

0277
Prescribed G.D. 12304 Section 3.3/MND No.

785021

Ligniti Italia Meridionale S.A.

785021

idionale S.A.

10000/148/1057
DEC '44

TRANSPORTATION SUB-COMMISSION 7A.C.
(RAIL DIVISION)
c/o Transportation (Br) Main.
C.M.F.

25/45

3rd July 1945.

34/57

TO : Mov. Rail
A.C. Transportation Sub-Commission.

1. Herewith report and completion date for above work.
2. The delivery of the remainder of the cement has been arranged.

A. H. STREET, Major.

5717

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

Tel : 543239

Ref : AC/Tn/24/28 C.E.

2nd July 1945.

SUBJECT : Lagonero-Spezzano.
Albanese Railway.

TO : Major Street
Building.

1. In compliance with your instructions the damaged Lauria viaduct, between Lagonero and Lauria which prevents trains from running from the hydrocarbon mines at Castelluccio to Lagonero, was inspected on the 30th June in company with the Director and the Engineer of this private line whom I met at Lagonero.

2. The Director of this privately owned railway Cav. Dott. Giuseppe Robecchia has an office in Rome, Via Mizza 35 and in view of the fact, that the work had not commenced I asked the Director to call and see you today the 2nd July. For future record his telephone number is Rome 862.252.

3. The railway is of 95 cm. gauge and 8 Km of which, due to severe gradients, are fitted with a rack rail starting from Lagonero station. Transhipment facilities are available at Lagonero station a metre gauge line running parallel with the standard gauge I.S.R. line.

4. One pier and the two adjacent arches of the Lauria viaduct have been demolished. The pier is 14 mts high with a 4 metres foundation. Both demolished arches are 18 mts.

5. Eighteen tons of cement had already been dispatched by the I.S.R. from Poggioreale T.S.D. and had been received at Lauria. Authority for the release of 100 tons cement was in possession of the I.S.R. store keeper at Poggioreale.

6. The Director stated that it would take 4 months to rebuild viaduct and it was eventually agreed, that the viaduct would be completed by 15th October.

5516

M.P.M. CREAMY, Captain.

785021

TRANSPORTATION SUB-COMMISSION

JTB/ab

INTER OFFICE MEMORANDUM

Date : 4/27/45

28 June 1945

251/39/Ta.3.

SUBJECT : Laganagra - Spezzano Railway and
Castelluccio Lignite Mines.

TO : Rail Division (Ta.3.) (2)

*Also 38
refers*

1. Reference your 4/27/45/Ta.3. dated 25 June '45.
2. Mining Division, Industry Sub-Commission, as a result of an inspection early in January, stated the mines were capable of producing 500 tons per day. This was subsequently confirmed in a report by (M/Coal Section) JTB, who made an inspection on 1 March '45. Representative of L.I.M.S.A., owners of the mines, has also given this figure verbally during conversation at this HQ. The production figure has always been quoted as additional to existing stockpile of 10,000/12,000 tons. So far as production is concerned, I think we must be guided by the experts.
3. In my 4/25/45/Ta.3. dated 22 Jan '45, I quoted an extract of a Mining Division report in which it was stated that previously only 100 tons had been shipped to Spezzano as against 25,000 tons to Laganagra.
4. The foregoing does not tally in any way with the information given in your memorandum quoted above and it is suggested that before any scheme for transfer of narrow gauge rolling stock is worked out, you should call a meeting with Representatives of Calabro Lucane Railway, L.I.M.S.A. and yourselves. I should be pleased to arrange for Representative of this Division to attend if you will advise time and place.

For Calif. Movements Division

J. F. BAKER, Lt. Col.

5513

785021

ACV/10

TRANSPORTATION SUB-COMMISSION, AC

(RAIL DIVISION)

c/o Transportation (Mr) main

C.H.P.

Ref. 843238

Ref. AC/77/35/TH 4

25 June 45

SUBJECT: Lagonero-Sperano Railway - lignite production.

TO : Movement (Mail) in Sub-Comm. HQ AC

1. The rolling and tractive stock position on the Lagonero railway is not very satisfactory, and it is understood that difficulty is experienced at the present time in meeting actual needs. This matter is being followed on with the Mechanical Engineer's branch, but the following points are put before you in case you have further information to give in respect of the productive capacity of the lignite line situated near the railway.

2. In 1943, with 4 ordinary locos, 3 rack locos and 40 high sided gondola cars, the maximum of daily transportation by this railway was 200 tons, with an average of 150 tons daily.

3. In 1940, income from freight traffic was 762,795 lire from PV traffic, and 105,339 from PV traffic, thus suggesting that PV traffic, even allowing for 1.5 extra cost per kilometre, was very high. Lignite would undoubtedly be regarded as PV traffic, and the suggestion is that the lignite mine was not producing anything like the quantity of lignite it is now submitted will be available for movement. Bearing in mind the economic policy of Fascist Italy, it is felt that such a mine, if capable of producing 500 tons of lignite daily, would have been working at that rate before the war, and certainly at the time when the British coal market was closed to Italy.

4. These points are submitted, not in any arbitrary spirit, but to endeavour to point out that a check on the productive capacity of the mine seems essential. We are going to be very hard put to it to find narrow gauge rolling stock, and it can only be done by taking it from some other source. The Calabro-Iancane line has already received a considerable number of trucks from Eritrea, and to rob other companies when there may be some possible doubt on the need would hardly seem desirable. If it is maintained that 500 tons

5514

1. the rolling and tractive stock position on the Lagonegro railway is not very satisfactory, and it is understood that difficulty is experienced at the present time in meeting actual needs. This matter is being followed on with the Mechanical Engineer's branch, but the following points are put before you in case you have further information to give in respect of the productive capacity of the lignite line situated near the railway.

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4. These points are submitted, not in any arbitrary spirit, but to endeavour to point out that a check on the productive capacity of the mine seems essential. We are going to be very hard put to it to find narrow gauge rolling stock, and it can only be done by taking it from some other source. The Calabro-Lucane line has already received a considerable number of trucks from Brites, and to rob other companies when there may be some possible doubt on the need would hardly seem desirable. If it is maintained that 500 tons per day has been produced in the mine, can it be said by what means it was transported to its final destination?

Copy to: Maj. Baister to S/C (Rd 18)

Anthony May
Brookes
To Chief, Rail Div

785021

AHS/ST

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

351/37

21st June 1945

Tel : 543230
Ref : AG/TC/14/168/C.E.

SUBJECT : Calabro Lucane Railway.

TO : Chief Movement's Division.

24/6

24/6

1. Attached is copy of letter addressed to the Chief Engineer Italian State Railways and also a copy of letter addressed to the Motorizzazioni Civile.

2. You will note that due to the failure of the Commerce Sub-Commission to implement their promise to supply cement to the Calabro Lucane Railway, it has been necessary to divert cement already allocated to the I.S.R.

3. No reports have been received from the Direzione Motorizzazioni Civile.

4. A request has been made for completion date and as soon as this is received you will be advised.

A.H. STREET MAJOR.

5513

Major Street has been asked to obtain firm date for completion + to allot Engineer to watch work

24/6

785021

Copy

AHS/ef

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

15th June 1945

Tel : 043222
Ref : AC/Tn/14/161/C.S.

SUBJECT : Cement for Lauria
Viaduct.

TO : Ispektorato Generale
Motorizzazioni Civile.

1. Herewith copy of letter addressed to day to I.S.R.
re cement for the Lauria Viaduct.

2. Please advise the Calabro Lucano Railway to collect
the cement and put the work in hand forthwith.

A.H. STREET, Major.

5512

Copy.

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

Tel : 843239
Ref : AC/Tn/14/135/C.E.

16th June 1943

SUBJECT : Cement

TO : Eng. Lo Cigno
Chief of Works Service.

1. Reference letter AC/Tn/14/135/C.E. of 6th June.
2. It is essential that the work on the repair to the Lauria Viaduct, Calabro Lucane Railway, be put in hand forthwith.
3. Please arrange for the transfer to the Calabro Lucane Railway 100 tons of the cement, allocated in above quoted letter for use on repair of offices in Naples, for use on above work.
4. An extra quantity will be allocated in July to make up this deficiency.

For the Director:

A.H. STREET, Major.

Copy to : Motorizzazioni Civili
for Calabro Lucane Railway.

5311

1998/99

19th June 1945

951/96/TM.3

TO: Rail Division (TR-4)

1. Ref all previous correspondence relating to Castellaccio (Marcona) lignite mine.
2. Will you please say whether cement has now been supplied to the directors of Calabro - Lucane railway, and give a date for the completion of the Lauria viaduct.
3. Repair of this viaduct was given first priority and the reestablishment of full rail service for this lignite mine is of utmost importance. Please treat as urgent.

M. J. SIFF, Colonel.
Chief, Movements Division

5-8-89

JED/gfb

TRANSPORTATION SUB COMMISSION

INTERNAL OFFICE MEMORANDUM

351/86

Tel : 478704

22 May 1949

SUBJECT : Lignite Mines & Rail Service

TO : Director

1. Pietrafitta Mine. Production 20,000/25,000 tons per month. Authority for reconstruction

Line 244 Bastia - Ellera and
the line from Ellera - Pietrafitta

signed by Director 22 Jan '49. Reconstruction understood to be largely a matter of steel for bridging. But cement required is 250 tons, and Tn.4 report cement is not available. E.T.C. 30 August '49.

2. Castelluccio (Mercurio) Mine. Located on Calabro-Lucane narrow gauge line Lagonigro-Sperone. The reconstruction of Lauria Viaduct is essential to bring the mine into full production. Cement required - 150 tons. Time for job - 3 months. Production approx. 500 tons per day or approx. 15,000 tons per month. Stockpile 10,000/12,000 tons. E.T.C. 3 months after provision of cement.

Myt

M.J. SIEFF, Colonel

Copy to file 114/Tn 1

151/Tn 1

785021

TRANSPORTATION SUB-COMMISSION, AG

(MAIL DIVISION)

c/o Transportation Department

O.S.P.

Tel. 241213

Ref. AC/57/55/TM 4

2 May 1945

SUBJECT : Railway Line - Logonegro-Spesand.

TO : His Excellency Ceruboma
Minister of Transport

E. O. N. 2

Dear Mr Minister,

I have duly received your letter of 26 April 1945, and wish to assure you that the reconstruction of the Laura Viaduct on the Logonegro-Spesand line is very much desired by this Sub-Commission, in order to assist in the speedy distribution of the lignite available in the district.

Special enquiries have been made, and it is understood that within the next day or so the Ministry of Industry, Commerce and Labour will release 150 tons of cement from the Madaga cement plant to the Colabro-Laura Railway with the object of ensuring the speedy repair to the viaduct.

With this release, I know that you will ensure that every possible effort is maintained to achieve the desired reconstruction at the earliest possible date.

Yours very truly

M. S. Thomas

M. S. THOMAS,
Colonel,
Deputy Director

(copy)
Lt Col Baker
R.M. 1000000

5708

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HEADQUARTERS ALLIED COMMISSION
APC 3/4
COMMONWEALTH SUB COMMISSION
COAL DIVISION

35/34

Tel: 478.89

GWQ/dut

Ref. AG/CD/24/Commerce

1st May 45

SUBJECT: Lignite movement - Mercure Mine.

TO : Transportation Sub-Commission,
Rail Movements.

1. Reference conversation Lt.Col. Oxley -
Maj. Worthington, regarding the movement of lignite
from the above mine from Lagonero Station. We have
now received the attached copy of 'bids' made to
Maj. Powers at Naples.

2. The destinations and consumers are approv-
ed by us and we would be pleased if the wagons request-
ed could be supplied, *in. 6 wagons each*.

P.R. Evans

P.R. EVANS
Colonel,
Coal Division.

Copy to: Ligniti Italia Meridionale,
Via Agostino Depretis, 60
Rome;

Capt. Clancy

*Please note: Receipt
forwarded for
information*

6/11

5507

Rome, April 1945

TO: Maj V.R. BOWERS
Sr. T. Off. AMI, Naples

Subject: Request for 6 wagons weekly.

Our mine at Castelluccio Inferiore (Potenza) which has a stock of nearly 10,000 tons of lignite, is unable to obtain the necessary wagons for shipments. As lignite is of essential importance to industry and military as well as for reconstruction and food processing, we request that 6 wagons weekly be allocated to our company at the rail station of Lagonegro.

For the time being our Mercure Mine has to despatch the following quantities:

Stabilimento Montalto - Lucera (Lateral Brick wks)	300 tons
Aletris Francesco - Boafati (Pasta factory)	36 "
Acc.ta Lateral Adriatica - S.Vito Landiano (Brick wks)	1000 "
Cav. Silvio Righi - Ceprano - (Brick wks)	500 "

Besides the a/w quantities, we are negotiating with other Brick & Cement works, but we cannot engage ourselves under contracts unless we are assured to have the wagons.

Further we would point out that our Mercure mine, although efficiently equipped, cannot commence production (with heavy loss for industry) until the transport of lignite can be arranged.

We hope our request will be accepted and thanking you

signed: Petassi

TRANSLATION

35/32

Request of Wagon of the Station of Lignite (Lignite Corp.)

Sirs,

We beg to bring to your knowledge that, following the conversation we had with you, as well as with the local Mr. or this last day, we have addressed to you a request to Mr. F.R. Dwyer - Senior Transportation Officer, A.M.S., Station, bidding for six wagons a day from the Station of Lignite, for transport of lignite to our Mine of Distillation inferior.

We still be very much obliged to you for the kind interest you would take in this matter.

With many thanks to you,

Dear Sirs

(Sincerely yours,

By Retenell

Please speak

Upper Bureau - Rep. Staud

asking them to report

Name of Commission before

Samuel Wood Bick - The

Commission have to be

with local Sir

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CHS/alc

NAVY CHARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

16 April 1945

351/327a J

SUBJECT : Calabro-Lecore Harrow Gauge Line
Mercury Mines

107/1

TO : AD Transportation Officer, Naples

1. Permission has now been granted by Industry Sub-Commission Coal Division for lignite to be moved from the Mercury Mines.
2. In this connection Ligniti Italia Meridionale have been informed to place bids in the normal manner for one or two wagons daily from Lagonegro to various destinations.

By Command of Rear Admiral STONE

C. R. Wallingford
Rear Admiral
Major

Copy to : Industry Sub-Commission
Coal Division

Mr. Stone

5507

785021

PGM/10

INTER-OFFICE MINUTE

Ref. AC/37/35/Tn 4

33/31

SUBJECT : Calabro-Lecora narrow gauge line.

TO : Movements Rail Div. Tn Sub-Comm. HQ AC

1. Reference yours 351/28/Tn 3, dated 16 April.
2. There is no objection to handling lignite from the Mercure mines to Spezzano for transfer to standard gauge wagons, and no difficulty involved providing the movement is regulated so that broad gauge wagons will not be delayed in the transshipment.
3. The amount to be handled is approximately twenty tons per day which means two narrow gauge wagons or one broad gauge wagon and this amount will have little effect on present traffic.
4. Due to the long roundabout haul and lack of facilities at Spezzano for transfer we would not encourage any great increase over the 20 tons daily until the Lauria viaduct has been repaired.

Arthur May
 Chief,
 Rail Division

COPY 10: Capt. Boddy, Tn Officer AC Reggio

John 25/4/35/af

Transportation Sub-Commission (Rails)
 tel. 843238
 23 April 1945

5509

TRANSPORTATION ACTING COMMISSIONER
PROSECUTIONS AND INVESTIGATIONS
MINISTRY OF JUSTICE

Date: 10 April 1967

8.4.67
Mr. [Name]

Re: [Name] (Name of the person concerned)

Dear Sir,

As the person concerned is a resident of the United Kingdom, the provisions of the Road Traffic Act 1930, which relate to the licensing of motor vehicles, apply to him. It is therefore necessary to inform you that the person concerned is not licensed to drive a motor vehicle in the United Kingdom.

It is noted that the person concerned is a resident of the United Kingdom. It is therefore necessary to inform you that the person concerned is not licensed to drive a motor vehicle in the United Kingdom. It is also noted that the person concerned is a resident of the United Kingdom. It is therefore necessary to inform you that the person concerned is not licensed to drive a motor vehicle in the United Kingdom.

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Yours faithfully,

[Signature]

Enclosed for the person concerned

are being submitted for approval

to the Division, following

which the person concerned has

been found to be guilty of

the offence of driving a motor vehicle

without a valid licence.

Yours faithfully,

[Signature]

Enclosed for the person concerned

are being submitted for approval

to the Division, following

which the person concerned has

been found to be guilty of

the offence of driving a motor vehicle

without a valid licence.

92 1500

Lupini Frateri Meridionale S. L.

Wang et al.

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working on behind with Duff.

Paul Davidson & Keynes

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CHS/elo

INTER-OFFICE MEMORANDUM

Tel : 478704

16 April 1943

351/28/Ts 3

SUBJECT : Calabro-Lucana Harrow Gauge Line

TO : Transportation Sub-Commission,
Rail Division

1. Reference the attached translation of letter received from the Ministry of Communications General Inspectorate and to telephone conversation (Linton - Worthington) of 16 April '43.
2. Please state whether there will be any difficulty or objection to brown coal from the "Mercurio Mines" being railed from South of Lucania to Spezzano for transshipment to the State Railway.
3. While transshipment from Harrow to Standard Gauge does tend to retard movement and hold up wagons, it is felt that if the coal from these mines can be made use of it may well mean a saving, however small, of imported coal.

R. H. Worthington
R. H. WORNINGTON, Colonel
Deputy Director
Transportation Sub-Commission

Copy to : Industry Sub-Commission,
Coal Division

5499

785021

A 113/81

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

351/27

Tel : 843239
Our ref: AC/TA/23/C.R.

10th April 1945

TO : Deputy Director
Transportation
Sub-Commission
Attn: Major Worthington
SUBJECT : Castelluccio Lignite Mines
Lauria Viaduct.

1. Reference is made to your letter 351/24/TN 3, dated 9 April 1945, on above subject.
2. Please see my letter AC/TA/24/41/C.R. of 9th April 1945.

J. H. Keat
G.B. LINTON,
Lieut-Colonel,
Co-Sub-Comm. A.C.

Letter to be refused.

13/4

5/98

785021

TRANSMISSION

Division of Transportation
General Inspection
of Civil Motorization and
Transportation in Germany

Surv. V - Office 301

Ref. 2032
2/13/43

351/25

See table 22

Ref. 2032, 20.2/1. 2032

Subject: Allocation of T.O.S. data to be used by German
Army Centralized-Transportation

The "General" line of the "General" line, which is usually designated
located at the "General" line (General), usually designated
the "General" line from the "General" line, which is in the
rail system of the "General" line. Before the
retreat of the German troops in September 1943, ten engines were
daily allocated in that system by the company operating the
above mentioned railways.

At present, being interrupted the rail bridge of the
(which will be repaired only after a certain time), it is
practically impossible to operate forwarding of goods and
and take the line to get working, and so it is for the various
factories which need that considerable material. This is the
case of the "General" line, which belongs to the "General"
General line.

Until the above mentioned bridge will not be repaired, it
will be possible to transport the goods and material to the
General line Centralized-Transportation and the General line
railways and de-training and re-training the material of the
station at "General" from the "General" line. This is the
(which will be repaired only after a certain time).

The "General" line and the "General" line have
been allocated an allocation to obtain an un-interrupted
allocation of a certain number of cars of the "General"
for least one year, at the station of "General" line.



Ministero delle Comunicazioni

SPEDIZIONE IN ABBONAMENTO PER CORRISPONDENTI
E PER TRASPORTI IN CONCESSIONE

22503. 70 - UFF. 20

22503 7/45.11

Quattro

Assicurazione Carri F.S. Trasporto di lignite da
Castelluccio Inferiore.

- 4 APR 58

Adm. COMMISSIONE ALLIATA
Sottocommissione per i
Trasporti
- ROMA -

La miniera del Mercure in Castelluccio Inferiore (Potenza) della Società Ligniti Italia Meridionale si serviva, per la spedizione della lignite prodotta, della Stazione di Lagonegro sulla rete ferroviaria delle Calabro - Lucane dove, prima della ritirata delle truppe tedesche nel settembre 1945, la ventivano assegnati, dalla Società esercente le dette ferrovie, numero 10 vagoni giornali.

Attualmente, a causa della interruzione al ponte ferroviario di Iauria (la cui riparazione richiederà ancora del tempo) non è possibile effettuare alcuna spedizione di lignite e ciò ha come conseguenza la completa inattività sia delle miniere che dei vari stabilimenti che utilizzavano tale combustibile, fra cui principalmente quello di Venosa della Società Cellulosa Lucana.

In attesa della riparazione di detto ponte il trasporto della lignite potrebbe aver luogo utilizzando il tratto Castelluccio - Spezzano Albanese della rete delle Calabro - Lucane ed effettuando poi il trasbordo del combustibile, nella stazione di Spezzano Albanese, dai carri delle Calabro - Lucane (a scartamento ridotto) a quelli delle Ferrovie dello Stato.

Tanto la Società mineraria quanto la Società Cellulosa Lucana

9.3253. Vº - UFF. 3º

Re. 7. 2250

8/45.11

Comitato

Assicurazione Carri FF.SS. Trasporto di lignite da
Castelluccio Inferiore.

La miniera del Mercure in Castelluccio Inferiore (Potenza) della Società Ligniti Italia Meridionale si serviva, per le spedizioni della lignite prodotta, della Stazione di Lagonegro sulla rete ferroviaria dello Calabro - Lucane dove, prima della ritirata delle truppe tedesche nel settembre 1943, le venivano assegnati, dalla Società esercente le dette ferrovie, uno-zero 10 vagoni giornalieri.

Attualmente, a causa della interruzione al ponte ferroviario di Lauria (la cui riparazione richiederà ancora del tempo) non è possibile effettuare alcuna spedizione di lignite e ciò ha come conseguenza la completa inattività sia della miniera che dei vari stabilimenti che utilizzavano tale combustibile, fra cui principalmente quello di Venosa della Società Cellulosa Lucana.

In attesa della riparazione di detto ponte il trasporto delle lignite potrebbe aver luogo utilizzando il tratto Castelluccio - Spezzano Albanese della rete dello Calabro - Lucane ed effettuando poi il trasbordo del combustibile, nella stazione di Spezzano Albanese, dai carri delle Calabro - Lucane (a scartamento ridotto) a quelli delle Ferrovie dello Stato.

Tanto la Società mineraria quanto la Società Cellulosa Lucana di Venosa hanno pertanto avanzata domanda per ottenere l'assegnazione continuativa di un certo numero di carri merci delle Ferrovie dello Stato (almeno uno al giorno) alla stazione di Spezzano

✓.

Albanese; analoghe richieste è stata rivolta del Sig. Arcangelo Annunziata, proprietario di una fornace per laterizi in Altamura, per l'assegnazione del numero di carri merci sufficienti per il trasporto ed Altamura di 400 Tn. di lignite prodotta dalla miniera del Mercure.

Poiché i trasporti di cui trattasi, importantissimi per la ripresa delle varie industrie esistenti nella zona, interessano direttamente le famiglie di parecchie centinaia di operai attualmente disoccupati, si prega codesta Commissione di voler concedere il suo nulla osta all'assegnazione dei carri richiesti.

IL MINISTRO

Mani

785021

CHW/elc

INTER-OFFICE MEMORANDUM

Tel : 478704

8 April 1945

151/24/Ta 1

SUBJECT : Castelluccio Lignite Mines,
Lauria Viaduct

TO : Transportation Sub-Commission,
Rail Division

Handwritten initials and signature

1. Reference your AC/TA/29/C.S. dated 3 April '45.
2. In view of the conversations at the Meeting held on 7 April '45 regarding the re-opening Ortona - Ancona Line, please arrange for the Lauria Viaduct re-construction plan to be included in your list of proposed re-construction works, which you are preparing for the next Priorities Board, who will be considering what work can be carried out immediately with such materials as can readily be made available.

C. H. Woolington
W. E. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Copy to : Economic Section
Planning Section

5495

785021

415/51

TRANSPORTATION SUB-DIVISION, A.C.
(MAIL DIVISION)
C/o. Transportation Movement,
C.M.F.

351/20

Ref: 343239
Our ref: AC/TM/20/212.
3rd April 1945

TO : Chief of Movement
Division, A.C.
Transportation

FROM : Comodoro Lignite
Mines, Lauria Indust.

1. Reference your 351/22/202 of 1st April.
2. Up to date no further correspondence has been received from the Ministry of Transport, General Directorate.
3. Our letter AC/34/35 TM of 12 March pointed out the difficulties likely encountered.
4. As stated in our letter A.C. 37.25 TM of 4 of 22nd March. The question of the repair of this railway will be considered at the next meeting of the Reconstruction Sub-Committee.
5. Since writing our letter referred to in Para. 4 the cement situation has become more acute and it is doubtful if cement will be available for this work before June. As there are many works authorized which it has been impossible to put in hand, due to shortage of cement.
6. Against cement demands for April for 4,000 tons, we have only received so far release of 1,235 tons.
7. If this work is very urgent, special priority should be obtained from A.C. Priorities board, as it will need diverting cement, from another work already in hand.

5/9/

Alfonso L. C.
C.E. LINDEN
Lieut-Colonel,
TM-Sub. Comm. A.C.

200/010

LETTER-OF-FIDELITY INVESTIGATION

1 April 1940

141, 478704

101/02/70 3

SUBJECT: Confidentiality of the
Lauris Vindict

TO: Rail Division, The Sub-Commission

1. Reference is made to your 10/57/35/70 4 dated 17 March 1940, addressed to Ministry of Transport's General Inspectorate, copy to this Division.

2. This letter is followed by your 10/57/35/70 4 dated 22 March 1940.

3. The situation would seem to need clarification and in view of the urgent necessity of providing rail transportation for the protection of these lines, will you please give answers to the following questions:-

(a) Is the Ministry of Transport's General Inspectorate taking any action in this matter, or is this Sub-Commission, which is waiting for the Calais-Lille railway to apply through channels indicated in your letter mentioned in para 2 above?

(b) Can the question of priority for reconstruction and allocation of assets be settled by the Rail Division with Construction Sub-Committee of Allied Railway Board, or is it desired that an over-all priority be obtained from AC Planning Board.

4. Shipping to this country has been considerably reduced and will be still further reduced. It is essential, therefore, that every use be made of local resources, not the least important of which is lignite.

5. Please treat as urgent.

5093

[Signature]

D. C.

V. J. STREY, Colonel
for Chief, Transport Division

785021

AHS/ef

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

20

Tel. 843239

22nd March 1945

Our Reference : AC/TN/29/41/C.S.

TO : Chief of Movements Division,
 Tn. Sub-Comm., A.C.
 SUBJECT : Castelluccio Lignite Mines.
 Lauria Viaduct.

1. Reference your letter 35/1/17/Tn.3 of 19th March.

2. I would draw attention that, before any materials can be supplied for railway reconstruction, the work must be approved by the Reconstruction Committee, Allied Railway Board.

3. The reconstruction of this railway will be considered at the next meeting.

4. The correct procedure is as follows. The Calabro-Lucane Railways should forward their request to the Ispettorato Compartimentale della Motorizzazione Civile at Catanzaro for forwarding to the Ispettorato Generale, who will request this office for the release.

5. The cement situation is very acute, in fact no cement has been released for railway work for the month of April.

6. Upon receipt of application for cement for this railway, it will be included in the request for the next issue.

5499
A. Lindberg Lt. Col.
 O.H. LINDBERG,
 Lieut-Colonel,
 Chief, Rail Division.

3/13

HEADQUARTERS ALLIED COMMISSION
APO 994
Transportation Sub-Commission
(Movements Division - Rail)

File : 478704

19 March 1945

El/12/m 3

SUBJECT : Reconstruction of Lauria Viaduct.

TO : Ligabue Italia Meridionale S.A.
Via Agostino Depretis, 60.
Rome.

1. Thank you for your letter 42/EF 2449 dated 17 March '45, enclosing copy of letter UN/61279/500/12 dated 12 March '45, received by you from Calabro-Isoese Railway Company.
2. The question of release order for cement, for repair of the Lauria Viaduct, is actively in hand with the Rail Division of this sub-commission and Commerce sub-commission.

For the Chief Commissioner


W.B. THOMAS, Colonel,
Deputy Director,
Transportation Sub-Commission

5491

200/gfa

INTER OFFICE MEMORANDUM

To : AT-704

SL/17/74 3

19 March 1945

SUBJECT : Castelluccio (Mercury) Lighter Mine,
 Lauria Viaduct - Legnasegna/Spesano line.

TO : Rail Division, Transportation Sub-Commission

1. Reference was SL/15/74 3 dated 15 March '45.
2. Attached is copy translation of letter AB/1x 2447 dated 17 Mar '45, received from L.I.M.S.A., Rome, together with copy translation of letter IM/01279/500/12 dated 17 Mar '45, addressed to L.I.M.S.A., Rome by Calabro-Lucane Railway Company.
3. It will be noted the release order for cement is expected during the current month.
4. In view of the urgency of repairs to the Lauria Viaduct, will you please follow up with Commerce Sub-Commission.

[Signature]
 M.J. 21277, Colonel
 Chief, Movements Division

Copy to : Commerce Sub-Commission.

5/1/45

/s/c

DECLARATION

13/27. 2441

Rome, 17th March 1945

From: Ligata Italia Meridionale S.A. Rome

To: 1 Lt. Col. Baker, 1st. 3/41. Rome

Reference: Reconstruction of Laura V. Lind

Dear Sir,

We thank you for the kind reception given to our Mr. Graham during his recent visit.

We beg to enclose copy of letter which has been addressed to us by the Salento-Ligata Air Base, from which results that for the shipment of the 160 tons of cement necessary for the reconstruction of the Laura V. Lind, the Air Commerce S.A. would have issued release order during the current month.

We therefore ask you to intervene with Commerce Department in order that the said release order be issued as soon as possible.

We beg to apologise for the trouble we are causing you and for which we beg to tender our heartfelt thanks.

We are, dear Sir,

Yours faithfully,
L. I. S. A.
Sp. Ligata Italia Merid. S.A.
Signed

Enclosure: 1 copy of letter

19/3/45

785021

2022

/s/

ASSOCIATION
FERRVIA LIGURIA

Societa Italiana Strada Ferrata del Mediterraneo
Ferrovie Albano-Lucania
Direzione dell'Asse

Our Ref: 12/02/19/10/12

Address:
Mail: Via Roma 15
Telephones: 552252 & 552255
Cable: Ferrovie - Roma

Date 12 March 1949

To: La Ligurie Italiana Meridionale
Via A. Repetti 60 - Roma

Subject: Reconstruction of Lucania Vindict

Ref. to AL/12/19/10/12

We thank you for your information about the steps under-
taken by you with the Allied Authorities for the assignment of
1500 C.L. of cement for the repairs of the Lucania Vindict.

As on our behalf, have been in touch with AC Commerce S/L.,
from which we had ascertained that the release order will be issued
during the current month.

We cannot forecast precisely the completion of the works,
as it depends from the actual arrival of the cement on the yards;
in any case we confirm to you that it is also in the interest of
these lines that the subject be reconstructed as soon as possible.

Yours faithfully
Ferrovie Albano-Lucania
Il Direttore dell'Asse
Ing. Giuseppe Rubechi

5/88

Lupinus Teretis Coriolicornis L.

[illegible]

1000

17. What were the consequences of the visit to Los Angeles?

constant to 0.01 kcal.

[illegible]

These two groups are considered as being involved in the same process of adaptation to the environment, and are therefore considered as being part of the same group.

[illegible][illegible]

2075

19/51

14. 01. 1964

TRANSITOIRE DE CANTON

1004

1004

Télégramme à responsabilité du village de Loria.

Monseigneur le Cardinal,

Je vous remercie vivement pour l'aimable réponse
que vous avez renvoyé à notre L. J'ai vu de la visite qu'il vous a
donnée que vous l'avez lue.

Je vous prie de vous remettre de tout ce que j'ai écrit qui vient
de vous être adressé par la compagnie des chemins de fer de la région, d'après
laquelle il paraît que pour l'installation des 1/2 tonnes de ciment nécessaires
pour la reconstruction du village de Loria, il a été décidé d'utiliser le ciment
subventionné, laquelle aurait donné l'assurance d'éviter la double dépense
sans le couvrir du reste.

Je vous prie de bien vouloir transmettre au village de Loria
subventionné, afin que l'installation en question soit réalisée au plus tôt
possible.

Je vous prie de bien vouloir transmettre au village de Loria
subventionné, afin que l'installation en question soit réalisée au plus tôt
possible.

APR 1964
1004

5187

1964

Annexe : une copie de lettre.

0413

ATTIVO: STABILITA' DI LA PERNO DEL CONTINENTE

Pericolo di instabilità
dell'edificio

Stabilita'

Stato di salute
relativa del
edificio

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202/030

HEADQUARTERS ALLIED COMMISSION
400 194
Transportation Sub-Commission
(Government Division - Rail)

Tel : 475704

13/15/74 3

15 March 1945

SUBJECT : Castelluccio (Marone) Lignite Mines -
Lauria Viaduct Lagonero-Sperone Line

TO : Rail Division - Transportation Sub-Commission

1. Reference your 20/07/43/Tn 4 dated 12 March '43.

2. It is noted that the Private Railway Company has applied for financial assistance under Decree 146 of 15 October 1944, and that there has been a shortage of materials, particularly cement.

3. Both sub(Noel Section) and the Industry Sub-Commission (Mining Division) are most anxious to develop the Castelluccio (Marone) Mine, which is the largest lignite producer in Southern Italy, and it is considered the repairs to the Lauria Viaduct should be expedited all possible.

4. Will you please arrange for the General Inspectorate of the Ministry of Communications to instruct the Railway Company that work on the repair of Lauria Viaduct must proceed all speed and date for completion must be advised to this in order that plans for the development of Castelluccio Mine can be made. Please render all assistance possible in connection with materials which may be required.

5. Please advise further regarding motive power as early as possible.

For the Chief Commissioner

5485

myr

785021

TO : Rail Division - Transportation Sub-Commission

Reference your AC/57/15/Tm 4 dated 12 March '45.

It is noted that the Private Railway Company has applied for financial assistance under Decree 146 of 15 October 1944, and that there has to-date been a shortage of materials, particularly cement.

Both AC (Coal Section) APNU and Industry Sub-Commission (Mining Division) are most anxious to develop the Castelluccio (Mercurio) Mine, which is the largest lignite producer in Southern Italy, and it is considered the repairs to the Lancia viaduct should be expedited all possible.

Will you please arrange for the General Inspectorate of the Ministry of Communications to instruct the Railway Company that work on the repair of Lancia Viaduct must proceed all speed and late for completion must be advised to this end in order that plans for the development of Castelluccio Mine can be made. Please render all assistance possible in connection with materials which may be required.

Please advise further regarding tractive power as early as possible.

For the Chief Commissioner

5/85

h/s

for HENRY M. TAYLOR
Director, Transportation Sub-Commission

Copies to : 6-3 APNU

AC (Coal Section) APNU (100.2 Colaf dated 1 Mar '45)
Industry Sub-Commission (Mining Division) (with copy
of AC/57/15/Tm 4 dated 12 Mar '45. Your mine
244.21 dated 1 Mar '45 refers)
Industry Sub-Commission (Coal Division) (for information)

785021

4/1/52

TRANSPORTATION DIVISION, D.C.,
(RAIL DIVISION)
C/o Transportation Department,
C.M.F.

12 March 1945

Ref. 043402
Our Ref. 32/57/35/Op. 4

TO : Rail Movement Division.

SUBJECT: Castellano Mine - Jauria Viaduct.
Lagunegro-Bjersbo line.

1. Reference is to your 35/12/43

2. That the General Inspectorate of the Ministry of Communications agrees that lignite traffic from Castellano should be passed via Lagunegro, there are a number of difficulties which arise, and which may be hard to overcome.

3. The Company has applied for financial assistance under Section 345 of 15 October last, and a contract has been made, the duration from time of commencement being about 3 months. The extreme shortage of material, particularly cement, has so far prevented any major activity, but the hope is expressed that the work will commence soon. It is only fair to add that the line, in view of all the other difficulties, cannot be assessed as a high priority for such a valuable commodity as cement.

4. For the hauling of heavy lignite trains from Castellano to Lagunegro, additional powerful adhesion locomotives are needed. The tank locomotives available are not sufficient for this type of work. The two adhesion locomotives previously used have been disposed of, one by war damage, and the other removed by Forestry unit for hauling timber on the line Coonah-Craigbottle.

5. Enquiry will be made as to the present use of this locomotive, and we are expecting some 50 on loan from Midland. Whether they will have the power capacity required by the General Inspectorate is necessary for working this section of the line is doubtful, because the motive power indicated is so high that it will have to be substituted.

Copy to: Major Street
Major Street (Action by 1000)
Major Street
(2 1000 - Rail Movement)

4/1/52

5486

785021

ALLIED FORCE HEADQUARTERS
(COAL SECTION)
A P O 812 U. S. ARMY

5 March 1945
Ref: 120.2 C&AF

MEMORANDUM

SUBJECT : Moyone and Mercure Lignite Mines.

TO : G-5, AFHQ.

1. Herewith copies of reports on the Moyone and Mercure Lignite Mines by Major R. V. Harris, U.S., CW of this Section for your information as desired.

2. The development of these local mines is of course a responsibility of Allied Commission but the Quartermaster of this Headquarters has always been anxious to see the early development and utilization of available local fuel. It would appear that, if found practicable, the output of the Moyone mine would materially assist in the supply of local brickworks, and that of the Mercure would be most useful in the Naples area for both industrial and domestic needs.

F. R. HYATT
Colonel "Q"
Coal Section

Copies to: A.C., Transportation Sub-Commission, Att. Col. M. J. Stiff. ✓
A.C., Coal Division, Att. Lt. Col. Oxley.

5-89

ALLIED FORCE HEADQUARTERS
 (COAL SECTION)
 APO 312 U.S. ARMY

4 March 1948

SUBJECT: LIGNITE mines.

TO: Colonel "C"
 Coal Section

LIGNITE mine was inspected by Major Harris 27 February and the following data was ascertained.

Owners.

Lignite Company of Southern Italy (L.I.S.I.)
 Head office Via Leopoldi - Rome.
 Chief Engineer - E. M. I. - this officer was not on site and all information was received from Capo Tedesco who was previously at CASTELNUOVO DI CASERTA lignite mine near Florence.

Location

MAP REF. 152/5405 - 10000 Scale.
 Approximately 1 mile from the main CASERTA railway station. Recognized by red-tiled roofs of drying sheds. Distance from CASERTA by road - 54 miles.

Workings

There consist of 3 small drifts known as:-
 VINCENZA B.
 VITTORIA,
 SEE.

Each drift is approximately 150 ft deep and all are brick tunnelled. Lignite was brought to the surface by small electric haulage engines.

Condition.

VINCENZA B is practically worked out but is not flooded. It present 2 20 men are underground and a very small output is obtained.

VITTORIA & SEE are both flooded. 1 50 H.P. pump exists at each drift and it is stated that the capacity of each of these is too small. The supply of larger pumps is in hand by Sig. M. M. I. in conjunction with I.C. Except for VINCENZA the underground is closed down due to lack of electric power and transport.

Power.

5/80
 1/2 power can be supplied by 11 KV lines which are only energized sporadically - approximately 4 hours/day. A new transformer of capacity larger than for full production is installed. Power supplied by Grid system of E.C.C. Total power required - 6000

- 2 -

Transportation

At present this does not exist. The railway MARIKHE-
KHEVINTO is damaged - bridges have been demolished and will not be
repaired only under a long term policy by all appearances. If lignite is
transported by road to KHEVINTO (24 miles) the line is in operation.

A minimum of 4 Army trucks per day would be required for
output of lignite.

Fuel.

Lignite is not of good quality. Proximate analysis expected

Vol	25%
Fixed Carbon	25%
Ash	30%
Moisture	20% (approximate)
Cal. Value	7000 B.Th.U./lb (Dry)

When mined the lignite has at least 40% moisture and drying
for at least 4 weeks under cover is necessary to reduce water content
to 20%.

Drying Sheds.

2 No sheds exist each capable of holding approximately 1000
tons.

Stockpile

At present this is approximately 1000 tons, 800 tons of which
is in good condition.

General

If a continuous supply of electric power was made available
the 2 No drifts could be drained and an output of 300 tons per week could
be reached in 6 weeks time. Total output of 800 tons/week could be
obtained in 6 months. Sufficient mining timber is on site.

Carbide, oil and grease is required - amounts in question
have been given by Chief Engineer to A.C. Lignite is suitable for use
in KHEVINTO brickworks.

Ray V. Harris

Ray V. Harris
Major, Ad
Coal Section

ALLIED FORCES HEADQUARTERS
IN (COAL SECTION)
A P O 812 U.S. ARMY

4 March 1948

SUBJECT : Mercure Lignite - CASTELLONIO

TO : Colonel "G"
Coal Section.

The general undertakings were visited and inspected by Major Harris 1 March 1948 and herewith comments thereon.

Location

Approximately 1 mile through CASTELLONIO in province of Potenza - 120 miles South of NAPLES on Route 19.

Owners.

Lignite Company of Southern Italy (S.I.M.S.A.)

The chief engineer - Sig. Marsella has an office at Fiumi di CASTELLONIO but was away at the time of the visit and all information was given by a charge hand on site.

Lignite workings.

There are 5 small levels and 1 No open cut all situated close together and in fairly good condition. Lignite is either very near the surface or not more than 50 feet below and is worked from small tunnels. Names of tunnels - Fiumi Sasso, Fornaci, Flavette. The open cut undertaking is known as Forcella.

Present Conditions.

Due to lack of transport all levels and open cut are closed down except 4 or 5 No, men are working in Fornaci chiefly in keeping the level in good condition. All workings are in order and all necessary equipment is available. Haulages and small narrow gauge locomotives are maintained. At Fiumi Sasso approximately 1000 feet of overhead transmission line is required for electric power, all other electric gear is in working condition.

No mechanical ventilation is required - natural conditions are sufficient.

No explosives are used.

Sufficient mining timber is on site for production or is available near at hand when it is being felled. Labour required is available when tunnels recommence.

5/80

Forcella is at present used as a Staging Camp. All drying sheds are converted to living accommodation and train tracks covered for hard standings. These could be removed easily.

- 2 -

Output

From all sites the normal output was 500 tons per day and this could be achieved in approximately 1 month from starting. Ferani is equipped with hoppers feeding direct to narrow gauge line, and could be started first.

The fuel is not particularly wet and facilities for drying are all on site as drying sheds exist. No accurate data was available for analysis of lignite but from appearances of the dried stock it is safe to assume the calorific value is 8500 - 7000 B.Th.U. /lb. Ash content is not high and would not exceed 15%.

Samples were taken and definite data will be submitted when these are analyzed.

Stock

The total stock at present is approximately 12000 tons. Of this 7000 tons is dry, large and in good condition.

Transportation.

In normal times lignite was transported by narrow gauge line to LAUNO from where it was transhipped to standard gauge line used chiefly to the North and South.

At present the bridge carrying the narrow gauge line across the valley at LAUNO railway station is demolished. No repairs are in hand and the repairs will take at least 2 to 3 months.

The line up to LAUNO is in service and lignite could be transported to the break and then hauled by truck to the railhead at LAUNO, but the question of the mountainous road would have to be considered on deciding the type of trucks used.

General

As the output of good average quality lignite is at least 5000 tons per week and could be used to alleviate the use of imported coal in the Congolian area. The question of the repairs to the bridge should be investigated forthwith and I District presence to relieve the staging area.

W. J. Harris

W. J. Harris,
Major, *RC*
Coal Section

HEADQUARTERS ALLIED COMMISSION
APO 19,
INDUSTRIAL SUB-COMMISSION
MINING DIVISION

35/11

105/20

105/20

105/20 - 105/21

1 March 1943

105/20 105/21
Castellon de la Plana - Santa Tecla -
Valencia - Sagunto - Sagunto.

105/20 105/21
Transportation of the Commission,
Sagunto Division - 105/21.

1. Reference is made to the letter of 10 January 1943 from
105/20 to 105/21.

2. In the letter of 10 January 1943 the Commission informed
that the Castellon de la Plana - Santa Tecla - Sagunto route
has been established. The Commission has not succeeded in
obtaining the permit from the Spanish State necessary to repair
the bridge at Sagunto.

3. In your letter dated 1 February 1943 you mentioned that
the Commission was in need of assistance with financial and material
assistance and necessary.

4. Your views are sought on the results of these inquiries.

W. J. VADRIAS

W. J. VADRIAS,
Director,
Industrial Sub-Commission.

First
File. Mining Div. 105/21

105/21

INTER OFFICE MEMORANDUM

204/57

TRANSPORTATION SUB-COMMISSION
APO 374
Transportation Sub-Commission
(Transportation Division - Mail)

Date : 4/7/57

95A/42/7m 3

9 March 1957

SUBJECT : Castellon Mine - Laura Vindict

TO : Industry Sub-Commission (Mining Division)

1. Reference your Mines - 95A.21 dated 3 March '57.
2. The Ministry of Communications, Inspectorate General, has not yet replied to our request for information as to any financial assistance requested by the private company, for repairs to the Laura Vindict.
3. We are pressing for an early reply, on receipt of which further information will be sent you.

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

Copy to : Transportation Sub-Commission (Mail Division)
(10/57/35/7m 4)

5177

785021

INTER-OFFICE MEMORANDUM

JAN/20

HEADQUARTERS UNITED NATIONS
LPG 794
Transportation Sub-Commission
(Movements Division - Rail)

File

Tele. 478704

5 February 1945

ISI/10/ra.3.

SUBJECT : Trieste, Castelluccio and Borgone Lignite Mines.

TO : Industry Sub-Commission (Coal Division)

1. Reference your IS/IND/CE/10/31 dated 8 Jan. '45.
2. Trieste Mine. It has been confirmed that no rail transportation is necessary for the supply of lignite from this mine to Vibo Valentia Cement Works. The distance is only 12 km. by road.
3. Castelluccio Mine. This mine is on the narrow gauge railway Spessano - Imbrogno. Through traffic is not possible owing to serious damage to the Lancia viaduct. Estimated cost of repair is Lire 3,000,000. Enquiries are in hand to ascertain what financial and material assistance, if any, has been requested by the owning private company. Further enquiries are being made with regard to the possible provision of assistance with road transport, to lift a limited tonnage daily.
4. Borgone Mine. Located on line 279. This line is heavily damaged with approx 1500 metres of bridges and viaducts demolished. Cost of reconstruction is estimated at 300 millions lire and time necessary as 6 months. This line is not scheduled for repair. The question of provision of road transport, to lift to Benevento and Ariano Irpino, is under consideration.

[Signature]
HARRITT E. TAYLOR
DIRECTOR
Transportation Sub-Commission

Copy to : Industry Sub-Commission (Mining Division)
(Lime 794-2 of 17 Jan. '45).

5576

ACP/1a

TRANSPORTATION SUB-COMMISSION, A.C.

(RAIL SECTION)

C/o Transportation Department

C.N.P.

Tel. 643235

Reference: AC/57/35/Tm 4

26 January 1949

To : Ministry of Communications
Reparto Generale per le Motorizzazioni
Civili e per i Trasporti in Concessione

SUBJECT : Laganegro-Spesano-Albanese.

1. Reference is to your information in respect of damage on this line.
2. It is understood there is a lignite mine at Castelluccio, capable of passing traffic northward via Laganegro.
3. Please say if this Railway has applied for financial assistance under the recent decree covering private railways' rehabilitation, and what repairs are being carried out at the Lauria Bridge, the work on which was estimated to cost L. 3,250,000.
4. You will be aware that machinery is available for obtaining materials and stores for private railways, when such materials are not obtainable locally, and it is desired that immediate steps be taken to ensure speedy repairs in order to ensure a satisfactory outlet for the lignite via Laganegro and the ISM.

Copy to: Movements Traffic
UES

P. R. Long, M. C.

G. H. LINDENBERG

Lt. Col. R. E. H.

Chief, Rail Section.

5475

785021

TRANSPORTATION SUB-COMMISSION, AG.

(MAIL SECTION)

C/O Transportation Department

S.M.P.

25/9

Tel: 843434

Our Reference: 42/220/78.4.

20 January, 1945.

To : Movement Division,
The Sub-Commission.

SUBJECT : Railways. - Lignite Lines.

1. Reference is to your letter AG in 714/4 RM of 13 Jan. 45.

2. Following information is given

(a) BARROET - Province of Benevento. - (Line 275)

This line is not scheduled for repair between Capriano and Benevento. It is heavily damaged with about 1500 metres of bridges and viaducts demolished. Cost of reconstruction is estimated at 300 millions lire, plus 6 months.

(b) CASTELLONERO - narrow gauge line Lagonegro-Sperone.

The heaviest damage on this line is on the Laurie viaduct crossing the Gaffaro River. Detraining is necessary at the break.

Although the competent Government department does not so indicate, the line table suggests a further break at Castellonero on this line.

There is also a shortage of rolling stock, and the Sub-Commission considered importation of large number freight cars from Eritrea, which are under way.

The line is operating to a limited extent, but little rehabilitation has taken place. This line, under a Decree, can obtain no advance from the Government for repair work if action is required.

You might prefer to ask Major Blair to submit 5/76 recommendations for the movement of this lignite, or if desired I will endeavour to obtain a full report. In any case, transport from narrow to standard gauge would be needed.

1. Reference is to your letter AC in /114/4 RM of 13 Jan. 45.

2. Following information is given

(a) RUZHOV - Province of Buenos Aires - (Line 279)

This line is not scheduled for repair between Comodoro and Buenos Aires. It is heavily damaged with about 1500 meters of bridges and viaducts demolished. Cost of reconstruction is estimated at 300 millions lire, line 5 meters.

(b) CASERES - narrow gauge line Buenos Aires -

The heaviest damage on this line is on the Iguazu viaduct crossing the Iguazu River. Detraining is necessary at the break.

Although the competent Government department does not so indicate, the time table suggests a further break at Caseril on this line.

There is also a shortage of rolling stock, and this Sub-Commission sponsored importation of large number freight cars from Britain, which are under way.

The line is operating to a limited extent, but little rehabilitation has taken place. This line, under a Decree, can obtain an advance from the Government for repair work if action is required.

You might prefer to ask Major Blair to submit ^{5/7} recommendations for the movement of this light, or if desired I will endeavour to obtain a full report. In any case, transshipment from narrow to standard gauge would be needed.

(c) EXISTING LINE -

Station station, on line 92, is open for traffic, and has capacity for about 50 freight cars. It is possible that the line is served by cable, and possibly Industry Sub-Commission can throw some light on this.

1/2/45

785021

It however, the contact from the mine in with the Valentin
-Milete before judge line, there is damage on which a further re
port would have to be made. Perhaps you will see the position.

Adrian May

P. S. LINDBERG

Lt. Col. S. S.

Chief, Mail Section.

577

/nf

HEADQUARTERS ARMED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 489061
Our ref: AC/351/7/TH.3
22 January 1945

INTER OFFICE MEMO

SUBJECT: Castelluccio Lignite Mine

TO: Transportation Sub-Commission
(Rail Division)

1 Reference this Division letter AC/TH/104/4/EM
dated 13 Jan. 1945.

2 In connection with Castelluccio Lignite Mine, the
following is an extract of Mining Division report, as result
of recent visit to this mine:-

Transportation - The drying sheds and loading bins are on the
narrow gauge railroad Spezzano-Lagonegro (Calabria-Lucania
Lagonegro-Spezzano R.R., main office Bari).
Lignite prior to hostilities was transported to Spezzano
to the South and Lagonegro to the North, from these two
points the lignite was transported on standard gauge r.r.
to its destination.
The bulk of the market lies to the North (Salerno Naples
area) and this is now impossible owing to the destruction
of a bridge at a point 16 Km. from Castelluccio or about
halfway between Castelluccio and Lagonegro. This bridge
is at the station of Lauria. It has two arches and one
pillar destroyed, these arches are approximately 45 ft.
in length and the pier is about 80 ft. high.
No effort has been made to reconstruct.
The tonnage shipped to Spezzano previously amounted to
100 tons compared to 83,000 tons shipped to Lagonegro,
so that it can readily be seen this bridge is the
important factor to the rehabilitation of the mine.

3 This report may supplement any other report you may
have on file.

TO : Transportation Sub-Commission
(Rail Division)

1 Reference this Division letter AC/TM/114/4/102
dated 13 Jan. 1945.

2 In connection with Castelluccio Lignite Mine, the
following is an extract of Mining Division report, as result
of recent visit to this mine:

Transportation - The drying sheds and loading bins are on the
narrow gauge railroad Spezzano-Lagonero (Calabria-Lucania
Lagonero-Spezzano R.R., main office Bari).
Lignite prior to hostilities was transported to Spezzano
to the South and Lagonero to the North, from these two
points the lignite was transported on standard gauge R.R.
to its destination.

The bulk of the market lies to the North (Salerno Naples
area) and this is now impossible owing to the destruction
of a bridge at a point 16 Km. from Castelluccio or about
halfway between Castelluccio and Lagonero. This bridge
is at the station of Iacria. It has two arches and one
pier destroyed, these arches are approximately 45 ft.
in length and the pier is about 80 ft. high.

No effort has been made to reconstruct.
The tonnage shipped to Spezzano previously amounted to
100 tons compared to 81,000 tons shipped to Lagonero,
so that it can readily be seen this bridge is the
important factor to the rehabilitation of the mine.

3 This report may supplement any other report you may
have on file.

4. Can you please say what period is necessary for the
rebuilding of this bridge and whether repairs are already in
hand?

[Handwritten signature]

M. J. SIEFF L.C.
Chief, Movements Div.

HEADQUARTERS ALLIED COMMISSION

AFG 394

Transportation Sub-Commission

File: 488081

Our ref: AG/351/6/Wn.3

28 January 1945

INTER OFFICE MEMO

SUBJECT: ^{On}Morcone and Castelluccio Lignite Mines

TO : Movements Division - Roads.

! Arising out of studies of transportation problems in connection with above two mines, the following information is brought to light:

(a) Morcone Mine (located 40 Kms North of Benevento, on Benevento Campobasso Railway line)

Rail movement not possible.

Present demand for lignite:

1000 tons - Cement works - Ariano Irpino

1000 tons - Brick works - Benevento.

During August 44, two trucks from the transport concern in Benevento managed by ACC, were allotted to the mine, but this has not been satisfactory. It is suggested the control of the trucks should be with the mine in order to haul with any degree of efficiency. Six trucks will be required under mine control to satisfy the demands of the Cement & Brick works.

(b) Castelluccio Mine (located between Spezzano & Lagonero). Movement by rail not possible owing to heavy damage to rail bridge.

Suggestions are

(i) Two trucks be allotted to mine to ferry lignite from Lauria Bridge to Lagonero. Distance 16 Kms. Expected daily tonnage 18 tons.

(ii) Six trucks to haul from mine to Lagonero not using rail. Distance 40 Km. Expected daily tonnage 18-21 tons. 5/71

2 Can anything be done to assist, please?

SUBJECT: Morcone and Castelluccio Lignite Mines

TO: Movement Division - Roads.

1 Arising out of studies of transportation problems in connection with above two mines, the following information is brought to light:

(a) Morcone Mine (located 40 Kms North of Benevento, on Benevento Casertano Highway line)

Rail movement not possible.

Present demand for lignite:

1000 tons - Cement works - Ariano Irpino

1000 tons - Brick works - Benevento.

During August 44, two trucks from the transport concern in Benevento managed by AOC, were allotted to the mine, but this has not been satisfactory. It is suggested the control of the trucks should be with the mine in order to haul with any degree of efficiency. Six trucks will be required under mine control to satisfy the demands of the Cement & Brick works.

(b) Castelluccio Mine (located between Spessano & Lagonegro).

Movement by rail not possible owing to heavy damage to rail bridge.

Suggestions are

(1) Two trucks be allotted to Mine to ferry lignite from Lauria Bridge to Lagonegro. Distance 16 Kms. Expected daily tonnage 18 tons.

(11) Six trucks to haul from Mine to Lagonegro not using rail. Distance 40 Kms. Expected daily tonnage 18-21 tons. 5171

2 Can anything be done to assist, please?


J.W. BAKER
Lt. Colonel

785021

1/1 STELLUMS

JTB/gm

WASHINGTON ALLIED COMMISSION
 APO 394
 Transportation Sub-Commission
 Economic Division- Rail

File : 478706

13 January 1945

AS TW/146/1/11

SUBJECT : Lignite Mines at Geronzo, Bristone & Castelluccio Inf.

TO : Transportation Sub-Commission (Rail Division)

1. The movement by rail of lignite, produced on the mainland of Italy, is being pressed owing to shortage of shipping available for transport of fuel.

2. The following mines are again under consideration :-

Mine	Output available	Possible Daily Production
Geronzo (Prov. of Sondrio)	3000 tons	150 tons
Castelluccio Inf. (Prov. of Potenza)	10000 "	400 "
Bristone (Prov. of Catanzaro)	1000 "	50 "

3. Geronzo mine was served by line 579, now said to be seriously damaged. Will you please say what is the extent of the damage; how long would it take to reopen to traffic and if any plans for re-construction are in hand.

4. Castelluccio mine, the most important of the three under consideration, was apparently served by the narrow gauge line (gauge 600 mm). Will you please report on conditions in this area.

5. Bristone mine is said to be open for rail traffic, as it is said to possess the means necessary for conveyance of lignite to the railway station a few kilometres away on the Tirrenia line. Will you please confirm.

6. In order to assist in the future studies of movement problems in connection with lignite from the principal mines of Central Italy, a copy of a booklet issued by Mining Division, on 5 Dec 44, is attached.

J. C. BARRY
 Lt. Colonel

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DEPARTMENT OF THE INTERIOR
BUREAU OF LANDS
Industry Sub-Commission
Coal Division

URG/AV

11/13

TO: WASH

5 Jan. '45

FROM: ASST. DIR. COAL DIV.

SUBJECT: Lignite Mines in Southern Region

10/5

RE: Transportation Sub-Commission.
(Attn. Lt. Col. Baker)

1. With reference to para 1-a of our letter dated 27th Dec. 44 of which copy was forwarded to you, the following further information is given in reference to conversation Lt. Col. Orlowski, Col. Baker.

2. It is understood that the Transportation S/C made inspections of the lines serving Castelluccio Inferiore, Marone and Bristice lignite mines with a view to withdrawing the lignite produced at the mines for use in Naples for essential needs and further south, for Coast Works etc.

3. Further information is given in attached copy of letter dated 5 June '44 from the Lignite Italiana Meridionale S.A. and we will be pleased if it can be ascertained whether it is proposed to repair the lines to these valuable mines.

For the Chief Commissioner:

[Signature]
W. J. VAUGHAN
Director,
Industry Sub-Commission.

Copy for Economic Dept.

5469

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SECRETARY OF THE ARMY

Washington, D.C.

May 1957

Page 1014

1st Lt. Transport Sub-Commission
HAWAII.

Referring to the check paid you on the 1st day last, by the
Engineer Charles H. Davis,
he would state that he says under our direct management the
following large bridge is being

1. - at Oahu, Hawaii (Province of Hawaii) capable
of producing 200 tons of minerals a day, while the mine as
present is able to produce only 150 tons of minerals per
day. The existing mine amount to 10,000 tons.

2. At Kona (Prov. of Hawaii) which has suffered severe damage
due to the war. When it was last employed and into working order
again it will be able to produce over 150 tons of minerals per
day. The existing mine amount to 1000 tons.

3. At Oahu (Prov. of Hawaii) capable of producing about
50 tons a day, and has a present stock of 1000 tons.

Of these three mines, only the one at Oahu is in a
position to effect transportation, as it possesses the means necessary
for conveying the minerals to the railway station and a few airplanes
can fly from the mine, on the Hawaiian line.

The other two mines are at a stand still, as the railway
lines that used to be used for transport have been destroyed
at Oahu and the Oahu (Prov. of Hawaii) line is still interrupted
through damage caused by the war and will continue to be for
several months longer.

.....

89/5

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File

2

File

REORGANIZING ALLIED COMMISSION
APO 94
Transportation Sub-Commission

2 January 1945

File : 478754

AC TH/14/47/M

SUBJECT : Cement Works - Coal Supply.

TO : Rail Section,
Transportation Sub-Commission.

1. Reference telephone conversation (Pine-Kerthinton) 2 Jan. and attached copy Coal Division letter AP/14C/14/46 dated 27 Dec 44.
2. Please let us have up-to-date information regarding rail facilities to Vibe Valentia works, together with report of inspection referred to in para 2 of enclosure, in order that the supply of coal to works by rail may be reviewed.

[Signature]
for
MURPHY E. TAYLOR
Director

Copies to : Infantry Sub-Commission, Mining Division
" " " Coal Division.

0942

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
Coal Division

OWO/5V

Tel: 478489

Date: 27th Dec. 44

Ref: AC/IND/CD/44/16

10/42

SUBJECT: Cement Works - Coal Supply.

TO : Director Industry Sub-Commission.

1. Reference to your request for coal to be supplied to four additional Cement Works as under AFHQ, Coal Section have replied that they will make coal available to:

- a) Monopoli Works from the next ship to arrive on the East Coast and containing suitable coal. This is expected to be during first half of January and we will advise you accordingly
- b) Guidonia and Colliere Works will be supplied from ships arriving at Magnoli or Civita vecchia as soon as the stocks of coal in Rome for the Electric and other essential users is considered sufficient to justify the diversion of supplies to the Cement Works. The Coal Section AFHQ have agreed a three weeks stock in Rome would be sufficient justification and it is hoped this figure will be reached by the middle of January.

c) Viterbo Valentia Works it is suggested could be more conveniently supplied with lignite from the Castelluccio Inferiore (Potenza) Mine (Benevento) or Brindisi (Canavaro) mines in Southern Region and have requested we look into the possibility of arranging this supply. The latest report on these mines, June 6th 1944, show a broken railway bridge to the only obstruction preventing the output being transported.

(66)

2. It is understood that the Transportation Sub-Commission some time ago made an inspection of this line and we would be pleased if they could now state whether repairs have been or could now be completed. Also would you please state whether there are any

785021

1. Reference to your request for coal to be supplied to four additional Cement Works as under AFHQ Coal Section have replied that they will make coal available to:

- a) Monopoli Works from the next ship to arrive on the East Coast and containing suitable coal. This is expected to be during first half of January and we will advise you accordingly
- b) Salsomaggi and Cellerio Works will be supplied from ships arriving at Monopoli or Civita vecchia as soon as the stocks of coal in Rome for the Electric and other essential users is considered sufficient to justify the diversion of supplies to the Cement Works. The Coal Section AFHQ have agreed a three weeks stock in Rome would be sufficient justification and it is hoped this figure will be reached by the middle of January.

c) Vito Valentia Works it is suggested could be more conveniently supplied with lignite from the Castelluccio Inferiore (Potenza) Murolo (Murolo) or Brindisi (Catanzaro) mines in Southern Region and have requested we look into the possibility of arranging this supply. The latest report on these mines, June 6th 1944, shows a broken railway bridge to the only abstraction preventing the output being transported.

2. It is understood that the Transportation Sub-Commission some time ago made an inspection of this line and we would be pleased if they could now state whether repairs have been or could now be completed. Also would the Mining Division please state whether there are any other mining hindrances and up to what quantity could be produced per day. Any quantity over 12/1500 tons per month required by the Cement Works could be used in Naples for essential consumers.

copy to Transportation S/C
Mining Division
Building Material Section
Coal Section, Adv. AFHQ

C.W. O'LEARY
Lt. Col. - Coal Division
Industry Sub-Commission.

0944