

Coal by Rail - General
Vol I

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

10000/148/956
Aug '44

Tel. 391

AMW/ag

Ref. AC/5611/IND.

16 April 1945

SUBJECT : Clearance of coal wagons.

TO : Transportation Sub-Commission. ✓

FROM : Industry Sub-Commission.

266/99

CND
19/45

1. Reference your 266/88/Tn 3 dated 20 March 1945 and 266/94/Tn 3 dated 3 April 1945.

2. It is agreed by this Sub-Commission that prompt clearance of rail wagons at Gas Works Rome is of vital importance but it is not the function of this Sub-Commission to execute repairs; this is a matter for the Public Works and Utilities Sub-Commission.

3. We consider that the above Sub-Commission should have been advised about the desirability of having the crane put in working order and if necessary to approach this Sub-Commission for assistance in procuring the necessary spare parts.

4. To save time in this direction this Sub-Commission approached the officials of the Rome Gas works and obtained drawings and specifications of the parts required.

5. Furthermore we contacted a foundry in Rome to see if these parts could be manufactured.

6. On receiving assurance that this could be carried out Rome Gas works were requested to place an order for the manufacture and the spare parts should be ready in 10 days time.

7. May we suggest that until these parts are completed and the crane ready to operate rail wagons be emptied by Italian

4664

labour which seems to be plentiful. If this course were adopted there would be no hold up of rail wagons. This seems to be matter for the officials of the Rome Gas works.

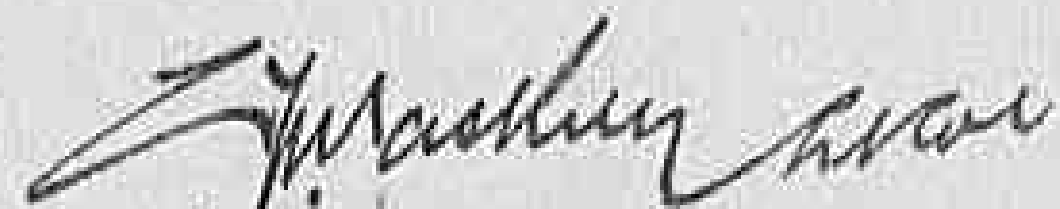
8. You may rest assured that everything possible is being done by this Sub-Commission to hasten matters.

Copy to :

Economic Section.

Coal Division

(in order that assistance may be afforded as per para 7 in persuading the Gas works to take this necessary action.)



W. S. VAUGHAN

Director,

Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION

AMMAG/ga

APC 394

Transportation Sub-Commission

266/97

Our Ref. :- AC/693/66/En.3.

12 April 1945

SUBJECT :- Supplies of Coal for the Province of Salerno.

TO :- Il Ministero dell'Industria, del Commercio e del Lavoro. Direzione Generale Ind. e Miniere Ufficio Ricostruzioni.

1. Receipt is acknowledged of your letter No. 1902 dated 29 March 1945.

2. Sympathetic consideration has been given to your suggestion to use Salerno for import of Coal, but after discussing the matter with the military authorities concerned it has been decided to continue using Bagnoli for the present where all arrangements are working satisfactorily.

3. The whole question will be reconsidered at a later date.

MST
H.B. THOMAS, Colonel
DEPUTY DIRECTOR

Copies to : Movements Div. (Rail)
Coal Division, Industry Sub-Commission.

*This letter was agreed with shipping
following discussions with Lt Col
Brown West Italy*
CRD
14/4

0 5 7 8

JAB/mdp

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Our ref. : AG/653/65/Tn 3

10 April 1945

266/95

SUBJECT : Coal discharging at Salerno.

TO : Ministry of Industry, Commerce and Labour.
General Direction Industry and Mines.

I. Reference your letter No 1902 dated 29 March 1945.

2. The available transportation facilities do not at present permit the economic use of Salerno for the discharge of coal.

3. The advantages of this port are appreciated by all concerned, and you can rest assured that shipping will be placed there as opportunities occur and the general transportation land position improves.

For the Chief Commissioner :

M.B. Thomas
M.B. THOMAS, Colonel,
Deputy Director.

Copy to : Industry Sub-Commission, Coal Section.
Movements Division, Rail Branch.

Copy changing

*Please note the reply was
agreed after consultation with
H.Q. Movement West Italy Col Brown
on 10/4/45*

266/95

11/4

4861

CRS/slc

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

8 April 1945

Ref : 478704

266/94/TN 3

SUBJECT : Clearance of coal wagons

TO : Industry Sub-Commission

1. Reference this HQ letter 266/84/TN 3 dated 8 Mar '45.
2. Considerable difficulty is still being experienced regarding the discharge of wagons at the Gas & Electric Works in Rome.
3. It is understood that the repairs to the crane referred to in para 2 of above quoted letter have still not been carried out. It is essential that the maximum discharge facilities are made available, in order that a quick turn-round of wagons can be maintained. It is therefore requested that immediate action be taken to have the necessary repairs carried out with the minimum of delay.
4. Please advise this sub-Commission when it can be expected that the repairs will be completed.

For the Chief Commissioner

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

Copies to : AC Transportation Officers Rome
HQ Movements Sub-Area, Rome

4800

JWB/mab

INTER OFFICE

266/88

Tele : 478704

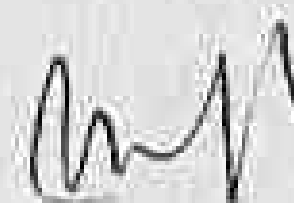
20 March 1945

266/88/TN.3.

SUBJECT : Clearance of coal wagons
gas works, Rome.

TO : Industry sub-Commission.

1. Reference your ⁽⁸⁷⁾AC/5611/IND dated 15 March and conversation (Vaughan - Sieff) on 17 March '45.
2. The question of prompt clearance of rail wagons at Gas Works, Rome, was raised with you in the general interest of over-all rail movement. It was thought you may not have been aware that only two of the three cranes were functioning, on the day the works were visited by Col. Sieff, and that one crane was awaiting spare parts.
3. This Sub-Commission is not in a position to give details of spare parts required or to provide drawings. It suggested it is the responsibility of Industry sub-Commission to prepare their own specifications of equipment in plants which come under their aegis.



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

4859.

Tel. 391

AMW/ag

Ref. AC/5611/IND.

15 March 1945

SUBJECT : Clearance of Coal Wagons.
TO : Transportation Sub-Commission.
FROM : Industry Sub-Commission.

266/87

1. Your 266/84/Tn 3 dated 8 March 1945 refers.
2. Before any action can be taken by this Sub-Commission it is necessary we be supplied with a list of spare parts required, together with any drawings and specifications and other particulars.
3. On receipt of these the matter will have our immediate attention.

Copy to :
Economic Section.
File 5616.


W. S. VAUGHAN
Director,
Industry Sub-Commission.

19/3 4858

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

MJS/vb

Ext. 318

8th March, 1945.

266/84/Tn.3.

SUBJECT: Clearance of Coal Waggon.
TO : Industry Sub-Commission.

1. The Gas Works in Rome are now the largest single users of rail transport in this area.

2. For an efficient turn-round of waggons it is necessary that all their cranes should be working. When Col. Sieff visited these works recently approximately 100 ~~wagons~~ were awaiting off loading and only two out of their three cranes were functioning. One crane was awaiting spare parts.

3. In view of the shortage of rail transport, the obtaining of spares for these cranes should be given the highest possible priority. If necessary spare parts might be flown out from the United States or England. This Sub-Commission will give any assistance in its power to enable the necessary movement to be made. The importance of a rapid waggon turn-round cannot be over emphasised.

W. P.
for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to: File 393/Tn.3.

266/84

266/77

CWO/jv

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry Sub-Commission
Coal Division

20 February 1945.

Tel: 478489

Ref: AC/IND/CD/55/20

Subject: Transport of lignite for the Vatican.

TO : Transportation Sub-Commission
Movements Division - Rail. ←

1. Reference to your letter 266/74/Tn/3 and copy attached thereto from Liaison Division, Office of Chief of Staff ref: 103/63/COS (L).

2. During the shortage, in December & January, of coal and lignite in Rome, certain quantities of lignite destined for Brick Works making bricks for the Vatican were reallocated and diverted to hospitals and bakeries in the city of Rome.

3. A request from Director General of I.S.R. for wagons for the Vatican caused enquires to be made by this office and a representative of the Vatican Government called here on the 15th of February requesting a new allocation for the brick-works. He was informed supplies were available from the Pietrafitta Mine and that on receipt of information that required quantity had been purchased, a bid for transport would be made, or if it was more urgent, supplies already coming from this mine could be diverted to their orders. A reply has not yet been received.

For the Chief Commissioner:

W.S. VAUGHAN
W.S. VAUGHAN

Director,

Industry Sub-Commission.

Left Clipping

*all let Orelay
if copy of his letter goes to
Heaven Section who should be
in picture of*

CNR/mh

INTER OFFICE MEMO

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

Tele : 478704

19 February 1945

266/74/tn. 3.

SUBJECT : Transport of Lignite for the Vatican.TO : Office of Chief of Staff, Hq. Allied Commission

1. Reference your 103/63/COS/L dated 16 Feb. '45 and to telephone conversation (Maj. Worthington - Capt. Arnoldy) of the 17 Feb. '45.
2. A copy of your letter together with the enclosures has been forwarded to the Industry Sub-Commission, Coal Division for their action.
3. It is understood that negotiations are at the moment in hand regarding the question between the Governor of the Vatican and Coal Division.
4. Directly it is decided from what point the lignite is to be supplied, every effort will be made by Transportation Sub-Commission to arrange for adequate supply of railway wagons.


MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copy to : Industry Sub-Commission
(Coal Division)

4355

HEADQUARTERS ALLIED COMMISSION
APO 394
Liaison Division
Office of Chief of Staff

266/73

Tel: 478001 Rome

16 February 1945

Ref: 103/63/COS(L)

SUBJECT: Transport of Lignite for the Vatican

TO : Transportation Sub-Commission //

1. Enclosed is a copy of a letter and a translation of it, written by the Governatorato of the Vatican to this office regarding the transportation of lignite.

2. It would be appreciated if you would inform this office what reply may be given to the Vatican in regard to their request for additional cars to haul the lignite, still undelivered.


A.B. ARNOEDY
Capt. Sp. Res. AUS

4834

TRANSLATION

STATO DELLA CITTA DEL VATICANO
GOVERNATORATO
Direzione Generale
del
Servizi Tecnici

Citta del Vaticano 13 Feb. 1945

Headquarters Allied Commission
Liaison Division APO 394
Rome

We inform Allied Commission that since November 1943 the Fuel Office (Maj. Reeves) allotted 1500 tons of lignite to this Direction General. Such an allotment was granted instead of 800 tons of coke/antracite requested from us and not available.

TERNI Society, which was to supply the fuel, thus far delivered only two freight-cars of the abovesaid fuel owing to the lack of empty trucks which have not been allotted.

The question has been submitted to the Ministry of transportation which informed us that the request be forwarded by the channel transportation Sub-Commission, A.C.

We beg to ask AC/kindly interest the above mentioned S.C. to the effect that the necessary freight-cars should be put at disposal of the TERNI Company so that the supply can be carried out.

Thanking you in advance, we await a kind assurance on the question.

Yours,

General Director
/s/ ??????



STATO DELLA CITTÀ DEL VATICANO
GOVERNATORATO

DIREZIONE GENERALE

DEI

SERVIZI TECNICI

Prot. N° 115

Posiz. N° 42/

Città del Vaticano, 13 Febbraio 1945

Headquarters
Allied Commission
Liaison Division APO 394
R o m a

Si porta a conoscenza di codesta On.le Commissione che fin dal Novembre s.a. l'Ufficio Combustibili *Mr. Reers* (Capitano Scott) ebbe a rilasciare a questa Direzione Generale una assegnazione per tonn. 1500 di lignite. Tale assegnazione era stata concessa in luogo delle 800 tonnellate di coke/antracite da noi richieste e che non erano disponibili.

La Società TERNI alla quale è stata appoggiata la fornitura, ha consegnato a tutt'oggi solamente due vagoni di detto materiale a causa della mancata assegnazione dei vagoni ferroviari.

E' stata interessata della pratica il Ministero dei Trasporti, che ci ha comunicato che la richiesta deve essere da noi inoltrata per il tramite della Sottocommissione Alleata - Sezione Trasporti.

Ci permettiamo pertanto pregare codesta On.le Commissione di volere cortesemente interessarsi presso detta Sottocommissione affinché vengano messi a disposizione della Società TERNI i vagoni necessari per evadere la fornitura.

Ringraziando, si rimane in attesa di un cortese cenno di

Si porta a conoscenza di codesta On.le Commissione che fin dal Novembre s.a. l'Ufficio Combustibili ^{*Ljv. Reers*} (Capitano Scott) ebbe a rilasciare a questa Direzione Generale una assegnazione per tonn. 1500 di lignite. Tale assegnazione era stata concessa in luogo delle 800 tonnellate di coke/antracite da noi richieste e che non erano disponibili.

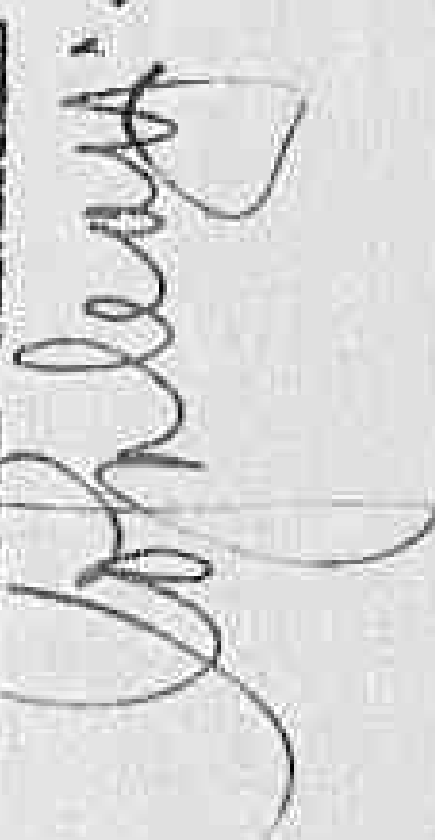
La Società TERNI alla quale è stata appoggiata la fornitura, ha consegnato a tutt'oggi solamente due vagoni di detto materiale a causa della mancata assegnazione dei vagoni ferroviari.

E' stata interessata della pratica il Ministero dei Trasporti, che ci ha comunicato che la richiesta deve essere da noi inoltrata per il tramite della Sottocommissione Alleata - Sezione Trasporti.

Ci permettiamo pertanto pregare codesta On.le Commissione di volere cortesemente interessarsi presso detta Sottocommissione affinché vengano messi a disposizione della Società TERNI i vagoni necessari per evadere la fornitura.

Ringraziando, si rimane in attesa di un cortese cenno di assicurazione al riguardo, e si porgono distinti ossequi

IL DIRETTORE GENERALE



AR/

4052

SUBJECT:- Coal Import & Distribution Programme.

ALLIED FORCE HEADQUARTERS.
G-4 (Mov & Tn).
Mov 3/3b

25 Jan. 45.

To:- D.M.R.S.
D.D.Tn (Rlys).
HQ. Movements, Eastern Italy.
" " " Western Italy.
" " " Central Italy.
" " " Rome.
Tn (A).
PES.
PES (South).
AC Tn Sub Commission.
Coal Section (2 copies).

1. Owing to the uneven arrival of colliers for discharge in Italian and Sicilian ports, there has been considerable delay in the discharge of ships. In an attempt to accelerate the turn-round, additional colliers have been berthed. Owing however, to a lack of sufficient notice and to the break in Line 90 which impeded the flow of empties, discharge has been seriously delayed by a lack of highside wagons.

2. In order to avoid a recurrence of this, the programme for discharge and distribution given at Appendix 'A' was agreed at a meeting held at A.F.H.Q. on 24 Jan. The following were represented:-

G-4 (Mov & Tn).
Tn (A)
Coal Section
M.R.S.

3. Similar programmes will be issued from time to time to give M.R.S. as much notice as possible of wagon requirements. It is intended to arrange coal discharge as under:-

WEST COAST.

Naples	1500 tons
Civitavecchia	1000 "
Leghorn	500 "
Total	3000 "

EAST COAST.

Taranto or Gallipoli	500 tons
Bari	1000 "
Ancona	500 "
Total	2000 "

Rep M.R.S. stated that the average turn-round overall for wagons in ITALY was ten days. It was agreed that every effort be made to distribute coal on an even flow to the delivery points, in proportion to their allocation, so as to avoid wagons being delayed through unloading difficulties.

Will D.M.R.S. please say whether GALLIPOLI or TARANTO is the most suitable port, from the point of view of provision and turn-round of wagons. It is understood that wagons for GALLIPOLI are provided by the Sud Est from their rolling stock pool, which does not otherwise come into circulation over the I.S.R. system.

266/63/1n3

1. Owing to the uneven arrival of colliers for discharge in Italian and Sicilian ports, there has been considerable delay in the discharge of ships. In an attempt to accelerate the turn-round, additional colliers have been berthed. Owing however, to a lack of sufficient notice and to the break in Line 90 which impeded the flow of empties, discharge has been seriously delayed by a lack of highside wagons.

2. In order to avoid a recurrence of this, the programme for discharge and distribution given at Appendix 'A' was agreed at a meeting held at A.F.H.Q. on 24 Jan. The following were represented:-

G-4 (Mov & Tn).
Tn (A)
Coal Section
M.R.S.

3. Similar programmes will be issued from time to time to give M.R.S. as much notice as possible of wagon requirements. It is intended to arrange coal discharge as under:-

WEST COAST.

Naples	1500 tons
Civitavecchia	1000 "
Leghorn	500 "
Total	3000 "

EAST COAST.

Taranto or Gallipoli	500 tons
Bari	1000 "
Ancona	500 "
Total	2000 "

Rep M.R.S. stated that the average turn-round overall for wagons in ITALY was ten days. It was agreed that every effort be made to distribute coal on an even flow to the delivery points, in proportion to their allocation, so as to avoid wagons being delayed through unloading difficulties.

Will D.M.R.S. please say whether GALLIPOLI or TARANTO is the most suitable port, from the point of view of provision and turn-round of wagons. It is understood that wagons for GALLIPOLI are provided by the Sud Est from their rolling stock pool, which does not otherwise come into circulation over the I.S.R. system.

R. W. L. Fellowes

R. W. L. FELLOWES
Brig Q(M).

for D.Q.M.G. (Mov & Tn) 4001

tlw.

ANALYSIS OF SCHEDULED COAL DISCHARGES - THREE WEEKLY PERIODS.
29 Jan/4 Feb - 5 Feb/11 Feb - And 12 Feb/18 Feb 1945.

EAST COAST.

Port	Period 29 Jan/4 Feb			Period 5 Feb/11 Feb			Tons
	Tons	Destination	Average No. of wgs daily at 15 t.p.w.	Tons	Destination	Average No. of wgs daily at 15 t.p.w.	
Ancona	2434	Rimini	23	Nil	-	Nil	2624
	2000	Poligno	19				2000
Bari	1900	Brindisi	14	1900	Brindisi	18	1800
				1300	Foggia	12	
	3100	Bari	30	2500	Bari	24	
Callipoli	1400	Bari	14	Nil	-	Nil	Nil
Grand Total	10,434	-	100	5700	-	54	9424

ANALYSIS OF SCHEDULED COAL DISCHARGES - THREE WEEKLY PERIODS.
29 Jan/4 Feb - 5 Feb/11 Feb - And 12 Feb/18 Feb 1945.

Period 29 Jan/4 Feb			Period 5 Feb/11 Feb			Period 12 Feb/18 Feb.		
Tons	Destination	Average No. of wgs daily at 15 t.p.w.	Tons	Destination	Average No. of wgs daily at 15 t.p.w.	Tons	Destination	Average No. of wgs daily at 15 t.p.w.
2434	Rimini	23	Nil	-	Nil	2624	Rimini	25
2000	Foligno	19				2000	Foligno	19
1500	Brindisi	14	1900	Brindisi	18	4800	?	46
3100	Bari	30	1300	Foggia	12			
			2500	Bari	24			
1400	Bari	14	Nil	-	Nil	Nil	-	Nil
10,434	-	100	5700	-	54	9424	-	90

ANALYSIS OF SCHEDULED COAL DISCHARGES - THREE WEEKLY PERIODS
29 Jan/4 Feb - 5 Feb/11 Feb - and 12 Feb/18 Feb 1945.

WEST COAST.

Port	Period 29 Jan/4 Feb			Period 5 Feb/11 Feb			Port
	Tons	Destination	Average No. of wgs daily at 15 t.p.w.	Tons	Destination	Average No. of wgs daily at 15 t.p.w.	
Civitavecchia	5230	Rome	50	5300	Rome	50	5000
Naples	4000	Rome	38	1000	Naples	10	5107
	2800	Naples	27	5500	Rome	52	
	2000	Salerno	19	2500	Salerno	24	
Leghorn	1500	Cecina	14	1000	Cecina	10	?
	2000	Leghorn	19	3619	Leghorn	34	
Grand Total	17,530	-	167	18,219	-	180	10,107

5107

SUMMARY OF SCHEDULED COAL DISCHARGES - THREE WEEKLY PERIODS
 Jan/4 Feb - 5 Feb/11 Feb - and 12 Feb/18 Feb 1945.

Period 29 Jan/4 Feb			Period 5 Feb/11 Feb			Period 12 Feb/18 Feb	
Destination	Average No. of wgs daily at 15 t.p.w.	Tons	Destination	Average No. of wgs daily at 15 t.p.w.	Tons	Destination	Average No. of wgs daily at 15 t.p.w.
Rome	50	5500	Rome	50	5000	Rome	48
Rome	58	1000	Naples	10	5107	?	48
Naples	27	5500	Rome	52			
Salerno	19	2500	Salerno	24			
Cecina	14	1000	Cecina	10	?	?	?
Leghorn	19	3619	Leghorn	34			
-	167	18,519	-	180	10,107	-	96

g/s

TRANSLATION

Ministry of Industry, Commerce and Labour
General Direction of Coal and Mines

266/62

Div. VII - Ref: N° 189

TO : S.A. Cementerie Italiane di Guidonia
Via S. Basilio 19
Rome

SUBJECT : Request of Combustible Materials-

Reference to the letter of that Company, dated September the 10th, and according to the made agreements. We inform you that for the re-operation of the establishment of Guidonia it is necessary owing to un-availability of foreign coal and Sucils or Ribolla coal, that the above mentioned Company should manage to use for its manufacture the brown coal of Massa Martana or of Aspra. ^{Stungler}

As the above mentioned Company has obtained the necessary supply of Electric Energy, this Ministry has requested the Allied Commission the wagons necessary to despatch the brown coal from the station of Massa Martana to Rome for the industrial experiment which will be operated in the establishment of Guidonia.

Then it has been ordered to extract some samples of brown coal from the Mine of Massa Martana in order to study its composition and fix the opportune uses and sale-prices.

We beg the Provincial Office of Commerce and Industry of Rome, to which we have sent a copy of the letter, to assign, during next month of February, 1800 tons of brown coal to the Soc. An. Cementerie Italiane di Guidonia and we request the National Association for the Control of Combustion of controlling the above mentioned industrial experiment.

The said Association will then take care of sending to this Ministry General Direction of Industry - Division VII a detailed report on the employment of the combustible material in the cement factory of Guidonia, specifying the obtained results and the eventual proposal.

The Minister
(sgd illegible)

- Copy to : - AC Coal Division
- AC Transportation Division - Rome-
- Provincial Office of Commerce and Industry - Rome-
- Provincial Office of Commerce and Industry - Perugia-
- Provincial Office for Control of Combustion-Via Urbana

Reference to the letter of that Company, dated September the 10th, and according to the made agreements. We inform you that for the re-operation of the establishment of Guidonia it is necessary owing to un-availability of foreign coal and Sucils or Ribolla coal, that the above mentioned Company should manage to use for its manufacture the brown coal of Massa Martana or of Aspra. *Sturges*

As the above mentioned Company has obtained the necessary supply of Electric Energy, this Ministry has requested the Allied Commission the wagons necessary to despatch the brown coal from the station of Massa Martana to Rome for the industrial experiment which will be operated in the establishment of Guidonia.

Then it has been ordered to extract some samples of brown coal from the Mine of Massa Martana in order to study its composition and fix the opportune uses and sale-prices.

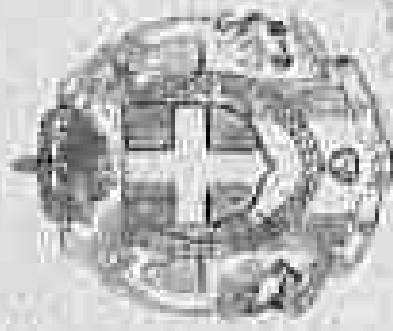
We beg the Provincial Office of Commerce and Industry of Rome, to which we have sent a copy of the letter, to assign, during next month of February, 1800 tons of brown coal to the Soc. An. Cementerie Italiane of Guidonia and we request the National Association for the Control of Combustion of controlling the above mentioned industrial experiment.

The said Association will then take care of sending to this Ministry General Birection of Industry - Division VII a detailed report on the employment of the combustible material in the cement factory of Guidonia, specifying the obtained results and the eventual proposal.

The Minister
(sgd illegible)

- Copy to : - AC Coal Division
- AC Transportation Division - Rome-
- Provincial Office of Commerce and Industry - Rome-
- Provincial Office of Commerce and Industry - Perugia-
- National Association for Control of Combustion-Via Urbana
Roma-

14 Oct Entry
✓ No action re future jobs
14 Oct Entry can and should mention in letter to 13/10/42
To supply Sanderson Coal for Guidonia. Have informed
14 Oct Entry that Massa Martana is on the line from Rome
to Lodi. Now to put North of Aspra (part of the question of
supplying adequate coal from the mine situated at the Sanderson
line is being investigated)
16 Oct 42 Entry on 13/10/42 by 14/10/42



Ministero delle Corporazioni

Div. VII

189 Allegato

Oggetto: Richiesta com-
bustibili -

Alla S.A. Cementerie Italiane
di Guidonia - Via S. Basilio; 19
ROMA

e per conoscenza:
Alla A.C. - Divisione Carboni

ROMA

Alleg. A.C. - Divisione Trasporti

ROMA

e per conoscenza e norma:

All'Ufficio Provinciale del Commer-
cio e dell'Industria -

ROMA

All'Ufficio Provinciale del Commer-
cio e dell'Industria -

PERUGIA

All'Associazione Nazionale per il
Controllo della Combustione -

Via Urbana, 167

ROMA

In risposta alla nota di codesta Società in data 10
corrente, e in conformità alla intese intercorse, si comuni-
ca che per la riattivazione dello stabilimento di Guidonia
è necessario, in conseguenza della indisponibilità di carbo-
ne estero e della deficienza di carbone Spoleis e di Ribolla
che codesta Società adatti la propria lavorazione al consumo
di lignite di Massa Martana o dell'Aspra.

Poichè codesta Società ha ottenuto la necessaria fornitu-
ra di energia elettrica, questo Ministero ha richiesto alla
Commissione Alleata i vagoni necessari al trasporto di ligni-
te dalla Staz. di Massa Martana a Roma per l'esperimento in-
dustriale da effettuarsi nello stabilimento di Guidonia.

Inoltre è stato disposto un accurato prelevamento di cam-
pioni di lignite della miniera di Massa Martana per studiare
la composizione media del banco al fine di stabilire le oppor-
tune destinazioni e il prezzo di vendita della lignite stessa.

Si prega l'Ufficio Provinciale del Commercio e dell'Indu-
stria di Roma, cui la presente è inviata per conoscenza e nor-

Div. VII
Prot. N. 189

Allegato

ROMA
Alleg. A.C. - Divisione Trasporti
ROMA

Oggetto: Richiesta com-
bustibili -

e per conoscenza e norma:
All'Ufficio Provinciale del Commer-
cio e dell'Industria -
ROMA
All'Ufficio Provinciale del Commer-
cio e dell'Industria -
PERUGIA
All'Associazione Nazionale per il
Controllo della Combustione -
Via Urbana, 167
ROMA

In risposta alla nota di codesta Società in data 10
corrente, e in conformità alle intese intercorse, si comuni-
ca che per la riattivazione dello stabilimento di Guidonia
è necessario, in conseguenza della indisponibilità di carbo-
ne estero e della deficienza di carbone Sulcis e di Ribolla
che codesta Società adatti la propria lavorazione al consumo
di lignite di Massa Martana o dell'Aspra.

Poichè codesta Società ha ottenuto la necessaria fornitu-
ra di energia elettrica, questo Ministero ha richiesto alla
Commissione Alleata i vagoni necessari al trasporto di ligni-
te dalla Staz. di Massa Martana a Roma per l'esperimento in-
dustriale da effettuarsi nello stabilimento di Guidonia.

Inoltre è stato disposto un accurato prelevamento di cam-
pioni di lignite della miniera di Massa Martana per studiare
la composizione media del banco al fine di stabilire le oppor-
tune destinazioni e il prezzo di vendita della lignite stessa.

Si prega l'Ufficio Provinciale del Commercio e dell'Indu-
stria di Roma, cui la presente è inviata per conoscenza e non
me, di assegnare per prossimo mese di febbraio alla Soc.An.

EG/Va

4017

./.

Cementerie Italiane di Guidonia t. 1800 di lignite, e l'Associazione Nazionale per il Controllo della Combustione di controllare il suaccennato esperimento industriale.

La predetta Associazione si compiacerà, poi, di far pervenire a questo Ministero - Direzione Generale dell'Industria - Divisione VII una relazione dettagliata sull'impiego di detto combustibile nel cementificio di Guidonia indicando i risultati ottenuti e le eventuali proposte al riguardo.

IL MINISTRO



Roma 19 A



Alla Commissione Alleata

Divisione Carboni

ROMA

e per conoscenza:

Alla Commissione Alleata

Divisione Trasporti

ROMA

Div. VII

1949 Allegato

OGGETTO: Antracite di Seui (Sardegna) -

- 1) Lo Stabilimento elettrotecnico di Papierno per la fabbricazione di carburo di calcio richiede minuto di antracite, che per ragioni tecniche, non può essere sostituita con combustibili a lunga fiamma.
- 2) L'antracite della miniera di Corongiu (Seui) corrisponderebbe allo scopo.
- 3) Poichè 1000 tonn. di minuto di tale antracite sono disponibili sulla banchina del porto di Arbatax (Tortoli) in Sardegna e quattromila tonn. fra minuto e pezzatura sono sui piazzali della miniera di Corongiu, si interessa codesta Commissione affinchè voglia agevolare il trasporto della predetta antracite nel continente.
- 4) Smaltite le giacenze, la miniera di Corongiu ha possibilità di produrre altra antracite, la quale è richiesta anche da fornaci continue per calce, che sarebbe opportuno riattivare per il loro elevato rendimento termico e per l'urgente fabbisogno di calce.

IL MINISTRO

Oggetto: Antracite di Seul (Sardegna) -

- 1) Lo stabilimento elettrochimico di Rapigno per la fabbricazione di carburo di calcio richiede minuto di antracite, che per ragioni tecniche, non può essere sostituita con combustibili a lunga fiamma.
- 2) L'antracite della miniera di Corongiu (Seul) corrisponderebbe allo scopo.
- 3) Poichè 1000 tonn. di minuto di tale antracite sono disponibili sulla banchina del porto di Arbatax (Tortoli) in Sardegna e quattromila tonn. fra minuto e pezzatura sono sui piazzali della miniera di Corongiu, si interessa codesta Commissione affinché voglia agevolare il trasporto della predetta antracite nel continente.
- 4) Smaltite le giacenze, la miniera di Corongiu ha possibilità di produrre altre antracite, la quale è richiesta anche da fornaci continue per calce, che sarebbe opportuno riattivare per il loro elevato rendimento termico e per l'urgente fabbisogno di calce.

IL MINISTRO

GR/VA

4046

HEADQUARTERS ALLIED COMMISSION
INDUSTRY SUB COMMISSION
COAL DIVISION
AFO 394

266/58
RWR/at

Ref: AC/55/96/INT/CD

TO : Transportation Sub-Commission,
Rail Section. ←

22nd Jan 45

Enclosed herewith statement of rail cars received in Rome during
week ending 20th inst.

By command of Rear Admiral STONE:

W.S. Vaughan
W.S. VAUGHAN
Director,
Industry Sub-Commission.

Listof railway-cars arrived in Rome area with coal or with lignite

Date	Car No	Net weight Tons	Coming from:	Arrived at:	for account of:
14-1-45	51742	17.200	Civitavecchia	Trastevere	VULCAN
	488747	17.580	"	"	"
	489302	16.810	"	"	"
	477710	15.720	"	"	"
	417177	19.600	"	"	"
"	15829	16.000	Morgnano	"	SACCAT
	411094	16.000	"	"	"
	471277	16.000	"	"	"
	477311	18.990	Giuncarico	"	"
	471072	19.800	"	"	"
"	464644	16.000	Morgnano	Ostiaense	A S A
	412195	16.000	"	"	"
	474726	16.000	"	"	"
	79336	16.000	"	"	"
15-1-45	466029	20.000	Giuncarico	Trastevere	S A C C A T
	417616	19.400	"	"	"
	417402	20.700	"	"	"
	046763	19.000	"	"	"
	409976	21.700	"	"	"
	77645510	17.000	"	"	"
	400599	19.200	"	"	"
	67743	22.500	"	"	"
	18166	20.100	"	"	"
	416243	20.000	"	"	"
	91756	21.200	"	"	"
	460409	19.500	"	"	"

$$= 1$$

75-1-45

100
100
100
100

1010 t

of railway-cars arrived in Rome area with coal or with lignite

Date	Car No	Net weight Tons	Coming from:	Arrived at:	for account of:
15-1-45	483508	19.000	Foligno	S. Lorenzo	COLTELLINI
"	479363	18.200	Panicale	"	MERICARBO
	21754	17.860	"	"	"
	485853	19.590	"	"	"
	464880	17.770	"	"	"
	464953	19.000	"	"	"
	1412	20.260	"	"	"
	180131	18.300	"	"	"
	27233	17.110	"	"	"
"	495559	16.000	Morgnano	"	A S A
16-1-45	414671	19.040	Civitavecchia	Trastevere	VULCAN
	488088	21.980	"	"	"
	26734	18.000	"	"	"
	64511	21.300	"	"	"
	463998	20.680	"	"	"
	22259	20.280	"	"	"
	457606	20.030	"	"	"
"	473714	20.600	Panicale	S. Lorenzo	MERICARBO
	495147	15.700	"	"	"
	77493080	21.600	"	"	"
	491038	18.300	"	"	"
	34465	16.500	"	"	"
	20296	21.370	"	"	"
	30991	12.130	"	"	"
	467350	19.100	"	"	"
"	402619	16	Morgnano	Ostienne	A S A

40

 List
-----of railway-cars arrived in Rome area with coal or with lignite

Date	Car No	Net weight Tons	Coming from:	Arrived at:	for account of:
17-1-45	487628	19.500	Giuncarico	Trastevere	S A C C A T
	467683	18.200	"	"	"
	21560	21.000	"	"	"
	29697	20.380	"	"	"
	481278	20.000	"	"	"
	480650	18.500	"	"	"
	491411	19.200	"	"	"
	1702		Morgnano	"	"
	410401	20.700	Giuncarico	"	"
18-1-45	004443	19.200	"	"	"
	455964	19.300	"	"	"
	489131	19.100	"	"	"
	414814	20.000	"	"	"
	465002	19.800	"	"	"
	476148	14.800	Morgnano	"	"
	94975	16.000	"	Ostienze	A S A
	7403225	18.770	Penicale	S. Lorenzo	NERICARBO
	405513	20.140	"	"	"
	407999	21.100	"	"	"
	6211	19.640	"	"	"
	77492285	18.300	"	"	"
	414119	19.900	"	"	"
	181890	19.330	"	"	"
19-1-45	476230	16	Morgnano	Ostienze	A S A
	46212	16	"	"	"
	402010	16	"	"	"

500

List

of railway-cars arrived in Rome area with coal or with lignite

Date	Car No	Net weight Tons	Coming from:	Arrived at:	For account of:
19-1-45	498933	19.100	Morgnano	Trastevere	S A C O A T
	413666	17.200	"	"	"
	471065	17.400	"	"	"
20-1-45	454497	19.700	Giuncoarico	"	"
	103	21.600	"	"	"
	040036	16.700	"	"	"
	414685	22.100	"	"	"
	409148	19.300	"	"	"
	414140	19.500	"	"	"
	457224	18.300	"	"	"
20-1-45	468606	23.790	Panicale	S2Lorenzo	MEPICARPO
	477183	22.080	"	"	"
	448709	21.000	"	"	"
20-1-45	469973	16	Morgnano	Ostiaense	A S A
	83794	16	"	"	"
	408571	16	"	"	"

ESTIMATED MINIMUM DAILY REQUIREMENTS OF COAL AND LIGNITE
SHOWING TONNAGES FROM POINTS OF ORIGIN - TO ROME AREA
FEBRUARY 1945.

<u>Consignee</u>	Civitavecchia or Bagnoli Imp. or Sard. coal	Giuncarico St. Lignite	Morgnano St. Lignite	Panicale S. Lignite
MRS -S. Lorenzo - Rome	200	-	-	-
AGEA & SRE Electric Plants -Rome	200	300	-	-
GAS WORKS -Rome	400	-	-	-
SACCAT -V. Pietro Papa 10 -Rome	-	85	60	-
A.S.A. -Mercato Generale -Rome	-	-	130	-
VULCAAN -Cleda Sidings -Rome	100	-	-	-
S & T 92 D.I.D. -Tuscolana Sidings	55	-	20	-
P.B.S. N° 1 Ration Point - Rome	50	-	-	-
BERICARBO - S. Lorenzo - Rome	-	-	-	200
COLTELLINI - S. Lorenzo - Rome	-	-	-	-
MONTECATINI Works - Via Salanda 13 Rome	-	15	-	-
CARTIERE TIBURTINE - Tivoli St.	-	5	-	-
COLLEFERRO and GUIDONIA CEMENT WORKS	70	-	-	-
TOTALS	1075	405	210	200
<u>WITHOUT BUILD UP</u> Jan 45	1315	405	185	350

Excluding local requirements Civita Vecchia.

ESTIMATED MINIMUM DAILY REQUIREMENTS OF COAL AND LIGNITE
SHOWING TONNAGES FROM POINTS OF ORIGIN - TO ROME AREA
FEBRUARY 1945.

	Civitavecchia or Bagnoli Import Sard. coal	Giuncarico St. Lignite	Morgnano St. Lignite	Panicale St. Lignite	Poligno St. Lignite	TOTALS
	200	-	-	-	-	200
Rome	200	300	-	-	-	500
	400	-	-	-	-	400
me	-	85	60	-	-	145
me	-	-	130	-	-	130
le	100	-	-	-	-	100
	55	-	20	-	-	75
ome	50	-	-	-	-	50
	-	-	-	200	-	200
e	-	-	-	-	50	50
nda 13	-	-	-	-	-	-
	-	15	-	-	-	15
St.	-	5	-	-	-	5
	70	-	-	-	-	70
	1075	405	210	200	50	1940
aa 48	1315	445	185	350	-	2295

Excluding local requirements Civita Vecchia.

Diffusion decrease 315

HEADQUARTERS ALLIED COMMISSION

AFC 394

Industry Sub-Commission
Coal Division

CWC/gv

26/

Tel: 478489

17 January 1945.

Ref: AC/IND/CD/55/94

Subject: Disposal of output lignite and
Rome requirements.

TO : Transportation S/C

1. Agreement with Coal Section AFHQ, the output of the three lignite mines:

RIBOLLA
MORGANNO
PIETRANINIA

has been allocated for February according to appendix "A".

2. The attached sheets also show the average daily production and amount available to be drawn from stock. These figures are based on advice received from the Mining Division in conjunction with the owners of the mines. The quantities stated will be available to be loaded. Can rail cars for their amount please be provided?

3. Detailed consignments instructions of the various qualities are also shown and the "bids" for the movement during the month of February, will be made accordingly.

4. Attached in appendix "B", are figures showing the estimated minimum requirements for coal and lignite for Rome, showing points of origin and consignee and includes coal from the ports of Civitavecchia and/or Bagnoli.

5. The totals shown in appen. "B" are ONLY for the Rome Area and are not the total amount required to be lifted from each mine which are shown in appendix "A".

For the Chief Commissioner:

Subject: Disposal of output lignite and
Rome requirements.

TO : Transportation S/C

1. Agreement with Coal Section AFHQ, the output
of the three lignite mines:

RIBOLLA
MORGNAPO
PIETRARITTA

has been allocated for February according to appendix
"A".

2. The attached sheets also show the average daily
production and amount available to be drawn from stock.
These figures are based on advice received from the Mining
Division in conjunction with the owners of the mines. The
quantities stated will be available to be loaded. Can
rail cars for their amount please be provided?

3. Detailed consignments instructions of the various
qualities are also shown and the "bids" for the movement
during the month of February, will be made accordingly.

4. Attached in appendix "B", are figures showing
the estimated minimum requirements for coal and lignite
for Rome, showing points of origin and consignee and
includes coal from the ports of Civitavecchia and/or
Bagnoli.

5. The totals shown in appen. "B" are ONLY for the
Rome Area and are not the total amount required to be
lifted from each mine which are shown in appendix "1".

For the Chief Commissioner:

S. W. VAUGHAN

Director,
Industry Sub-Commission.

Copy to: Coal Section AFHQ -Unit "R"
Economic Section.

ANN A

RIBOLLA LIGNITE - FEBRUARY 1945

Daily allocation and consignment of production and Stock based on 120 tons p. day production and 430 " " from Stock 550 tons

	S	T	Z	E	S
	<u>Run of Mine + 10 mm. - 10 mm.</u>				
AGEA & SRE Power Stations - Rome	100				200
PBS 5th Army - Civitavecchia Cement Works					60
PBS 5th Army - Quartermaster Livorno				60	
S & T British - 5th Army Colle Savetti				27	
Montecatini Works - Rome		15			
Cartiere Tiburtine - Tivoli - Rome		5			
S.A.C.G.A.T. - Rome - Hospitals etc.				85	
	120			172	260

Plus about 5 tons per day all sizes for local sale.

- N.B. 1) - If, because of shortage of production or rail cars, the total quantities above stated cannot be loaded, the reduction should be made from the 100 tons per day Run of Mine for AGEA or SRE Electric Works.
- 2) - For quantities going North to PBS and S & T more detailed consignment instructions may be given by 5th Army.

550 tons

	S	I	Z	T	S
	<u>Run of Mine + 10 mm. + 10 mm.</u>				
AGTA & SRE Power Stations - Rome	100				200
PES 5th Army - Civitavecchia Cement Works					60
PES 5th Army - Quartermaster Livorno				60	
S & T British - 5th Army Colle Savetti				27	
Montecatini Works - Rome	15				
Cartiere Tiburtine - Tivoli - Rome	5				
S.A.C.C.A.T. - Rome - Hospitals etc.				85	
	120			172	260

Plus about 5 tons per day all sizes for local sale.

- N.B. 1) - If, because of shortage of production or rail cars, the total quantities above stated cannot be loaded, the reduction should be made from the 100 tons per day Run of Mine for AGTA or SRE Electric Works.
- 2) - For quantities going North to ZES and S & T more detailed consignment instructions may be given by 5th Army.

4639

AM. A

MORGNAHO LIGNITE -- FEBRUARY 1945.

Daily allocation and consignment of production and
Stock based on 400 tons p.day production
150 " " " from Stock
550 tons

	S I Z E S	
+ 10 mm.	Run of Mine of - 10 mm.	
D.W. Terni Steel Works -Terni	270	
S.A.C.C.A.T. -V.Pietro Papa 10- Rome	60	
A.B.A. -Mercato Generale - Rome	130	
S & T 92 D.I.D. Tuscolana - Rome	20	
S & T as ordered by HQ. No 1 District	20	
	<u>230</u>	<u>270</u>
plus local sale & Morgnaho Cement Works		<u>50</u>
	<u>230</u>	<u>320</u>

N.B. Quantities for Terni Steel Works and S & T
No 1 District will be consigned as instructed
by HQ. No 1 District.

Stock based on 400 tons p.day production
 150 " " " from Stock
 550 tons

	S I Z E S		270
	+ 10 mm.	Run of Mine or - 10 mm.	
D.W. Terni Steel Works -Terni			
S.A.C.O.A.T. -V.Pietro Papa 10- Rome	60		
A.S.A. -Mercato Generale - Rome	130		
S & T 92 D.I.D. Tuscolana - Rome	20		
S & T as ordered by HQ. No 1 District	20		
	230	270	
plus local sale & Morgneno Cement Works		50	
	230	320	

N.B. Quantities for Terni Steel Works and S & T
 No 1 District will be consigned as instructed
 by HQ. No 1 District.

4038

PIMTRAFITTA LIGNITE

-- FEBRUARY 1945.

Daily allocation and consignment of production and
 Stock based on 270 t. per d. production
 35 " " " stock
 305 tons

SIZE
 Run of Mine

S & T as ordered by HQ. N°1 District	55
A.M.G. Perugia Province Hospitals etc.	50
MERICAREO - San Lorenzo - Rome	200
	<u>305 tons</u>

- N.B. 1) - The 200 t. per day for Rome will be loaded at
 PANICALE STATION.
- 2) - All quantities for S & T N°1 District and
 A.M.G. Perugia will be taken by Road.

ESTIMATED MINIMUM DAILY REQUIREMENTS OF COAL AND LIGNITE
SHOWING TONNAGES FROM POINTS OF ORIGIN - TO ROME AREA
FEBRUARY 1945.

<u>Consignee</u>	Civitavecchia or Bagnoli Imp. or Sard. coal	Giuncarlo St. Lignite	Morgnano St. Lignite	Panicale St. Lignite
MRS - S. Lorenzo - Rome	200	-	-	-
ACEA & SRE Electric Plants - Rome	200	300	-	-
GAS WORKS - Rome	400	-	-	-
SACCAT - V. Pietro Papa 10 - Rome	-	85	60	-
A.S.A. - Mercato Generale - Rome	-	-	130	-
VULCAN - Cleda Sidings - Rome	100	-	-	-
S & T 92 D.T.D. - Tuscolana Sidings	55	-	20	-
P.D.S. No 1 Ration Point - Rome	50	-	-	-
MERICARBO - S. Lorenzo - Rome	-	-	-	200
CONTELLINI - S. Lorenzo - Rome	-	-	-	-
MONTECATINI Works - Via Salanda 13 Rome	-	15	-	-
CARTIERE TIBURTINE - Tivoli St.	-	5	-	-
COLLEFERRO and GUIDONIA CEMENT WORKS	70	-	-	-
TOTALS	1075	405	210	200
<u>WITHOUT BUILD UP</u>				

Excluding local requirements Civita Vecchia.

ESTIMATED MINIMUM DAILY REQUIREMENTS OF COAL AND LIGNITE
 FROM POINTS OF ORIGIN - TO ROME AREA
 FEBRUARY 1945.

Civitavecchia or Bagnoli Imp. or Sard. coal	Giuncarico St. Lignite	Morgnano St. Lignite	Panicale St. Lignite	Foligno St. Lignite	TOTALS
200	-	-	-	-	200
200	300	-	-	-	500
400	-	-	-	-	400
-	85	60	-	-	145
-	-	130	-	-	130
100	-	-	-	-	100
55	-	20	-	-	75
50	-	-	-	-	50
-	-	-	200	-	200
-	-	-	-	50	50
-	15	-	-	-	15
-	5	-	-	-	5
70	-	-	-	-	70
1075	405	210	200	50	1940

Excluding local requirements Civita Vecchia.

Allied Force - Coal Section
UNIT "R"
APO 512 U.S. Army

Date: 13 January '45.

Tel: 843217
Firebox - Ext. 89.

Ref: Coal/26.

SUBJECT: Lignite for Military Use.

TO : HQ., A.C., Industry Sub-Commission, Coal Div.

1. The withdrawal of the following quantities of lignite from various mines have been authorized for the month of February 1945:-

	<u>Pietrafitta</u>	<u>Pibolla</u>	<u>Moranano</u>	<u>Castellnewva</u>	<u>Total</u>
<u>SAT.</u>					
8 Army	(NIL for FEBRUARY ONLY)			2700	3500
5 Army		800			600
R.A.A.C.			600		2200
1 District	1600		600		
<u>D.W.</u>			8000		6000
Terni Steel					
<u>P.B.S.</u>				15000	15000
5 Army		1800			1800
P.B.S., GM.					
				17700	31100
Totals:-	1600	2600	9200		

2. Request that these quantities be made available to the various users.

Copy to: AFHQ., QM., Coal Section.
A.C., Transportation Sub-Commission, Mining Division.

H. M. WALKER,
Colonel, QM.,
Coal Section.

A full coal & lignite Estimated minimum requirements will be issued by Industry Sub Commission Coal Division & will include Army & A.C. Needs. Col Orley states that figures are not likely to vary a great deal from January & February programmes.

Allied Force, Coal Section
UNIT "R"
APO 512 U.S. Army

Date: 12 January '45.

Tel: 843217
Firebox - Ext. 89

Ref: Coal/6.

SUBJECT: Coal Gaeta/Fiumicino.

TO : Transportation Increment, CMF. - Bldg.
(Attn: AD Tn Stores)

1. It is understood that shipment of up to 500 tons per week of the coal ex-Gaeta Dump will shortly commence. It will be remembered that this dump consists largely of prime Welsh Steam Coal in good condition.

2. In view of its good quality, this coal is allocated to Military Railway Service for use in the Rome Area. It would constitute a grave waste if used for other purposes.

3. This confirms conversation of Col. Evans Coal Section, AFHQ and Lt. Col. Staff of AC Tn. Sub-Commission of 2 January 1945.

H. M. Walker
H. M. WALKER,
Colonel, GE.,
Coal Section.

Copies to: HQ., AC., Industry Sub-Commission, Coal Div.
Transportation Sub-Commission, AC. ✓
AFHQ, QM., Coal Section.

4035

AMMCC/

HEADQUARTERS ALLIED COMMISSION
AFC 394
Transportation Sub-Commission

5 January 1945

Tel: 478701
Our Ref: AC/16/84/Tn/S

16/149

SUBJECT: Coal - Gaeta to Rome.

TO : Industry Sub-Commission
Coal Division.

For your information the M/V DINA (140 tons D.W.) subject to operational requirements by the Navy, has been earmarked for a trial run with coal from Gaeta to Fiumicino and thence to S. Paolo (Rome); ETA Gaeta will be advised as soon as possible.

Merritt H. Taylor
MERRITT H. TAYLOR
Director

CDR
6/1/45

Copy to: S.P. & W. Division
Movements (Rail) ✓

John

0 2 4

SUBJECT: Coal - Gaeta to Rome.

TO : Industry Sub-Commission
Coal Division.

For your information the M/V DINA (140 tons D.W.) subject to operational requirements by the Navy, has been earmarked for a trial run with coal from Gaeta to Tiumicino and thence to S. Paolo (Rome); ETA Gaeta will be advised as soon as possible.

M. H. Taylor
MERRITT H. TAYLOR
Director

Copy to: S.P. & W. Division ✓
Movements (Rail) ✓

CID
6/11/84

4032

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
APO 394
Coal Division

CWO/SV

Tel: 478489

Date: 27th Dec. 44

Ref: AG/IND/CD/8/7

SUBJECT: Coal for Rome.

TO : Coal Section, Adv. AFHQ
c/o M.R.3. APO 400

1. Reference to sheet "Daily Coal & Lignite Requirements, Rome", it will be observed that the minimum requirements are 1618 tons per day and 2295 tons of stock build up is to be achieved.

2. From these figures from 813 tons to 1315 tons per day are required from Bagnoli and/or Civitavecchia without taking into consideration the local needs of Civitavecchia itself. The maximum rate of discharge of steamers at Civitavecchia is 400/650 tons per day and from the last steamer, it has been considerably less, due, it is understood, to shortage of rail cars. It is therefore necessary that the balance of at least 400/650 tons per day be provided from Bagnoli and Naples to meet the essential needs of Rome, where the present supply position is very unsatisfactory.

3. It was understood from a recent conversation, Lt. Col. Walker-Lt. Col. Oxley and from copies of letters dated 8th Dec. 44 AFHQ to Movements AFHQ, that bids for at least 450 tons per day were being made for transport of Coal from vessels discharging in Bagnoli or Naples. No coal from this source has been received since 18th Dec. 44 nor have we been advised of any allocations from steamers arriving. We will be pleased to know that the matter is receiving immediate attention. The stock at present in Rome total some 6365 tons or at 1618 tons p.d. sufficient only for four days supply. These stocks exist only in the Gas & Electric Works and the yards supplying the hospitals, bakeries and other essential users are without coal.

4. Unless immediate action is taken to increase the supplies from Naples or Bagnoli or in accordance with the suggestions made in our letter of today, it will be necessary

10/45

1. Reference to sheet "Daily Coal & Lignite Requirements, Rome", it will be observed that the minimum requirements are 1618 tons per day and 2295 tons of stock build up is to be achieved.

2. From these figures from 813 tons to 1315 tons per day are required from Bagnoli and/or Civitavecchia without taking into consideration the local needs of Civitavecchia itself. The maximum rate of discharge of steamers at Civitavecchia is 400/650 tons per day and from the last steamer, it has been considerably less, due, it is understood, to shortage of rail cars. It is therefore necessary that the balance of at least 400/650 tons per day be provided from Bagnoli and Naples to meet the essential needs of Rome, where the present supply position is very unsatisfactory.

3. It was understood from a recent conversation, Lt. Col. Walker-Lt. Col. Oxley and from copies of letters dated 8th Dec. 44 AFHQ to Movements AFHQ, that bids for at least 450 tons per day were being made for transport of Coal from vessels discharging in Bagnoli or Naples. No coal from this source has been received since 18th Dec. 44 nor have we been advised of any allocations from steamers arriving. We will be pleased to know that the matter is receiving immediate attention. The stock at present in Rome total some 6365 tons or at 1618 tons p.d. sufficient only for four days supply. These stocks exist only in the Gas & Electric Works and the yards supplying the hospitals, bakeries and other essential users are without coal.

4. Unless immediate action is taken to increase the supplies from Naples or Bagnoli or in accordance with the suggestions made in our letter of today, it will be necessary to close down some of the hospitals or considerably reduce existing stocks at the Gas & Electric Works, themselves essential users. May we please have your reply.

For the Chief Commissioner:

Copy to : Transportation S/C
Economic Section
Lazio Umbria Region

W.S. VAUGHAN
Director,
Industry Sub-Commission.

4633

8/16

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
APO 394
Coal Division

CFO/gv

Tel: 478489

Date: 27th Dec. 1944.

Ref: AC/IND/CD/8/6

SUBJECT: Lignite for Rome.

16/43

TO : Coal Section
adv. AFHQ - c/o M.R.S. Apo 400

1. With reference to conversation of the 23 Dec. 1944
Lt.Col. Walker-Lt.Col. Oxley, regarding requirements of lignite
for Rome.

2. The present position of supplies to the hospitals
in this city is precarious and we will be pleased if you
will treat as urgent the suggestion made by the Terni Coy
and passed to you on the above date. The suggestion was
that the supplies for their own works, under control of DDW
15 Army Group, could be transported by the Military from
another of their mines, thus releasing a further 200 tons
a day for Rome.

3. As then stated the Coy have available at their
Bastardo Spoleto mines a production of about 200 tons per
day. These mines are not rail served and it would be
necessary to transport it about 15 Km. by road from the
mines to the rail head at Morgnano and thus to their works.

For the Chief Commissioner:

W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copies to:

Transport S/C
Economic Section
Mining Division
Lazio Umbria Region

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission

CWO/gv

Apo 394

Coal Division

Date: 22 Dec. 1944.

Tel: 478489

Ref: AC/IND/CD/55/cC

SUBJECT: Fuel for Rome.

TO : Transportation Sub-Commission

16/38

1. Reference conversation Lt. Col. Skeiff- Lt. Col. Oxley, attached herewith are ^{the} estimated minimum coal and lignite requirements for the Rome Area daily during January 1945. It will be observed that the minimum consumption is 1618 tons p.day and in order to maintain existing stocks and provide a "build up", further 677 tons a day will be required. Total 2295 tons p.day.

2. Quantities shown as required from different supply points are expected to be available from ships or from the mines with the exception of that from Pietrafitta. The latter can only produce about 200 tons a day commencing the 8th of Jan. 1945.

3. In order to find an additional quantity, a suggestion has been made by the Terni Coy that they can provide from Morgnano an additional 200 t.p.d. provided that the quantities they require for their own steel works could be transported by road from their Bastardo and Spoleto Mines to the railhead of Morgnano. It is estimated that this could require 5/10-ton road vehicles with trailers.

4. As the Terni Steel Works are being operated by DDW, Military, a request has been made through Coal Section, AFHQ that they should provide the necessary road transport. We will advise you as soon as we have their reply.

5. Should this plan be put into operation, the requirements of rail cars would be 45 each day at Morgnano sidings.

For the Chief Commissioner:



1. Reference conversation Lt. Col. Skeiff- Lt. Col. Oxley, attached herewith ^{me} estimated minimum coal and lignite requirements for the Rome Area daily during January 1945. It will be observed that the minimum consumption is 1618 tons p.day and in order to maintain existing stocks and provide a "build up", further 677 tons a day will be required. Total 2295 tons p.day.

2. Quantities shown as required from different supply points are expected to be available from ships or from the mines with the exception of that from Pietrafitta. The latter can only produce about 200 tons a day commencing the 8th of Jan. 1945.

3. In order to find an additional quantity, a suggestion has been made by the Terni Coy that they can provide from Morgnano an additional 200 t.p.d. provided that the quantities they require for their own steel Works could be transported by road from their Bastardo and Spoleto Mines to the railhead of Morgnano. It is estimated that this could require 5/10-ton road vehicles with trailers.

4. As the Terni Steel Works are being operated by DDW, Military, a request has been made through Coal Section, AFHQ that they should provide the necessary road transport. We will advise you as soon as we have their reply.

5. Should this plan be put into operation, the requirements of rail cars would be 45 each day at Morgnano sidings.

For the Chief Commissioner:

Copy to: Economic Section
M.R.S.-Lt.Col.Coward
Lazio-Umbria Region

W.S. Vaughan
W.S. VAUGHAN
Director,
Industry Sub-Commission.

Encl. 1

4031

*Bagnoli
or Civita*ESTIMATED MINIMUM REQUIREMENTS COAL AND LIGNITE
ROME AREA - JANUARY 1945. DAILY

	Imported Gen. Purpose		Imported Gas		Sardinian G. Pur.		Sardinian No 4		Ribolla Large		Ribolla Medium		Ribolla Small		Morgnano Large		Morgnano Small	
	Con- tion	Build up	C	BU	C	BU	C	BU	C	BU	C	BU	C	BU	C	BU	C	BU
M. Railways	100	200			10	2												
Rome Electric							200	100			75	25	150	50				
Rome Gas			300	150							25	5	25	5				
Hospitals																		
Bakeries, pasta															145	15	20	5
Milk, Yeast																		
British S.T.					33	10			20	5								
American PBS					50	10												
AC Buildings					20	5			20	5								
Colleferro Cement							20	5										
Guidonia Cement							50	15					5	5				
Other Industries					10	5							20	5				
	100	200	300	150	143	32	270	120	40	10	100	30	200	65	145	15	20	5

Imported and Sardinian Total 1315 Tons p. day from Civitav. or Bagnoli to which must be added local Civitavecchia requirements for Cement Works and Viterbo Gas.

Ribolla - Total 445 tons p. day

Morgnano " 185 " " "

Pietrafitta " 350 " " "

ESTIMATED MINIMUM REQUIREMENTS COAL AND LIGNITE
ROME AREA - JANUARY 1945. *DAILY*

Sardinian		Sardinian		Ribolla		Ribolla		Ribolla		Morgnane		Morgnane		Pietra-		TOTAL		
G. Fur.		No 4		Large		Medium		Small		Large + 10mm		small - 10 mm		R. of mte				
BU	C	BU	C	BU	C	BU	C	BU	C	BU	C	BU	C	BU	C	BU	C	
	10	2														110	202	
			200	100		75	25	150	50							425	175	
150						25	5	25	5							350	160	
														300	50	300	50	
										145	15	20	5			165	20	
	53	10			20	5										73	15	
	50	10														50	10	
	20	5			20	5										40	10	
			20	5												20	5	
			50	15				5	5							55	20	
	10	5						20	5							30		
150	143	32	270	120	40	10	100	30	200	65	145	15	20	5	300	50	1618	677

Sardinian Total 1315 Tons p. day from Civitavecchia or Bagnoli to which must be added
other requirements for Cement Works and Viterbo Gas.

445 tons p. day
185 " " "
350 " " "

Translation

Ministry for Industry & Commerce
General Division for Industry
and Mines.

Ref: 650/5350 - Div.III^

TO ADDED COMMISSION
Transportation Sub-Commission
Rome.

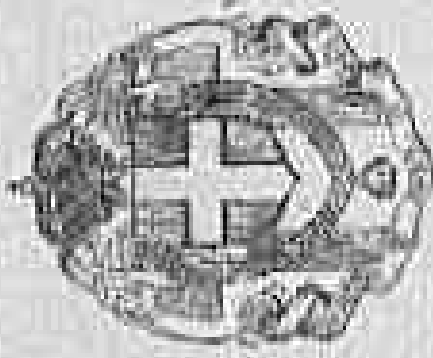
and for information:
TO A.C.-Industry Sub-Commission
Coal Division
Provincial Office -Commerce and
Industry -Coal Office
Rome.

Subject: Transport of lignite.
A.S.A. - Rome.

1. The Provincial Office of Commerce & Industry of Rome has informed this Ministry of the serious situation of the Azienda Servizi Annonari of Rome as they cannot sufficiently supply lignite to bakeries and pasta factories because of shortage of rail wagons put at their disposal for transporting said lignite from the Morgnano -Spoleto -mine.

2. As it is necessary that the mentioned essential industries be kept going, we beg your Sub-Commission to kindly intervene on our behalf that, limited to availability, a certain number of wagons (about 42 per week) be ensured to A.S.A. for the transport of lignite to Rome from the above mentioned mine.

THE MINISTER
illegible signature.



100214

21 DEC 1944

C.D. 100

Ministero delle Trasportazioni

Ministero del Commercio e delle Industrie

Div. VII

Prot. N. 550/5350

Allegato

OGGETTO: Trasporto ligniti

A.S.L. - Roma -

Roma, 19 Aprile

All. A.C.

Sottocommissione Trasporti
ROMA

e per conoscenza:

All. A.C.
Sottocommissione Industria
Proposta al Seg. N. 1
dell'Ufficio Provinciale del
Commercio e Industrie
Ufficio Carboni - ROMA

1) L'Ufficio Provinciale del Commercio ed Industria di Roma ha fatto presente a questo Ministero la grave situazione in cui viene a trovarsi l'Azienda Servizi Annonari di Roma, non potendo fornire sufficientemente di lignite i panificatori e pasticci cittadini, per la deficienza di vagoni ferroviari messi a sua disposizione per il trasporto del suddetto combustibile, della miniera di Morgnano - Suoloto.

2) Per la necessità che l'attività degli enziadetti industriali non abbia a subire scote, pregarci questa Sottocommissione di voler benevolmente intervenire peronè, nei limiti del possibile, venga assicurata all'A.S.A. una quantità di vagoni (circa 42 per settimana) per il trasporto a Roma della lignite prodotta dalla miniera succitata.

IL MINISTRO

[Signature]

ISTITUTO POLIGRAFICO DELLO STATO

100214

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
APO 394
Coal Division

CWO/gv

Tel: 478489

Date: 20th Dec/1944

Ref:

AC/IND/CD/55/58

16/35

SUBJECT: Coal for Arenella Works -Reggio Calabria.

TO : Transportation Sub-Commission

1. An urgent demand for 40 tons imported steam coal for the Arenella Works at Reggio Calabria has been approved by AFHQ. Due to the difficulties of transportation, it has also been agreed that this quantity should be supplied from Railways stocks existing in Reggio Area.

2. As this portion of the Railways is under control of the Transportation Sub-Commission will they please issue the necessary instructions to *your* ~~their~~ representative in control.

For the Chief Commissioner:

W.S. Vaughan

W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to: Central Coal Office I.S.R.
M.R. Service -Lt.Col.Coward -
Economic Section -

BRE/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

7 December 1944

Tele : 478701

AC Tm/16/29/EM

SUBJECT : Lignite Spoleto (Morgnano) to Rome.

TO : Industry S. O., AC, HQ.

1. It appears that considerable loadings for Military are taking place as well as loadings for AC, as result of your bids.
2. I understand that AC arrivals in Rome are not up to the required figures and I wonder if you can arrange for AC to be represented at the mine with two objects :
 - (a) to ensure that AC get the tonnage allotted to them
 - (b) to ensure that AC rail cars when loaded are properly labelled with AC wagon labels.
3. I am advised that the light engine in use between mine and main line is almost out of action. Is this possibly having any effect on your loadings to Rome please ?

Lt. Colonel

for
MERRITT H. TAYLOR
DIRECTOR

4024

TO : Industry S. C., AC. HQ.

1. It appears that considerable loadings for Military are taking place as well as loadings for AC. as result of your bids.
2. I understand that AC. arrivals in Rome are not up to the required figures and I wonder if you can arrange for AC. to be represented at the mine with two objects :-
 - (a) to ensure that AC. get the tonnage allotted to them
 - (b) to ensure that AC. rail cars when loaded are properly labelled with AC. wagon labels.
3. I am advised that the light engine in use between mine and main line is almost out of action. Is this possibly having any effect on your loadings to Rome please ?

M.

Lt. Colonel

for

MERRITT H. TAYLOR
DIRECTOR

4026

PSA/hi

HEADQUARTERS ALLIED COMMISSION

AIC 394

Transportation Sub-Commission

Tel: 220

AC/16/24/In

1 December 1944

TO : Economic Section

SUBJECT: Transport of coal

Reference AC/IND/CD/41 of 30 November 1944.

Replying to the above reference letter, advise that there is some discrepancy in the position as outlined by Coal Division, Industry Sub-Commission and our information.

As you are aware the control of coal is in the hands of AFHQ Coal Section who place the bids for all imported coal. Our Transportation Sub-Commission places the bids for domestic production coal.

During the period 4 - 10 December, AFHQ Coal Section bid for 700 TPD. However, when pressed at the PM stated that Rome had an adequate supply and agreed to reduce the bid to 400 TPD. Transportation Sub-Commission bid for the period for movement of domestic coal from Spoleto to Rome 2800 tons of which 1450 tons were accepted; from Ribolla to Rome 1000 tons bid and accepted. These two above acceptances amount to 640 TPD of domestic coal into Rome.

Military and rail coal requirements, mentioned in the letter, are not responsibilities of this Headquarters. Coal from ships at Brignoli is bid forwarded by AFHQ Coal Section. The ship now unloading at Civitavecchia has 4200 tons Sardinian coal for Rome, the balance of 600 tons goes to the Army.

There is some delay in unloading during rainy weather otherwise the wagons are available and coal moves at a reasonable rate to Rome. It is pointed out that the movement of Sardinian coal by ship and the imported coal is an AFHQ responsibility and therefore this Sub-Commission has no jurisdiction or responsibility for its movement other than the Civitavecchia to Rome movement, the position on which has been stated above.

Reference AC/IND/CB/42 of 30 November 1944.

Replying to the above reference letter, advise that there is some discrepancy in the position as outlined by Coal Division, Industry Sub-Commission and our information.

As you are aware the control of coal is in the hands of AFHQ Coal Section who place the bids for all imported coal. Our Transportation Sub-Commission places the bids for domestic production coal.

During the period 4 - 10 December, AFHQ Coal Section bid for 700 TPD. However, when pressed at the ECA stated that Rome had an adequate supply and agreed to reduce the bid to 400 TPD. Transportation Sub-Commission bid for the period for movement of domestic coal from Spoleto to Rome 2800 tons of which 1400 tons were accepted; from Ribolla to Rome 1000 tons bid and accepted. These two above acceptance amount to 640 TPD of domestic coal into Rome.

Military and rail coal requirements, mentioned in the letter, are not responsibilities of this Headquarters. Coal from ships at Baypoli is bid forwarded by AFHQ Coal Section. The ship now unloading at Civitavecchia has 4200 tons Sardinian coal for Rome, the balance of 600 tons goes to the Army.

There is some delay in unloading during rainy weather otherwise the wagons are available and coal moves at a reasonable rate to Rome. It is pointed out that the movement of Sardinian coal by ship and the imported coal is an AFHQ responsibility and therefore this Sub-Commission has no jurisdiction or responsibility for its movement other than the Civitavecchia to Rome movement, the position on which has been stated above.

The imported coal is used in the Gas works. Half of the Thermoelectric Station coal is Sardinian coal. Of the requirement therefore of 1050 tons per day, as per reference letter, 550 tons must come from domestic lignite. During practically all of November the Rail line from Ribolla to Rome was interrupted because of the bridge being out. This, with the general shortage of wagons, brought about a reduction in the amount actually moved as compared to the amount accepted.

0 1 1 0 1

The Ribelle Rome line is now open and therefore if the amounts now accepted for movement from Ribelle and Spoleto are actually moved, it will relieve the situation and bring in a surplus of a 150 TPD.

Referring to para 5 of reference letter, it is suggested that the proper action is for Coal Section, Industry Sub-Commission to press AFHQ Coal Section to insist on their bids at POW meetings and insist on their required and accepted tonnage being moved; the proper action on the balance is to immediately contact direct or by phone the Transportation Sub-Commission Rail Movement Section at the first intimation of a probable shortage and not wait until the actual shortage occurs.

This Sub-Commission would recommend a daily contact in view of the importance of the coal situation.

The loading of the coal is a responsibility of the shipper, therefore in view of the importance of insuring the Ribelle and Spoleto supplies, it is suggested that Coal Division place someone at these points to look after them.

D.S. ADAMS
Colonel, C.S.
Director, Tn. Sub. Comm.

and insist on their required and accepted tonnage being moved the proper action on the balance is to immediately contact direct or by phone the Transportation Sub-Commission Rail Movement Section at the first intimation of a probable shortage and not wait until the actual shortage occurs.

This Sub-Commission would recommend a daily contact in view of the importance of the coal situation.

The loading of the coal is a responsibility of the shipper, therefore in view of the importance of insuring the Ribolla and Spoleto supplies, it is suggested that Coal Division place someone at these points to look after them.

D.S. ADAMS
Colonel, C.E.
Director, In. Sub. Comm.

4821

DRAFT

(Report)

16/16.

This Office is not in possession of complete records previous to the control of the Power Stations Rome passing into the hands of ACC HQ., but it appears that the original demand for coal was estimated by RAAC, which demand was placed on the necessary Sub-Commission ACC.

It is understood that the original demand was for 350 Tons of Coal per day, sufficient included to built up a stock.

The Public Works and Utilities Sub-Commission (Electrical Section) took over the control of the Rome Power Stations about the middle of September and immediately investigated the coal stock position, this position called for an immediate revised estimate of coal requirements, due primarily to increased output of the plants, and it ~~is~~ was necessary to submit new figures and a revised estimate, which estimate was placed in the hands of Mining Division on 2nd Oct. 44 (see this Office letter ACC/6/1FWU copy attached).

It is pointed out however that although the original demand for coal was 350 Tons per day, during the month of August, an average of 334 Tons per day was received (See Appendix "A"), which did not allow for any increase demand on the plants or allow any stock to be accumulated.

During September the situation improved when an average of 683 Tons of Coal and Lignite per day were received (See Appendix "A"), which allowed a stock to be built up, but for the 15 days of October the receipts fell to an average of 346 Tons of coal and lignite per day. As the average daily consumption at the plants is now 425 tons per day (See Appendix "B") we have been drawing from stocks at the rate of 79 tons per day or 1185 tons for the first 15 days in October so that the present situation is critical since we had only 2 3/4 days supply on hand on the 15th October.

17/10/44

Phuigman Rk

Bomb

*Coal
file*

4833

Telephone 489081

LCP/bs

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works & Utilities Sub-Commission
Electrical Section
A.F.O. 394

2nd Oct. 44

ACC/ 6/1/ PWU

SUBJECT: CONSUMPTION OF COAL ROE ELECTRIC STATIONS

TO : INDUSTRY SUB-COMMISSION COAL DIVISION
HEI.ACC.APO 394

1. Reference is made to your ACC/IND/CD/48 of the 29 Sept. 44.
2. It would appear that the original figures estimating the amount of coal required for the running of ROE Power Stations were based on coal having a high calorific value, i.e. 1 Kg. per Kwh. and reports received indicated that this coal consumption was indeed a fact.
3. When this Sub-Commission took over the control of the Power Stations we were alarmed at the amount of coal used daily and the position was investigated, we attach hereto our engineers report which is self explanatory.
4. It will be seen from the attached report that an inaccuracy has occurred and that new figures must be submitted if the Power Stations are to continue functioning efficiently and satisfactory.
5. The attached appendix therefore indicates the amount of coal required monthly (assuming all boilers functioning) and we shall be glad if you will take immediate steps to have these amounts delivered to the respective stations in the order shown.
6. Please note that the better efficiency of the 6000 KW boilers can be obtained by using a 60/40 mixture of lignite and Gardinian Coal. This is the result of experiments carried out on the ste.

(signed)
E.J. Barry
Major C.E.
Dep. Chief Elect. Div.

Encl. Report

Appendix

4822

TRANSLATION

1. The consumption of coal was not exactly calculated, but was estimated on a basis of Kwh, considering 1 kg. x Kwh (this datum is nearly exact for coal with 7500 cal. x 1 Kg. that is : 16000 BTU x 1 lb).
2. The consumption has been modified, the above 1; 1 ratio having proved incorrect, but even the new datum has not been actually checked.
3. The amount of coal burnt has been estimated on the basis of the number of revolutions of the "Cortassa" (Feeding machine) which has been fitted with a revolution counter.
Every revolution of the "Cortassa" (one dash of the Rev.counter) corresponds to 11.55 dm³ of coal introduced into the boiler, supposing a layer 10 cm. thick. Therefore if the layer were 18 cm. thick, it is sufficient to multiply by 1.8. To obtain the volume of coal introduced in 24 hours, we multiply by the number of revolutions, and then, to obtain the weight, by the specific weight in bulk (0.33), which is measured daily.
4. The coal began to arrive after June 7th. it appeared -consequently to a control made after September 25th by cubing the fuel- that, instead of 2806 tons. we had 634 Tons of Lignite + 81 Tons of coal - 715 Tons, that is a shortage of 2091 Tons in 78 days (June 22-august 31-September 25) The difference is nearly 26.8 Tons/day, therefore in September we can calculate an increase of 24 days x 26.8 = 641.2 Tons.
Therefore the total consumption in September is Kg.3.944.700 with an output of 2.973.800 Kwh, that is nearly 1.33 Kg. of coal x 1 Kwh.

Signed

2/10/44

4621

COAL REQUIRED PER MONTH

ASSUMING ALL BOILERS WORKING 100%

5 Boilers each producing 900 KW	1500 KW.
8 " " " 600 "	4800 "
	<u>9300 KW</u>

9300 at 15 hrs per day
 at 25 days per mo
 at 1.4 Kgs per Kwh

139500 Kwhs
 3.487.500 Kwhs
 4882 Tons per mo.

Sardinian coal for pulverizing.

4 Boilers each producing 6000 Kw.
 at 15 hrs per day
 at 25 days per mo.
 at 1.6 Kgs per Kwh

24000 KW
 360000 Kwhs
 9000000 Kwhs.
 14.400 Tons per mo.

60% lignite
 40% Sardinian coal

8640 Tons.
 5760 "
14.400 Tons.

Required Sardinian coal
 Lignite

10642 Tons per mo.
 8640 " " "

Total KW 93300
 " Kwhs per day 499500
 " Kwhs " mo. 12.487.500

S.R.E. 5 boilers producing 900 KW each -
 8 " " 600 " " -
 Pulverized Sardinian coal

4.500 KW
 4.800 "

9300

2 Boilers producing 6000 each -
60/40 Lignite and Sardinian coal

12.000 KW

ACEA 2 Boilers producing 6000 each

12000
93300

SARDINIAN COAL REQUIRED
 SRE For Pulverizing
 " Mixing
 ACEA " "

4882 Tons per month
 2880 " " "
 2880 " " "
10642 " " "

LIGNITE REQUIRED
 SRE For mixing
 ACEA " "

4320 Tons per month
4320 "
 8640 2 " "

4820

Appendix "A"COAL RECEIVED DURING AUGUST AND SEPTEMBER 1944

<u>AUGUST</u>	<u>TONS.</u>		<u>SEPTEMBER</u>	<u>COAL</u>	<u>LIGNITE</u>	<u>TOTAL</u>	
		'	1	35	273	-	308 Tons.
1	215.64	'	2	307	--	-	307 "
2	300.54	'	3	27	439	-	466 "
4	459.22	'	4	58	468	-	526 "
5	60.77	'	5	-	15	-	15 "
6	636.29	'	6	-	490	-	490 "
7	266.43	'	7	198	558	-	756 "
8	624.57	'	8	21	425	-	446 "
10	706.98	'	9	393	833	-	1226 "
12	360.84	'	10	73	143	-	216 "
13	324.05	'	11	145	761	-	906 "
14	893.67	'	12	213	223	-	436 "
15	113.60	'	13	159	314	-	473 "
16	97.88	'	14	49	430	-	479 "
17	183.64	'	15	239	640	-	879 "
18	290.36	'	16	--	--	-	-- "
19	372.76	'	17	109	83	-	192 "
20	170.93	'	18	342	113	-	455 "
21	195.07	'	19	35	116	-	151 "
22	630.74	'	20	--	272	-	272 "
23	96.20	'	21	167	302	-	469 "
25	99.33	'	22	117	--	-	117 "
26	541	'	23	261	--	-	261 "
27	325	'	24	131	--	-	131 "
28	266	'	25	154	--	-	154 "
29	866	'	26	52	347	-	399 "
30	332	'	27	--	--	-	-- "
31	931	'	28	65	84	-	149 "
		'	29	30	240	-	270 "
		'	30	--	460	-	460 "
	10361 TONS.						

20,509 Tons.

31) 10361 (334

* August - 334 Tons per day

30) 20509 (683

* September - 683 Tons per day

Appendix "B"
COAL RECEIVED DURING THE 1st FORTNIGHT OF OCTOBER

<u>OCTOBER</u>	<u>COAL</u>	<u>LIGNITE</u>	<u>TOTAL</u>	
1	224	--	224	Tons.
2	--	404	404	"
3	137	288	425	"
4	59	17	76	"
5	180	377	577	"
6	134	56	190	"
7	92	641	733	"
8	126	162	288	"
9	124	167	291	"
10	66	214	280	"
11	--	510	510	"
12	--	429	429	"
13	85	--	85	"
14	--	349	349	"
15	--	357	357	"
			<u>5198</u>	Tons.

Coal - 2 - 8 Oct 1050
 9 - 15 - 1400
 16 - 22 - 1750

Received : - 15) 5198 (346

* 346 Tons. per day.

Consumed :	Tons.
1	317
2	342
3	529
4	478
5	373
6	409
7	348
8	440
9	444
10	372
11	400
12	461
13	521
14	457
15	487

Total 6372 Tons.

Consumed : - 15) 6372 (425

* 425 Tons per day

2 - 8 Oct 340
 9 - 15 - 2100
 16 - 22 - 4550
 Lignite

MEMORANDUM
FOR THE DIRECTOR
OF THE
TRANSPORTATION SUBCOMMISSION
NOV 27 1964

File : 476801

6 Nov 24/64

SUBJECT : Rome - Viterbo Private Railway -
Movement of Coal

TO : Director,
Industry and Commerce.

1. Reference your memo dated 27 Oct. with regard to supply of coal for the Viterbo area.
2. Whilst it is correct that the Rome-Viterbo railway is at present operating a freight service, this company has no connection with the State Railway for the transfer of material.
3. Any coal coming up from Rome destined for Viterbo would have to be unloaded on the railway, taken to the nearest Road Depot of the Viterbo Railway for reassigning to destination.
4. Please keep us advised as to when transportation is likely to be required and the quantities to be moved.

Yours faithfully,
Colonel, C.E.
Director, ITC.

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
Industry Sub-Commission
APO 394
Coal Division

RWR/gv

Tel. No. 478489

Date: 17 Oct. 44

Ref: ACC/IND/CD/55/31

SUBJECT: Rome-Viterbo Private Railway

TO : Transportation Sub-Commission.

1. Reference yours of 6 Oct. 44, we understand that the Viterbo Gas Works are operating on existing stocks of coal but supplies will be required in the near future.
2. As you are aware, for the time being all supplies will have to come up from Naples. We are putting this up to Coal Section AFHQ.
3. For your information, the quantity we shall require to move from Rome (arrival I.S.R.) to Viterbo we estimate at 100 tons per month.

W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to:
Economic Section.

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION

APC 334

Coal Division

RWR/gv

Tel. 473489

Date: 25 Oct. 44

Ref: ACC/IND/CD/55/37

Subject: Railway bids.

To : Transportation Sub-Commission

1. With reference to your advice of the 23 inst., it is noted that of our 10 bids for movement of lignite from Spoleto to Rome Area, 7 have not been granted and one has been reduced.

2. As you are aware, our bid for lignite for use in the bakeries, pasta factories, milk sterilizing plant, and hospitals is normally 400 tons per day but for the week in question, 30 Oct.-5 Nov.44, we reduced this to 200. This 200 has now been cut by the authorities to 50 tons per day. We made this cut to 200 per day for two reasons; one to slightly reduce the stock but also to allow for the removal of small sized lignite otherwise the stock of small lignite at the mine will increase out of proportion and likely cause fire in the stock piles. This object is completely frustrated by the non acceptance of our bids for the removal of this small lignite into the various brick and cement factories.

3. Besides endangering the production of foodstuffs in Rome, which is entirely dependent of the supply of lignite, we would point out that it is also vital that lignite is available for the pasturization of milk as all milk, whether for Army of civilian use, must be so treated owing to the high incidence of tuberculosis, etc.

4. Additionally much work has been initiated in getting these mines into operations and unless the material can be got away proportionately to production of large, medium and smalls, serious inconveniences and difficulties are bound to arise so handicapping the supply to Industries vital to the existence of the Rome population.

1. With reference to your advice of the 23 inst., it is noted that of our 10 bids for movement of lignite from Spoleto to Rome Area, 7 have not been granted and one has been reduced.

2. As you are aware, our bid for lignite for use in the bakeries, pasta factories, milk sterilizing plant, and hospitals is normally 400 tons per day but for the week in question, 30 Oct.-5 Nov. 44, we reduced this to 200. This 200 has now been cut by the authorities to 50 tons per day. We made this cut to 200 per day for two reasons; one to slightly reduce the stock but also to allow for the removal of small sized lignite otherwise the stock of small lignite at the mine will increase out of proportion and likely cause fire in the stock piles. This object is completely frustrated by the non acceptance of our bids for the removal of this small lignite into the various brick and cement factories.

3. Besides endangering the production of foodstuffs in Rome, which is entirely dependent of the supply of lignite, we would point out that it is also vital that lignite is available for the pasturization of milk as all milk, whether for Army of civilian use, must be so treated owing to the high incidence of tuberculosis, etc.

4. Additionally much work has been initiated in getting these mines into operations and unless the material can be got away proportionately to production of large, medium and smalls, serious inconveniences and difficulties are bound to arise so handicapping the supply to Industries vital to the existence of the Rome population.

W. S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to:

Economic Section

Lazio Umbria Region (Att. Capt. Scott)

NIA

000/00

HEADQUARTERS
ARMED SERVICES COMMISSION
WASHINGTON, D.C. 20315
AFS 394

Ref: AFS/IN/000/00

Date: 22 Sept 44

SUBJECT: Coal for Rome.

TO: 1 A.S.C., C-5

The present position of the supplies of coal to Public Utilities and the civil population of Rome is most unsatisfactory and it does not seem to be appreciated or taken into account when bids for movement on the railways are considered, or by those responsible for the movement when it has actually been submitted.

With the exception of electric light for one day in four and as for ourselves here each day the people of Rome have no light or other means to cook food or regularly heat anything. It is impossible under these circumstances properly to prepare food, to sterilize and clean the cooking utensils or to provide hot water for washing clothes, bathing, etc. Hospitals, doctors, dentists and maternity workers are severely handicapped in their task and bacterias, milk sterilization and other essential plants have had, in some cases, to close down.

The minimum daily civil requirements of coal and lignite for Rome excluding the needs of the railways and Military are calculated as:-

	Coal	Lignite
Rome Electric	150	550
Rome Gas Works	250	40
Hospitals, bakeries, etc.	50	322
	450	690
	Total 1140 tons per day.	

Without taking into account any coal or lignite for future stockpiles or which may be required for printing works, brickworks or other necessary small industry and without including anything for central heating or house heating in the event of the early arrival of cold weather. These latter requirements would represent at least a further 1,000 tons per day making a total of 2,140 tons per day.

Attached in a table showing for comparative purposes the bids for movement authorized and on the other hand actual deliveries made during the periods 4/11 Sept. and 11/17 Sept. It will be seen that during the short period of two weeks there is a shortage of movement and delivery of about 500 tons. The result is that the Gas Works stock has been reduced from a ten day stock to that of two days and no lignite is available for bakeries, hospitals, etc.

It is strongly represented that some means be found for

The present position of the supplies of coal to utilities and the civil population of Rome is most unsatisfactory and it does not seem to be appreciated or taken into account when bids for movement on the railways are considered, or by those responsible for the movement when it has actually been authorized.

With the exception of electric light for one day in four and for one or two half hours each day the people of Rome have no light or other means to cook food or regularly heat anything. It is impossible under these circumstances properly to prepare food, to sterilize and clean the cooking utensils or to provide hot water for washing clothes, bathing, etc. Hospitals, convents, and other essential plants have had, in some cases, to close down.

The minimum daily civil requirements of coal and lignite for Rome excluding the needs of the railways and military are calculated as:-

	Coal	Lignite	
Rome Electric	150	150	
Rome Gas Works	250	60	
Hospitals, bakeries, etc.	20	200	
	450		690 Total 1140 tons per day.

without taking into account any coal or lignite for future stockpiles or which may be required for printing works, breweries or other necessary small industry and without including anything for central heating or house heating in the event of the early arrival of cold weather. These latter requirements would represent at least a further 1,000 tons per day making a total of 2,140 tons per day.

Attached is a table showing for comparative purposes the bids for movement authorized and on the other hand actual deliveries made during the periods 4/11 Sept. and 11/17 Sept. It will be seen that during the short period of two weeks there is a shortage of movement and delivery of about 5900 tons. The result is that the gas works stock has been reduced from a ten day stock to that of two days and no lignite is available for bakeries, hospitals, etc.

It is strongly represented that some means be found for meeting good these shortages and backlog and that in future all bids for the movement of coal and lignite be considered in the light of the above figures and that the increased bids now being made plus backlog be authorized and fulfilled. Also that the cut which is in operation has been made for the period 25 September onwards be withdrawn.

In addition it is suggested that the plan to rehabilitate a coal berth at Civitavecchia be proceeded with.

4011

-2-

Finally it is suggested that the opportunity should not be missed to build up, in merchants yards under control of A.G.C., a considerable stock of coal and lignite for domestic purposes before the winter rains set in, thus hampering the work at the mines and movement on the railways.

78
A.G. ANWILING
Acting Head
Economic Section

Copy to:

2	AFSA, Quartermaster (Coal) Sec.
1	D.S. S.N.S.
1	Transportation Sub-Committee
1	Industry Sub-Committee
1	Economic Section
1	Region IV, A.G.C.

2705

Copy for

- 1 AFM, Quartermaster (Goal) Sec.
- 1 D.S.M.R.S.
- 1 Transportation Sub-Commission
- 1 Industry Sub-Commission
- 1 Economic Section
- 1 Region IV, A.G.C.

COMPARATIVE STATEMENT SHOWING RAILWAY BILLS AUTHORIZED FOR COAL AND LIGHTS AND
RECEIPTS DURING THE PERIOD SEPT 4 TO SEPT 17 INCLUSIVE.

DATE	COAL- NAPLES TO ROME				LIGHTS-QUINCARICO TO ROME		LIGHTS -	
	Gasworks Authorized	Gasworks Rec'd	Electric Authorized	Electric Rec'd	Gasworks and Electric Authorized	Gasworks and Electric Received	Inde Authorized	Inde
Sept 4	150	95	150	NIL	350	)		---
" 5	150	61	150	NIL	350	)		---
" 6	150	NIL	150	NIL	350	)		---
" 7	150	NIL	150	NIL	350	)		---
" 8	150	NIL	150	21	350	)		---
" 9	150	NIL	150	NIL	350	)		---
" 10	150	NIL	150	145	350	)	Average	---
" 11	150	NIL	150	223	350	)	350 tons	100
" 12	150	NIL	150	159	350	)	per day	100
" 13	150	NIL	150	49	350	)		100
" 14	150	NIL	150	238	350	)		100
" 15	150	NIL	150	60	350	)		100
" 16	150	NIL	150	145	350	)		100
" 17	150	NIL	150	198	350	)		100
	2100	156	2100	1238	4900	4900		700

W-
CO
1-1
1-2

Rec'd 478489

21
15
267
41

REPORT SHOWING RAILWAY BIDS AUTHORIZED FOR COAL AND LIGNITE AND ACTUAL
RECEIPTS DURING THE PERIOD SEPT 4 TO SEPT 17 INCLUSIVE.

		LIGNITE-GUINCARICO TO ROME		LIGNITE - MORGANSTON TO ROME	
Electric Authorized	Rec'd	Sawworks and Electric Authorized	Received	Industrial requirements Authorized	Received
150	NIL	350	)	---	---
150	NIL	350	)	---	---
150	NIL	350	)	---	---
150	NIL	350	)	---	---
150	21	350	)	---	---
150	NIL	350	)	---	---
150	145	350	)	---	---
350	223	350	)	100	NIL
150	159	350	)	100	NIL
150	49	350	)	100	NIL
150	238	350	)	100	NIL
150	60	350	)	100	NIL
150	145	350	)	100	NIL
150	198	350	)	100	NIL
2100	1238	4900	4900	700	NIL

Average
350 tons
per day

No

Bids

Bids

started

18th November

actual

started

Rec'd 4/18/89

41
15
207
41 229.

TNN/jac.

J. de

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
MINING DIVISION
APO 394

Tel: 589

Ref: Mines-924.3

14 September 1944.

SUBJECT: Reparation Arezzo, Florence Railway.

TO : Transportation Sub-Commission, Headquarters A.C.C.

1. There are 200,000 tons of lignite stockpiled near the Comune of San Giovanni Valdarno which comune is on the Florence - Arezzo Railway.

2. The lignite mine at which this supply is located is the largest single producer of lignite in Italy. Its capacity is roughly 90,000 tons per month. The resumption of mining and the disposal of the above stock depend on the transportation. Inasmuch as long road haulage of lignite is not economical and impossible under present conditions, no plans can be made for this mine until some information is available as to when this railway will be opened.

3. There are also at the mine approximately 26,000 tons of lignite briquettes of very good quality which perhaps could be used on the railway. A plant for the fabrication of 60 tons of briquettes per day exists at the mine.

4. Much of the industry of northern Italy will depend on this lignite and it is hoped that you will take this into consideration when assigning priorities for reconstruction of railways. It is requested that this office be informed as to the plans for the opening of the Florence - Arezzo rail-line as soon as practicable, inasmuch as plans for the re-opening of this mine can not proceed until that information is available.

FOR THE ACTING DIRECTOR, INDUSTRY SUB-COMMISSION:

BY:

GEORGE C. BRANDE,
Lt. Colonel, U.S.A.,
Deputy Chief,
Mining Division.

c/o Economic Section (1)
Plant (1)
Files, Mining Division (1)

2045

JEST/TB

Tel. 489081

21st September, 1944.

Ref. AGO/5619/TND

SUBJECT: Coal for Brick Factories.

TO : The Ministry of Industry, Commerce & Labour,
Department of Industry and Mines.
(Attn. Com. Verbella).

1. With reference to your 24/9 of the 16th September, this Sub-Commission is prepared to arrange for the delivery of lignite "finos" to Rome in fulfilment of the programme suggested by you.
2. Before, however, active steps can be taken by this Sub-Commission to arrange for the necessary rail transport, it will be necessary for each of the firms enumerated in the programme to contact their normal supplier who, through the medium of their central coal office within the Ministry of Communications, should ensure the necessary distribution arrangements from the railway station involved to the actual factories.
3. On receipt of information from you that the procedure set out in para 2 above has been completed, this Sub-Commission will make the necessary bids for the transport of the lignite, and will notify you of the date when delivery will commence.
4. Please treat this matter as urgent as this Sub-Commission considers that both the distribution of the lignite and the resumption of production by the factories in question are matters of great importance.

For the Acting Chief Commissioner:

Copy to:
Mining Division.
Transportation Sub-Commission.
Region IV, (E. & S. Div.) (Attn. Capt. Scott).
File 5553.

J. S. E. TODD,
Colonel,
Acting Director,
Industry Sub-Commission.

201

PR
attach to Coal & Lignite
Report
REPORT FOR TRANSPORT SUB-COMMISSION (RAILWAYS)
- CEMENT FACTORY AND LIGNITE MINE: MORGHANO -

2263

The private railway consists of 24 kils. of track, including sidings.

The track is in good condition, but requires the following material to give 100% working.

- (a) 1 Switch (45 kils rail) connecting sidings with main ROME-ANCONA line.
- (b) 2 Switches (36 kils rail) required to make full use of sidings.
- (c) 200 metres 36 kils rail, to replace damaged track.

The sidings can handle in their present state 100 wagons, with a certain amount of difficulty, but this number could be doubled if repairs were carried out.

The sidings consists of five lines, which are at present connected to the main line through Italian State Railways sidings at MORGHANO, S. ANGELO, STATION, which is situated 4 kils south of SPOLATO STATION.

- 2. The damaged bridge connecting the sidings at MORGHANO and the Cement Factory and lignite mines has been repaired and ready for traffic since 4 Sept. '44.

NOTE. The switches mentioned above were removed by M.R.S.

- 3. There are two locomotives in working order and one petrol driven shunting motor. (250 gallons of petrol are required per month for this motor, no stocks held at present).

There are two other locomotives at MORGHANO sidings which require repairs, and the Company desire permission of movement to their own plant at VERMI, where they would carry out repairs. (Estimated time of repairs: 140 days, the second not less than two months.)

- 4. The mines can with their present locomotive power handle 15 trucks in six hours. Average tonnage per truck 17 tons (Lignite). At the moment the plant can handle 40 trucks of Lignite and 8 trucks of Cement per day.

- 5. Gradient does not exceed 30/1000 and in all cases is in favour of loaded trucks.

(b) 2 switches (36 mile rail) required to make full use of sidings.

(c) 200 metres 36 mile rail, to replace damaged track.

The sidings can handle in their present state 100 wagons, with a certain amount of difficulty, but this number could be doubled if repairs were carried out.

The sidings consist of five lines, which are at present connected to the main line through Italian State Railways sidings at MORGNAVO, 5. ANUSILO, STATION, which is situated 4 miles south of SPOLETO STATION.

2. The damaged bridge connecting the sidings at MORGNAVO and the Cement Factory and Lignite mines has been repaired and ready for traffic since 4 Sept. '44.

NOTE. The switches mentioned above were removed by M.R.S.

3. There are two locomotives in working order and one petrol driven shunting motor. (250 gallons of petrol are required per month for this motor, no stocks held at present).

There are two other locomotives at MORGNAVO sidings which require repairs, and the Company desire permission of movement to their own plant at TERNI, where they would carry out repairs. (Estimated time of repairs: 140 days, the second not less than two months.)

4. The mines can with their present locomotive power handle 15 trucks in six hours. Average tonnage per truck 17 tons (Lignite). At the moment the plant can handle 40 trucks of Lignite and 8 trucks of Cement per day.

5. Gradient does not exceed 30/1000 and in all cases is in favour of loaded trucks.

6. At the Cement Factory there are three sidings, and two sidings at each mine, all in good condition.

7. The Cement Factory and Lignite mines have certain private rolling stock which is for internal use, details as follows:-

18 LOW-TOP WAGGONS (In good condition)
14 LOW-TOP WAGGONS (REQUIRE REPAIRS)
(LOAD 15 TONS)

(Cont.)

- 2 HIGH-TOP WAGGONS (In good condition)
- 4 HIGH-TOP WAGGONS (REQUIRE REPAIRS)
(LOAD 16 TONS)
- 3 BOX CARS (In good condition)
- 1 BOX CAR (REQUIRES REPAIR)
(LOAD 17 TONS)
- 10 TIP-HOPPERS (In good condition)
- 5 TIP-HOPPERS (REQUIRE REPAIRS)
(LOAD 12 TONS)
- 1 Travelling Crane for loading waggons and heavy timber.

5. The Mine Authorities wish to know to which station in ROME truck should be dispatched. The Director of the Mine stated that if trucks were available, dispatching could start at once.

=====

- 9. ROLLING STOCK (MAINLY GERMAN) ON SIDINGS AT MORONANO STATION AND PRIVATE SIDINGS.

- 8 WAGGONS IN GOOD CONDITION
(would require examination before movement)
- 8 WAGGONS REQUIRE REPAIRS
(MAINLY DAMAGED BEARINGS).

There are also a number of waggons beyond repair, which might provide spare parts and replacement for damaged waggons.

12 Waggons have already been moved to POLIGNO for repairs by order of M.RTS. (twelve--.)

- 10. There is a WAGON-BRIDGE AT MORONANO sidings which needs repair, but the Director of the Mine states that this will be put in order during the next few days.

- 11. A list of materials required to put the whole plant in order is being compiled and will be despatched to ROME ON SATURDAY 9 SEPT. 44.

R.C. BOWIE
Lt.

4008

TRANSPORTATION SUB-COMMISSION ACC.

TIME RECEIVED 23 AUG 1944 1045

DATE _____

Director: COL. D.S. ADAMS

Deputy Director:
LT. COL. L.E. VINING

P.A. Capt. A.C. PING *as*
Sgt. C. Green

RAIL SECTION:
Major P.F. RICHARDSON *DR*

RAIL MOVES (N):
Capt. B.W. BODDY
Lieut. G.F. HART
S.G.M.S. LARK, P.L.V. *CR*

ENGINEERING SECTION:
Major F.J. MOLE

SCHOONER SECTION:
Lt. Col. F.R.A. GLANVILLE

SCHOONER SECTION (N):
Capt. F.H. SMITH

ROADS SECTION:
Col. J.J. CARNES
Lieut. Col. J.H. BORDASS
Major G.D. SOWERS
Capt. M. HAY
Capt. C.W.A. PEPPER

COAL DIVISION:
Lieut. Col. C.W. OYLEY
Major R.W. REEVE

LIAISON SECTION:
Lieut. R.E. BARONE



4897

Ally Transp Sub-Comm.

0-4088

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394

Rome, 22 August 1944

ES/ 1355

SUBJECT : 500 Tons for Hospitals.

TO : ACC.HQ., Transportation Sub-Commission

1. We wish to report that Major Sheehan has informed us that the allocation of 500 tons coal for the hospitals has been arriving at the rate of only 1 car each day from Civita_
vecchia.

For Major Karl S.Cate - Dir.E.&.S.Div.
Major AUS.

Robt. J. Asquini
ROBT. J. ASQUINI
Lt.Ord.

Copies to:

- (1) Addressee
- (1) E.&.S.Div.Central Files
- (1) E.&.S.Div.Section Files

0 4 6 5