

180 Years since the Inauguration of Napoli-Portici, the First Italian Railway Line: a Short Historical Excursus

EMRAILS 2019

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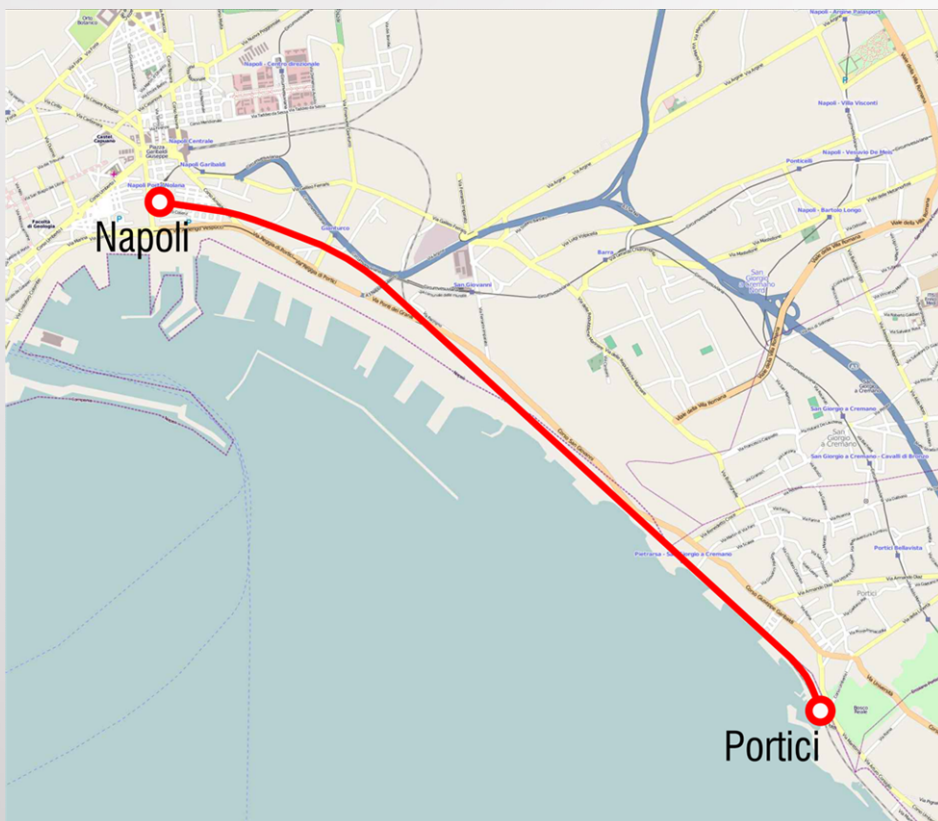
Armando Bayard de la Vingtrie, in January 1836 showed his railway project to the Minister of Ferdinand II, Marquis Nicola Santangelo.

He intended to build the railway line at his own expense, in exchange for granting management for 99 years. In the end they agree for 80 years

Bayard thought that among the Italian states that of the Two Sicilies was the most open to progress, boasting already the largest and most modern merchant fleet in Italy.

The administration defined the price for tickets of people and freights!

THE ADMINISTRATION IMPOSES TO HAVE **NO RAIL CROSSING**



n 1839 the first section from Naples to Portici was inaugurated

It was double track and had a total length of 7.25 kilometers

His Bourbon Majesty Ferdinand II,
attends the event

Napoli - Pietrarsa, 21 February 2019

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The king declared, in the French language Inaugural speech:



Painter: Salvatore Fergola

This railway will undoubtedly benefit commerce.

Considering how such a new road will be useful to my people, It makes me more enjoyable to think that, finished the work up to Nocera and Castellammare, I can see them continued to Avellino until the shore of the Adriatic Sea.



- The first train was composed of a British-built Longridge steam locomotive, called "Vesuvio", and eight wagons. The route to the Granatello di Portici station was accomplished in nine and a half minutes
- The first journey carried 258 passengers. Over the next forty days, 85,759 passengers took advantage of the railway.

- The iron of the rails proven from the mines of the Vallata dello Stilaro and was worked in the ironworks of Mongiana, in Calabria.
- The rails was built in modules of 5 meters, weighing **25 kg per meter** in length.
- Nowadays the weight is **60 kg per meter**



Painter: Salvatore Fergola

the railway had transported around 58,000 people, yielding a net profit of 14%. The company then considered that it could lower prices and in 1840 **reduced tickets** were provided for the **less affluent citizens**, that is to say "to people in jackets and cap, women without hats, liveried servants and soldiers and low officers of the real army".

Railway workshop of Pietrarsa

- The building of Pietrarsa workshop started on 6 November 1840
- The workshop had an extension of over 36,000 square meters. It was built with great spaciousness criteria so that the staff felt at ease
- an "Art School" was inaugurated in 1841, where they taught mathematics, geometry, mechanical sciences, languages, civil architecture and mechanical drawing with a practical application of arts and crafts (Carpenter, turner, founder and machinist), as well as train official trainers.

- From the Pietrarsa workshop, both locomotives, rails, carriages and steam-powered engines came out, both for national needs and for export. In 1847 construction sites are in full development, there were 982 workers, of whom 224 are military and 738 civilians and **40 prisoners** for their reintegration into civil society, without counting the managers and administrative employees.