

ACC 092/PWU

10000/150/365

MINING
PLANTS
(AUG. 1943)

10000/150/365

MINING OPERATIONS & INDUSTRIAL
PLANTS
(AUG. 1943); DEC. 1943 - JUNE 1944

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

CWA/hf

6 June 1944

ACC/092/PWU

Subject: Cement and Brick Production.

To : Industry and Commerce Sub-Commission.

1. Ref. your ACC/5300/3/IC dated 3 June.
2. The Armed Forces have indicated to us that they may shortly require A.C.C. to operate all cement and brick works by Italians under your control.
3. It is imperative that all demands of the Armed Forces for these materials are promptly met.
4. May action be taken to ensure that all brick and cement works commence operating at the earliest possible moment?

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

6519

5 JUN 1944

092

R.C.

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

WJM/ejc

3 June 1944

Ref. ACC/5300/3/IC

SUBJECT: Cement Production

TO : Public Works & Utilities Sub-Commission

1. Your ACC/092/PWU of 31 May refers.
2. It is agreed that there is to-day a serious shortage of cement, and that this shortage will grow more acute.
3. This Sub-Commission has surveyed two plants at present inactive and has submitted requisitions for sacks to AFHQ some weeks ago. It is hoped to have early approval of the requisitions and news of prospective arrivals of paper sacks, upon which production should be possible at an early date.



W. P. EVANS
Colonel
Director, Industry & Commerce
Sub-Commission

*Call P. Evans
within 15 min
Re: cement
factories*



Will you please discuss with them the possibility of operating all cement factories, brick works, etc, by Italian under Ind & Com. Control as the armed forces have indicated they may shortly require us to do so and to assume that they (the armed forces) get their requirements from these plants.

6518

G.H. 5/6

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

WHL/lp

ACC/092/PWU —

31 May 1944

Subject: Cement Supply.

To : Industry and Commerce Sub-Commission.

1. There is at the present time a serious shortage in the supply of cement.
2. Is it possible to have any further cement factories started up, or increased production obtained from those at present working ?

6517

W.M. LAPPER,
Lieut.-Colonel,
Chief Utilities & Adm. Div.

Copy to File ACC/093/PWU

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

WLT/ac

AOC/092/PTU

29 May 1944.

Subject : Brick Supply

To : Industry & Commerce Sub-Commission.

1. There is at the present time a serious shortage in the supply of Bricks.

2. Is it possible to have any further Brick factories started up, or increased production obtained from those at present working?

W.M. LAPPER,
Lieut-Colonel,
Chief, Utilities & Adm. Div.

6516

TRANSLATION

Engr. LUIGI CIAPPARELLI
NAPLES
BENEVENTO - Piazza Guerrazzi 1140.
--oo0oo--

BENEVENTO, 25 March 1944.

Ministry of Public Works,
Salerno.

TECHNICAL AND FINANCIAL REPORT ON THE LIGNITE MINES
OF SOUTHERN ITALY.

The most important lignite deposits known to exist in Southern Italy are the following four:

- 1) THE MORCONE MINE - on land owned by the Morcone Commune in the Province of Benevento.
- 2) THE LOWER CASTELLUCCIO MINE owned by the Commune of Castelluccio in the Province of Potenza.
- 3) The "BRIATICO" MINE owned by the Commune of Briatico, Province of Catanzaro.
- 4) "ACERNO" MINE owned by the Commune of Acerno, Province of Salerno.

Of the above mines, the first three were operated by the L.I.M.S.A. LIGNITE COMPANY OF SOUTHERN ITALY, LTD., with Main Office at 24 Via Leopardi, Rome, under a 30-year concession granted on 11 March 1941 by the Ministry of Corporations.

The controlling interests of these three mines were held by the State which owned 52% of the capital stock. Operations were controlled by A.L.I. (Semi-Government Agency for Italian Lignite), with headquarters in Rome at 24 Via Leopardi.

As a result of recent war events such mines have remained inactive but as their products are of interest to the regional economy, the Directorship General of the Public Works Ministry was anxious to investigate their present condition with a view to putting them again on a production basis.

Under a decree dated 9 March 1944, the Director General of Technical Services, Ing. CAMILLO TIZZANO, entrusted Ing. Luigi Ciapparelli with the investigation of these mines, their equipment, stocks, machinery, etc. and with the preparation of a detailed report showing the necessary elements, on the basis of which the authorities would decide as to the possibility and advisability of reopening the mines.

To do this work, Ing. Ciapparelli secured the collaboration of Mr. Pietro Colella. Together, they have visited and made a survey of these mines on the following dates:-

On 21 March 1944 they visited the mine at Morcone in connection with which the following technical and financial data is furnished:

a)

MORCONE MINE

DESCRIPTION:

The lignite deposits of Morcone, of lake origin, are located in the plain at the foot of the hill on which is built the town of Morcone, about 1½ kms. from the Morcone Railroad Station, on the Benevento-Campobasso railroad line, near the river Tamaro.

The mining permit in the name of the Tamaro River concession covers an area of about 600 hectares, plus an extension of 450 hectares, making a total of 1050 hectares (see attached Map A). Three installations have been built while the works were in progress there, viz:

TAVERNA VECCHIA, VITTORIO and REX.

Each has a pit (entrance to the mine) about 30 meters long, lined with bricks. At Taverna Vecchia, in addition to Pit A, there is a Pit B well protected by a timber structure, 32% grade direction West-East. In view of the position of the lignite deposits, all installations are down-grade from 35 to 65 degrees.

In view of their inactivity, all the pits are now full of water, but having a brick lining it is expected that it will be comparatively easy to dry them without damaging them.

Power was supplied to the mine by a high tension line (15,000 volts) from a sub-station of SMI, located near Morcone. This power was transformed by the mine company itself at 260, 150 and 60 volts for internal and external services of the mine, including lighting.

This mine is important because it produces lignite of the Xiloide type, having the following specifications:

Humidity 44%; Fixed carbon content 24.55%; Hydrocarbide (gasses) 42.05%; Ashes 33%; Sulphur (solid) 0.37%; Sulphur (gas) 0.34%; Azote 0.98%. Calorific power: Best quality 3894; lower grade 3692. The entire deposit (see attached Map B) is about 3 meters deep.

Various buildings complete the installations of the mines, among the others two large huts (still existing) meters 50 x 10, housing now about 5,000 tons of lignite extracted before the stoppage of the mine.

This coal, which due to its lengthy storage is very dry and could be used immediately is composed of about one half in small lumps well adapted for the production of bricks and about one half in large lumps useful for large type boilers, particularly for those boilers on which special grills

have been installed to permit the burning of lignite.

EQUIPMENT OF THE MINE:

In view of the efforts of the company to improve the efficiency of their mine, at the moment in which work was suspended the installations were full and well equipped. However, the fury of German destructiveness, which is leaving so many marks all over Italy, did not spare the Morcone mine, so that at present their installations and equipment are no longer complete.

In addition to the destruction of some of the buildings, some of the machinery has been damaged (lathes, drilling equipment, cranes, alternators and transformers, lighting installation, lamps - electric and acetiline). One of the electric sub-stations, located near the Morcone Railroad Station, has also been destroyed, as has one of the main pole SCAC near the railroad station, and about 300 meters of the 3-phase electric line.

This destruction, while regrettable, will not hinder the reopening and resumption of a partial mine activity, even if left unrepaired. Some very good equipment is still left there - 2 cranes, one electro pump, one stamping machine, 3 motors, a 45,000-volt transformer, and other equipment which can be easily repaired and used. There are still some constructions in brick, among other two large huts already mentioned where the extracted lignite is stored, Decauville rails, cars and other materials that can be used immediately work is again started. In addition, there is a truck, which, however, must be completely repaired.

RESUMPTION OF MINE OPERATIONS:

From the foregoing it is easy to see that the immediate opening of the mine, even if only partial at first, is quite possible. Particularly so, can Pit B, the Taverna Vecchia and Pit Rex be opened, the first within 15 days and the second within a month.

Naturally, to do so it would be necessary to obtain first the supply of electric power to carry on all preparatory work, especially the pumping of water. In this connection, Ing. Fossi, resident manager of the mine has stated that the Soc. Sannio, if authorized by the Allied Command, would be very willing to supply power. However, as said power line has been partially destroyed for 300 meters, it would be necessary to be able to buy the necessary material to repair same before restarting. Once restopped, the electrical supply of the above mentioned two pits would be in a position to be operated on production basis immediately. It is expected that with gradual reconstruction of destroyed equipment and additional new equipment, the mine within a year could resume normal production. When operated under normal conditions, the mine employs some 150 people and reaches a daily output of about 150 tons of lignite. Under present conditions, however, the daily production of the mine, limited for the time being to the Rex

and Taverna Vecchia pits, would be about 50 tons of lignite per day. The Rex pit employs 40 miners and produces about 30 tons, while the other pit using 25 miners would produce an additional 20 tons of lignite.

The initial output which, in view of present circumstances, is not very considerable, could be easily raised later on, especially as we know there is a great demand for this lignite. Among other prospective buyers is the firm D'Agostino of Salerno, the Benevento brick factories, the cement mill of Ariano Irpino and others in the province of Campobasso.

SELLING PRICE:

The Allied Command, which realizes fully the urgency of resuming lignite production through its Mining Division of Naples, contacted Ing. Bossi to find out, among other things, at what price lignite can be sold. According to Mr. Bossi, Director of the Morcone Mine, the price should be Lit. 650 per ton at the mine. We have made some investigation on this point and have found out that this price is right and it corresponds to the price reached by the Allied Command for the same type of material.

As far as the wages of the miners is concerned, we have found out that their minimum wages should be Lit. 9.00 per hour for miners, Lit. 8.00 per hour for underground common laborers, Lit. 7.50 per hour for men doing outside work, Lit. 7.50 per hour for boys doing outside work. These wages do not include the new scale of wages now discussed by the Province of Benevento. In other words, the daily labor cost for producing 50 tons of lignite per day would reach including accessories such as insurance about Lit. 10,000. Of the above sum, Lit. 3,000 for management and supervision.

TRANSPORTATION OF THE LIGNITE:

For the present it is necessary to provide trucks as it is urgent to start moving the large quantity (about 5,000 tons) of lignite stored at the mine. If this mineral should be moved using private vehicles, its transportation would be almost impossible as its cost would be Lit. 1500 per ton to move it from Morcone to Benevento, and Lit. 3000 per ton from Morcone to Naples and Salerno, so that the use of lignite would be impracticable and uneconomical.

Therefore, to avoid this great obstacle, it will be necessary to ask for the help of the Allied authorities for the permanent allocation to the Morcone Mine of at least FIVE TRUCKS, enough to move about 50 tons of lignite per day. Only using these Allied vehicles and establishing a dump of lignite at the Benevento Railroad Station for its shipment by rail to Salerno and Naples the operation of the mine will prove practicable.

Anyway obtaining trucks from the Allied Command it would be possible to cut down the cost of transporting coal to Lit. 400 per ton to Naples, and Salerno to Lit. 700, so that including such costs the selling price of this lignite would vary between Lit. 1000 and Lit. 1400 per ton, a price which

would help the consumption of the lignite in view of the high cost of other fuels, including wood. If the shipment of this lignite to Naples and Salerno could be arranged by rail, then its cost would fall much below the above mentioned prices.

TERRITORIAL MARKET FOR THIS LIGNITE:

To avoid too long and costly transports of this mineral, either by rail or road, it is necessary to limit to a specific area the marketable territory for the Morcone lignite. The territory to be assigned to the Morcone Mine should be:

on the Adriatic Coast: Vasto as northern point, Teroli, Campobasso, Baranello, Foggia, San Severo, Lucera.
on the Tyrrhenian side: Benevento, Avellino, Salerno, Naples, Casalvelino, Agropoli, Caserta, Formia.

PERSONNEL:

Doing the right thing, the Manager of the Mine, Ing. Rossi, has done his best to keep the personnel (specialists) of the mine, so that at the time of my inspection, we found still at the mine:

- A technical-administration Manager
- A Technician, Chief of Services
- A Technician for underground work
- An Accountant (Teller) (lady)
- An Assistant Accountant
- A Foreman (in charge of shops)
- Three watchmen.

Labor (miners, skilled workers, laborers, etc.) necessary to the mines if reopened, can easily be obtained, as the manager has assured us, on place, calling back to work the men who already did work at the mine and who would be only too glad to go back to work there.

FINANCING:

The existence at the mine of about 5,000 tons of lignite ready to be sold may render possible the reopening of the mine without the need for financial help from the Government. As a matter of fact, the manager has stated that it would be only necessary to take a simple bank advance of about 500,000 lire to take care of the initial period till operation could be replaced on a normal basis and funds received for lignite to be sold cash to the various firms very anxious to buy it. Such advance to be repaid with the first funds available. This advance could be made by the Banca Sannitica of Benevento, which maintains a branch at Morcone making easier any pertinent transaction.

CONCLUSION:

The undersigned is of the opinion that:

a) it is possible to make an immediate, even if partial, resumption of work of the lignite deposit of Morcone and that this resumption of works more than advantageous, a duty to the regional economy of that section of the country.

b) To render this resumption of works possible it be necessary to allocate at least 5 trucks by the Allied Command, to make possible the transportation of at least 50 tons of lignite per day.

2) The immediate supply of power to the mine and the allocation of 1000 meters of aluminum tress (Aldrey type) size 60/10, required for the reconstruction of the section of the power line that has been destroyed; also the monthly allocation of SIX Quintals of Calcium Carbide, for the lighting of the mine's galleries in substitution of electric lamps, also destroyed, till the new electric bulbs will be obtained on the market.

3) Opening of a banking advance of at least Lit.500,000 in favor of the Mining Company.

4) Increase, if possible, of the food rations for the workers, especially for those doing underground work. Their bread ration should be increased by at least 400 grams in view of obtaining good results, as they are doing heavy work.

5) The allocation of a plot of land at the Benevento Railroad Station to create a lignite dump for the lignite to be shipped by rail.

6) The allocation by the allied command of the railroad cars necessary to ship the lignite to all localities for which rail service has been reopened.

The undersigned submitting this report hopes his job has been well done and that it satisfies the Hon. Directorship General, and informs at the same time; any information covering the other mines will be submitted as soon as it is possible for him to inspect same.

6519

AEP/ccb

ALLIED MILITARY GOVERNMENT
INTER OFFICE MEMO

From: Public Works and Utilities Sub-Commission.

SUBJECT: Industrial Plants

FILE No. ACC/092/ITU

TO: Industry & Commerce Sub-Commission

14 April 1944

1. Ref. your ACC/5088/IC dated 1 April 44.
2. We will continue to submit our requirements to you.

W.M. LAFER,
Lieut-Colonel,
Chief, El. & Adm. Div.

6509

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

WJM/rj

1 April 1944

Ref. ACC/5088/IO

SUBJECT: Asphalt Plant at Torre Annunziata

TO : Public Works Sub-Commission

1. Your ACC/092/PWU refers
2. This Sub-Commission has not sufficient personnel to take over direct supervision of Industrial Plants, as and when they fall under control of ACC.
3. It is suggested that the best method of handling this matter would be for Public Works and Utilities Sub-Commission to indicate requirements to this Sub-Commission. Contact would then be made with the appropriate Ministers of the Italian Government to arrange that supplies and facilities be made available.

W. P. EVANS
Colonel,
Director, Industry &
Commerce Sub-Commission

500 Gals.
1200 lb
Bldg. S.

PBS would require
4000 lbs of emulsion monthly

22 T/day
8 APR 1944
Lt Col. H. C. H. Evans
Will you please obtain
from P.B.S. their requirements
and add yours and prepare
a statement what the output of
the plant is to be and what
the same material requirements are
so that proper steps can be taken
by Ind & Com. Sub-Com.

critical
items
1/4/44
6508

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

LAJ/in

ACC/092/PWU

28 March 1944

Subject: Taking over and operating Emulsified
Asphalt Plant at Torre Annunziata.

TO : Industry and Commerce Sub-Commission.

1. I am attaching hereto a report on this plant from
Lt.Col.Laboon. It is most essential to assure a regular, continuous
and adequate output of this plant as we need this Emulsion in
connection with our Military Highway Reconstruction program.

2. Will you, therefore, please make the necessary
arrangements to take over and operate this plant.

L.A. JENNY
Lt.Col.,C.E.
Director.

C.C. to Vice President Economic Section.

By Col. Lapper

*Will you please clear this with
Dud & Com. and, if O.K., clear
with D.B.S.*

L.A.J. 28/3/44

6507

Then file

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

JPL/lp

27 March 1943

Subject: Emulsified Asphalt Plant.

To : Lt-Col. Jenny.

1. We have been seriously handicapped in our operations in S. Italy on the repair and reconstruction of military highways due to our inability to obtain asphaltic materials, especially emulsified asphalt which is so badly needed for immediate repairs and patching during other than dry seasons of the year.

2. Our only source of supply of emulsified asphalt in District III is the privately owned plant located at Torre Annunziata where continuous operation has been impossible because of lack of essential materials at the plant. This is a small plant employing perhaps 10 people.

3. P.B.S. has had this plant under requisition for some time but their inability to supply supervising personnel, to arrange for a continuous flow of essential materials to the plant and thus assure continuous operation and flow of the finished product from the plant has served to impair the usefulness of this plant in the war effort. Capt. Johnson of P.B.S. has suggested he would be glad to turn the plant over to ACC and assist us in obtaining the necessary raw materials.

4. Therefore it is recommended that:

- (a) P.B.S.'s offer to cancel their requisiting be accepted.
- (b) ACC issue a requisition for this plant.
- (c) The appropriate Sub-Comm. assume responsibility for the control of operations and establish at the plant the necessary supervising personnel to assure continuous operation.

John F. Laboon
JOHN F. LABOON,
Lt-Col. C.M.P.
Chief, Public Works Div.

6506

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

JPL/lp

File: A66/092/PWU

23 March 1944

Subject: Ragusa Asphalt.

To : Director, Mining Division, ACC.

1. Reference your letter of 14 March, above subject, it is not contemplated changing our estimate of Requirements in this respect at this time. 600 Tons of polvere and 200 Tons of Type B oil monthly is based on operating conditions and needs of the highway system.

2. Type A (asphaltic) oil can be substituted for Type B oil if necessary to fulfill requirements, but it is understood that Italian maintenance crews intend to use most of the oil for patching where rock is used.

L.A. JENNY,
Lt-Col., C.M.,
Director.

12/6/44
1st batch
& many others - these quantities can be produced
in 10 days - Any more needed?

6503

CSC/ab

42
693
RevHEADQUARTERS
ARMED CONTROL COMMISSION
Mining Division
APO 394Lt Col Kapper
To see me within
15/3

14 March 1944

In reply
refer to:
921

SUBJECT: Ragusa - Asphalt.

TO : Director P.W.U. Subcommission, A.C.C.
Attention: Lt. Col. W.K. Kapper.

1. In reference to your letter 26 Feb. 1944, file ACC/092/PWU, we are wondering if you would care to change in any way your estimate of requirements of 600 metric tons of polvere and 200 metric tons of Type B oil needed monthly for three months starting at once.

2. This thought comes to our mind as the result of the following quotation taken from a recent letter from Sicily Region Hdg.

"We note that the requirements of Public Works are very modest as to polvere, being, at 1,300 tons per year, less than 1/3 of a month's production capacity. Asphaltic Type B oil is required in a ratio 1 to 3 of polvere, which is high, the usual ratio being about 1 to 8 or 1 to 10."

5. Sicily Region Hdg. also points out that "shipment of the above products will depend on sacks and transportation." This is for your information and further handling with Industry and Commerce Subcommission when you get down to the actual details of accepting delivery of the products.

For the Chief, Mining Division:

C. Carter

6504

CARROLL S. CARTER,
Lieutenant Colonel, C.E.,
Executive Officer, Mining Division.

Public Works and Utilities Sub-Commission

Asphalt.

ACC/092/PWU

Industry & Commerce Sub-Commission.

4 Mar 44

Attached letter for your information and retention.

✓
COPY

of folio 40

W.M. LAPPER,
Lieut-Colonel,
Chief, El & Adm Div.

6503

Subject :- Asphalt

Exec Sec (P) PW 4211 A
 Directorate of Works,
 HQ ACMF (Adm Echelon) *4092*

3222/DDW *U 788*

1 Mar 44

To HQ ACC
 Chief of Public Works
 & Utilities Sub Commission

1. Reference attached report on Sicilian rock asphalt left at this office by Lt. Col. LAPPER.
2. Owing to the present shipping position it will not be possible to consider the use of SICILIAN asphaltic rock in ITALY. It is, therefore, suggested that you do not develop the mines any more than is necessary to meet your demands in SICILY.

AHG/ac

A.H. Glendinning
 A.H. GLENDINNING,
 Lt. Colonel, R.E.
 for Brigadier,
 D.D.W.

report enclosed.



6502

2 Mar 44

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO. 394

File : RTC 411.8

24 January 1944.

SUBJECT: Ragusa Asphalt

TO : Chief, Public Works and Mines Sub-Commission, AMG.

1. The rock asphalt deposit at Ragusa Sicily consists of a fine grained limestone in which nearly horizontal strata of "Sterile" or un-impregnated rock alternate with strata of rock impregnated with heavy asphaltic oil. The thicknesses of the strata, both sterile and impregnated, vary from ten to perhaps fifty feet. The richness of the rock is expressed in percentage of asphalt content by weight. This percentage varies from 0% for sterile rock to perhaps 11 to 12% for the richest. Quarrying is done from open pits, stepped down so that work progresses from several elevations.

2. Production has been proceeding almost continuously since the occupation. The R.A.F., the American Air Force, District I, and AMG., Region I, have absorbed the products. In normal times production consists of the following procedure:

- a. Quarrying of the asphalt rock by blasting from open pits.
 - b. Classification and separation of the rock: "Sterile" rock being discarded; 4 to 7% (called "6%") being crushed and moved to the refinery; 7% to best (called "8%") being crushed and moved to the grinding plant. Movement of the materials, by mine cars; grading and separation by eye and hand.
 - c. Grinding of the 8% in to "polvere" or powdered asphalt rock, sacking in paper sacks and storing or shipping.
 - d. Distillation of the asphaltic content from the 6% rock; refining of the "raw oil" distillate by various additional runs to produce (1) a light Diesel fuel used principally in motor trucks and called "Motorina" (Known also variously as "Nafta", "gasolio", "light Diesel oil"), (2) heavy Diesel oil, (3) soft and/or hard bitumen; placing of such products in containers ready for shipment.
3. At the present moment this normal procedure has been altered in three respects:
- a. No sacks are available, hence the polvere is stored in bulk.
 - b. Little truck transportation is available, hence the polvere is being stock piled at the works.

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- c. The normal petroleum products have been discontinued and instead a so called "Asphaltic Oil, type B" suitable for road repair binder is being produced.

4. At the present time there is a stock on hand of around 5,000 tons of polvere, 20,000 tons of uncrushed rock.

5. Present capacity of the Works is about 6,000 tons per month of polvere, 400 tons of type B oil. It is possible that this might be increased, given sufficient supplies, power, labor and transportation but these problems would take some time to work out.

6. Much of the equipment of the Works is nearing the point where its use will have to be discontinued unless replacement parts are provided. Attached as Exhibit A is a list of the most essential requirements for continued operation. Perhaps the most urgent item - a supply of replacement hammers for the grinding mill - has been omitted from Exhibit A because efforts are being made to locate an Italian source of supply. Another item not included but which would be essential if polvere is to be shipped by water is that of sacks.

7. In order to maintain a high rate of production, priority on electric power sufficient to guarantee continuous operation is necessary.

8. In order to ship out the products a fleet of trucks would be required. The haul to railway is short (about 2 miles) and roads are good. It is estimated that 6 five ton dump trucks, equipped with good tires and otherwise in good condition could handle 6,000 tons per month. These should preferably be Diesel trucks.

9. For export shipment, the nearest deep water port would be Syracuse. Catania or Licata might be used, but Catania offers a very expensive loading situation and Licata is limited by a shallow draft condition. If coasters are used, Licata would probably be much the preferable of the three.

10. In any case, in order to move the products by rail, the railways would have to (1) be provided by the fuels allotment with sufficient coal to carry such civilian traffic or (2) be directed through proper channels to handle such products as military traffic.

11. To summarize, the requirements for production and shipment to seaports of about 6,000 tons of polvere and 400 tons of type B, Asphaltic Oil per month would be:

- a. Immediate supplying of materials on attached Exhibit A.
- b. Supplying of sacks sufficient for whatever amount of polvere may be desired for water shipment.
- c. Supplying of manganese steel hammers which will be requisitioned if a local source cannot be developed.
- d. Supplying in due course of a large number of less critical materials of operation. (At the present moment Sicily is being combed to supply all possible supplies locally).

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- For
PW
IC
IT
- e. Authority directed through Region I, AMG. and District I to provide essential electric power.
 - f. Provision of a minimum of 6 five ton trucks in good condition.
 - g. Provision of coal for civilian rail traffic or designation of asphalt products for export as military traffic.
 - h. Designation of a port for export and authorization of an agency to handle shipping (Mining Section, Region I, can provide a civilian handling and loading organization if desired).

12. All matters regarding financing, management, prices, have already been arranged. Some means for payment for products on 15 to 30 day invoices should be made to enable operation of the Works.

13. Under AMG. directive to the Works, sales are made f.o. b. trucks at the Works, all other expenses being paid by the purchaser. Price of polvere has been set at 240 lire per metric ton. Price of Type B oil has been set, provisionally, at 4750 lire per metric ton.

14. At the present time the entire out put of the Works has been allocated to disposal of T.C.U. Division, Region 1 for distribution to Sicilian road repair agencies.

15. If further action or information is desired please advise.

By order of Lt. Col. Charles POLETTI, R.C.A.O.

C.P. Bolick
C.P. BOLICK
Lt. Col. F.A.,
Chief, T.C.U.P.W.
& Mining Division

6499

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

WAL/ama

ACC/092/PWU

5 March 1944

SUBJECT: Ragusa Asphalt.

TO : Chief, P.C.U.P.W. & Mining Division.

1. Reference your letter of 24 Jan 44, concerning output from the Ragusa Asphalt Mines.

2. This matter has been examined and we are informed by the Directorate of Works H. Q. ACEF (Adm Echelon), that owing to the present shipping positions it will not be possible to consider the use of SICILIAN asphaltic rock in Italy. It is therefore, suggested that you do not develop the mines any more than is necessary to meet your demands in SICILY.

6498

W. M. LAPPER,
Lt. Col.,
Chief, Elec. & Adm. Div.

35

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

El & Adm Div.
WML/cm

ACC/092/PWU

26 Feb 1944

Subject: Ragusa Asphalt.

To : Industry and Commerce
Att: Lt.Col.C.S. Carter, Mining Div.
Ref: ACC/092/PWU.

1. In reply to your note attached as to quantity required the following estimate is submitted.
600 metric tons of Ragusa needed monthly for maintenance
200 metric tons of Ragusa oil needed monthly for maintenance.
(The above for 3 months per year effective at once)
(Total annual requirements being 1800 Tons of Pulver oil)

W.M. LAPPER,
Lieut-Colonel,
Chief, El & Adm Div.

6497

File

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

El & Adm Div.
WHL/cm

ACC/092/PWU

26 Feb 1944

Subject: Ragusa Asphalt.

To : Industry and Commerce
Att: Lt.Col.C.S. Carter, Mining Div.
Ref: ACC/092/PWU.

1. In reply to your note attached as to quantity required the following estimate is submitted.
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200 metric tons of Ragusa oil needed monthly for maintenance.
(The above for 3 months per year effective at once)

W.M. LAPPER,
Lieut-Colonel,
Chief, El & Adm Div.

6496

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

Ben Lee
JHP/ce
28

File : RTC 411.8

1 February 1944

Subject : Ragusa Asphalt Works

To : Chief, El. & Adm. Div.
Public Works & Mines Sub-Commission

1. Reference is made to your letter ACC/093/FWM
numbered 3893 date 26-1-44.

2. Report to Director, Public Works and Mines
Sub-Commission went in 29 Jan., is no doubt in your hands
by now.

3. The Panzera Works in Palermo is not in operation. The materials required for casting manganese steel hammers are not available in Sicily. It has been suggested that some foundry in Naples may have the necessary materials and we are trying to arrange for the drawings to be taken there by some one familiar with the requirements.

4. Other questions including repairs to the generator mentioned in your letter are being investigated.

J. H. Pollard
For C.P. BOLICK
Lt. Col. F.A.
Chief, T.C.U.P.W.
& Mining Division

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*Note: report
is dated 24 Jan 44*

ALLIED MILITARY GOVERNMENT
INTER OFFICE MEMO

26
GER/efe

Public Works & Mines Sub-Commission

From: _____

SUBJECT: Ragusa Asphalt.
TO: Industry & Commerce Sub-Com.

ACC/092/PWM
FILE No. 25 January 4
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1. Forwarded as requested on the slip.
2. Lt. Pollard (Mines Branch of this Sub-Commission) is going at once to Sicily, to Ragusa, and he will report the present position, generally. We are told there are other matters, besides the defective shaft.
3. Very large quantities of asphalt are needed in connection with the 2,500 KM. of roads and bridges about to be rehabilitated (under the control of this Sub-Commission) by the Italian Government, on priorities already decided by 8494
A.F.H.Q.

GER.
for | L. A. JENNY,
| Lt. Col., C.E.R.
| Director.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Industrial Planning Staff.

RAM/ln *25*

20 January 1944

SUBJECT: Rehabilitation of Ragusa Asphalt Plant.

TO : Public Works and Mines Sub-Commission.

1. There are attached hereto information and data relative to subject matter. This data concerns the replacement of a broken shaft at the Societa' Italiana Asfalti Bitumi Combustibili Liquidi & Derivati located in Ragusa, Sicily. This company maintains its own power plant whose capacity is 480 K.W. However, due to the broken shaft in the 300 K.W. generator its present out put is only 120 K.W., plus 60 K.W. as reserve.

2. This concern is capable of producing powdered asphalt, crushed rock asphalt, bitumen, and Diesel oil. When in full operation, it has a daily capacity of 140 tons of powdered asphalt, 8 tons of asphalt and 14 tons of Diesel fuel. The plant is not now operating in the production of these products. Its present limited electrical out put is now being used by the city of Ragusa for pumping water, running flour mills, and for furnishing a small amount of electrical lighting.

3. It is believed that much of the materials which can be produced by this plant can be used by the Armed Forces for military needs. However, it is contemplated that greater uses can be made of these materials for highway projects, such as the reconstruction and repair of bridges, viaducts, trestles, and roads. It is understood that a program of this nature is being developed and now being put into operation by the Public Works and Mines Sub-Commission. The production of Diesel oil by this plant should lessen somewhat the fuel problems, requirements for rail transportation and for local shipping.

4. The present condition of the plant with respect to the broken generator shaft is that it is deprived of full

6493

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capacity operation for producing materials essential for military and civilian needs. The shaft referred to in the accompanying drawings and designs has broken on two separate occasions after rendering service for approximately 180 days each time. The breaking of the shaft has probably been due to its rigidity and misalignment thus bringing about fatigue and ultimate breakage. This office is of the opinion that the quality of the metal used in the original construction of the shaft is not an important factor as is the placement of a flexible coupling to absorb shock and lessen fatigue on the shaft. Designs Nos. 1 and 2 prepared by this office are intended for that purpose. It is suggested in the interest of conserving forging operations and importation of new equipment that the shaft be welded at the U.S. Naval Yards in Palermo following an inspection by a Naval officer. Thermite welding would be preferable. The necessary machining can be done at the Panzera Plant also located in Palermo.

5. This office believes that the Soc.It. A B C D plant should be rehabilitated as soon as practicable and put into full capacity operation to produce asphalt, asphalt rock, Diesel oil, and bitumen. With reference to the last item, it was stated at the 7 January 1944 meeting of the Island Resources Board that all locally produced bitumen would be available for roads but that no imported military bitumen would be permitted to be used for this purpose.

6. It is recommended, therefore, that:

a. The Public Works and Mines Sub-Commission evaluate the need of this plant in terms of utilization of materials which it can produce; also with respect to power production for full scale operation, and

b. That Industry and Commerce Sub-Commission render whatever assistance may be necessary to put the plant into operation.

For The Industrial Planning Staff:

Inclosures:

1. Memo. fr. Ist. Engr. Sp. Brig. 2 Aug 43
2. Ltr. fr. Soc. It. ABCD, 20 Dec. 43
3. Ltr. fr. Soc. Naz. O. D. S. (undated)
4. Drawing No. 170562
5. Drawing (small sheet)
6. Designs Nos. 1 and 2 (I P S)

Fred M. Reiter
FRED M. REITER

Lt. Colonel

Senior Staff Officer

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HEADQUARTERS 1ST ENGINEER SPECIAL BRIGADE
Office of the Engineer
A.P.O.#758

2 August 1943

SUBJECT: Ragusa Asphalt Plant

TO : The Engineer

1. The information contained in this report was obtained by discussing the possibility of reopening the Asphalt Works at Ragusa, with the following people:

- a. Mr. Moy - Plant Manager
- b. Major Ousely - British AMGOT Representative.
- c. Major Richardson - (American) 3rd A.S., A.C.
- d. Major Colt - (American) 3rd A.S., A.C.

2. Operation with Govt. Power. Mr. Moy stated that the mines and refinery before the invasion of Sicily were operated by electric power which was furnished by the Italian Government Plant at Cassibile. If this power were now available work on production of powdered Asphalt, Asphalt and fuel oil could commence immediately.

3. Operation with Company Power Plant. a. The Asphalt Company has a power plant of its own whose capacity is 480 K.W. However at the present time its output is only 120 K.W. (60 K.W. reserve). This is due to a broken shaft in the 300 K.W. generator.

b. The 120 K.W. (60 K.W. reserve) output is at present being used by the city of Ragusa for pumping water, running flour mills and furnishing a limited amount of electrical lighting.

c. Type of current required is 220 volts, 3 phase 50 cycles.

d. 140 long tons of powdered asphalt could be produced in a 24 hour period by using a 60 K.W., 50 cycle generator. E Cowever their motors are not designed to take an overload, therefore we could not substitute any of our 60 cycle portable generators.

e. Mr. Moy has offered four solutions for repairing the 300 K.W. generator.

- (1) To replace the broken shaft with a new one.
- (2) By installing a flexible coupling between the engine and generator.
- (3) By installing an indirect chain drive.
- (4) By moving the location of the generator and installing a flat belt drive.

Plans for solution mentioned above are attached to the end of this report. 6491

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4. Products and Processes. a. The company produces powdered asphalt, asphalt, and fuel oil.
b. The powdered asphalt is made by grinding to a powder a rock whose bituminum content varies from 7 to 9 % .
c. The asphalt and fuel oil are refined from a poorer grade of rock.

5. Capacity.
140 long tons of powdered asphalt - 24 hrs.
14 long tons of diesel fuel - 24 hrs.
8 long tons of asphalt - 24 hrs.

6. Men and material required to operate Plant and Mines:
a. When operating at full capacity, the company employs 1200 to 1300 men.
b. The company has on hand at present enough supplies to operate for twenty-two (22) day period.
c. The materials required for operating the plant for 24 hrs are as follows:
80 Kgs black powder.
1000 meters fuse.
300 caps.
Secondary explosives.

7. Products on hand:

18,000 long tons of crushed rock for distillation.
2,000 long tons of crushed rock for powdered asphalt.
40 long tons of powdered asphalt.
150 long tons of asphalt.

8. Remarks.

Both Major Richardson and Major Colt assured me that the Air Corps could use the total output of powdered asphalt for an indefinite period. Major Colt suggested that an Engineer Officer from 15th Army Group be sent by plane to Algiers or London to obtain steel shaft to repair 300 K.W. generator if electric power on the island is not available in the near future.

Theodore Dastoli.
Captain, C.E.

6493

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Public Works and Mines Sub-Commission

El & Adm Div. ⁶
WML/ccb

ACC/092/PWM

26 Jan 44

Subject: Ragusa Asphalt Mines.

To : Chief T.O.U.P.W & Mines Division, Region I.

1. We have received information that the output from the Ragusa Asphalt Mines may be seriously held up due to shortage of manganese castings for hammer type rock crushers.
2. In view of the very large programme of highway repair and bridge reconstruction work which is being carried out in Italy, the demand for asphalt will be increasing rapidly in the near future. It is important therefore, that the fullest output shall be continuously available from plants of this nature and every assistance given to the repair of machinery or supply of the necessary materials.
3. You will be acquainted with the products of the Panzera Works, Palermo, who, I believe, will be able to supply the necessary castings and I shall be glad if you will make the necessary arrangements whereby the Ragusa Co. can arrange for these castings to be supplied from the Panzera Works.
4. Incidentally, if there is still a shortage of Electricity in Sicily it might be an opportunity while dealing with the Ragusa firm for you to take a Navy representative with you and ask if they can carry out repairs to the shaft of the Generator at Ragusa. I attach particulars of this plant and I shall be pleased if you will let me know in due course whether you have been able to arrange for the repairs to be carried out.

File

W.M. LAPPER,
Lieut-Colonel,
Chief, El & Adm Div.

P.S. Since writing the above I learn that Lt Pollard of the Mines Division of this Sub-Commission is visiting Sicily and will be calling at Ragusa. He has been asked to report on the progress of the repair to the Generating plant and no doubt you will wish to contact him.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Public Works and Mines Sub-Commission

LAD/cw

AOC/CB/PWT

24 Jan 44

Subject: Survey of Bagusa Asphalt Mine.

To : Lt Col. C.P. Polick, Chief T.C.U.P.W. & M Div. Region I.

1. I have just discussed with Lt. J.H. Pollard the question of making a prompt survey of the capacity and difficulties of the Bagusa Asphalt Mine. We want an up to the minute report on this as we have been asked to take over a very large military highway reconstruction program and are in need of large quantities of asphalt.

2. Will you, therefore, send Lt. Pollard to this Mine by Air-transportation and ask him to submit promptly a complete report on the present and possible capacity of the Mine, what has already been done in the way of requisitioning equipment, etc, and what is needed today including electric power problems if any, method of shipping etc, ^{so} that we may assist in any way we can.

3. In citing the transportation problem be sure to give highway requirements, type of truck needed, and port facilities available, etc, and what type of boats can be used to ship to the mainland.

L.A. JERRY.
Lt. Col. C.E.
Director.

CC to Mines Div.
to P.W. Div.

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Public Works and Mines Sub-Commission

LAJ/ow 4

ACC/C92/FWM

18 Jan 44

Subject: Mining Operations.

To : Lt Col. C.F. Bolick. H. . Region I.

1. I note that in your letter of 10th of Jan 44 to the Mining Division you raise the question as to where this division stood. This is to advise you that, beginning 1 Jan 1944, the Mining Division has been incorporated with the Public Works and Utilities Sub-Commission, and the name of this Sub-Commission changed to Public Works and Mines Sub-Commission. This Sub-Commission continues to handle utilities as before.

2. In addressing letters to the MINES Division the following will be used:-

"Mines Division
Public Works and Mines Sub-Commission".

L.A. JENNY.
Lt Col. C.F.
Director.

HEADQUARTERS
ARMED MILITARY GOVERNMENT
APO 512

Mines/RZD

092

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In reply
refer to:
461.

14 January 1944

SUBJECT: Information on Extractive Industries.

TO : Commanding General, AMG, APO 512.
Attention: Chief, Military Government Section.

1. In order for the Mining Division, this headquarters, properly to carry out its functions it is deemed advisable that it have available to it as much data on the extractive industries of the countries presently occupied or to be occupied in the near future as is possible.

2. It is therefore requested that copies of such information as is available on the mining industries of Italy, the Balkan States, as well as Greece, Hungary, and Turkey be sent to this headquarters addressed to the attention of the Mining Division, Public Works & Mines Subcommission.

3. It is suggested that the following sources among others be approached in respect to securing such information:

- a. Office of Economic Warfare, Washington, D.C.
- b. U.S. Geological Survey, Washington, D.C.
- c. Bureau of Mines, Washington, D.C.
- d. Combined Raw Materials Production Board, Washington, D.C.
- e. Military Government Center, Tizi-Ouzou.

4. It is further requested that the Mining Division, this headquarters, be placed on the regular mailing list to receive periodic shipment of similar data and information bulletins from the U.S. War Department.

CHARLES M. STOFFORD,
Colonel, G. S. C.,
D.C.S.A.C.

file

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COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APO 512

COPY

2 December 43

Subject: Control of Mining Activities - Italy.

To : Military Government Section AFHQ.

1. After due consideration it has been decided to operate the newly constituted Mines Section as a section of the Public Works and Utilities Sub-Commission (Economic Directorate) instead of as a section of the Industry and Commerce Sub-Commission as originally suggested.

2. The above decision has been influenced largely by the fact that the Italian Administration is similarly constituted.

3. May the above be approved.

For the Commanding General:

/s/ Frank Spofford.
For
E. GUETERBOCK,
Brigadier.
Adtg Chief of Staff.

1st Ind.

HP/thh

Military Government Section, Allied Force Headquarters, 8 Dec 43.

To: Headquarters AMG, APO 512

1. Approved.

For the Chief of Section:

/s/ Henry Parkman Jn.
HENRY PARKMAN JN.
Lt. Colonel.

Original recieved by Public Works and Utilities Sub-Commission
for notation 28 December 1943.

6485 *file*