

MORGANO MINE - LINT

0343

PROCESSED R.O. 3255 SECTION 5.3/END No.

785021

NTE

10000/148/1049
Dec '44

FD/elo

TRANSPORTATION SUB-COMMISSION

MEMORANDUM

Tel : 478701

19 May 1945

340/21/Ta)

SUBJECT : Lignite Morgans - Rome

TO : Commerce Sub-Commission
Coal Division

1. Reference your bid for movement by rail of 240 tons lignite from Morgans to Rome in the period 10 April - 6 May it is reported that 3 cars were held at the disposal of Soc. Ferri for this traffic but nothing was loaded.
2. Will you please investigate this so that a similar waste of carrying capacity may not recur.

For the Director


J.W. BAKER, Lt.Col.

785021

MADA V LARE ME 3 QYN -2-
FROM LARE 161948A
TO NOVCENT.
INFO IN AC.: NOV ROME: RAAC.
CR 39 BT
JX25242

433

340



CONFIDENTIAL

COAL SECTION, A.F.W.C. STATE TERM STEELWORKS MUST RECEIVE FIRST
PRIORITY OF OUTPUT OF ~~COAL~~ LIGNITE FOR MORCHANO MINE PD CITE PWGDM
FMSUP SIGNED SIGNED PD INFO RAAC FOR COAL SECTION PD NOV FOLIGNO TO BE
INSTRUCTED ACCORDINGLY.

BT
SENT ME 5 2120 A SH RDB

RD 5 2115-WEH-AR-XXXX

5293

785021

340/19

Ext. 242

HEADQUARTERS ALLIED COMMISSION
LPO 334
ECONOMIC SECTION

JWS/ek

Phone 402001

304/15/TS 2

3 February 1945

Dear Mr. Minister:

With reference to your letter dated 30 January 1945, there is little which can usefully be added to my previous statements or letters on the subject of Bergmann, Nikola and Pistravitsa Lignite Mines, but the current position regarding transportation is as follows:

1. Bergmann Mines. Arrangements were made to provide 33 railway wagons daily for loading at this mine. Subsequent investigations brought to light the fact that although this total of wagons was available each day, the mine was not taking full advantage and daily loadings were very much less. A meeting between all interested parties was recently held at this Headquarters. The need for loading maximum number of railway wagons daily was emphasized, but it was agreed that owing to the large quantities of lignite which are being sold locally, and which are being transported by road, the maximum which the mine could load to rail was 25/26 wagons per day. Transportation Sub-Commission has amended wagon supply accordingly.

2. Nikola Mines. These mines have a high priority for supply of railway wagons and the position is watched daily. In January 1945 a total of 250 wagons were loaded at Nikola Mines (approximately 11,500 tons) and forwarded to various destinations.

3. Pistravitsa Mines. Loading to rail at Foculve Station is now proceeding satisfactorily, but, owing to road transport difficulties, it is not possible to programme higher than 200 tons per day. Work is in hand for repair of the Railway Bartic-Hilars-Pistravitsa and it is confidently expected that direct rail deliveries will be possible early in May 1945.

Yours very truly,

5292

L. D. DUNN
Colonel, F.A.
Acting Deputy Chief of Staff
Economic Section

cc: File 300/ 1 342/TS 3

The President, Intergovernmental Reconstruction Committee,
The Minister, His Excellency General
Rene

785021

ROAD-BUILDING ALLIED COMMISSION
SFC 394
Transportation Sub-Commission
(Movement Division - Rail)

File : 478704

6 February 1945

140/10/ra-3.

SUBJECT : Bergamo Lightite Mines.

RE : R. Movement, Central Italy

1. Reference this HQ letter AD.TM./103/1/ra dated 6 Jan. '45.
addressed to D.M.R.S., copy to you.

2. At a recent meeting held at this HQ. it was reported a total
of 453 wagons were loaded at the mines during month of January, a daily
average of 15 wagons.

3. It is quite evident that with the quantities of lightite sold
locally and transported by truck, this mine cannot load the 15 cars per
day previously reported.

4. The need for loading the maximum number of rail wagons per day
was emphasized and it was agreed under present conditions this figure will
be 25 to 30 wagons per day.

5. Will you please amend wagon intent accordingly.

5291

[Signature]
HERBERT H. TAYLOR
Director, Transportation Sub-Commission

Copy to: D.M.R.S., TM. A. 1(4)/5/6 - 143 A dated 7 Jan. '45 (refer)
Industry Sub-Commission (Mining Division)
" " " (Coal Division)

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION
MINING DIVISION

340/14

Tel: 559

DSK/cc.

Ref: Mines-924.33

3 February 1945.

SUBJECT: Report on meeting with officials of Morgnano Lignite Mine.

TO : Lt. Col. BAKER, Transportation S/C, HQ. A.C.
Mr. Col. OXLEY, Coal Division, Ind. S/C.

1. Rail wagons loaded at mine for month of January totaled 653 wagons averaging 21 wagons over the 31 day month. The attached enclosure shows the total quantities of lignite sold during the month to individual consumers.

2. It is quite evident that with the quantities of lignite sold locally and transported by trucks, this mine cannot load the 35 cars per day previously requested by the Mining Division.

3. Throughout the subsequent discussion, the need for loading the maximum number of rail wagons was forcefully pointed out and the number agreed as probable under existing conditions is 25 or 26 wagons per day.

4. The mine representative, Ing. Benaglio, pointed out that they were experiencing interference through Army consumers demanding quantities in excess of the amounts allocated to them. They also again pointed out the need for trucking lignite from other sources and saving Morgnano lignite for rail shipping. This was referred to the Coal Division for immediate action.

16/14

- 2 -

5. Mine production is slowly increasing and when the arrangements for shipping timber by rail from Karni and Todi are completed, there should be other further increases.

6. Political activities are presently causing labor difficulties at the mine. The mine managers were forced to dismiss 70 individuals because of their previous Fascist leanings.

[Signature]
S. S. VANDERBILT
Director,
Industry Sub-Comm.

Incl - as per para. 1.

c/c - Terni Company (1)
Float (1)
Files (1)

5289

- 0002 -

Destinazione	Pedatura oltre 40 mg	Fritto 10 - 40 mg	Limite da 0 - 10 mg	Totale
Stabilizzanti Siderurgici Forni	3,492,300	1,425,600	-	4,918,900
Elettrochimici - Rota Mestore	15,500	-	-	15,500
Imp. Salto a Turco - Rieti	3,500	-	-	3,500
Direzione Uffici di Roma	22,-	-	-	22,-
S.I.I.C.A.C. - Roma	785,200	813,700	24,-	1,604,600
A.S.I. - Roma	1,305,900	-	-	1,305,900
Forni - Grandi Allenti	2,967,700	470,300	-	3,438,-
Settore - sa. personale	1,310,500	10,-	12,-	1,322,500
Costruzioni	30,400	7,-	619,800	717,200
Parrocchia Sociale	171,600	-	-	171,600
Parrocchia Laterale	36,-	-	275,700	311,700
Sezioni Interni	85,-	-	69,-	154,-
	10,287,500	2,726,600	1,230,500	14,254,600

ACQUARO, 1 February 1955

225/22

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

File : 478704

27 January 1945

305/16/m.3.

SUBJECT : Lignite for Marcelli Generali Logna & Lignite.

RE : Movements & Supply Division,
 Lazio Umbria Region, ASD. (attn. Maj. J.B. Scott)

1. Reference your 20/155.2. dated 25 Jan. '45.
2. The general question of distribution of Lignite programmed to move weekly from Morgano to Consignees in Rome Area is one for arrangement between Coal Division and the Region concerned. Providing the weekly tonnage set up to move is not exceeded there will be no objection from a transportation point of view to the first 150 tons being loaded for the Marcelli Generali Logna & Lignite. Rome.
3. In order that wagons may be labelled correctly the Mine Authorities should be advised of the revised despatching arrangements.

By Command of Rear Admiral STONE.

CR Worthington
 LEONITE H. TAYLOR
 DIRECTOR
 TRANSPORTATION SUB-COMMISSION

Copy to: Movements Control Italy
 Industry Sub-Commission, Coal Division.

5287

785021

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

25 January 1945

ES/1355.2

SUBJECT: Lignite for Mercati Generali Legna e Lignite.

TO : Transportation Sub-Commission, A.C.
Attn: Maj. Worthington.

It appears from our conversation of yesterday in reference to lignite from Morgnano that it cannot reasonably be hoped that we will receive the full amount of lignite called for in our program.

In the past the mine seems to have had a policy of portioning the available rail cars between the respective recipients. This of course seems quite fair but in fact, of the two recipients in which this Division has a special interest, to-wit: the SACCAT and the Mercati Generali Legna e Lignite, the latter has a higher priority in that it provides fuel for the bakeries, pasta factories, milk sterilization Station. The only source of supply which it has is Morgnano. The SACCAT is concerned with the distribution of coal to hospitals, etc. which of course is also important, but as the hospitals also have other sources of supply, a failure of this concern to receive its allocated lignite has less ill effect than such a fail as to the Mercati Generali Legna e Lignite.

Therefore, instead of the rail cars being dispatched proportionately, it is our recommendation that, so far as cars allocated for the above two agencies are concerned, a program would be adopted whereby the first 130 tons of available rail space would be directed to the Mercati Generali Legna e Lignite giving them first priority, and then if wagons were available the 60 tons would be sent to the SACCAT.

If this meets with your approval will you secure the assistance of the S.T.O. in making it effective.

John B. Scott
Major A.U.S.
Econ. & Supply Div.
Lazio-Umbria Region, AMG.

DISTRIBUTION:
(1) Addressee
(1) Adjutant's File
(1) Central File.

785021

CMS/mh

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

file

Tele. 478704

27 January 1945

340/17/ra.3.

SUBJECT: Lignite shipments from Morganso S. Angelo (Spoleto)

TO: Economic & Supply Division,
Lazio Umbria Region, ASD. (attn. Major J.B. Scott)

1. reference your 26/1/45 dated 24 Jan. '45.
2. It is realized that the movement of Lignite from the Sibolla Morganso and Pietrafitta mines (Piemonte) has for some weeks past fallen below the programmed tonnages.
3. However, special instructions have been given by A.F.H.Q. and this HQ. that in future programmed tonnages must be moved and the M.R.S. have been instructed to see that adequate wagons are made available at each loading point.
4. A careful check on the movement of lignite is being kept by this HQ. and it is hoped that as a result of the instructions now given, traffic will move according to programme.

By Command of Rear Admiral STONE.

3285

C.R. Worthington
for HENRY H. TAYLOR
DIRECTOR
TRANSPORTATION SUB-COMMISSION

Copy to: Industry Sub-Commission, Coal Division.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

24 January 1945

ES/1355.2

SUBJECT: Lignite Shipments from Morgnans S. Angelo
(Spoleto)

TO : Transportation Sub-Commission, A.C.
Attn. Maj. Worthington.

1. The receipt of lignite from Morgnans S. Angelo continues to be disappointing and the source of rather grave concern. This is especially true in so far as the receipts by the Mercati Generali Legna e Lignite are concerned. Their actual daily needs are 130 tons, which is the amount scheduled for them. According to figures given yesterday for the 5 day period - January 19-23 - the total receipts are only 176 tons. This is an average of only 35 1/5 tons per day.

2. As there is plenty of lignite at the mine and as the loading of the rail cars presents no difficulty, it is assumed that it is the lack of rail cars that accounts for this break-down in our program. Are there any further steps your Division can take which will ensure the delivery to the Mercati Generali Legna e Lignite according to schedule?

DISTRIBUTION:

- (1) Addressee
- (1) Coal Division
Attn. Maj. Reeve
- (1) Adjutant's File
- (1) Central File.

John B. Scott
John B. Scott
Major A.U.S.
Econ. & Supply Div.
Lazio-Umbria Region, AMG.

785021

JD/elc

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

Tele : 478701

11 January 1945

AC TN/101/11/RE

SUBJECT : Transport of lignite to Rome

TO : Ministry of Industry, Commerce & Labour
General Direction of Industry & Mines
Rome

In reply to your 650/5350 (Div VII) of 16 Dec
this matter has been referred to the AC Industry Sub-
Commission (Coal Division) which controls the bids for
transportation of fuel.

for

MERRITT H. TAYLOR
Director

5283

Copy to : HQ AC Industry Sub-Commission
(Coal Division) with copy of
translation of 650/5350.

785021

Subject: Movement of Material from Portland St. to
in view of needs of Wood Lake.

101/A

1- Portland St. to Wood Lake
Director General, I.C.R.

Military Railway Service,
via: Director I.C.R.
P.O. Box 1-1404,
Wood Lake.

Referring to letter A. 12-2282/45/102/100/100
dated 5 Jan. from Director General, I.C.R.

Full authority to load this traffic is granted by
United States and the supply of material is authorized by
Director General, I.C.R. Military operating will arrange to place
this traffic at Wood Lake, line IV.

Capt Delta
For Information
[Signature]

R. A. Wilson
Major I.C.R.
for Director,
Director, Military Railway Service.

5232

785021

TRANSLATION

103/11

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

Div. VII
Ref. 600/2300

Rome, 16th Dec. 1944

For Hq. IG. no. 5/5. - Rome

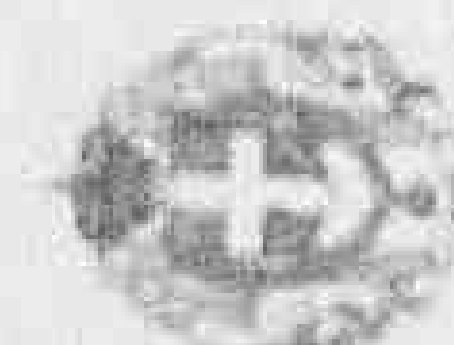
Subject: Transport of Lignite - A.S.A. Rome.

1. The Provincial Office of Commerce and Industry of Rome, has pointed out to this Ministry the serious situation of the "Food Organization of Rome" (A.S.A.), which is unable to supply lignite to the saw-mills and to the paste-factories of the town, owing to lack of rail-cars which are at the disposal to transport the above mentioned combustible material from the mine of Morgnano-Spoleto.

2. As it is advisable that the above mentioned industries should not suspend their work, we see that S.M. Commission to issue instructions in order to assign to the Rome Food Organization (A.S.A.), if it is possible, a suitable number of wagons (nearly 42 per week, to be assigned to Rome, the lignite which is produced in the Morgnano-Spoleto mine.

The Minister
sga. illegiale

3281



Ministero delle Corporazioni

Div. VII.
N. 650/5190

Oggetto: Trasporto lignite
A.S.A. - Roma -

Al l'A.G.
Sottocommissione Trasporti
ROMA

e per conoscenza:
All'A.G.
Sottocommissione Industria
e Commercio
All'Ufficio Provinciale del
Commercio e Industria
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 Nervizi Anonimi di Roma, non potendo fornire sufficientemente di lignite i panificatori e pastifici cittadini, per la deficienza di vagoni ferroviari messi a sua disposizione per il trasporto del suddetto combustibile, dalla miniera di Morgneno - Spoleto.
- 2) Per la necessità che l'attività degli suddetti industriali non abbia a subire sosta, preghi questa Sottocommissione di voler benevolmente intervenire perorché, 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 suddetta.

IL MINISTRO
Indy

Div. VII

650/5190

Allegato

L.A.A. - Roma -

Oggetto: Trasporto lignite

Ufficio Carboni - ROMA

Min. A.C.
Sottosegretario Industrie
Piv. Carboni
All'Ufficio Provinciale del
Commercio e Industria

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 Ascensori di Roma, non potendo rifornire sufficientemente di lignite i penificatori e pastifol cittadini, per la deficienza di vagoni ferroviari messi a sua disposizione per il trasporto del suddetto combustibile, dalla miniera di Borgnare - Spoleto.

2) Per la necessità che l'attività degli anzidetti industriali non abbia a subire costo, prego la cecenia Sottosegretaria di voler benevolmente intervenire perchè, nei limiti del possibile, venga assicurata all'A.C.A. una quantità di vagoni (circa 42 per settimana) per il trasporto a Roma della lignite prodotta dalla miniera suddetta.

IL MINISTRO

[Signature]

78/78

[Signature]

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION
MINING DIVISION

103/0

Ref: 559

112/co.

Ref: Mines-924-33

8 January 1945.

SUBJECT: Morgans Lignite Mine.

TO : Transportation Sub-Commission, Hq. A.O.

1. Reference is your letter dated 3 January, Ref: AC/Tr/103/3/24, copy of which was sent to the Mining Division, Industry Sub-Commission.

2. The attached letter, Ref: Mines-924-33, dated 24 December 1944, is forwarded for your information.

5279

R. S. VAUGHAN,
Director,
Industry Sub-Comm.

Incl - as per para. 2.

No action -

c/c - Economic Section (1)
Plant (1)
Files, Mining Div. (1)

See Folio 8

29/1.

SECRET

UNITED STATES ALLIANCE COMMISSION

MEMORANDUM FOR THE RECORD
SUBJECT: [Illegible]

TO: [Illegible]

DATE: [Illegible]

REF: [Illegible]

12 December 1944

1. [Illegible]

2. [Illegible]

3. [Illegible]

4. [Illegible]

5. [Illegible]

6. [Illegible]

7. [Illegible]

8. [Illegible]

9. [Illegible]

10. [Illegible]

Final

- 2 -

possibly have been taken from other sources
of iron ore.

d. The Government is not charging iron ore
to the steel industry.

e. The United States is working with the steel
industry to see that there is no shortage in every
part of the country. Supplies are available and being
distributed for the steel industry but it is a failure to suppose
that it is possible to supply the bulk of present light
steel requirements.

L. S. GORDON,
Director,
Industry Relations.

5277

U.S. Steel Division, Inc. 270
Pittsburgh
Pittsburgh, Pa.

(1)
(2)

785021

HEADQUARTERS ALLIED COMMISSION
APO 344
INDUSTRY SUB-COMMISSION
MINING DIVISION

Tel: 556

BEX/cc.

Ref: Mines-924.33

6 January 1943.

103/9

SUBJECT: Lignite Movement - Morgano Lignite Mine.

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

1. Much confusion has recently been experienced by both the Coal and Mining Divisions, Industry Sub-Commission, regarding deliveries of lignite to some for the bakeries and hospitals.

2. It was brought out during the weekly meeting between the Mining Division and officials of the Morgano Lignite mine that much of this difficulty lies with the irregularity of empty car arrivals.

3. Irregularity of empty railroad spotting created a great hardship on the mine and cartilage production inasmuch as lignite arriving at the surface must be stockpiled and handled several times. This slows the hoisting and a consequence, car turnover is slow and empty cars do not return to the working faces. There is also the question of men employed handling this lignite unnecessarily, who could be utilized on useful production work.

5276

4. The following, shows the car arrivals at Morgano mine during the month of December:

No action reqd

- 2 -
Closed our ATC To/pos/len
dated 6 Jan -
same subject
J 9/11

- 2 -

Date	R.R. cars arrivals	Date	R.R. cars arrivals	Date	R.R. cars arrivals.
1	-	12	15	23	17
2	20	13	10	24	-
3	52	14	30	25	-
4	21	15	7	26	1
5	-	16	12	27	29
6	18	17	1	28	-
7	13	18	49	29	16
8	61	19	16	30	67
9	-	20	7	31	23
10	24	21	20	Jan 1	35
11	1	22	50	Jan 2	12

Average R.R. cars per day 19.

Minimum requirements 35 cars per day.

5. Regular daily spotting of 35 ± cars per day will greatly assist the mine production and movement of lignite to Sams.

5275

[Signature]
W. S. VAUGHAN,
Director,
Industry Sub-Comm.

c/c - Economic Section (1)
Coal Division (1)
Fleet (1)
Files (1)

100-785021-10
28 MAR 1960

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION
MINING DIVISION

To: 339

DSK/cc.

Ref: Minne-924.33

5 January 1945.

103/8

Subject: Morgano Lignite Mine.

TO : Transportation Sub-Commission, HQ. A.E.C.

1. Reference your letter AG/Tr/IC/3/2/8a, dated 2 January 1945 same subject.

2. Regarding paragraph 3, your letter, there are three locomotives at Morgano Mine. Two are in service and one is undergoing repairs. The locomotive undergoing repairs will be put into service within a very short interval. Repairs are progressing as rapidly as available material will permit.

3. The material covered in the attached report was covered by correspondence, Ref: Minne-924.33, same subject, dated 24 December 1944, copy of which is attached.

5274

R. S. TAYLOR,
Director,
Industry Sub-Comm.

Incl - as per para. 3

w/c - Economic Section (1)
Post (1)
Files, Mining Div. (1)

785021

JOB/SM

HEADQUARTERS ALLIED COMMISSION
APO JMA
Transportation Sub-Commission

File

21 January 1944

File : 478704

AC TH/103/7/MV

SUBJECT : Morgansho Lignite Mines.

TO : Industry Sub-Commission (Mining Division)

HQ. AC.

Reference this Sub-Commission letter AC TH/103/2 & 3/MV

dated 2nd and 3rd Jan '45 respectively.

1. Attached copy of Commerce Sub-Commission letter AC/5300/10/

Commerce dated 5 Jan '45, is forwarded for information.

It is presumed you will instruct the Morgansho Lignite

Mines as to procedure.

L. D. Taylor
Lt. Col.

for HENRY H. TAYLOR,
DIRECTOR.

5273

Reference to the

11/21/2011

2/5/07

the United Kingdom

572

10

785021



MINISTERO
DELLE COMUNICAZIONI

UFFICIO GENERALE
DELLA POSTA E TELECOMUNICAZIONI

ROMA,

N. 312/9926/2/23/101 Dec.

1944

DIREZIONE GENERALE M.R.E. - SEDE

- SOTTO COMMISSIONE TRASPORTI A.C. - SEDE

Trasporto lignite da
Morgnano S.A. a Roma
per Capedali.-

1 - La Deputazione Provinciale di Roma si è rivolta a questa Direzione Generale per ottenere la fornitura dei carri occorrenti al trasporto da Morgnano S. Angelo a Roma di 820 tonnellate di lignite, assegnate agli Ospedali della Provincia dall'Headquarters - A.R.G. - Lazio, Umbria Region fino dal 14 novembre 1944.-

2 - Poichè la fornitura dei carri richiesti non rientra nella nostra competenza si segnala la richiesta per i provvedimenti del caso, avvertendo che la domanda dei carri verrà fatta dalla Ditta Saccat, incaricata delle operazioni inerenti al trasporto.-

5271

IL DIRETTORE GENERALE

U. Minerva

785021

HEADQUARTERS ALLIED COMMISSION
 APO 394
 COMMERCE SUB-COMMISSION
 Special Materials Section

LVRW/PZ

Ref. AC/5300/18/Commerce
 Tel. 478.192

5 January 1945

SUBJECT : Demand for shoes

TO : Transportation Sub-Commission

103/5

1. Reference your AC TN/103/3/RM of 3 January 1945.
2. Repaired army boots are available through this Sub-Commission for the Morgnano Mine workers at 175 Lire per pair. These boots are reprocessed in Naples under the supervision of the Ufficio Provinciale del Commercio e dell'Industria and are allocated by the Clothing Disposal Committee of A.C.
3. If the Morgnano Lignite Mines are desirous of obtaining a quantity of these boots, a demand for application forms should be addressed to this office.

For the Chief Commissioner

5270

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

W.P. Evans
W.P. Evans

2/11

785021

450/520

MINING DIVISION
700-554

Transportation Sub-Commission

Tele: 478706

6 January 1943

TO: 78/103/4/700

SUBJECT: Emergency Lighter Lines.

TO: D.M.A.B.

1. Industry Sub-Commission (Mining Division) advise that emergency at emergency lighter lines are such that a guaranteed loading of 1/2 wagon per day can be made.

2. The supply of empty wagons has, in the past, been somewhat erratic and on days when 50/60 wagons have been provided, the mine has endeavored to load every wagon. The withdrawal of labour from the mine face has caused over-all production to drop.

3. It would be appreciated if wagon supply could be so regulated that 1/2 empties are provided each day, thus ensuring that output is maintained at the highest level.

5264

[Signature]
for

WILLIAM E. TAYLOR
Director

Copies to: 30 Government, Central Italy
Industry Sub-Commission (Mining Division)

MEMO

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORT SUB-COMMISSION
MINING DIVISION

Ref: 536

JSC/co.

Ref: Mine-536.332

5 January 1945.

SUBJECT: Production Morgans Dignite Mine.

TO : Transportation Sub-Commission, HQ. A.C.
Attention: Lt. Col. Baker.

1. Reference to conversation with Capt. Gillespie
5 January 1945, the following information is submitted:

- a. Present production is averaging 414 tons per working day.
- b. Production is expected to increase to 500 tons per day during January 1945.
- c. Loaded cars loading averaged 19 cars per day during December 1944.
- d. Minimum requirements to assure sufficient car movement and assist mine production is 35 cars each day spotted regularly.
- e. There are 2 locomotives now in actual service and 1 is under repair at the mine, and will be ready to resume service within 10 days.

5268

Joseph S. Gillespie
JOSEPH S. GILLESPIE,
Captain, U.S.
Mining Division.

w/c - Float (1)
File. (1)

0 5 7 2

7/13/45

REASONS FOR ALLIED COMMISSION FOR
APR 394
Transportation Sub-Commission

3 January 1945

Table : 475/54

AD 78/15 3/2/104

REASON : Reasons for the slide

23 : Causes of Sub-Commission

1. with a view to improving deliveries by rail from Bergamo since a conference was held at the time 3 Dec. '44.

2. The Vice Director M.C. Deaglio in conversation stated output could not be increased until certain vital needs are supplied as follows :-

- (a) Timber, housing and other technical necessities mentioned in report dated 1 Aug. '44. to Mining Division.
 - (b) Strong boots for the workers, who have either no shoes or badly worn shoes. Bicycle tyres are also an urgent necessity.
- Statement by the Vice Director is attached.

3. The foregoing for your information.

5267

[Signature]
For
MINISTRY H. TAYLOR
TRANSPORT

Copy to: Industry Sub-Commission, Mining Division { by AD. 78/15 3/2/104 dated
" " Coal Division { 3 Jan. '45 refers.

TEHRAN

Società per l'Industria e l'Elettrotecnica

MINIERA - CEMENTARIA

ROMA

URGENT REQUEST FOR MAINTAINING AT
WORK OUR LABOURERS OF MINES

The most important difficulty for our workers to come to work is represented by the lack of tyres for bicycles, since above said workers are all dwelling many kilometers far from our mines in the surrounding countries and have no other means for coming to work.

Our labourers besides have no work-shoes and the want is greater among the workers of galleries where is often the water.

We have taken the proper steps with ACU and the Italian Government (Industry Commerce and Work Board) to get at the least about 1000 pair of shoes and 500 tyres for bicycles to distribute to our more necessitous labourers, but until now the above said steps have had no result.

If we will not have the mentioned materials in a very short time, it will be impossible for our workers to come to work and therefore we will be obliged to interrupt the work of our mines.

MINIERA

Il Vice Direttore

(signed) ~~XXXXXXXXXXXX~~

URGENT Dec. 5th 1944.

0574

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

MEMORANDUM FOR THE DIRECTOR
FROM: J. Edgar Hoover
SUBJECT: Transportation Sub-Commission

Re: 478701

AC 10/10/53/2/10X

SUBJECT: TRANSPORTATION VINES.

TO : Industry Sub-Commission, Mining Division,
Coal Division.

2 January 1954

1. With a view to improving deliveries by rail from
Western Vines, a Conference was held at the mine 3 Dec. 44.
2. Copy of report of this Conference is forwarded for
information and such action as you may consider necessary.
3. Will Mining Division please take in hand the question
of repairing the two privately owned locomotives now on hand at
Termi, applying to Rail Section of this Sub-Commission for any
assistance they may require.

5266

[Signature]
for
HERBERT R. TAYLOR
Director

COPY TO : Rail Section, Transportation Sub-Commission
(for information and action in connection with paras
2 and 3 (b) should application for assistance be
made).

54. Allied Armies in Italy.
Phone: MILIT 246

May 3/50
8.3 Dec 44

Days to:	Weeks
" "	Week
" "	Sub (Date) To: Nov 5, 1972
Days to:	1-1

- Further to New 3/10 of 4-Dec 44, not to INRS and 3-4 (Nov 5 To) ASNS and 1/1.

2. A study of the logpile from the MOUNTAIN mine revealed that over the last two weeks it has not been possible for the mine to load all accepted bids.

In view of this, S.G. Movements, 1 District, interviewed the Vice Director and transport manager of the mines.

3. A detailed report of this meeting together with copy of a letter written by the Vice Director to Allied Commission in an effort to produce certain essential stores and items of equipment for his employees is attached.

4. It is obvious that under present conditions the mine cannot produce more than 500 tons of lignite daily and therefore P.O.M. acceptance for all bidders will have to be kept within this tonnage.

5. The necessity for increasing the output of the mine is doubtless fully appreciated and it is urged that every effort be made to supply certain vital needs outlined in Para 1 a. of the attached report, by which means it appears that the output could be increased to 750-tones per day which would approximate to the normal monthly hike from this point.

526

2007/05/21

A. Fullman Meyer
for 3026.
original

Off Ringing leaving Lake

Some of the physically supported - other items such
as cycles & other articles of clothing are being pressed
for the way which is means of support & submit some how
etc.

The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, and is being furnished to you for your information.

- (1) The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:
- (2) The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:
- (3) The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:

Section 3.3

The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:

The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:

- (1) The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:
- (2) The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:
- (3) The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:

The records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, show that the following lands are owned by the United States:

Sheet 1 of 1

(2) Maximum Visibility

The maximum visibility that can be expected under the best of circumstances is the maximum visibility that can be expected under the best of circumstances. The maximum visibility that can be expected under the best of circumstances is the maximum visibility that can be expected under the best of circumstances.

(3) Extent of Visibility

The extent of visibility is the distance that can be seen from a given point. The extent of visibility is the distance that can be seen from a given point. The extent of visibility is the distance that can be seen from a given point.

It was noted as a suggested measure that efforts be made to ensure that the maximum visibility is maintained. The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point.

The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point.

The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point.

The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point.

The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point. The maximum visibility is the distance that can be seen from a given point.

(4) Ground Features

The ground features are the features that are visible from the ground.

(a) The ground features are the features that are visible from the ground. The ground features are the features that are visible from the ground. The ground features are the features that are visible from the ground.

(b) The ground features are the features that are visible from the ground. The ground features are the features that are visible from the ground. The ground features are the features that are visible from the ground.

(c) The ground features are the features that are visible from the ground. The ground features are the features that are visible from the ground. The ground features are the features that are visible from the ground.

(5) Recommendations

The recommendations are the suggestions that are made for improving the situation. The recommendations are the suggestions that are made for improving the situation. The recommendations are the suggestions that are made for improving the situation.

10. The following are the names of the persons who have been appointed to the various committees of the Board of Directors:

Figure 1

- (e) There appears to be a considerable possibility of ligature marks being left by the victim on the inside of the door of the car. It is suggested that the car be examined for such marks. It is also suggested that the car be examined for such marks. It is also suggested that the car be examined for such marks.
- (f) Because of the difficulty of the case in finding enough ligature marks to clear it in the absence of any other evidence, it is suggested that the car be examined for such marks. It is also suggested that the car be examined for such marks.
- (g) The present report contains some ligature marks, and it is suggested that the car be examined for such marks. It is also suggested that the car be examined for such marks.

- (5) *Declaración de la competencia*

- (a) That a survey of the value be made by a qualified engineer or production expert to set all the values with the exception

Countdown to 32

(3) Recommendations (Continued)

- (a) That every possible step be taken to insure that the results of the two leave surveys are used in the most effective manner possible.
- (b) That some one person should be installed at the time to ensure that output is not planned and that the very best are in use of the existing facilities. He should also see that handling is in accordance with instructions. This would appear to be the responsibility of local operations.

(6) General

The company also uses other items in the area of child protection and details are shown in Appendix D.

(Sect. 1, 11)
Major
12/21/67

Copy to: The 1st Lt. 1st Lt. 1st Lt.
(2 copies)
w/ details (w/pt. 1st Lt.)
O: 1st Lt.

[Handwritten signature]

Dear

Subject: *[illegible]*

Reference: *[illegible]*

Enclosed

[illegible]

The first enclosed is a copy of the report to the Board of Directors of the company, dated 12/15/50, which contains a summary of the work done during the year 1950. The second enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1951. The third enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1952.

The fourth enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1953. The fifth enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1954.

The sixth enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1955. The seventh enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1956.

The eighth enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1957. The ninth enclosed is a copy of the report to the Board of Directors, dated 12/15/50, which contains a summary of the work done during the year 1958.

3289

[illegible]

[illegible]

[illegible]

LINEAR LOGISTIC REGRESSION

In addition to request the H&M tonnage be subdivided as follows:-

To	Fare per day	Per
		5.81
Sta	Transparency	Rate
1000 Puccinone		Inst Italiana
* Collenne		Alt Gen Mat
* Trastevere	50	St. XI 25
* Puccinone	25	Inst Pol. nat. 100
* Pucc	25	Inst Naz. Medico
* Trastevere	25	Cartera Latina
* S. Pietro	25	Sec. Patrimoniale
* S. Pietro	25	St. II
* Puccinone	25	Dipartimento
1000	500	

785021

SCREENING
RESULTS OF LINCOLN

Screening in Millimeters	Percentage of Total Output
0 - 10	15
10 - 20	25
20 - 30	30
30 - 100	20
over 100	100%

5250

APPENDIX D

LISTING OF THE DATA IN THE APPENDIX

FROM THE NATIONAL ARCHIVES

(1) GENERAL AND FACTS (2000)

9 Miles from MEXICO CITY (1941)

Has a stock of 5000 tons of wheat. Also has 100 tons of wheat.

(2) GENERAL INFORMATION (1941)

Has a stock of 1000 tons of wheat. Also has 100 tons of wheat.

(3) GENERAL INFORMATION

10 Miles from MEXICO CITY (1941)

Has a stock of 1000 tons of wheat. Also has 100 tons of wheat.

(4) GENERAL INFORMATION (1941)

The total output is all taken by various factories owned by the state.

END

0585