

Casteinuovo mine - Lignite

785021

Note

10000/148/1050
Jan '45

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
MILAN

4/25/46

10 September 1945

SUBJECT: Lignite, Request for

TO : General Sub-Commission
Headquarters, Allied Commission

1. Herewith is a renewal of the request submitted by the C.I.E.D. Company, producers of lignite. They desire to ship the 80,000 tons of dry lignite from their mines at Valdarra to Florence by truck, then by rail to Milan.

2. The first request was turned down by your Sub-Commission on the grounds that all lignite is being sent to Central and Southern Italy. We have investigated the facts surrounding this particular mine and find that none has been moved.

3. It has been the practice for years to ship lignite from Valdarra to Milan for cooking purposes. And inasmuch as it will mean a saving of an estimated 10,000 tons of good coal, according to the coal experts, which can be put to a much more appropriate use in industry, we can see no reason why our request should not be approved. Merely because at great sacrifice we are bringing Allied coal to Italy, we should not ignore the full exploitation of local resources. It least as it seems to us.

4. The Transportation Sub-Commission agrees that they can lay on both the required number of motor trucks and rail wagons to do the job at once.

5. Why not restore the normal economic movement of goods. Surely AMG - AC does not wish to impede. Your early approval of this request is desired.

CHARLES POLETTE
Colonel
Regional Commissioner

Copy to:
Chief Commissioner
Transp. Sub-Commission, AC
Rep. of Chief Commissioner, Milan

No action will be
taken from Coal

785021

CRM/mb

6 September 1946

MEMORANDUM FOR THE COMMISSION
APR 3/4
Transportation Sub-Commission

File: 478704
31/14/10.3.

URGENT: Urgent Lignite for Milan ex Valsusa and/or
Pietrafitta Lignite Mines.

2. Regional Commission. All Lombardy Region

1. Reference is made to telephone conversations (Col. Remond - Mr. J. Constable)
3 Sept. and (Col. Remond - Mr. J. Constable) 4 Sept.

2. The allegation made against this is that no action has been taken with
regard to the above projected movement is not understood.

3. This letter reference 65/144/10.3. dated 21 Aug. to Roads Division, copy
to you, shows that the action has not been neglected or overlooked.

4. The following points must be considered:-

(a) The cost of road haulage is a matter of negotiation between MMAG and
Ufficio Autotrasporti and the mine owners, and agreement must be reached
before movement commences.

(b) No reply has yet been received from MMAG or Ufficio Autotrasporti to
our letter referred to in para 3.

5. In consequence of para 4 (a) and (b) above, no firm plan for movement have
yet been made by Coal Division.

6. It is understood that the Pietrafitta Mines are likely to be well served in
the near future. Coal Division have been so informed and agree that in
view of the limited amount of petrol available in this country and in order
to preserve transport and tyres as far as possible, the supply of any lignite
to the north should be made from the Pietrafitta Mines direct by rail when
it has been established, following the despatch of an initial small consigna-
ment, that the lignite is suitable.

7. Being regard to the foregoing it will be seen that it is essential to wait
until a reply is received from MMAG, but in the meantime your views on para 6
above are awaited.

By Command of Your Admiral STONE

5/10/46

FRANK STONE Jr.
Director

785021

2. The allegation made against this is that an action has been taken with regard to the above projected movement is not indicated.
3. This is a letter reference 06/144/111.3. dated 21 Aug. to Roads Division, copy to you, from that the matter has not been resolved or evaluated.
4. The following points must be considered:-
(a) The cost of road haulage is a matter of negotiation between HMD and Office Antiterrorism and the mine owners, and agreement must be reached before movement commences.
(b) No reply has yet been received from HMD or Office Antiterrorism to our letter referred to in para 3.
5. In consequence of para 4 (a) and (b) above, no firm bids for movement have yet been made by Coal Division.
6. It is understood that the Pictoufitts Mines are likely to be well served in the near future. Coal Division have been so informed and agree that in view of the limited amount of petrol available in this country and in order to preserve transport and tyres as far as possible, the supply of any lignite to the north should be made from the Pictoufitts Mines direct by rail when it has been established, following the despatch of an initial small consignment, that the lignite is suitable.
7. Having regard to the foregoing it will be seen that it is essential to wait until a reply is received from HMD, but in the meantime your views on para 4 above are noted.

By Command of Rear Admiral PUGH

5/1/59

FRANK WILSON Esq.
Director

Copy to: Coal Division
Road Division (111.3.4.)
Roads Division
Office of the Representative of the Chief Commissioner AG
16, Via Montparnasse, Paris (Attn. Tyta Sub-Commissioner)
File: 111/111.3.
111/111.3.
111/111.3.
111/111.3.

785021

1. Roads Division

1. A request has been received for the supply of lignite for the Allen Station. It is suggested that the surplus stocks of lignite at present on hand at the Coalfields (Valdame) lines would meet requirements.

2. To supply lignite from the Valdame lines, it will be necessary to provide road transport to Florence, a distance of approx 75 miles, as at the moment this line is not rail served.

3. If it is found that to supply lignite from the Valdame line is impracticable, an alternative would be to supply from the Pictouville line, loading station Pictouville, which is again not rail served, but the distance by road from the mine to Pictouville Station is only approx 5 miles.

4. The tonnage for movement would be a minimum of 6000, maximum 10000 tons per month.

5. Please inform this branch with the minimum of delay (a) whether you can provide the necessary road transport for

(1) Valdame lines to Florence

(11) Pictouville lines to Pictouville

(b) what the cost of road haulage would be

(c) what is considered to be the maximum daily road lift.

For Chief Executive Division

C. L. Dooher
Major R.B.

Copy to : Reserve Sub-Commission (Coal Division)

Rail Division (En 4)

Mr. Transportation Sub-Commission, Wilson

Regional Commissioner, Lumbardia Region

File : 150/En 1 142/En 1

141/En 1 114/En 1

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785021

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CLASSIFICATION SUB-COMMITTEE

CONFIDENTIAL

Yea : 470704

14/12/74

21 June 1969

SUBJECT : Cantelino (Valdarno) Lignite Mine

TO : Director

Handwritten initials

1.

This mine is the largest lignite producer in Italy. It is located approx 25 miles south of Florence and is connected to line 65 by a mineral line to S. GIOVANNI VALDARNO. The mineral line has been fully repaired and is, in fact, in use.

2.

Present stocks are estimated as being 100,000 tons lignite and 5,000 tons briquettes. Present production upwards of 200 tons per day, but this can be stepped up to 1,000 tons per day as soon as demand increases. Briquette production 50 tons per day.

3.

Reconstruction of line 65 Florence-Arezzo has been given Priority 1. It is requested this be lifted to Priority 1 immediately and that Rail Division review the position, in the light of present availability of materials, and give revised dates for completion:-

- (a) From Arezzo to S. Giovanni Valdarno
- (b) " Florence " "

5307

Confidential and not

Information and see

WPS

R.J. STAFF, Colonel
Chief, Movement Division

TO : Director

1. This line is the largest lignite producer in Italy. It is located approx 25 miles South of Florence and is connected to line 65 by a lateral line to S. GIOVANNI VALDARNO. The lateral line has been fully repaired and is, in fact, in use.

2. Present stocks are estimated as being 100,000 tons lignite and 5,000 tons briquette. Present production upwards of 450 tons per day, but this can be stepped up to 1,100 tons per day as soon as demand increases. Briquette production 50 tons per day.

3. Re-connection of line 65 Florence-Arezzo has been given Priority 1. It is requested this be lifted to Priority 1 immediately and that Rail Division review the position, in the light of present availability of materials, and give revised dates for completion:-

- (a) From Arezzo to S. Giovanni Valdarno
- (b) " Florence " "

5307

For Kavin and out

Handwritten and Dec 1

W/S

M.J. DICKY, Colonel
Chief, Movements Division

Copy to : Planning Staff (TA 2) (Please issue usual letter authorising Phase 2 as well as Phase 1).

Rail Division (TA 4)

File 350/TA 1

" 642/TA 3

INTER-OFFICE MEMORANDUM

GW/als

MEMORANDUM FOR THE ALLIED COMMISSION
AFG 374
Transportation Sub-Commission
(Movements Division - Mail)

Tel : 478704

22 February 1945

341/11/74 3

SUBJECT : Castlemore lignite mine

TO : Industry Sub-Commission (Mining Division)

1. Further to my 341/1/74 3 dated 28 January '45.
2. It has since been decided that the rehabilitation of the line from Florence be divided into two phases.
 - a. Clearing debris, salvaging squared masonry, bricks etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.
 - b. The rebuilding of the line from the end of phase 1 to completion.
3. It is the intention that phase 1 be put in hand immediately, but that phase 2 be deferred until such time as there is sufficient abundance of materials to execute the work.
4. In view of decisions outlined in paras 2 & 3 above it is not possible to state when the reconstruction work is likely to be completed and in fact the suggested period of 12 months may be increased.
5. Industry sub-commission will be kept informed of any further alterations regarding the rehabilitation of this line.

5306

C. R. Worthington
DIRECTOR, TRANSPORTATION SUB-COMMISSION

Copy to : Transportation sub-commission - Rail Division

*Books estimated
100,000' lignite 5000' Bracquette
Present production just
over 200' per day, can be stepped up to 1100' if d.*

785021

INTER-OFFICE MEMORANDUM

CRM/ala

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

Ref : 478704

22 February 1945

341/10/Ta 3

SUBJECT : Railroad siding Valdarno lignite mines

TO : Transportation Sub-Commission - Rail Division

1. Further to my 341/7/Ta 3 dated 31 January '45.
2. Attached copy of signal received regarding the condition of the railroad siding Valdarno lignite mine is forwarded for information.


KENNETH E. TAYLOR
Director, Transportation Sub-Commission

5365

HEADQUARTERS

ALLIED MILITARY GOVERNMENT

OFFICE OF THE PROVINCIAL COMMISSIONER AREZZO

File AR/RO/133

Subject: Railroad siding Valdarno
Lignite Mine.

To: HQ. A.C. - A.P.O. 394
(Attn: Director Industry Sub-Commission
Mining Division).

Date 12 February 1945

1. Ref. your memo-724.32 of 20 Jan. 45, the position with regard to this railway is as below.
2. a) Concessi Società Mineraria del Valdarno, Castelnuovo del Sabbion, Arezzo and Florence.
- b) The gauge is that normal to the FF.SS., state railways.
- c) It does not require repair and is functioning.
- d) One bridge was destroyed, but has been repaired.
- e) No men, tools or materials are required.
- f) Society Valdarno have already done this.

Signed

G.W. QUINN SMITH
Lt. Colonel

Provincial Commissioner

Copy to: Reg. Comm. - Toscana Region.

- * Lt. Col. Baker, In. S/C
- * Reg. Iptn. Officer - Florence.
- * Reg. Industry Officer - Florence.

cc/td

5304

ACP/10

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

Ref. 843230
Ref. AC/254/2/Am 1

18 February 45

TO : Movement (Rail)
in Sub-Commission, A.C.M.C.

SUBJECT : Lighter from Cantelnuovo Mine.

1. Your attention is directed to Minute M.24 of Construction Sub-Committee, which minute has now been ratified by the Allied Railway Board:

*(a) Line 55 AREZZO-FLORENCE.

Allied Commission announced that financial authority had been received for the repair of this section of line as a civil project. The estimated duration of the work was 12 months. The Chairman stated that the execution of this work would involve the use of large quantities of plant, stores and other resources which could be more effectively employed on works of shorter duration at the present time.

AGREED : That the work of rehabilitation of the line AREZZO-Florence be divided into two phases:

1. Clearing debris, salvaging squared masonry, bricks, etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.
2. The rebuilding of the line from the end of Phase 1 to Completion.

5303

that Phase 1 be put in hand forthwith. That Phase 2 be deferred until such time as there is a sufficient abundance of requisite materials to permit the execution of the work.

2. The delay which is likely to occur in construction of line 65

785021

SUBJECT : Lignite from Vastelmuore Mine.

1. Your attention is directed to Minute A-24 of Construction Sub-Committee, which minute has not been ratified by the Allied Railway Board.

* (a) Line 52 AREZZO-FLORENCE.

Allied Commission announced that financial authority had been received for the repair of this section of line as a civil project. The estimated duration of the work was 12 months.

The Chairman stated that the execution of this work would involve the use of large quantities of plant, stores and other resources which could be more effectively employed on works of shorter duration at the present time.

AGREED : That the work of rehabilitation of the line Arezzo-Florence be divided into two phases:

1. Clearing debris, salvaging squared masonry, bricks, etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.
2. The rebuilding of the line from the end of Phase 1 to completion.

That Phase 1 be put in hand forthwith.

That Phase 2 be deferred until such time as there is a sufficient abundance of requisite materials to permit the execution of the work.

2. The delay which is likely to occur in construction of line 55 between Arezzo and Florence will affect any development of traffic from that area, and it is not now possible for this Section to give any definite date on which the work is likely to be finished.

C. Lindberg, Lt. Col.

O.H. LINDBERG

Lt. Col. R.E.,

Chief, Rail Division.

JWB/sls

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478701

31 January 1945

341/7/Tn 3

SUBJECT : Castelnouve Lignite Mine

TO : Rail Division, Tn Sub-Commission

1. Reference your AC/100/65E/Tn 4 dated 18 Jan '45.
2. Attached copy of Industry Sub-Commission (Mining Division) memo is forwarded for information.


W.J. SIEFF Lt. Col.
Chief, Movements Div.

5302

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION
MINING DIVISION

24/6

MEMO

TO : Lt. Col. Baker,
Transportation S/C. HQ. A.C. ✓

1. An officer of the Mining Division has just returned from the Castelmoro Mine of the Società Mineraria del Valdarno. His visit was 22 Jan. 1945.

2. The mine is now loading rail wagons at the mine and hauling those over the rail siding by means of 1 locomotive to San Giovanni del Valdarno and the ILVA Steel Works.

3. There are 68 wagons on this line and it appears in good operating conditions.

Donald S. Kindery
DONALD S. KINDERY,
Captain, C.S.
Chief, Mining Div.

5351

785021

MINUTE

CSW/als

341/54

~~341/54~~

TO : Lt. Col. ^{1st} Baker.

1. The Lignite Mines at San Giovanni are known as the Valdarno Mines.
2. Situation 24 Miles approx North of Arezzo on the Arezzo - Florence Railway line.
3. The Mines are not at present rail served due to Railway demolitions.
4. Present stocks available 15000/20000 tons lignite.
5. Probable future monthly output 7500 tons.
6. Electricity is available for working the mine.
7. It is suggested that supplies of lignite at present drawn by road transport from other mines e.g. Morgnano could be drawn from Valdarno Mines thus having additional stocks for supplying Rome, Terni, etc., served by rail.
8. Capt. Kingery in agreement.

20 JAN 45

C. R. Worthington
C. R. WORTHINGTON,
Major

5-10

*Please discuss with Col. Kingery
the possibility of using the Morgnano
mines to supply Rome, Terni, etc.,
served by rail.*

*Major Kingery looking into possibility together with Col. Kingery
to report that Valdarno mines are supplying Rome, Terni, etc.,
served by rail.*

CSW/als
241

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION
MINING DIVISION

Tel: 639

D3K/cc. 341/5

Ref: Mines-904 JCE

20 January 1944.

SUBJECT: Railroad Siding Valdarno Lignite Mine.

TO : Regional Commissioner, Toscana Region.
Attn. Provincial Comm., Arezzo Province
Attn. Major T. Drake, Industry Divis.

1. Lt. Colonel Baker called the Mining Division
20 January 1943 and stated that plans to rebuild the
Arezzo-Florence railroad were being considered.

2. It is requested that full information pertain-
ing to the rail siding to Valdarno mine be submitted
bringing out the following points:

- a. Present owner of R.R. siding.
- b. Present condition and gauge siding.
- c. Estimate time to repair siding.
- d. Number bridges destroyed.
- e. Number men necessary to repair.
- f. Tools and material required.
- g. Will Society Valdarno rebuild this line.

3. This letter is being sent to the Regional
and Provincial Allied Commission authorities as it is
thought to be the quickest method of communication. 3239

For The Chief Commissioner:

c/c - Reg. Comm. Toscana Reg. (3)
Lt. Col. Baker, In. S/C (1)
Filet (1)
Files, Mining Divis. (2)

S. J. VARCHAL,
Director,
Industry Sub-Comm.

127/10

TRANSPORTATION COMMISSION, DC.
(RAIL SECTION)

C/o Transportation Department
S.E.F.

Tel: 43210

Our Reference: 40/100/532/TB 4

18 January 1945

341/3

To : Movement Section
To: Sub-Comm. U.S., AC.

SUBJECT : Castelnovo Mine.

1. Reference is your letter AC TO 104/2 of 2 January 1945.
2. The line Florence-Arezzo has now been agreed for repairs, and with the arrival of an additional engineer to-day, work will be put in hand at once.
3. There are many incidents between Arezzo and the line to the Castelnovo mine, and the estimated time for the throughout line is 12 months. As soon as contracts have been let it will be possible to advise you estimated date of completion to nearest station.
4. As with the Bibbiena Mine, the rail link to the mine is privately owned, and the repair is the responsibility of the owners. If they advise the extent of damage and material required for repair, after consulting local sources, efforts will be made to assist.

529x

acting mjr

L. O. A. LINDEN

Lt. Col. U.S.A.

Chief, Rail Section

785021

HEADQUARTERS ALLIED COMMISSION

APC 384

Transportation Sub-Commission

Telex: 478703

10 JAN/104/2/30

2 January 1945

SUBJECT: Castelluccio Mine.

TO: Rail Section,
In. Sub-Commission A.C.

1. Industry Sub-Commission, Mining Division, report above mine is largest lignite producer in Italy.

This mine is located approx 75 miles South of Florence and is rail served from line 65. Rail connections are said to have been destroyed.

2. Present stockpile consists of approx 200,000 tons lignite and 13,000 tons briquettes. Present production is approx 200 tons per day, but can be stepped up to 1,100 tons per day.

3. Industry Sub-Commission, Mining Division, anxious to develop this mine in order to counteract the loss of imports caused by shortage of shipping to this theatre. 5297

4. It is understood ICR. have in hand repairs to line 65 Arezzo to Florence.

Please forward to this office an early report of current position on this Section of line and give expected completion dates.

Please also arrange an early recon of the rail link from line 65 to Castelluccio Mine, submitting report on damage, estimated cost of repairs and time necessary for such repairs to be carried out.

SUBJECT : Castelnuovo Mine.

TO : Rail Section,
 In. Sub-Commission A.C.

1. Industry Sub-Commission, Mining Division, report above mine is largest lignite producer in Italy.

This mine is located approx 25 miles South of Florence and is rail served from line 65. Rail connections are said to have been destroyed.

2. Present stockpile consists of approx 200,000 tons lignite and 11,000 tons briquettes. Present production is approx 200 tons per day, but can be stepped up to 1,100 tons per day.

3. Industry Sub-Commission, Mining Division, anxious to develop this mine in order to counteract the loss of imports caused by shortage of shipping to this theatre. 5247

4. It is understood IIR. have in hand repairs to line 65 enroute to Florence.

Please forward to this office an early report of current position on this section of line and give expected completion date.

Please also arrange an early recon of the rail link from line 65 to Castelnuovo Mine, submitting report on damage, estimated cost of repairs and time necessary for such repairs to be carried out.

for

HERBERT M. TAYLOR
 Director

CANTINUOVO MINE (Largest Lignite producer in Italy)

(Societa' Mineraria del Valdarno - Firenze)

Location - Situated approximately 25 miles south of the city of Florence, 5 miles off the main road connecting Arezzo with Florence.

Transportation - This mine is inaccessible except for motor truck. The rail road connecting this mine with industrial cities both north and south has been destroyed and probably will not be repaired during this war.

Present production - This mine is producing at the present time approximately 200 tons of lignite per day. Production can be increased to 1,000 tons per day when the demand for lignite reached this quantity, provided electric power is made available.

Present stockpile - The present stockpile consists of approximately 200,000 tons of lignite and 15,000 tons of briquettes. Most of this stacked lignite is in good physical state and nearly all is stored under cover.

Present sales - Present sales at this mine approximate the present production. Sales are chiefly to Firenze, Cavtiglia and San Giovanni where the lignite is sold both for industrial uses and space heating. Sales are expected to increase to approximately 20,000 tons per month very soon.

Quality of Lignite - Kiloid quality.

General Remarks - The mine before the war was the largest lignite producer in Italy. Normally the mine produced 3,500 tons of lignite per day employing 4,400 workers. During German occupation the external plants have been damaged and of six producing shafts now it is possible to operate only three. The power plant was completely destroyed and the limited electric energy (160 Kw) now available is received from the Terni plant Nera Montore. 550 Kw. will be required to increase production to 1,100 tons per day. This Society del Valdarno has endeavored to continue operation, maintain employment and rehabilitate their property. To accomplish this it has been necessary to borrow money from the banks on their coal stocks. This situation as it existed was quite serious inasmuch as the lignite stock could not be moved due to lack of transportation and this mine was in danger of closing down because of financial straits. At the present time however the military forces will require approximately 15,000 tons per month. This plus the additional sold for non-military purposes will be sufficient to enable the mine to continue operation and to rehabilitate the mine for the

time when lignite will again be in demand. Referring to the map of lignite mines Central Italy (appendix A) it can be seen that this mine and those few surrounding it are located closer to the Northern Italian industrial cities than any of the other mines. The situation existing in the Area coal field is not known consequently these mines may in the future be required to materially assist in the solid fuel requirements, for rehabilitation Northern industrial Italy; and for this reason it is thought advisable to assist these mines to continue operations and if possible to increase present production to the economic level of approximately 20,000 tons per month.

Briquetting plant - This is the only mine property in Italy equipped for processing briquette from the fine sizes of lignite. The large plant was destroyed but a smaller plant capable of making 50 tons of briquettes a day can be put into operation if needed.

Employees - There are 750 employees now working at the mine; approximately 300 are actually producing lignite the balance is doing rehabilitation work. There are available within the vicinity of this mine many miners now without work who will soon present quite a problem unless they can be put to work or absorbed elsewhere.

Supplies - This mine has sufficient supplies to continue operations for possibly 2 months, excepting supplies of calcium carbide, oxygen and petroleum products.

0610