

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

ACC AGST/15/TW4 10002/1948/2080 PRIVATE MAILING - G-144
Aug-Oct. 1944

2080 PRIVATE RAILWAYS - GUATEMALA - LIBERIA
Aug - OCT. 1944

1/ele
57/15/5

TRANSLATION

Rome Oct. 19th 1944

Montecatini
The General Director.

To : Giovanni Gronchi
Minister of Industry-
Commerce and Labour.

Dear Sir,

I consider it my duty to point out to you, personally, present situation of our coal-mines of Ribolla, which I am seriously worried about.

The rail-cars, which had been promised by the Allies to carry coal to the power station of S.R.E., were supplied, beginning from Aug. 27th at the rate of 20/30 cars daily. Beginning from the middle of September, the number of said cars kept decreasing and today our mines receive but some cars daily.

As you are perfectly aware, our Company well knowing how it is necessary to produce in order to supply with coal both Rome and our industry, and to keep working Maremma's mines, has in its programme a steadily increasing production so that an average output of 20,000 tons monthly be soon attained.

But, owing to present circumstances, our stock increases instead of decreasing, as it should be necessary, with consequent danger, nay certitude, of self-combustion.

Montecatini's Offices already and repeatedly informed both AGC and Ministry of Industry that we are in a position to deliver up to 1000 tons daily.

I shall very much appreciate, dear Sir, if you will kindly assist us in order that the number of rail-cars allotted to Ribolla coal-mines be immediately increased and same be equally distributed along each working day; should this not be possible, Montecatini will be compelled to stop operating again, which bear serious consequences not only to the mines and to the coal-consumers, but also to the mines which would be thereby and very seriously damaged.

1994

0808

Dear Sir,

I consider it my duty to point out to you, personally, present situation of our coal-mines of Ribolla, which I am seriously worried about.

The rail-cars, which had been promised by the Allies to carry coal to the power station of S.R.E., were supplied, beginning from Aug. 27th at the rate of 20/30 cars daily. Beginning from the middle of September, the number of said cars kept decreasing and today our mines receive but some cars daily.

As you are perfectly aware, our Company well knowing how it is necessary to produce in order to supply with coal both Rome and our industry, and to keep working Marsenna's mines, has in its programme a steadily increasing production so that an average output of 20,000 tons monthly be soon attained.

But, owing to present circumstances, our stock increases instead of decreasing, as it should be necessary, with consequent danger, nay certitude, of self-combustion.

Montecatini's Offices already and repeatedly informed both ACC and Ministry of Industry that we are in a position to deliver up to 1000 tons daily.

I shall very much appreciate, dear Sir, if you will kindly assist us in order that the number of rail-cars allotted to Ribolla coal-mines be immediately increased and same be equally distributed along each working day; should this not be possible, Montecatini will be compelled to stop operating again, which bear serious consequences not only to the mines and to the coal-consumers, but also to the mines which would be furtherly and very seriously damaged.

4224

Believe me your very truly

0809

CONTECATINI

Società Generale per l'Industria Mineraria

Direttore Generale

1 OCT 1944

144
C. D.
10.10.10 Ottobre 1944

Eccellenza,

Hitengo mio dovere segnalare a Lei personalmente uno stato di cose che mi preoccupa molto nei confronti della miniera di carbone di Sibolla.

I vagoni che erano stati promessi dagli Alleati per il trasporto del carbone alla Centrale della Soc. Conca di Piettricità venivano forniti, dal 27 agosto in poi, con un ritmo oscillante da 20 a 30 vagoni al giorno. Dopo la metà di settembre, invece, essi sono andati diminuendo tanto che siamo ora ridotti ad appena alcune unità giornaliere.

Come Ella vedrà, la Società, con le pressioni della necessità di produrre per fornire carbone a noi ed all'industria in generale e per dare lavoro agli operai di Caracina, ha in programma una produzione via via crescente che dovrebbe raggiungere in breve le 20.000 tonn. al mese.

Purtroppo, nelle presenti condizioni di guerra che lo stock, anziché di diminuire come sarebbe necessario, va aumentando con conseguente certezza di autoconsunzione.

Gli Uffici della Montecatini hanno già ripetutamente segnalato all'A.C.C. ed al ministero dell'Industria che saremmo in grado di consegnare fino a 1.000 tonn. al giorno.

Se sarà assai presto, eccellenza, se Ella potrà autorevolmente intervenire perché il numero dei vagoni assegnati alla miniera di Sibolla venga immediatamente aumentato e ripartito nel modo migliore in ogni giornata lavorativa, senza di che la Montecatini si troverà, purtroppo, obbligata a sospendere nuovamente la produzione con conseguente danno gravi non soltanto nei confronti dell'industria consumatrice e dei clienti, ma anche della miniera stessa che subirebbe ulteriori ingentissimi danni.

Con ossequio.

A.C.C.
Il Dr. GIOVANNI GROSSI
Ministro dell'Industria,
Commercio e Lavoro

1223

0819

Esceglienza,

ritengo mio dovere segnalare a lei personalmente uno stato di cose che mi preoccupa molto nel confronto della miniera di carbone di Ribolla.

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Come Ella ben sa, la società, cui ho parlato della necessità di procurare per fornire carbone a Roma ed all'industria in generale e per dare lavoro agli operai di questa, ha in programma una produzione via via crescente ed dovrebbe raggiungere in breve le 20.000 tonn. al mese.

Purtroppo, nelle presenti condizioni di crisi che ha lo stock, anziché di inutile caso, sarebbe disastroso, va aumentando con conseguente certezza di autorottazione.

Gli Uffici della Montecatini hanno già ripetutamente segnalato all'A.C.C. ed al Ministero dell'Industria che saranno in grado di consegnare fino a 1.000 tonn. al giorno.

Le sarei assai grato, eccellenza, se Ella potrà autorevolmente intervenire per far sì che il numero dei vagoni assegnati alla miniera di Ribolla venga immediatamente aumentato e riportato nel modo migliore in ogni giornata lavorativa, senza di che la Montecatini si troverà, purtroppo, obbligata a sospendere nuovamente la produzione con conseguente molto gravi non soltanto nei confronti dell'industria consumatrice e dei cittadini, ma anche della miniera stessa che subirebbe ulteriori ingentissimi danni.

Con ossequio.

A.C.C.
Il Lr. GIOVANNI GONZAGHI
Ministro dell'Industria,
Comitato di Lavoro

4223

10 0 1 1

1166

34th

Tel: 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

LWL/lam

ACC/060/PWU

2 Sept. 1944

SUBJECT: Electric Power Ribolla Mines

TO : Hqts. Region VIII attention
Major P.S.L. Lee - Reg. Eng.

1. Reference your letter 26 Aug 44 -- RVIII/100/GRO/5
paragraph 2.

2. To insure that the power requirements of this mine
are properly bid for and allocated, in future months, it will
be necessary that the request be submitted to the Military Dis-
trict in which Ribolla is located. ^{think} It is to be P.B.S. in this
instance but this should be verified.

3. Therefore please make the necessary arrangements.

W. M. LATTER
W.M. LATTER
Lieut-Colonel
Chief, Util & App. Div.

C.C. Director Transportation C.C. A.C.C.
Coal Section.

4222

ARMED CONTROL COMMISSION
TRANSPORTATION SUBCOMMISSION
ENGINEERING SECTION (North)

Ref. R/Tm/8/11.
August 28 th, '44.-

TO THE DIRECTOR

TRANSPORTATION SUBCOMMISSION
A.C.C. MAIN HEADQUARTERS

SUBJECT: Private Railways GIUNCARICO-RIBOLLA.

.....

August 23 rd.

1. Further to my report R/Tm/8/8 of

2. It was found impossible, in spite of all efforts of cooperation from all concerned, to complete the work on the temporary bridge by the date given in my report noted above.

3. A test was carried out on the 27 th at 12.00 hours with a locomotive, this proved successful and the locomotive proceeded at 12.10 hours on the 27 th to Giuncarico station to bring up empty wagons.

4. The locomotive and 25 empty wagons left Giuncarico for the mine at 13.00 hours 27 th August.

5. All arrangements had been made for the mine for loading these wagons and the Director assured me that

4221

TRANSPORTATION SUBCOMMISSION

A.C.C. MAIN HEADQUARTERS

SUBJECT: Private Railways GIUNCARICO-RIBOLLA.

1. Further to my report R/TN/9/2 of

August 23 rd.

2. It was found impossible, in spite of all efforts of cooperation from all concerned, to complete the work on the temporary bridge by the date given in my report quoted above.

3. A test was carried out on the 27 th at 12.00 hours with a locomotive, this proved successful and the locomotive proceeded at 12.10 hours on the 27 th to Giuncarico station to bring up empty wagons.

4. The locomotive and 25 empty wagons left Giuncarico for the mine at 13.00 hours 27 th August.

5. All arrangements had been ~~made~~ ⁴²²¹ the mine for loading these wagons and the Director assured me that 18 wagons (350 tons) would be loaded and returned to Giuncarico the same evening, for despatch to Rome.

6. From the 28 th a regular daily schedule of 25 to 30 wagons has been laid on.

7. Major F. Richardson who accompanied me called on the P.T.O. at Grosseto and received the assurance that all arrangements had been made for handling the traffic and that it would be given every preference.


A.H. STREET Major

A.C.C. Transportation Subcommittee
Civil Engineer - Northern Italy

ALLIED CONTROL COMMISSION
TRANSPORTATION SUBCOMMISSION
ENGINEERING SECTION (North)

Ref. R/TN/5/9.

August 19th '44.

TO THE DIRECTOR
TRANSPORTATION SUBCOMMISSION
A.C.C. MAIN HEAD QUARTERS.

SUBJECT : PRIVATE RAILWAYS -
GIUNCARICO - RIBOLLA.

1. Further to my Report R/TN/5/9 of August 12th.
2. The site of the demolished bridge was visited yesterday 18th August and the work found in the following condition.
3. Two shifts of 35 men each are working on the bridge in two shifts from 5 a.m. to 9 p.m. Also an additional gang is working on the earthwork for the deviation of the railway.
4. It is hoped to start a third shift to day as it has been possible to obtain flood lights.
5. The removal of the debris from the destroyed span is practically complete and pile driving should have started late in the afternoon of the 18th.
6. The work of deviating the railway at the Giuncarico end of the bridge is complete and work on the bank at the Ribolla end well in hand.
7. Material for the temporary span is ~~now~~ reaching the site well and should not cause delay.
8. The actual work is under the supervision of 15th Beach Company R.E. and every possible cooperation is being received.
9. The line should be open to traffic on 26th August.

A.H. STREET Major
A.C.C. Transportation Subcommission
Civil Engineer
(Northern Italy)

TRANSPORTATION SUBCOMMISSION
A.C.C. MAIN HEAD QUARTERS.

SUBJECT : SHIVASE RAILWAYS -
GIANCARICO - RIBOLLA.

1. Further to my Report R/TM/8/9 of August 12th.
2. The site of the demolished bridge was visited yesterday 18th August and the work found in the following condition.
3. Two shifts of 35 men each are working on the bridge in two shifts from 5 a.m. to 9 p.m. also an additional gang is working on the earthwork for the deviation of the railway.
4. It is hoped to start a third shift to day as it has been possible to obtain flood lights.
5. The removal of the debris from the destroyed span is practically complete and pile driving should have started late in the afternoon of the 18 th.
6. The work of deviating the railway at the GIANCARICO end of the bridge is complete and work on the bank at the RIBOLLA end well in hand.
7. Material for the temporary span is ~~ready~~ reaching the site well and should not cause delay.
8. The actual work is under the supervision of 15 th Beach Company R.E. and every possible cooperation is being received.
9. The line should be open to traffic on 26 th August.

A.H. STREET Major
A.C.C. Transportation Subcommission
Civil Engineer
(Northern Italy)

Memo: Col. D.S. ADAMS.

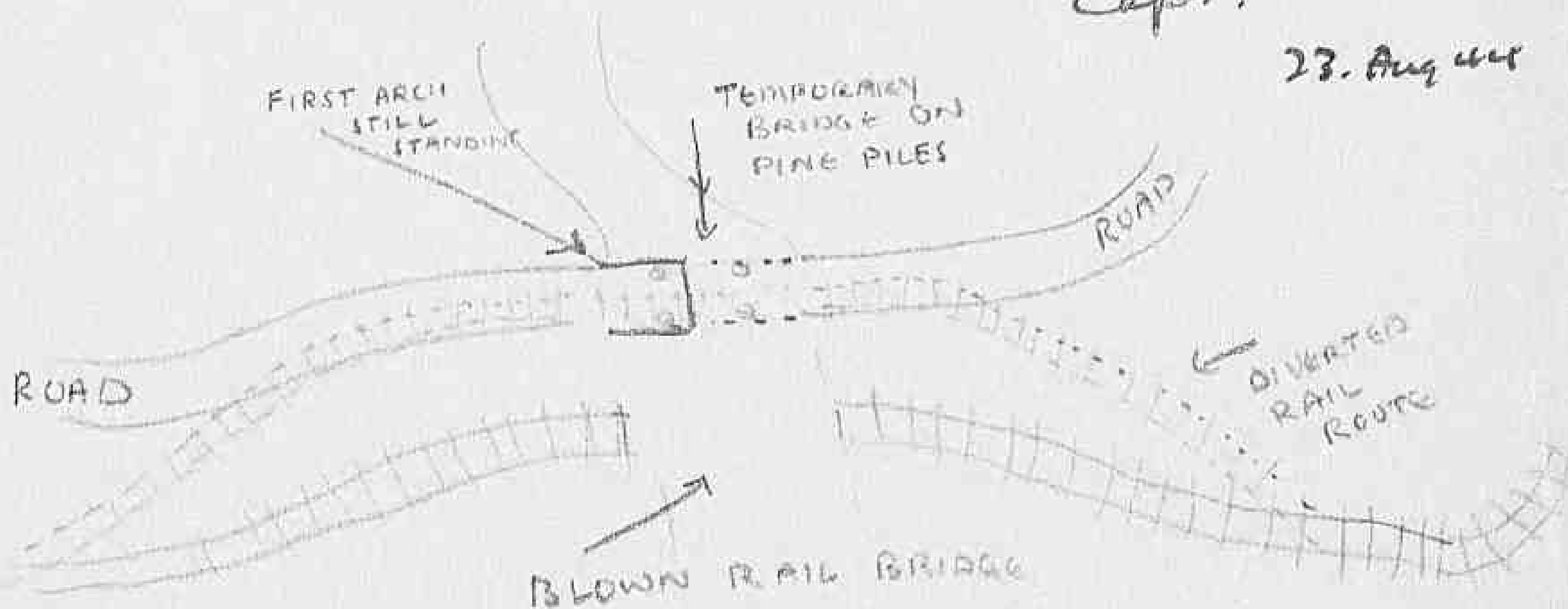
Subject: Bridge reconstruction on line from Lignite Mine.
Pending submission of report by Engineer Major A.H. Street, the following brief report of progress is submitted.

The Bridge is being speedily reconstructed by day and night shifts as a temporary measure, and there is no doubt that it will be available by August 26 for the movement of traffic. Rail sleepers are being sunk into the road surface, to give the rail lines a flat surface with the road itself, thus affording full width for road vehicles. The road, however, is little used, and a ford across the river is available for heavy vehicular traffic.

Rough diagram is given below.

*at Pine
Capt.*

23. Aug 44



4218

ALLIED CONTROL COMMISSION
TRANSPORTATION SUBCOMMISSION
ENGINEERING SECTION NORTH

Ref R/TN/8/7

5 ~~4~~ August 1944

TO: TRANSPORTATION SUBCOMMISSION
A.C.C. MAIN HEADQUARTERS

SUBJECT : PRIVATE RAILWAYS

- I. As requested I herewith attach particulars of the industrial branch railway from Giuncarico to Ribolla.
2. I shall be glad if I may be informed if you wish me to take any further action.


A.H. STREET Major

Civil Engineer

A.C.C. TRANSPORTATION SUBCOMMISSION
Northern Italy.

Industrial Branch Railway from GIUNCARICO to the lignite mines
of RIBOLLA.

OWNERS: Montecatini.

ADDRESS: Via Selendra 13 - Rome.

ROUTE: Giuncarico - Ribolla.

DISTANCE: 8.000 Km.

GAUGE: 1,445 Standard.

MAX. GRADE 0/00: 14,1 at the entrance to Ribolla station remainder
of line 9.33

MIN. Radius of curve: 300 metres.

ROLLING STOCK:

Locomotives: 2 + 1 on loan from State Railways,
in good condition.

MAX. WEIGHT OF TRAIN: up: 25 empty wagons

down: 27 full wagons

1 brakeman for each wagon required

GIUNCARICO STATION has 2 main lines and 4 sidings.

RIBOLLA STATION has capacity for 30 wagons.

Loading rate 650 Tons per day which can be delivered to Giun-
carico station.

Stock at surface 70.000 tons.

Production rate 2.000 to 2.500 tons per day.

248

The mine closed down on the 15 th June but no coal has been sent
to Rome for over a year due to the bombing of the main line.

DAMAGE TO LINE

5,000 from Ribolla a reinforced concrete

ROUTE: Giuncarico - Ribolla.

DISTANCE: 8.000 Km.

GAUGE: 1,445 Standard.

MAX. GRADE 0/00: 14,1 at the entrance to Ribolla station remainder of line 9.33

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RIBOLLA STATION has capacity for 30 wagons.

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Production rate 2.000 to 2.500 tons per day.

1240

The mine closed down on the 15 th June but no coal has been sent to Rome for over a year due to the bombing of the main line.

DAMAGE TO LINE

There is at Km. 5+400 from Ribolla a reinforced concrete railway bridge (sketch attached) (Appendix 1). This has been severely damaged but could be repaired it is estimated in three months, but it would be necessary for the Allied Command to

make available 100 tons of cement. This would be all the material required.

Estimated time for repairs: three months.

There is in close proximity ^{to} the railroad bridge, a highway bridge which carries the highway from Giuncarico, to Ribolla.

There is very little traffic on this road.

Negotiations are in hand between the Montecatini company and the Genio Civile Grosseto to effect temporary repairs to this bridge so that it can carry both the railway and road traffic.

The repairs should take about 15 days ~~after~~ and will be carried out in timber.

It will be necessary for the Allied Command to facilitate the supply of timber.

This bridge is on a provincial road and the repairs will come under the control of the engineering section of the Region concerned.

A sketch of the highway bridge is attached (Appendix 2)

S. H. Keel

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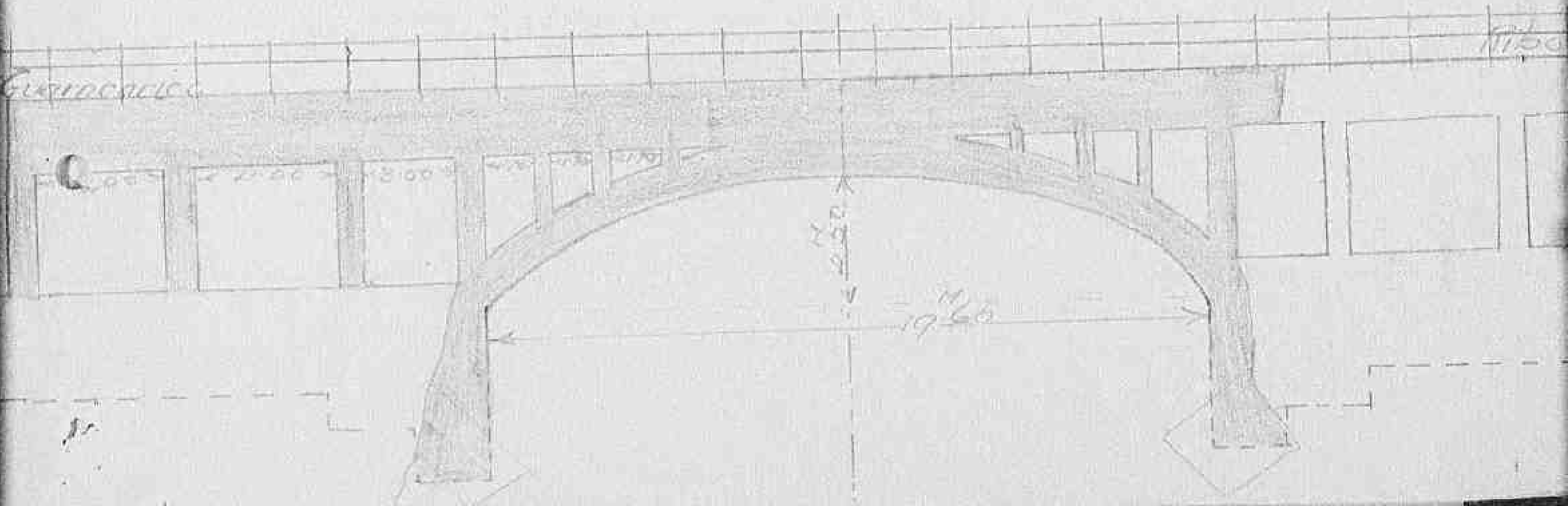
421*

Reinforced Concrete Railroad Bridge
Flume Brum

K² 5+450

Destroyed Portion Shown Blue

44.00 ft



0823

421*

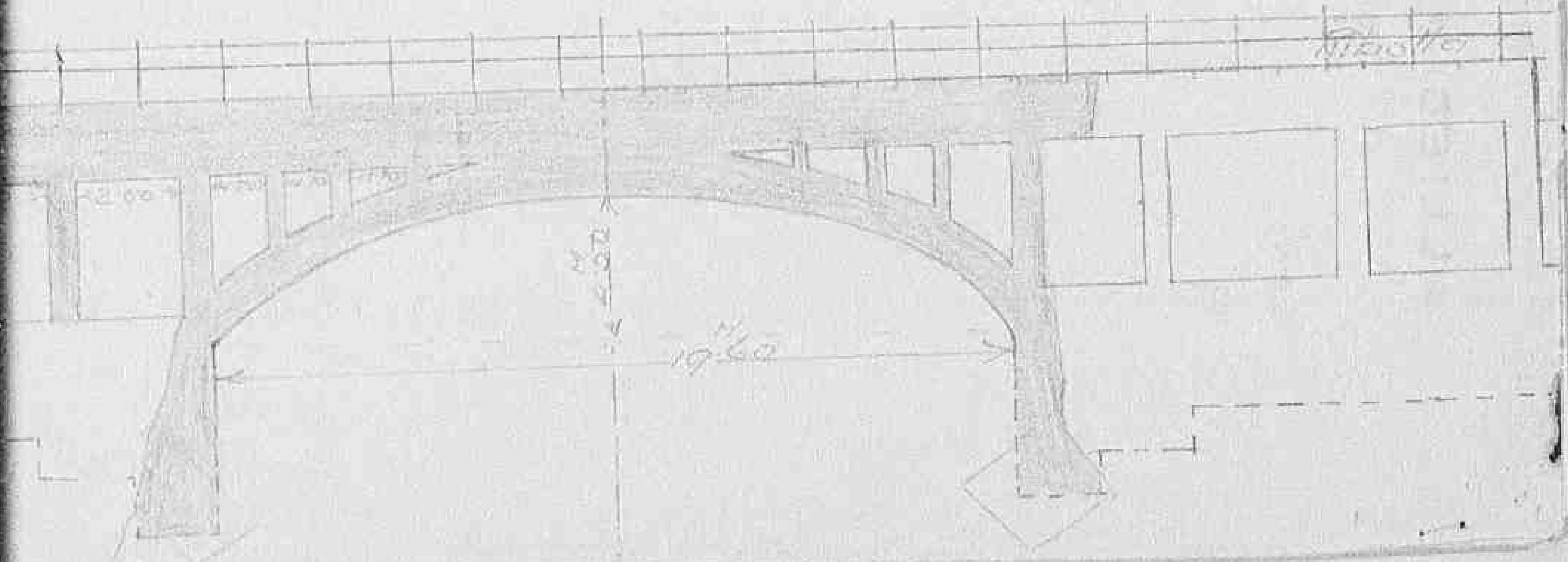
Reinforced Concrete Railroad Bridge

Flume Bridge

K2 54 W50

Destroyed Portion Shown Blue

44.0 Mts



0824

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

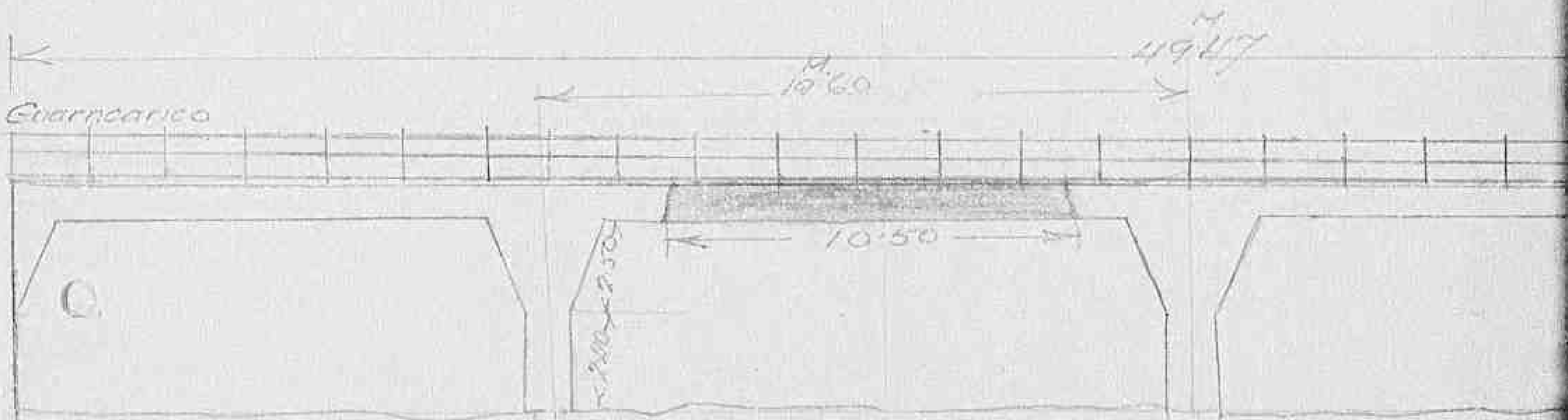
1240

Reinforced Concrete

Highway Bridge

Fiume Bruna

Damaged Portion Shown Blue



0825

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

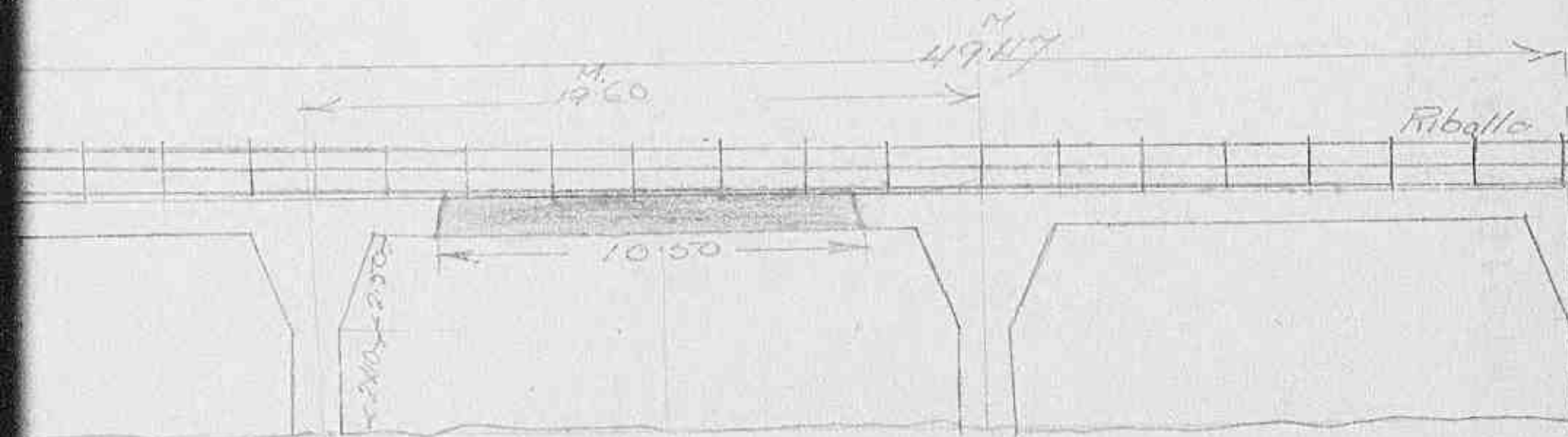
1940

Reinforced Concrete

Highway Bridge

Fiume Bruna

Damaged Portion Shown Blue



0 8 2 6