	70	60	55	50	50	50	S. Maria C. V.-Città
165	150	140	130	125	120	95	90	85	80	75	65	60	50	50	50	50	S. Maria C. V.-Anfiteatro
170	160	150	135	135	125	110	100	95	90	85	75	70	50	50	50	50	50	Biforcazione
175	165	160	145	140	135	115	110	105	100	95	85	80	60	50	50	50	50	50	S. Angelo in Formis
180	170	165	150	150	140	125	115	115	110	105	95	90	70	50	50	50	50	50	50	Triflisco
185	175	170	160	155	150	130	125	120	115	115	110	105	85	60	55	50	50	50	50	50	Pontelatone-Formicola
200	190	185	175	175	170	150	145	140	135	135	125	125	110	85	80	80	75	60	50	50	50	Piana di Caiazzo
210	200	190	185	185	180	160	160	155	150	150	140	135	125	105	100	95	90	80	70	60	50	50	Caiazzo
235	225	220	210	205	200	185	185	180	180	175	170	170	155	135	135	135	130	120	115	105	95	65	50	Alvignano
245	235	225	220	215	210	195	195	190	190	185	180	180	170	150	150	145	140	135	125	120	115	85	65	50	Dragoni
260	245	240	230	230	225	210	210	205	205	200	195	195	185	170	170	165	160	155	150	140	135	115	95	50	50	All
270	255	250	240	240	235	220	220	215	210	210	205	205	195	180	180	175	175	170	160	155	150	125	115	70	50	50
180	170	160	150	150	135	120	115	110	105	100	95	90	70	50	50	50	50	50	50	50	50	80	95	130	145	165

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FERROVIA NAPOLI - PIEDIMONTE D' ALIFE - Gestione Commissariale Governativa

PRONTUARIO

dei prezzi mensili degli abbonamenti ridotti per studenti

3.ª CLASSE

60	Mugnano-Calvizzano											
50	50	Giugliano-Villaricca										
50	50	50	Aversa									
50	50	50	50	Lusciano								
55	55	50	50	50	Trentola-Ducenta							
65	60	50	50	50	50	S. Marcellino						
70	65	55	50	50	50	50	Frignano Maggiore					
75	70	60	50	50	50	50	50	Fertilia (Casaluce)				
80	75	65	50	50	50	50	50	50	Fertilia (Teverola)			
100	95	85	60	50	50	50	50	50	50	R. R. Lagni		
120	115	110	85	75	70	65	60	55	50	50	S. Maria C. V.-S. Andrea	
125	120	115	90	80	75	70	65	60	50	50	50	S. Maria C. V.-Curti
125	125	115	90	85	80	75	70	60	55	50	50	50	S. Maria C. V.-Città
130	125	120	95	90	85	80	75	65	60	50	50	50	50	S. Maria C. V.-Anfiteatro
135	135	125	110	100	95	90	85	75	70	50	50	50	50	50	Biforcazione
145	140	135	115	110	105	100	95	85	80	60	50	50	50	50	50	S. Angelo in Formis
150	150	140	125	115	115	110	105	95	90	70	50	50	50	50	50	50	Triflisco
160	155	150	130	125	120	115	115	110	105	85	60	55	50	50	50	50	50	Pontelatone-Formicola
175	175	170	150	145	140	135	135	125	125	110	85	80	80	75	60	50	50	50	Piana di Caiazzo
185	185	180	160	160	155	150	150	140	135	125	105	100	95	90	80	70	60	50	50	Caiazzo
210	205	200	185	185	180	180	175	170	170	155	135	135	135	130	120	115	105	95	65	50	Alvignano
220	215	210	195	195	190	190	185	180	180	170	150	150	145	140	135	125	120	115	85	65	50	Dragoni
240	230	225	210	210	205	205	200	195	195	185	170	170	165	160	155	150	140	135	115	95	50	50	Alife
250	240	235	220	220	215	210	210	205	205	195	180	180	175	175	170	160	155	150	125	115	70	50	50	Piedimonte
160	150	135	120	115	110	105	100	95	90	70	50	50	50	50	50	50	50	50	80	95	130	145	165	175	Capua

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PRONTUARIO

dei prezzi dei biglietti settimanali operai di 3ª classe
in vendita dalle Stazioni da Secondigliano a Capua
per Napoli

Secondigliano	- Napoli . . .	L.	25,—
Piscinola	- „ . . .	„	25,—
Marano	- „ . . .	„	30,—
Mugnano	- „ . . .	„	30,—
Giugliano	- „ . . .	„	35,—
Aversa	- „ . . .	„	50,—
Lusciano	- „ . . .	„	55,—
Trentola	- „ . . .	„	55,—
S. Marcellino	- „ . . .	„	60,—
Frignano	- „ . . .	„	60,—
Casaluce	- „ . . .	„	60,—
Teverola	- „ . . .	„	65,—
S. Maria C. V. (S. Andrea)	- „ . . .	„	80,—
S. Maria C. V. (Curti)	- „ . . .	„	80,—
S. Maria C. V. (Città)	- „ . . .	„	80,—
Biforcazione	- „ . . .	„	85,—
Capua	- „ . . .	„	90,—

Napoli, 1° Marzo 1944.

IL DIRETTORE DELL' ESERCIZIO
ING. LUIGI BRANCATO

2075

Declassified E.O. 12356 Section 3.3/NND No. 785019

6687

Prezzo Lire **14,00**

4°)- Percorrenza complessiva dei treni

km. 422 giornalieri

5°)- Fabbisogno di esercizio

kw-ora 4 per treno-km.

422 x 4 = 1688

kw-ora 1700 giornaliere (in cifra tonda)

6°)- Ore di funzionamento

dalle 5,15 alle 9,05 = 3,50

" 14,38 " 20,12 = 5,34

Totale ore 9,24

7°)- Potenza media assorbita dal servizio Viaggiatori

$\frac{1700}{9.24}$ = 180 kw

8°)- Servizio merci per gli Alleati con trazione elettrica

S.Angelo in Formis-Aversa

	8/8	204/104	206/106	208/108	210/100	212
S.Angelo in Formis	6.25	9.55	12.12	14.41	17.12	20.15
S.Maria C.V.	6.45	10.55	12.55	15.08	17.41	20.42
Aversa	7.12	11.37	13.51	15.51	18.25	—

Aversa - S.Angelo in Formis

	1	201	103/203	15/205	109/207	111/209	31
Aversa	—	—	9.23	11.38	14.07	17.14	19.15
S.Maria C.V.	5.20	8.30	10.50	12.50	15.40	18.41	19.40
S.Angelo in Form.	5.40	8.58	11.14	13.14	16.07	19.07	—

9°)- Percorrenza complessiva dei treni merci per gli Alleati

km.271 giornalieri

10°)- Fabbisogno di energia per servizio merci Alleato

271 x 4 = 1084

kw-ora 1100 giornaliere (in cifra tonda)

11°)- Orario di funzionamento per gli Alleati

Dalle ore 5 alle ore 22 = ore 17

12°)- Potenza media assorbita per servizio merci per gli Alleati

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7°)- Potenza media assorbita dal servizio merci

$\frac{1700}{9.24}$ = 180 kw

8°)- Servizio merci per gli Alleati con trazione elettrica

S.Angelo in Formis-Aversa

	8/8	204/104	206/106	208/108	210/100	212
S.Angelo in Formis	6.25	9.55	12.12	14.41	17.12	20.15
S.Maria C.V.	6.45	10.55	12.55	15.08	17.41	20.42
Aversa	7.12	11.37	13.51	15.51	18.25	—

Aversa - S.Angelo in Formis

	1	201	103/203	15/205	109/207	111/209	31
Aversa	—	—	9.23	11.38	14.07	17.14	19.15
S.Maria C.V.	5.20	8.30	10.50	12.50	15.40	18.41	19.40
S.Angelo in Form.	5.40	8.58	11.14	13.14	16.07	19.07	—

9°)- Percorrenza complessiva dei treni merci per gli Alleati

km.271 giornalieri

10°)- Fabbisogno di energia per servizio merci Alleato

271 x 4 = 1084

kw-ora 1100 giornaliere (in cifra tonda)

11°)- Orario di funzionamento per gli Alleati

Dalle ore 5 alle ore 22 = ore 17

12°)- Potenza media assorbita per servizio merci per gli Alleati

$\frac{1100}{17}$ = 65 kw

13°)- Potenza complessiva occorrente durante le ore del mattino e del pomeriggio

kw 180 + 65 = 245 kw

14°)- Potenza già a disposizione

kw 250

Non occorre aumento di assegnazione

15°)- Tariffe viaggiatori

Vedi Appendice n°35 (allegato n.1)

16°)- Orario grafico e numerico dei treni

Vedi allegati n.2 e n.3

IL DIRETTORE DELL'ESERCIZIO

Alleg/5

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FERROVIA NAPOLI-PIEDIMONTE D'ALIFE
GESTIONE COMMISSARIALE GOVERNATIVA

N°9549/Dir/P

Napoli,16 ottobre 1944

OGGETTO

Ripresa parziale servizio viaggiatori.-

A.C.C.

Ufficio Trasporti e Pubbliche Utilità

NAPOLI

Facendo seguito al colloquio avuto dal sottoscritto col Sig.Colonnello HENSLEY capo di codesto Ufficio, qui di seguito si forniscono le richieste notizie concernenti la ripresa parziale del servizio viaggiatori su questa Ferrovia:

I°- Tratto di linea da esercitare

Limitato per ora fra le stazioni di Aversa e di Capua (km.25)
Stazioni delle tratta: Aversa, Lusciano, Trentola, Frignano, Casaluce, Teverola, S.Maria C.V., Biforcazione e Capua.

2°- Tipo di servizio

Trazione elettrica, corrente monofase, 11.000 Volts,25 per/sec, fornitrice Società Elettrica della Campania, sottostazione rotante di conversione di S.Maria C.V.

3°- Orario del servizio viaggiatori

Servizio ridotto a T.E. Capua-Aversa

Treni del mattino					Capua-Aversa	Treni del pomeriggio				
(+) 2	6	10	12	(+) 14	(+) 22	24	26	28	30	(+) 32
-	5,55	6,50	7,50	8,50	Capua -	15,55	16,55	17,55	18,55	19,55
5,15	6,15	7,15	8,12	9,05	S.Maria 14,38	16,15	17,15	18,15	19,12	20,12
5,42	6,45	7,42	8,39	—	Aversa 15,08	16,42	17,42	18,43	—	—

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giatori su questa Ferrovia:

I°- Tratto di linea da esercitare

Limitato per ora fra le stazioni di Aversa e di Capua (km.25)

Stazioni delle tratta: Aversa, Lusciano, Trentola, Frignano, Casa= luce, Teverola, S.Maria C.V., Biforcazione e Capua.

2°- Tipo di servizio

Trazione elettrica, corrente monofase, 11.000 Volts, 25 per/sec, for= nitrice Società Elettrica della Campania, sottostazione rotante di conversione di S.Maria C.V.

3°- Orario del servizio viaggiatori

Servizio ridotto a T.E. Capua-Aversa

Capua-Aversa

Treni del mattino						Treni del pomeriggio					
(+) 2	6	10	12	(+) 14		(+) 22	24	26	28	30	(+) 32
-	5,55	6,50	7,50	8,50	Capua	-	15,55	16,55	17,55	18,55	19,55
5,15	6,15	7,15	8,12	9,05	S.Maria	14,38	16,15	17,15	18,15	19,12	20,12
5,42	6,45	7,42	8,39	—	Aversa	15,08	16,42	17,42	18,43	—	—

Aversa-Capua

Treni del mattino						Treni del pomeriggio					
(+) 1	(+) 5	7	9	(+) 11		(+) 19	21	23	25	29	(+) 33
—	—	6,15	7,45	8,41	Aversa	—	15,41	16,42	17,42	18,43	19,43
20	6,14	6,43	8,15	9,08	S.Maria	15,10	16,10	17,12	18,12	19,12	20,12
40	6,35	7,00	8,35	**	Capua	15,26	16,26	17,28	18,28	19,28	—

I treni segnati con (+) sono treni di sola motrice che escono o rientrano dal Deposito di S.Maria diretti o provenienti ai capolinea di Capua e di Aversa.-

./.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

Tel: 489081
Ext: 517

I.WL/cc

HEADQUARTERS ALLIED COMMISSION
AFO 394
Industry and Utilities Sub-Commission

11 January 1946

221/PWU

SUBJECT: Electric Power for ISR

TO : Transportation & Shipping Sub-Commission, AC
(Rail Division)
c/o Transportation (Br) Main, G.M.F.

1. In reply to your letter dated 28 December 1945, reference AC/211/Tn4, the control of electric power is now the responsibility of the Italian Government under the Ministry of Public Works.

2. The officials of the Italian State Railways should therefore contact the Ministry of Public Works in order that the service to the various establishments of the Railways can be placed in the proper priority category. Electric power in Central Italy is still in short supply which will necessitate interruptions in service in order of priority for some time to come.

42 copies

GEORGE F. PARKER,
Colonel, Inf.,
Chief Elec. Div.

cc: Ministry of Public Works
(Attn: Prof. A. Asta)

6684

Declassified E.O. 12356 Section 3.3/NND No. 785019

RICEVUTO
P.G.V. A.C.
9 JAN 1946 221

43

CAMERA DI COMMERCIO INDUSTRIA E AGRICOLTURA
ROMA

Commissione provinciale per la disciplina e il controllo sulla distribuzione e sulla utilizzazione della energia elettrica

Roma 7/I/1946

Prot. n. 2124/4330

INDUSTRY & UTILITIES S/C
9 GEN 1946
PWU

ALLIED FORCE
Military Railway Service
Italy
Office of the Director
(D M R S I)
presso Ministero Trasporti
Piazza Croce Rossa
e per conoscenza:
S.A.E.
Electricity Section R A A C
Via del Mare 45
H.Q. ALCOM. F.W.U.Subcommission
Via Veneto-Pal.ex Corporazioni
Ufficio Impianti Elettrici
FF.SS. presso Ministero Trasporti-
Piazza Croce Rossa
ROMA

OGGETTO : Bassa tensione e interruzioni di energia

In risposta al foglio Tn.A.3(E)/32 del 27/I2/45:

La tensione e la frequenza della rete di Roma sono scese negli ultimi giorni, a causa dell'eccesso di consumi, a valori che hanno reso difficile l'utilizzazione dell'energia distribuita.-.

TRANSLATE ./.

Folio 41 1083

Declassified E.O. 12356 Section 3.3/NND No. 785019

Si è dovuto ricorrere pertanto, allo scopo di riportare tensione e frequenza a valori normali, a frequenti interruzioni di intieri circuiti.-.

Tali interruzioni hanno dovuto talvolta, malgrado l'alta preferenzialità dei cavi, da cui sono alimentate le istallazioni ferroviarie, provocare gli incidenti di cui alle lamentele della lettera di codesto servizio.-.

Questa Commissione ha preso gli opportuni provvedimenti per diminuire i consumi e sta attuando un piano di accorgimenti (riduzione del razionamento, distacco di utenze non indispensabili; intensificata campagna contro i frodatori di energia, ecc...) che si spera possono permettere di dare continuativamente energia a tutti i circuiti con le caratteristiche di frequenza e tensione necessarie alla sua utilizzazione.

Le Società distributrici hanno comunque avute disposizioni di dare la massima priorità ai circuiti alimentanti le istallazioni ferroviarie.-.

IL PRESIDENTE
(Dr. Renato Scembelluri)

833

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P W & U. A.M.
31 DEC 1945 221

PGM/ic

42

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

Tel: 843238
Ref: AC/211/Tn 4

28 December 45

SUBJECT : Electric Power for ISR.

TO : Industry and Utilities Sub-Commission
HQ AC

1. The Italian State Railways have complained about the lack of electric energy for the operation of their testing and experimental laboratory in Rome.

2. Much effort was expended to put this laboratory back into operation because it was very important to the Railways, however now its operation is hampered by being unable to receive the necessary current.

3. If it is at all possible to relax the restrictions placed on this plant it will do much to improve our rail transportation.

[signature] Major T.S.

for Director

Info P.W.D.
Priority ISR

4-1 info

INDUSTRY & UTILITIES S/C.
29 DIC 1945

6682

RECEIVED
A.V. & U. , A.C.
DEC 1945
221

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

Tel. ROME 843191/6 (Firebox)
EXT 9377

41

Subject : Electric Power Supplies - ROME Area.

Tn.A.3(E)/32-2

To : Presidente, Commissione per il Controlle e utilizzazione dell' energia elettrica, PREFETTURA, ROMA.
(Attention Dr. Scambellori)

27 Dec. 1945.

Copy to : Director General, ISR (Bdg) (Your letter L.7/19/618/CL dated 20 Dec. 45 refers)

INDUSTRY & UTILITIES S/C
29 DIC 1945
Director
Pub. Wks. & U. Dept.

H.Q. ALCOM Public Works & Utilities Sub-Commn.

Director of Works, G.H.Q., C.M.F.

A.F.L.R.S., R.A.A.C.

43 files

Electrical Section, R.A.A.C.
(Attention Lt. Morrision)

Societa Romana Elettricita,
Piazza Poli, ROMA.

1. During recent days the electric power supplies for operating railways in the ROME Area have suffered continually from low voltage coupled with frequent interruptions of the supply.

2. Grave concern is felt for the safety of railway operation through this low tension and irregular power supply which is causing failure of circuit breakers

Declassified E.O. 12356 Section 3.3/NND No. 785019

ROME.
(Attention Dr. Scambellori)

Copy to : Director General, ISR (Bdg)

(Your letter L.7/19/618/CL dated 20 Dec. 45 refers)

H.Q. ALCOM Public Works & Utilities Sub-Comm.

Director of Works, G.H.Q., C.M.F.

A.F.L.R.S., R.A.A.C.

Electrical Section, R.A.A.C.
(Attention Lt. Morrision)

Societa Romana Elettricita,
Piazza Poli, ROMA.

INDUSTRY & UTILITIES S/C
29 DEC 1945
Director
Pub. Wks. & Util. Dept. ✓

43 refers

1. During recent days the electric power supplies for operating railways in the ROME Area have suffered continually from low voltage coupled with frequent interruptions of the supply.

2. Grave concern is felt for the safety of railway operation through this low tension and irregular power supply which is causing failure of signal installations, poor visibility of colour light signals, faulty working of electrically operated points and telegraph services etc.

668

3. The military Railway Service appreciates the extremely difficult period through which the electrical undertakings of Italy are now passing but the maintaining of a safe and efficient transport system in this country today, so that the railways may carry out military and civil committments, is of vital importance if delay to essential passenger and freight is to be avoided.

4. In view of the above statements will you please investigate these points and issue the necessary instructions to the appropriate electrical society to ensure continuity of supply for all railway installations in the ROME Area.

Fol 10 43

E. E. Lyon
S/Capt. R.N.,
for Brigadier,
Director Military Railway Service.

jd

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. A.C.
6 DEC 1945 221

Tel. ROME 843191/6 (Firebox)
EXT 9377

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

46

Subject : Allocation of Electric Power, Central Italy, ROME - ORTE.

Tn.A.3(E)/32.-/

INDUSTRY & UTILITIES S/C.
29 DEC 1945
Director
Ind. Civ.
Pub. Util.
Pub. Health
✓

To : Presidente, Commissione per il Controlle e utilizzazione dell 'energia elettrica, PREFETTURA, ROMA. 27 Dec. 1945.
(Attention Dr. Scambellori)

A.F.L.R.S., R.A.A.C.

Director of Works, G.H.Q., C.M.F.

Copy to : H.Q. ALCOM Public Works & Utilities Sub-Commn.

Servizio Lavori e Costruzioni, H.Q. ISR. (Letter L.17/19/96196/E-18 dated 22 Dec. 45 refers)

Eng. Scafi,
Ufficio I.E.S., ROMA.

1. Herewith application for additional allotment of electric power for re-energising the ROME - ORTE section of the Italian State Railways.

2. The 3,000 Volt contact line for this section will be energised by FARA SABINA substation which in turn will be fed through Italian State Railways 130 KV transmission line from TERNI.

3. It is anticipated that the ROME - ORTE section will be ready for service, working electrically, on 16 Jan 46 for which the following additional allotment of power is

6788

Declassified E.O. 12356 Section 3.3/NND No. 785019

29 DEC 1945 [illegible]
Director
Ex. Dir.
Pers.
Fin.
Pub. Utilities
✓

ROMA.
(Attention Dr. Scambellori)

A.F.L.R.S., R.A.A.C.

Director of Works, G.H.Q., C.M.F.

Copy to : H.Q. ALCOM Public Works & Utilities Sub-Commn.

Servizio Lavori e Costruzioni, H.Q. ISR. (Letter L.17/19/96196/E-18 dated 22 Dec. 45 refers)

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2. The 3,000 Volt contact line for this section will be energised by FARA SABINA substation which in turn will be fed through Italian State Railways 130 KV transmission line from TERNI.

3. It is anticipated that the ROME - ORTE section will be ready for service, working electrically, on 16 Jan 46 for which the following additional allotment of power is required.

Maximum 15 minute peak	-	3,000 Kw's.
Consumption per month	-	900,000 KW/h's.

4. This Headquarters points out that coal and oil fuel consumption in Italy today so far as railways are concerned is exceeding imports into the country. Therefore it is essential that the very highest priority be given to this request for additional power in order to reduce fuel consumption and prevent any suspension of railway services through lack of fuel.

E. C. Lyon
S/Capt. RN.,
for Brigadier,
Director Military Railway Service.

jd

668/46

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

TEL: 489061
Ext: 317

LWL/oc

39

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry and Utilities Sub-Commission

4 January 1946

221/PWU

SUBJECT: Electric Service for Rome Railway Plants

TO: Direttore Generale delle Ferrovie dello Stato
Rome

1. In reply to your letter dated 15 December 1945, reference L7-19/96209/EO, the control of electric power has been placed in the hands of the Italian Government. It is suggested that any irregularities in electric service to the railroads be taken up with the Ministry of Public Works, which has the responsibility for the control of electric power.

GEORGE F. PARKER,
Colonel, Inf.,
Chief Elec. Div.

36 inflows

6679

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

Tel. ROME 843191/6 (Firebox)
EXT 9377

38

Subject : Rationing of Electric Power.

U.
27 DEC 1945 221

Tn.A.3(E)/32.

21 Dec. 1945.

To : Presidente Commissione per il Controlle e utilizzazione dell 'energia ellettrica,
PREFETTURA, ROME.

Copy to : Electrical Section, R.A.A.C.
(Attention Lt. Morrision)

H.Q. ALCOM Public Works & Utilities S.C.

1. It is reported that rationing of electric power has been applied to the Deposito Locomotive di ROMA SAN LORENZO belonging to the Italian State Railways.

2. The Deposito is engaged on vital work in connection with repairing and maintaining locomotives which are required for [illegible] military traffic and

Declassified E.O. 12356 Section 3.3/NND No. 785019

21 Dec. 1945.

To : Presidente Commissione per il Controlle e utilizzazione dell 'energia ellettrica, PREFETTURA, ROME.

Copy to : Electrical Section, R.A.A.C. (Attention Lt. Morrision)

H.Q. ALCOM Public Works & Utilities S.C.

1. It is reported that rationing of electric power has been applied to the Deposito Locomotive di ROMA SAN LORENZO belonging to the Italian State Railways.

2. The Deposito is engaged on vital work in connection with repairing and maintaining locomotives which are required for movement of essential military troop and freight trains throughout Italy.

3. Will you please ensure continuity of supply for above mentioned Deposito in ordervthat no delay shall occur in scheduled programme.

Information
no action
required by
Ind + Util
Hdqrs
with thanks
21/12/45

6678

E. C. Lyon
S/Capt. R.N.,
for Brigadier,
Director Military Railway Service.

jd

INDUSTRY & UTILITIES S.C.	
24 DIC 1945 Director	
Dep. Director	
Industry Dept.	
Fuels Dept.	
Pubs. & C & I. Dept.	✓

37 Refs

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

IND & Us. S/C

RECEIVED
P.W. & U. A.C.
15 DEC 1945 221

Fonogramma N. 7376 G 68.

Provenienza Ufficio I.E.S. ROMA - FERROVIE STATO

Destinatario SOCIETA' ROMANA ELETTRICITA' ROMA = p.c. CAPO COMPARTIMENTO
= ALLIED COMMISSION H.Q. PUBLIC WORKS AND UTILITIES S/C

Ricevuto il ore Trasmesso da ore ROMA

N.

Data 17 Dicembre 1945

Codesta Società ha sospeso fornitura energia Deposito locomotive S.Lorenzo ed alle proteste del Capo Deposito ha risposto che non solo non può ridare corrente ma che questa verrebbe tolta a giorni alterni. Richiamando precedenti comunicazioni interesso codesta Società a ridare immediatamente corrente che deve essere mantenuta costantemente avvertendo che caso contrario non si potrà provvedere completa effettuazione treni occorrente per traffico civile e traffico Alleato in questi giorni particolarmente intenso, e che questo Ufficio declina fin da ora qualsiasi responsabilità. Prego favorire conferma immediata.

38 Ruffo

Trambulon

Arsenale, Torino - Ord. n. 28 - 4-10-1940-XVIII - 17-76 - 80 x 90 - 7.000 fg.

Declassified E.O. 12356 Section 3.3/NND No. 785019

ROMA, 1 Dicembre 1945

36

N°. L.Z.-13/9.6.209/E°

Il Direttore Generale
delle Ferrovie dello Stato

INDUSTRY & UTILITIES S/C.
17 DIC 1945

RECEIVED
P.W. & U.
17 DEC 1945 227

ALLIED COMMISSION H.Q.
PUBLIC WORKS AND UTILITIES S/C.
ROMA

39 rifer

1°)- Da qualche giorno si verificano frequenti e prolungati abbassamenti di tensione o sospensioni nella fornitura dell'energia elettrica agli impianti ferroviari di Roma rendendo molto irregolare il loro funzionamento.

2°)- Ne consegue che si possono verificare inconvenienti molto gravi nella regolarità e sicurezza del servizio ferroviario cui i detti impianti sono strettamente connessi. Questi inconvenienti possono essere particolarmente gravi per gli impianti di segnalazione, inquantochè, essendo essi basati su una alimentazione costante dell'energia, un abbassamento di tensione od una mancanza dell'energia stessa provoca il mancato funzionamento degli apparecchi che servono a dare la sicurezza delle segnalazioni.

3°)- Analoghi inconvenienti si verificano nella fornitura dell'energia elettrica agli Uffici ed impianti della Direzione Compartimentale Ferroviaria di Roma, sita in Via Regina Elena, per cui spesso viene a mancare il funzionamento delle macchine per la compilazione dei ruoli paga con conseguenti ritardi nella corresponsione degli stipendi al personale, che pertanto si agita e concorre con ciò a peggiorare il servizio ferroviario.

6675

4°)- Al riguardo sono state interessate, tanto la Società Romana di Elettricità, quanto l'Azienda Comunale Elettricità ed Acque di Roma, ma entrambe hanno fatto conoscere che nulla possono fare di più, per fronteggiare questa grave situazione se non viene loro assegnata

../..

Declassified E.O. 12356 Section 3.3/NND No. 785019

una maggiore quantità di energia.

5°)- Poichè il regolare funzionamento dei servizi ferroviari è di capitale importanza sia per i traffici Alleati sia per quelli Nazionali, prego vivamente codesta Commissione di voler esaminare con la massima cortese sollecitudine se sia possibile aumentare l'assegnazione dell'energia per la zona di Roma e poter quindi eliminare gli inconvenienti segnalati.

6°)- Sarà gradito un cortese sollecito riscontro.

IL DIRETTORE GENERALE

ing. Ludi Lanzuola

Declassified E.O. 12356 Section 3.3/NND No. 785019

MINISTERO
~~DELLE COMUNICAZIONI~~
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SERV. LAVORI E COSTRUZIONI

RECEIVED
P.W. & U. SUB-C. A.C.
25 OCT 1945 221

Roma 24 OTT. 1945 194 - A.

N. L.7/19/66021/E0

Al N. ..... del .....

ALLIED COMMISSION
SUB-COMMISSION PUBBLIC WORKS
and UTILITIES
Via Vittorio Veneto
R O M A

35

OGGETTO

Fabbisogno energia elettrica

ALLEGATI N. .....

Vi trasmettiamo qui di seguito le previsioni circa il fabbisogno di energia elettrica per trazione dei treni su linee ferroviarie già in esercizio e di prossima attivazione.

Tale fabbisogno si riferisce ad un periodo di sei mesi a cominciare dal 1° novembre p.v.

Trento- Bologna	hWh	10.000.000
Bologna - Firenze	"	15.000.000
Bologna - Piacenza	"	15.000.000
Roma - Carsoli	"	3.000.000
Roma - Napoli	"	3.000.000
Napoli - Reggio	"	12.000.000
Napoli - Foggia	"	18.000.000
Orte - Falconara	"	12.000.000
Orte - Roma	"	3.000.000
Totale kWh		91.000.000

IL CAPO DEL SERVIZIO

6675

Traduttore attaché S.

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C.
30 OCT 1945 221

HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
A. P. O. 394

29 September 1945

Ref: Lig/HQ/19.

SUBJECT: Savona-Altare Line.

TO : Headquarters, Allied Commission, APO 394, Attention: Director, Public Works & Utilities Sub-Commission.

1. It is strongly recommended that the decision to cease work on this project be reconsidered. As stated by the Regional Engineer, it will give work to a large amount of labor, who have in fact already started the work. If they are now laid off, I am sure that it will cause considerable labor unrest in Savona Province.

2. I hope that this recommendation may be given favorable consideration.

J. G. SELBY
Colonel
Regional Commissioner

has been seen by Col Spe

6674

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
APO 394

OFFICE OF REGIONAL ENGINEER

29th September 1945

REF : LIG/PW&U/2

SUBJECT : Savona - Altare Line

TO. : Director, Public Works & Utilities Sub-Commission
H.Q. Allied Commission A.P.O. 394

I. The attached memorandum gives the history of the above project (which was undertaken at the request of TN.S.C.) on which work has been commenced, and which it is understood TN.S.C. now wish to cancel.

2. For political reasons it is essential to employ the maximum number of workmen who now no longer receive payments from their previous employers under the Italian decree whereby 75% of their wages were to be paid to them if they were unemployed.

3. Certain road projects are being prepared under the employment relief scheme, but this particular work is one which is ideal for the purpose, as it provides the maximum amount of manual labour without the necessity for the employment of outside materials and road transport.

4. In view of the points made in the latter paragraph of the attached memorandum, and of the above facts, can the matter be reconsidered please.

It will noted that approx. 3000 labourers are involved over a period of the next 3-4 months.

Declassified E.O. 12356 Section 3.3/NND No. 785019

I. The attached memorandum gives the history of the above project (which was undertaken at the request of TN.S.C.) on which work has been commenced, and which it is understood TN.S.C. now wish to cancel.

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4. In view of the points made in the latter paragraph of the attached memorandum, and of the above facts, can the matter be reconsidered please.

It will noted that approx. 3000 labourers are involved over a period of the next 3-4 months .

H.S.L. LEE
Lieut. Colonel R.E.
Regional Engineer.

6673

Declassified E.O. 12356 Section 3.3/NND No. 785019

Copy

ALLIED COMMISSION
TN. S.C. (RAILS) C. E. BRANCH N.W. ITALY
c/o E.L.O. 60 Sub Area
c/o E.L.O. I5I Sub Area
C.M.F.

Italian State Railways
Genova - Via Andrea Doria 5 Tel . 62-596
Torina Stazione Porta Nuova " 44-879

Genova 28th September I945

Ref/B/I08
Subject : Savona- Altare Line

Memo for Lt. Col. Lee P.W.&.U. - Liguria

Further to telephone conversation this a.m. following are the points and pros. and cons. affecting this project.

I. This dept. was approached by an Engineer of the Ufficio Costruzioni Ferroviarie, Savona regarding the completion of this line.

2. As this Office is under P.W.& U. he has referred to LT. Col. Lee - P.W. & U. Liguria.

3. I approached the I.S.R. - Genova and the matter was generally discussed.

4. Contact was made with Chief P.W.& U. - Liguria who said he would make inquires into the project.

5. A meeting was held at Savona, attended by representatives of Genova Compartimento, Torino Compartimento, Ufficio Costruzioni Ferroviarie, Comune di Savona and the undersigned.

6. The outcome of this meeting was that the completion of this line was practical and necessary and that I would approach

Declassified E.O. 12356 Section 3.3/NND No. 785019

Memo for Lt. Col. [illegible]

Further to telephone conversation this a.m. following are the points and pros. and cons. affecting this project.

I. This dept. was approached by an Engineer of the Ufficio Costruzioni Ferroviarie, Savona regarding the completion of this line.

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6. The outcome of this meeting was that the completion of this line was practical and necessary and that I would approach HQ TN S.C. (Rails) Civil Eng. Branch for approval. This Information was passed to Chief, P.W.&.U. Liguria.

7. Chief, P.W.&.U. Liguria stated that their dept. was in favour of porject subject to approval from TN.S.C. (Rails)

6672

8. Full report with plans and project sent to HQ TN.S.C. (Rails).

9. Nothing being heard a signal was sent to HQ TN.S.C. (Rails)

IO. No reply, contact made by telephone and verbal approval given by Lt. Col. Street.

Declassified E.O. 12356 Section 3.3/NND No. 785019

I1. This confirmed by signal from HQ., Rome.

I2. Situation passed by letter to Chief, P.W.&.U. Liguria.

I3. Arrangements made with TORINO Compartimento for delivery of rails and cement to Altare.

I4. Informed that work had not been started and contact made with Chief, P.W.&U. Liguria.

I5. Met Col. SPANN (P.W.&U.) at office of Lt.Col. Lee and project further discussed and approved by P.W.&.U.

I6. Work commenced.

I7. Visit of Minister of Communications, Director of Italian State Railways and Chief, TN.S.C. (Rails) who instructed Capo Comp. Torino to cease work.

I8. This information passed to me and referred to Chief, P.W.&.U. Liguria.

I9. Letter received from Chief, TN.S.C. (Rails) being copy of letter sent to HQ. P.W.&U. ordering work to cease.

20. Following are the pros. and cons. of the project:
For: Estimated repairs of old line would take at least 9 months and large amount of material at very high cost.

Completion of new line approx. 3-4 months and very little material-rails were available on a damaged section of double line.

Employment of approx. 3000 labourers of Savona, also a strong point.

Existing train facilities on old line adequate for local passengers and factories.

Bulk supplies of pterol and coal already catered for by overhead cable line.

Completion would mean a direct line from Savona to Torino.

Work could be completed before winter, this was impossible on repairs to old line.

Against. Slight increase in grade as compared with old line;

Declassified E.O. 12356 Section 3.3/NND No. 785019

I7. Visit of Minister of Communications, Director of Italian State Railways and Chief, TN.S.C. (Rails) who instructed Capo Comp. Torino to cease work.

I8. This information passed to me and referred to Chief, P.W.&.U. Liguria.

I9. Letter received from Chief, TN.S.C. (Rails) being copy of letter sent to HQ. P.W.&U. ordering work to cease.

20. Following are the pros. and cons. of the project:
For: Estimated repairs of old line would take at least 9 months and large amount of material at very high cost.

Completion of new line approx. 3-4 months and very little material-rails were available on a damaged section of double line.

Employment of approx. 3000 labourers of Savona, also a strong point.

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Bulk supplies of pterol and coal already catered for by overhead cable line.

Completion would mean a direct line from Savona to Torino.

Work could be completed before winter, this was impossible on repairs to old line.

Against. Slight increase in grade as compared with old line; actually means 2 less wagons in every I0, approximate daily average of wagons I942-I943 was I50! This means 6671 against I50 with same power.

Steam power would have to be used on new section pending electrification, as only approx. I7 kms and 3-4 trains per day involved, coal consuption negligible.

Signed. L.T. Conway
Capt. R. Signals.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W & U.S/C
27 SEP 1945 276
221

33

Ministero dell'Interno
Gabinetto
ROMA

Uff.Tec.I
430

al telegr. N°30963
36275
19/9/1945

Linea Savona-Altare
Materiali d'armamento

In relazione alla richiesta di cui al telegramma su richiamato, devesi far presente che il completamento della linea in oggetto è stato disposto dalle Autorità Alleate, sentito il Compartimento FF.SS. di Torino e l'Ufficio Costruzioni Ferroviarie di Savona, ma senza che questo Ministero sia stato interpellato al riguardo, trattandosi di ferrovia ricadente in territorio non ancora riconsegnato all'Amministrazione Italiana.

Dalle comunicazioni e dai rapporti qui pervenuti si rileva che i lavori sono stati già iniziati e che i materiali per l'armamento della nuova linea, secondo gli accordi presi, dovrebbero essere prelevate dalla Ferrovia Fossano-Mondovì-Ceva, attualmente inutilizzata in conseguenza di danni di guerra.

Dalle informazioni assunte presso l'Amministrazione Ferroviaria, risulta invece che è ancora incerto se le comunicazioni tra Savona e S. Giuseppe di Cairo verranno ristabilite armando un binario della nuova linea Savona-Altare-S.Giuseppe C., ovvero riparando le opere distrutte sulla ferrovia già in esercizio Savona-Ferrania-S.Giuseppe C.=

Ad ogni modo, ogni decisione in merito è di competenza della Direzione Generale delle FF.SS. e della Commissione Alleata, la quale inoltre, deve dare il consenso per il prelevamento da linee 6670 stenti delle rotaie e delle traverse, che di questi tempi non si possono ottenere dall'industria.

Allo stato delle cose, il Prefetto di Savona dovrà quindi rivolgere

./.

Declassified E.O. 12356 Section 3.3/NND No. 785019

le due premure all'Amministrazione Ferroviaria ed alle Autorità Alleate.

IL MINISTRO

RECEIVED
P.W. & U. S/C A.C.
24 SEP 1945 221

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

AHS/ef

32

Tel : 843239
Ref : AC/Tn/86/C.E.

22nd September 1945

SUBJECT : Savona-Altare line.

TO : Public Works
Sub - Commission.

1. Reference signal F 7986 of 17th September from Col. Lee , Savona.

2. It was decided on the visit of the Commission comprising the Minister of Transportation, Director Italian State Railways and Director Transportation (Rails) to Northern Italy, that due to the difficulty in obtaining rails and also due to the heavy grade, the work of finishing the line should be abandoned.

3. Please therefore issue instructions to P.W.U. 14 Liguria, to close down this work immediately.

R. P. Moss

R. P. MOSS

Declassified E.O. 12356 Section 3.3/NND No. 785019

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R. P. Moss

R.P. MOSS ,
Chief, Rail Division.

6669

Copy to : Eng.Bianchi,
Capt.Conway.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

Tel : 478906 HEADQUARTERS ALLIED COMMISSION VSR/sg
APO 394
Public Works and Utilities Sub-Commission

221/PWU. 19 Sep 45

Subject: Completion of Odd Circuit
Orte-Ponticino Transmission Line.

To : Ministry of Transport, State Railways.

1. Thank you for your letter dated 8 September, Reference ER/3920/L.6, Subject : Linea elettrica a 130 KV dalla SSE. di Orte alla SSE. di Ponticino.

2. The Electrical Division, Public Works and Utilities Sub-Commission is pleased to know that this work has been completed under your direction.

Lt. Col. Inf. Fa

GEORGE F. PARKER,
Lt-Col. Inf.,
Chief, Elec. Div.

6668

Declassified E.O. 12356 Section 3.3/NND No. 785019

TRASPORTI

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO
Ufficio Elettrificazione
Viale Michele Bianchi, 131 - Roma

Roma, li 8 Settembre 1945 - A.
N. ER/3920/L.6
Al N. ..... del .....

COMMISSIONE ALLEATA SUB COMMISSION PUBBLIC WORKS AND UTILITIES BRANCH
Via Veneto
= R O M A =

p.c.Sig.Magg.KUBALE
Militari Railway Service
= R O M A =

p.c.SERVIZIO LAVORI E COSTRUZIONI
= R O M A =

OGGETTO: Linea elettrica a 130 KV. dalla SSE. di Orte alla SSE. di Ponticino.-

RECEIVED
P.W. & U. S/C A.C.
10 SEP 1945 721

No trace

Facendo seguito alla nostra lettera N° ER/2148/L.6 del 11 Giugno 1945, si è lieti comunicare che i lavori di ripristino della terna dispari della primaria a 130 KV. dalla SSE. di Orte alla SSE. di Ponticino sono stati completamente ultimati il 7 Settembre 1945.

Da tale giorno detta linea può ricevere tensione.-

L'INGEGNERE CAPO DELL'UFFICIO.

UFFICIO ELETTRIFICAZIONE DI ROMA - FERROVIE dello STATO - DIREZIONE COMPARTIMENTALE COMUNICAZIONI

31 refers

Translation attached.

Tipo-Litografia F. S. - Roma, a. 1939 - XVIII

RECEIVED
P.W. & U. S/C A.C.
14 AUG 1945 221

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

ADP/ic
29

Tel. 845258
Ref. AC/57/12/Tn 4

15 August 45

SUBJECT : Reconstruction of Sangritana Railway.

TO : Public Works & Utilities Sub-Commission.

1. Since the completion of line 86 between Ortona and Ancona, we have been actively interested in all the feeding lines running in from the agricultural areas to the trunk line.

2. The Sangritana Railway is an electrified narrow-gauge network just south of Pescara and Chieti, and one of the difficulties involved is the rebuilding of a viaduct damaged between Castelfrentano and Crocetta.

3. The Ministry of Transports advise us that in that area there are a number of steel ties which were used on road bridges, but which have now been rebuilt in brick.

4. These steel ties are apparently under your control, and we should be grateful if you could say whether they can be used for this urgent work of reconstruction.

5. One span is required for covering a load of 80 tons, the other of 50 tons, but full technical details will be given if and when you indicate that the spans may be utilised.

acting

for Director

6667

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RECEIVED
P.W. & U. S/C A.C.
6 AUG 1945 224

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION GF/ep

Ref: AC/49/13/Tn5

4 August 1945.

SUBJECT: Electric Tramways -- Rimini.

TO : Regional Commissioner, EMILIA REGION
(Att: Senior Transportation Officer)

1. Reference is made to your letter R/IX/TP/5.4/42 dated 22 July 1945.

2. Before the question of the reconsideration of the electric tramway line between Rimini and Riccione can be considered, by this Sub-Commission, it is necessary that your detailed recommendations are first submitted. You should therefore forward such recommendations, including answers to the following specific points:

(a) What density of traffic is expected to move over the line?

(b) Does such traffic justify the financial expenditure and provision of critical electric material needed?

(d) What priority does the Public Works Division of your Region place upon this work?

(d) Are there no other reconstruction proposals of greater importance and higher priority in Emilia Region?

(e) Is the Genio Civile prepared to meet the estimated expenditure?

3. Your file 1359 f/E-4 is returned herewith for your use. The file should be forwarded again to this Sub-Commission with your report.

By Command of Rear Admiral STONE:

G. FERNYHOUGH
Lt. Colonel, R.A.

Encl.- File

cc: Public Works and Utilities S/ C

6666

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. SUB-COM.
11 JUL 1945 221

27

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
PUBLIC WORKS AND UTILITIES DIVISION
APO 394

REF. : RIX/PU/20

7 July 1945

SUBJECT: Requested of letter.

TO : Director, Public Works & U. Sub-Commission (Attn. Lt. Col. SPANN)
HQ, Allied Commission
APO 394

E3/R

Enclosed are the 2 copies of the letters that you have requested.

Sgt. Anthony Campanelli
For

N.W. HYLAND
Major, S.R.
Regional Engineer

Declassified E.O. 12356 Section 3.3/NND No. 785019

NWH/mm

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

ACC Tn/44/ 1 August 1944.

SUBJECT: Instructions to Regions in Forward Areas in respect of Privately owned Standard and Narrow Gauge Railways.

TO : R.C's Region IV, V, VIII, IX & Z.

1. All privately owned railways are the responsibility of the appropriate section of the Ministry of Communications, who acts in accordance with the desires of the Director General of Military Railway Services.

2. In the forward areas, it may be necessary for the Director General of Military Services to cannibalise stock, track etc., of such lines in order to assist in the speedy rebuilding and operation of main routes, but in some cases the private line will be of no use in that respect, and he will so inform the proprietors.

3. Regions concerned with the necessity for restoring such lines to activity, whether cannibalised or undamaged, will submit particulars to the Transportation Sub-Commission, and an expert investigation will then be made. The lines will not be put into operation without ACC assent having been given, as they must be considered jointly in the whole picture, and the obligations as to finance, coal or power consumption, availability of stock, and general usefulness must be assessed.

4. All such privately owned railways desirous of operating, or undertaking any work to put such railways in a condition to operate, will submit their request to the Minister of Communications, who will put the case to Transportation Sub-Commission.

5. Regions will be kept advised as to developments in respect of such railways in their territory.

NORMAN E. DISKE,
Colonel
Deputy Executive
Commissioner.

Copy to: SCAO's Fifth & Eighth Armies.
Economic Section (for Transportation sub-Commission) (20)

File 457/CA.

6664

RECEIVED
P.W. & U. S/C A.C.
7 JUL 1945
221

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

EJR 26

ACP/cs.

Tel: 843238
Ref: AC/44/Tn.4.

July, 1945.

SUBJECT: Private Railways in Concession in Northern Italy.

TO : Minister of Transports,
Rome.

Dear Mr Minister,

I have received from the Director, Military Railway Services, some letters in respect of coal needed by the Canavesana Railway and the Ferrovie Nord Milano, in which it appears that Ing. G. Masino, signing himself delegate of CLN for Secondary Railroads, has written to AMG Public Works and Industry Divisions, requesting coal to be supplied in accordance with arrangements made between his office and the CLN Economic Commission.

So far as we are concerned, there are appointed Chiefs of the Compartimenti in the North, allocated to deal with the needs of the Private Railways, and these chiefs channel through Rome Headquarters. If it is the desire of the Italian Government that CLN officials act in an advisory capacity to the appointed chiefs, then that is a matter for internal arrangement, but we cannot accept a separate organisation working apparently independently, and without consultation with the Government appointed officials in such matters, and we cannot enter into correspondence with persons who are outside the State organisation.

I feel sure you will appreciate that it must be definitely stated that the only means for obtaining materials needed is through the recognised Governmental channels, and I should be grateful for an assurance from you that this matter will be put right. In your own interests, it is obviously impossible for outside organisations which have no knowledge of the wider demands of all Italy to attempt to order coal for a local railway, when by so doing, the essential needs of the people elsewhere may suffer. Moreover, such actions mean that your own departments on whom you rely for essential information will not be able to function properly, and will only have half the picture for you.

As a result of a tour of the North, it

that the State

Declassified E.O. 12356 Section 3.3/NND No. 785019

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As a result of a tour of the North, it became apparent that the State organisations covering private railways are staffed with efficient men, fully capable of looking after the interests of the forms of transport in which they are concerned, but a definite directive to them is necessary from Headquarters, and help must be offered them as soon as possible. We will carefully investigate all requests for coal received through the Headquarters under your jurisdiction, but we cannot accept requests from any outside and unofficial sources.

6663

Merritt H. Taylor

MERRITT H. TAYLOR,
Director.

Copy to: MFS (TnA2/16/1)
Public Works Sub-Commission
Industry Sub-Commission
Major Talbot (Milan) for info.
Commerce Sub-Commission (Coal Division).

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

9389.

SUBJECT: Secondary Railways-
North-West Italy.

File: Tn.A.2/16/1.

TO : (R & R) Composite Railway Operating Company, SAEC.. UDF/CMF.

3 July 1945.

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

1. Your M 29 of 20 June, our 272 Tn.2 of 24 June and your M 23 of 25 June 45 refers.

2. As the Canavesana Railway will not be required to carry traffic of a Military nature and as there appears to be no commitment under the heading "prevention of disease and unrest", the question of the operation and supply of stores to this line is one for Tn.Sub-Commission A.C; and A.M.G. You should advise A.M.G. representative accordingly and we will advise Tn.Sub-Commission A.C.

3. The papers in regard to the matter enclosed with your letter are returned.

D.R.H.CHAPLIN.LT.Col.,
for Brigadier,
Director Military Railway Service.

Enc.
LER/RJA

6662

Declassified E.O. 12356 Section 3.3/NND No. 785019

COPY

Tel: 67103 Milano

Ref: M 29

Military Railway Service,
MILANO.

20 June 1945.

Subject: SECONDARY RAILWAYS :
NORTH WEST ITALY.

Transportation (Br) Main,
CMF.

1. The attached letter from ALC, Industry Division, of the 4th instant, together with enclosuresthereto, are forwarded for your information.

2. I shall be glad if you will indicate the policy to be adopted on the points raised.

(Signed) W.A. Zwanepoel, Lt.Col.
Officer Commanding,
(R & H) Composite Railway Operating Coy, SAEC,
UDF/CMF.

4 encl.

6661

Declassified E.O. 12356 Section 3.3/NND No. 785019

Copy.

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Industry Division

PR/IND/120.10 4 June 1945

Subject: Secondary Railways

To : Major Greenwood
I.S.R.
Torino (Porta Nuova)

Attached are papers on which we would like expert advice because if we grant the coal, every other secondary will want it too and you know the coal situation as well as we.

Our view is:

a) We are not much interested in carrying passengers, we are more interested in carrying raw materials which will give people work. Not forgetting that many passengers are black-marketers.

b) Many are uneconomic in consumption owing to poor locomotives so that in the present situation they can use power or wood or shut down.

c) We are encouraging the bicycle trade so that people can get about and there are lorries running on charcoal most everywhere.

However the problem is a big one and extends over the Rho and towards the coast - so it might be well to hear what your HQ in Milan has to say.

(Signed) H.Thornett Smith Maj.
fro H/C Reid Maj R.A.
Ind.Div.
Piemonte Region A.M.G.

Enc.

6660

Declassified E.O. 12356 Section 3.3/NND No. 785019

COPY

21/5/1945.

C.L.N.
Transport Commission.

MEMORANDUM.

In order to make the Canavese secondary railroad operate, we had agreed with the Economic Commission of C.L.N. with the Direction of Cogne company in Castellamonte, and with purchase Office of Cogne C° in Torino.

We had agreed the delivery from Cogne C° to Canavesana Railroad of 150 tons of coal, needful for moving the traffic three times a week on that line and for shunting service in Torino, for one month.

The Cogne C° now tell us that they have received orders from Milano saying that all material is blocked by Allied Government.

We ask to A.M.G. - P.W.U. of Torino to release this coal that is needful for the operation of this important railroad.

C.L.N.
The Delegate for Secondary Railroads
(Ing.G.Masino)

MEMO

Canavesana Line.

Need of coal : with operation three times a week :
15 tons per week.
They have now 30 tons of coal.
They can operate 2 weeks
No (They say that it is needful increase the number of days of operation
With 150 tons they could operate every day for one month.

Recommend that they continue present schedule - then the 150 tons will enable operation for an additional 10 weeks.

H.J.R.

6659

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/id 25

Ref: 233/19/14/Tn.2

RECEIVED
P W & U. S/C A.C.
1 JUN 1945 221 122

30 June 1945

Subject : Ellera - Pietrafitta Line.

To : Public Works & Utilities Sub Commission.

(25)

(1) Further to my 233/13/14/Tn.2 of 19 June '45.
The above site has been inspected, progress is slow for the following reasons:-

(a) A steam loco and coal are required to haul granite from the quarry at Castiglione della Valle north to Ellera and south to Pietrafitta.

Action: There are three locos in the vicinity, one each at Perugia, Magione and Foligno. The first two are so badly shot up that they require heavy workshop repairs before being rendered serviceable, the latter cannot be used until the line Bastia Ellera is completed; neither can it be transported by road. M.R.S. Traction in any case cannot relinquish it for the moment.

(b) The method of transporting ballast at the present is by a local 6 HP shunting engine which can only haul six small dump trucks half way to Ellera, owing to the incline, and proceed with only three to destination and return for the remainder. This unsatisfactory and slow way of operating is, at least, better than nothing, but here again difficulty is experienced owing to lack of Gasoline.

Declassified E.O. 12356 Section 3.3/NND No. 785019

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(2) P.O.L. The contractor Zanetti and his engineer Jacazio are receiving little or no assistance from the Camera di Commercio at Perugia. The Ministry of Public Works allotted 2,700 litres of P.O.L. for June through the above office at Perugia for the construction of this line and advised their Technical Engineer Debolini, located at Tavernelle, to this effect. Allocation to include shunting engine, quarry machinery and truckage.

(3) Contractor Zanetti's representatives made two visits to Perugia to endeavour to secure delivery of this P.O.L., but on both occasions they were informed that "although the P.O.L. had been allocated to them for the construction of this line, they must realise that there was such a call on P.O.L. in Perugia district for the haulage of foodstuffs and

What is especially important about this

EJDR

Declassified E.O. 12356 Section 3.3/NND No. 785019

other commodities that they could not expect any supply." However, after a visit of an engineer from the Camera di Commercio at Perugia, on the 23rd June, that office allotted 300 litres to last to the end of June, but nothing had been issued. Zanetti has, therefore, had to rely upon whatever P.O.L. the Pietrafitta mine could loan him to permit the minimum amount of work being done.

(4) Bridge, Ponte di Caina.

The road and rail bridges run parallel over the river Caina; the road bridge has been destroyed by the retreating Germans and the road traffic has been diverted over the rail bridge.

No attempt has been made to rebuild the road bridge, therefore, on completion of the construction of the Ellera Pietrafitta line, the rail bridge will have to take both rail and road traffic.

(5) I need hardly stress again the urgency of this work and the necessity of maximum effort on the part of the Ministry of Public Works.

May the following points be taken up with them for their immediate action:-

(a) (ref. para 2) Insist upon P.O.L. allocation that they have authorised to Zanetti through the Camera di Commercio di Perugia being utilised for the purpose of this line construction.

(b) (ref.para 3) That P.O.L. is supplied immediately.

(c) (ref.para 4) That explicit instructions be issued to those concerned that while this Rail bridge is carrying both rail and road traffic, precedence must be given to rail traffic.

(d) To avoid accidents, due to the narrowness of this rail bridge, that construction of the road bridge be put into effect immediately.

J. C. Richardson Maj.
CCS.

Declassified E.O. 12356 Section 3.3/NND No. 785019

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F. P. RICHARDSON, Major, 6657
Planning Staff,
Transportation Sub Commission.

copies to:-
1. Industry Sub Commission, Mining Division.
2. Pet. Sec. A.F.H.Q.
3. Movements Division (attn. Lt.Col.J.W.Baker).
4. Rail Division (attn. Maj.A.C.Ping)
5. Rail Division (attn. Maj.A.H.Street)

Declassified E.O. 12356 Section 3.3/NND No. 785019

Public Works, Perugia to utilise the maximum of labor immediately on the construction of the permanent way, bridge repairs and quarrying for ballast and that sufficient funds be made available immediately that this may be achieved.

MERRITT H. TAYLOR
Director,
:Transportation Sub-Commission

Copies to:
Finance Sub-Commission
Movements Division (Tn.3)
Rail Division (Tn.4)

Declassified E.O. 12356 Section 3.3/NND No. 785019

Exh. 513

RECEIVED
20 JUN 1945
P.W. & U. S/C A.C.
22

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FPR/em

24

Ref. 233/13/14/Tn.2

19 June 1945

SUBJECT: Bastia - Ellera Line.
Branch Line to Pietrafitta Lignite Mines.

TO : Public Works and Utilities Sub-Commission.

(22)

1. Further to my 233/10/14/Tn.2 of 13 June 1945 and conversation Lt. Col. Thompson - Major Richardson of even date.

2. The following statements made by the Italian Minister of Public Works can be taken as correct:

a. that the work on the construction of the Line Ellera to Pietrafitta Mine had not ceased.

b. that the 6 millions Lire was sufficient to carry on the work until the 30 June 1945.

c. that from the commencement of the new financial year 1 July 1945 there will be available moneys to complete the construction.

3. It is obvious from these statements that the Minister of Public Works does not realise how urgently this construction is required and has only permitted the minimum of labor to be employed so that the 6 millions Lire available should carry through the end of the financial year.

4. At a meeting held at the Ministry of Communications 11 May 1945 at which a representative of the Italian Ministry of Public Works was present, it was agreed that work would start immediately and the maximum of labor employed with a promise that the line would be

Declassified E.O. 12356 Section 3.3/NND No. 785019

(22)

1. Further to my 233/10/14/Tn.2 of 13 June 1945 and conversation Lt. Col. Thompson - Major Richardson of even date.

2. The following statements made by the Italian Minister of Public Works can be taken as correct:

a. that the work on the construction of the Line Ellera to Pietrafitta Mine had not ceased.

b. that the 6 millions Lire was sufficient to carry on the work until the 30 June 1945.

c. that from the commencement of the new financial year 1 July 1945 there will be available moneys to complete the construction.

3. It is obvious from these statements that the Minister of Public Works does not realise how urgently this construction is required and has only permitted the minimum of labor to be employed so that the 6 millions Lire available should carry through the end of the financial year.

4. At a meeting held at the Ministry of Communications 11 May 1945 at which a representative of the Italian Ministry of Public Works was present, it was agreed that work would start immediately and the maximum of labor employed with a promise that the line would be completed by 30 June 1945 but it would appear that very little has been done to meet that target date. At that meeting all present were made to realise the importance of opening the line on time and of the urgent need of the lignite owing to the cut in coal imports.

5. A.F.H.Q. are actively interested in the construction of this line and are investigating on site the reason for the delay. Too much stress cannot be laid upon the urgency of this work I, therefore, ask you to take an active stand with the Ministry of Public Works who is responsible for the finance and construction of this branch line and request that he instructs the Italian

25 yfers

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

File

Tel.489061
Ext.317

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

WML/ce

23

12 June 45.

221/PWU.

SUBJECT: Railway Yard Florence.
Tram Connection.

TO : Regional Commissioner, Toscana Region.
(att: Regional Engineer)

20A

1. The letter ref.RVIII/35/68/6 dated 4 June 45 from Lt.Col.Giles to Transportation Sub-Commission has been referred to us for action.

2. The scheme which he has put forward and which it is noted you concur refers to arrangements to permit transshipping freight from the Italian State Railways to city of Florence' tram lines.

3. It is understood from this letter that material is available to carry out this work and in view of the handling facilities which will be afforded we have no objection to your initiating this work with the Transportation Officer forthwith.

4. You are reminded that, if additional electrical power is needed, a bid should be sent to the appropriate Military district without delay.

W.M. LAPPER,
Lieut-Colonel,
Chief, Elec.Div.

c.c. to: Transportation S/C.
Ref. AC/74/Tn.4.

6654

Declassified E.O. 12356 Section 3.3/NND No. 785019

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPH/id

22

Ref: 233/10/14/Tn.2

13 June 1945

RECEIVED
P.W. & D. S/C A.C.
13 JUN 1945 221

Subject : Bastia-Ellera Line,
Branch line Pietrafitta Lignite Mine.

To : Public Works and Utilities Sub Commission.

(15)

Further to our conversation on 11th May on the above subject, the outcome of which was that the Italian Ministry of Public Works wrote to the Italian Ministry of the Treasury, under reference 2nd Section Division 8 of the Ministry of Public Works Protocole 1118-2 dated 12th May; the letter was signed personally by the Minister of Public Works.

This letter gave explicit detail of the work entailed, at the estimated cost of 18,000,000 lire (eighteen million lire).

A copy of the above letter was sent to Finance Sub Commission under our reference 233/8/Tn.2, of 14th May, pointing out that the Public Works in Perugia had 6,000,000 lire (six million lire) at its disposal and that it could carry on work for fifteen days only; and asked that a special request for immediate steps be taken for a decreento be passed for the 18,000,000 lire (eighteen million lire) within the next fifteen days.

Information has been received from Perugia that work will have to be suspended unless immediate action is taken to finance this project. The situation is serious as it is essential that this mine be working by late summer, as imports of coal are being cut down; this country will therefore have to rely upon every possible local supply this winter.

From a conversation Major Timmons - Major Richardson of even date, it would appear that Finance Sub Commission

24 refers

6653

IMMEDIATE

Declassified E.O. 12356 Section 3.3/NND No. 785019

cannot further press the Ministry of the Treasury for this decree to be passed. They have requested that the Italian Ministry of Public Works be asked to address a further letter to the Ministry of the Treasury, stating the seriousness of holding up this work for the reasons mentioned above.

On our part, we have insisted that the work was put in hand but did not anticipate that difficulties would arise from the Ministry of the Treasury.

It must be understood that the Ministry of Public Works is responsible for the construction of this branch line and it must be financed by them.

May I suggest that the Ministry of Public Works immediately supply Italian Public Works, Perugia, from their existing funds until the above decree is passed so that the construction on this line may be continued.

Would you please ask the Ministry of Public Works to let us have a copy of the letter they address to the Treasury.

F.P.Richardson Maj.

F.P.RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

copies to :- 1. Finance Sub Commission
2. Movements Division (Tn.3)
3. Industry Sub Commission
4. Commerce Sub Commission
5. Rail Division (Tn.4)

Acknowledge your AC/TN/23/35/C.E. of 11 June '45.

6652

AHS/em

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

RECEIVED
P.W. & D. (C.)
13 JUN 1945 221

21

Tel : 843239
Our ref : AC/Tn/23/36 G.E.

11th June 1945

TO : Director Transportation Subcommission.

SUBJECT : Bastia-Ellera line
Branch line to Pietrafitta Coalmine.

1. At the suggestion of AC.Tn 2 letter 233/14/7/Tn 2 of 3Rd May a joint meeting was held to discuss the responsability, for completion and financing, of the above line.

2. On 14th May letter 233/8/Tn 2 to Finance Sub - Commission requestedthat arrangements should be made to finance the work, the responsability for carrying out the work being the Mining Company's under the direction of the Ministry of Public Works.

3. Although the above quoted letter made it clear that funds were only available for 15 days, no advice has yet been received that further funds have been made available.

4. Major Street on enquiring today from the Financial Subcommission was informed, that the Financial Subcommission were not in a position to ensure that this money would be available.

5. In view of the above, it is probable, that it will be necessary to stop all work, and consequently delay the opening of the line and the transport of lignite.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Subject : Bastia-Bilora line
Branch line to Pietrafitta Coalmine.

1. At the suggestion of AC.Tn 2 letter 233/14/7/Tn 2 of 3Rd May a joint meeting was held to discuss the responsability, for completion and financing, of the above line.

2. On 14th May letter 233/8/Tn 2 to Finance Sub - Commission requestedthat arrangements should be made to finance the work, the responsability for carrying out the work being the Mining Company's under the direction of the Ministry of Public Works.

3. Although the above quoted letter made it clear that funds were only available for 15 days, no advice has yet been received that further funds have been made available.

4. Major Street on enquiring today from the Financial Subcommission was informed, that the Financial Subcommission were not in a position to ensure that this money would be available.

5. In view of the above, it is probable, that it will be necessary to stop all work, and consequently delay the opening of the line and the transport of lignite.

O.H.Lindberg. Lt.Col.
O.H.LINDBERG, Lt.Col.

6651

Copy : Planning Division A.C.
Financial SubCommission
Public Works and utilities.
Movements A.C.(Rail).
Industry Subcommission A.C.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

REC'D P.W. & U. A.C. 18 JUN 1945 221

CG/ic

20

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

11 June 1945

Tel. 843238
Ref. AC/74/Tn 4

SUBJECT : Railway Yard Florence - Tram Connection.

TO : Public Works & Utilities Sub-Comm.
HQ AC

1. Attached papers are passed to you for action.

M.B. Thomas Colonel
for Director

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

20A

RVIII/35/68/6

4 Jun 45

SUBJECT: Railway Yard Florence - Tram Connection.

TO : Transportation Sub-Commission, Allied Commission, (Rail Section).

1. Further to telephone conversation (Street-Blair) of 31 May 45.

2. Attached is sketch of Florence (Campo di Marte) yard showing proposed arrangements to permit transhipping freight from the Italian State Railway to City of Florence Tram Line. Red lines indicate track and switches to be replaced. Black lines show track already in existence.

3. Engr. Rissone, Capo Compartimento at Florence is in agreement with the proposal. Major Brazell of 701 Railway Grand Division sates that the scheme is workable and should be referred to M.R.S. for approval.

4. The proposal was presented by the Engineer Officer of Public Works and Utilities Division, Toscana Region, A.M.G., to ensure the distribution of foodstuffs, building Materials, etc, in the city of Florence any vicinity in the face of severe curtailment in petrol and tyres for road trasnport.

5. It is understood that the Tram Coy have suitable equipment in running order to take care of the volume of traffic to be handled which at present amounts to approximately 4000 tons per month. It is estimated that this tonnage will increase as supplies and Materials are released for public use.

6. Scheme is recommended by Regional Transportation Officer. Have you any objection to initiating it forthwith, please ?

Declassified E.O. 12356 Section 3.3/NND No. 785019

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5. It is understood that the Tram Coy have suitable equipment in running order to take care of the volume of traffic to be handled which at present amounts to approximately 4000 tons per month. It is estimated that this tonnage will increase as supplies and Materials are released for public use.

6. Scheme is recommended by Regional Transportation Officer. Have you any objection to initiating it forthwith, please ?

6649

J.A.N. GILES,
Lt. Col. KRRC,
Chief Transportation Offr.

JANG/lr

23 Jun

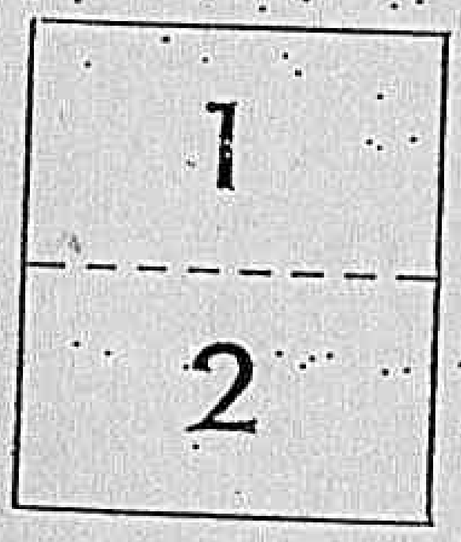
Copy to: Rail Officer.

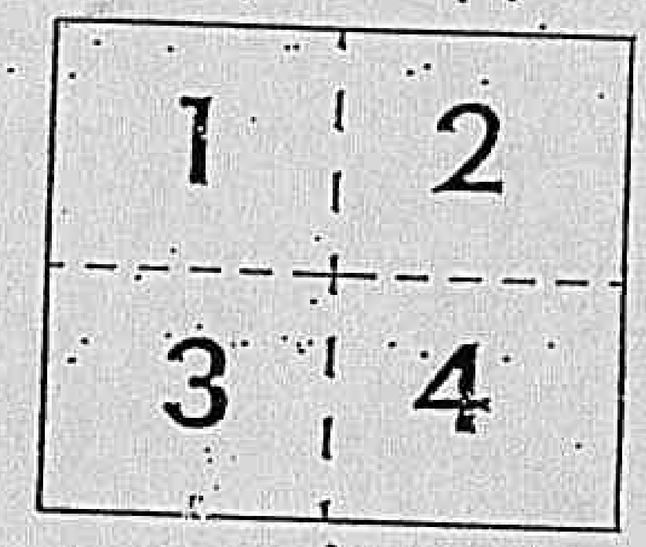
Declassified E.O. 12356 Section 3.3/NND No. 785019

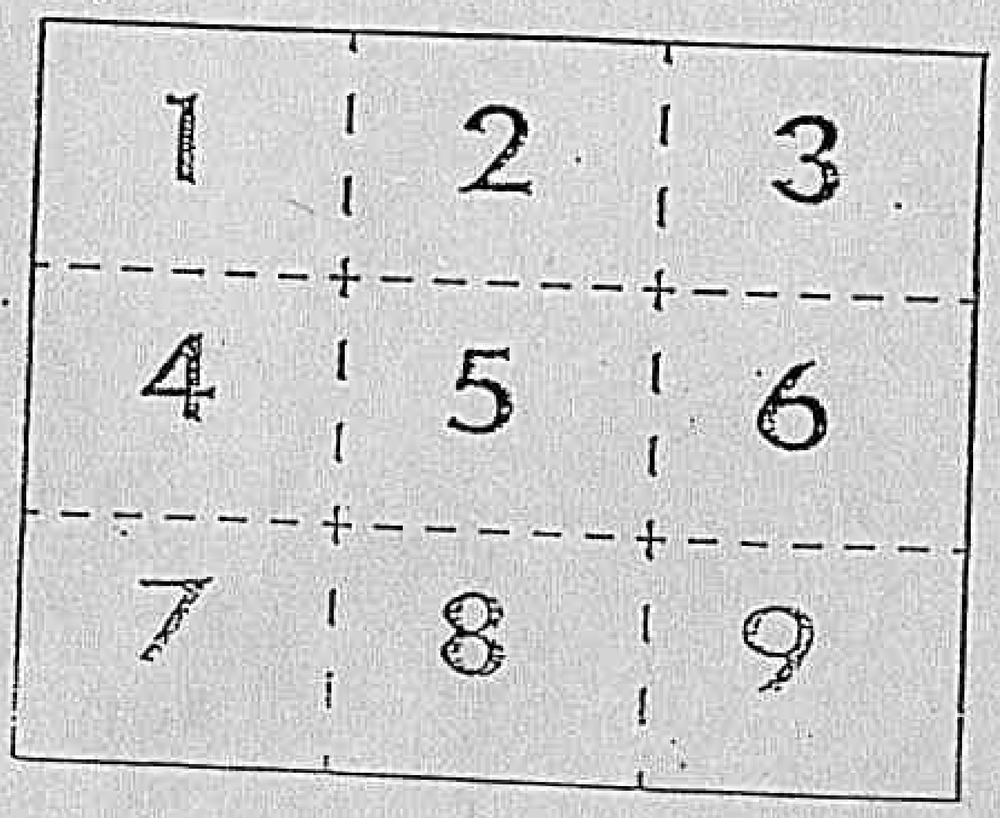
Declassified E.O. 12356 Section 3.3/NND No. 785019

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.





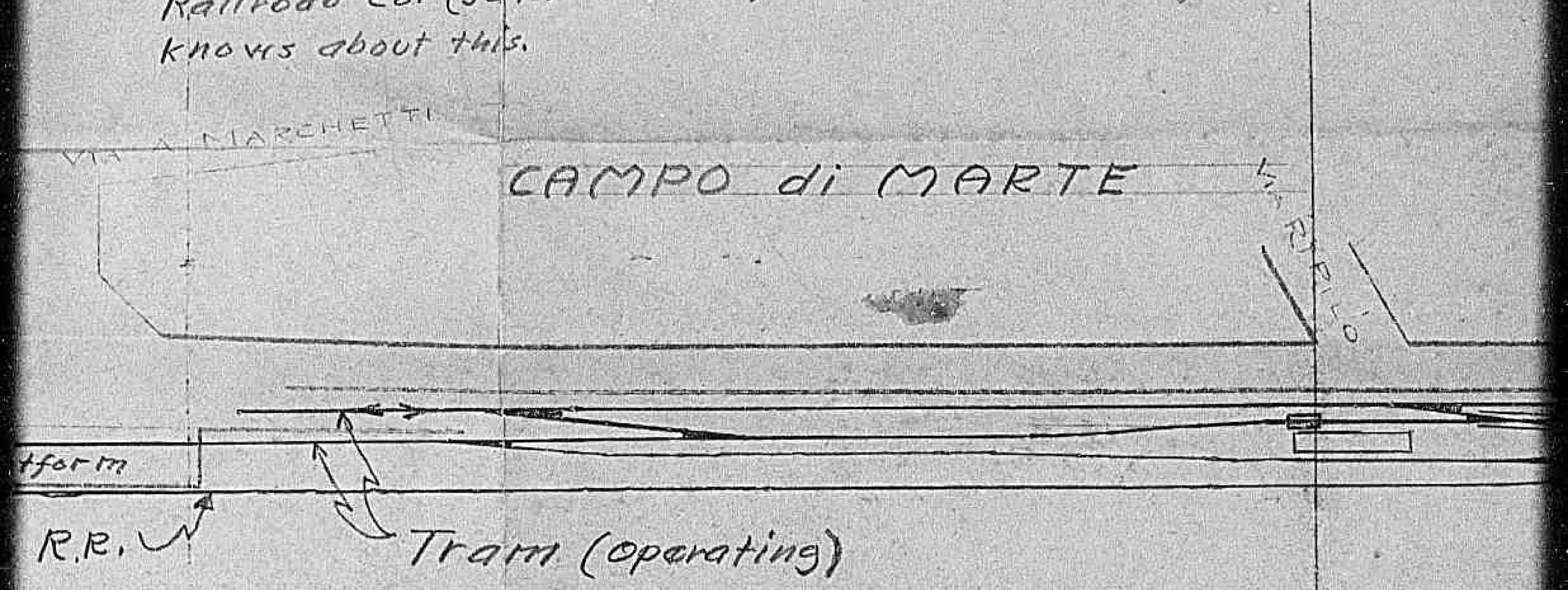


Declassified E.O. 12356 Section 3.3/NND No. 785019

Note: Engr. Landin
Railroad Co. C
knows about

Declassified E.O. 12356 Section 3.3/NND No. 785019

Note: Engr. Landini of the Railroad Co. (Salvini Street) knows about this.



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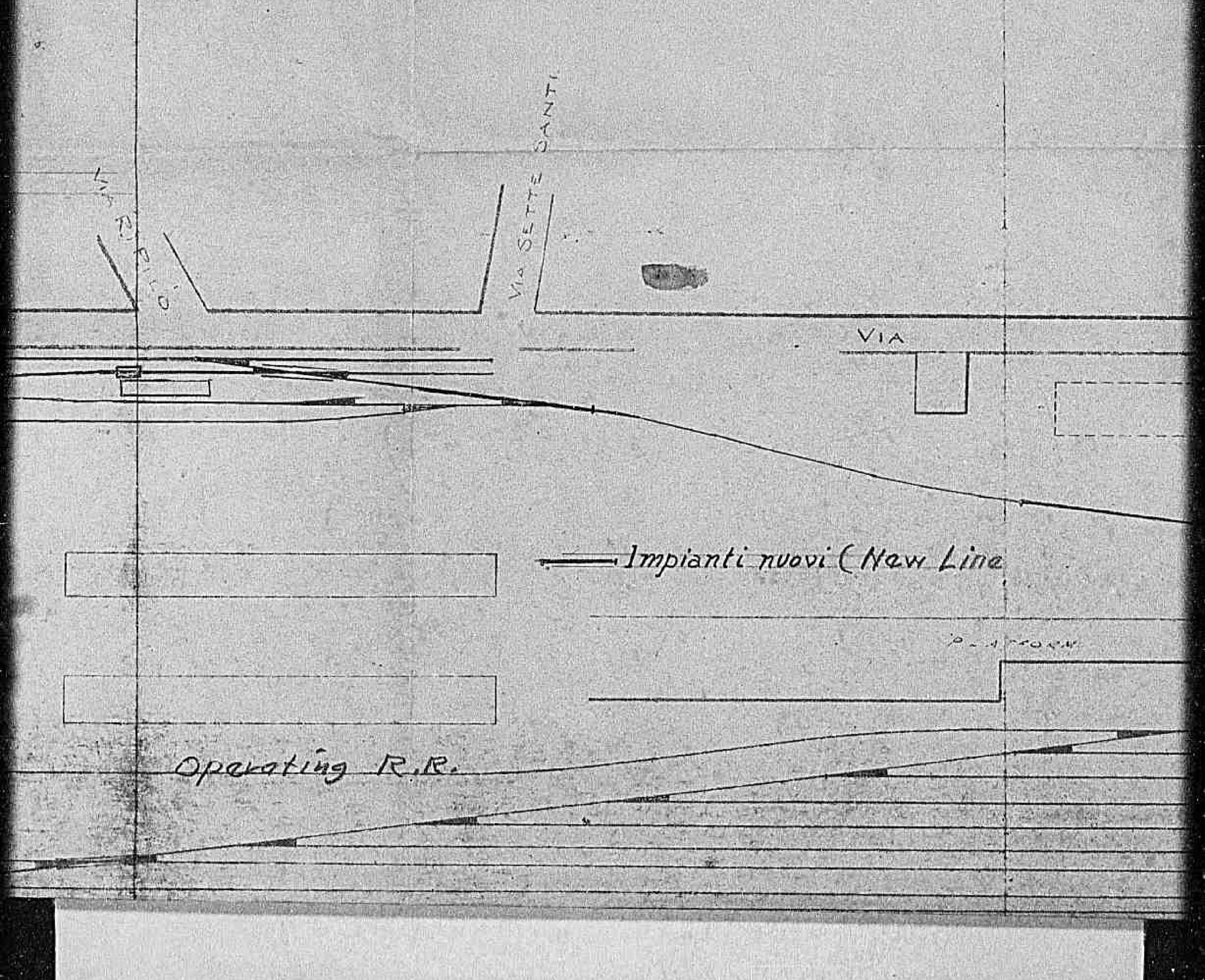

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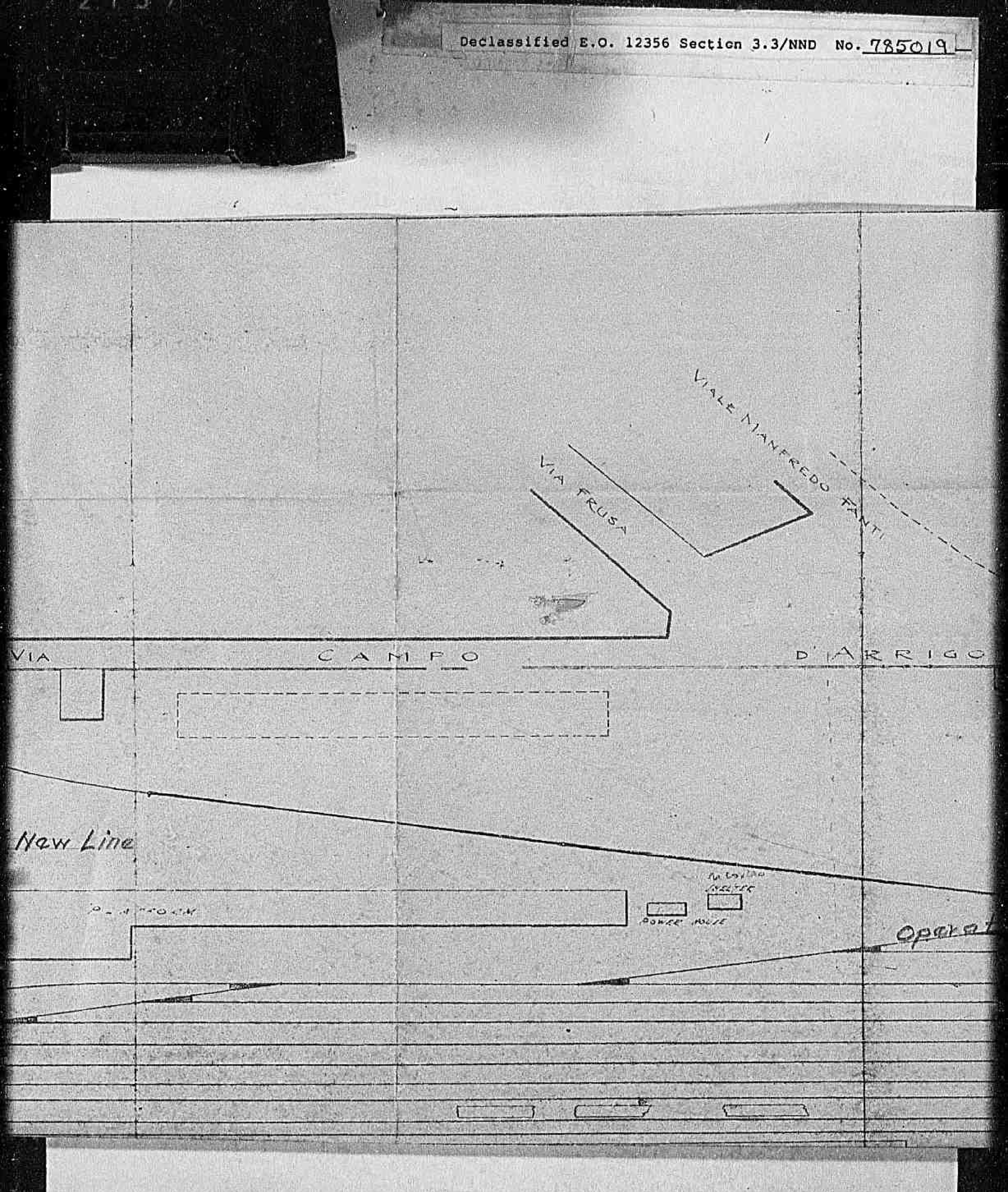

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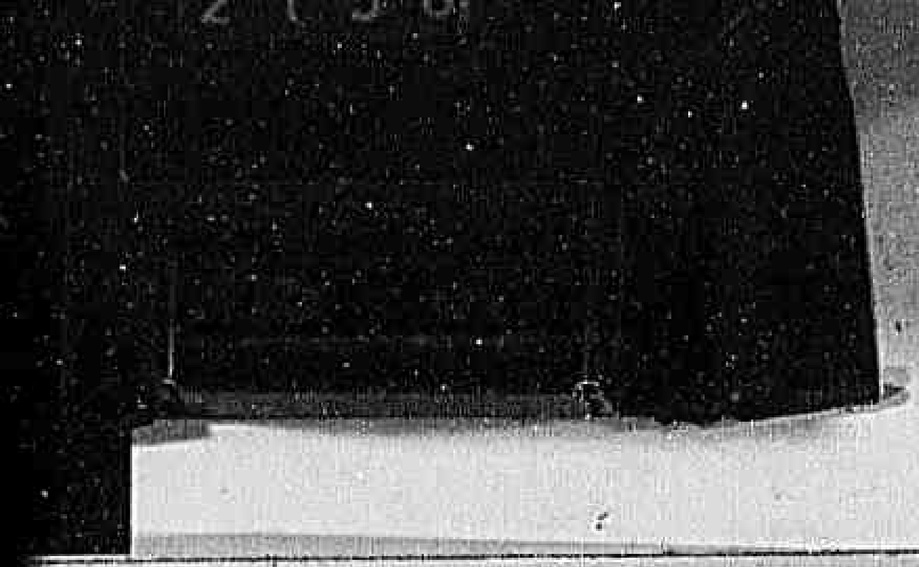

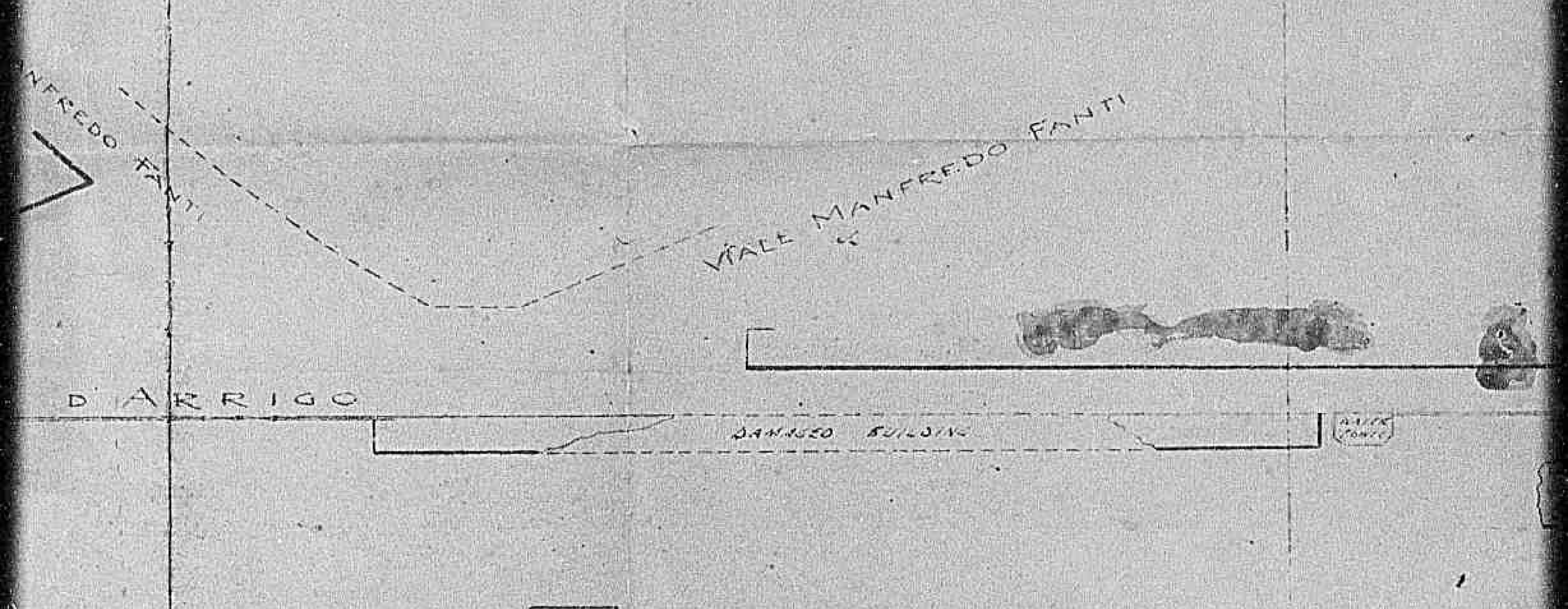

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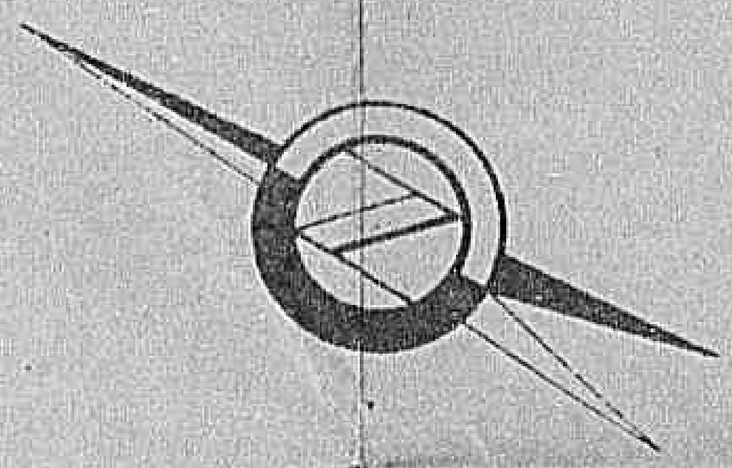

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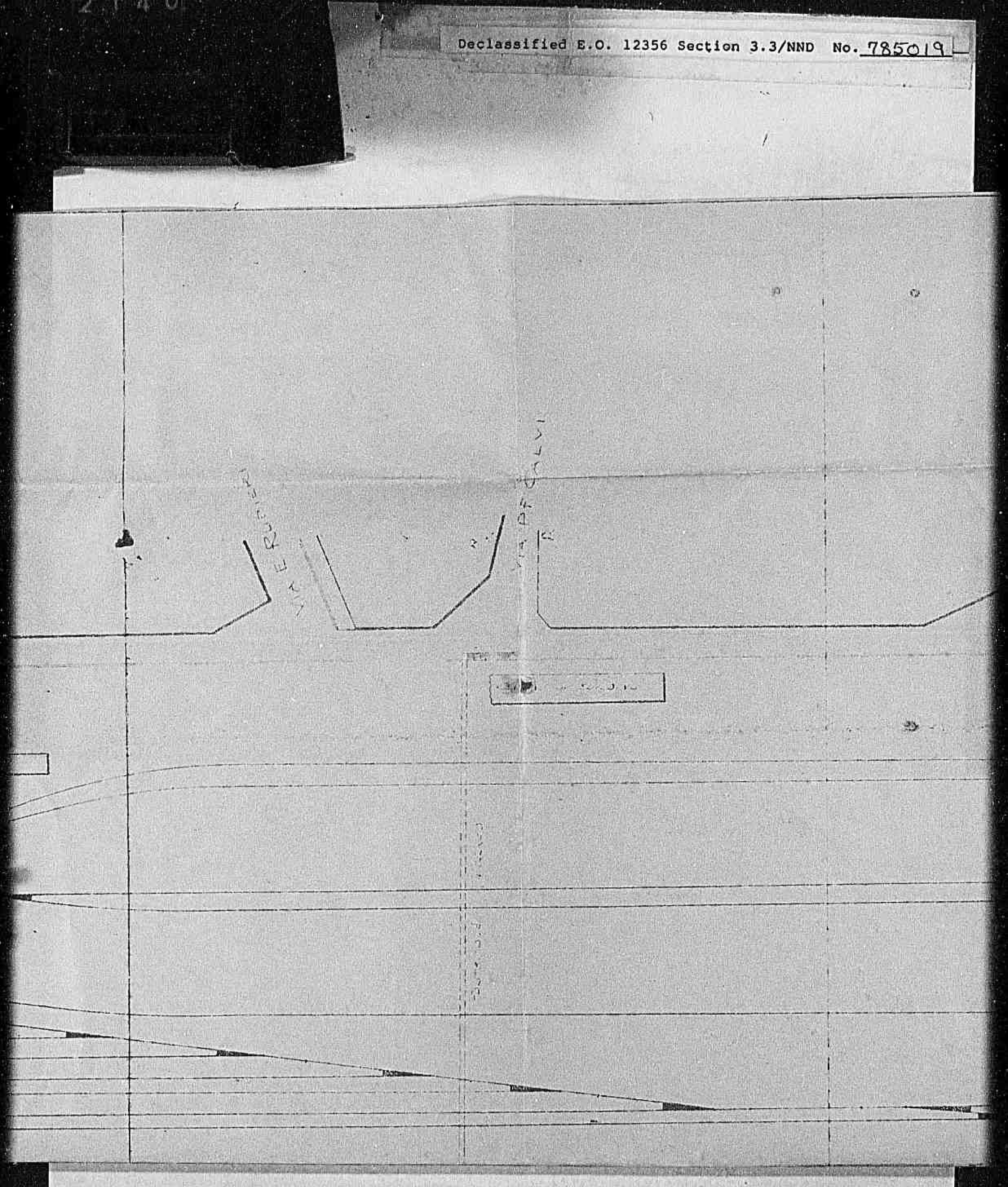

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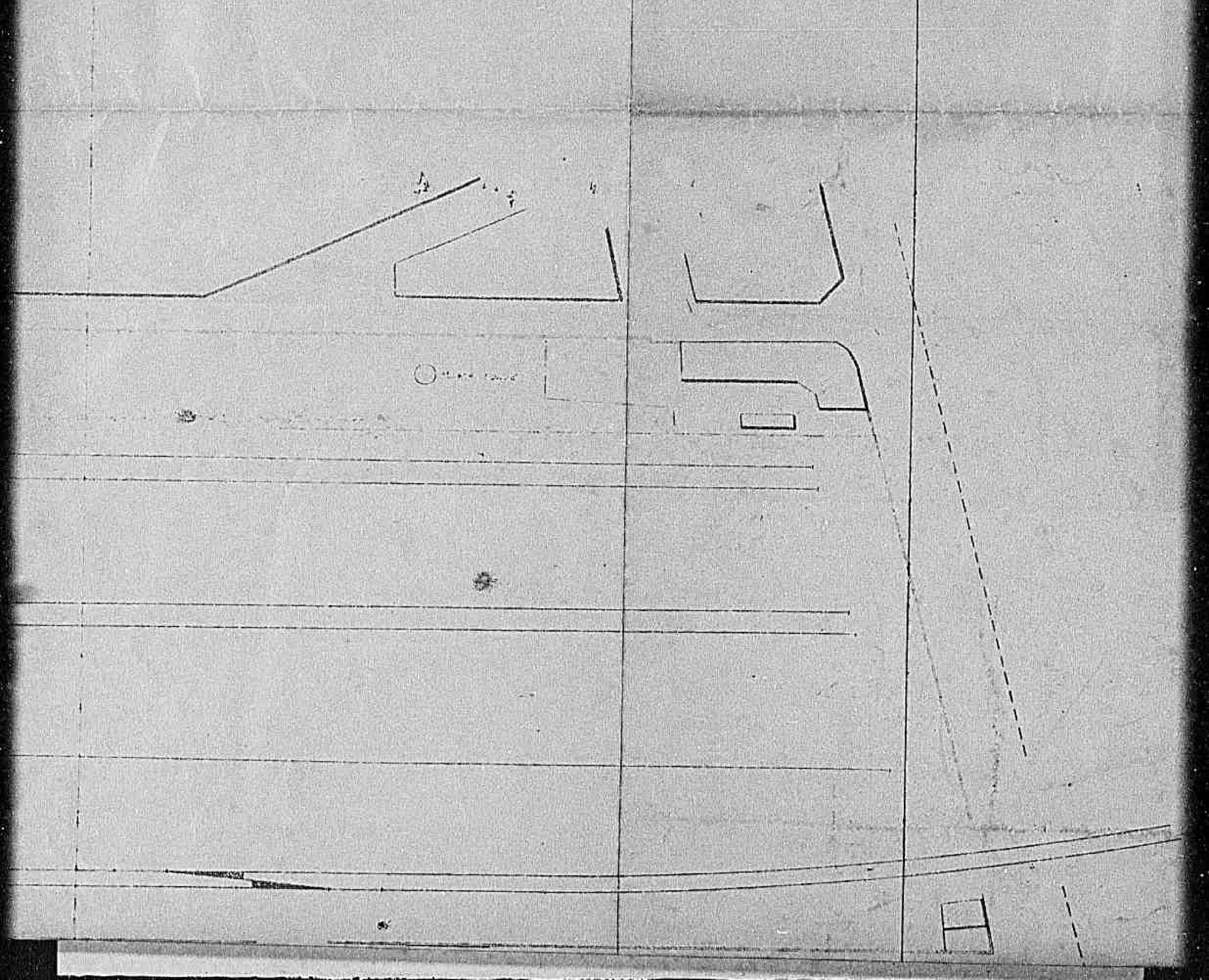

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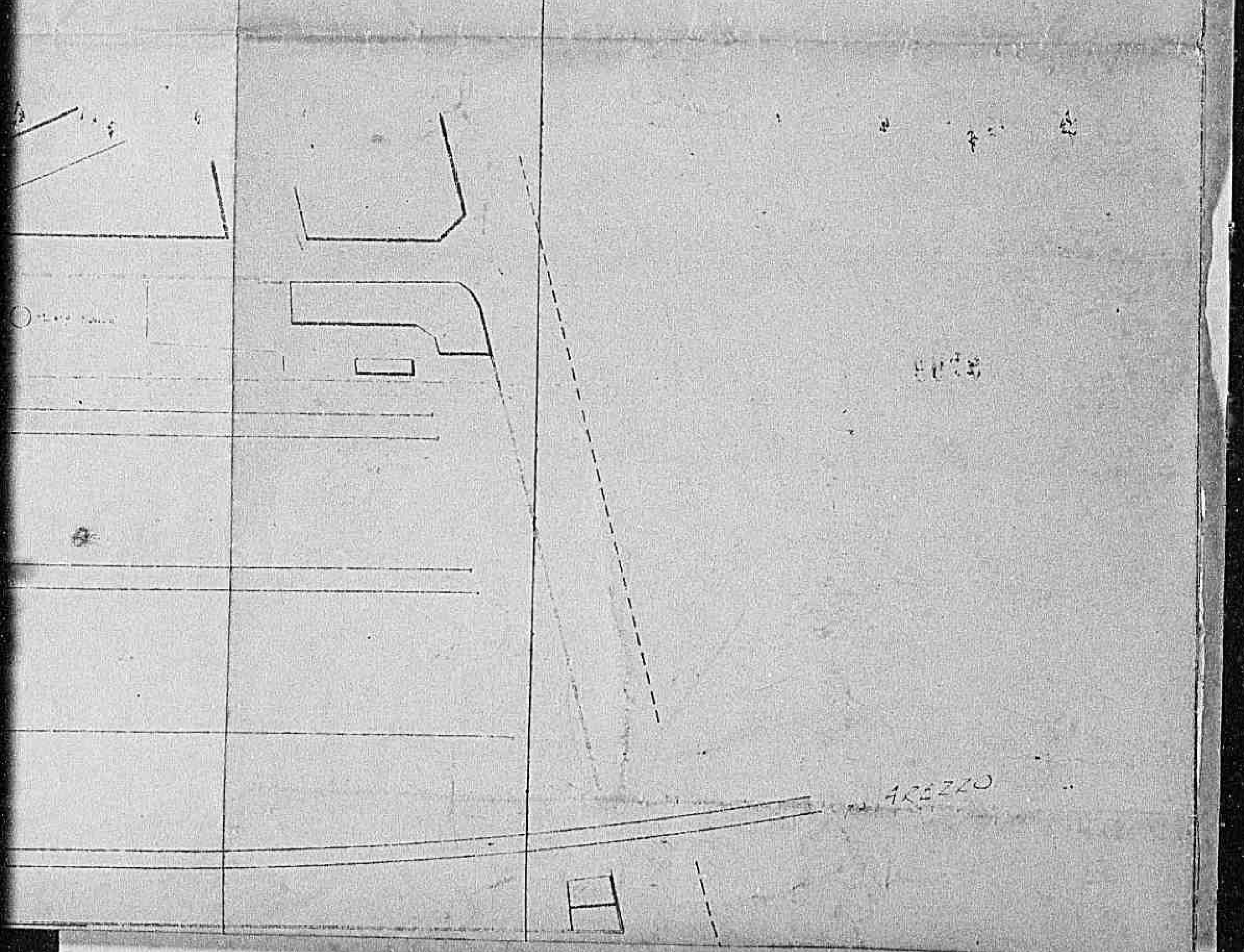

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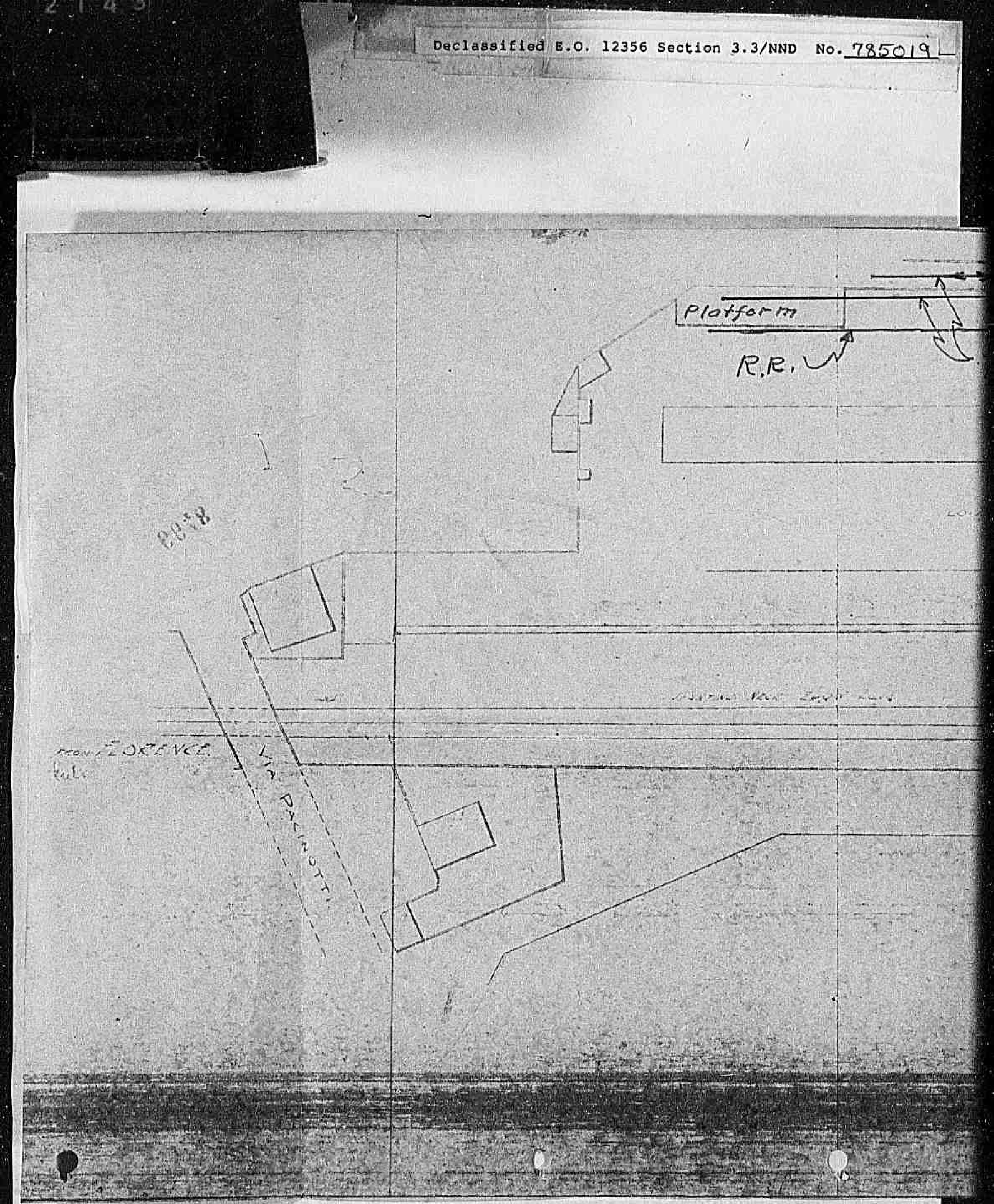

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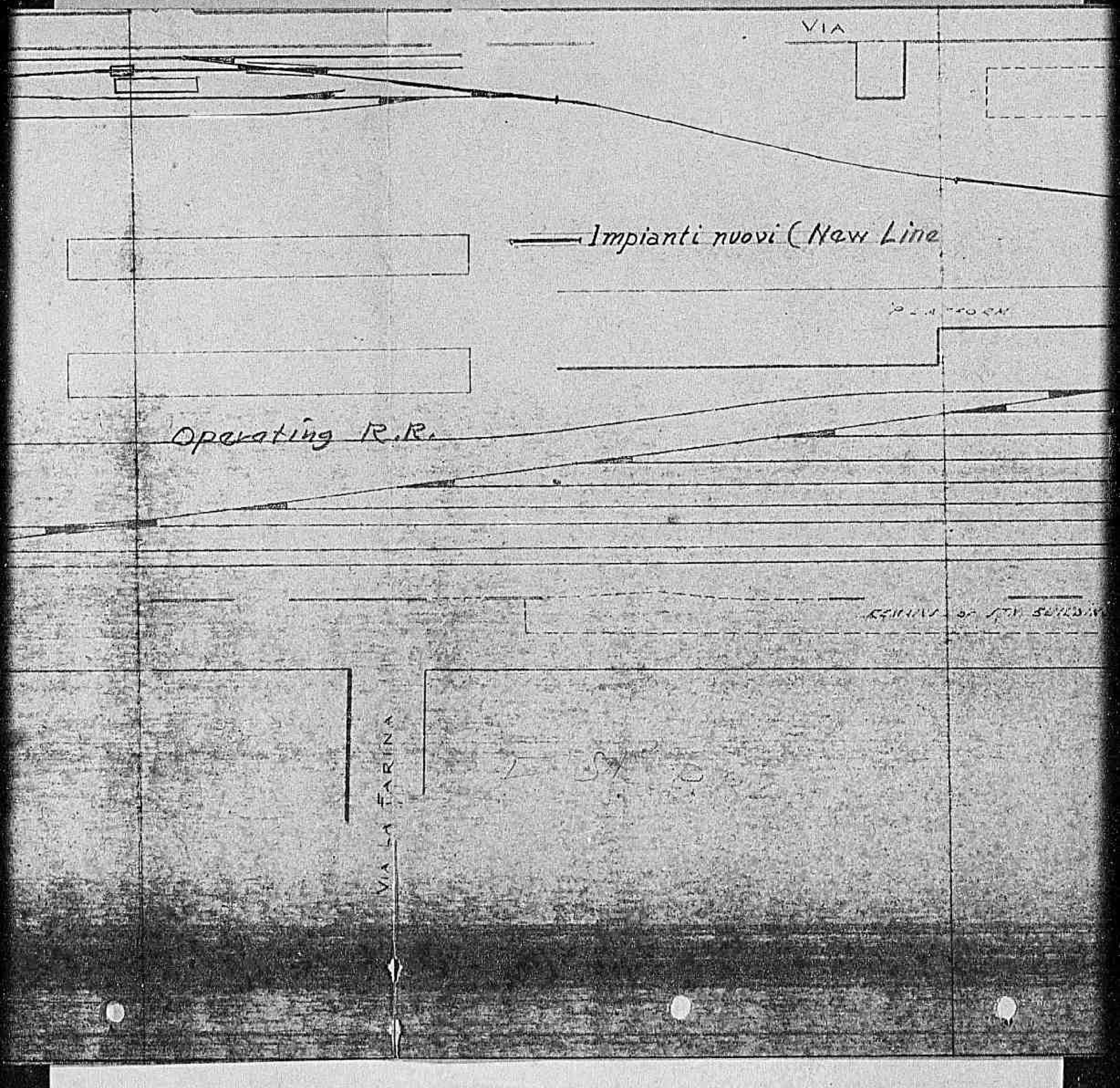

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CAMPO

D'ARRIGO

...ew Line

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VIA BENEDETTO VARCHI

VIALE MAZZINI

Declassified E.O. 12356 Section 3.3/NND No. 785019

D'ARRIGO

DANIELI BUILDING

Operating Track

VIA MANNELLI.

VIALE MAZZINI.

Scale 1:1000

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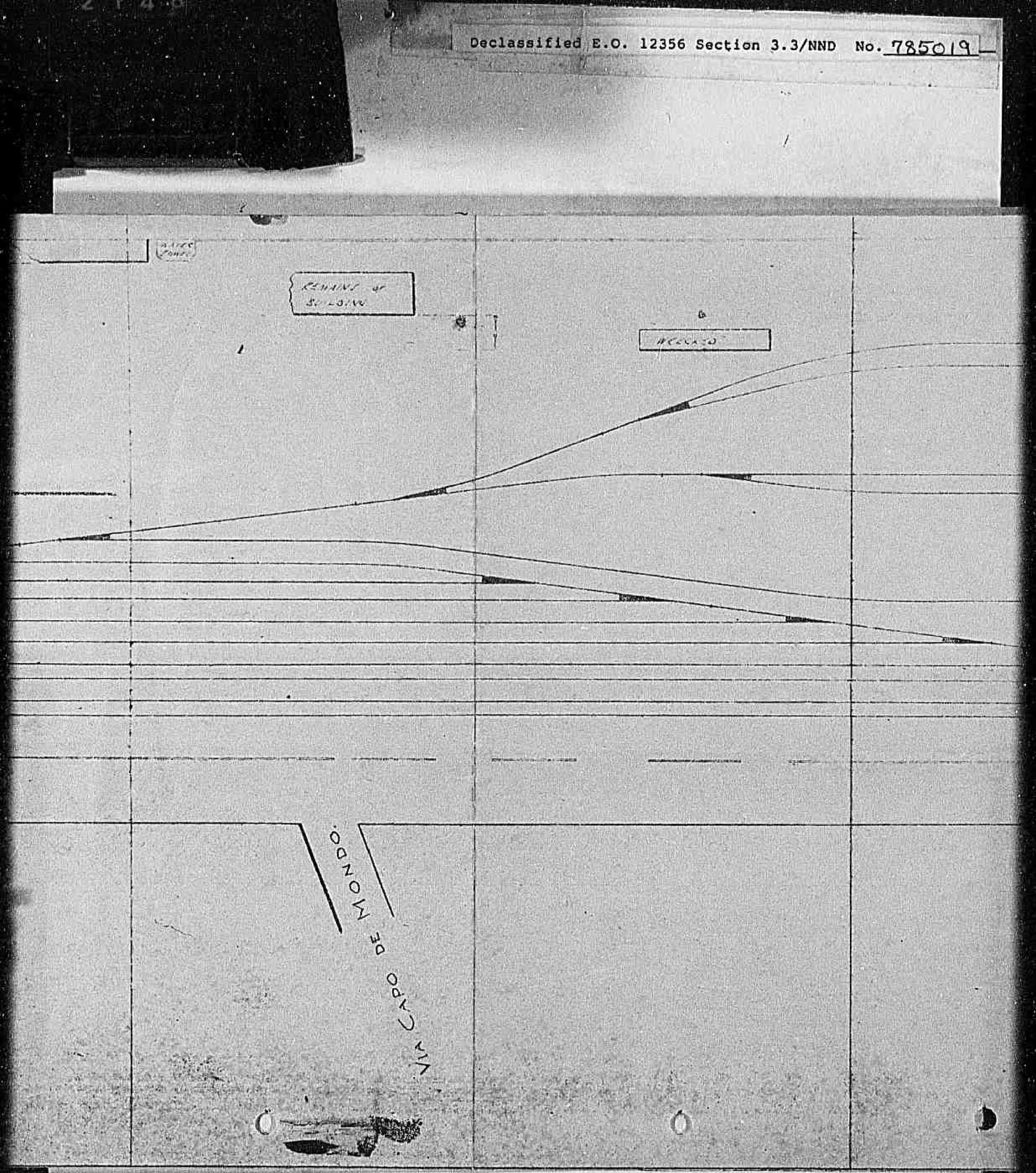

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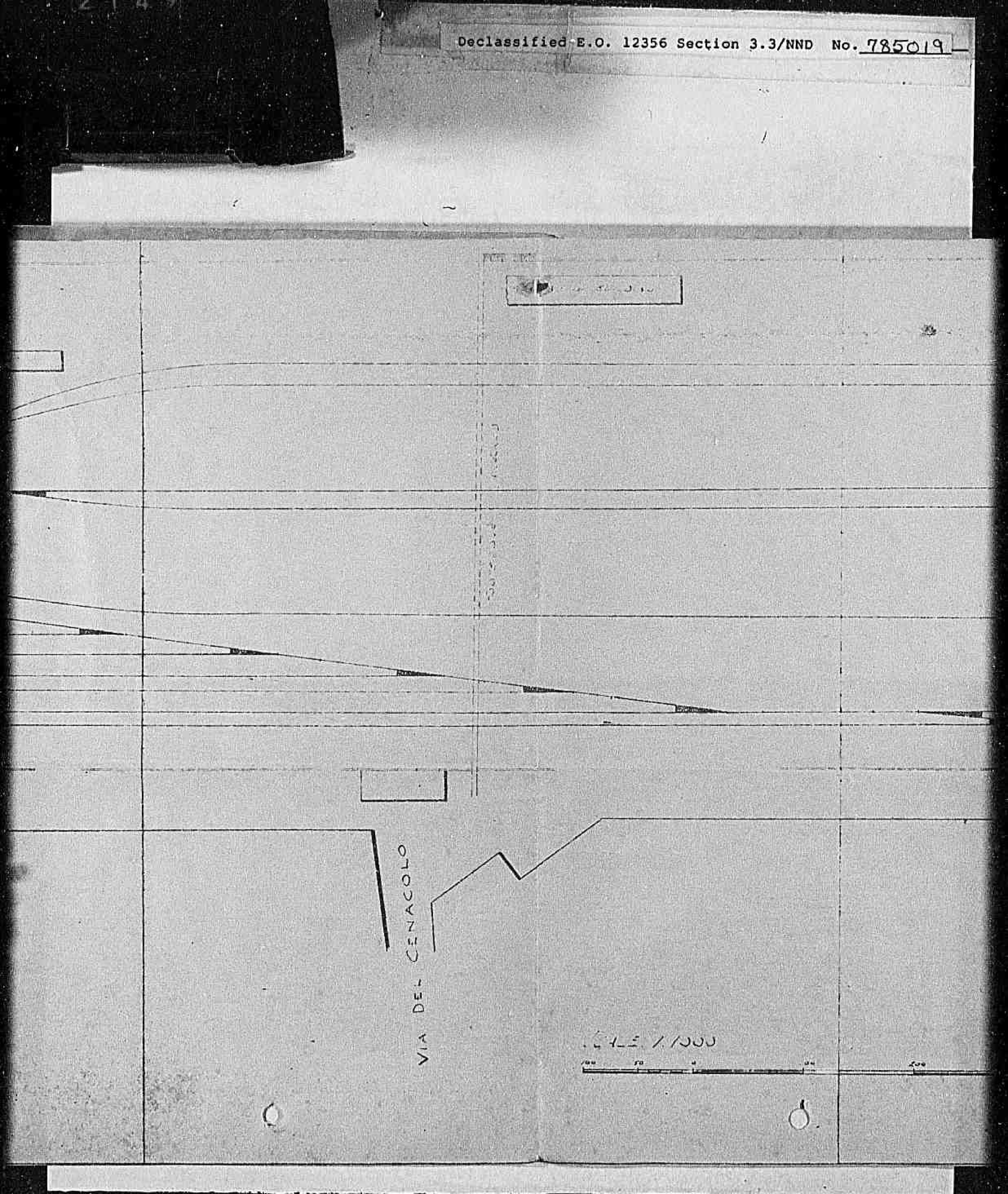

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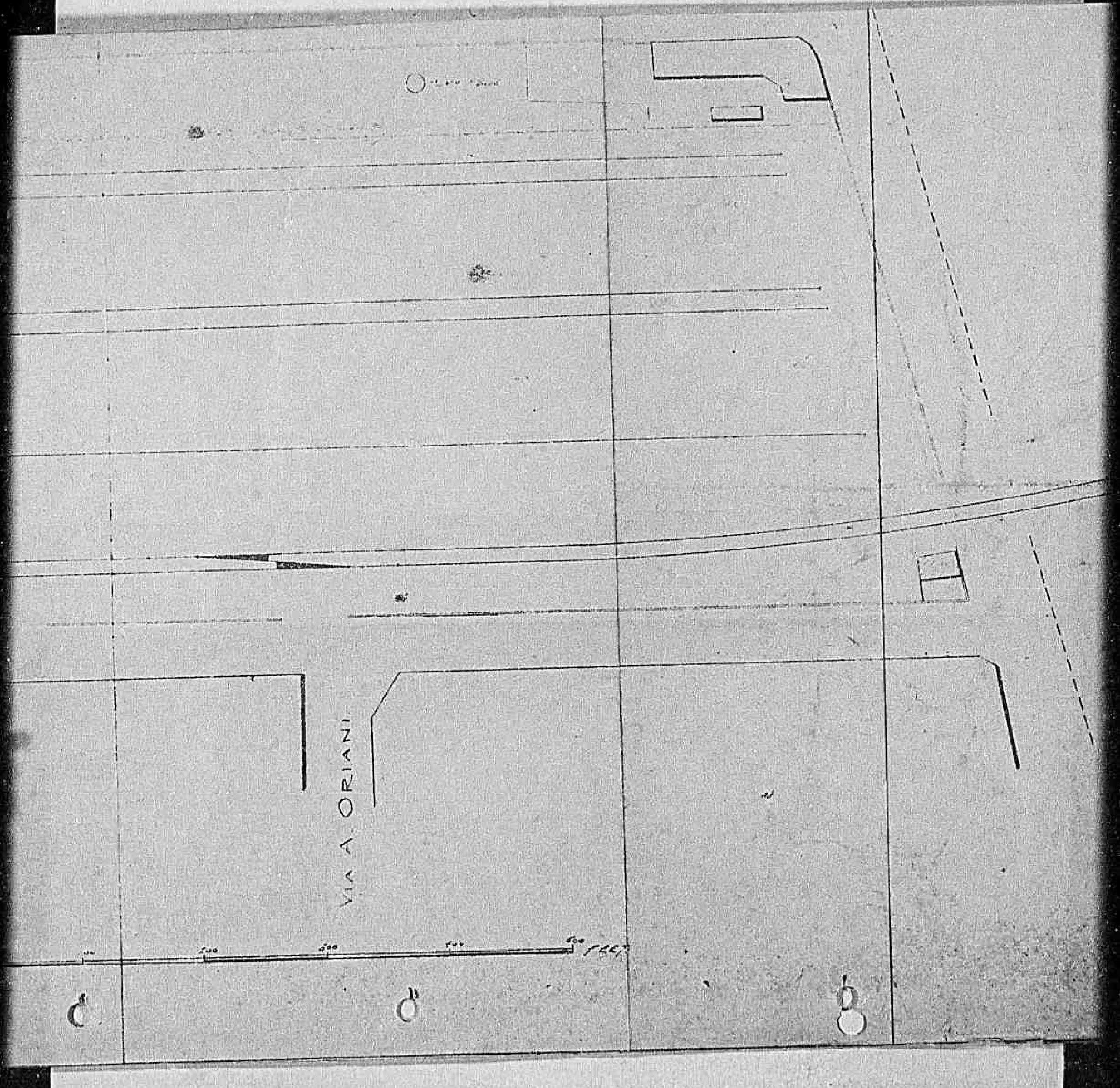

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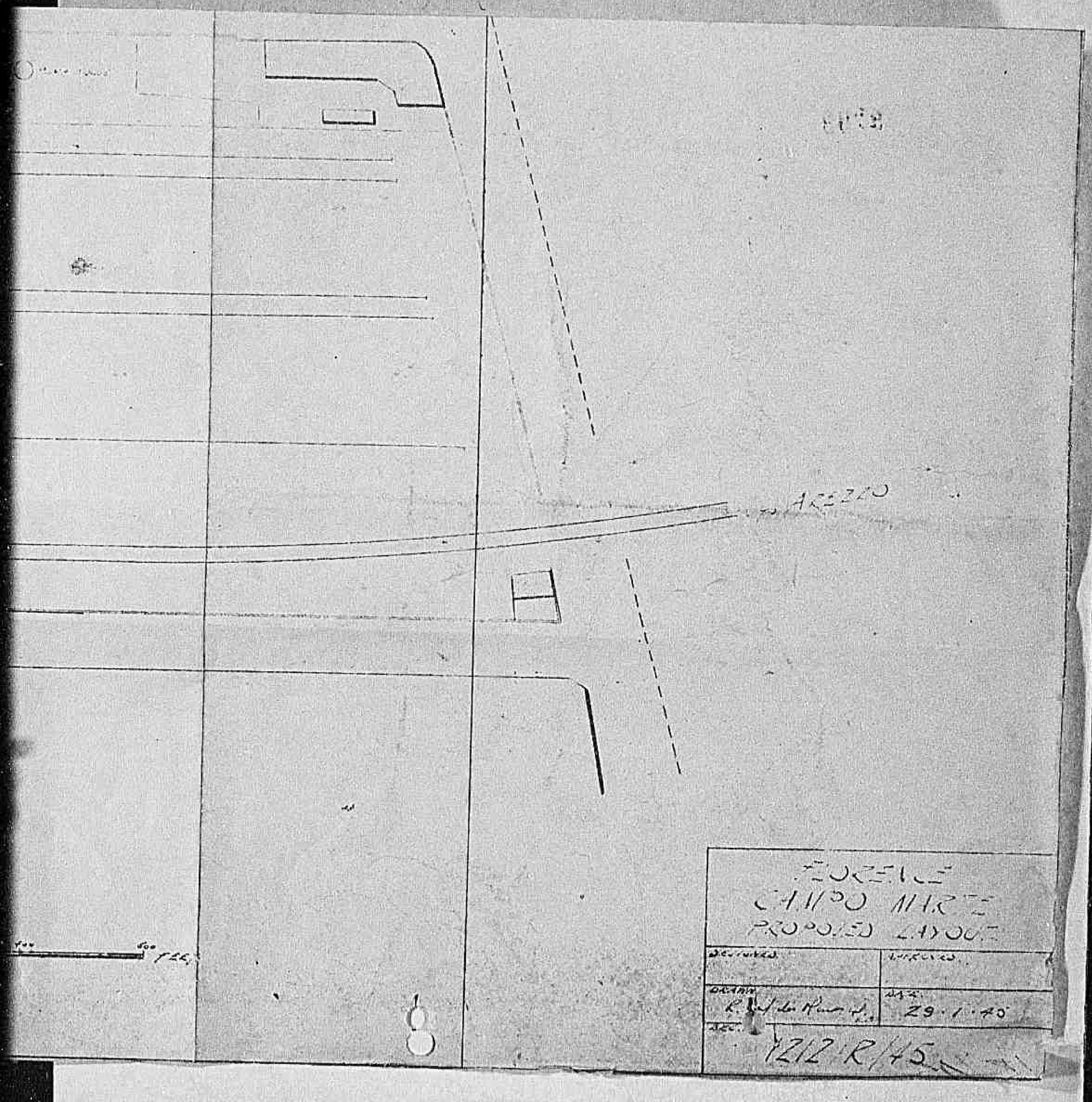

Declassified E.O. 12356 Section 3.3/NND No. 785019

Tele.Ext.317. HEADQUARTERS ALLIED COMMISSION WML/ce

INTER OFFICE MEMO.

19

30 May 45.

REFERENCE: 221/PWU.
SUBJECT : Supply of Electricity - Railways.
TO : Transportation Sub-Commission.
FROM : P.W. & U. Sub-Commission.

1. Ref. your letter AC/105/Tn.4 (16) dated 25 May 45.

2. It is not clear to us what is required in connection with electricity for transportation services. So far as we are concerned, transportation is just one of the civilian services and application should be made for a supply to the electrical companies in accordance with the memorandum on this subject.

3. It there is any assistance which we can give you, however, it is suggested that it could be better settled at a meeting between us.

W.M. LAPPER,
Lieut-Colonel,
Chief, Elec.Div.

6647

Declassified E.O. 12356 Section 3.3/NND No. 785019

18

Tel.489081.Ext.339

HEADQUARTERS ALLIED COMMISSION NWH/rlv
APO 394
Public Works and Utilities Sub-Commission

29 May 1945

221/PWU

Subject: Provincial Railway Line S.E.F.T.A.
Modena Province.

To : Regional Commissioner, Emilia Region
(Att: Regional Engineer).

17

Reference your letter RIX/PU/17 dated 22 May 45.

1. As you requested the plans and estimates for the rehabilitation of the private railway line in Modena Province were given to Major Street of the Transportation Sub-Commission.

2. He stated that he would review them and see what could be done. He said that this railway had a low priority and that cement was difficult to get.

By Command of Rear Admiral STONE:

V.S.THOMPSON
Lt.Col. R.C.E.
Chief, Public Wks.Div.

6646

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
25 MAY 1945 221

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
Public Works & Utilities Division
APO 394

WMP/pc

22 May 1945

17

Reference: RIX/PU/17

Subject : Provincial Railway Line S.E.F.T.A.
Modena Province

To : Director, Public Works & Utilities Sub-Commission
HQ Allied Commission
APO 394

1. The attached letter, with plan and estimate, covers information for the rehabilitation of a private railway line in Modena Province, in which the Province has an interest.

It is important as a local transportation system and will be a distinct help to the area.

2. Please pass on to the Transportation Sub-Commission, with a request for information to be given to us on any action that can and will be taken. Instructions from A.C. HQ, are to the effect that all railway lines, private and public, will be handled through Transportation Sub-Commission.

3. The Provincial Commission is being advised of our action in this matter.

For the Regional Commissioner.

WILLIAM M. SPANN
Lt Col AUS
Regional Engineer Officer

Enclosure:
CC
P.C. Modena

1 Blueprint

6645

ACP/ic

16

RECEIVED
P.W. & U. S/C A.C.
28 MAY 1945 22/

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

Tel. 843238
Ref. AC/105/Tn 4

25 May 1945

SUBJECT : Supply of Electricity - Railways.

TO : Public Works and Utilities Sub-Comm. HQ AC

1. - Upon receipt of your statement concerning the supply of electricity for civilian purposes in Italian Government territory, details were submitted to the Ispettorato Generale della-Motorizzazione civile-e dei Trasporti in concessione, so that all private railways and extra-urbane tramways (the latter are in many cases linked and classified with private railways) could follow the procedure for obtaining current.

2. It seems that there are two-articles in the Royal Law Decree 3 April 1944 containing the regulations for restriction of electricity consumption.

3. I quote-below rough translations-of articles 9 and 13 and you will note the-reference to transportation services in each. It is understood that action-is being taken to get paragraph 9 nullified so far as transportation services-are concerned, but-perhaps you would be good enough to advise this Commission what amended advice will be necessary if such action is carried out.

Art. 9 - Within-14 days from the date of publication of present Decree all Prefects, in-agreement-with the Companies operating public-transportation services-operated by electricity, to lay out, through the Provincial Commissions whereof - preceeding article, a plan for the co-ordination of the daily-requirements of electric power for said public transportation services; above plan

Declassified E.O. 12356 Section 3.3/NND No. 785019

TO : Public Works and Utilities Sub-Commission

1. - Upon receipt of your statement concerning the supply of electricity for civilian purposes in Italian Government territory, details were submitted to the Ispettorato Generale della Motorizzazione civile e dei Trasporti in concessione, so that all private railways and extra-urbane tramways (the latter are in many cases linked and classified with private railways) could follow the procedure for obtaining current.

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Art. 9 - Within 14 days from the date of publication of present Decree all Prefects, in agreement with the Companies operating public transportation services operated by electricity, to lay out, through the Provincial Commissions whereof preceeding article, a plan for the co-ordination of the daily requirements of electric power for said public transportation services; above plan to be eventually submitted to the Central Commission.

The decisions reached by the Provincial Commissions to be carried into effect whenever they cover public transportation services operating within the provincial boundaries, while for the services having an interprovincial character said decisions shall become effective only after the approval of the Central Commission.

./.

664

19 refs

Declassified E.O. 12356 Section 3.3/NND No. 785019

Art. 13. - The provisions whereof preceeding articles do not apply for the electric power for lighting and for motive power required for the operation of hospitals and authorized nursing-houses, first-aid stations, medical and dental ambulatories, churches, military factories, rail transportation services, telephone, telegraph and radio communication services, broadcasting stations; gas and water works, public rubbish collection services, bakeries, flour mills and macaroni factories, dairy central stations, pumping stations for reclaimed marshes.

4. What is needed is a definite regulation to cover all forms of public transport needing electricity, divided, perhaps, as under :-

Italian State Railways
Private Railways in Concession
Extra-Urban Tramways in Concession
Tramways in concession
Trolleybusses in concession
Funiculars, etc. in concession.

The term "in concession" refers to all such lines which are operated by private companies but which are in fact, leased to them over varying periods by the Government. Having covered such Government concessed transport organisations, then provisions might follow for the forms of transport either public or private, which are free from Governmental control.

P. Quidoberg. Lt. Col.
for, Director

6643

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

Public Works & U.S/C

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/id

15

RECEIVED
P.W. & U. S/C A.C.
14 MAY 1945 221

Ref:233/8/Tn.2

14 May 1945

Subject : Completion of construction of section of Railway Line Ellera - Tavernelle.

To : Finance Sub Commission.

1. With reference to conversation Major Timmons-Major Richardson, attached hereto is copy of letter and estimated costs from the Italian Ministry of Public Works to the Ministry of the Treasury, requesting for an appropriation of 18,000,000 lire (eighteen million lire) for completion of construction of section of line Ellera Station and Pietrafitta Mines to enable lignite to be withdrawn and dispatched to Rome.

2. As agreed, will you kindly forward the above correspondence to the Ministry of Treasury with a strong recommendation that a decree be passed within the next fifteen days.

This project is of the greatest importance in view of the fact that unless work starts immediately, the civil population of Italy will suffer considerably through lack of fuel, as coal imports have been cut to a minimum.

3. The Ministry of Public Works representative at Perugia has six million lire (6,000,000 lire) to commence work today and for essential purchases and salaries. This sum will last approximately fifteen days. Once started, this work must not be interuppted through lack of funds and I urgently request that this be pointed out to the Ministry of Treasury,

0029

Declassified E.O. 12356 Section 3.3/NND No. 785019

so that they will make available the above sum immediately the decree is passed.

4. Needless to say this project has the approval of the D.M.R.S., Transportation and Public Works & Utilities Sub Commissions.

F.P. Richardson Maj.

F.P.RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

Copy to:- TN.4 - Major A.H.Street,D.S.O.(C.E. Branch)
" Major A.C.Ping, (Operations Branch)
Public Works & Utilities Sub Commission
(attn. Lt.Col. V.S. Thompson)

66421

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
12 APR 1945 221

ACF/20

14

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

Tel. 84 1238
Ref: AC/44/Tn 4

11 April 1945

SUBJECT : Private Railway in Southern Italy.

TO : Ministry of Transports
General Inspectorate MCTC (13)

1. Reference is to my letter of 3rd April on this subject.

2. Attached hereto is the agreed method for obtaining electricity, and you will note that it is apparently intended the scheme will operate (with alterations as outlined in the note at foot of letter) as the Italian Government's post war electricity rationing scheme.

3. It is presumed that your support for any additional services required by local private railways and tramways will assist in guiding the establishment of a priority.

For the Chief Commissioner :

A.C.PINE, Major

Copy to: MRS
" " AMIG C-4 Rov & Tn
" " Public Works Sub-Comm. HQ AC
" " Major Bowers Sn Tn Officer Naples
" " Capt Bean c/o HQ AC Rome

6640

Public Works Sub Comm

13

RECEIVED
P.W. & U. S/C A.C.
9 APR 1945 221

ACP/ic

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

Tel. 843238
Ref. AC/44/Tel4.

3 April 1945

TO : Ministry of Transports
General Inspectorate MCTC

14 refers

SUBJECT : Private Railways in Southern Italy.

1. With the return of additional territory to the Italian Government, the question of services on Private Railways and extra urbane tramways arises.

2. It is felt that where electric track is used by private railways and extra urbane tramways, requests for additional facilities should be considered by your Department, and when sanction is given, the operating company should apply for additional electrical power through the existing channels.

3. So far as the Circumvesuviana and Cumana lines are concerned, any alteration of existing services should be in agreement with the local military organisation concerned with the transportation of civilians working on behalf of the allies.

4. Such an arrangement will give STEFER and the Ferrovie del Nord the opportunity of increasing their services as power becomes available for such purposes.

5. For private railways operating on coal, it is requested this Department be consulted as to any alteration in schedules. The Sud-Est Company is of military importance and as such still comes under the jurisdiction of Military Railway Services.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Ref. [illegible]

TO : Ministry of Transports
General Inspectorate MOTC

14 refers

SUBJECT : Private Railways in Southern Italy.

1. With the return of additional territory to the Italian Government, the question of services on Private Railways and extra urbane tramways arises.

2. It is felt that where electric track is used by private railways and extra urbane tramways, requests for additional facilities should be considered by your Department, and when sanction is given, the operating company should apply for additional electrical power through the existing channels.

3. So far as the Circumvesuviana and Cumana lines are concerned, any alteration of existing services should be in agreement with the local military organisation concerned with the transportation of civilians working on behalf of the allies.

4. Such an arrangement will give STEFER and the Ferrovie del Nord the opportunity of increasing their services as power becomes available for such purposes.

5. For private railways operating on coal, it is requested this Department be consulted as to any alteration in schedules. The Sud-Est Company is of military importance and as such still comes under the jurisdiction of Military Railway Services.

6. It is requested that details of all private railways who have availed themselves of the Decree of November 1944 which offered financial help for reconstruction be supplied to the office. There is obviously no objection to private railways proceeding with repair work with available material and labour, but where the material required is controlled, the railway must be assessed a priority position by the Construction Sub-Committee of the Allied Railway Board.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

It is suggested, therefore, that you advise all Private Railways of this, in order that demands for material may be chanelled, and a full knowledge maintained of work in hand.

M.B.THOMAS, Colonel
Deputy Director.

Copy to : MRS
" " AFHQ G-4 Mov & Tn
" " √Public Works Tn Sub-Comm.
" " Maj. Bowers Senior Tn Officer Naples
" " E.W. Dean, c/o HQ AC Rome Region

6638

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
17 MAR 1945 221

ACP/1c

12

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

Tel. 843238
Ref. AC/323/Tn 4

15 March 1945

TO : Utilities and Public Works Sub-Commission, HQ.AC.

SUBJECT : Electric Railways and Tramways in Southern Territory.

1. It has been the practice in the past for applications for additional electric railway and tramway services to be channelled through the appropriate Branch of the Ministry, which has submitted recommendations to this Headquarters.

2. When the desirability of the Service has been established with the Region concerned the matter has been passed through your Sub-Commission to the Regional Engineer, although in some cases after the initial communication, contact has been had with the Regional Engineer direct.

3. It is understood that a decision is awaited from AFHQ as to how the civil demand for electricity will be presented to the Military control subsequent to 15th March, and it would be appreciated if details can be supplied to this Sub-Commission, in order that the Ministry may be informed of procedure for the future.

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

Lt Col Hayden
This is an important question and needs a careful reply. Pls prepare answer for my sig.
19/3

Standard form seen & all S.C. 6637
to explain procedure.
19/3

Declassified E.O. 12356 Section 3.3/NND No. 785019

DS/oe

Tel.489081
Ext.339.

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

3 March 45.

REFERENCE: 221/PWU.
SUBJECT : Cables for Funicular Railroad, Naples.
TO : Regional Commissioner, Southern Region
(att: Regional Engineer)
FROM : Chief, Public Works Div.

1. Concerning the requirement of the Funicular Railroad Company for new cables we find the following:

2. The Company has to apply to the appropriate Ministry of the Italian Government giving full details of what is required including the reasons thereof.

3. The Italian Government if satisfied that the request is in order, attempts to secure the material from Italian manufacturers or stocks, and failing to secure same the Government requests the import of this material through the Economic Section of A.C.

4. Economic Section in turn checks this request through its appropriate Sub-Commission and if the import is recommended by the Sub-Commission it lists the material along with all otherrimports required for civilian use.

5. Thereafter it is a matter of time, world supply, and shipping availability, as to when the import will be received. All official dealings as to imports and payments therefore are as between Government and Government and not directly between purchaser and seller.

By command of Rear Admiral Stone.

6636

V.S. THOMPSON,
Lieut-Colonel, R.C.E.,
Chief, Public Works Div.

27 FEB 1945
221

Public Works & Utilities S/C AC

Circulate

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION, A.P.O. 394.

TRAIN SERVICE CIRCULAR Nº 5.

24 February,45.

By arrangement with AFHQ/MRS/AC/ISR, the following additions and alterations to ISR services are approved. ISR to arrange operation and to advise dates and details to all concerned.

Commencing Monday 5 March 45.

NEW THROUGH CIVILIAN PASSENGER SERVICE:

ROME-REGGIO VIA CASSINO.

Outward on Mon.Wed.Fri. Train Nº 783.			Return on Tues.Thurs.Sat. Train Nº 784.	
0800	d	ROME TERMINAL	a	1720
0950	a	COLLEFERRO	d	1547
0955	d		a	1542
1040	a	FROSINONE	d	1455
1045	d		a	1450
1150	a	ROCCASECCA	d	1350
1210	d		a	1330
1240	a	CASSINO	d	1241
1245	d		a	1235
1410	a	VAIRANO	d	1115
1415	d		a	1113
1455	a	SPARANISE	d	1033
1500	d		a	1030
1523	a	CAPUA	d	1001
1525	d		a	0956
1545	a	CASERTA	d	0936
1600	d		a	0921
1700	a	NAPLES CENTRALE	d	0820
1800	d		a	0710
2025	a	SALERNO	d	0400
2040	d		a	0340
0500+	a	GIOIA TAURO	d	1835+
0655+	d	Km. 350	a	1658+
0825	a	REGGIO (Calabria)	d	1600

Commencing Monday 5 March 45.

NEW THROUGH CIVILIAN PASSENGER SERVICE:

ROME-REGGIO VIA FORMIA.

Outward on Tues.Thurs.Sat. Train Nº 83.			Return on Mon.Wed.Fri.Sun. Train Nº 84.	
0900	d	ROME TERMINAL	a	1610
1025	a	CAMPOLEONE	d	1452
1035	d		a	1442
1116	a	LITTORIA	d	1403
1119	d		a	1400
1153	a	PRIVERNO	d	1326
1156	d		a	1323
1333	a	FORMIA	d	1142
1339	d		a	1137
1356	a	MINTURNO	d	1120
1359	d		a	1117
1514	a	VILLA LITERNO	d	1004
1519	d		a	0959
1547	a	AVERSA	d	0930
1552	d		a	0923
1630	a	NAPLES CENTRAL	d	0840
1800	d		a	0710
2025	a	SALERNO	d	0400
2040	d		a	0340
0500+	a	GIOIA TAURO	d	1835+
0655+	d	Km. 350	a	1658+
0825	a	REGGIO (Calabria)	d	1600

NOTE: +Amended timing between GIOIA TAURO and Km. 350 agreed with MRS.

Three compartments to be reserved for AC personnel ROME-NAPLES, and two compartments from NAPLES to REGGIO; and vice versa.

Composition:
ø Loco

Composition:
ø Loco

Declassified E.O. 12356 Section 3.3/NND No. 785019

Mon.Wed.Fri. Train Nº 783.			Tues.Thurs.Sat. Train Nº 784.		Sun. Train Nº 83.			Train Nº 84.	
0800	d	ROME TERMINAL	a	1720	0900	d	ROME TERMINAL	a	1610
0950	a	COLLEFERRO	d	1547	1025	a	CAMPOLEONE	d	1452
0955	d		a	1542	1035	d		a	1442
1040	a	FROSINONE	d	1455	1116	a	LITTORIA	d	1403
1045	d		a	1450	1119	d		a	1400
1150	a	ROCCASECCA	d	1350	1153	a	PRIVERNO	d	1326
1210	d		a	1330	1156	d		a	1323
1240	a	CASSINO	d	1241	1333	a	FORMIA	d	1142
1245	d		a	1235	1339	d		a	1137
1410	a	VAIRANO	d	1115	1356	a	MINTURNO	d	1120
1415	d		a	1113	1359	d		a	1117
1455	a	SPARANISE	d	1033	1514	a	VILLA LITERNO	d	1004
1500	d		a	1030	1519	d		a	0959
1523	a	CAPUA	d	1001	1547	a	AVERSA	d	0930
1525	d		a	0956	1552	d		a	0923
1545	a	CASERTA	d	0936	1630	a	NAPLES CENTRAL	d	0840
1600	d		a	0921	1800	d		a	0710
1700	a	NAPLES CENTRALE	d	0820	2025	a	SALERNO	d	0400
1800	d		a	0710	2040	d		a	0340
2025	a	SALERNO	d	0400	0500+	a	GIOIA TAURO	d	1835+
2040	d		a	0340	0655+	d	Km. 350	a	1658+
0500+	a	GIOIA TAURO	d	1835+	0825	a	REGGIO (Calabria)	d	1600
0655+	d	Km. 350	a	1658+					
0825	a	REGGIO (Calabria)	d	1600					

NOTE: +Amended timing between GIOIA TAURO and Km. 350 agreed with MRS.
Three compartments to be reserved for AC personnel ROME-NAPLES, and two compartments from NAPLES to REGGIO, and vice versa.

Composition:

ø Loco
1 Baggage Car, Rome-Naples
1 Coach for passengers Rome-Caserta, Italian military Naples-Reggio
1 Coach for passengers Rome - Naples, Italian military Naples-Reggio.
3 Coaches for passengers Rome-Naples and Naples-Reggio.
3 Coaches for passengers Rome-Reggio.
1 Mail van Rome-Reggio.
1 Baggage car Naples-Reggio

NOTE: ø Position of Loco reversed from NAPLES.

Ref: AC Tn/100/90.

Composition:

ø Loco
1 Baggage car Rome-Naples
2 Coaches for passengers Rome-Naples, Italian military Naples-Reggio
3 Coaches for passengers Rome-Naples and Naples-Reggio.
3 Coaches for passengers Rome-Reggio.
1 Mail van Rome-Calabria
1 Baggage car Naples-Reggio

NOTE: ø Position of Loco reversed at CAMPOLEONE and again at NAPLES.

Ref: AC Tn/100/89.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

Commencing Monday 5 March 45.
NEW CIVILIAN PASSENGER TRAIN SERVICE:-

ROME - CAPRANICA.

Mon.Thus.Sat. Train Nº.2520.				Mon.Thurs.Sat. Train Nº.2521
0640	d	ROME TERMINAL	a	1845
0647	a	ROME TUSCOLANA	d	1836
0648	d		a	1835
0654	a	ROME OSTIENSE	d	1827
0655	d		a	1826
0658	a	ROME TRASTEVERE	d	1822
0700	d		a	1821
0712	a	ROME S. PIETRO	d	1813
0713	d		a	1812
0730	a	ROME MONTE MARIO	d	1759
0731	d		a	1758
0739	a	OTTAVIA	d	1750
0740	d		a	1749
0753	a	LA STORTA F.	d	1737
0754	d		a	1736
0807	a	CESANO DI ROMA	d	1719
0808	d		a	1718
0816	a	ANGUILLARA	d	1710
0817	d		a	1709
0833	a	CROCICCHIE	d	1658
0834	d		a	1657
0843	a	VIGNA DI VALLE	d	1648
0844	d		a	1647
0857	a	BRACCIANO	d	1636
0902	d		a	1631
0919	a	MANZIANA	d	1618
0920	d		a	1617
0937	a	ORIOLO	d	1605
0938	d		a	1604
0948	a	BASSANO SUTRI	d	1552
0949	d		a	1551
1000	a	CAPRANICA	d	1540

NOTE: NO OTHER TRAINS CAN BE OPERATED ON THIS LINE ON DAYS WHEN ABOVE TRAINS RUN.

Commencing Monday 5 March 45.
TRAIN CANCELLATIONS:
Trains Nos.781 and 782, between ROME and NAPLES via CASSINO.
(See Train Service Circular Nº.3)

Ref. AC Tn/100/90

Commencing Monday 5 March 45.
TRAIN CANCELLATIONS:
Trains Nos.81 and 82, between NAPLES and REGGIO.
(See Train Service Circular Nº.1)

Ref. AC Tn/100/92

Commencing Monday 5 March 45.
TRAIN CANCELLATIONS:
Trains Nos. 9451, 8046, 8978 and 8043, 9159, conveying ISR workers between ROME and AVERSA.

POSTAL TRAFFIC ROME-LEGHORN

Existing mail vans between Rome and Leghorn on Mondays and Thursdays will be withdrawn effective Monday 26 February. Postal traffic will be carried in large Baggage Car in addition to 5 Army Supplies. No alteration in timing will be made, and travelling postal officers will be permitted to continue to travel with the mail.
Ref: AC Tn/36.

SPECIAL NOTE

THE QUICKER FREIGHT CARS ARE PUT BACK INTO SERVICE, THE MORE TRAFFIC CAN BE CONVEYED. ENSURE A SPEEDY TURN ROUND OF WAGONS. DO NOT ALLOW THEM TO

Declassified E.O. 12356 Section 3.3/NND No. 785019

0654	a	ROME OSTIENSE	d	1827
0655	d		a	1826
0658	a	ROME TRASTEVERE	d	1822
0700	d		a	1821
0712	a	ROME S. PIETRO	d	1813
0713	d		a	1812
0730	a	ROME PONTE MAMMOLO	d	1759
0731	d		a	1758
0739	a	OTTAVIA	d	1750
0740	d		a	1749
0753	a	LA STORTA F.	d	1737
0754	d		a	1736
0807	a	CESANO DI ROMA	d	1719
0808	d		a	1718
0816	a	ANGUILLARA	d	1710
0817	d		a	1709
0833	a	CROCICCHIE	d	1658
0834	d		a	1657
0843	a	VIGNA DI VALLE	d	1648
0844	d		a	1647
0857	a	BRACCIANO	d	1636
0902	d		a	1631
0919	a	MANZIANA	d	1618
0920	d		a	1617
0937	a	ORIOLO	d	1605
0938	d		a	1604
0948	a	BASSANO SUTRI	d	1552
0949	d		a	1551
1000	a	CAPRANICA	d	1540

NOTE: NO OTHER TRAINS CAN BE OPERATED ON THIS LINE ON DAYS WHEN ABOVE TRAINS RUN.

Ref: AC Tn/100/257

COMPOSITION: 2 Box Cars for fare paying passengers.

1 Box Car for General Goods if needed. (Not to be loaded beyond Rome on Military lines).

Freight traffic as authorised.

Trains Nos.81 and 82, between NAPLES and FOGGIO.
(See Train Service Circular N°1)

Ref. AC Tn/100/92

Commencing Monday 5 March 45.

TRAIN CANCELLATIONS:

Trains Nos. 9454, 8046, 8978 and 8043, 9159, conveying ISR workers between ROME and AVERSA.

POSTAL TRAFFIC ROME-LEGHORN

Existing mail vans between Rome and Leghorn on Mondays and Thursdays will be withdrawn effective Monday 26 February. Postal traffic will be carried in large Baggage Car in addition to 5 Army Supplies. No alteration in timing will be made, and travelling postal officers will be permitted to continue to travel with the mail.

Ref: AC Tn/36.

SPECIAL NOTE

THE QUICKER FREIGHT CARS ARE PUT BACK INTO SERVICE, THE MORE TRAFFIC CAN BE CONVEYED. ENSURE A SPEEDY TURN ROUND OF WAGONS. DO NOT ALLOW THEM TO BE USED AS WAREHOUSES.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Commencing Monday 5 March, 45

SPECIAL PERISHABLE FREIGHT TRAIN
CALABRIA DISTRICT - ROME

This train will convey civilian perishable traffic as first priority, other civilian traffic within tonnage available. Train will run direct to OME (Ostiense) Station for market.

PERISHABLE TRAFFIC SHOULD BE SO LABELLED.

Train No°			
TM 7000	POTENZA	d	0505
	BATTIPAGLIA	a	1730
8728	REGGIO (Calab)	d	2032
	CATANZARO	a	0316
8518		d	0850
	S.EUFEMIA	a	1117
TV 9074	GIOIA TAURO	d	2020
	NICOTERA	a	2045
1962M		d	0505
	S.EUFEMIA	a	0808
8816	S.EUFEMIA	d	1155
	PAOLA	a	1354
		d	1529
	SAPRI	a	183·
		d	1938
	AGROPOLI	a	2006
		d	2308
	BATTIPAGLIA	a	0008
SS	BATTIPAGLIA	d	0510
	SALERNO	a	0746
		d	0830
	NOCERA INF.	a	0946
		d	1015
	PAGANI	a	1020
		d	1043
	ANGRI	a	1052
		d	1115
	SCAFATI	a	1126
		d	1152

Train No°	CONTINUED		
SS	TORRE CENTRAL	a	1219
		d	1300
	TORRE GRECO	a	1333
		d	1400
	S.GIOVANNI B.	a	1431
		d	1520
	NAPLES P.G.	a	1536
		d	1550
	NAPLES CAMPI F.	a	1614
		d	1635
	GIULIANO	a	1725
		d	1740
	VILLA LITERNO	a	1756
		d	1830
	FALCIANO	a	1902
		d	1922
	FORMIA	a	2035
		d	2040
	FONDI	a	2142
		d	2156
	FOSSANOVA	a	2301
		d	2315
	SEZZE R.	a	2344
		d	2358
	CAMPOLEONE	a	0200
		d	0212
	ROME TUSCOLANA	a	0415
		d	0420
	ROME OSTIENSE	a	0430

New daily train is "SS" from BATTIPAGLIA. For information, existing freight trains into BATTIPAGLIA, now in operation, are shown.

PERISHABLE TRAFFIC BARI - ROME.

Satisfactory train service exists from BARI for perishable traffic to reach ROME MARKETS in reasonable time.

Advice must be given at BARI to NRS - Movements' Operating Office of all perishable traffic to be moved, and every effort that no delay is

Declassified E.O. 12356 Section 3.3/NND No. 785019

	S.EUFEMIA	a	1117
TV 9074	GIOIA TAURO	d	2020
	NICOTERA	a	2045
1962M		d	0505
	S.EUFEMIA	a	0808
8816	S.EUFEMIA	d	1155
	PAOLA	a	1354
		d	1529
	SAPRI	a	183[illegible]
		d	1938
	AGROPOLI	a	2006
		d	2308
	BATTIPAGLIA	a	0008
SS	BATTIPAGLIA	d	0510
	SALERNO	a	0746
		d	0830
	NOCERA INF.	a	0946
		d	1015
	PAGANI	a	1020
		d	1043
	ANGRI	a	1052
		d	1115
	SCAFATI	a	1126
		d	1152
	NAPLES P.G.	d	1520
		a	1536
		d	1550
	NAPLES CAMPI F.	a	1614
		d	1635
	GIULIANO	a	1725
		d	1740
	VILLA LITERNO	a	1756
		d	1830
	FALCIANO	a	1902
		d	1922
	FORMIA	a	2035
		d	2040
	FONDI	a	2142
		d	2156
	FOSSANOVA	a	2301
		d	2315
	SEZZE R.	a	2344
		d	2358
	CAMPOLEONE	a	0200
		d	0212
	ROME TUSCOLANA	a	0415
		d	0420
	ROME OSTIENSE	a	0430

New daily train is "SS" from BATTIPAGLIA. For information, existing freight trains into BATTIPAGLIA, now in operation, are shown.

PERISHABLE TRAFFIC BARI - ROME.

Satisfactory train service exists from BARI for perishable traffic to reach ROME MARKETS in reasonable time.

Advice must be given at BARI to MRS - Movements' Operating Office of all perishable traffic to be moved, and every effort made to ensure that no delay is occasioned by perishable traffic being kept to be moved with ordinary merchandise. Ref: AC Tn/100/94/92/287/89.

663

By command of Rear Admiral STONE:

R C Pinckney

for MERRITT H. TAYLOR,
Director.

DISTRIBUTION:

A.C. Internal only.

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Copy

9

SLB/Ac

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

RECEIVED
P.W. & U. S/C A.C.
24 FEB 1945 22

Tel. 843403

Ref: AC/74/Tn 4

21 February 45

TO : Public Works and Utilities Sub-Commission,
HQ.AC.

SUBJECT : Ropes (Cables) for the Neapolitan Rope-Railways.

1. This is not a matter for this Sub-Commission which is not concerned with rope railways and has no information on the subject referred to.

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

6633

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RECEIVED
P.W. & U. S/C A.
15 FEB 1945 231

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION
Availability Section

TEL: 473703

CAM/CM/lc

14 February 1945

REF: AC/5000/1/Commerce

SUBJECT: Ropes (cables) for the Neapolitan rope-railways.

TO : Regional Commissioner - Toscana Region
(Industry Division)

1. This Sub-Commission has been informed that steel ropes for a rope railways belonging to a lift in the Gothic line, in the Pistoia zone, has been recovered and is available. We would appreciate if confirmation can be given of such availability as this rope is badly required for the Neapolitan rope - railways.

For the Chief Commissioner:

W. P. EVANS
Colonel
Director
Commerce Sub-Commission.

Copy to: P.W. & U. Sub-Commission.

Transportation S/C

6632

This seems to be a transportation matter.

15/2

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P.W. & U.S/C A.C.
18 FEB 1945
221
27 OCT Recd

ACP/fd

8

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701 24 October 1944

Our ref.: ACC Tn/57/23

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

Received me Draf 19/2/45

1. The attached papers are sent you for consideration.

2. This Sub-Commission would be prepared to support electrical operation of the line Aversa-Capua as a temporary measure, the journey Naples-Capua to be made by existing street car services.

3. Reference is, however made to a prohibition by Allied Authorities for the use of the line other than for the carriage of ballast for road maintenance.

4. It is thought possible that this demand has since lifted, but it is possible you will have some information on the subject.

5. It would not be possible to concede steam operation of the track Capua-Naples, and operation will have to be deferred until electrical repairs can be completed.

enclosure under cover

Copy to: Maj. Bowers
Maj. Mole

D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

Enclosure: 1 (translation)

C/PW. Re. my 6691 dat, re (4). 27/10. GSR.

I.G.M. 239

Roma, 13. 10 1944

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione SERV. V UFF. 3

Prot. N.° 3111/ Allegati 1

F.78K1

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

Al LA COMMISSIONE ALLEATA
DI CONTROLLO=Sottocommis-
sione per i Trasporti
Via Veneto = R O M A =

Risposta al f.° del

Div. Sez. N.°

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

Il programma di esercizio proposto comporta tredici coppie di treni a trazione elettrica sul tronco da Capua ad Aversa, mentre il tronco Aversa-Napoli verrebbe, per il momento, esercitato con trazione a vapore, con cinque coppie di treni, in attesa di poter disporre dei conduttori di ra-
me occorrenti per la messa in effi-

Declassified E.O. 12356 Section 3.3/NND No. 785019

E DEI TRASPORTI IN CONCESSIONE

sione per i trasporti

Via Veneto = R O M A =

Div. SERV. V UFF. 3

Prot. N.° 3111/ Allegati 1

F.78K1

Risposta al f.° del

Div. Sez. N.°

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

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

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

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

6630

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12356 Section 3.3/NND No. 785019

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

Il traffico aveva carattere quasi esclusivamente rurale e operaio.

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

Si resta in attesa delle decisioni che codesta On.Commissione riterrà di adottare.

IL MINISTRO

Cerabona

Declassified E.O. 12356 Section 3.3/NND No. 785019

ISPETTORATO COMPARTIMENTALE M.C.T.C.

NAPOLI

Azienda Concessionaria	Gestione Governativa della Ferrovia Napoli-Piedimonte d'Alife (Allegato 1)
Programma vigente N°coppie treni tipo del servizio treni-km.	Chiusa la linea al servizio pubblico dal 1°/10/1943 Programma normale prima della chiusura: Servizio elettr. n°16 coppie treni viaggiatori " 4 coppie treni merci " a vapore " 3 " " misti
Nuovo programma	N°13 coppie treni elettrici sulla tratta Capua-Aversa km.26 N°5 copp.Tr.vapore sulla tratta Napoli-Aversa km.19 Tipo del servizio: misto - viaggiatori - merci Treni km.676 Elettr.+190 vapore (allegato 2)
Orario proposto	(Vedi allegato 3)
Fabbisogno combustibile o energia per il nuovo programma	Carbone Tonn.150 mensili (kg.300 per la trazione vapore Lubrificanti ((" 400 " " " elettrica
Energia elettrica	Potenza media occorrente kw 100 Consumo giornaliero kw-ora 1700 Ore delle punte massime: allo avviamento dei treni Potenza massima durante le punte: kw 200
Impegno materiale rotabile occorrente	Locomotive a vapore n° 2 Locomotori elettrici " 1 Automotrici elettriche " 6 Automotrici Diesel " = Bagagliai " 4 Carrozze viaggiatori " 9 Carri merci chiusi " 26 Tale materiale e presentemente disponibile ed in

Declassified E.O. 12356 Section 3.3/NND No. 785019

Km.26
N°5 coppie Tr. vapore sulla tratta Napoli-Aversa Km.19
Tipo del servizio: misto - viaggiatori - merci
Treni km.o76 Elettr.+190 vapore (allegato 2)

Orario proposto — (Vedi allegato 3)

Fabbisogno combustibile o energia per il nuovo programma — Carbone Tonn.150 mensili
(kg.300 per la trazione vapore
Lubrificanti (
(" 400 " " " elettrica

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

Impegno materiale rotabile occorrente

Locomotive a vapore	n° 2
Locomotori elettrici	" 1
Automotrici elettriche	" 6
Automotrici Diesel	" =
Bagagliai	" 4
Carrozze viaggiatori	" 9
Carri merci chiusi	" 26

Tale materiale e presentemente disponibile ed in piena efficienza.-

IL DIRETTORE COMPARTIMENTALE

Firmato Saggese 6629

Allegato 3

Visto dalla Mot. Civile e del Trasp in Conc. Sindacato Finanziario

Per copia conforme
p. Il Capo Servizio

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

(Allegato 1)

La Ferrovia Napoli-Piedimonte d'Alife viene esercitata in re=
gime di Gestione Governativa per conto della "Compagnie des Chemins de
ier du Midi de l'Italie" estromessa sino dal 26 aprile 1923, per grav
irregolarità amministrative.-

Contro il provvedimento di istituzione della Gestione governa=
tiva in larga opposizione legale, e dopo lunghe infruttuose trattative
per un componimento, con atto di citazione, notificato il 13 luglio
1931, la rappresentanza legale della Compagnia soleva un complesso
di questioni giuridiche, che rimasero sempre insolute, per il subentra=
to attuale, prima liquidatore e poi passivo della concessionaria. Fu
più volte, prima dell'attuale Guerra, tentato di addivenire ad una
consensuale risoluzione della convenzione di concessione, ma senza ri=
sultato.-

Tale situazione giuridica impone tuttora la necessità del pro=
trarsi di tale gestione, con il potenziale diritto dell'Amministrazio=
ne ad essere rimborsata di tutto il rilevante onere sostenuto e con
il dovere di condurre la gestione stessa secondo i criteri della più
rigorosa economia.-

Il divieto, vigente al presente, mantenuto dal Comando Alleato
di ripristinare il pubblico servizio della linea, e di porla a disposi=
zione unicamente del Comando stesso, per i trasporti di pertinenze, per
le manutenzioni stradali, determina un onere gravissimo per la gestio=
ne, e per essa, allo Stato che deve fornire i mezzi finanziari. Attual
mente il deficit mensile ascende a oltre un milione.

Dall'inizio della gestione a tutto il 31 dicembre 1940 l'anda=
mento economico si è manifestato costantemente e gravemente deficita=
rio, con una leggera tendenza a migliorare negli ultimi due anni 1939
e 1940.-

[illegible] legale della Compagnia sollevò un complesso di questioni giuridiche, che rimasero sempre insolute, per il subentrato atteggiamento, prima litigioso e poi passivo, della concessionaria. Fu più volte, prima dell'attuale guerra, tentato di addivenire ad una consensuale risoluzione della convenzione di concessione, ma senza risultato.-

Tale situazione giuridica impone tuttora la necessità del protrarsi di tale Gestione, con il potenziale diritto dell'Amministrazione ad essere rimborsata di tutto il rilevante onere sostenuto e con il dovere di condurre la Gestione stessa secondo i criteri della più rigorosa economia.-

Il divieto, ~~vigente~~ al presente, mantenuto dal Comando Alleato di ripristinare il pubblico servizio della linea, e di porla a disposizione unicamente del Comando stesso, per i trasporti di pietrame, per le manutenzioni stradali, determina un onere gravissimo per la Gestione, e per essa, allo Stato che deve fornire i mezzi finanziari. Attualmente il deficit mensile ascende a oltre un milione.

Dall'inizio della Gestione a tutto il 31 dicembre 1940 l'andamento economico si è manifestato costantemente e gravemente deficitario, con una leggera tendenza a migliorare negli ultimi due anni 1939 e 1940.-

Le perdite degli esercizi precedenti, dal 1923 al 1940 assommarono a L.25.051.646.88. 6628

Nel 1941 il bilancio si chiuse per la prima volta in utile per L.317.329,78.

Nel 1942 l'effettivo utile di bilancio sbalzò a L.4.048.467,99, e nel 1943, nonostante gli effetti distruttivi della guerra e la cessazione completa del funzionamento in servizio pubblico della linea, il bilancio si è mantenuto lievissimamente in utile.-

Poiche le condizioni potenziali del traffico si mantengono favorevolissime è di tutta evidenza l'urgenza massima della riapertura al pubblico servizio della linea, nell'interesse generale della popolazione e nell'interesse dello Stato.

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(Allegato 2)

Il tronco a vapore Biforcazione-Piedimonte d'Alife, km.39, ha subito gravissime distruzioni: distrutti tutti i ponti, compreso quello grande sul Volturno; distrutti alcuni fabbricati degli impianti di stazioni; asportato il binario per km.14; per farne pista per autocarri e carri armati, ecc.

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

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

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

6627

Declassified E.O. 12356 Section 3.3/NND No. 785019

(Allegato 3)

1)-Tratta Aversa-Capua-servizio elettrico (treni-km.676)

Partenze da Aversa

6,15.7,45.8,41.10,08.11,38.13,08.14,38.15,41.16,42.17,42.18,43.19,43.20,42

Arrivi a Capua

7,00.8,35.9,26.10,52.12,22.13,52.15,26.16,26.17,28.18,28.19,28.20,28.21,28

Partenze da Capua

4,55.5,55.6,50.7,50.8,50.10,20.11,50.13,20.14,15.15,55.16,55.17,55.18,55

Arrivi ad Aversa

5,42.6,45.7,42.8,39.9,35.11,05.12,35.14,05.15,08.16,42.17,42.18,43.19,43

2)-Tratta Napoli-Aversa - servizio a vapore (treni-km.190)

Partenze da Napoli

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

Arrivi ad Aversa

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

Partenze da Aversa

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

Arrivi a Napoli

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

6626

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Declassified E.O. 12356 Section 3.3/NND No. 785019

OPWU 7

RECEIVED
P.W & U. S/C A.C
18 FEB 1945 221

ENGINEERING DIVISION
HEADQUARTERS
AMG/AC
ABRUZZI MARCHE REGION
C.M.F.

TO : The Transportation Sub-Commission, HQ.AC.
FROM : The Regional Engineer, Abruzzi-Marche Region V.HQ/AMG/AC
SUBJECT: Railway -Sulmona to Aquila, Pescara.
REF : 516/4
DATE : 17 February 1945.

1. Herewith is correspondence, referred to this Office, concerning the above subject, for your consideration.

For the Regional Commissioner

C.A. LATIMER
Lt.Col. C.E.
Regional Engineer

c.c. Reg. Comm.
Prov.Comm.
HQ,PW. and U. S.C.
516/4

Lt Col Thompson
Capper
For information + file
17/2
Am looking into this
22/2
This ref only to Railroad. 6625
Maj Renton is not taking any further action
RWM

1698

Declassified E.O. 12356 Section 3.3/NND No. 785019

COMUNE DI SULMONA

Ufficio Tecnico. Sulmona 13/2/1945

OGGETTO : Riparazione franca ferroviaria Sulmona-Aquila e Sulmona-Pescara.

SPETT.COMANDO MILITARE ALLEATO - L'Aquila.

La stazione refforiaria di Sulmona - la terza stazione per importanza e traffico dell'Italia Meridionale fu completamente devastata dal bombardamento aereo del 27 agosto 1944 ed in quelli successivi.

Le quattro linee ferroviarie che partono da Sulmona e cioè:

SULMONA --- PESCARA
SULMONA --- ROMA
SULMONA --- NAPOLI
SULMONA --- AQUILA TERNI

furono distrutte dai tedeschi.

Da qualche mese funziona già il tronco ROMA - TERNI - ANTRODOCO, e tra qualche mese funzionerà il tronco ANTRODOCO-AQUILA.

La città di Sulmona con i Comuni della Vallata e dell'Alto Sangro sono completamente tagliati fuori con Roma, per cui si chiede il nulla osta per l'appalto dei lavori sul tronco Sulmona Aquila, e meglio da Raiano-Aquila, pochè Sulmona Raiano è già in funzione.

Sulla Raiano Aquila le distruzioni non sono gravi, Occorre ricostruire un ponte ad una luce presso la Stazione di Fagnano, e 2 luci del ponte di Molina per riattivare il servizio ferroviario Sulmona Terni Roma. Col nulla osta da parte di codesto Comando, le Ferrovie passerebbero subito all'appalto.

Altra linea importante è la Sulmona-Pescara che porterebbe la nostra zona a riallacciarsi con le Puglie, e l'Alta Italia e le province di Pescara Chieti e Teramo con Roma. Ci Auguriamo che il Comando Alleato voglia accogliere benevolmente questa nostra domanda, ed autorizzi le Ferrovie ad indire l'appalto per i lavori anche della Sulmona-Pescara, importante per il trasporto viveri dall'Italia Meridionale.

IL SI[illegible]

6624

Declassified E.O. 12356 Section 3.3/NND No. 785019

COMMUNE OF SULMONA

13/2/1945

SUBJECT : Repair of the Railroad line Sulmona-Aquila and Sulmona-Pescara; Hon Allied Commend - L'Aquila.

The Sulmona station the third in importance in central Italy, was completely devastated by the air raid on August 27th and those which followed.

The four lines.

Sulmona - Pescara
" - Rome
" - Naples
" - Aquila - Terni

Were destroyed by the germans.

The line Rome- Terni - Antrodoco has been functioning again since last month.

That of Antrodoco-Aquila will be ready in a month or so.

The city of Sulmona and the Communes of the High Sangro Valley are completely cut off from Rome, and for such reason your approval is requestd to initiate the works on the Sulmona-L'Aquila, or better, from Raiano l'Aquila, as Sulmona-Raiano is already functioning.

On the Raino-Aquila line, damages are not very serious and with your approval repair works could be initiated immediately.

Another important line is the Sulmona- Pescara which would connect this area with the Puglie, nothern Italy and the provinces of Pescara Chieti if the Allied Command will approved of the plans for the reactivation of these lines.

THES INDACO
D'Eramo)

Tr. Hetty.

6623

Declassified E.O. 12356 Section 3.3/NND No. 785019

P.W. & U. Div.
18 FEB 1945 221

6

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. Army
PUBLIC WORKS AND UTILITIES DIVISION

16 February, 1945.

PWU-116/45

SUBJECT: Railway, Naples-Capua

TO : Headquarters Allied Commission, Public Works and Utilities Sub-Commission (Attn. Lt. Col. V.S. Thompson)

The Peninsular Base Section is still using this rail line for the carrying of ballast for road maintenance.

This office is not prepared to support the operation of this line.

WILLIAM F. CHAMBERLIN
Major F. A.
Regional Engineer
Southern Region.

WFC/pc.

Lt Col Thompson
It is not clear to me just what the difficulty seems to be. Pls take up with Transp. S/C.
Rad. 19/2

6622

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U.S.C.A.C.
27 JAN 1945 22

URGENT

07 File ACP/16 5

Att Col Thompson

Do you know anything about this brigade being alive by Jan's circle? Ltd 28/1

26 January 1945

Ino W. 29/1

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

Tel. 843238
Our Ref. AC/209/Tn

TO : General di Raimondo
Director, ISR
Building

SUBJECT : Lignite for Pietrafitta Mine.

1. Careful consideration is being given to the desirability of extending the railway from the existing Bastia railhead through Perugia to Ellera. It is understood the estimated cost of repair of this line is 15,000,000 lire.

2. The link from Ellera to the Pietrafitta Mine is by the railway line which was under construction at the outbreak of war by the Ministry of Public Works, on behalf of the ISR, to link Ellera and ~~Pietrafitta~~ Chiusi.

3. It is understood the Ministry of Public Works has already placed with the Contractor Zanetti the contract for this section of the work.

4. This Sub-Commission is anxious that when authority is given, work shall proceed with the minimum of delay. It does not desire to have progress reports through any Agency other than your own Engineering Department, and expects that arrangements will be made accordingly.

5. It is noted that amongst other requirements for the section of the Line Ellera-Pietrafitta, the following materials are required.

600 metres rail
2000 sleepers
4 tangent points 0.10
1 " " 0.12
2000 fishplates SBI
400 Rly Chairs Normal

6621

6. It is presumed this will be obtained by ISR through existing channels, and it is desired to have this confirmed.

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7. Please also confirm that the cost of repair of the section Ellora-Pietrafitta is not a charge on the ISR, and that financial authority is not required for the work from this Sub-Commission or other Commission of AC.

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

DISTRIBUTION : MRS
Movements Tn Sub-Commission
Major F.P.Richardson
Public Works Sub-Comm.HQ AC
Major A.H. Street.

6620

ACP/ag 4

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

RECEIVED
P.W. & U. S/C A.C.
1 FEB 1945 22/

30 January 1945

Tel: 843238
Our ref: AC/57/3/Tn 4

TO : Ministry of Transports
General Inspectorate M.C.T.C.

SUBJECT: Rome Nord Railroad: Increase of operating programme.

1. Reference is to your letter of 10 January 5249.

2. It is understood that the electric power situation for February is likely to be worse than January.

3. In the circumstance, it will be appreciated that there is little prospect of permitting any increase in the service of the Ferrovie del Nord from Rome to Viterbo in the near future.

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

Copy to: Public Works, Sub-Commission ✓
Regional Commissioner, Lazio-Umbria Region
Attn: Capt. Dean
Attn: Capt. Wade-Brown.

Declassified E.O. 12356 Section 3.3/NND No. 785019

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O.H. Lindberg. Lt. Col.

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

Copy to: Public Works, Sub-Commission ✓
Regional Commissioner, Lazio-Umbria Region
Attn: Capt. Dean
Attn: Capt. Wade-Brown.

Lt Col Rapsen Ltd
Pls note
Capt W

6619

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

Tel.489081
Ext. 317

HEADQUARTERS ALLIED COMMISSION
Public Works and Utilities Sub-Commission
APO 394

L. 3

FILE

Reference : 221/PWU — 25 Jan. 45

Subject : Rome-Palestrina extra-urban tramway line operated by STEFER

To : REGIONAL COMMISSIONER LAZIO-UMBRIA REGION
(Attention Regionnl Engineer)

(2)

1) - The attached letter ref. AC/57/16/Tn. requests increase in power, from a present amount of 100 KW, to 400 KW principally for passenger service.

2) - In view of the limited amount of power available and the important industrial demands, which have not yet been met, this Sub-Commission cannot recommend this request for February and suggest that the matter be considered for March or April.

3) - The matter is, however, being referred to you for your opinion and such action as is deemed justified.

W.M.LAPPER
Lt-Colonel
Chief Elec.Div.

cc : Electricity Control Board
R.A.A.C.

cc : TRANSPORTATION S/C, A.C.

enclosures
letter 13/1/45 - AC/57/16/Tn.
8/1/45 - Tec/RD/36
undated - Commune of Palestrina & translation
31/12/44 - 3006 & translation
23/9/44 - N° 1740/260 translation (2pages)

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no copies of enclosures retained by P.W.& U. except AC/57/16/Tn.

RECEIVED
P.W. & U. S/C A.C.
15 JAN 1945 22(

ACP/ic

2

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

Tel: 843238
Our Reference: AC/57/16/Tn

13 January 1945

TO : Public Works & Utilities Sub-Commission
HQ., AC.

SUBJECT : Rome-Palestrina Extra-Urban Tramway Line operated by Stefer.

1. The proprietors of this line have now reactivated it throughout to Palestrina, and are asking that the service Rome-San Cesareo be extended to Palestrina.

2. Support is given by the Sindaco of Palestrina.

3. It is understood present current consumption is 100 kw, and the increased power required would be 300 kw, apparently to be provided partly by Colleferro Works.

4. This Sub-Commission recommends, after investigation of the type of traffic, that the extension be granted, and perhaps you will so advise Regional Engineer.

5. We are also being pressed for information as to the Fiuggi-Fiuggi Città extension, papers of which were passed by you under reference 122/PWU 22 December to Regional Engineer, Lazio-Umbria Region.

3 Copies

a Ring May
for O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Section.

Lt Col Ringer

6617

Declassified E.O. 12356 Section 3.3/NND No. 785019

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3 Appx

a/Brig May

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

Lt Col Roffen

Maj 16/1

6617

Declassified E.O. 12356 Section 3.3/NND No. 785019

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P.W. & U. S/C A.C.
2 JAN 1945, 221

ACP/ic

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

Tel: 483238
Our Reference: AC/57/22/Tn 30 December 44

TO : Public Works & Utilities Sub-Commission

SUBJECT : Porto S.Giorgio-Amendola 0.95 m gauge railway

1. This line running inland on the Adriatic side between Ortona and Ancona covers an area devoid of other transport, and which is agricultural in pursuit.

2. The line is broken at Servigliano, where 4 arches across the Tenna are out, and it is not proposed to give any assistance in rebuilding the bridge at the moment owing to other priority needs.

3. The Company are asking, however, to be able to operate shuttle services and seek 800 klw per day between 0400 and 0900, and 1200 and 1700 hours daily.

4. Our representative has inspected the line and traffic books, and suggests current between 0500 and 0900, and 1400 and 1700 hours on weekdays, and the project is supported by the Minister of Communications.

5. The matter is submitted to you in the usual way for dealing with question of current.

Original in file 060

O.H.LINDBERG 6616
Lt.Col. R.E.,
Chief, Rail Section

Copy to: Capt. S. Smith, c/o Movements, 61 Area

Declassified E.O. 12356 Section 3.3/NND No. 785019

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5. The matter is submitted to you in the usual way for dealing with question of current.

Original in file 060

for O.H.LINDBERG 6611
Lt.Col. R.E.,
Chief, Rail Section

Copy to: Capt. W.S. Smith, c/o Movements, 61 Area

Declassified E.O. 12356 Section 3.3/NND No. 785019

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