

ACC

AC/296/TN4

10000/148/2393

LIGN

JAN. 194

10000/148/2393 LIGHTITE MINES - GENERAL
JAN. 1945 - FEB. 1946

296/24
AHS/af

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

Tel.: 843209

18 February 1946

Ref. 296 Tuh

✓ SUBJECT : Hauling of lignite.TO : Director General
I.S.R.

1. Enclosed is copy of letter received from the
"Società per Azioni Mineraria del Trasimeno".

2. Will you please enable me to reply to the questions
raised especially the question of wagon shortage and contract
rates.

A.H. STREET, Lt. Col.,
Chief of Rail Division.

SOCIETA' PER AZIONI
MINERARIA DEL TRASIMENO

- MINIERE DI PIETRAFITTA

Ref : 2847

Pietrafitta, 12 February 1946
Casella Postale 58, PERUGIA

TO : Allied Commission
Tn Sub Commission
R o m e

We beg to point out the serious position of our Industry due to the limitation which the output of lignite has to suffer, owing to the small amount of rly wagons allotted to us for the shipment of lignite.

Such a situation threatens to disturb the economic balance of the area, strictly joined with the total employment of local personnel, also those of the various Industries in the north, which since months are awaiting the supply of lignite.

1) At the beginning there was a deficient - and afterwards nearly no allotment of rly wagons for the north, and therefore, to the existing stock of approx. 100.000 tons of lignite, has to be added the daily production of - already been reduced - approx. 600/700 tons.

2) With the a/m minimum production - which represents the half of the potentiality with the already existing plants - our mine employs about 700 workers, but could employ about 1500 workers.

3) Owing to the impossibility of shipping the extracted combustible, we may say that our concern is being kept in efficiency with the object of not leaving our superabundant workers without work.

4) While the existing rly siding with the Ellera station and the possibility of loading lorries, allows to ship without difficulties approx. 200 wagons in 24 hrs., (and the shipment would be abundantly covered with ~~request~~ market requirements), during the last months we had an allotment of only 30/40 wagons per week, and in the period of two weeks only two for the north.

5) Our clients consist in prevalence of textile, cotton manufacturing, food, bricks, hospital industries, the most of them situated north of Bologna. We enclose a list of our major clients, who have ordered lignite and only a small part could be delivered to them.

6) If we are unable to deliver the lignite by means of rly wagons, we would be obliged to dismiss a great part of our staff; and the higher officials urge us to employ more unemployed workers from the area.

./.

7) On the 29 Oct. 1945 the siding of the Pietrafitta mine was put into operation on the stretch of Ellera-Pietrafitta. That siding of a length of approx. 18 km, was completed with speed as the Allied Command urged it.

For the use of this siding we pay a yearly rent of about Lire 3'240'000.= to the Ministry of Public Works. Besides that amount, we also pay for the maintenance of the siding 6'000 Lire per day.

The Rly operation is completely at our charge. For every trip of the engine we pay Lire 6'400. When there is no train leaving - that happens 4/5 days in the week, we have to pay Lire 4'800.= per day for the disposition of the not used engine. The train and engine crews is at our charge, which is a heavy burden to us. Beg to point out that in order to use the siding it was necessary the construction of a loading ramp and other expenses of about 5'000.000.= Lire.

The rent expenses of the siding and those of rly operation ^{are} already very high, owing to the minimum number of wagons, have to be divided among the tonnage which is very small and therefore the cost of the production has to be raised.

We enclose for you a programme showing the movement of wagons from 1st Dec. till to day.

In order to assure the reason of existence to an industry equipped like ours and which has the possibility of a n extensive future and in order to avoid a heavy unemployment in the area, a minimum number of wagons have to be allotted to us every week.

It is necessary that the allotted wagons from the concerned ministries are really put at the disposal of the Compartimento of Ancona for Ellera and Compartimento of Rome for Panicale.

We are sure of your kind comprehension and are awaiting your intervention on our behalf.

Encl : I list
I programme

SOC. MINERARIA DEL TRASIMENO
Il Consigliere Delegato
/s/

SOCIETÀ PER AZIONI

MINERARIA DEL TRASIMENO

CAPITALE SOCIALE L. 10.000.000 INTERAMENTE VERSATO

MINIERE DI PIETRAFITTA

MILANO - CORSO MONFORTE, 4 - TEL. 76.037-76.041

R O M A - VIA CORNERIA N. 2 - TELEFONO N. 35.301

PIETRAFITTA - TAVERNELLE (PERUGIA) - TELEF. 41

S. S. PERUGIA N. 2501

INDIRIZZI TELEGRAFICI

PIETRAFITTA - SOMINTRA - TAVERNELLE (PERUGIA)

MILANO - SOMINTRA - MILANO

ROMA - SOMINTRA - ROMA

DIREZIONE MINIERE

RM/mt

N° 2847

di Prot.

Pietrafitta, 12 Febbraio 1946
Casella Postale 58, PERUGIAALLIED COMMISSION
TRANSPORTATION SUB.COMMISSIONR O M A

Ci permettiamo rivolgerci a codesta Commissione allo scopo di far presente la gravissima situazione nella quale versa la nostra industria per le limitazioni che deve subire la produzione della lignite in conseguenza del numero ristrettissimo di carri ferroviari che ci vengono concessi per la spedizione del combustibile.

Tale situazione minaccia di turbare sia l'equilibrio economico della zona, strettamente connesso ad un totale impiego della mano d'opera locale, sia quello delle varie industrie del nord che attendono e sollecitano da mesi l'invio della lignite.

1°) La inizialmente deficiente ed attualmente quasi nulla assegnazione di carri ferroviari diretti al nord, fa sì che al già esistente stock di circa 100'000 tonnellate di lignite, si aggiunga la produzione giornaliera aggirantesi, per quanto ridotta, sulle 600/700 Tonnellate.

2°) Con la suddetta produzione minima - che rappresenta la metà di quella potenzialmente consentita dall'attrezzatura esistente - la nostra miniera occupa circa 700 operai, mentre potrebbe dar lavoro a circa 1500 operai.

3°) Per l'impossibilità materiale di spedire il combustibile estratto, si può dire che la nostra Azienda è mantenuta in efficienza al solo scopo di non lasciare senza lavoro la maestranza già esuberante.

4°) Mentre il raccordo ferroviario esistente con la Stazione di ELLERA e la possibilità di caricare a mezzo camion, consentirebbe di spedire senza difficoltà circa 200 vagoni nelle 24 ore (e le spedizioni sarebbero abbondantemente coperte dalle richieste del mercato), negli ultimi mesi ci sono stati assegnati soltanto 30/40 vagoni settimanali, di cui nelle decorse due settimane solo un paio per il nord.

./.

5°) La nostra clientela è costituita in prevalenza da industrie tessili, cotoniere, alimentari, laterizi, ospedali, per la maggior parte ubicata al nord di Bologna. Uniamo un elenco dei nostri maggiori clienti che hanno ordini di lignite in corso potuti evadere solo in pochissima parte.

6°) Se non sarà provveduto a metterci in grado di smaltire la produzione mediante una adeguata assegnazione di carri ferroviari, ci troveremo nella dura necessità di eseguire licenziamenti in massa, mentre per contro abbiamo pressioni dagli Organi Superiori per l'assorbimento di mano d'opera disoccupata della zona.

7°) Il 29 ottobre scorso venne iniziato l'esercizio del raccordo da parte della miniera di Pietrafitta per il tratto ferroviario ELLERA=PIETRAFITTA. Tale raccordo della lunghezza di 18 Km. circa, venne portato a termine a ritmo accelerato su pressioni dei Comandi Alleati.

Per l'utilizzo di tale raccordo paghiamo al Ministero LL.PP. un canone annuo di £. 3'240'000.= Oltre a tale cifra è a nostro carico la manutenzione del tratto raccordo che porta una spesa giornaliera di £. 6'000.= per solo mano d'opera.

L'esercizio ferroviario è tutto a nostro carico. Per ogni corsa di loco motiva paghiamo £. 6'400.= Quando non vengono effettuate tracotte, ciò che si verifica 4/5 giorni la settimana, siamo tenuti a pagare £. 4'800.= al giorno per locomotiva a disposizione non utilizzata. Il personale viaggiante della Ferrovia è a carico nostro, ciò che porta ulteriore aggravio.

Da tener presente che per l'uso del raccordo si è resa necessaria la costruzione di un piano caricatore ed altre spese per un importo di oltre 5'000'000.= di lire.

Le spese di canone del raccordo e quelle di esercizio ferroviario già elencate ripartite per sé stesse, stante il numero minimo di vagoni, devono essere ripartite su un tonnellaggio molto basso e vanno quindi ad incidere fortemente sul costo del prodotto.

Amaggior orientamento di codesta On.le Commissione, uniamo uno specchio che indica il movimento dei vagoni dal 1°/12/45 ad oggi.

Domandiamo che per assicurare le ragioni di esistenza ad una industria attrezzaatissima come la nostra e che ha delle possibilità molto vaste per l'avvenire, e per evitare una forte disoccupazione nella zona, ci venga assicurato un numero minimo settimanale di vagoni.

Occorre che i vagoni assegnati dai competenti Ministeri vengano effettivamente messi a disposizione dei Compartimenti di ANCONA per ELLERA e ROMA per PANICALE.

Non dubitiamo della benevola comprensione di codesta Commissione ed in un intervento decisivo a nostro favore.

no crant di lignite in corso potuti evadere solo in pochissima parte.

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Con osservanza.

Allegato: un elenco
uno specchio

SOC. MINIERARIA DEL TRASIMENO

Il Consigliere Delegato

27/12/45

Allegato alla lettera 12/2/46 a ALLIED COMMISSION TRASPORTATION SUB.COMMISSION = ROMASTAZIONE DI ELLERA

<i>Data</i>	<i>Vagoni richiesti</i>	<i>Vagoni assegnati</i>	<i>Vagoni messi a disposizione</i>
3-9/12/45	263	49	21
10-16/12/45	208	37	37
17-23/12/45	574	58	42
24-30/12/45	390	18	18
31/12/45-6/1/46	552	21	20
7-13/1/46	415	18	18
14-20/1/46	521	22	22
21-27/1/46	478	66	37
28/1-3/2/46	497	32	23
4-10/2/46	<u>103</u>	<u>49</u>	<u>21</u>
	4001	370	259

STAZIONE DI PANICALE

3-9/12/45	180	109	10
10-16/12/45	100	36	26
17-23/12/45	141	26	23
24-30/12/45	231	20	20
31/12/45-6/1/46	234	5	5
7-13/1/46	211	12	12
14-20/1/46	248	14	14
21-27/1/46	248	--	--
28/1-3/2/46	206	54	29
4-10/2/46	<u>48</u>	<u>25</u>	<u>9</u>
	1849	301	148

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DI PINTA CLIENTELA NORD ITALIA

INDUSTRIE TESSILI

RICCARDO ADAMOLI S.A.
 ALFA S.A.
 TESSITURA E. AGOSTI & F. LLO
 GIOVANNI BASSETTI S.A.
 CALZIFICIO NAZIONALE S.A.
 CANDEGGIO E TINTORIA SIOLI
 COTONIFICIO CANTONI
 COTONIFICIO DI SOLBIATE
 COTONIFICIO VALLE TICINO
 S.A. FABBRICAZIONE FEZ
 FILANDE EUGENIO LEVADE
 FILANDA DI LANCENIGO
 COTONIFICIO F.LLI GIANOLI
 GIULINI & RATTI = TESSITURA
 INDUSTRIE TESSILI BRESCIANE
 LANIFICIO GASPARE PAOLETTI
 LINIFICIO E CANAPIFICIO NAZIONALE
 LONGONI FRANCESCO
 MANIFATTURA LOMBARDA LINO & CANAPA
 MANIFATTURA ITALIANA CARLO PACCHETTI
 MANIFATTURA ROSSARI & VARZI
 MANIFATTURA TOSI
 MARELLI & BERTA
 NUOVA INDUSTRIA VELLUTI AFFINI
 PESSINA BRUNO TINTORIA
 SETIFICIO PIOVESANA
 CANDEGGIO E TINTORIA RUGGERI
 TESSITURA DI CISLAGO
 TESSITURA DI NOSATE E S. GIORGIO S.A.
 TESSITURE SERICHE BERNASCONI
 TINTORIA DI CAJELLO
 TINTORIA COMENSE S.A.
 UNIONE MANIFATTURE
 LANIFICIO ROSSI
 COTONIFICIO LIGURE

ENTI DI UTILITA' PUBBLICA

COMMISSARIATO REG. COMBUSTIBILI SOLIDI
 CONSORZIO AGRARIO PROVINCIALE
 ISTITUTO DI PREVIDENZA SOCIALE
 OSPEDALE CIVILE
 OSPEDALE MAGGIORE
 GASOMETRO NATALE MORETTI

CARNAGO
 PADOVA
 LEGNANO
 RESCALDINA
 PERTUSELLA CARONNO
 BUSTO ARSIZIO
 LEGNANO
 SOLBIATE OLONA
 FAGNANO OLONA
 MORTARA
 ORSAGO
 LANCENIGO
 VIGEVANO
 LEGNANO
 SALEMARASINO
 POLLINA
 CASSANO D'ADDA
 CARUGO GIUSSANO
 MILANO
 MILANO
 GALLIATE
 BUSTO ARSIZIO
 MARIANO COMENSE
 GERENZANO
 COMO
 FRANCONIGO
 GALLARATE
 MILANO
 LEGNANO
 CERNOBBIO
 CAVARIA OGGIONA
 COMO
 PARABIAGO
 SCHIO
 VARAZZE

TORINO
 NOVARA
 NOVARA
 S. FELICE s/PANARO
 VERCELLI
 TREVIGLIO

= 2 =

INDUSTRIE ALIMENTARI

GALBANIEGIDIO S.A.
S.A. SIMMENTAL
SOC. PRODOTTI ALIMENTARI MAGGI
ZUCCHERIFICIO DI

MELZO
MONZA
SESTO S. GIOVANNI
SERMIDE

INDUSTRIE METALLURGICHE

ACC.FERRIERE LOMBARDE " FALCK "
ACCIAIERIA E TUBIFICIO S.A.
E. LAGOMARSINO
MOTO GUZZI S.A.
OFFICINE DI FORLI' S.A.
SOC. ANTONIO BADONI
ALBERTI MARIO S.A.
LA SCUOLA S.A.
OFFICINE F.LLI GIANAZZA
S.A. MONTEVECCHIO PIOMBO & ZINCO
S.A.O.M.
FABBRICA AUTOMOBILI " ISOTTA FRASCHINI "
OFFICINE A. PELLIZZARI & FIGLI

SESTO S. GIOVANNI
BRESCIA
MILANO
MANDELLO LARIO
MILANO
LECCO
SARONNO
BRESCIA
LEGNANO
VENEZIA
CASTELFRANCO VENETO
MILANO
ARZIGNANO

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BERETTA E GIANOTTI
BONINI ARICDANTE
RAG. BORIANI
BOTTINI & C.
ANTONIO BRUNORI
CAIANI MARIO
CALCE DEL PIAVE
CANDIANI CARLO
CAVALLINI LAMBERTO
COLOMBO & C.
COOPERATIVA RICOSTRUZIONE
DIENA ODOARDO
EREDI INDEMINI
FERRARI CLAUDIO
FORNACI DA CALCE CAV. A. OLIVATO
FORNACI FOPPIANO
FORNACI F.LLI NASCIMBENE
EREDI FRAZZI S.A.
S.A. GALLOTTI
IMPRESA ING. G. LAMBERTINI
LEGNANI MARINO
MACCHI RODA & C.

BOLOGNA
MODENA
GARBAGNATE MILANESE
POGGIO RUSCO
ZEMME LOMELLINA
BUSTO ARSIZIO
RUBANO D'IMOLA
SASSUOLO
SPRESIANO
CASTELLETTO DI BRANDUZZO
CASTELVETRO
MARCALLO
MARMIROLO
MODENA
BRESCIANA BOTTARONE
MODENA
SUSEGANA
PINAROLO PO
BRESCIANA BOTTARONE
CREMONA
BOLOGNA
NOALE
COGLIATE
CASSANO MAGNANO

3752

= 3 =

IMPRESA MACCIACCHINI
 MARCHESI & PAGANO FORNACI
 MECUGNI BRUNO
 MESSORI VITIGE FORNACE
 PAGANO, AZZI, SIGNORINI S.A.
 S.A. CARLO PALLI & F.
 GUGLIELMO PELLI
 CONTI & MAGNANI
 S.A. PRODUZIONE LATERIZZI
 QUAGLIA COLOMBO & C.
 RE FELICE & FIGLI
 RIZZI DONELLI BREVIGLIERI FORNACI
 S.A. CALCE E CEMENTI
 R. SERVETTI & C.
 FORNACE TACCONI
 S.A. VALBEVERA
 VILLANI GIUSEPPE
 S.A. FORNACI VALDIGE

INDUSTRIE VARIE

S.A. A.R.C.
 BOSCHETTI F.LLI
 CORBELLÀ VINCENZO
 BOSSI EREDI
 LUIGI FERMI
 FERRETTI OTELLO
 FONTANA PRIAMO
 GASTALDI & C.
 GRAMPA ENRICO
 S.A. IMPRESE LOMBARDE
 LONGONI LEOPOLDO
 MAIERNA F.LLI
 PASSUELO CECILIA ved. SARTORI
 INDUSTRIE CHIMICHE DR. SARONIO
 STAB. TECNICO INDUSTRIALE MANFREDI QUINTO
 MIRA LANZA S.A.
 S.A.L.P. S.A.
 S.A. TENSI
 TRAINOTTI FERDINANDO
 VANGELINI GIOVANNI
 VETRERIE A. BORDONI & DI S. PAOLO
 CARTIERE F.A. MARONI
 CARTIERE ANTONIO STERZI
 SAPONIFICIO GIOVANNI VISMARA & F. S.A.

GARBAGNATE M.
 PARMA
 POGGIO RUSCO
 BOGGIOVARA (Carpi)
 PONTECURONE
 LUNGAVILLA
 PAVIA
 ALBIZZATE
 LUNGAVILLA
 TERNATE V.B.
 MISITO
 PIACENZA
 VIGNOLA
 VOGHERA
 BRESSANA ARGINE
 OGGIATE CALCO
 MODENA
 S. GIOVANNI ILLARONE

MILANO
 PADOVA
 MILANO
 GALLARATE
 FIERA DI TREVISO
 BOLOGNA
 MILANO
 GENOVA
 BUSTO ARSIZIO
 MILANO
 MILANO
 TRENNO
 TREVISO
 MELEGNANO
 MILANO
 VENEZIA
 RIVAROLO CANAVESE
 MILANO
 VERONA
 PADOVA
 MILANO
 TREVISO
 VARESE
 MONZA

= 4 =

COMMERCianti

MARIO ALBERTI S.A.
COOPERATIVA CONSUMATORI COMBUSTIBILI
ANONIMA CARBONI S.A.
C.E.R.S.A.
" LIGNITAL " S.A.
FRATELLI MARIANI
MEDA SILVIO FU' G.B.
LUIGI PROFUMO S.A.
ING. AMEDEO SALVI
S.I.C.N.E.A.
SILIMBANI FERRUCCIO
SIGNORINI FRANCESCO
TUGNOLI CESARE
F.LLI VECCHI
VERGANI ETTORE
ZUCCHERI AMLETO

MILANO
MILANO
VENEZIA
ROGOREDO (Milano)
MILANO
MILANO
MONZA
GENOVA
BOLOGNA
FAVIA
FORLI'
MILANO
BOLOGNA
BOLOGNA
RESCALDINA
BOLOGNA

Questi nominativi ci hanno passato ordini per tonn. 180.000==
di lignite.

GIUSEPPE TAGLIABUE FU' A. = MONZA

Contratto di tonn. 50.000= per sua Clientela come da seguente
distinta:

BOSCHETTI F.LLI
DITTA CESARIN
COMPAGNIA SINGER
COTONIFICIO F.LLI MAINO
COTONIFICIO FELICE FOSSATI
COTONIFICIO CEDERNA
COTONIFICIO DI STRAMBINO
FOSSATI & LAMPERTI
G. FRACASSO
MANIFATTURA LUIGI SILVERA
NECRINI AMOS
PASTORI & CASANOVA
GIUSEPPE REDAELLI
GIUSEPPE ZANZI & F.LLI
CASA DI CURA PROF. PESERICO E OSSELADORE
OSPEDALE CIVILE S. MICHELE
OSPEDALE CIVILE
OSPEDALE PSICHIATRICO
IST. PROV. MATERNITA'E INFANZIA
OSPEDALE CIVILE
OSPEDALE MILITARE DELLA MISERICORDIA
OSPEDALE CIVILE
OSPEDALE CIVILE
CARBONERA LINO PANIFICIO
SAITA GUIDO TESSITURA

PADOVA
MONTECCHIO CROSARA
MONZA
GALLARATE
MONZA
MONZA
MONZA
MONZA
PADOVA
NOVA MILANESE
PADOVA
MONZA
MONZA
ROMA
PADOVA
GEMONA
S. VITO AL TAGLIAMENTO
UDINE
UDINE
UDINE
UDINE
TOLMEZZO
ODERZO
CODROIPO
PALMANOVA

= 5 =

REBESCHINI ANTONIO FORNACE
CECCON GIACOMO FORNACI
ROSSI & CONTI FORNACI
POLI LUIGI DOMENICO PANIFICIO
DEL TOSO GIOVANNI PANIFICIO
COSMACINI ANTONIO TESSITURA
CARTIERA CARCOSI
TAVIAN AUGUSTO VETRERIA
COLLE ENRICO LATERUZZI
FERRO ANTONIO OFF. MECC.
CHIARUTTINI ATTILIO OFF. MECC.
F.LLI MOLINARIS PASTIFICI
BERINI REANA FORNACI
POLICLINICO MORGAGNI

UDINE
UDINE
UDINE
UDINE
UDINE
UDINE
CODROIPO
PALMANOVA
UDINE
CERVIGNANO
S. GIORGIO NOGARO
UDINE
UDINE
PADOVA

(Società per Azioni)

MINERARIA DEL TRASIMENO (Miniere di Pietrafitta)

MILANO: Corso Monforte, 4. Tel/76.037
 ROMA : Via Cosseria N° 2. Tel:32.301
 PIETRAFITTA: Tevernelle(Perugia) Tel: 16

Indirizzi Telegrafici

MILANO: SOMINTRA - MILANO

Roma / SOMINTRA - ROMA

Pietrafitta/ SOMINTRA - Tevernelle
(Perugia)

RM/mt

N° 2847 di Prot.

Pietrafitta, 12 Febbraio 1946
Casella Postale 58, PERUGIA

ALLIED COMMISSION
 TRANSPORTATION SUB-COMMISSION

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Tale situazione minaccia di turbare sia l'equilibrio economico della zona, strettamente connesso ad un totale impiego della mano d'opera locale, sia quello delle varie industrie del nord che attendono e sollecitano da mesi l'invio della lignite.

1°) La inizialmente deficiente ed attualmente quasi nulla assegnazione di carri ferroviari diretti al nord, fa sì che al già esistente stock di circa 100000 tonnellate di lignite, si aggiunga la produzione giornaliera aggirantesi, per quanto ridotta, sulle 600/700 tonnellate.

2°) Con la suddetta produzione minima - che rappresenta la metà di quella potenzialmente consentita dall'attrezzatura esistente - la nostra miniera occupa circa 700 operai, mentre potrebbe dar lavoro a circa 1500 operai.

3°) Per l'impossibilità materiale di spedire il combustibile estratto, si può dire che la nostra Azienda è mantenuta in efficienza al solo scopo di non lasciare senza lavoro la maestranza già esuberante.

- 2 -

4°) Mentre il raccordo ferroviario esistente col la Stazione di ELLERA e la possibilità di caricare a mezzo camion, consentirebbe di spedire senza difficoltà circa 200 vagoni nelle 24 ore (e le spedizioni sarebbero abbondantemente coperte dalle richieste del mercato), negli ultimi mesi ci sono stati assegnati soltanto 30/40 vagoni settimanali, di cui nelle decorse due settimane solo un paio per il nord.

5°) La nostra clientela è costituita in prevalenza da industria tessili, cotoniere, alimentari, laterizi, ospedali, per la maggior parte ubicata al nord di Bologna. Uniamo un elenco dei nostri maggiori clienti che hanno ordini di lignite in corso potuti evadere solo in pochissima parte.

6°) Se non sarà provveduto a metterci in grado di smaltire la produzione mediante una adeguata assegnazione di carri ferroviari, ci troveremo nella dura necessità di eseguire licenziamenti in massa, mentre per contro abbiamo pressioni degli Organi Superiori per l'assorbimento di mano d'opera disoccupata nella zona.

7°) Il 29 ottobre scorso venne iniziato l'esercizio del raccordo da parte della miniera di Pietrafitta per il tratto ferroviario ELLERA-PIETRAFITTA. Tale raccordo della lunghezza di 18 Km. circa, venne portato a termine a ritmo accelerato su pressioni dei Comandi Alleati. Per l'utilizzo di tale raccordo paghiamo al Ministero LL.PP. un canone annuo di £ 3.240.000. Oltre a tale cifra è a nostro carico la manutenzione del tratto raccordato che porta una spesa giornaliera di £6.000. per solo mano d'opera.

L'esercizio ferroviario è tutto a nostro carico. Per ogni corsa di locomotiva paghiamo £ 6.400. Quando non vengono effettuate tradotte, ciò che si verifica 4/5 giorni la settimana, siamo tenuti a pagare £ 4.800. al giorno per locomotiva a disposizione non utilizzata. Il personale viaggiante della Ferrovia è a carico nostro, ciò che porta ulteriore aggravio.

Da tener presente che per l'uso del raccordo si è resa necessaria la costruzione di un piano caricatore ed altre spese per un importo di oltre 5.000.000 di lire.

Le spese di canone del raccordo e quelle di esercizio ferroviario già elevatissime per sé stesse, stante il numero minimo di vagoni, devono essere ripartite su un tonnellaggio molto basso e vanno quindi ad incidere fortemente sul costo del prodotto.

A maggior orientamento di codesta ONle. Commissione, uniamo uno specchio che indica il movimento dei vagoni dal 1°/12/45 ad oggi.

Domandiamo che per assicurare le ragioni di esistenza ad una industria attrezzatissima come la nostra e che ha delle possibilità molto vaste per l'avvenire, e per evitare una forte disoccupazione

- 3 -

nella zona, ci venga assicurato un numero minimo settimanale di vagoni.

Occorre che i vagoni assegnati dai competenti Ministeri vengano affettivamente messi a disposizione dei Compartimenti di ANCONA per ELLERA e ROMA per PANICALE.

Non dubitiamo della benevola comprensione di codesta Commissione ed in un intervento decisivo a nostro favore.

Con osservanza.

Soc. MINERARIA del TRASIMENO
Il Consigliere delegato.

3746

Allegato alla lettera 12/2/46 a ALLIED COMMISSION TRANSPORTATION S/C.ROMA.STAZIONE DI ELLERA

<u>Data</u>	<u>Vagoni richiesti</u>	<u>Vagoni assegnati</u>	<u>Vagoni messi a disposizione</u>
3-9/12/45	263	49	21
10-16/12/45	208	37	37
17-23/12/45	574	58	42
24-30/12/45	390	18	18
31/12/45 - 6/1/46	552	21	20
7-13/1/46	415	18	18
14-20/1/46	521	22	22
21-27/1/46	478	66	37
28/1 - 3/2/46	497	32	23
4-10/2/46	103	49	21
	<u>4001</u>	<u>370</u>	<u>259</u>

STAZIONE DI PANICALE

3-9/12/45	130	109	10
10-16/12/45	100	36	26
17-23/12/45	141	26	23
24-30/12/45	231	20	20
31/12/45 - 6/1/46	234	5	5
7-13/1/46	211	12	12
14-20/1/46	248	14	14
21-27/1/46	248	--	--
28/1 - 3/2/46	208	54	29
4-10/2/46	48	25	9
	<u>1849</u>	<u>301</u>	<u>148</u>

3745

DISINTA CLIENTELA NORD ITALIA

RICCARDO ADAMOLI S.A.
 ALFA S.A.
 TESSITURA E. AGOSTI & F.lli
 GIOVANNI BASSETTI S.A.
 CALZIFICIO NAZIONALE S.A.
 CANDEGGIO E TINTORIA SIOLI
 COTONIFICIO CANTONI
 COTONIFICIO DI SOLBIATE
 COTONIFICIO VALLE TICINO
 S.A. FABBRICAZIONE FEZ
 FILANDE EUGENIO LEVADE
 FILANDRE DI LANCENICO
 COTONIFICIO F.LLI GIANOLI
 GIULINI E RATTI - TESSITURA
 INDUSTRIE TESSILI BRESCIANE
 LANIFICIO GASPARE PAOLETTI
 LANIFICIO E CANAPIFICIO NAZIONALE
 LONGONI FRANCESCO
 MANIFATTURA LOMBARDA LINO E CANAPA
 MANIFATTURA ITALIANA CARLO PACCHETTI
 MANIFATTURA ROSSARI E VARZI
 MANIFATTURA TOSI
 MARELLI E BERTA
 NUOVA INDUSTRIA MELLUTI AFFINI
 PESSINA BRUNO TINTORIA
 SETIFICIO PIOVESANA
 CANDEGGIO E TINTORIA RUGGERI
 TESSITURA DI CISLAGO
 TESSITURA DI NOSATE E S.GIORGIO S.A.
 TESSITURE SERICHE BERNASCONI
 TINTORIA DI CAIELLO
 TINTORIA COMENSE S.A.
 UNIONE MANIFATTURE
 LANIFICIO ROSSI
 COTONIFICIO LIGURE

ENTI DI UTILITA' PUBBLICA

COMMISSARIATO REG.COMBUSTIBILI SOLIDI
 CONSORZIO AGRARIO PROVINCIALE
 ISTITUTO DI PREVIDENZA SOCIALE
 OSPEDALE CIVILE
 OSPEDALE MAGGIORE
 GASOMETRO NATALE MORETTI
INDUSTRIE ALIMENTARI
 GALBANI EGIDIO S.A.

CARNAGO
 PADOVA
 LEGNANO
 RESCALDINA
 PERTUSELLA CARONNO
 BUSTO ARSIZIO
 LEGNANO
 SOLBIATE OLONA
 FAGNANO OLONA
 MORTARA
 ORZAGO
 LANCENIGO
 VIGEVANO
 LEGNANO
 SALEMARASINO
 POLLINA
 CASSANO D'ADDA
 CARUGO GIUSSANO
 MILANO
 MILANO
 GALLIATE
 BUSTO ARZIZIO
 MARIANO COMENSE
 GERENZANO
 COMO
 FRANCONIGO
 GALLARATE
 MILANO
 LEGNANO
 CERNOBBIO
 CAVARIA OGGIONA
 COMO
 PARABIAGO
 SHIO
 VARAZZE

3744

TORINO
 NOVARA
 NOVARA
 S.FELICE - S/PANARO
 MERCELLI
 TREVIGLIO

 MELZO

S.A. SIMENTAL
SOCIETA' PRODOTTI ALIMENTARI MAGGI
ZUCCHERIFICIO DI

INDUSTRIE METALLURGICHE

ACC.FERRIERE LOMBARDE "FALCK"
ACCIAIERIE TUBIFICIO S.A.
E.LAGOMARZINO
MOTO GUZZI S.A.
OFFICINE DI FORLI' S.A.
S.ANTONIO BADONI
ALBERTI MARIO S.A.
LA SCUOLA S.A.
OFFICINE F.LLI GIANNAZZA
S.A. MONTEVECCHIO PIOMBO E ZINGO
S.A.O.M.
FABRICA AUTOMOBILI - ISOTTA FRASCHINI
OFFICINE A.PELLIZZARI E FIGLI
INDUSTRIE LATERIZZI

SOC. A.R.C.E.N.
BARONE VITTORE
BERETTA E GIANOTTI
BONINI ARIODANTE
RAG.BORIANI
BOTTINI & C.
ANTONIO BRUNORI
CAIANI MARIO
CALCIO DEL PIAVE
CAVALLINI LAMBERTO
CANDIANI CARLO

COLOMBO & C.
COOPERATIVA RICOSTRUZIONE
DIENA ODOARDO
EREDI INDEMINI
FERRARI CLAUDIO
FORNACI DA CALCE CAV.A.OLIVATO
FORNACI POPPIANO
FORNACI F.LLI NASCIMBENE
EREDI FRAZZI S.A.
S.A.GALLOTTI
IMPRESA ING.LAMBERTINI
LEGNANO MARINO
MACCHI RODA E COMP.
IMPRESA MACCIACCHINI
MARCHESI E PAGANO FORNACI

MONZA
S.S.GIOVANNI
SERMIDE

S.S.GIOVANNI
BRESCIA
MILANO
MANDELLO LARIO
MILANO
LECCO
SARONNO
BRESCIA
LEGNANO
VENEZIA
CASTELFRANCO V.
MILANO
ARZIGNANO

BOLOGNA
MODENA
GARBAGNATE MIL.
POGGIO RUSCO
ZEME IOMELLINA
BUSTO ARZIZIO
RUBANO D'IMOLA
SASSUOLO
SPRESIANO
CASTELVETRO
CASTELLETO DI
BRANDUZZO
MARCAILO
MARMIROLO
MODENA
BRESCIANA BOTTARONE
MODENA
SUSSEGANA
PINAROLO PO.
BRESCIANA BOTTARONE
CREMONA
BOLOGNA
NOALE
COGLIATE
CASSANO MAGNANO
GARBAGNATE
PARMA

- 3 -

MECUGNI BRUNO
MESSORI VITIGE FORNACE
PAGANO, AZZI, SIGNORINI S.A.
S.A. CARLO PALLI & F.
GUGLIELMO PELLI
CONTI E MAGNANI
S.A. PRODUZIONE LATERIZZI
QUAGLIA COLOMBO & C.
RE FELICE & FIGLI
RIZZI DONELLI BREVIGLIERI FORNACI
S.A. CALCE E CEMENTI
R. SERVETTI & C.
FORNACI TACCONI
S.A. VALBEVERA
VILLANI GIUSEPPE
S.A. FORNACI VALDIGE

INDUSTRIE VARIE

S.A. A.R.C.
BOSCHETTI F.lli
CORBELLÀ VINCENZO
BOSSI EREDI
LUIGI FERMI
FERRETTI OTELLO
FONTANA PRIAMO
GASTALDI & C.
GRAMPA ENRICO
S.A. IMPRESE LOMBARDE
LONGONI LEOPOLDO
MAIERNA F.lli
PASSUELO CECILIA ved. SARTORI
INDUSTRIE CHIMICHE DR. SARONIO
STAB; TECNICO INDUSTRIALE MANFREDI
MIRA LANZA S.A.
S.A.L.F. S.A.
S.A. TENSI
TRAINOTTI FERDINANDO
VANGELINI GIOVANNI
VETRERIE F.A. BORDONI & DI S. PAOLO
CARTIERE F.A. MARONI
CARTIERE ANTONIO STERZI
SAFONIFICIO GIOVANNI VISMARA & F. S.A.

COMMERCianti

MARIO ALBERTI S.A.
COOPERATIVA CONSUMATORI COMBUSTIBILI

POGGIO RUSCO
BIGGIAVARA (Carpi)
PONTECURONE
LUNGAVILLA
PAVIA
ALBIZZATE
LUNGAVILLA
TERNATE V.B.
MISITO
PIACENZA
VIGNOLA
VOCHERA
BRESSANA ARGINE
OLGIATE CALCO
MODENA
S. GIOVANNI ILLARONE

MILANO
PADOVA
MILANO
GALLARATE
FIERA DI TREVISO
BOLOGNA
MILANO
GENOVA
BUSTO ARSIZIO
MILANO
MILANO
TRENNO
TREVISO
MELEGNANO
MILANO
VENEZIA
RIVAROLO CANAVESE
MILANO
VERONA
PADOVA
MILANO
TREVISO
VARESE
MONZA

3742

MILANO
MILANO

- 4 -

ANONIMA CARBONI S.A.
 C.E.R.S.A.
 " LIGNITAL " S.A.
 FRATELLI MARIANI
 MEDA SILVIO FU' G.B.
 LUIGI PROFUMO S.A.
 ING. AMEDEO SALVI
 S.I.C.H.E.A.
 SILIMBENI FERRUCCIO
 SIGNORINI FRANCESCO
 TUGNOLI CESARE
 FRATELLI VECCHI
 VERGANI ETTORE
 ZUCCHERI AMLETO

VEREZIA
 ROGOREDO (Milano)
 MILANO
 MILANO
 MONZA
 GENOVA
 BOLOGNA
 PAVIA
 FORLÌ
 MILANO
 BOLOGNA
 BOLOGNA
 RESCALDINA
 BOLOGNA

Questi nominativi ci hanno passato ordini per tonn. 180.000 di lignite.

GIUSEPPE TAGLIABUE FU' A. MONZA

Contratto di tonn. 50.000 per sua clientela come da seguente distinta:

BOSSETTI FRATELLI
 DITTA CUSARIN
 COMPAGNIA SONGER
 COTONIFICIO F.lli MAINO
 COTONIFICIO FELICE FOSSATI
 COTONIFICIO CEDERNA
 COTONIFICIO DI STRAMBINO
 FOSSATI & LAMPERTI
 G. FRACASSO
 MANIFATTURA LUIGI SILVERA
 NEGRINI AMOS
 PASTORI & CASANOVA
 GIUSEPPE REDAELLI
 CASA DI CURA PROF. PESERICO E OSSELADORE
 OSPEDALE CIVILE S. MICHELE
 OSPEDALE CIVILE
 OSPEDALE PSICHIATRICO
 IST. PROV. MATERNITA' & INFANZIA
 OSPEDALE CIVILE
 OSPEDALE MILITARE DELLA MISERICORDIA
 OSPEDALE CIVILE
 OSPEDALE CIVILE
 CARBONERA LINO PANIFICIO
 SAITA GUIDO TESSITURA
 REBESCHINI ANTONIO FORNACE

PADOVA
 MONTECCHIO CUSARIN
 MONZA
 GALLARATE
 MONZA
 MONZA
 MONZA
 MONZA
 PADOVA
 NOVA MILANESE
 PADOVA
 MONZA
 MONZA
 PADOVA
 GEMONA
 S.VITO AL TAGLIAM.
 UDINE
 UDINE
 UDINE
 UDINE
 TOLMEZZO
 ODERZO
 CODROIPO
 PALMANOVA
 UDINE

37.1

- 5 -

CECCON GIACOMO FORNACI
ROSSI & CONTI FORNACI
POLI LUIGI DOMENICO PANIFICIO
DEL TOSO GIOVANNI PANIFICIO
COSMACINI ANTONIO TESSITURA
CARTIERA CARCOSI
TAVIAN AUGUSTO VETRERIA
COLLE ENRICO LATERIZZI
FERRO ANTONIO OFF. MECC.
CHIARUTTINI ATTILIO OFF. MECC.
F.lli MOLINARIS PASTIFICI
BERINI REANA FORNACI
POLICLINICO MORGAGNI

UDINE
UDINE
UDINE
UDINE
UDINE
CODROIPO
PALMANOVA
UDINE
CERVIGNANO
S. GIORGIO NOGARO
UDINE
UDINE
PADOVA

3740

0 2 2 6

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

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

10 November 1945.

Tel.: 843238

Ref.: AC/296/Tn.4

SUBJECT: Transport of Lignite.

TO : Ministry of Industry & Commerce.

1. On 1 November responsibility for operation of the Railway was returned to the C.S.R.

2. Any difficulty between the Central Umbria Railway and the I.S.R. regarding improved connections should be handled with the Ministry of Transport direct.

For Director.

3789

MINISTRY OF INDUSTRY AND COMMERCE
GENERAL INSPECTION INDUSTRY
COAL OFFICE

Rome, 6 Nov. 1945
Ref.: AC/296/Tn. 4 of
18/10/1945.

SUBJECT: Ligniti transport on
Central Italy.

File n° 5967/37

TO : Tn. Sub-Commission A.C.,
Rail Division
Bldg.

Copy to: Commerce Sub-Commission AC.,
Rail Division.

Ref.: AC/CD/104/Comm. of
18/10/1945.

Ref. a/note received by this Ministry from Commerce Sub-Commission to whom we send copy for informations, this Ministry let you know, that should be of large utility the rehabilitation of Società Centrale Umbra railway on Permi-Forlì line, specially if could be approved the connection with I.S.R.

Such Authority could permit the prompt deliverance of a good deal of lignites, that at present time should be utilized, instead till now, it has been impossible due to the transports deficiency, with remarkable damage of the central Italy Industry Economy.

This Ministry it gives favorable approval on the realization of said request, made by your Rail Division AC, we inform also that above Society will be supplied from the 1st Nov. by this Ministry, according the decision for supply to Private Railway that will be taken on the committee meeting of the November 1945/.

TO THE MINISTER
SIGNED.....

3738

TO : Tn. Sub-Commission A.C.,
 Rail Division
Bldg.

Copy to: Commerce Sub-Commission A.C.,
 Rail Division.
 Ref.: AC/CD/104/Comm. of
 18/10/1945.

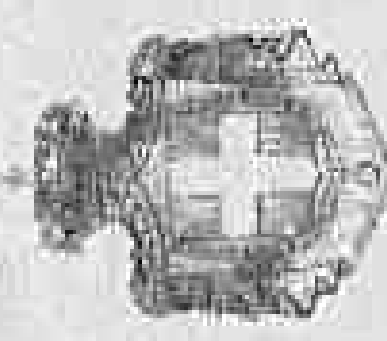
Ref. a/note received by this Ministry from Commerce Sub-Commission to whom we send copy for informations, this Ministry let you know, that should be of large utility the rehabilitation of Società Centrale Umbra railway on Terni-Ferri line, specially if could be approved the connection with I.S.R.

Such Authority could permit the prompt deliverance of a good deal of lignites, that at present time should be utilised, instead till now, it has been impossible due to the transports deficiency, with remarkable damage of the central Italy Industry Economy.

This Ministry it gives favorable approval on the realization of said request, made by your Rail Division AC, we inform also that above Society will be supplied from the 1st Nov. by this Ministry, according the decision for supply to Private Railway that will be taken on the committee meeting of the November 1945/.

TO THE MINISTER
 SIGNED.....

3738



Roma 6 NOV 1945 19

Ministero dell'Industria, (ref. AC/2961) Alla Commissione Alleata
del Commercio e dell'Industria, Tn 4 of 2/10 Sottocomm. Trasporti-Div. Ferrovie
1945) Main C.M.F. A PO. 397

Ufficio Carboni e p. c. Alla Commissione Alleata
(ref. Sottocomm. Commercio-Div. Carbone
AC/CO/104 COMM. *Proposta dell'Industria*
of 18/10/1945) A PO. 394

OGGETTO
Trasporto di Lignite dall'Italia Centrale.

Con riferimento alla nota emarginata, pervenuta a questo Ministero della Sottocommissione cui la presente si invia per conoscenza, questo Ministero fa conoscere che sarebbe di grande utilità la riattivazione della ferrovia della Società Centrale Umbra, sulla linea Terni-Ferli, in special modo se ne fosse consentito l'aggiacciamento alle Ferrovie dello Stato.

Ciò potrebbe permettere lo smaltimento di buone quantità di ligniti, che nell'attuale contingenza dovrebbero essere utilizzate, ciò che finora non è stato possibile, causa la deficienza dei trasporti, con notevole danno dell'economia industriale dell'Italia Centrale.

Questo Ministero è pertanto favorevole alla realizzazione della richiesta avanzata da detta Divisione Ferrovie - A. C. -.

Si rappresenta altresì che detta Società del 10 Dicembre sarà rifornita da questo Ministero in seguito a decisione per le forniture alle ferrovie secondarie da prendersi nella riunione del Comitato del Novembre c. a.

IL MINISTRO

Carlo

AB/ST

Ind. N. 5064/14
 e p. c. Alla Commissione Alleata
 (ref. Sottocomm. Commercio-Div. Terbone
 AC/CD/104 Comm. *Proposta al p. c.*
 of 18/10/1948)
 A P.O. 394

OGGETTO

Trasporto di Lignite dall'Italia Centrale.

Con riferimento alla nota emarginata, pervenuta a questo Ministero della Sottocommissione cui la presente si invia per conoscenza, questo Ministero fa conoscere che sarebbe di grande utilità la riattivazione della ferrovia della Società Centrale Umbra, sulla linea Terni-Torli, in special modo se ne fosse consentito l'aggiacimento alle Ferrovie dello Stato.

Ciò potrebbe permettere lo smaltimento di buone quantità di ligniti, che nell'attuale contingenza dovrebbero essere utilizzate, ciò che finora non è stato possibile, causa la deficienza dei trasporti, con notevole danno dell'economia industriale dell'Italia Centrale.

Questo Ministero è pertanto favorevole alla realizzazione della richiesta avanzata da occulta Divisione Ferrovie - A. C. -.

Si rappresenta altresì che detta Società dal 1° Dicembre sarà rifornita da questo Ministero in seguito a decisione per le forniture alle ferrovie secondarie da prendersi nella riunione del Comitato del Novembre c. a.

MIL MINISTRO

AB/ST

3737

HEADQUARTERS ALLIED COMMISSION
GENERAL SUPPLY-COMMISSION
COAL DIVISION
APO 394

Tel : 332

Ref : M3/CO/104/Commerce

Subject : Transportation of lignite.

To : Ministry of Industry and Commerce.

MJ/og

18 October 1945

1. The attached copy of a letter from Transportation Sub-Commission (Rails Division) this Headquarters is forwarded for your attention.

2. Will you please reply direct to Rail Division on this matter, with copy to this office, informing them of any movement of lignite which you desire to make on the Terni-Toli line.

Copy to:-

Transportation S/C
(Rail Division)
296/242 904.
Transportation S/C
(Movement Division).

1 Incl.:-

as per para 1 above.

For
R.E. Evans
Colonel
Coal Division.

0 2 3 2

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

296/19
ACP/lal

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

9 October 1945

Tel. 845238
Ref. AC/296/Tn4

SUBJECT : Lignite Mines.

TO : Chief, Movements Division, Tn S/G
Industry Sub-Commission
Economic Section

1. We are informed that the private railroad between Terni and Todi operated by the Societa Italiana Strade Ferrate del Mediterraneo is now in a position to haul lignite trains the full length of its line, and as there are considerable mines in the district that information may be of use to you.

2. If any special movement is required we should have to be advised in advance in order to ensure ample provision of rolling stock and locomotive traction for pulling to the State Railways.

Alberto
Chief Rail Div.
for Director

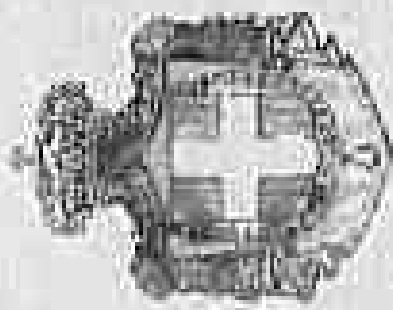
3735

I.G.M. 239

Roma.

7 October

1945



Ministero dei Trasporti

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONEALL TO THE TRANSPORTATION SUB-COMMISSION
SION A.C. TRANSPORTATION (BR)
MAIN C.M.F.

BNG

Divisione R.S.T.

Prot. N. 4489 / 112

Allegato

Risposta al. Ing. N. 296/Tn 4
del 7 September 1945

OGGETTO Lignite Mines

Concerning the actual conditions of the railways

Terni - Todi, Lagonegro - Spezzano, and Ellera - Pietrafitta,
I give you the following informations:

- 1) The Terni - Todi line is actually in operation and the operating Company (Società Italiana Strade Ferrate del Mediterraneo) can haul lignite trains without difficulties.
- 2) The Lagonegro - Spezzano line is still interrupted because of the destruction of a pier of Caffaro bridge. Actually the pier has been rebuilt and the concrete laying of the vault is in progress.

If the supply of the cement goes on normally, the works can be finished next November.

- 3) The Ellera-Pietrafitta line, according to informations received from the General Direction of the State Railways, has been ascertained ready to be opened, and the State Railways are negotiating with the Società Mineraria del Trasmimeno for the stipulation of the covenant.

The locomotives will be supplied by the State Railways.

THE GENERAL DIRECTOR

R.S.T.

*Divisione
Post. N. 1499/112
Allegato*

*Postale N. 296/Tn 4
del 7 September 1945*

OGGETTO Lignite Mines

Concerning the actual conditions of the railways Terni - Todi, Lagonegro - Spezzano, and Ellera - Pietrafitta, I give you the following informations:

- 1) The Terni - Todi line is actually in operation and the operating Company (Società Italiana Strade Ferrate del Mediterraneo) can haul lignite trains without difficulties.
- 2) The Lagonegro - Spezzano line is still interrupted because of the destruction of a pier of Caffaro bridge. Actually the pier has been rebuilt and the concrete laying of the vault is in progress.

If the supply of the cement goes on normally, the works can be finished next November.

- 3) The Ellera-Pietrafitta line, according to informations received from the General Direction of the State Railways, has been ascertained ready to be opened, and the State Railways are negotiating with the Società Mineraria del Trasimeno for the stipulation of the covenant.

The locomotives will be supplied by the State Railways.

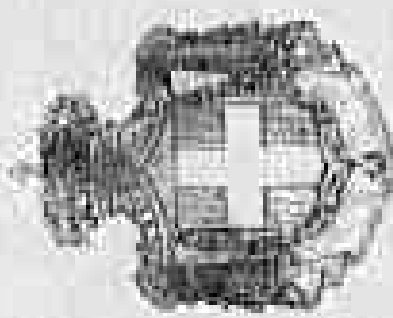
THE GENERAL DIRECTOR

[Signature]

9704

I.G.M. 239

Roma, 8 OTT, 1945 19



Ministero dei Trasporti
ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

TRANSPORTATION SUB-COMMISSION A.C.
Transportation (BR) Main, C.M.F.

Divisione RST.

Pro. 4499/112
Allegati

Procedura Legh. N. AC. 296/Tn 4
del 7 / 9 / 1945

Oggetto Trasporti di legnate

In merito alla notizia richiesta da Codesta SottoCommissione relative alla situazione delle linee Terni-Todi, Lagonegro-Speziano ed Ellera Pietrafitta, si comunica quanto segue:

- 1) La linea Terni-Todi è attualmente in esercizio e la Società Concessionaria della detta linea (Soc. Ital. Strade Ferrate del Me-
diterraneo) è in grado di evadere senza difficoltà particolari i trasporti di lignite.
- 2) La linea Lagonegro-Speziano è tutt'ora interrotta in seguito alla demolizione di una pila del ponte sul fiume Caffaro (Attualmente è stata ricostruita la pila e si sta eseguendo il getto in calcestruzzo del volto e qualora la fornitura del cemento avvenga regolarmente, i lavori potranno essere ultimati nel prossimo mese di novembre).
- 3) La linea Ellera-Pietrafitta, secondo informazioni assunte presso le ferrovie dello Stato è stata dichiarata apribile all'esercizio e sono in corso trattative con la Società Mineraria del Trasimeno per la stipulazione della convenzione -

Le locomotive verranno fornite dalle ferrovie dello Stato.

Divisione
E.S.T.
Pret. 4499/112

Sec.
Allegati

Protesta. Foglio N.° AC. 296/Fn 4
del 7 / 9 / 1945

Oggetto Trasporti di lignite

In merito alla notizia richiesta da Odessa SottoCommissione relative alla situazione delle linee Terni-Todi, Lagonegro-Spezano ed Ellera Pietrafitta, si comunica quanto segue:

- 1) La linea Terni-Todi è attualmente in esercizio e la Società Concessionaria della detta linea (Soc. Ital. Strade Ferrate del Me-
diterraneo) è in grado di evadere senza difficoltà particolari i trasporti di lignite.
- 2) La linea Lagonegro-Spezano è tutt'ora interrotta in segui-
to alla demolizione di una pila del ponte sul fiume Caffaro (Attualmen-
te è stata ricostruita la pila e si sta eseguendo il getto in calce-
struzzo del volto e qualora la fornitura del cemento avvenga rego-
larmente, i lavori potranno essere ultimati nel prossimo mese di no-
vembre).
- 3) La linea Ellera-Pietrafitta, secondo informazioni assunte pres-
so le ferrovie dello Stato è stata dichiarata apribile all'esercizio
e sono in corso trattative con la Società Mineraria del Trasimeno per
la stipulazione della convenzione -
Le locomotive verranno fornite dalle ferrovie dello Stato.

IL DIRETTORE GENERALE



370

0 2 3 7

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

296/17
ACP/lal

TRANSPORTATION SUB-COMMISSION, A. O.
(Rail Division)
§ TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843308
Ref. AC/296/TMA

7 September 1945

SUBJECT : Lignite Mines.

TO : General Inspectorate, MOTG.

1. In view of the urgency of insuring satisfactory supplies of lignite during the forthcoming winter, it is desired that a report be submitted by return on the progress being made on repairs to the Terni-Todi and the Lagonero-Spezzano lines.

2. As the line from Ellera to Pietrafatta is also to be completed in the near future, it is desired to know that satisfactory arrangements have been made for the provision of locomotive power for hauling traffic to and from the mines.

Alberto
for Director

Copy to: Movements Division, Rail Section

3732

CFC/sab

6 September 1945

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Tele : 478704

241/14/Ta.3.

SUBJECT : Surplus Lignite for Miles ex Velfoss and/or Pietrafitta Lignite Mines.

TO : Regional Commissioner, ADM Lombardia Region

1. Reference is made to telephone conversations (Col. Hencock - Maj. Constable) 3 Sept, and (Col. Hencock - Maj. Northington) 4 Sept.

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

3. This HQ's letter reference 86/114/Ta.3. dated 24 Aug. to Roads Division, copy to you, proves that the matter 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 IMAC or Ufficio Autotrasporti and the mine owners, and agreement must be reached before movement commences.
- (b) No reply has yet been received from IMAC or Ufficio Autotrasporti 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 Pietrafitta Mines are likely to be rail 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 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 IMAC, but in the meantime your views on para 6 above are awaited.

By Command of Rear Admiral STONE

Paul H. Stone
Rear Admiral R.N.
Director

2. The allegation made against this HQ that no action has been taken with regard to the above projected movement is not understood.
3. This HQ's letter reference 86/144/Tn.3, dated 24 Aug. to Roads Division, copy to you, proves that the matter 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 MUC or Ufficio Autotrasporti and the mine owners, and agreement must be reached before movement commences.
 (b) No reply has yet been received from MUC or Ufficio Autotrasporti 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 Pietrafitta Mines are likely to be rail 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 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 MUC, but in the meantime your views on para 6 above are awaited.

By Command of Rear Admiral STONE


 Frank W. Stone Jr.
 Director

Economic Section
 Copy to : Coal Division
 Rail Division (Tn.4.)
 Roads Division

Office of the Representative of the Chief Commissioner AG
 16, Via Bonaparte, Milan (Attn. Tptn Sub-Commission)

File : 350/Tn.3.
 341/Tn.3.
 342/Tn.3.
 334/Tn.3.

3791

Tel. ROME 843151/5 (Firebox)
227

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DNRSI)

Subject : Locomotive Trials with Lignite Fuel.

To. A. 3 (E) / 107.

To : To. 2.

28 August 45.

A. F. H. Q. (Coal Section).

To. Sub Commission, AC (Bdg).

G-4 (Mov & En), AFHQ. (Without attachments)
(Thru' D.D. En., AFHQ)

1. The ISB have recently conducted some trials with lignite fuel on the section of line between SANCERRE and PISA, and a Mechanical Officer from this HQ assisted at the trials.

2. It will be seen that whilst the results achieved with raw lignite were extremely poor, discounting the possibility of its satisfactory use as a locomotive fuel, those obtained with lignite compressed in briquettes were quite good.

3. As you will observe the consumption was high in comparison with coal, 40.17 Kilos/Kilom and the total residue was very high even with the briquettes. The important point in comparing the raw and briquette residues, however, is the clinker content which clogs the fire and causes bad steaming and this was much lower with the briquettes.

4. In conclusion, I am of the impression that briquette lignite could be used in normal practice quite satisfactorily for shunting and trip jobs and recommend that steps be taken to increase the output and transport facilities for same in order that the coal position may even in a small degree be alleviated.

A.F.H.Q. (Coal Section).

Tn. Sub Commission, AC (Bdg).

G-4(Mov & Tn), AFHQ. (Without attachments)
(Thru: D.D.Tn., AFHQ)

1. The ISK have recently conducted some trials with lignite fuel on the section of line between FLORENCE and PISA, and a Mechanical Officer from this HQ assisted at the trials.
2. It will be seen that whilst the results achieved with raw lignite were extremely poor, discounting the possibility of its satisfactory use as a locomotive fuel, those obtained with lignite compressed in briquettes were quite good.
3. As you will observe the consumption was high in comparison with coal, 40.17 Kilos/Kilom and the total residue was very high even with the briquettes. The important point in comparing the raw and briquette residues, however, is the clinker content which clogs the fire and causes bad steaming and this was much lower with the briquettes.
4. In conclusion, I am of the impression that briquette lignite could be used in normal practice quite satisfactorily for shunting and trip jobs and recommend that steps be taken to increase the output and transport facilities for same in order that the coal position may even in a small degree be alleviated.

[Signature]
Colonel,
D.D.Tn. (Mech),
for Brigadier,
Director Military Railway Service.

Subject : Lignite for Locomotive Fuel. Tn.A.3(M)/107.

To : D.D.Tn.(Mech).

26 August 45.

Visit to Lignite Mine at SAN GIOVANNI
VALDARNO.

This mine is located near CASTELNUOVO DE SABBIONI and is rail connected to line 65, FLORENCE - AREZZO.

The mine consists of four workings one of which is, however, flooded. In the working inspected entrance was down an inclined gallery up which the tubs were hauled by a winch. Both hand and machine cutting were in use and the lignite bed appeared to be extensive. From all three workable mines a daily output of 500 to 600 tons was possible, although due to lack of transport the mines were not being worked to their full capacity. The modern plant for pressing briquettes was examined and found to be damaged beyond repair by demolitions, this had been capable of producing 350 to 400 tons of lignite briquettes per day. The original briquette plant was, however, being worked to full capacity and producing 60 to 70 tons per day.

Since this mine is approximately 55 Kms. from FLORENCE and at present only connected by road the above output is more than can be removed by the MT available and a good stock is being built up, but it would seem to be an uneconomical proposition for the ISR to use MT for the purpose of carrying this fuel to FLORENCE and the output available would not make any appreciable reduction on the ISR demands on other fuel supplies.

JD

F. Johnson 3729
S/Capt.Tn.

Subject : Raw Lignite Test.

Tn.A.3(M)/107.

To : E.D.Tn.(Mech).26 August 45.

Raw Lignite Test carried out on
20 August 1945 from FLORENCE to
PISA, Line 219.

This test was carried out with lignite as brought up from the mine excepting that it was broken up into pieces not larger than 8" x 5" x 4". This was of the quality known as "YICOLIDE" and contained a considerable amount of water which was present when mined. It burned freely with a short yellow flame and did not produce any smoke at the chimney except immediately after closing the regulator. Consumption was very heavy and the ash and clinker on the firebars very quickly began to restrict the draught.

Although halted for a passing train at 11.5km. on restarting the pressure soon began to fall and was 8kg/cm² at 19km. A further halt at 31km. enabled pressure to be built up again but it fell steadily afterwards until at 46km. the gauge showed 4kg/cm². (56.9 lb/sq. in.)

At LA ROTTA (54km) the pressure had again fallen to 2kg/cm² and a halt was made for a blow-up and to clean the fire which was now up to the firehole. The engine, however, was unable to start the train and was eventually assisted by an American Consolidated at the rear.

At 58.5km. the fire was again cleaned to enable fuel to be thrown to the front end as the ash and clinker were almost up to the brick arch and the locomotive continued to haul the train, assisted in the rear, until NAVACCHIO (70km) was reached where the regulator was ~~closed~~.
closed.

0244

This test was carried out with lignite as brought up from the mine excepting that it was broken up into pieces not larger than 8" x 6" x 4". This was of the quality known as "XICOIDE" and contained a considerable amount of water which was present when mined. It burned freely with a short yellow flame and did not produce any smoke at the chimney except immediately after closing the regulator. Consumption was very heavy and the ash and clinker on the firebars very quickly began to restrict the draught.

(113.8 lb/sq. in.)

Although halted for a passing train at 11.5 km. on restarting the pressure soon began to fall and was 8 kg/cm² at 19 km. A further halt at 31 km. enabled pressure to be built up again but it fell steadily afterwards until at 46 km. the gauge showed 4 kg/cm². (56.9 lb/sq. in.)

(33.6 lb/sq. in.)

At La Rotta (54 km) the pressure had again fallen to 2 kg/cm² and a halt was made for a blow-up and to clean the fire which was now up to the firehole. The engine, however, was unable to start the train and was eventually assisted by an American Consolidated at the rear.

At 58.5 km. the fire was again cleaned to enable fuel to be thrown to the front end as the ash and clinker were almost up to the brick arch and the locomotive continued to haul the train, assisted in the rear, until NAVACCHIO (70 km) was reached where the regulator was ~~closed~~ closed.

3728

F. Johnson
S/Capt. Tr.

Raw Lignite Test - FLORENCE to PISA.Line 219.

Train No 8870

Engine No 740.189

20 Aug. 45.

Weather : Fine and Dry. Fuel : XICOIDE Raw Lignite

<u>Km.</u>	<u>Station</u>	<u>Arr.</u>	<u>Dept.</u>
0	FIRENZE - RIFREDDI		0937
4.5	" CASCHINE		
9.1	S. DONNINO - RADIA		
13.0	SIGNA	1008	1021 Halt on loop for passing train
16.2	CARMIGNANO	1028	
24.7	MONTEDUPO	1048	1049
30.9	EMPOLI	1103	1110
40.5	S. MINIATO PUOCCHIO	1130	1132
46.4	S. ROMANO MONTOPOLI	1145	56.9 lb/ft ² to 4 KG/CM ² Pressure fell Pressure 24, blow-up and clean fire.
53.9	LA GOTTA	1203	1238 Pressure 24, blow-up and clean fire.
58.5	DONTEDEA	1251	1257 Fire cleaning.
65.4	CASCHINE	1323	1327
67.8	S. FREDIANO A SERTIMA		
70.3	NAVACCHIO	1344	1347
77.9	PISA	1405	35.6 lb/ft ²

Load :

FIRENZE - RIFREDDI to NAVACCHIO 881.5 tons.

Distance70.3 Kms.
43.56 miles.

Assisted in rear from LA GOTTA 53.9 Km., regulator
closed at NAVACCHIO but light fire maintained.

0 4.5 9.7 13.0

1008

1028
1048
1103
1130
1145

CARIGNANO
MONTEDUPO
EMOLI
S. MINIATO PUOTECURIO
S. ROMANO MONTOPOLI

16.2
24.7
30.9
40.5
46.4

Pressure Cell
56.9 lb/in² to 4 kg/cm²

1238 Pressure 2#,--
blow-up and
clean fire.
1257 Fire cleaning.

1203

Assisted in rear from here.

1257
1327

1251
1323

DONTEDERA
 CASCHINA
 S. PIERDIAVO A SETTIMA
 NAVACCHIO
 PISA

58.5
65.4
67.8
70.3
77.9

25.6.86

1343

1344
1405

Load :

Distance

STRENZE - RIVERUT to NAVACCHETO 881.5 tons.

70.3 End.

43.65 ml. 0.8.

Assisted in rear from LA BOMTA 53.9 Km., regulator closed at NAVACQUIC but light fire maintained.

9207

Line 219.

Fuel consumed	3900KG.	7716 lbs.
Water evaporated	13440 Lit.	2957 galls.
Fuel consumed per unit distance	49.76KG/Km	175.7lb/mile
TOTAL TON KM EXC. LOCO	61959 T.Km	38486 T.Mile
Fuel consumed per ton Km. exc. loco	0.0565KG/T.Km.	0.2005LBS/ton.mile
Journey time	4 hrs. 7 mins.	4 hrs. 7 mins.
Fuel consumed per grate area per hour	303.7 KG/M ²	62.29LB/SQ.FT.
Water evaporated per unit distance	191.12KG/KM	67.73 Gall/Mile
Water evaporated per unit wt. fuel	3.84 Lit/KG.	3.832 lb/lb.
Smokebox ash formed	48 KG.	105.8 lbs.
Ashpan "	30 KG.	66.1 lbs.
Clinker formed	300 KG.	651.4 lbs.
Firebox ash formed	130 KG.	286.6 lbs.
TOTAL ASH FORMED	508 KG.	1119.9 lbs.
Average Cut Off		45%
Regulator opening		40%

0248

Lignite Fuel Tests - FLORENCE - PISA.

Particulars of Locomotive and Tender.

Class	740	
Engine Number	740.189	
Wheel Arrangement	2-8-0	
Valve Gear	Walschaert	
Cylinders	2 Hor.	
	540mm dia.	21.260" dia.
	700mm str.	27.559" stroke
Diameter of Coupled Wheels	1370mm	53.937"
Heating Surface	12.00m ²	129.17 sq.ft.
Firebox	140.92m ²	1516.86 sq.ft.
Tubes		
Total	152.92m ²	1646.03 sq.ft.
Superheated	41.23m ²	443.80 sq.ft.
Grate Area	2.60m ²	30.14 sq.ft.
Width between Firebars	15mm	0.6299"
Boiler Pressure	12 KG/CM ²	170.7 lb/sq.in.
Adhesive Weight	56.8 tons	56 tons 16 cwt.
Weight of engine in W.O.	68.5 tons	66 tons 10 cwt.
" " tender	50.1 tons	50 tons 2 cwt.
Total	116.6 tons	116 tons 12 cwt.
Dis. of blast pipe orifice	140mm	5.512"
(without bar)		

Note :- Locomotive was modified in accordance with the following :-

DWG. No	201559	Spark arrester.	supporting brackets.
	205363	"	"
	222661	Arrangement of firebars.	
	?	Firebrick arch.	

The tender was modified by building up bunker sides and end to height of cab roof and fitting a detachable waterproof cover over the bunker.

This engine had been given a GR in July at FLORENCE Shops and was in excellent condition, in fact, I have never in this country seen a locomotive which has so small a loss of steam due to steam valve packings and pipe couplings.

Diameter of Coupled Wheels	540mm dia.	21.260" dia.
Heating Surface Firebox	700mm str.	27.559" stroke
Tubes	1370mm 2	53.937"
Total	12.00m	129.17 sq.ft.
Superheated	140.92m ²	1516.86 sq.ft.
	152.92m ²	1646.03 sq.ft.
	41.23m ²	443.80 sq.ft.
Grate Area	2.80m ²	30.14 sq.ft.
Width between Firebars	16mm	0.6299"
Boiler Pressure	12 kg/cm ²	170.7 lb/sq.in.
Adhesive Weight	56.8 tons	56 tons 16 cwt.
Weight of engine in W.C.	55.5 tons	66 tons 10 cwt.
" tender "	50.1 tons	50 tons 2 cwt.
Total	116.6 tons	116 tons 12 cwt.
Dis. of blast pipe orifice (without bar)	140mm	5.512"

Note :- Locomotive was modified in accordance with the following :-

Dwg. No	201559	Spark arrester.	supporting brackets.
	205363	"	"
	222661	Arrangement of firebars.	
	?	Firebrick arch.	

The tender was modified by building up bunker sides and end to height of cab roof and fitting a detachable waterproof cover over the bunker.

This engine had been given a GR in July at FLORENCE Shops and was in excellent condition, in fact, I have never in this country seen a locomotive which has so small a loss of steam due to steam valve packings and pipe couplings.

The reversing wheel was rather stiff but I consider this due to new piston valve rings.

3725

0250

Tn. 3(1)/107

26 Aug 45

Subject: - LIGNITE BRIQUETTES TESTS

To: - D.D.Tn. (Mech.)

Lignite Briquette Tests carried out on
16 and 18 Aug from FLORENCE to FIMA,
Line 319.

Both of the above tests were carried out with briquettes of dried and powdered, compressed lignite from the mines at SAN GIOVANNI VALDARNO of the quality known as "XICOLDS". This fuel readily absorbs water and it is necessary to store it under cover, also provide the tender with an easily removable cover since, after absorbing moisture, the briquettes crumble into a fine powder. This fuel burned with a short, yellowish flame and combustion was good.

The only occasion on which smoke could be observed at the chimney was immediately after closing the regulator.

The smokebox ash consisted of fine particles of hard carbon and grey ash.

There was a relatively large quantity of ash and clinker on the firebars, but the clinker was light, porous and friable, although in pieces averaging 3" x 3" x 3".

The boiler steamed well and at no time did the pressure drop below 9 kg/cm². No stops were required for blow ups or fire cleaning. The firing required, however, was arduous, as the fuel was consumed very rapidly and vigilant attention was necessary to prevent air holes in the fire.

128.0 lbs/sq. in.

F. J. Linsay
Capt. Tn.

3724

18 and 19 Aug from FLORENCE to PISA,
Line 319.

Both of the above tests were carried out with briquettes of dried and powdered, compressed lignite from the mines at SAN GIOVANNI VIGILANTE of the quality known as "XICCIDO". This fuel readily absorbs water and it is necessary to store it under cover, also provide the tender with an easily removable cover since, after absorbing moisture, the briquettes crumble into a fine powder. This fuel burned with a short, yellowish flame and combustion was good. The only occasion on which smoke could be observed at the chimney was immediately after closing the regulator.

The smokebox ash consisted of fine particles of hard carbon and gray ash.

There was a relatively large quantity of ash and clinker on the firebars, but the clinker was light, porous and friable, although in pieces averaging 8" x 6" x 3".

The boiler steamed well and at no time did the pressure drop below 9 kg/cm². No stops were required for blow ups or fire cleaning. The firing required, however, was arduous, as the fuel was consumed very rapidly and vigilant attention was necessary to prevent air holes in the fire.

128.0 lbs/sq. in.

F. J. Lincen
3 Sept. 1944

3724

0 2 5 2

LIGNITE BRIQUETTE TEST - FLORENCE to PISA, Line 219.

Train No 8862 Engine No 740189 16 Aug 45
 Weather: Fine and Dry. Fuel: "Xicoide" Lignite Briquette.

Km.	Station	Arr.	Dep.	Delay & Remarks
0	PISTOIA - RIFREDI		11.51	
4.5	" - CASCHINE	12.04		
9.1	S. VINCENZO BADIA	12.12		
13.0	SIGNA	12.23	12.23	Signal Check
16.2	GARRIGHANO	12.31		
24.7	MONTETUPO	12.51	12.55	Signal Check
30.9	EMPOLI	13.10	13.23	Stop for Passing Train
40.5	S. LINDATO FURBECCHIO	13.44		
46.4	S. ROMANO MONTOPOLI	13.59	14.00	Signal Check
53.9	LA ROCCA	14.17		
58.5	PONTEDERA	14.26	15.13	Stop for Shunt
65.4	CASCHINA	15.30		
67.8	S. PIETRO A SETTIMO	15.35		
70.3	NAVACCHIO	15.41	16.35	
77.9	PISA	17.10		

Load hauled: 830 tons.

Test abandoned at PONTEDERA owing to cylinder bye-pass valves sticking open. Unavailing attempts were made to close the valve, but eventually an American Consolidated had to take the train as we were left running on one cylinder. Locomotive was attached to a returning train at PISA, and arrived at FLORENCE Running Shed at 23.40 hrs. On examination on 17 Aug 45 it was also found that LH Drvg Axlebox had run hot. These repairs were completed at 22.00 hrs 17 Aug 45

LIGNITE BRIQUETTE TEST - FLORENCE TO PISA, Line 219.

Train No 8878

Engine No 740189

12 Aug 45

Weather: Fine & dry

Fuel: "Xiccide" Lignite Briquettes

Km	Station	Arr	Dep	Delays & Remarks
0	FIRENZE - RIVIERE		10.58	
4.5	" CASCINE	11.07		
9.1	S. DOMINICO - BADIA	11.16		
13.0	SIGNA	11.23		
16.2	CARMIGNANO	11.39	12.03	Stop for passing train
24.7	MONTEDUPO	12.31		
30.9	PIPOLI	12.36	12.50	Stop for water but (column damaged)
40.5	S. IMILATO FUCECCHIO	13.04		
46.4	S. ROMANO MONTOPOLI	13.20		
53.9	LA ROTTA	13.35		
58.5	FONTEDERA	13.50	14.13	Stop for water
65.4	CASCINA	14.16		
67.8	S. FREDIANO A SEPTEMA	14.21		
70.3	PIVASCHIO	14.27		
77.9	PISA	14.45		

Load: FIRENZE-RIVIERE to PISA 967 ton

Dist. Actual
78 km = 48.4 miles

45 VEHICLES 94 AXLES

(Dist. Virtual
73 km = 45.3 miles)

+ Allowance for Locomotive = $(K + 0.7 M^1)IR + (M^1 + M^2)IV$

where K = constant for locomotive = 30

M^1 = weight of locomotive

M^2 = weight of tender with 2/3rds fuel and water

IR = actual distance

IV = virtual distance allowing for gradients and curves

for above conditions = $(30 + 0.7 \times 67)78 + (67 + 41)73$
= 13890 ton km.

3722

Total ton km for train = 967 x 78 = 75426 ton km

13.0	SIGNA	11.23	Stop for passing train
16.2	CARLUCCIANO	11.39	
24.7	MONTEDUPO	12.31	
30.9	EMPOLI	12.36	Stop for water but (column damaged)
40.5	S. MINATO FULCIGNO	13.04	
46.4	S. ROMANO MONTOPOLI	13.20	
52.9	LA ROTTA	13.35	
58.5	PONTEDERA	13.50	Stop for water
65.4	OLIVIGNA	14.15	
67.8	S. FREDIANO A. SETTIMA	14.21	
70.3	KAVACCHIO	14.27	
77.9	PISA	14.45	

Load: FIRENZE-RIFREDI to PISA 967 ton

45 vehicles 94 axles

+ Allowance for Locomotive = $(K + 0.7 M^1)IR + (M^1 + M^2)IV$
 where K = constant for locomotive = 30
 M^1 = weight of locomotive
 M^2 = weight of tender with 2/3rds fuel and water
 IR = actual distance
 IV = virtual distance allowing for gradients and curves

for above conditions = $(30 + 0.7 \times 67)78 + (67 + 41)73$
 = 18890 ton km.

3722

Total ton km for train = 967 x 78
 = 75426 ton km

Fuel consumed	....	....	3133 kg	6907 lbs
Water evaporated	....	....	13160 litres	2882 galls
Fuel consumed per unit distance	....	....	40.17 kg/km	142.7 lbs/mile
Total ton km excl. loco.	....	....	75426 t. km	46303 t. mile
Fuel per ton km excl. loco.	....	....	0.0415 kg/t. km	0.1476 lb./t. mile
Journey time	....	....	3 hrs 38 mins	3 hrs 38 mins
Fuel consumed per grate area per hour	....	....	308.25 kg/m ²	63.13 lb/sq ft
Water evaporated per unit weight fuel	....	....	4.101 lit/kg	4.173 lb/lb
Smokebox ash formed	....	....	70 kg	154.3 lbs
Ashpan "	....	....	63 kg	142.9 lbs
Clinker formed	....	....	180 kg	396.8 lbs
Firebox ash formed	....	....	200 kg	440.9 lbs
Total ash formed	....	....	518 kg	1141.9 lbs
Average cut-off	....	....		40%
Regulator opening	....	....		40%

296/13

AGP/lml

TRANSPORTATION SUB-COMMISSION, A. O.
(Rail Division)
TRANSPORTATION (RR) MAIN, G. M. F.

Tel: 645238
Ref: AG/296/Tn4

30 August 1945

SUBJECT : Request for Publication on Lignite Mines in Italy.

TO : Industry Sub-Commission, Mining Division.

1. Sometime ago Industry Sub-Commission published a booklet with maps on the lignite mines of Central Italy. It is desired to know if any further publication has been made indicating the location of productive lignite mines in the whole of Italy.

Alby me
for Director

3720

0257

Declassified E.O. 12356 Section 3.3/NND No. 785021HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

R30/ao

Tel. 478090

3 July 45

Ref. AC/5605/IND

SUBJECT : Supply and transportation of Ribolla Lignite
TO : Solvay Coy - Rosignano

1. In accordance with agreements between this Sub-Commission and Coal Division this Headquarters, your allocation of Ribolla Lignite will be reduced from 6000 Tons per month to 5500 Tons per month.
2. Confirming instructions given to Ing. Boyer of your Coy, in view of the acute shortage of rail wagons you are requested to endeavour to divert some of your hopper-wagons, used at present for delivery of limestone to your plant, for transfer of lignite in such a manner that transportation of the total quantity of 5500 Tons per month be carried out exclusively by your own hoppers. In the meantime no provision of rail wagons will be made by this Headquarters for the transfer of lignite from Ribolla to Rosignano.


R. S. GPATOWSKI

for W. J. MAREY
Lt. Colonel
Acting Director
Industry Sub-Commission.

cc. Transportation Sub-Commission
Movement Division - Rail Branch
(Attn. Lt. Col. Baker).

cc. Transportation Sub-Commission
Rail Division
(Attn. Maj. Ping).

3719

WIRE

1035 - 3 July 1945

FROM: DMH

TO (FOR ACTION) Capt. Myers, 774 Leghorn

TO (FOR INFO) Joint Railway Control, Rome
Major Maseon, AC, Bldg. - AC/296/Tn4.

CONFIDENTIAL. 11700 tons of mixed lump and nut coal scheduled
to load at Guinearico (line 60) during July. Capt. Myers notify
ISR to protect. CS 20 Signed London

H. H. HEADLEE
Captain, TC
774 RGD

3718

296/10

TGM/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.S.F.

tel. 241238/
Ref. AC/296/TN 4

30 June 45

SUBJECT : Open wagons for lignite Ribolla Mines Giuncarico.

TO : DMS - Hdg. (Maj. Lander)

1. Attached is a list of tonnages and destinations of the coal to be moved from the Ribolla Mines at Giuncarico during the month of July 1945.

2. Total tonnage to move is 11700 tons which will require approximately 25 wagons per day.

3. The movement of lignite is most essential, the cement works at Civitavecchia, Colli Ferro and Guidonia are largely dependent on this product, so it is requested that all possible be done to fill the wagon requirements at Giuncarico during July.

For the Chief Commissioner:

P.G. SAUNDON, Major

Copy to: Commerce Sub-Comm. (Coal Div)
Movements Rail Tn S/C

3717

PROGRAMME FOR THE DISTRIBUTION OF
MINOLLA LIGHTS

JULY DELIVERIES :

	<u>Imp Coal</u>	<u>Nat Coal</u>
Solvay-Rosignano	2000	3000
S.A.C.C.A.T. - Rome	1275	---
S.I.C.C.A..T.T. - Rome	1275	---
Montecatini - Rome	450	---
" Bellisio	350	---
" Riffredi	150	---
" Cesena	100	---
S.A. Arrigona-Pescia	240	---
S.A. Fornace Leterini - Stagno	---	270
Cartiere Tiburtina - Tivoli	120	---
Calce-Cementi - Colliferro - Segni -	---	780
Cementi - Civitavecchia - PBS	---	780
Cementi - Galdania	---	610
Distillerie Italiane - Rome	100	---

Total deliveries for July

6050

5640

TOTAL 11700

JWB/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

28 June 1945

342/26/Tn 3

SUBJECT : Programme for the distribution
of Lignite from Ribolla Mines - July 1945

TO : Rail Division (Tn 4) ✓

1. Reference attached copy of Commerce Sub-Commission (Coal Division) letter AC/CD/120.21/Commerce dated 27 June '45 and enclosure thereto.
2. The priorities given by Coal Division are indicated in para 3 of their letter. The regular ferry of the Solvay Hopper wagons will take care of a large proportion of the deliveries to Rosignano, but it will be seen that a regular supply of high side open wagons is essential.
3. It will be seen from enclosures that the Cement Plants of Civitavecchia, Colleferro and Guidonia are largely dependent on these Mines for their fuel and if we are to be assured of our cement supply we must get fuel to the plants.
4. All bids will be accepted and programmed in full.

For Chief Movements Division


J.W. BAKER, Lt.Col.

Copy to : Commerce Sub-Commission (Coal Division)

3715

/elc

C O P Y

HEADQUARTERS ALLIED COMMISSION
APO 394
Commerce Sub-Commission
Coal Division

CWO/jv

27 June 1945

Tel : 478489
489081 Ext. 303

Ref : AC/CD/120.21/Commerce

Subject : Programme for the distribution of
Ribolla Lignite

To : Transportation Sub-Commission, AC HQ

1. Enclosed is the programme of the disposal, output and stock from the Ribolla Mine for the month of July '45.

2. Weekly bids will be made accordingly. It will be noted that the weekly bids will be on a basis of approximately 400 tons per day, which is a reduction on bids that we have been making previously.

3. The quantities to each consumer have been reduced to the minimum and we hope that you will arrange for bids to be accepted in full, and railcars provided up to the quantity accepted. In the case of shortage of railcars during any particular period, we have given instructions to the mine to give preference to the despatch of the quantities to Solvay Co and SICCATT and SACCAT in Rome.

4. We will be pleased if you will instruct the Station Master at Giuncarico accordingly.

P.R. EVANS
Colonel,
Coal Division

3714

Encl. as above.

/etc

Programme for the distribution of Ribolla Lignite

Stock available on 1st July
Estimated July production

Availability

<u>July 1945</u>	
<u>Large</u>	<u>Small</u>
3400	1900
2800	4200
6200	6100
=====	=====
<u>Large</u>	<u>Small</u>

July deliveries :

- Solvay-Rosignano
- S.A.C.C.A.T. - Rome
- S.I.C.C.A..T.T. - Rome
- Montecatini - Rome
- " Bellisio
- " Rifredi
- " Cesena
- S.A. Arrigoni - Pescaia
- S.A. Fornace Laterizi - Stagno
- Cartiere Tiburtine - Tivoli
- Calce Cementi - Colleferro - Segni
- Cementi - Civitavecchia - PBS
- Cementi - Guidonia
- Distillerie Italiane - Rome

<u>Lump Coal</u>	<u>NETAL</u>
2000	3000
1275	--
1275	--
450	--
350	--
150	--
100	--
240	--
--	270
120	--
--	780
--	780
--	810
100	--
6060	5640

Total deliveries for July

Estimated stock on 1st August

140

460

TOTAL
11700

*Make list same as
enclosure
from as +*

*10/3713
400
300
100*

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

28 April 1945

Tel : 478704

331/24/Tn 3

SUBJECT : Lignite Mine Baccinello

TO : Industry sub-commission

1. Reference your AG/5605/Ind of 13 April '45.
2. Owing to the withdrawal of road transport for higher priority work, it is not at present possible to furnish the necessary vehicles to carry out the movement from the mines to Grosseto station as requested in Para 3 of your letter.
3. So far as onward movement by rail from Grosseto to Rosignano is concerned, no additional tonnage can be accepted on line 50 which is regularly booked up to capacity. If, however, agreement can be reached with Coal Division whereby the combined tonnages from Ribolla and Baccinello Mines do not exceed present bids for North-bound movement, further consideration will be given to question of provision of M.T. on a reduced scale for the movement from Baccinello Mines to Grosseto Railhead.
4. It will, of course, be necessary for you to make satisfactory arrangements for labour at Railhead.

For the Director

C.R. Worthington
 C.R. WORTHINGTON
 Major

Copy to : Economic Section
 Coal Division
 Rail Division (Tn 4)
 Roads Branch

3712

296/
CWF/s 7

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478704

25 April 1945

342/19/Ta.3.

SUBJECT : Lignite from Ribolla Mines.

TO : D.M.R.S. (attn. Major London)
Movements Liaison Officer c/o D.M.R.S.

1. The attached report from Industry Sub-Commission, Coal Division regarding Rail loadings of Lignite from the Ribolla Mines for the period 1 - 15 April '45 is forwarded for your information.
2. It will be noted that the daily supply of wagons has fallen far short of the demand and this is resulting in a shortage of Lignite for the bakeries in Rome.
3. It is realized that the wagons supply on line 50 has, for the past few weeks been difficult and that already as the result of verbal representations from this office every effort is being made to improve the position. It is hoped that future wagon demands will be met in full.

For the Chief Commissioner.

J. W. Baker
J.W. BAKER, Lt. Col.

Copy to : Industry Sub-Commission, Coal Division
Regional Commissioner, Toscana Region
AC. Transportation Officer, Florence
AC. Transportation Officer, Rome
Transportation Sub-Commission, Rail Division.

3711

/elo

MINISTERO DI RINOLLA

SITUAZIONE VAGONI FERROVIARI DAL 1 AL 18 APRILE 1945

DATA	Vagoni richiesti	Vagoni ricevuti	Vagoni spediti	Vagoni mancanti	Note
1 April	-	-	-	-	Festivo
2	-	-	-	-	"
3	29	29	29	-	
4	29	1	1	28	
5	29	-	-	29	
6	31	31	31	-	
7	30	2	2	28	
8	-	-	-	-	Festivo
9	30	30	30	-	
10	30	15	15	15	
11	30	27	27	3	
12	35	-	-	35	
13	40	8	8	32	
14	35	8	8	27	
15	-	-	-	-	Festivo
16	35	18	18	17	
17	35	13	13	22	
18	35	-	-	35	
	No. 453	182	182	271	
	=====	=====	=====	=====	

3710

0 2 6 7

296/6

SLB/av

INTER-OFFICE-MEMORANDUM

Tel. 843403
Ref: AC/296/Tn 4

21 March 1945

SUBJECT : Ribolla Lignite Mines.

TO : Movements Division Tn Sub-Commission

1. Your memorandum 342/12/Tn 3 reference.
2. Before the question of repairing the three locomotives out of service can be considered, full repair reports should be forwarded for examination. Present repair facilities in Rome are strained to the utmost endeavouring to keep pace with M.R.S. and I.S.R. needs.
3. It is understood by this Division that Società Nazionale di Ferrovie e Tramvie have three locomotives at Orbetello but that all three require light repairs. There is no objection on the part of this division or of the Inspectorate General of the Ministry of Communications to any or all of these locos being used at Ribolla Mines. This should be a matter of arrangement between Montecatini and the Company concerned.
4. As indicated in 2 above no assistance can be given in Rome in repairing the Montecatini locos, but it is possible that the work could be undertaken at Foligno at a later date, approximately 3 months hence.
5. The Solvay Plant at Rosignano have been accustomed to maintain their own locomotives and might possibly be able to do some repair work for Montecatini.

S.L. Baister
S.L. BAISTER, Major

For O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

87/19

JWB/gfh

INTER OFFICE MEMORANDUM

Tele : 478704

342/12/Tn 3

SUBJECT : Ribolla Lignite Mines.

TO : Rail Division, Transportation Sub-Commission.

1. These lignite mines, owned by Montecatini, have 4 locomotives, of which only one is at present in service.
2. Of the three locomotives out of service, two need boiler repairs and one an overhaul.
3. Montecatini state they understand there is at Orbetello a locomotive owned by Societa Nazionale di Ferrovie e Tranvie, and they ask whether this loco could be loaned to Ribolla Mines, if not in use at Orbetello. Will you please investigate and advise earliest possible.
4. It is also asked whether any assistance can be given in connection with the repairs and overhaul of the three locomotives at present out of service. Could the work be carried out in the Rome shops?
5. The importance of the lignite from these mines cannot be over-emphasised and anything which can be done to assist Montecatini with their present problem will be appreciated.

J. W. Siefert
for M.J. SIEFF, Colonel
Chief, Movements Division.

Copy to :- Industry Sub-Commission (Mining Division)

3708

INTER-OFFICE MEMORANDUM

CRW/elc

296/4

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

Tel : 478704

22 February 1945

341/10/Tn 3

SUBJECT : Railroad siding Valderno Lignite Mines

TO : Transportation Sub-Commission - Rail Division

1. Further to my 341/7/Tn 3 dated 31 January '45.
2. Attached copy of signal received regarding the condition of the Railroad siding Valderno Lignite Mine is forwarded for information.

C. H. Woolthorpe
for MERRITT H. TAYLOR
Director, Transportation Sub-Commission

3707

copy

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
OFFICE OF THE PROVINCIAL COMMISSIONER, AREZZO

File AR/HQ/135

Subject : Railroad Siding Valdarno
Lignite Mine *

12 February 1945

To : HQ, AC - A.F.O. 394
(attn. Director Industry Sub-Commission
Mining Division)

1. Ref. your Mines-924.32 of 20 Jan 45, the position with regard to this railway is as below.
2.
 - a) Owners : Societa Minerarie del Valdarno, Castelnuovo dei Sabbioni, 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.

G.F. QUIN SMITH
Lt. Colonel
Provincial Commissioner.

Copy to: Reg. Comm. - Toscana Region

Lt. Col. Baker, Tn. S/C

Reg. Tptn Officer - Florence.

Reg. Industry Officer - Florence.

3706

/nf

796/3

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 489081
Our ref: AC/351/7/Tn.3
22 January 1945

INTER OFFICE MEMO

SUBJECT : Castelluccio Lignite Mine (see 57/351 Lagonegro - Spezzano - Salerno line.)

TO : Transportation Sub-Commission
(Rail Division)

1 Reference this Division letter AC/Tn/114/4/RM 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/Tn/114/4/RM
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.

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

J. W. Butler Lt. Col. 3703
for M. J. SIEFF, Lt. Col.
Chief, Movements Div.

296/2

ACF/1C

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.N.F.

Tel: 643238

Our Reference: AC/296/TN4.

22 January, 1945.

TO : Movements Division,
Tn Sub-Commission.

SUBJECT : Railways. Lignite Mines.

1. Reference is to your letter AC Tn /114/4 RM of 13 Jan. 45.
2. Following information is given

(a) MORCONE - Province of Benevento -(Line 275)

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

(b) CATELLUCCIO - Narrow Gauge Line Lagonegro-Spezano.

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

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

There is also a shortage of rolling stock, and this Sub-Commission sponsored 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 an advance from the Government for repair work if action is required.

You might prefer to ask Major Blair to submit recommendations for the movement of this lignite, or if desired I will endeavour to obtain a full report.

1. Reference is to your letter AC Tm /114/4 RM of 13 Jan. 45.
2. Following information is given
(a) MORCONE - Province of Benevento --(Line 279)

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

- (b) GASTELLUCCIO - Narrow Gauge Line Lagonegro-Spezzano.

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

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

There is also a shortage of rolling stock, and this Sub-Commission sponsored 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 an advance from the Government for repair work if action is required.

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

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

./.

0278

= 2 =

If however, the contact from the mine is with the Vibo Valentia
-Mileto narrow gauge line, there is damage on which a further re-
port would have to be made. Perhaps you will say the position.

O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

3728

0276

0296/1

Re-habilitation of

Campobasso-Benevento line

Approx. cost : 300 millions lire

" time 6 months

Abt. 1500 mt. bridges & viaducts demolished

No particular attention has been given to the section
Benevento-Morcone

3798

INTER OFFICE MEMORANDUM

JWB/gfh

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

Tele : 478704

13 January 1945

AC Tn/114/4/RM

SUBJECT ; Lignite Mines at Morcone, Briatico & 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	Stocks Available	Possible Daily Production
Morcone (Prov. of Benevento)	5000 tons	150 tons
Castelluccio Inf. (Prov. of Potenza)	10000 "	400 "
Briatico (Prov. of Catanzaro)	1000 "	50 "

3. Morcone Mine was served by line 279, now said to be seriously damaged. Will you please say what is the extent of the damage; how long would it take to re-open 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 Lagonegro-Spezzano. Will you please report on conditions in this area.

5. Briatico 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 Tirrenica 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.W. Baker
J.W. BAKER
Lt. Colonel.

3701

0 2 7 8