

Movement of Olive Husks
(SANS)

06031

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

10000 / 148 / 993
DEC '44

0604

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

"Gaslini,,

ESPRESSO

Napoli 24/9/1945

ASSOCIATA PER AZIONI
CAPITALE VERSATO L. 100.000.000
SEDE SOCIALE MILANO - Piazza Riforma 3

CL/des

AL QUARTIERE GENERALE
SUB-COMMISSION TRANSPORTATION

UFFICIO AMMINISTRATIVO
GENOVA - Via Petrarca 2

R O M A

VIA ALABARDIERI, 1 NAPOLI
Stabilimento di Telefono N. 16153

ASSEGNAZIONE VAGONI FERROVIARI. -

Facciamo seguito alla ns. del 21 corr. per comu-
nicarVi che per errore di battitura é stato scritto "zona
di Avellino" anziché Salerno.

Per quanto sopra la ns. richiesta dei vagoni fer-
viari intendosi sulla provincia di Salerno.

In attesa di un Vs. parere favorevole Vi ringra-
ziamo e distintamente Vi salutiamo.

"GASLINI,, S.p.A. NAPOLI

2245

CFC/mb

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission

File : 473704

26 September '45

295/57/Tn.3.

SUBJECT : Allotment of rail cars

TO : Gaslini /4
Via Alabardieri, 1
Napoli

1. With reference to your letter dated 21 Sept. '45.
2. If your bids for movement are submitted to the I.S.H. and accepted you will obtain whatever wagons are available.
3. It is suggested that you see the AC Transportation Officer at Naples and request him to assist in this matter.

BL
D.F. CANTARILE,
Major, R.E.

Copy to : AC. Transportation Officer, Naples

CFC/mb

Traduzione

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

26 Settembre '45

Telf.: 478704

295/57/Tn.3.

OGGETTO : Assegnazione di carri ferroviari

ALLA : Soc. Anonima Gaslini,
Via Alabardieri 1
N a p o l i

1. Con riferimento alla vostra lettera del 21 Settembre '45.
2. Se le vostre richieste di trasporto sono sottomesse alle Ferrovie Italiane dello Stato, otterrete qualsiasi carro ferroviario disponibile.
3. Vi consigliamo di mettervi in contatto con l'Ufficiale Alleato addetto ai Trasporti in Napoli, chiedendo il suo aiuto sulla questione.

Per ordine del Direttore

C.F. COMPTON,
Maggiore, R.E.

2243

Copia : Ufficiale addetto ai Trasporti - Commissione Alleata.

TRANSLATION

AS/1

GASLINI

Naples- Via Alabardiera 1

Subject: Allotment of rail-carsTo : A.G. Transportation SAC
Rome

295/56

We inform you that our firm must provide to the movement of the olive seed husks for the production of oil for soap making.

We have been informed that the Senior Transportation Officer can't give us the rail-cars needed.

The producers of olive husks are continuously urging the withdrawal of the olive husks. In the yards of Desaro there are already 2000 tons and 2000 more should be brought there.

With the olive seed husks remain in that area the Province finds herself without soap.

We beg you to examine the situation arising for the allotment to us of rail cars in the Province of Avellino -

We will appreciate an answer.

"Gaslini" S/A

The Commissioner
and illegible

"Gaslini.,

SOCIETÀ PER AZIONI

CAPITALE VERSATO L. 100.000.000

Sede Legale MILANO - Piazza Piave, 3

UFFICI AMMINISTRATIVI

GENOVA - Via Petrarca, 2

UFFICIO DEL COMMISSARIO

NAPOLI - Via Adriatico, 1

Napoli 21/9/1945

CL/des

SPETT. QUARTIERE GENERALE
SUB-COMMISSION TRANSPORTATIONR O M AASSEGNAZIONE VAGONI FERROVIARI. =

Con la presente Vi comunichiamo che la ns. Società dovrà provvedere al ritiro della sansa vergine prodotta nella corrente campagna sulla zona di Avellino per la produzione di olii da destinarsi alla saponificazione.

Intanto ci viene segnalato che il Senior Transportation Officer non potrà concederci i vagoni ferroviari per disposizione degli organi superiori.

Ci rivolgiamo a codesta Sub-Commission per prospettarVi che i frantoi fanno continui solleciti perché i ritiri della sansa da loro prodotta non vengano più ritardati. Sullo scalo di Persano abbiamo già ammassati 2000qli ed altri 8000ne dovremmo ritirare.

Mentre la sansa resta abbandonata in quella zona la ns. provincia lamenta la scarsità di sapone dovuta alla mancanza di olii vegetali.

Vi preghiamo perché venga benevolmente esaminata tale situazione disponendo per l'assegnazione a ns. favore dei vagoni ferroviari sulla provincia di Avellino.

In attesa di un Vs. cenno di assicurazione distintamente Vi salutiamo.

"GASLINI." S.p.A.
IL COMMISSARIO

[Handwritten signature]
254

CFO/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

5 September 1945

Tel : 478704

295/55/Tn 3

SUBJECT : Transportation of Senza

TO : Food Sub-Commission

1. Reference your letter 74-14/2/Food dated 1 Sept.

2. The following is the text of a report from the Senior Transportation Officer, Naples :-

"Reference your 295/52/Tn 3 26 July 45 report as requested follows :

The stations of Casalvelino and Pisciotta are in the Reggio Calabria Division, and therefore no information is available.

At no time has "forward traffic of any description been prohibited by this office unless return loads were available".

Cross traffic, has however, been prohibited, with the concurrence of H.Q. A.C.

The following data is submitted relative to bids received and movements executed :-
June 18/24 June 25/1 July 2/8 July 9/15 July 23/29 July no bids received.
15/22 July requested and loaded ex Contursi 45 ton = 3 cars for Castellammare.

30 July - 5 Aug

Bid and authorized:

X Contursi - Naples	4 cars
" Eboli - "	10 "
Pisciotino - "	6 " (S. Severino line)
X Contursi - "	2 "

Your attention is drawn to the fact that cross movement is again involved in those authorized and marked "X" in preceding para. All of these

1. Reference your letter 74-14/2/Pool dated 1 Sept.
2. The following is the text of a report from the Senior Transportation Officer, Naples :-
 ""Reference your 295/52/Tn 3 26 July 45 report as requested follows :

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30 July - 5 Aug

Bid and authorized:

X Contursi - Naples	4 cars
" " " "	10 "
Piscicino - " "	6 " (S. Severino line)
X Contursi - " "	2 "

Your attention is drawn to the fact that cross movement is again involved in those authorized and marked "X" in preceding para. All of these three movements pass the two extracting plants of Battipaglia and Castellammare to come into Naples.***

3. It should be pointed out that cross movement is undesirable and should be avoided whenever possible, bearing this in mind it is suggested that the firm concerned place their bids on the I.S.R. for movement.

For the Director



C.R. WORTHINGTON,
 Major R.E.

INTER OFFICE MEMO

KJC/au

Tel : 466

1st September 1945

Ref : 74-14/2/FOOD

SUBJECT : Transportation of Sanse

TO : Hq AF Transportation Sub-Commission
(Attn: Major Northington)

64/9

295/54

Electro/2 refer

1. Refer to letter from Consorzio Nazionale Degli Industriali Produttori di Olio dalle Sanse Ref. N.R. 9253 dated 19 July, our letter to you ref. 74-14/FOOD of 28 July and your letter to Senior Transportation Officer, AME Naples Command Ref. 295/52/Tn 3 dated 26 July.

2. The Consorzio Nazionale has written us requesting a reply to their letter of 19 July. We will appreciate it if you will advise us whether you have received the report you requested from your Naples Transportation Officer. If report has been received please communicate it to us to enable us to reply to the Consorzio.

V.H.A. Cooper, Major

V.H.A. COOPER
Major

Deputy Director, Food Sub-Commission

Copy for Info to: Consorzio Nazionale Degli Industriali Produttori di Olio dalle Sanse Via Veneto 19, Rome
(Refer your letter No. 1098 dated 28 August)

295/54

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

2 August 1945

56 H/rail/189
Tel: 52030

SUBJECT : Transportation of Samsa

TO : Transportation Sub-Commission
Movements Division

295/53

1. Reference your 295/52/Tn 3 26 July 45 report as requested follows:

2. The stations of Casalvelino and Pisciotta are in the Reggio Calabria Division, and therefore no information is available.

3. At no time has "forward traffic of any description been prohibited by this office unless return loads were available".
Cross traffic, has however, been prohibited, with the concurrence of H.Q. A.C.

4. The following data is submitted relative to bids received and movements executed:-

June 18/24 June 25/1 July 2/8 July 9/15 July 25/29 July
no bids received.
15/22 July requested and loaded ex Contursi 45 ton = 3 cars
for Castellammare.
Current week: *Saturday - 5 Day*

Bid and authorized:

X	Contursi - Naples	4 cars	
X	Eboli - "	10 "	
	Piscicino - "	6 "	(S. Severino line)
X	Contursi - "	2 "	

2238

5. Your attention is drawn to the fact that cross movement is again involved in those authorized and marked "X" in preceeding pars. All of these three movements pass the two extracting plants of Battipaglia and Castellammare to come into Naples.

For the Commissioner:

V.R. Bowers
V.R. BOWERS
Major
Senior Tptn Officer

06131

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

CRW/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

26 July 1945

295/52/Tn 3

SUBJECT : Transportation of Sanse

TO : Senior Transportation Officer, AMG Naples Command

1. The attached translated copy of letter received from Consorzio Nazionale degli Industriali Produttori di Olio delle Sanse, is forwarded for your observations.
2. Please render full report especially in relation to the second paragraph, in which it is stated that it is prohibited to send, forward traffic, without return loads being available.

By Command of Rear Admiral STONE

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

Copy to : Food Sub-Commission

INTER OFFICE MEMO

KJC/sl

Ref: 74-14/2/FOOD

20 July 1945

SUBJECT: Sansa

TO : Hq. AC Tn S/C, Rail Section

FROM : Food Sub-Commission

1. Refer to letter dated 12 July Prot. No. 7213 from Consorzio Nazionale Degli Industriali Produttori di Olio Dalle Sanse addressed to you and to us.

2. We are taking no action on the letter and assume you will take any steps required.

W. J. Legg
W. J. LEGG
Colonel

Director, Food Sub-Commission

2226

TRANSLATION

Rome 12 July 1945

Ref. NR7213

FROM : Consorzio Nazionale degli Industriali Produttori di Olio dalle Sanse

TO : Transportation Sub-Commission
Food Sub-Commission

SUBJECT : Transportation without return loads - pure sanse, firm of Gaslini of Castellammare di Stabia.

The firm of Gaslini firm of Castellammare di Stabia has lying at the loading platforms of Salernitano, approximately 6,500 quintals of pure sanse, amassed some time ago, and it has not been possible to have it transported as we have made several vain attempts to obtain the necessary railway cars.

In fact, the Allied Transport Officer has refused concession of same owing to the fact, that it is prohibited to send transportation without return loads, and in fact, the extracting plant near the platforms is the firm of Petrone of Salerno which should therefore arrange for the withdrawal of the sanse.

Now, this firm has stated that they have in deposit stocks of sanse exceeding sufficient for the capacity of their own plants finding it impossible therefore, to work on the further 6,500 quintals.

With a view to preventing this large stock from being wasted, the Sub-Commission is requested to kindly examine the possibility, of re-issuing in favour of the associated Soc. Gaslini the directives on the subject of transport without return loads, instructing the Ufficio Trasporti Alleato di Napoli to concede the allocation of the cars asked for.

It is pointed out that the stocks of sanse to be transported, the railway platforms where they are lying at present and the number of the railroad cars are enumerated below :

<u>Railway platform where the pure sanse is at present</u>	<u>Amount</u>	<u>Number of railroad cars necessary</u>
Contursi	700 quintals	5
Casalvelino <i>Ragusa</i>	900 "	6
Eboli	3,000 "	20
Pisciotta <i>Ragusa</i>	700 "	5
Pisciotta	1,300	9

Thanking you in advance.

THE DIRECTOR

(G. Coppola)

2235

TRANSPORTATION SIA-COM-13-10
 FOR TRANSPORT SIA OFFICE
 c/o MINISTERO DELL'INTERNO
 ROMA

56 1/R IL/ 6/8
 TEL. 92030

28 April 1945

SUBJECT : Bids for Sams

TO : "Gaslini" Via Alabardieri 1 - Naples

295/48

1. Receipt is acknowledged of your letter of 19 April in connection with non-acceptance of your bids.
2. There has been no suspension in the shipment of cars to you, as you state, except that we have definite instructions from our headquarters in Rome not to accept any bids for sams which entail cross movement, such as traffic moving to Naples from Napoli, Pessano, Contursi, etc. passing an extraction plant at Battigliola on the way. With the transportation situation as it is, this type extra haulage cannot be tolerated.
3. However, notwithstanding this fact, some of your bids were authorized for movement during the week 2 - 5 April with the following results :

BID NO.	FROM	TO	DATE	STATUS	REMARKS
335	Contursi	Napoli	20	---	---
336	Vignone	Napoli	20	---	---
337	Pedula	"	20	---	---
338	Pessano	"	20	---	---

RE: 100 FOR 7-10000
 TO 10000

Consignor did not put in an appearance

The above information has been obtained from Form A.B. submitted to us by Capo Stazione.

4. We regret that in future it will not be possible for us to accept bids for sams which pass existing extraction plants to points more distant.

222

For Senior Transportation Officer :

13/eg

Irving Krand
 IRVING KRAND
 1st Lt., SAC
 Rail Transportation Offr.

Copy to: Transportation S.O.
 Movements Division, H.A.O.
 A.P.O. 304 - C.I.P.
 Sig. Novelli

06171

JAB/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

Ref : 478704

26 April 1945

235/47/Ta 3

SUBJECT : Movement of Sasse and carbon-sulphide

TO : Head Sub-commission (Attn. Mr. Pollitzer)
Major V.R. Bowers, Senior Transportation Officer, Naples
Capt. A.H. Irvine Lynch, Transportation Officer, Palermo

1. I attach for information copy of letter 189 dated 18 April, received from the Minister of Industry, Commerce and Labour, together with copy of my 235/47/Ta 3 dated 26 April '45.



M.B. THOMAS, Colonel
Deputy Director

11/2/45

2232

INTER OFFICE MEMO.

AF/ST

295/46.

REF. : 74 - 14/35/FOOD
DATE : 25th April 1945
SUBJECT : Movement of "sansa" by rail.
FROM : Food Sub-Commission.
TO : Transportation Sub-Commission, Movement Division.

1. Ref. your letter 295/42/Tn 3 dated 18th April 1945.
2. The cooperation of Transportation Sub-Commission in the movement of "sansa" is very much appreciated.
3. This office is well aware of the complaints mentioned in your letter.
Every possible effort is being made to avoid difficulties arising from wasted rail capacity, lack of contacts and cross movements in Naples.
But for various reasons these difficulties have not yet been completely overcome.
4. Consorzio Sansa are being instructed that in future instructions on this matter are to be strictly complied with.

W. J. Leeg
W. J. LEEG
Colonel
Director, Food Sub-Commission.

2222

07/01/00

— 500 304.

Home - 678-970-1234

095/45/203

26. 1534-1545

PROPERTY: VARIATION OF CARBON ADSORPTION

constant of 10^{-10} s.

enclose your letter to Mr. Adams 15 April 1844.

For the movement of carbon-sulphide from mines (Catalina) to Catalina, the Mexican representative of Consorcio Nacional de Industriall Productor de Oleo de la Cerveza, or C.C. Industrial, should make necessary arrangements to transportation. The proposed to be followed for movement of carbon-sulphide was explained to Mexican representative of Consorcio Nacional de la Cerveza, or C.C. Industrial, last.

As regards the movement of mass in the hepatic compartments for feeding *A.*, this question is actively in hand. All discs are co-ordinated by the *midline* representative of gonotrophic masses and submitted readily to the office of capo compartments. Unfortunately, owing to restricted full transportation available, it has not been possible to suggest side layings, cross-movements, but gonotrophic masses, in conjunction with feeding *A.*, and research, are studying possibility of ~~avoiding~~ *avoiding* such movement.

Over-all programs were launched in January '65, following careful study and numerous conferences between contacts in Geneva, London and transportation sub-commissions. I think you will be interested to hear that as a result of these programs, 94,423 tons were moved by all means to extraction plants during the period 1st Jan to 15 Mar '65.

[illegible]

Yours

Col. William Colburn
County Clerk

229

27

For the movement of carbon-multiphase from Spain (Barcelona) to Castellon, the Italian representative of Company Nazionale degli Industriali produttori di olio della zona, or COS. Napolitano, should have necessarily had his to transportation officer, whose address is very well known, viale delle Scienze, Palermo. The procedure to be followed for movement of carbon-multiphase was explained to Italian representative of Consorzio case in the month of January last.

avoiding

Over-all programs were funded in January '45, following careful study and numerous conferences between consular corps, local and transportation subcommittees. I think you will be interested to hear that as a result of these programs, 34,427 tons were moved by air enroute to destination plants during the period 16 Jan to 18 Mar '45.

S. E. Farnham, A. J. A. Cook and J. A. Scott

Thy M

Johnnie Williams, Colonel
Legislative Division

502

• Budget, plus economic
• stimulus for business and

TRANS-AMERICAN

Consorzio Nazionale
degli Industriali Produttori
di Olio di Semi
Via Bonacelli, 132
ROMA

13 April 1945

Ref: 3543

TO: Ministry of Transport
Railways General Direction
R.M.R.

SUBJECT: Rail - Freight

Pursuant our previous letter we forward to that Ministry
copies of letters which have been sent by the "Comita
interprovinciale di Roma" of the Committee to the Allied
Commission, Transportation Sub-Commission, Rome.

We take the opportunity to ask that Ministry to examine
the possibility to facilitate movement of live-stock on the
"Salerno-Napoli" railways.

We would appreciate very much a reply.

THE DIRECTOR
(Signature)

Encl: 4.

Copy to: Allied Commission
Transportation Sub-Commission
R.O.M.

Original & Copy
Translation passed
to Rail Division,
who will handle.

2230
2/23/45

COPY

Ref: no 1709

Date 10/1/1945

TO: MINISTER COMMISSION
 Transportation and Communication
 Paris

SUBJECT: Rail freights

Reference to the above mentioned subject, we call your attention to rail shipments of olive-husks and to the different freights which are applied by the State Railways, by the South-Eastern railways and by the "Alsace-Lorraine" railways. Therefore we attach hereto all data concerning the said freights and their modifications.

It will be easy to observe that freights of the "Alsace-Lorraine" railways are ten times higher than those applied for the same distance by the State Railways and Southern-East Railways.

These different freights which are applied to rail shipments of olive-husks, do not allow us to utilize that rail line as we ought.

Therefore we would appreciate very much if that Ministry will try to help us in the operations concerning the with-browals of olive husks.

MINISTER and DEPUTY INTERPROVINCIAL OFFICE
 (The deputy director)

3028

SALES PRICES AND FREIGHTS PER TON WITH WAGONS OF AT LEAST 10 TONS

Olives - bushels. Prices of freights per ton with wagons of at least 10 tons

QTY.	Until April the 25th 1944	From 27th/4/44 to 15th Nov. 1944	From 12/11/44 to 1st March 1945	From 12/3/45 and after (..)
10	8.25	9.30	16.36	23.12
50	10.54	19.34	37.08	74.16
100	29.54	51.79	59.08	118.16
150	39.34	65.99	78.68	157.36
200	49.14	87.39	98.28	196.58
250	57.54	96.49	115.08	230.16
300	65.94	75.49	131.39	263.16
350	73.74	84.04	147.48	294.96
400	81.54	92.29	163.07	326.16
450	87.54	100.04	179.64	351.06
500	94.57	107.65	190.14	373.28

(*) Up to now, 29th March 1945, this last increase has not yet been applied on State Railways.

CHILANO - LIMA RAILWAYS

Prices per ton, from the below-mentioned places to LIMA I.L. WITH 10 TONS WAGONS

Places	From 1st Nov. to the 30th 1943	From 1st Dec 43 to 19th Sept. 44	From 1st Sept 44 to 10/3/1945	From March 1945 and after.
Palo	16 7.82	27.84	52.70	111.26
Altemera	19 14.58	23.32	177.04	134.00
Gravida	29 16.63	102.56	105.34	150.54
Atare	74 18.25	128.76	217.62	215.04
Ireina	82 20.16	141.00	285.38	370.72
Ontheses-				
Chioso	67 22.65	151.35	301.76	505.52
Penzano	100 35.35	174. =	348. =	606. =
Agnesico	100 25.35	174. =	348. =	606. =
Alcandico	102 25.70	176.10	352.50	785.60
Ferradine	100 26.94	185. =	370. =	110. =
Acenense	114 27.62	190.80	381.60	763.20
Pioticoi	122 29.24	200.40	400.20	801.60
Pietragalla	123 29.42	201.60	403.20	816.40

200	49.14	115.08	236.16
250	57.54	131.00	263.70
300	65.94	147.40	293.95
350	73.74	163.60	326.16
400	81.54	175.84	359.50
450	89.34	188.34	393.86
500	97.14		
550	104.94		

(4) Up to Nov. 1945, this last increase has not yet been applied on State Railways.

CALCULO - INDICE ANTICIPA

Prices per ton, from the below-mentioned places to the 1st. with 10 tons beyond

Places	Jan. 1945	From 1st Dec 43 to 30th 1943	From 1st Dec 43 to 10/3/1945	From 1st Dec 43 to 10/3/1945
Polo	16	27.84	55.98	111.56
Alfama	18	33.51	127.04	134.60
Travida	20	102.85	205.22	210.04
Alfama	24	128.75	287.52	315.04
Travida	32	142.50	255.36	270.72
Montesca-				
Alfama	37	151.20	302.76	305.52
Alfama	100	174. =	348. =	356. =
Alfama	100	174. =	348. =	356. =
Alfama	102	176.40	352.80	363.60
Alfama	103	183. =	370. =	370. =
Alfama	104	190.80	381.60	383.20
Alfama	105	200.40	400.90	400.90
Alfama	106	201.60	403.20	403.20
Alfama	107	212.16	424.80	424.80
Alfama	108	222. =	444. =	444. =
Alfama	109	229.20	475.40	475.40
Alfama	110	237.60	505.20	505.20

However prices were not increased until November 1945. From December 1st 1945 until August 1945, the "Telepro-Index" will rise, have some more added rail-shipments at low-level and also for the forwarding of olive waste. It have been applied 10% increase in freight. From September 1st, 1945, freightage was applied. They have been doubled again since then the 10%.

0 0 0 0

Ref : No 1756 DE/RS

Date 7/2/1974

TO : MINISTER OF TRANSPORTATION
(Transportation Sub-Commission)

SUBJECT : Rail Freight

Further to letter No 1705, dated March 28, 1974, we attach hereto a new prospect concerning the new modifications which have been applied to the freight of the "Colo-ra-Larue" railways, in addition to the list we send you before.

These modifications are considerably increasing the above mentioned freight, especially if we consider that the "Colo-ra-Larue" railways, besides applying new increases from March 1, 1973, have also increased the discount of the 25% which was applied on freight of State Railways.

Yours faithfully,
The DEPUTY MINISTRE OF TRANSPORTATION
(The Deputy Director)

Encl: 10

Ministry of Industry, Commerce and Labour
General Department of Industry and Mines
Greases Branch

Rome 18 April 1945

To: AC.HQ. Tn.S/C. Rome

Subject: Application for the allocation of wagons to despatch carbon sulphide and olive-husks GASLINI Company, Ltd.

1. The "Gaslini Company Ltd", has requested the allocation of 560 quintals of carbon-sulphide, which are necessary to extract oil from olive-husks, and which ought to be despatched to its own factories of Naples and Castellammare di Stabia, in the amount of 100 and 460 quintals.
2. They undersigned has contacted with the "Consorzio Nazionale degli Industriali Produttori di Olio delle Sanse" for the allocation to the said Company of the mentioned amounts of carbon sulphide, which ought to be withdrawn from the factories of the "Insulare Company" of Ognina (Catania).

3. We beg therefore that Commission to examine the possibility that the Rail Compartment of Palermo should allocate to the "Insulare Company" all the wagons necessary to despatch the above mentioned carbon sulphide.

4. Then we beg you to instruct the Rail Compartment of Naples to allocate the following wagons, which have been already requested and which are necessary to despatch olive-husks, so that the "Gaslini Company" can extract oil from them.

The address is: Gaslini S.A. # Napoli, Smistamento Binario
Raccordato .

10	wagons	for nearby	1,300	qls.	2	wagons	per day	from the	st. of	TELESE
20	"	"	3,000	"	1	"	"	"	"	CONTURSI
20	"	"	3,000	"	1	"	"	"	"	PERSANO
20	"	"	3,000	"	1	"	"	"	"	EBOLI
20	"	"	3,000	"	1	"	"	"	"	CAMPAGNA
20	"	"	3,000	"	1	"	"	"	"	OGLIASTRO C.
13	"	"	2,000	"	1	"	"	"	"	CONTURSI

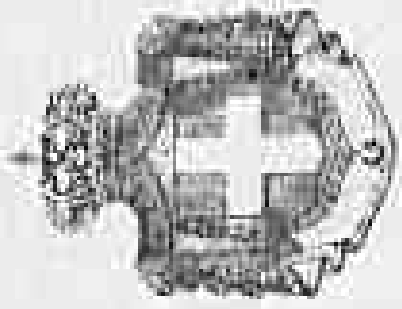
Subject: Application for the allocation of wagons to
despatch carbon sulphide and olive-husks
GASLINI Company, Ltd.

1. The "Gaslini Company Ltd", has requested the allocation of 560 quintals of carbon-sulphide, which are necessary to extract oil from olive-husks, and which ought to be despatched to its own factories of Naples and Castellammare di Stabia, in the amount of 100 and 460 quintals.
2. They undersigned has contacted with the "Consorzio Nazionale degli Industriali Produttori di Olio delle Sanse" for the allocation to the said Company of the mentioned amounts of carbon sulphide, which ought to be withdrawn from the factories of the "Insulare Company" of Ognina (Catania).
3. We beg therefore that Commission to examine the possibility that the Rail Compartment of Palermo should allocate to the "Insulare Company" all the wagons necessary to despatch the above mentioned carbon sulphide.
4. Then we beg you to instruct the Rail Compartment of Naples to allocate the following wagons, which have been already requested and which are necessary to despatch olive-husks, so that the "Gaslini Company" can extract oil from them.
The address is: Gaslini S.A. # Napoli, Smistamento Binario Raccordato.

10	wagons	for nearby	1.300	qls.	2	wagons	per day	from the	St. of TELESE
20	"	"	3.000	"	1	"	"	"	" CONTURSI
20	"	"	3.000	"	1	"	"	"	" PERSANO
20	"	"	3.000	"	1	"	"	"	" EBOLI
20	"	"	3.000	"	1	"	"	"	" CAMPAGNA
13	"	"	2.000	"	1	"	"	"	" OGLIASTRO CI.
20	"	"	3.000	"	1	"	"	"	" TORCHIARA
10	"	"	1.500	"	1	"	"	"	" VIRBONATI
13	"	"	2.000	"	1	"	"	"	" POLICASTRO
30	"	"	3.000	"	1	"	"	"	" CASALVELINO
20	"	"	3.000	"	1	"	"	"	" PISCIOTTA
10	"	"	1.300	"	1	"	"	"	" MIGNANO
10	"	"	1.300	"	1	"	"	"	" VAIRANO
13	"	"	2.000	"	1	"	"	"	" POLICASTRO
4	"	"	500	"	1	"	"	"	" LAURINO
22	"	"	3.300	"	1	"	"	"	" FOENIA

5. We would appreciate very much a reply.

The Minister : (Gronchi)



*Ministero dell'Industria,
del Commercio e del Lavoro*

Dir. Gen. Industria e Minerie

UFFICIO GRAESI

Prot. N.º 199

Alligato

OGGETTO - Richiesta assegnazione wagoni per trasporto solfuro di carbonio e sanse - Soc. An. CASLINI -

*Rapresentante N.º
del*

1 - la Soc. An. CASLINI ha chiesto l'assegnazione di q.li 500 di solfuro di carbonio, occorrenti per l'estrazione dell'olio dalle sanse e destinati ai propri stabilimenti di Napoli e di Castellammare di Stabia, nella misura, di specificamente, di q.li 100 e di q.li 400.-

2 - lo scrivente ha interessato il Consorzio Iznardale degli Industriali Produttori di Olio dalle Sanse per l'assegnazione alla comune Società dei suddetti quantitativi di solfuro di carbonio, da vittimare presso gli stabilimenti della Soc. L'Insule di Cerna (Catania).-

3 - Pregati, pertanto, codesta Commissione di volere esaminare la possibilità di disporre perché il Compartimento Ferroviario di Palermo provveda ad assegnare alla suddetta Soc. L'Insule i wagoni necessari per il trasporto dei quantitativi di solfuro di carbonio in parola.-

4 - Pregati, inoltre, di voler riportare pareri il Compartimento Ferroviario di Napoli provveda all'assegnazione dei seguenti wagoni, già richiesti, occorrenti per il trasporto delle sanse, che la Soc. An. CASLINI dovrà utilizzare per l'estrazione dell'olio:

Roma 18-4-1945

*Alla Commissione Assegnata
- Subcommissions Treasury -*

= R. L. A. =

OGGETTO - Richiesta assegnazione vagoni per trasporto solfuro di carbonio e sause - Soc. An. C. S. I. III -

1 - La Soc. An. C. S. I. III ha chiesto l'assegnazione di 6.11 540 di solfuro di carbonio, occorrenti per l'estrazione dell'olio dalla sause e destinati ai propri stabilimenti di Napoli e al Casellamento di Stabia, nella misura, rispettivamente, di 1.11 200 e di 1.11 450.-

2 - Lo scrivente ha interessato il Consorzio Nazionale degli Industriali Produttori di Olio della sause per l'assegnazione alla stessa Società dei suddetti quantitativi di solfuro di carbonio, da ritirare presso gli stabilimenti della Soc. I. Insurgere di Capua (Sabazia).-

3 - Pregasi, pertanto, essere comunicata di voler esaminare la possibilità di disporre perché la Compagnia Ferroviaria di Salerno preveda ed assegnare alla suddetta Soc. I. Insurgere i vagoni necessari per il trasporto dei quantitativi di solfuro di carbonio in parola.-

4 - Pregasi, inoltre, di voler disporre perché il Compagnia Ferroviaria di Napoli provveda all'assegnazione dei suddetti vagoni, già richiesti, occorrenti per il trasporto delle sause, che la Soc. An. C. S. I. III dovrà utilizzare per l'estrazione dell'olio:

Marc/OB.

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Per destinazione "CASLINI" S/A - NAPOLI - SOSTABILIMENTO DI UN ANNO RACCONTO

DATO -

R. 10	var. per circa	1.200	dal 2 al giorno della stan. di Trieste
" 20	"	3.000	" " " " " " " "
" 20	"	3.000	" " " " " " " "
" 20	"	3.000	" " " " " " " "
" 20	"	3.000	" " " " " " " "
" 13	"	2.000	" " " " " " " "
" 20	"	2.000	" " " " " " " "
" 10	"	1.500	" " " " " " " "
" 19	"	2.000	" " " " " " " "
" 20	"	3.000	" " " " " " " "
" 20	"	3.000	" " " " " " " "
" 10	"	1.500	" " " " " " " "
" 10	"	1.300	" " " " " " " "
" 13	"	2.000	" " " " " " " "
" 4	"	500	" " " " " " " "
" 22	"	3.300	" " " " " " " "

5 - Saranno fra loro comunicazioni in merito. -

IL MINISTRO

Amel.

BWA/mb

Tele : 478704

18 April 1965

295/42/Tn.3a

INTER OFFICE MEMORANDUM

SUBJECT : Movement of Samses (olive husks) by rail.

TO : Food Sub-Commission (Attn. Mr. Poilitzer)

1. Representative of this Sub-Commission has just completed a tour of Southern Territory, during which the question of Samses Movement was discussed with Transportation Officers at Bari, Naples, Palermo and Palermo.
2. In all areas there are complaints of wasted rail capacity, owing to the failure of consignors to load after bids are accepted and movement is programmed. It is realized that even though Consorcio Samses may receive promises to dispatch Samses to destination plants, they have no guarantee that consignors will load when regons are made available. However, it is suggested the local representatives of Consorcio Samses should, in conjunction with the Senior Transportation Officers concerned, revise the longrange against movement programmed and consider the possibility of making available increased rail transportation to those consignors who have shown their willingness to co-operate in the drive for Samses.

3. The position in Naples Area is far from satisfactory. The local representative of Consorcio Samses has not seen Major V.B. Powers, Senior Transportation Officer, since the programme was originally discussed. Notwithstanding the ruling that cross-movement would not be permitted, Consorcio Samses persist in bidding for tonnage involving such movement. These bids are automatically rejected.

4. Good results have been obtained as a result of our various discussions and the issue of over-all programmes by this Sub-Commission in January last. However, it is considered even better results could be obtained if all representatives of Consorcio Samses were to display a really active interest in the Samses problem.

5. Will you please make appropriate recommendations to all concerned.

For the Deputy Director.

hfs

W.J. STEFF, Colonel,
Chief, Movements Division.

0633

JWB/nb

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

Tele : 478704

15 April 1945

343/16/Tn.3.

SUBJECT : Report of tour of Southern Territory, 4 - 13 April 1945.

TO : See Distribution

1. GENERAL MATTERS COMMON TO THE COMPARTMENTS OF BARI, NAPLES AND REGGIO.

(a) FORMS XI. The new system introduced w.e.f. 19 March '45 is working extremely well. It has been found that there has been some delay in the return of completed forms XI from stations farthest from the Compartimento HQ., but this matter is being handled by the Senior Transportation Officer on the spot. It has also been noted that some Station Masters are not giving sufficient reason for non-loading. This also is being tackled locally. Completed forms XI will in future be forwarded to this HQ. as soon as received from Capo Compartimento and not held until all forms XI for a particular loading period are in hand. Senior Transportation Officers are taking immediate action locally in connection with failure to load on part of Consignor, or non-loading of empty wagons by I.S.R.

(Info: Movements - Rail
Accounts and Statistics Branch).

(b) ADVISES OF RAIL TONNAGES ACCEPTED AT WEEKLY FCM CONFERENCES. There is a general complaint of late advice of tonnage acceptances at the weekly FCM Conferences. The Bari, Naples and Reggio loading programmes are not prepared until this HQ. advises tonnages allotted over the various lines. Delay in advising tonnages results in a scramble to prepare loading programmes in sufficient time to permit issue of forms XI by Capo Compartimento. It is essential that advice of tonnage accepted be given to all Transportation Officers latest first thing every Tuesday morning.

(Action: Movements - Rail).

(c) WEEKLY RETURNS - INTERNAL MOVEMENT. The question of the weekly return, required by Deputy Director, showing tonnage moved against tonnage programmed for movement within each of the Compartimenti, was discussed with the Senior Transportation Officers. I have agreed that any such return must be obtained from Accounts and Statistics Branch at HQ. The weekly loading programmes issued by Bari and Reggio already contain sections for internal movement only. I have exchanged with Major Roberts

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1. GENERAL MATTERS COMMON TO THE COMPARTIMENTI OF BARI, NAPLES AND REGGIO.

- (a) FORMS XB. The new system introduced w.e.f. 19 March '45 is working extremely well. It has been found that there has been some delay in the return of completed forms XB from stations farthest from the Compartimento Hq., but this matter is being handled by the Senior Transportation Officer on the spot. It has also been noted that some Station Masters are not giving sufficient reason for non-loading. This also is being tackled locally. Completed forms XB will in future be forwarded to this Hq. as soon as received from Cape Compartimento and not held until all forms XB for a particular loading period are to hand. Senior Transportation Officers are taking immediate action locally in connection with failure to load on part of Consignor, or non-loading of empty wagons by I.S.R.

(Info: Movements - Rail
Accounts and Statistics Branch).

- (c) ADVISES OF RAIL TONNAGES ACCEPTED AT WEEKLY PCM CONFERENCES. There is a general complaint of late advice of tonnage acceptances at the Weekly PCM Conferences. The Bari, Naples and Reggio loading programmes are not prepared until this Hq. advises tonnages allotted over the various lines. Delay in advising tonnages results in a scramble to prepare loading programmes in sufficient time to permit issue of forms XB by Capo Compartimento. It is essential that advice of tonnage accepted be given to all Transportation Officers latest first thing every Tuesday morning.

(Action: Movements - Rail).

- (c) WEEKLY RETURNS - INTERNAL MOVEMENT. The question of the weekly return, required by Deputy Director, showing tonnage moved against tonnage programmed for movement within each of the Compartimenti, was discussed with the Senior Transportation Officers. I have agreed that any such return must be obtained from Accounts and Statistics Branch at Hq. The weekly loading programmes issued by Bari and Reggio already contain sections for internal movement only. I have arranged with Major Bowers that in future part 4 of the Naples weekly loading programme will cover internal movement only. These programmes, together with completed forms XB, should enable Accounts and Statistics Branch to prepare any weekly figures required by Deputy Director.

(Action: Movements - Rail
Accounts and Statistics Branch).

- 2 -

(a) HQ. ALLIED COMMISSION HEAVY LOADING PROGRAMS. At times, this HQ. programmes heavy and exceptional movement, and the first the Transportation Officer concerned knows of the commitment is on arrival of HQ. loading programs. One case cited was during period 26 March - 1 April; 2672 tons rough steel fillings from Naples (Campi Flegrei) to Torre Annunziata. Actually, owing to general wagon shortage, only 13 wagons could be made available, but even these were not loaded. This was a bid accepted by HQ. and reasons for non-loading of 10 wagons require investigation by Movements - Rail. Heavy movements programmed by HQ. re-act on local programmes. It is requested that all bids received at HQ. involving movement of large tonnages, should be discussed with the Senior Transportation Officer concerned, prior to acceptance of the bid and issue of loading programme.

(Action: Movements - Rail).

(e) REVISION OF BASIC SCHEDULE. The question of revision of the Basic Schedule, introduced in its present form on 23 March '45, was discussed at Bari, Naples, Reggio, and Palermo. The views of all concerned have been obtained. It is not considered necessary to quote in this report the tonnages required by the various Compartimenti, but this matter will be the subject of an early discussion between Rail Division and Movements - Rail.

(Action: Rail Division
Movements - Rail).

2. CALABRIA (GENERAL).

(1) SHIPPING SITREPS. Arrangements were made for Capt. Baddy to forward to HQ. the A to R Daily Shipping Sitrep for Reggio W.S.F. 7 April. It was also agreed that Capt. Clark, Mov L.O., Crotone, should forward a similar Sitrep for Crotone, W.S.F. 11 April. Signal classification "Restricted" in each case. However, in conversation with Capt. Lester, Movements, Reggio, it was learned that JFHQ and HQ. Movements, West Italy, were already receiving daily sitreps for Crotone, Crotone and Reggio in the following code:-

- A. Arrivals during past 24 hrs
- B. Ships awaiting discharge
- C. Ships discharging, giving ETC.
- D. Empty vessels awaiting sailing
- E. Vessels awaiting loading
- F. Vessels loading, giving ETC.
- G. Vessels loaded awaiting sailing
- H. Departures during past 24 hrs.
- J. Ships repairing, ballasting ETC.

It is recommended that to economise in signals, a sitrep acceptable to A.F.H.Q., HQ. Movements, West Italy and Tn. Sub-Commission, should be agreed. This would avoid two signals on the same subject, being despatched daily from Reggio and Crotone.

(e) REVISION OF BASIC SCHEDULE. The question of revision of the Basic Schedule, introduced in its present form on 29 March '45, was discussed at Bari, Naples, Reggio and Palermo. The views of all concerned have been obtained. It is not considered necessary to quote in this report the tonnage required by the various compartments, but this matter will be the subject of an early discussion between Rail Division and Movements - Rail.

(Action: Movements - Rail).

(Action: Rail Division
Movements - Rail).

2. CALABRIA (GENERAL).

(i) SHIPPING SITREPS. Arrangements were made for Capt. Boddy to forward to HQ the A to R Daily Shipping Sitrep for Reggio w.e.f. 7 April. It was also agreed that Capt. Clerk, Mov L.O., Crotona, should forward a similar Sitrep for Crotona, w.e.f. 11 April. Signal classification "Restricted" in each case. However, in conversation with Capt. Lester, Movements, Reggio, it was learned that AFHQ and HQ Movements, West Italy, were already receiving daily sitreps for Catania, Crotona and Reggio in the following code :-

- A. Arrivals during past 24 hrs
- B. Ships awaiting discharge
- C. Ships discharging, giving ETC.
- D. Empty vessels awaiting sailing
- E. Vessels awaiting loading
- F. Vessels loading, giving ETC.
- G. Vessels loaded awaiting sailing
- H. Departures during past 24 hrs.
- I. Ships rejoining, ballasting ETC.

It is recommended that to economize in signals, a sitrep acceptable to A.F.H.Q., HQ Movements, West Italy and In. Sub-Commission, should be agreed. This would avoid two signals on the same subject, being despatched daily from Reggio and Crotona.

(Action: Movements - Shipping).

(ii) WAGON CONTROL - P.O.L.A. Col. 2(M), HQ Movements, West Italy, made an adverse report on the I.S.R. Official at Paola, responsible for wagon distribution on line 92, S. Eufemia - S. Nicola Varco inclusive. (See AFHQ letter C-4 (Mov & Tr) 10v 3/212 dated 31 March '45. Movements Rail file 430/Tn.5., folio 5). Ing. G. Volenti, the official regularly

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employed on this work, has been away ill for the past 4 months. Sig. C. Macchi is now deputizing. Sig. Macchi was questioned on wagon distribution and produced the loading programmes of Cape Compartmento; Movements, Reggio, Capt. Boddé, Reggio. All loadings on the section of the line in which he was interested were clearly marked and he gave an assurance that wagons were distributed in accordance with over-all direction from Reggio.

The Ward was checked and he was able to produce satisfactory authorities for loadings in progress. He gave no indication that he was non-cooperative to the Military and I cannot express any opinion on the allegation that he is "corrupt". Neither Capt. Boddé nor Capt. Lester of Movements, Reggio, had any knowledge of cause for complaint, but they will jointly watch this section of the line, reporting any reasons for future dis-satisfaction. It is recommended reply be sent to AFHQ stating no just reason for removal of this official can be found.

(Action: Deputy Director).

(111) REPLACE BRIDGE. Visit was made to Petrace Bridge and it was found the work of repair was well in hand. Of the southern span, 34 sections are already in position; 28 sections remain to be lifted and 2 sections are in course of manufacture in Reggio. The centre span will not be lifted, but a new bridge, already moved to site from Reggio, will be positioned. Northern Span is already in position. Additional material required from Reggio was stated to be on rail. 100 men are now on the job and this total will be increased to 170 in very near future. It was stated Military assistance would not advance completion date, which was given by the responsible engineer as 30 June '45. A detailed report is being prepared by Lt. Col. Topham for D.M.R.S.

(Information only).

(112) MASSIMA FERRY. With the opening of the Tetraco Bridge the local I.S.R. Officials are anxious to divert the ferry to Villa S. Giovanni, with only one trip per day to Reggio. The two main reasons given were (a) 25 minutes for journey to Villa S. Giovanni against 1 hour to Reggio and (b) a considerable saving in fuel consumption. It was also pointed out that rail freight traffic from the island was in general for direction Naples via Line 92. Quicker turnaround would enable more trips to be made. 450 local rail service Reggio - Villa S. Giovanni could easily be arranged. This proposal is worthy of consideration.

(Action: Port Division).

(V) C.O.R.E., CROTONA. Lt. Col. Oxenham, 9 C.R.E., raised the question of repairs and extensions to sidings as under :-

(a) SILLA (Line 95). Siding serving San Milla No. 21 has capacity for 4 wagons only, and does not permit delivery of log timber into San Milla. Capacity for 12 wagons required.

(b) CAPRIATI (Line 94). Brick works siding to be built for timber 2221

stating no just reason for removal of this official can be found.

(Action: Deputy Director).

- (iii) ADVANCE BRIDGE. Visit was made to Patrice Bridge and it was found the work of repair was well in hand. Of the southern span, 32 sections are already in position; 24 sections remain to be lifted and 2 sections are in course of manufacture in Reggio. The centre span will not be lifted, but a new bridge, already moved to site from Jrezzo, will be positioned. Northern span is already in position. Additional material required from town was stated to be on rail. 150 men are now on the job and this total will be increased to 170 in very near future. It was stated military assistance would not advance completion date, which was given by the responsible engineer as 30 June 1945. A detailed report is being prepared by Lt. Col. Topham for D.M.R.S.

(Information only).

- (iv) MESSINA FERRY. With the opening of the Patrice Bridge the local I.S.R. officials are anxious to divert the ferry to Villa S. Giovanni, with only one trip per day to Reggio. The two main passages given were (a) 25 minutes for journey to Villa S. Giovanni against 1 hour to Reggio and (b) a considerable saving in fuel consumption. It was also pointed out that rail freight traffic from the island was in general for direction Naples via Line 92. Greater turnaround would enable more trips to be made. Any local rail service Reggio - Villa S. Giovanni could easily be arranged. This proposal is worthy of consideration.

(Action: Rail Division).

- (v) C.R.E. - CROCIERE. Lt. Col. Oxenham, C.R.E., raised the question of repairs and extensions to sidings as under :-

(a) STELLA (Line 95). Siding serving Saw Mills No. 21 has capacity for 4 wagons only, and does not permit delivery of log timber into Saw Mills. Capacity for 12 wagons required.

(b) CARLIT (Line 97). Erick Works siding to be used for timber loadings. Bomb crater has been filled but siding has not been put in order. Needs repair only. 6 wagons per day required. Capt. Seddy has been matters in hand with I.S.R. Reggio Comptimento and has noted 9 C.R.E. will assist if required.

(Info: Rail Division).

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(71) WAGGONS SUPPLIED ON C&N RAILWAY. 9 C.R.E. mentioned the difficulty in supplying wagons for Sicily and Sardinia; rate of 2,000 cubic metres per month, in accordance with specifications laid down by G-3 in letter D/Wks dated 12 March '45. These specifications are :-

Length 3 - 6 metres
Min. diam. at top - 10 cms
Max. diam. at centre - 21 cms.

Supply would be facilitated if lengths of 11 metres would be accepted. Chief, Movements Division may wish to raise this matter. Only three shipments have been made this year :-

	19 Jan.	Imperial	1012	cubic metres
to Sicily	23 "	Indian	1812	" "
to Sardinia	28 Mar.	Imperial	1740	" "

(Action: Movements Division).

(712) VADIVADO LIGHT RAILWAY. In addition to approx 2 million live rails to be outstanding for transport certified by 9 C.R.E., and which is being examined by Rail Division, it is stated there is approx 1 million live still outstanding for transport of grain etc. from Docks to Warehouses, prior to Consular Republic taking over. J.C. Finance Sub-Commission are said to be interested. Government urgently required.

(Action: Rail Division
Accounts and Statistics Branch)

(713) CALITRO - LUGANE RAILWAY. arising out of the investigation ordered by D.Q.M.G. (Moy & Co), the 20 wagons locomotives will be moved to Trieste Steaps, Naples, in near future. Capt. Clark, Moy L.O., Grotone will ascertain location and numbers of locos for repair and Capt. Joddy will arrange provision of necessary rail-wagons and subsequent movement.

(Info: Rail Division).

2. RESCUE

(a) ORGANISATION AND GENERAL WORKING. Viewed from the Movements angle arrangements introduced by Senior Transportation Officer, Reggio, are considered excellent. Offices are located at HQ of Cape Compendio and closest liaison is maintained. Capt. Joddy is progressively handing over to I.S.R. all work entailed in reception of bids, preparation of loading programmes etc. Closest possible liaison is also maintained with Movements Reggio.

(Info: Movements Division).

(b) BIDS. In the Compartments of Reggio Calabria bids are only received from 4 sources :-

To Sicily 19 Jan.	Impressos	1612	cubic metres
To Sardinia 23 "	Andam	1312	" "
29 Mar.	Torre Jari	1740	" "

(Action: Movements Division).

(vii) VALDINETT LION P. HILL. In addition to approx 2 million lire said to be outstanding for transport certified by 9 C.B.E., and which is being examined by Rail Division, it is stated there is approx 4 million lire still outstanding for transport of grain etc. from Docks to Warehouses, prior to Consorzio Agrario taking over. 10. Finance Sub-Commission are said to be interested. Settlement urgently required.

(Action: Rail Division
Accounts and Statistics Branch)

(viii) OLIVERO - LUCANE RAILWAY. Arises out of the investigation ordered by D.A.M.C. (Nov 24th), re 23 engine locomotives will be moved to Pietrarsa Shops, Naples, in near future. Capt. Clark, Nov 1.0., Orestes will ascertain location and numbers of loops for repair and Capt. Boddy will arrange provision of necessary well-wegans and subsequent movement.

(Info: Rail Division).

REGGIO

(e) ORGANISATION AND CURRENT WORKING. Viewed from the Movements angle arrangements introduced by Senior Transportation Officer, Reggio, are considered excellent. Offices are located at Hq. of Cape Comparti-mento and closest liaison is maintained. Capt. Boddy is progressively handing over to I.S.E. all work entailed in reception of bids, preparation of loading programmes etc. Closest possible liaison is also maintained with Movements Reggio.

(Info: Movements Division).

(b) BHS. In the Compartimento of Reggio Calabria bids are only received from 4 sources :-

- From SITAL for all non-refined foods, wine, minerals and transport.
- " FORESTARY CORPS for all charcoal movement.
- " CONSORZIO AGRARIO for all grain and rationed foods.
- " STATION MASTERS through CARO COMPTMENTO for miscellaneous traffic such as salt ex mines to refineries, timber, livestock, tobacco etc.

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- 5 -

SEPTAL, COMBORZIO (GARIB) and FORESTRY CORPS are responsible for screening all bids included in their schedules and Capt. Boddy or Capt. Cook screen all bids received through Station Masters.

(Info: Movements - Rail).

- (c) DISTRIBUTION OF PROGRAMS. The distribution of program loading programmes should be checked and agreed by Movements - Rail. I have, however, agreed that while to distances involved and irregular communications, there is no point in increasing the distribution list to include these responsible for clearance of traffic from PHS on line 58, 219, 45, 56 or 57. On Thursday of each week, Capt. Boddy will signal MOVEMENT, MOV. ANCONA, Major Blair at Florence, repeating this HQ, details of traffic scheduled for movement to PHS on the line mentioned, during seven day period commencing following Monday.

(Action: Movements - Rail).

- (d) FORMS TSC/2. I was reminded this HQ is still using the old form TSC/2, which is now out-of-date, without any qualifying remarks regarding these labels. Until new forms are available the remarks concerning these Official AG. Wagon labels..... should be deleted.

(Action: Movements - Rail)

- (e) COMMUNICATIONS. Loading programmes issued by HQ are still subjected to considerable delay and frequently arrive too late for effective action. Rail Division letters dated 3 April were delivered by train letter service on 6 April. Loading programmes are not 630PM, and as all information is subsequently repeated on forms AB and published by I.S.F., there can be no objection to use of train letter service for this document. Until some quicker service is made available it is strongly recommended that all non-secret mail be despatched by the service adopted by Rail Division.

(Action: All Divisions).

- (f) GENERAL. This question has been thoroughly tied up with the Forestry Corps, who prepare very good weekly schedules and who are responsible for notifying consignors to be ready to load. Regular consignments are now moving to Sicily by rail and Ferry, in addition to those to Calabria ports for stockpiling.

(Info: Movements - Rail & Shipping).

- (g) VICO VALENTIA CEMENT WORKS. First consignments of cement were programmed for movement during period 9 - 15 April. Capt. Boddy will see that all demands for rail movement are met.

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distribution list to include those responsible for clearance of traffic from HQ on lines HQ, 219, 05, 26 or 27. On Thursday of each week, Capt. Boddy will advise MOVCOM, NEW ANCONA, Major Blair at Florence, repeating this HQ, details of traffic scheduled for movement to RHs on the lines mentioned, during seven day period commencing following Monday.

(Notes: Movements - Rail).

- (d) FORM 750/2. I was reminded this HQ is still using the old FORM 750/2, which is now out-of-date, without any qualifying remarks regarding wagon labels. Until new forms are available the remarks concerning "The Official HQ Wagon Labels....." should be deleted.

(Action: Movements - Rail)

- (e) COMMUNICATIONS. Loading programmes issued by HQ are still subjected to considerable delay and frequently arrive too late for effective action. Rail Division letters dated 3 April were delivered by train letter service on 6 April. Loading programmes are not SECRET, and as all information is subsequently repeated on Form XE and published by I.S.R., there can be no objection to use of train letter service for this document. Until some quicker service is made available it is strongly recommended that all non-secret mail be despatched by the service adopted by Rail Division.

(Action: All Divisions).

- (f) GENERAL. This question has been thoroughly tied up with the Forestry Corps, the practice very good weekly schedules and who are responsible for notifying consignments to be ready to load. Regular consignments are not moving to Sicily by rail and ferry, in addition to those to Calabrian ports for stockpiling.

(Info: Movements - Rail & Shipping).

- (g) VICO VALENTE CLIENT WORKS. First consignments of gypsum were programmed for movement during period 9-15 April. Capt. Boddy will see that all demands for rail movement are met.

223A

(Info: Movements - Rail).

- (h) SANCE. All bids are authorised and there have been few complaints of non-movement due to absence of wagons. Failure on part of consignments to load has caused waste of transportation and this matter must be again taken up with Food Sub-Commission.

(Action: Movements - Rail).

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- 6 -

(1) PROVIDA. There is evidence that provida are being astray on bidding procedure. It was agreed they must work through STRAI, but would be given a high priority. As an example, provida escort recently arrived regatta with two wagons loaded from Naples, they sought permission to reload these wagons to Naples. In point of fact, the wagon had been re-loaded before permission was sought. Capt. Boddy agreed on this occasion, but provida must conform to procedure laid down.

(Action: Rail Division).

(k) WAGON SUPPLY. During the journey in Calabria an ample supply of empty rolling stock was given at all main stations and yards. Capt. Boddy agreed there had recently been no shortage of empty wagons. However, under the new system a greater percentage of programmed traffic is being moved and it is becoming increasingly important that a regular and balanced exchange be introduced. As is well known, Metaponte is the best exchange point for the bulk of empties under existing conditions.

(Action: Rail Division).

(1) R.I. Capt. Boddy has been seriously handicapped in the past by the fact that he had no car at his disposal. The regatta car, taken by Major Blair was not returned within 7/8 days in accordance with the understanding reached. Capt. Boddy was therefore compelled to rely on assistance from Capo Compartimento or Movimento. Reggie. Capt. Boddy was advised on 9 April by AC, Liaison Office, Catania, that a requisitioned car was awaiting his collection. It is strongly recommended that HQ. bring every pressure to bear to ensure that all A.C. transportation officers in the field are notified.

(Action: Administration Division).

STOOLS

(4) DR. CAPONTE, RAILWAY SUPERINTENDENT, MESSINA AREA. See letter Nov 3/212 dated 21 March '45 (Nov Rail file 43/Tp.3. folio 5) was discussed with Capt. Irvine Lynch; Lt. Banting, Nov 1.5. and Railway authorities at Palermo. There is complete agreement from all sides that the cause of all trouble was the young female interpreter, employed by (4) Movimento, who imagined she was personally responsible for Railway operations in the Messina Area and the manner in which the Messina Ferry was operated. (See letter from Capt. Irvine Lynch pers/45 dated 20 March '45 and enclosure thereto). However, a few days before I arrived at Messina, Major Avers, DA 455(M), HQ Movimento, West Italy, had passed through and had omitted a meeting of all concerned. Major Avers made it clear to this young female that she was not an E.S.C., was not empowered to take any executive action and was nothing more than an interpreter for (4) personnel. No further trouble is anticipated. It is recommended reply to AFHQ.

empty rolling stock was being at all main stations and yards. Capt. Boddy stated there had recently been no shortage of empty wagons. However, under the new system a greater percentage of programmed traffic is being moved and it is becoming increasingly important that a regular and balanced exchange be introduced. As is well known, Montevideo is the best exchange point for the bulk of empties under existing conditions.

(Action: Rail Division).

- (1) Mail Capt. Boddy has been seriously handicapped in the past by the fact that he had no car at his disposal. The postal car, taken by Major Blair was not returned within 7/8 days in accordance with the understanding reached. Capt. Boddy was therefore compelled to rely on assistance from Cape Compartments or Montevideo, Reagie. Capt. Boddy was advised on 6 April by AC, Liaison Office, Catania, that a requisitioned car was awaiting his collection. It is strongly recommended that HQ, bring every pressure to bear to ensure that all A.C. Transportation Officers in the field are mobile.

(Action: Administration Division).

SICILY.

- (1) INS. CARONITI, RAILWAY SUPERINTENDENT, MESSINA AREA. AFHQ letter Nov 3/212 dated 11 March 44 (Mov Mail File 430/IN.3. 2014.5) was discussed with Capt. Irvine Lynch, Lt. Denton, Nov 1.0. and Railway authorities at Palermo. More complete agreement from all sides that the cause of all trouble was the young female interpreter, employed by (2) Movements, who imagined she was personally responsible for Railway Operations in the Messina Area and the manner in which the Messina Ferry was operated. (See letter from Capt. Irvine Lynch dated 20 March 44) and enclosure thereto). However, a few days before I arrived at Messina, Major Avers, DAGP(M), HQ, Movements, West Italy, had passed through and had called a meeting of all concerned. Major Avers made it clear to this young female that she was not an E.S.O., was not empowered to take any executive action and was nothing more than an interpreter for (2) Movements. No further trouble is anticipated. It is recommended reply to AFHQ, be on the lines that no justification can be found for removal of Ins. Caroniti, and in the event of further friction this HQ will be obliged to request removal of the female interpreter attached to (2) Mov staff at Messina. Other efficient interpreters are readily available.

(Action: Deputy Director).

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(14) SPECIAL WORKERS TRAIN CATANIA - SICCCO. Lt. Benting, May L.O. Catania reported he had been warned by D.O.R.E. 296 works Sec. that M.T. now conveying direct employees of Allied Forces, engaged on construction of an aerodrome, was expected to be withdrawn. D.O.D.L. 2901 C.I.B. has also stated that should M.T. be withdrawn, application would be made for free rail travel. HQ 3 District have forwarded details of scheme now in force in Bari and other parts of Italian Government territory. May L.O. will satisfy himself that all prescribed arrangements are made and will apply to Cap. Irvine Lynch for special daily workers train Catania - Sicccco and return.

(Action: Rail Division)
(Info: Movements - Rail).

(14) SULPHUR MOVEMENT. The position regarding the sulphur programme for Sicily - local and export - is far from satisfactory. It can be definitely stated that all demands for rail movement have been met, except perhaps in isolated instances, such as :-

- (a) During February - a coal shortage. There was a strike by Catania dockers and a coal ship was sailed without discharging. Passenger and freight services were cut in consequence.
- (b) End February/beginning March. Heavy Docks clearance. 5 ships at Catania and 3 ships at Palermo, all discharging simultaneously.
- (c) Heavy citrus export programme, immediately following (b) above.
- (d) End February/beginning March. Acute wagon shortage.

During these periods it is possible that demands for sulphur movement may not have been met in full. There was recently a demand for movement of 900 tons Sulphur from Palermo to Termini. Wagons were placed, but only 2 wagons were loaded. During the same period there was a demand for movement of 200 tons Sulphur from Palermo to Vittoria. Wagons were placed, but none were loaded.

To increase transportation for sulphur, arrangements have been made to run, w.e.f. 3 April, 2 special sulphur trains per week on the narrow gauge line Dittaino - Chitragione. Lt. J.B. Follard, U.S.N.R., Mining Division representative in Sicily, stated production was in general more than 50% less than was stated in para 4 of our 2355/11/Tn.3. dated 6 Feb. '45. Comparative figures are as follows :-

Industry Sub-Commission		Sicilian Region	
estimate by		estimate in Feb. '45	
February	6000 tons	3000 tons	2210
March	4500 "	3000 "	
April	7000 "	3000 "	

(iii) SULPHUR MOVEMENT. The position regarding the sulphur programme for Sicily - local and export - is far from satisfactory. It can be definitely stated that all demands for rail movement have been met, except perhaps in isolated instances, such as :-

- (a) During February - a coal shortage. There was a strike by Catania dockers and a coal ship was sailed without discharging. Passenger and freight services were cut in consequence.
- (b) End February/beginning March. Heavy Ducks clearance. 5 ships at Catania and 3 ships at Palermo, all discharging simultaneously.
- (c) Heavy airbus export programme, immediately following (b) above.
- (d) End February/beginning March. Acute wagon shortage.

During these periods it is possible that demands for sulphur movement may not have been met in full.

There was recently a demand for movement of 900 tons Sulphur from Lercara to Termini. Wagons were placed, but only 2 wagons were loaded. During the same period there was a demand for movement of 200 tons Sulphur from Lercara to Vittoria. Wagons were placed, but none were loaded.

To increase transportation for sulphur, arrangements have been made to run, r.e.f. 9 April, 2 special sulphur trains per week on the narrow gauge line Dittaino - Gellagione.

Mr. J.H. Pollard, U.S.N.R., Mining Division representative in Sicily, stated production was in general more than 50% less than was stated in para 4 of our 2530/11/Tn.3. dated 6 Feb. '45. Comparative figures are as follows :-

Estimate by		A.C. Sicilian Region.	
Industry Sub-Commission		Estimate in Feb. '45	
February	6000 Tons	2000 Tons	2210
March	6500 "	3000 "	
April	7000 "	3500 "	
May	7400 "	4000 "	
		June	4300 "

Mr. Pollard was of opinion that the new price for Sulphur, which was fixed 6 April and made retrospective to January, may serve as a boost to production. The Sulphur programme for Sicily requires early discussion between Movements - Rail and Shipping and Industry Sub-Commission.

(Action: Movements - Rail and Shipping).

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(iv) SAUSE. All traffic offered has been moved. No fixed programme is operating, owing to constant changes made by Camerario Sause. It is understood that one of the reasons why Sause is not being sent to Extraction plants is the question of price. It is reported that Sause is worth \$30 lire per cwt. sold as fuel, but only 175 lire per cwt sold to Extraction plants.

(Action: Movements - Rail).

(v) MOVEMENT OF NON-RATIONED FOOD. The High Commissioner for Food is not working through SEPRA as was originally arranged. (There are 5 depots in Sicily, with coordinating office in Palermo). The SEPRA duties have been delegated to Union of Chambers of Commerce and it is understood this was at request of the Political High Commissioner, Sicily. U.S.C. are not conforming to procedure, but are passing their loading schedules direct to I.S.R., thereby short-circuiting AC. Tn. Officer. No loading programme is being issued by AC. Tn. Officer, and cannot be issued until procedure is followed.

(Action: Movements - Rail).

(vi) FORMS AB. It is reported Forms AB are being issued to Station Masters by Capo Compartimenti for all traffic to the mainland, but up to 9 April no completed forms AB had been received by AC. Tn. Officer. Capt. Irvine Lynch was calling a meeting on 10 April to ensure the scheme shall operate. The new type label is used for Mainland traffic only.

(Info: Movements - Rail Accounts and Statistics Branch).

(vii) SHOWING TRAFFIC. Side for the movement of groupage wagons to the Mainland are not at present accepted. Groupage traffic will be included in any tonnage which may be allocated to Sicily when the basic schedule is revised.

(Info: Rail Division Movements - Rail).

(viii) ROLLING STOCK FOR STORM. Capt. Irvine Lynch produced figures as under for serviceable freight rolling stock in Sicily :-

	Available (Census taken 15 March)	Required.
Box Cars	1160	1500
High Sides	1580	1600
Low Sides	700	700
Flats	47	45
Tankers	121	130

The figure of 1160 Box Cars included 93 Refrigerator Cars which, it was subsequently agreed, could be released to the Mainland in exchange

are passing their loading schedules direct to I.S.R., thereby short-circuiting A.C. En. Officer. No loading programme is being issued by A.C. En. Officer, and cannot be issued until procedure is followed.

(Action: Movements - Rail).

(vi) FORMS XE. It is reported forms XE are being issued to station masters by Cape Comptrolments for all traffic to the Mainland, but up to 9 April no completed forms XE had been received by A.C. En. Officer. Capt. Irvin Lynch was calling a meeting on 10 April to ensure the scheme shall operate. The new type label is used for Mainland traffic only.

(Info: Movements - Rail
Accounts and Statistics Branch).

(vii) GROUPAGE TRAFFIC. Side for the movement of groupage wagons to the Mainland are not at present accepted. Groupage traffic will be included in any tonnage which may be allocated to Sicily when the basic schedule is revised.

(Info: Rail Division
Movements - Rail).

(viii) ROLLING STOCK FOR SICILY. Capt. Irvin Lynch produced figures as under for serviceable freight rolling stock in Sicily :-

	Available (Census taken 15 March)	Required.
Box Cars	1160	1800
High Sides	1500	1000
Low Sides	700	700
Flats	47	45
Tankers	121	190

The figure of 1160 Box Cars included 93 Refrigerator Cars which, it was subsequently agreed, could be released to the Mainland in exchange for equivalent number of box cars. The figure of 150 Tankers shown as "Required" is incorrect, as it was agreed some 17 serviceable eastern wagons could be released to mainland, plus a number requiring only light repairs. It is essential that Rail Division agree with M.R.S. the pool of wagons which can be allocated to Sicily, advising both Capt. Baddy and Capt. Irvin Lynch, in order that Sicily pool can be maintained at agreed figure.

(Action: Rail Division).

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(ix) SHIPPING SITREP. I arranged that Capt. Irvine Lynch should send to HQ the 1 to 2 Daily Shipping Sitrep w.e.f. 10 April '45. Signals classification "Restriction" to be used.

(Info: Movements - Shipping).

(x) SALVAGE TRAFFIC. When crossing the Messina Ferry on 10 April, I noticed 3 large open wagons loaded with I.N.T. Salvage, consigned from Det. Hq. 22 Salvage Depot, Messina to 60 M.W. Dye Steel Works, Torre Annunziata. (Wagon numbers were 461220, 463095 and 441540). I subsequently learned this is a regular traffic of three wagons per day and the object is to clear the Messina Salvage Depot. We are regularly out on forward movement out of Calabria and it is considered this Salvage traffic should pass by Sea. Question should be raised with AFHQ.

(Action: Movements Division).

(xi) RAIL TRAFFIC. There is a regular RAIL traffic of 30/35 box cars per week from Catania province to Palermo. This is also a traffic which could conveniently move by sea to Salerno and if so diverted would ease the box car situation on the Island. Question should be raised with AFHQ.

(Action: Movements Division).

(xii) ROADS. Capt. Irvine Lynch would like to be advised as soon as possible what responsibilities he has, if any, in connection with Road Movement; the Truck Pool and I.N.T.

(Action: Roads Division
Movements - Roads).

(xiii) RAILWAY COAL. There is considerable anxiety regarding the coal situation. Dr. Tuccio, Cape Compartimento, considers 12000 tons per month the minimum to meet all freight demands, and 14000 tons if there is to be a reasonable passenger service. Statement by Dr. Tuccio, together with translation, is attached to Rail Division copy of this report. I understand there is a definite move on the part of Coal Section to reduce the allocation for Sicily to 7000 tons. This must be strongly opposed. In the opinion of Capt. Irvine Lynch there should be an immediate increase to 10,500 tons to meet essential traffic such as:-

Imports - Docks clearance and subsequent distribution.

Exports - Citrus fruit, Sulphur and Wine.

Internal Sulphur movement.

General traffic.

Minimum movement necessary to maintain the economic life of the Island.

2218

Depot. We are regularly ordered to send movement orders to the depot and it is considered that salvage traffic should pass by Set. Question should be raised with AFHQ.

(Action: Movements Division).

(21) RULE TRAFFIC. There is a regular rule traffic of 30/15 Box cars per week from Catania Province to Persano. This is also a traffic which could conveniently move by sea to Salerno and if so diverted would ease the box car situation on the island. Question should be raised with AFHQ.

(Action: Movements Division).

(22) ROADS. Capt. Irvine Lynch would like to be advised as soon as possible what responsibilities he has, if any, in connection with Road Movement; the truck pool and I.M.F.

(Action: Roads Division
Movements - Roads).

(23) RAILWAY COAL. There is considerable anxiety regarding the coal situation. Dr. Tuccio, Cape Consort invento, considers 12,000 tons per month the minimum to meet all freight demands, and 14,000 tons if there is to be a reasonable passenger service. Statement by Dr. Tuccio, together with translation, is attached to Rail Division copy of this report. I understand there is a definite move on the part of Coal Section to reduce the allocation for Sicily to 7,000 tons. This must be strongly opposed. In the opinion of Capt. Irvine Lynch there should be an immediate increase to 10,500 tons to meet essential traffic such as :-

Imports - Docks clearance and subsequent distribution.

Exports - Citrus fruit, Sulphur and Wine.

Internal Sulphur Movement.

General traffic.

Minimum movement necessary to maintain the economic life of the Island.

It is pointed out that the numerous bi-weekly services result in excessive turnaround of wagons. Increased services, for which additional coal is required, would considerably improve wagon availability.

(Action: Rail Division).

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- (217) FUTURE WORKING. If and when Capt. Irvine Lynch is withdrawn from Sicily, it is obvious his rail work must revert entirely to I.S.P. It is recommended his withdrawal be delayed, if possible, at least until 204 sub-tees leave the island. In the office of A.C. the Officer there are Sig. Abate CANNISTRACI and Miss MELA. Both are competent people and have been employed by I.S.P. at request of A.C. These employees are fully conversant with all matters in which we are interested and I think we should do well to arrange with I.S.P. for their continued employment, thus leaving in the office of Dr. Tuccillo, Capo Compartimento, an efficient but small staff who could be made responsible for liaison with A.C.

(Action: Deputy Director).

BARI.

- (a) ORGANISATION AND WORKING. The hand-over to I.S.P. in Bari is not as advanced as in Naples or Reggio and A.C. the Officers are still handling the reception of bins, programming of traffic etc. I advised Major Taylor it was desired that I.S.P. should accept responsibility for this work as early as possible, in order that there will be no serious break in the work. The Officers are withdrawing. The Capo Compartimento is not very enthusiastic over the idea, but has agreed to participate in Major Taylor's Office. It is recommended the question be discussed with General Di Raimondo, in order that he may advise all concerned of the agreed policy.

(Action: Deputy Director).

- (b) BIDS. In Bari, bids are received from the following sources :-

CENTRAL
CONSORZIO AGRARIO
CONSORZIO SAREE
SALINARI
TOBACCO MONOPOLY
OLIVE OIL CONTROL
STATION MASTERS THROUGH CAPO COMPARTIMENTO.

(Info: Movements - Rail)

- (c) RAIL TRAFFIC IRREGULARITIES. It is not possible to obtain sufficient detailed information to warrant further action in connection with alleged mis-use of Italian military labels, for fruit etc. from Calabria and wine tankers from the heel to Naples. I have agreed these matters be dropped. Future instances will be fully reported without delay, to permit immediate action by HQ.

(Info: Movements - Rail).

- (d) STAKE. All bids made have been accepted and programmed for movement. There is, however, a continued serious waste of capacity

(Action: Deputy Director).

RAIL.

- (a) ORGANIZATION AND WORKING. The hand-over to I.S.R. in Bari is not as advanced as in Naples or Reggio and AC, TN. Officers are still handling the reception of bids, programming of traffic etc. I advised Major Taylor it was desired that I.S.R. should accept responsibility for this work as early as possible, in order that there will be no serious break if and when AC, TN. Officers are withdrawn. The Capo Compartimento is not very enthusiastic over the idea, but has one man part-time in Major Taylor's Office. It is recommended the question be discussed with General Di Reimondo, in order that he may advise all concerned of the agreed policy.

(Action: Deputy Director).

- (b) BIDS. In Bari, bids are received from the following sources :-

SERIAL
CONSORZIO AGRARIO
CONSORZIO SANSE
SALT MONOPOLY
TOBACCO MONOPOLY
OLIVE OIL CONTROL
STATION MASTERS through C&O COMPARTIMENTO.

(Info: Movements - Rail)

- (c) RAIL TRAFFIC IRREGULARITIES. It is not possible to obtain sufficient detailed information to warrant further action in connection with alleged mis-use of Italian Military labels, for fruit etc. from Calabria and wine tankers from the Bari to Naples. I have agreed these matters be dropped. Future instances will be fully reported without delay, to permit immediate action by HQ.

(Info: Movements - Rail).

- (d) SANSE. All bids made have been accepted and programmed for movement. There is, however, a considerable serious waste of capacity due to non-loading by consignors. Movements - Rail must again take up with Food Sub-Commission.

(Action: Movements - Rail).

- 11 -

(e) DOCKS CLEARANCE - BARI. Major Taylor reports that new arrangements for clearance of Civil supplies from Bari Docks, by rail and road, are entirely satisfactory to all concerned.

(Info: Movements - Roads).

(f) A.C. PORT LIAISON OFFICER. Major Taylor pointed out that Lt. O'Leary, assistant to Lt. Col. Dawson, AC. Liaison Officer in Bari, is responsible for all AC. Port Liaison work. Lt. O'Leary is not a transportation Officer. Major Taylor considers it should be confirmed that Lt. O'Leary will remain in Bari as the present liaison organization has never been concerned with port working.

(Action: Port & Warehouse Division).
(Info: Movements - Shipping).

(g) CALABRO - LUCANE RAILWAY. While at the offices of this railway, I enquired regarding progress on the Lucania Viaduct. They still have no news as to when cement will be released for the work. Contractor is said to be on the site. Once cement is supplied it will take three months to complete and they are anxious to carry out the work as soon as possible.

(Action: Rail Division).

(h) CEMENT PLANTS. Importance of cement production at Taranto and Monopoli was discussed. Major Taylor will ensure that all bids for rail movement, to and from the Plants, are accepted.

(Info: Movements - Rail).

NAPLIS.

(i) ORGANISATION AND WORKING. All bids and programmes are handled by the I.S.F. in the offices of the Capo Compartimenti and arrangements are working well. AC. In. Officers concern themselves only with the final screening of bids and policy matters. It is considered that should it become necessary to withdraw our representatives, I.S.F. in the Naples Compartimenti could quickly assume complete responsibility, with little, if any, re-organisation.

(Info: Deputy Director
Movements - Rail).

(j) BIDS. In Naples bids are received from the following sources: 217

- SEMPRAI
- CONSORZIO AGRARIO
- CONSORZIO SANIUM
- ILVA and other large concerns.
- STATION MASTERS through CAPO COMPARTIMENTO

... of heavy machinery and equipment as the present th. organization has never been concerned with heavy machinery.

(Action: Port & Warehouse Division).
(Info: Movements - Shipping).

- (3) CALABRO - LUCANE RAILWAY. While at the offices of this railway, I enquired regarding progress on the Lucania Viaduct. They still have no news as to when cement will be released for the work. Contractor is said to be at the site. Once cement is supplied it will take three months to complete and they are anxious to carry out the work as soon as possible.

(Action: Rail Division).

- (4) CEMENT PLANTS. Importance of cement production at Taranto and Monopoli was discussed. Major Taylor will ensure that all bids for rail movement, to and from the plants, are accepted.

(Info: Movements - Rail).

NAPLES.

- (4) ORGANISATION AND WORKING. All bids and programmes are handled by the I.S.R. in the offices of the Capo Compartimento and arrangements are working well. 20. Th. Officers concern themselves only with the final screening of bids and policy matters. It is considered that should it become necessary to withdraw our representatives, I.S.R. in the Naples Compartimento could quickly assume complete responsibility, with little, if any, re-organisation.

(Info: Deputy Director
Movements - Rail).

- (11) BIDS. In Naples bids are received from the following sources **9217**

SEPRAL
CONSORZIO ARIARIO
CONSORZIO CAIPE
ILVA and other large concerns.
STATION MASTERS through CAPO COMPARTIMENTO

(Info: Movements - Rail).

- (11) SEPRAL. It is reported that Sepral are insisting that Consignors, when placing bids, specify the exact commodity they wish to despatch i.e. Oranges, apples, nuts etc. Owing to change in prices or demand, the consignor may wish to load some other class of fruit or non-rationed food. Sepral will not agree, with result that wagons available are not loaded. This is one of the main reasons for non-loading in the Naples Area and causes a serious waste of capacity.

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The Naples loading programme is based on approximately 160 wagons per week. This will be raised as soon as forms X2 show the percentage of wagons loaded is increased.

(Info: Movements - Rail
Accounts and Statistics Branch).

(v) WAGON LABELS. Industry Sub-Commission are still issuing the old type of label-bills 2504 and 2505; see para 16 - 22 April. Letter to all Sub-Commissions drawing attention to Movements Division Rail Memorandum No. 4 must be sent forthwith.

(Info: Movements - Rail).

(vi) BAKKE. It does not appear that I.M.I. representative of Consorzio Sance is taking a great deal of interest in the waste programme. This representative has not been seen since the programme was originally discussed. Consorzio Sance are still bidding for cross movement, but, in view of the pricing given by H.V. these bids are not being accepted. So long as they continue to bid for cross-movement, so long will they have less bids accepted and less tonnage delivered to Extrusion plants.

(Action: Movements - Rail).

(vii) BENEVENTO - CASTELFRANCO (LIGNO AND CEMENT). SCS continue at the rate of 200 tons in each firebrick week. Average loadings only 70/80 tons, and movement is programmed accordingly. There is no question of wagon shortage.

(Info: Movements - Rail).

(viii) MOV L.O. Major Bowers reports the recently appointed Mr L.O. is doing very valuable work as a result of his activities tonnage loaded will definitely increase. Direct working liaison is maintained with H.V. Movements, West Italy.

(Info: Railway Director).

(ix) SHORT HAIL TRAFFIC. H.V. Movements, West Italy, raised the question of short hauls by rail and pointed out that recent wagon position has created difficulties as regards clearance of Naples Port. Lack of wagons also results on long shunts civilian traffic. It is requested the question of H.V.C. undertaking more short haul traffic be examined. Traffic moving by rail from Castelkumare to Salerno and Naples was given as example.

(Action: Moves Division
Movements - Rail
Memoranda - B.V.).

- 13 -

(x) NAPLES PORT. Consorzio Agrario are anxious to obtain permission to enter Naples port, for the purpose of watching food and agriculture supplies. Major Marks considers this essential but points out no authority exists. Authority is said to exist for I.O.E. representatives only.

(Action: Port & Warehouse Division).

7. CONCLUSION. This sub-commission now has a detailed car available in Rome and I strongly recommend that similar tours, with representatives of the various Divisions, be introduced as a regular feature. Much useful information is obtained by discussion with our various representatives in the field. Alternatively it may be more convenient to call all senior Transportation Officers to Rome, say for 2 days, for a series of Conferences with each Division. Such conferences should be held at least monthly.

J.W. BAKER, Lt. Col.,
Movements Division - Rail.

Distribution:

Deputy Director
Chief, Movements Division
Administration Division
Accounts and Statistics Branch
Planning Staff
Movements Division - Rail
" " - Road
" " - Shipping
Rail Division (4 copies)
Road Division
Port and Warehouse Division
Files - 253b/Tn.3.
295/Tn.3.
296/Tn.3.
383/Tn.3.
490/Tn.3.

Ref. V.R. Bowers. - Naples
Maj. O.W.S. Taylor - Bari
Capt. E.W. Beldy - Reggio
Capt. A.H. Irvine - Palermo
Lynch

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TN 3/2

Originator's Reference: RTG 301
 Date-Time of Origin: 141 13/1455

Message Centre No: D/1991
 Date-Time Recd: 141 14/1820
 Precedence: ROUTINE

FROM: ALCON SICKLE (WITCH)
 TO: DE ALCON FOR TETH S/C

295/32

RESTRICTED
ACTION

RESTRICTED.

1. Reference your signal 2488 ACTT I an informed programme arranged and agreed but reportedly altered working on amended programme.

- (skipper)
2. Suspect skipper dissatisfied with price and slow in delivery.
 3. Usual tactics.
 4. I am following up this matter.

16/3
 No action required

DIST

Action: IN S/C
 Info: A/PRESIDENT
CHIEF COMMISSIONER
ECOF SEC
FILE 2
FLOAT

2215

RESTRICTED

HEADQUARTERS
 141/145
 A. 2

TRANSLATIONIncoming Message

295/38

Message Centre No : D/4862
Date/Time of origin : Mar 101615A
From : Naples Caslini Monti Francesco
To : Dottor Andrea Pollitzer AC Rome

IF CLEAR.

WE INFORM YOU THAT WAGONS HAVE NOT BEEN ALLOCATED TO
TRANSPORT OLIVE HUSKS TO OUR FACTORIES OF NAPLES AND CASTEL-
MARE.

Dist.

Action - Tn. S/C
Info - Econ. Sec.
File

2214

0680

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date Time of Origin: *MAR 101615A*

Message Centre No: *D/4862*

Date Time Rec'd: *MAR 122015A*

Precedence: *ROUTINE*

FROM: *NAPLES GASLINI MONTI FRANCESCO*
TO: *DOTTOR ANDREA POLLITZER AC ROME*

IN CLEAR

*Pregiamoci comunicarvi mancata assegnazione vagoni per trasporto
sanse nostri stabilimenti NAPOLI et CASTELLAMMARE.*

Dist

Action - Tn SC
Info - Econ Sec
File

ACTION

2212



TRANSPORTATION SUB-COMMISSION A.
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

295/36

SUBJECT: SANSA

TO: H.Q. A.C.
TN SUB-COMM
MOV. = RAIL
A.P.O. 394

REF: REG. SANSA
REGGIO CALABRIA
28 FEB 45

1. Attached is general programme and weekly loading programmes for sansa as requested in circular 295/I7/TN 3 dated 23 Jan 45.

W F Blair Major
W.F. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM

2219

0663

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

STATION	CODES	FROM	TO	D 2 3 4 10 100 1000					
				5	5	7	8	9	10
10111	BRISA 10111	OR 10111	10111 10111	1	1				
10111	"	"	"			1	1		
10111	"	"	"					1	1
10111	"	"	"	1					
10111	"	"	"	1	1				
10111	"	"	"			1	1		
10111	"	"	"					1	1
10111	"	"	"			1			1
10111	"	"	"	1	1		1	1	1
10111	"	"	"	1	1	1	1	1	1
10111	"	"	"	1	1	1	1	1	1
10111	"	"	"	1	1	1	1		3
10111	"	"	"	1	1				2
10111	"	"	"			1	1		2
10111	"	"	"	1				1	1
				3	7	2	7	6	13

0 6 6 4

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

CONSIGNEUR	CONSIGNEE	GOODS	FROM	TO	DAL 20 FEB 41.			
					21	22	23	24
SOC. CASLINI	SOC. CASLINI	SANSA VERGINE	CHOPANI	CATANZARO	1	1		
"	"	"	LICASTRO	"	1	1		
"	"	"	CHITONI	"			1	
"	"	"	SOVERATO	"		1		
"	"	"	FEROLITO	"	1	1		
COOPERAT. SL.	COOP. OLIVARIA	"	CHOPANI	"			1	1
"	"	"	CERINIA	"			1	1
SOC. CASLINI	SOC. CASLINI	"	NICOTERA	GIULIA TAURO	1	1	1	
"	"	"	IMBITO P. G.	SIDERO				1
"	"	"	BRANCALONE	"	1	1	1	
"	"	"	SIANO	"				1
PETRONI & C.	PETRONI & C.	"	CELEB. BELGARRIA	BATHIPACIA	1	1	1	
"	"	"	CERIGIA	"	1	1	1	
"	"	"	SABRI	"				1
SOC. CASLINI	SOC. CASLINI	"	AGROPOLI	CASCIANO	1	1	1	1
"	"	"	TORRECARA	"		1	1	1
					5	10	9	7

2210

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

CONSIGLIA	FOODS	FROM	TO	DEL 26 FEB 61 3 MAR 61							
				25	27	28	1	2	3	4	
B. CONSUMI	S. S. VERGI	CRONCHI	CATONZARO	1	1						2
"	"	NICASSIO	"	1	1						2
"	"	CHOTON	"			1			1	1	2
"	"	NOVERATO	"		1						1
"	"	PAROLETO	"	1	1						2
OF. OLIVARIA	"	CRONCHI	"			1	1	1			3
"	"	CUNIGIA	"			1	1	1			3
S. CASLI	"	NICOTARA	CICOLA TASCIO	1	1	1	1	1			3
"	"	ALIBO P.S.	SIDERO				1	1	1		3
"	"	BRACALON	"	1	1	1					3
"	"	ALIBO	"				1	1			2
BO. V. S.	"	CELLA BULFARIA	CATTABIA	1	1	1					3
"	"	CELLA	"	1	1	1					3
"	"	SAINT	"				1	1			2
WASITI	"	ALIBO	CAS. ALIBO	1	1	1	1				3
"	"	ALIBO	"		1	1	1				3
				6	10	3	7	3	2		41

2210

16 PRIOLO VIA XXI aprile 24 tel 2329 CONSORZIO NAZIONALE DEGLI INDUSTRIALI PRODUTTORI DI OLIO DALLE SANSE

VIA TOMACELLI, 132

ROMA

TEL. 64-341 (centralino)

10. february 1945

TRANSPORTATION REQUIREMENTS FOR SANSA

From the station	Quantity in tons	In which time	Number of waggons	To the station	
Ardore	150	Febr-Aprile	10	Sidemo	Soc. Gaslini
Monasterace	400	" "	26	"	" o Audino
Bova	1500	" "	10	"	"
Bovalino	800	" "	50	"	"
Bianconevo	300	" "	20	"	"
Brancaleone	300	" "	20	"	"
Caulonia	400	" "	26	"	"
Gioiosa J.	600	" "	40	"	"
Locri	200	" "	19	"	"
Palizzi	200	" "	13	"	"
Riace	300	" "	20	"	"
Roccella J.	300	" "	20	"	"
S. Ilario	100	" "	6	"	"
Scalato P.S.	400	" "	26	"	"
Saline	150	" "	10	Archi-Reggio	Aloi Giuseppe
Crucoli	200	" "	13	Catanzaro M.	Soc. Gaslini
Cirò	100	" "	6	" "	"
Strongoli	20	" "	1	" "	"
Crotone	1000	" "	54	" "	"
Cutro	200	" "	13	" "	"
Cropani	800	" "	32	" "	"
Simeri	150	" "	10	" "	"
Mocera T.	200	" "	13	" "	2200
Gizzeria	50	" "	3	" "	"
Nicastro	300	" "	20	" "	"
Montauro	150	" "	10	" "	"
Soverato	300	" "	20	" "	"
S. Andrea	100	" "	6	" "	"
Guardavalle	300	" "	20	" "	"
Amantea	200	" "	13	Vibo Valentia	Soc. Gaslini
Nicotera	800	" "	52	" "	"
Briatico	150	" "	10	" "	"
S. Pietro M.	200	" "	13	" "	"
Francavilla	700	" "	43	" "	"

CONSORZIO NAZIONALE DEGLI INDUSTRIALI PRODUTTORI DI OLIO DALLE SANSE

VIA TOMACELLI, 132

ROMA

TEL. 64-341 (centralino)

From the station	Quantity in tons	In which time	Number of waggons	To the station
Curinga	300	Febbr-Aprile	20	Vibo Valentia Soc. Gaslini
Tropea	30	" "	2	" " "
Ricadi	150	" "	10	" " "
Sambiasi	30	" "	2	" " "
S. Eufemia	60	" "	4	" " "
•				
Fraia	60	" "	4	Belvedere M. Rosano
Scalca	300	" "	20	" " "
Verbicaro	60	" "	4	" " "
Cetraro	60	" "	4	" " "
Fuscaldo	100	" "	6	" " "
S. Fili	60	" "	4	" " "
Rende	150	" "	10	Cosenza Cardamone
Castiglione	100	" "	6	" " "
Acri-Bisignano	500	" "	30	" " "
Torano-Latt.	200	" "	13	" " "
Montegrassano	150	" "	10	" " "
S. Marco	500	" "	30	" " "
Spezzano	500	" "	30	" " "
Morano	200	" "	13	" " "
Rocca Imper.	50	" "	3	Rossano Soc. Gaslini
Montegiordano	100	" "	6	" " "
Roseto	150	" "	10	" " "
Amendolara	200	" "	13	" " "
Torre archiara	300	" "	20	" " 2208
Cassano Jon.	800	" "	50	" " "
Castrovillari	500	" "	30	" " "
Corigliano	500	" "	30	" " "
Cariati	300	" "	20	" " "
Celle	500	" "	30	Battipaglia Petrone
Centola	200	" "	13	" " "
Sannauro	200	" "	13	" " "
Sipri	300	" "	20	" " "
Reggiano	30	" "	2	Polla Soc. Politi

06681

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

CONSORZIO NAZIONALE DEGLI INDUSTRIALI PRODUTTORI DI OLIO DALLE SANSE

TEL. 64-341 (centralino)

ROMA

VIA TOMACELLI, 132

From the station	Quantity in tons	In which time	Number of waggons	To the station	
Ogliastro C.	180	Febr-Aprile	12	Castall. S.	Soc. Gaslini
Agropoli	800	" "	53	"	"
Torchiera	500	" "	33	"	"
Omignano	60	" "	4	"	"
Rutino	200	" "	13	"	"
Capitello	100	" "	6	"	"
Vibonati	80	" "	5	"	"
Felicastro	300	" "	20	"	"
Caselvino	900	" "	56	"	"

2267

TRANSPORTATION SUB COMMISSION

CSG/mi

APC 394

Movements Division

Roads Branch

Ref. AC/5/10/Tn.3

2 March 1945

Minutes of meeting held 0900 hrs 28 Feb 45
in Room 14 - Sixth Floor
H.Q. Allied Commission.

Present.

It. Col. J.H. Bordass
Major C. Stait-Gardner
Dr. A. de Pollitzer-Pollenghi
Comm. Paolo Bompard
Dr. Luciano de Perugia

Tn. Sub-Commission A.O.
" " "
Food Sub Commission A.O.
ENAC Representative
Vice-Director Consorzio Sansa
(Reparto Annasso Sansa)

Subject : Movement of Sansa.

1. The meeting was called for the purpose of
 - (a) Giving those present an opportunity of meeting each other and discussing their respective difficulties.
 - (b) Discussing points raised in report made by Dr. Pollitzer-Pollenghi (Ref. 74-14/53/Tood) issued 27 Feb 45.

2. Dr. Pollitzer-Pollenghi stated that the quantity of Sansa to be moved is approximately two million quintals of which it is anticipated that :

3/4 million quintals will move by rail.
1/4 " " " " " "
1/2 " " " " " "
annual drawn vehs.

Total 2 1/4 million.

It was pointed out that there are many instances where a road haul is required in addition to the rail movement hence the increase of 1/4 million.

Rail lift : Arrangements already made with Prov. Div. Rail Branch are satisfactory and provide for the utmost use of rail facilities. No undue difficulties are anticipated.

Road Movement: Mr. Pollitzer-Pollenghi stated that during his tour of the provinces of SALERNO-COSENZA-NAPLES-CATANZARO and REGGIO he had spoken with the local ENAC repre-

It. Col. J. H. Bordass
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" " " " " "	IT
" " " " " "	"
" " " " " "	"
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Road Movement: Mr. Pollitzer Pollenghi stated that during his tour of the provinces of SALERNO-COSENZA-NAPLES-CATANZARO and REGGIO he had spoken with the local ENAC representatives in each province. Without exception he had found them most cooperative and desirous of carrying out the required movement but all pointed out that they had insufficient vehicles to carry out movement of essential "ready for consumption" foods. All vehicles are fully committed. Unless a priority for the movement of Sansa by road is established on a high level it cannot be moved with present availability of vehicles.

Comm. Bompard stated that the number of trucks could be greatly increased if tyres were made available. Consideration should also be given to the question of P.O.L. The present allocation is far from adequate. Allowance should be made for increased commitments. For example, in CATANZARO the P.O.L. allocation is the same now as it was 4 months ago. Comm. Bompard drew attention to the ever increasing petrol "racket". He thought that periodic checks by allied M.P. working in conjunction with civilian police would go a long way towards curtailing these activities.

Lt. Col. Bordess asked for a programme to be submitted showing quantities-point of origin - destination and period of movement. On receipt of this programme the matter will be taken up with the Priorities Board.

28 Feb. 45

O. STAIT-GARDNER

Major
Movements Division
Roads Branch

DISTRIBUTION :

Food Sub Commission (2)
Commerce Sub Commission
Petroleum Sub Commission
Priorities Board AC
EMAC (2)

Movements Division
Chief
Roads Branch
✓ Road Branch

do not work during the

42/50

295/33

tel : 238

Ref : 74-14/53/8000

EXHIBIT : Reports and recommendations for the
supply of oil in the oil fields in Canada
and California.

TO : Director, Post Sub-Commission

1. I must first state the outstanding importance of
this year. The official figures show that by 15
February 1964, 234,000 cils of pressed olive oil had been
consumed. At the same time I estimate that the extraction
plants had about 1,500,000 cils of oil and 400,000 cils of
oil pressed. This means about 140,000 cils of oil (both
olive and sunflower) for 1964.

2. I have just returned from the provinces of Naples,
Salerno, Campania, Calabria, Basilicata, and the given oil
possible help by 15 March. I feel especially indebted
to the officials of the oil fields. In each of the 5 provinces I
visited, I met the Provincial Commissioner (or the Supply
Director), the Olive Oil Director, the URSM officials, the
local officials, the URSM Inspector, the officials for this
inspector sent by the Ministry of Agriculture for this
olive oil campaign and a very good Italian authorities.
In each province I had close contact
with the regional officer of the Consorzio Seme and inspec-
tion of olive oil (oil mills) and many farmers and
consumers and inspectors.

3. With the Consorzio Seme I worked out a practi-
cal plan for the transportation of the 500,000 cils of olive
oil in this area. I hope that this plan (which can be con-
sidered as a preliminary plan) will be accepted by the
oil fields. It was agreed that the individual firms had to
ask for permits but that the Consorzio Seme and the URSM
should be notified by the Consorzio Seme. Road transport
is a difficult matter.

It seems impossible to find skilled workers. We
must rely on the URSM (the Italian Official Road Transportation
Office). The transportation of oil is a job to give
some good priority.

I have arranged with URSM to use every license for
oil on their return journey and to allot petrol to the

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- 3 -

the press-owner there would destroy their sense and the evidence!

Now, sense is one of the most important Italian resources and we should do all to prevent its destruction. I have explained all that verbally to Allied and Italian authorities and they have agreed on the slogan: "we have hundreds of thousands of children of illegitimate sense; we must legitimate all these illegitimate children" is out: bring them at all costs to the extraction plants.

8. The transportation of sense will cost much more than 90 lire per dl (estimated by the Ministry of Industry when the price of sense was fixed), because the official prices both per 3 way and Road transportation have since been doubled and it is well known that one can not yet believe at official prices.

Transportation by animal traction is even more expensive. Sometimes sense must be transported by mule to the road, by lorry to the station, then by wagon, and finally by lorry to the extraction plant. That works out sometimes more than 200 lire per dl.

I have suggested to all extraction plants to make every effort to carry as much sense as possible to these plants. They should then ask the Ministry for a revision of the price, also in view of the fact that all costs (solvent, labour etc.) have been practically doubled during the last months.

9. I then proposed all extraction plants who had no solvent, not to wait for the solvent but to collect as much sense as possible. We would then help them to get the necessary solvents.

I am definitively against a policy to deliver solvents to extraction plants who have no sense and to let it freeze there.

This policy should be proposed to the Ministry of Industry and to the Consorzio Sarsa.

10. I think that my difficult and interesting journey has solved most of the important problems of that sense on the spot. I think it is my duty to draw attention to some other facts which, although beyond my jurisdiction, are of high importance:

a) All show windows in Reggio are full of soap with price labels of between 90 and 250 lire per Kg. All this soap is made of pressed edible oil. It is really a horrible waste. Ministry of Industry should be advised not to allow this.

The only practical way I see to fighting against it is

2208

we must legitimise all those ill-timed children" id
 one : bring them at a 1 cents to the extraction plants.

8. The transportation of same will cost much more than 90 lire per ql (estimated by the Ministry of Industry when the price of same was fixed), because the official prices both per 7-way and Road transportation have since been doubled and it is well known that one can not yet forgive an official price.

Transportation by animal traction is even more expensive. Sometimes same must be transported by mule, to the road, by lorry to the station, then by wagon, and finally by lorry to the extraction plant. That works out sometimes more than 200 lire per ql.

I have suggested to all extraction plants to make every effort to carry as much same as possible to their plants. They should then ask the Ministry for a revision of the price, also in view of the fact that all costs (solvent, labour etc.) have been practically doubled during the last months.

9. I then persuaded all extraction plants who had no solvent, not to wait for the solvent but to collect as much same as possible. We would then help them to get the necessary solvents.

I am definitely against a policy to deliver solvents to extraction-plants who have no same and to let it freeze there.

This policy should be postponed to the Ministry of Industry and to the Consorzio Same.

10. I think that my difficult and interesting journey has solved most of the important problems of that area on the spot. I think it is my duty to draw attention to some other facts which, although beyond my jurisdiction, are of high importance :

a) All show windows in Reggio are full of soap with price labels of between 90 and 250 lire per kg. All this soap is made of pressed edible oil. It is really a horrible waste. Ministry of Industry should be advised not to allow this.

The only practical way I saw to fighting against it is

to distribute more soap on the ration card, or in other words, to increase the production of industrial fats (coco grease, soap oil etc.)

b) The olive oil business would work much better and black market would decrease if there were availability of other edible oils (from imported and domestic seeds) and fats (lard, butter etc.) I should like to take care of these lines also.

c) I suggest that next year's olive oil (1945/46) and all other by products should be left free and no price fixed. If, on the other hand the Italian Government wants to ration and to fix the prices etc again, control should begin not at the mill but at the tree. Previous organisation would be necessary and should start now. All necessary regulations etc. should be issued not later than July.

The Ministry of Agriculture should be advised now.

d) Actually the " Frontier " have not enough used facilities for this campaign (1944/45). Next year they will be in a worse case.

The only good store for Siseoli is cocconut .

A.O. should now take the necessary steps and import 2,000 tons of cocconut fibre from India or Ceylon.

11. My programme is to tear all olive oil processing process in the same way.

If I get the same help there as I got on the last trip, and with the good will of the Italian authorities, producers and industrialists. I hope to attain the target figure : that is 4,000,000 gals of soap, i.e. 280,000 of oil.

Dr. ARUNDA DE POLINIER-POLINIER

Copies to:

Agriculture Sub-Commission
 Industry Sub-Commission
 Industry Sub-Commission
 Transportation Sub-Commission
 Southern Region

"
 "
 "
 "
 "

Censorio Sasse - RCM
 via Tommasini n.112

(Attn: Major Crawford)
 (Attn: Major Rosenbaum)
 (Attn: B. Opatowski)

(Attn: Col. Shodgrass)
 (Attn: Col. Hershenson)
 (Attn: Stockman)
 (Attn: Major Powers)
 (Attn: Major Blaine-)
 (Attn: Capt. Jefferson)

0679

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

ALCON SOUTHERN REGION AC THE REP REGIO ALCON SOUTHERN REGION

2498

26 FEB 45

ROUTING

RESTRICTED PD

PARA ONE PD SUBJECT IS MOVEMENT OF BATES CALVE HUSERS BY BAIL CIRCULAR
LETTER REF TWO NINE FIVE BLANT ONE SEVEN BLANT THE OTHER DATED TWO THREE
JANUARY PARA ONE ZERO PD

WEEK TO ALCON SOUTHERN REGION FOR ACTION ABLE CHASLE TH REP RESIDIO TO

ALCON SOUTHERN REGION FOR ACTION LYNCH FROM ALCON CITE AGENT BAHAN

YOUR PROGRESS REQUESTED BY SEVEN FEB FOUR FIVE NOT YET RECEIVED EXPR-
DATE ALL SPEED PD

Handwritten initials

TRANSMITTATION SC

NICHOLAS FLORENO
CRC U.S.A.
Asst. Adjutant

390

0000

Transportation Sub-Comm (Rails)
Allied Commission
c/o Movements East Italy
Ref.: AC/Tn/BD/M/12/154
Date: 19 Feb. 45

SUBJECT: Movement of Sansa vergine by Rail.

TO : Hq. AC. for Tn Sub Comm (Movements Division - Rail).

Reference 295/17/Tn 3 dated 23 Jan. 45 and this office
AC/Tn/BD/M/12/94/ dated 2 Feb. 45.

1. Attached herewith is detailed programme for movement of Sansa V in this Div which has been examined by an Officer of Movements East Italy who stated that he had no objection to it except that he considered care should be taken that as much Sansa V as possible should be moved into BARI by the CALABRO-LUCANE Railway and that as little as possible should be moved through BARI Station.
2. The two points mentioned are being investigated.
3. Movement of Sansa is now being bid for on the new programme.

[Signature]
C.W.G. TAYLOR, Major R.A.
AC Tn Sub Comm
Bari Div

2234

COPY TO:

MOVEMENT.

Received

Previsione dei trasporti ferroviari di samsa vergine
per lo scorcio della campagna 1944 - 45.

COMPARTIMENTO DI BARI

Stazioni di arrivo a	dalla Provincia di										
	BARI FF.SS. C.L.	FOGGIA F.T.M. FF.SS.	POTENZA FF.SS.	POTENZA C.L.	MATERA FF.SS.	MATERA C.L.	TARANTO FF.SS.	TARANTO C.L.	LECCE FF.SS.	BRINDISI FF.SS.	
BARI	50.000	48.000	3.000	1.500	-	12.500	-	1.500	-	-	16
BITONTO	-.-	17.000	-.-	-.-	-	-.-	-	-.-	-	-	17
MONOPOLI	-.-	3.500	-.-	-.-	5.000	-.-	500	-.-	1.000	1.000	11
TARANTO	-.-	-.-	2.500	-.-	-.-	-.-	10.000	-.-	-.-	-.-	12
OSTUNI	-.-	-.-	11.000	-.-	-.-	-.-	-.-	-.-	1.000	4.000	16
CEGLIE M.	-.-	-.-	1.000	-.-	-.-	-.-	-.-	-.-	-.-	1.500	2
S. SEVERO	-.-	2.500	-.-	-.-	-.-	-.-	-.-	-.-	-.-	-.-	2
TERMOLI	-.-	2.000	-.-	-.-	-.-	-.-	-.-	-.-	-.-	-.-	2
MIGLIANO	-.-	-.-	-.-	-.-	-.-	-.-	-.-	-.-	1.000	-.-	1

COMPARTIMENTO DI REGGIO CALABRIA

TARANTO	-.-	-.-	-.-	-.-	15.000	-.-	-.-	-.-	-.-	-.-	15
CEGLIE M.	-.-	-.-	-.-	-.-	4.000	-.-	-.-	-.-	-.-	-.-	4
TOTALI	50.000	73.000	17.500	1.500	24.000	12.500	10.000	1.500	3.000	6.500	200

0682

Declassified E.O. 12356 Section 3.3/NND No. 735021

Provisione dei trasporti ferroviari di sansa vergine
per lo scorcio della campagna 1944 - 45.

COMPARTIMENTO DI BARI

dalla Provincia di

ENZA	POTENZA	MATERA	MATERA	TARANTO	TARANTO	LECCE	BRINDISI	TOTALE
S.	C.L.	FF. SS.	C.L.	FF. SS.	C.L.	FF. SS.	FF. SS.	
00	1.500	-	12.500	-	1.500	-	-	16.500
	-	-	-	-	-	-	-	17.000
	-	5.000	-	500	-	1.000	1.000	11.000
00	-	-	-	0000	-	-	-	12.500
00	-	-	-	-	-	1.000	4.000	16.000
00	-	-	-	-	-	-	1.500	2.500
	-	-	-	-	-	-	-	2.500
	-	-	-	-	-	-	-	2.000
	-	-	-	-	-	1.000	-	1.000

COMPARTIMENTO DI REGGIO CALABRIA

	-	15.000	-	-	-	-	-	15.000
	-	4.000	-	-	-	-	-	4.000
00	1.500	24.000	12.500	0000	1.500	3.000	6.500	200.000

0.683

12
11
10
9

PROGRAMMA DEI TRASPORTI DI SANSA VERGINE DI COMPETENZA
DEL COMPARTIMENTO DI BARI (FF.SS. E Sud - Est)

=====

PROV. DI BARI

<u>Stazione di arrivo: BARI</u>		<u>N° vagoni per settimana</u>					
<u>Quantità in Q/li</u>		<u>1°</u>	<u>2°</u>	<u>3°</u>	<u>4°</u>	<u>5°</u>	<u>Tot.</u>
da BARLETTA	14.000	30	30	20	15	--	95
SPINAZZOLA	1.600	3	3	3	1	--	10
MINERVINO	3.000	5	5	4	4	2	20
CANOSA	16.500	30	30	20	20	10	110
BISCEGLIE	6.500	10	10	10	10	4	44
ALBEROBELLO	1.700	3	2	2	2	2	11
PUTIGNANO	400	1	1	1	--	--	3
ADELFI	1.200	2	2	2	2	--	8
GRAVINA	200	1	--	--	--	--	1
CONVERSANO	2.400	4	4	4	4	--	16
MOLTERA	400	1	1	1	--	--	3
GIOIA	500	2	2	--	--	--	4
CASAMASSIMA	1.100	2	2	2	2	--	8
ALTAMURA	400	1	1	1	--	--	3

Totale 50.000 95 93 70 60 18 336

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PROGRAMMA DEI TRASPORTI DI SANSA VERGINE DI COMPETENZA
DEL COMPARTIMENTO DI BARI (FE.SS. - Ferrovia Garganica)

NO

PROV. DI FOGGIA

Stazione di arrivo : BARI

Quantity in g/11

No. vagoni per settimana

	1.	2.	3.	4.	5.	Totale
da ASCOLI	1	1	1	-	-	3
BOVINO	6	6	6	6	3	27
CARPINO	3	3	3	3	2	14
CANDELA	1	1	1	-	-	3
CASTELLUCCIO S.	1	1	1	-	-	3
CERIGNOLA	20	20	20	15	12	87
FOGGIA	4	4	4	4	4	20
ISCHITTELLA	8	8	8	5	4	33
RODI	4	4	4	3	2	17
VICO	5	5	5	5	3	23
LUCERA	3	3	3	1	-	10
MANFREDONIA	10	10	10	10	6	46
CRSARA	2	2	2	-	-	4
CRIANNOVA	2	2	2	-	-	6
TROIA	4	4	4	4	-	20
S. AGATA	1	1	1	1	-	4

TOTALI

48.000

75 75 75 57 40

320

Stazione di arrivo : BITONTO

da BOVINO 1.000
ISCHITTELLA -VAR 5.000
CERIGNOLA 1.000
PESCHICI 2.000
VICO 7.000
MANFREDONIA 1.000

7 33 7 14 46 7

TOTALI

17.000

27 27 27 24 12

114

Stazione di arrivo : MONOPOLI

da CARPINO 1.500
CERIGNOLA 1.000
LUCERA 1.000
Totale 3.500

10 7 7 24

Stazione di arrivo : S. SEVERO

da LUCERA 2.500
Totale 2.500

17 17

Stazione di arrivo : TERNOLI

da CHIANTI SERRACAPRIOLA 1.000
POGGIO IMPERIALE 1.000
Totale 2.000

7 7 14

CANDELA	400	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
CASTELLUCCIO S.	500	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
CERIGNOLA	15.000	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4		
FOGGIA	3.000	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
ISCHITELLA	5.000	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
RODI	2.500	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
VICO	3.500	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
LUCERA	1.500	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
MANFREDONIA	7.000	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
CESARA	500	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
CRIANNOVA	900	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
TROIA	3.000	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
S. AGATA	600	1	1	20	4	8	4	4	5	5	17	23	10	46	14	6	20	4
TOTALI	48.000	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27

Stazione di arrivo : BINGINTO

da BOVINO	1.000	2	8	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ISCHITELLA -VAR	5.000	2	8	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
CERIGNOLA	1.000	2	8	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
PESCHICI	2.000	2	8	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
VICO	7.000	2	8	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
MANFREDONIA	1.000	2	8	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
TOTALI	17.000	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27

Stazione di arrivo : MONOPOLI

da CARPINO	1.500	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
CERIGNOLA	1.000	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LUCERA	1.000	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
TOTALI	3.500	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

Stazione di arrivo : S. SEVERO

da LUCERA	2.500	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
TOTALI	2.500	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

Stazione di arrivo : TERMOOLI

da CHIANTI SERRACAPRIOLA	1.000	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
POGGIO IMPERIALE	1.000	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
TOTALI	2.000	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

73.000

489

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PROGRAMMA DEI TRASPORTI DI SANSA VERGINE DI COMPETENZA
DEL COMPARTIMENTO DI BARI (FE. SS.)

PROV. DI POTENZA

Stazione di arrivo: BARI

Quantità in Q/li		N° vagoni per settimana					
		1°	2°	3°	4°	5°	Totale
da MELFI	3.000	5	5	5	5	2	22
Totale	3.000	5	5	5	5	2	22
Stazione di arrivo: MESSAPICO							
da RIONERO	1.000	2	2	2	1	--	7
Totale	1.000	2	2	2	1	--	7
Stazione di arrivo: TARANTO							
da BEIILA	500	1	1	--	--	--	2
PALAZZO S. GERVASIO	1.000	2	2	2	1	--	7
PICERNO	200	1	--	--	--	--	1
CAMPOMAGGIORE	1.000	2	2	2	1	--	7
Totale	2.500	6	5	4	2	--	17
Stazione di arrivo: OSTUNI							
da VAGLIO	1.000	2	2	2	2	--	8
RIONERO	2.700	5	5	5	5	--	18
BARAGIANO	500	1	1	1	--	--	3
BALVANO	500	1	1	1	--	--	3
BARILE	400	1	1	1	--	--	3
VENOSA	1.000	2	2	2	1	--	7
MURO	500	1	1	1	--	--	3
PIETRACALLA	1.200	2	2	2	2	--	8
MELFI	1.000	2	2	2	1	--	7
P.S. GERVASIO	2.000	4	4	4	3	--	15
Totale	11.000	21	21	21	12	--	75
Totale	17.500						121

PROGRAMMA DEI TRASPORTI DI SANCA VERGINE DI COMPETENZA
DEL COMPARTIMENTO DI BARI (FF.SS. e SUD-EST)

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PROV. DI MATERA

Stazione di arrivo : MONOPOLI

	<u>Quantita' in q/li</u>					<u>N. Vagoni per settimana</u>				
	1	2	3	4	5	1	2	3	4	Totale
da CALCIANO						1	1	1	1	4
GARAGUSO						1	-	-	-	1
GRASSANO						3	2	2	2	11
GROTTOLIE						2	2	2	1	7
SALANDRA						1	1	1	1	4
TRICARICO						2	2	2	1	7
						10	8	8	6	34
						5.000				

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

PROGRAMMA DEI TRASPORTI DI SANSA VERGINE DI COMPETENZA
DEL COMPARTIMENTO DI BARI (FT. SS. e Sud-Est)

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PROV. DI TARANTO

Stazione di arrivo : MOTIOLI

	Quantita' in q.li	N. vagoni per settimana				
		1	2	3	4	5
da PALAGIANELLO	500	1	1	1	-	-
Totale	500	1	1	1	-	-
						Totale
						3

Stazione di arrivo : TARANTO

da MOTIOLA	1.400	2	2	2	1	-	7
CASTELLANETA	7.400	10	10	10	10	10	50
PALAGIANO	1.200	2	2	2	2	-	8
Totale	10.000	14	14	14	13	10	65
	10.500						68
							=====

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PROGRAMMA DEI TRASPORTI DI SANSA VERGINE DI
COMPETENZA DEL COMPARTIMENTO DI HARI (FF.SS e Sud - Est)

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PROV. DI LECCE

Stazione di arrivo : MIGGIANO

	Quantita' in Q/li	N° wagoni per sett.				
		I	2	3	4	Totale
da SALICE	1.000	2	2	2	I =	7
Totale	1.000	2	2	2	I =	7
<u>Stazione di arrivo : MONOPOLI</u>						
da TREPuzzi	500	I	I	I	=	3
SQUINZANO	500	I	I	I	=	3
Totale	1.000	2	2	2	=	6
<u>Stazione di arrivo : OSTUNI</u>						
da TREPuzzi	1.000	2	2	2	I =	7
Totale	1.000	2	2	2	I =	7
Totale	3.000					20

PROGRAMMA DEI TRASPORTI DI SANSA DI COMPETENZA
DEL COMPARTIMENTO DI BARI (FF.SS.)

PROV. DI BRINDISI

Stazione di arrivo: MONOPOLI

	Quantità in q.li	N° vagoni per settimana				
		1°	2°	3°	4°	5°
da ORLA	1.000	2	2	2	1	-
Totale	1.000	2	2	2	1	-
Stazione di arrivo: <u>OSTUNI</u>						
da MESAGNE	2.000	3	3	3	3	2
ORLA	1.000	2	2	2	1	-
BRINDISI	1.000	2	2	2	1	1
Totale	4.000	7	7	7	5	2

Stazione di arrivo: CEGLIE MESSAPICO

da S. RANCRAZIO	1.500	2	2	2	2	2
Totale	1.500	2	2	2	2	2
Totale	5.500					

45

PROGRAMMA DEI TRASPORTI DI SANSA VERGINE
DI COMPETENZA DEL COMPARTIMENTO DI BARI (Calabro - Lucane)

PROV. DI TARANTO

Stazione di arrivo : BARI

	Quantita' in Q/11					N° vagoni per sett.				
	1	2	3	4	5	Totale				
da GINOSA (Staz. Montescaglioso prov. di Matera)	3	3	3	1	=	10				
Totale	3	3	3	1	=	10				

PROV. DI MATERA

Stazione di arrivo : BARI

da PISTICCI	3.000	5	5	4	4	2	20
GRACO	500	1	1	=	=	=	3
IRSINA	1.000	2	2	1	1	=	7
MIGLIONICO	3.000	5	5	4	4	2	20
MONTALBANO	3.000	5	5	4	4	2	20
MONTESCAGLIOSO	500	1	1	=	=	=	3
POMARICO	1.500	3	3	1	1	=	10
Totale	12.500	22	22	19	14	6	83

PROV. DI POTENZA

Stazione di arrivo : BARI

da GENZANO	800	2	2	2	1	=	7
LAURIA	700	2	2	2	1	=	7
Totale	1.500	4	4	4	2	=	14
Totale	15.500						107

PROGRAMMA DEI TRASPORTI DI SANSA VERGINE
DI COMPETENZA DEL COMPARTIMENTO DI REGGIO CALABRIA (FF. SS.)

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PROV. DI MATERA

Stazione di arrivo : TARANTO

	Quantita' in Q/11						No vagoni per settimana					
	1	2	3	4	5	6	Totals					
da POLICORO - TURS	5	5	5	5	5	2	27					
S. BASILIO DI PISTICCI	2	2	2	1	=	=	7					
MONTALBANO	5	5	5	5	5	4	33					
NOVA-SIRI	5	5	5	5	5	2	27					
SCANZANO	2	2	2	1	=	=	7					
Totals	20	20	20	18	15	8	101					

Stazione di arrivo : CEGLIE MESS.

da POLICORO - TURS	2	2	2	1	=	=	7					
MONTALBANO	4	4	4	4	4	2	22					
Totals	6	6	6	5	4	2	29					
Totale							130					

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HEADQUARTERS
SOUTHERN REGION. ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
G. M. F.

295/29

CPB
2/2SUBJECT:

Revised Sansa loading programme.

Phone: Naples 50050 Ex. 12
Clerks " Ex. 4
Movements " Ex. 11

TO:

Transportation Sub Commission
Movement Division HQ.A.C. A.T.O. 394 CMF.

Our Ref.: 7/N 209
Date: 13/2/1945

COFY:

Headquarters Movement West Italy.
Headquarters Southern Region.
Headquarters Southern Region Brig. Dunlop.
Headquarters Southern Region Tn. Division.
Sig. Novelli.

Your Ref.:
Date:

- I. Attached herewith estimated movements during Sansa harvest which be bid for in usual way, and included in our local loading programmes as accepted.
2. It will be noted there are 3 short hauls which we have suggested would probably have to be undertaken by load. The consigners state this will not be possible as M.T. is not available.

V.R. Bowers

Major
(V.R. Bowers)

VB/ma

2/13

2198

TRANSPORTATION SUB-COMMISSION A.C. (RAILWAYS) SAMPLES DIVISION
 REQUIREMENTS FOR SAN A HARVEST

Loading Station	Consignee	Destination	Tonnage	Total cars	Loading period			
					Febr.	Mar.	Apr.	May
Baragiano	C. POMITI	Polla	14	1	1	-	-	-
Romagnolo	Ditta Petrone	Battipaglia	100	8	1	2	2	-
Picerno	C. Politi	Polla	30	2	1	+	1	-
Bucino	Ditta Petrone	Battipaglia	850	73	11	23	26	-
Montesano	"	"	150	10	2	3	3	-
Caldo	"	"	135	9	3	3	=	-
Arena	"	"	200	13	2	4	5	-
Sala Cons.	"	"	300	20	4	6	8	-
Sassano	"	"	100	8	1	2	2	-
Montaguto	S/A Gaslini	Napoli	10	4	14	=	=	-
Savignano	"	"	10	1	=	=	=	-
Castelfranca	"	"	160	18	2	4	8	-
Montecalvo	"	"	180	18	2	4	8	-
Arino Irpino	"	"	320	32	4	10	10	-
Ponte Cassiano	"	"	1230	100	16	30	35	-
Telesse	"	"	1000	66	15	18	18	-
Prasso Darente	"	"	150	10	2	3	3	-
Escevento	"	"	200	13	2	5	3	-
Paduli	"	"	300	20	5	8	7	-
Apice	"	"	140	14	2	4	4	-
Solopaca	"	"	230	23	3	8	8	-
SHORT HAUL								
Contursi	Ditta Petrone	Battipaglia	1000	76	12	20	30	-
Persano	"	"	1000	76	12	20	30	-
Eboli	"	"	800	53	13	16	14	-

TRANSPORTATION SUB-COMMISSION A.C. (RAILWAYS*)
 REGGIO DIVISION STATION HANDLED BY NAPLES
CONSORZIO SANSA

Loading Station	Consignee	Destination	Ton age	Total cars	Loading Period			
					Febr.	Mar.	Apr.	May
Celle Bulgherie	Petrone	Battipaglia	500	50	6	15	16	10
Centoia	"	"	200	20	2	5	6	4
S. Mauro la Bruca	"	"	200	20	2	6	6	4
Sapri	"	"	300	30	3	9	12	6
Torre Orsain	"	"	500	50	6	15	16	11
Vigiano	Politi	Polia	30	2	-	-	-	-
Ogliastro Cilento	Petrone	Battipaglia	100	12	3	3	3	3
Avigliano	LEOV	Castelluovo Vallo Scalo	50	3	3	2	2	2
Maratea	"	"	75	5	-	-	3	2
Pescopagano	"	"	50	3	-	-	1	2
Acropoli	Petrone	Battipaglia	600	53	11	16	16	10
Torchiaro	"	"	500	33	7	10	10	6
Omignano	"	"	60	4	1	1	1	1
Rutino	"	"	200	13	2	4	5	2
Capitello	"	"	100	6	1	2	2	1
Vibonati	"	"	60	3	1	2	1	1
Policastro	"	"	300	20	4	5	6	4
Casalvelino	"	"	900	59	13	18	18	10

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

TRANSPORTATION SUB-COMMISSION A.C. (RAILWAYS)
 REGGIO DIVISION STATION HANDLED BY NAPLES
CONSORZIO SANSA

e	Destination	Tonnage	Total cars	Loading Period				Line
				Febr.	Mar.	Apr.	May	
ne	Battipaglia	500	50	6	15	16	16	
	"	200	20	2	6	8	4	
	"	200	20	2	6	6	4	
	"	300	30	3	9	12	6	
	"	500	50	6	15	16	16	
ci	Polla	30	4	-	-	-	-	
ne	Battipaglia	100	12	3	3	3	3	
	Castellunovo	50	3	3	4	4	2	
	Vallo Scalo	75	5	-	-	3	2	
	"	50	3	-	-	1	2	
rone	Battipaglia	600	53	11	16	16	10	
	"	500	33	7	10	10	6	
	"	50	4	1	1	1	1	
	"	200	13	2	4	5	2	
	"	100	6	1	2	2	1	
	"	60	5	1	2	1	1	
	"	300	20	4	6	6	4	
	"	500	59	13	18	18	10	

JWB/elc-d

HEADQUARTERS ALLIED COMMISSION

CPO 394

Transportation Sub-Commission
(Benevento Division - Rail)

Tel : 478701

31 January 1945

205/19/Wn 3

SUBJECT : Movement of Sasse (Olive Husks) by Rail.

TO : Regional Commissioner, Southern Region.

1. Reference your 78/119 dated 28 Jan '45.

2. The programme of expected movements in the Naples Compartiments brings to light a very heavy cross-movement which, in view of restricted rail capacities available, must be avoided.

3. It is noted it is proposed to move 415 tons from the Potenza and Legonore lines to Castellammare, (including 1000 tons actually loading at Battipaglia), at the same time as 1800 tons moves from Benevento line to Battipaglia.

Please raise this matter again with Consorzio Sasse, in order that they may make such alternative arrangements as are necessary with the Galini and Petrone Extraction Plants. If the maximum results are to be obtained, Sasse must move to the nearest Extraction Plant.

4. It is further noted there is a considerable tonnage scheduled for movement from Calabria to Castellammare. Is it not possible for the Battipaglia, Castellammare Vello or other Calabria Plants to handle this tonnage? There is more likelihood of achieving successful results if movement is restricted to the minimum.

5. Please forward your revised programme as early as possible.

By Command of Rear Admiral STONE

2187

W. L. Taylor

for: HERRITT R. TAYLOR

Director, Transportation Sub-Commission

2. The programme of expected movements in the Naples Compartment brings to light a very heavy cross-movement which, in view of restricted rail capacities available, must be avoided.

3. It is noted it is proposed to move 400 tons from the Potenza and Lagonegro lines to Castellammare, (including 1000 tons actually loading at Battipaglia), at the same time as 1500 tons moved from Benevento line to Battipaglia.

Please raise this matter again with Comodoro Sasse, in order that they may make such alternative arrangements as are necessary with the Gaslini and Petrone Extraction Plants. If the maximum results are to be obtained, Sasse must move to the nearest Extraction Plant.

4. It is further noted there is a considerable tonnage scheduled for movement from Calabria to Castellammare. Is it not possible for the Battipaglia, Castellammare Vello or other Calabria Plants to handle this tonnage? There is more likelihood of achieving successful results if movement is restricted to the minimum.

5. Please forward your revised programme as early as possible.

By Command of Rear Admiral STONE

2187

W. L. H. H. H.

for: SAMUEL R. TAYLOR

Director, Transportation Sub-Commission

Copies to : Major V. H. Bowers, c/o R. Southern Region (~~to be~~)
 Major W. P. Blair, Transportation Sub-Commission Rep.
 Reggio Calabria
 Food Sub-Commission (Attn. Mr. Hollitzer)

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
(RAILWAYS)
ALLIED COMMISSION
SOUTHERN REGION
C. M. E.

295/18

SUBJECT: Samsa programme

PHONE: NAMES: 2050 12

TO: Transportation Sub-Commission
Movements Division
Headquarters A.C. APO 324.

OUR REF: 7H/119
DATE: 28/1/45

YOUR REF: 295/17/3H
DATE: 23/1/ 3

1. Attached is programme of expected movements in this division during the Samsa harvest period.
2. Some stations handled by the Consorzio Samsa here, are in the Reggio Division and it is understood that he will forward these requirements to Reggio for inclusion in programme for that division.

They are however shown here for your information.

V. E. Bowers

Major
(V. E. Bowers)

2186

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

785021

Rome.

TRANSPORTATION SUB-COMMISSION A.I.
(Railways)
Naples Division

Estimated local movement requirements for SANSA harvest

Loading Station	Consignee	Destination	Tonnage	Total Cars	Loading period			
					Febr.	Mar.	Apr.	May.
Marigliano	G. Politi	Pelle	14	1	1			
Roma Nord	S.A. Gaslini	Castell. St.	100	6	1	2	2	
Battipaglia	S.A. Gaslini	Castell. St.	1000	60	12	20	20	14
Picerno	G. Politi	Pelle.	30	2	1		1	
Buccino	S.A. Gaslini	Castell. St.	350	23	5	8	8	2
Contursi	S.A. Gaslini	Castell. St.	1000	76	12	20	30	14
Pesano	S.A. Gaslini	Castell. St.	1000	76	12	20	30	14
Eboli	S.A. Gaslini	Castell. St.	800	53	13	16	14	10
Buccino	Petrone	Battipaglia	500	50	6	15	18	11
Montesano	S.A. Gaslini	Castell. St.	150	10	2	3	3	2
Galdo	S.A. Gaslini	Castell. St.	135	9	3	3	0	3
Aversa	S.A. Gaslini	Castell. St.	200	13	2	4	5	2
Sala Consilina	S.A. Gaslini	Castell. St.	300	20	4	6	6	4
Bassano	S.A. Gaslini	Castell. St.	100	6	1	2	2	1
Montaguto	Petrone	Battipaglia	10	1	-	-	1	-
Savignano G.	Petrone	Battipaglia	10	1	-	-	1	-
Castelfranci	Petrone	Battipaglia	180	18	2	4	8	4
Montecalvo	Petrone	Battipaglia	180	18	2	4	8	4
Ariano Irpino	Petrone	Battipaglia	320	32	4	10	10	8
Monte Cassiano	Gaslini	Castell. St.	500	33	10	10	10	3
Telesse	Gaslini	Castell. St.	1000	66	15	18	18	15
Frasco d'Alente	Gaslini	Castell. St.	150	10	2	3	3	2
Benevento	Gaslini	Castell. St.	200	13	2	5	3	3
Paduli	Gaslini	Castell. St.	300	20	5	8	7	-
Apice	Petrone	Battipaglia	140	14	2	4	4	4
Solopaca	Petrone	Battipaglia	230	23	3	8	8	4

TRANSPORTATION SUB-COMMISSION A.C.
(Railways)
Naples Division

Estimated local Movement requirements for CANSA harvest

Destination	Tonnage	Total Cars	Loading period				Line
			Febr.	Mar.	Apr.	May.	
Polla	14	1	1				Potenza
Castell.St.	100	6	1	2	2	1	"
Castell.St.	1000	60	12	20	20	14	"
Polla.	30	2	1		1		"
Castell.St.	350	23	5	8	8	2	"
Castel .St.	1000	76	12	20	30	14	"
Castell.St.	1000	76	12	20	30	14	"
Castell.St.	800	53	13	16	14	10	"
Battipaglia	500	50	6	15	18	11	"
Castell.St.	150	10	2	3	3	2	Laponegro
Castell.St.	135	9	3	3	0	3	"
Castell.St.	200	13	2	4	5	2	"
Castell.St.	300	20	4	6	6	4	"
Castell.St.	100	6	1	2	2	1	"
Battipaglia	10	4	-	-	1	-	Benevento
Battipaglia	10	1	-	-	1	-	"
Battipaglia	180	18	2	4	8	4	"
Battipaglia	180	18	2	4	8	4	"
Battipaglia	320	32	4	10	10	8	"
Castell.St.	500	33	10	10	10	3	"
Castell.St.	1000	66	15	18	18	15	"
Castell.St.	150	10	2	3	3	2	"
Castell.St.	200	13	2	5	3	3	"
Castell.St.	300	20	5	8	7	-	"
Battipaglia	140	14	2	4	4	4	"
Battipaglia	250	23	3	8	8	4	"

Ponte Cassidani Petrone Battipaglia - 2 - 730 73 8 20 25 20

REGGIO DIVISION STATIONS

Handled by Naples Consorzio Sasse.

Celle Bulgheria	Petrone	Battipaglia	500	50	6	15	18	11
Centola	Petrone	Battipaglia	200	20	2	5	8	4
S. Mauro La Bruce	Petrone	Battipaglia	200	20	2	5	8	4
Sepri	Petrone	"	300	30	3	9	12	6
Torre Orseola	"	"	500	50	6	15	18	11
Vigiano	Politi	Polle	30	20	-	-	1	1
Ogliastro Cilento	Gaslini	Castell. St.	180	12	3	3	3	3
Avigliano	IEOV	Castelnuovo Vallo	50	3	-	-	1	2
Maratea	IEOV	"	75	5	-	-	3	2
Pescopagano	IEOV	"	50	3	-	-	1	2
Agropoli	Gaslini	Castell. St.	800	53	11	15	15	10
Torchiaro	"	"	500	33	7	10	10	6
Camignano	"	"	60	4	1	1	1	1
Rutino	"	"	200	13	2	4	5	2
Capitello	"	"	100	6	1	2	2	1
Vibonati	"	"	80	5	1	2	1	1
Policastro	"	"	300	20	4	6	6	4
Casalvelino	"	"	900	59	13	18	18	10



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

Battipaglia - 2 - 730 73 8 20 25 20 Benevento

REGGIO DIVISION STATIONS

Handled by Naples Consorzio Snsa.

Battipaglia	500	50	6	15	18	11
Battipaglia	200	20	2	6	8	4
Battipaglia	200	20	2	6	6	4
"	300	30	3	9	12	6
"	500	50	6	15	18	11
Polla	30	2	-	-	1	1
Castell. St.	180	12	3	3	3	3
Castelnuovo Vello	50	3	-	-	3	2
"	75	5	-	-	3	2
"	50	3	-	-	1	2
Castell. St.	800	53	11	16	16	10
"	500	33	7	10	10	6
"	60	4	1	1	1	1
"	200	13	2	4	5	2
"	100	6	1	2	2	1
"	80	5	1	2	1	1
"	300	20	4	6	6	4
"	900	59	13	18	18	10



Flawell
Major.

0.7031

JWB/514

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

Tele : 478704

23 January 1945

295/17/M.3.

SUBJECT : Movement of sanse (olive husks) by Rail.

TO : Regional Commissioner, Southern Region.
" " Sicilian Region.
" " Sardinian Region.

1. Next to grain (hydrocarbons), oil and fats form the basis of Italian Alimentation.

2. The estimated olive crop 1944/1945 in Puglia, Calabria, Campania, Sicily and Sardinia, will produce approximately 290,100 tons of sanse. Of this total 50,900 tons is already in extraction plants and the total remaining for movement during next 3 months is 239,200 tons.

3. After careful study, Consorzio Sanse have given the following suggested breakdown for movement :-

Rail	107,100 tons
Road (truck)	91,600 "
Road (animal transport)	34,900 "
Sea	5,600 "
	239,200 tons

4. Sanse is the olive husk remaining after the first pressing at the Oil Mills. The movement now to be effected is from the numerous Oil Mills to the extraction plants.

5. At Appendix "A" full details are given for Regions and Zones. At Appendix "B" is a list of all local representatives of Consorzio Sanse, who must be consulted for detailed movement requirements.

6. It will be noted this movement is almost entirely an inter-zone or an inter-region matter, and in only a few instances will it be necessary for bids to be submitted for consideration at AHC Priorities of Movement Conference.

7. The importance of this question cannot be over-emphasised. Sanse is the only source of industrial fats available in this country, as industrial fats are not to be imported. If this tonnage is moved during the next 3 months, a 20% increase in edible oil will be obtained. After 3 months, the oil will not be fit for human consumption, but will be required for soap making. After the final extraction, Sanse is a valuable fuel for Bakeries, etc.

8. Addressees are requested to call in the local representatives of Consorzio Sanse, and, in conjunction with HQ Movements concerned, formulate a programme for the transportation of this valuable commodity. Results of these discussions and programmes made will be reported to this HQ as soon as possible. Where priorities, which cannot be settled on a regional level, are involved, they will be referred to the AHC.

1. Next to grain (hydrocarbons), oil and fats was the basis of Italian Alimentation.
2. The estimated Olive crop 1944/1945 in Puglia, Calabria, Campania, Sicilia and Sardegna, will produce approximately 290,100 tons of SENSE. Of this total 50,900 tons is already in extraction plants and the total remaining for movement during next 3 months is 239,200 tons.
3. After careful study, Consorzio SENSE have given the following suggested breakdown for movement :-

Rail	107,100 tons
Road (truck)	91,600 "
Road (animal transport)	34,900 "
Sea	5,600 "
	<u>239,200 tons</u>
4. SENSE is the Olive husk remaining after the first pressing at the Oil Mills. The movement now to be effected is from the numerous Oil Mills to the extraction plants.
5. As Appendix "A" full details are given for Regions and Zones. At Appendix "B" is a list of all local representatives of Consorzio SENSE, who must be consulted for detailed movement requirements.
6. It will be noted this movement is almost entirely an inter-zone or an inter-region matter, and in only a few instances will it be necessary for bids to be submitted for consideration at AFHQ Priorities of Movement Conference.
7. The importance of this question cannot be over-emphasised. SENSE is the only source of industrial fats available in this country, as industrial fats are not to be imported. If this tonnage is moved during the next 3 months, a 20% increase in edible oil will be obtained. After 3 months, the oil will not be fit for human consumption, but will be required for soap making. After the final extraction, SENSE is a valuable fuel for Bakeries, etc.
8. Addressees are requested to call in the local representatives of Consorzio SENSE, and, in conjunction with HQ. Movements concerned, formulate a programme for the transportation of this valuable commodity. Results of these discussions and programmes made will be reported to this HQ as soon as possible. Where priorities, which cannot be settled on a regional level, are involved, reference should be made to this HQ for a decision. Other difficulties, which cannot be overcome locally should also be reported.

9. The sea lift indicated in para 3 is one by seacopter from Gargano peninsula to Bari. This has been ruled not practicable and lift must be by rail or road to nearest Extraction plant.

10. Please treat as urgent. Programmes should be sent to arrive at this HQ not later than 7 February 1945.

BY COMMAND OF Rear Admiral STONE :

W. Thomas Colcord

for MURPHY H. TAYLOR,

Director, Transportation Sub-Commission.

Copies to :-

G-4 (Mov. & Tr) AFHQ. (2)

G-5, AFHQ (2)

HQ. Movements, West Italy

HQ. Movements, West Italy

Major V.R. Bowers, c/o HQ. Southern Region

Major C.W.G. Taylor, c/o HQ. Movements, East Italy

Major W.F. Blair, Transportation Sub-Commission Rep., Reggio (Cal))

Capt. A.W.H. Irvine-Lynch, c/o HQ. Sicilia Region

Capt. J.H. Newby, c/o HQ. Sardegna Region

Economic Section

Secretariat Priorities Board

Food Sub-Commission (3)

Agriculture Sub-Commission

Transportation Sub-Commission - Rail Division (3 copies - 1 for IRRS)

FOR
ACTION

copies furnished

Mr. Major Richardson Planning Staff

Mr. Col. Richardson Planning Staff

for info

Copy 1311

W. J. Thomas, Colonel

for VERRILL S. TAYLOR,
Director, Transportation Sub-Commission.

Copies to:-

G-4 (MOV. & TR) AFHQ. (2)

G-5, AFHQ (2)

HQ. Movements, West Italy

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Major V.R. Bowers, c/o HQ. Southern Region

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Major W.F. Blair, Transportation Sub-Commission Rep., Reggio (Col.)

Capt. J.W.H. Irving-Lynch, c/o HQ. Sicilian Region

Capt. J.H. Newby, c/o HQ. Sardegna Region

Economic Section

Secretariat Priorities Board

Food Sub-Commission (3)

Agriculture Sub-Commission

Transportation Sub-Commission - Rail Division (3 copies - 1 for DARS)

FOR
ACTION

*Report for
to Mr. Richardson
to Col. Bowers for
for info
Chyist*

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

785021

SANSE
TRANSPORTATION REQUIREMENTS (IN TONS)

Appendix 1
dated 23 J

REGION	EXPECTED CROP	ALREADY IN FACTORIES	TO BE TRANSPORTED					LOCATION AND NUMBER OF EXTRACTION IN THE AREA														
			RAIL	R o a d		SEA	TOTAL															
				Truck	Animal																	
PUGLIA	170.000	35.000	55.400	50.000	24.000	5.600	135.000	Bari	: Bari 7, Bitonto 1, Rutigliano 1, Trani 1, Barietta 1, Molfetta 1, Brindisi	: Carovigno 2, S. Pietro Vernotico 1, na 1, Ceglie Messapico 1, Fasanel del Normanni 1,	Foggia	: S. Severo 1, Apricena 1, Vico del	Lecce	: Maglie 3, Ugento 1, Lecce 1, Gall Supersano 1,	Taranto	: Taranto 2, Manduria 1, Sava 1, Gro						
CALABRIA	42.500	-	17.000	20.000	5.500	-	42.500	R. Calabria	: Archi 1, Siderno Mar. 2, Palmi 1,	Cosenza	: Cosenza 1, S. Demetrio Corone 1, C leri 1, Rossano 1, S. Lucido 1, Mo Carigliano Calabro 1, Belved. Mari	Catanzaro	: Catanzaro M. 2, Vibo Valentia 1, carne 1,									
CAMPANIA	37.600	3.300	16.100	14.080	3.520	-	33.700	Benevento	: Frasso Telesino 1,	Napoli	: Castell. di Stabia 1, Napoli 1, S. Sorrento 1, Caserta 1, Ottaviano	Salerno	: Casteln. V. Scalo 1, Battipaglia									
SICILIA	25.400	12.600	7.800	4.000	1.000	-	12.800	Agrigento	: Sciacca 1,	Catania	: Catania 3, Paterno 1,	Messina	: Milazzo 1, S. Stefano di Camastra collona 1, Venetico 1,	Palermo	: Bagheria 2, Cefalu 1, Isola dell daccia 1, Palermo 1,	Ragusa	: Comiso 1, Pozzallo 1,	Siracusa	: Avola 1, Siracusa 2,	Trapani	: Castelvetro 1, Mazzara del vall	
SARDEGNA	15.200	-	10.800	3.520	880	-	15.200	Cagliari	: Cagliari 1,	Nuoro	: Bosa 1, Ilbono 1,	Sassari	: Sassari 4, Alghero 2, Uri 1, Port									
T O T A L	290.100	50.900	107.100	91.600	34.900	5.600	239.200															

SANSE
TRANSPORTATION REQUIREMENTS (IN TONS)

Appendix 'A' to 295/17/Tn 3.
dated 23 Jan. '45

TO BE TRANSPORTED				LOCATION AND NUMBER OF EXTRACTION PLANTS IN THE AREA	
Road		SEA	TOTAL		
Truck	Animal				
50.000	24.000	5.600	135.000	Bari	: Bari 7, Bitonto 1, Rutigliano 1, Mole 1, Monopoli 2, Trani 1, Barietta 1, Molfetta 1, Noicattaro 1,
				Brindisi	: Carovigno 2, S. Pietro Vernotico 1, Francavilla Fontana 1, Ceglie Messapico 1, Fasanol Ostuni 1, S. Vito dei Normanni 1,
				Foggia	: S. Severo 1, Apricena 1, Vico del Gargeno 1, Vieste 1,
				Lecce	: Meglie 3, Ugento 1, Lecce 1, Gallipoli 1, Spongano 1, Supersano 1,
				Taranto	: Taranto 2, Manduria 1, Sava 1, Grottaglie 1,
20.000	5.500	-	42.500	R. Calabria	: Archi 1, Siderno Mar. 2, Palmi 1, Gioia Tauro 1,
				Cosenza	: Cosenza 1, S. Demetrio Corone 1, Crosoia 1, Castrovillari 1, Rossano 1, S. Lucido 1, Morano Calabro 1, Cerigliano Calabro 1, Belved. Maritt. 1, Cariati 1,
				Catanzaro	: Catanzaro M. 2, Vibo Valentia 1, Nicastro 1, Gerace 1,
14.080	3.520	-	33.700	Benevento	: Presso Telesino 1,
				Napoli	: Castell. di Stabia 1, Napoli 1, S.M. Capua Vetere 1, Sorrento 1, Caserta 1, Ottaviano 1,
				Salerno	: Castell. V. Scalo 1, Battipaglia 1, Polla 1,
4.000	1.000	-	12.500	Agrigento	: Sciacca 1,
				Catania	: Catania 3, Paterno 1,
				Messina	: Milezzo 1, S. Stefano di Camastra 1, Falcone 1, Barcellona P. 1, Venetico 1,
				Palermo	: Bagheria 2, Cefalù 1, Isola delle Femmine 1, Castel-daccia 1, Palermo 1,
				Regusa	: Comiso 1, Pozzallo 1,
				Siracusa	: Avola 1, Siracusa 2,
				Trapani	: Castelvetrano 1, Mazzara del Vallo 1,
3.520	880	-	15.200	Cagliari	: Cagliari 1,
				Nuoro	: Bosa 1, Ilbono 1,
				Sassari	: Sassari 4, Alghero 2, Uri 1, Porto Torres 1,
91.600	34.900	5.600	239.200		

Appendix 'B' to 295/17/Tn 3
dated 23 Jan '45.

Local Representatives of Consorzio Nazionale degli
Industriali Produttori di Olio dalle Sasse

1. Napoli Dr. GIUSEPPE ZUCCARELLO,
Via Alabardieri No 1,
Telephone - 50785
Telephone (residence) - 13393
2. BARI Dr. DI CAGNO,
Corso Vittorio Emanuele No 54
Telephone - 12982
3. REGGIO CALABRIA
Reg. ARMANDO FRIOLO
Via Agosto No 24
Telephone - 2122
4. SICILIA Reg. DOMENICO LASIANCA
Via Spadaccini 16
Catania
Telephone - 16041
5. SARDEGNA Dr. LEOPOLDO MACCIARDI
Piazza d'Italia No 12
Cassari
Telephone - 2543

H23/mh

MEMORANDUM FOR THE DIRECTOR, FBI
 DATE 3/9/45
 FROM: Regional Commissioner, FBI, New York City

Date: 115

275/16/mh.

22 January 1945

SUBJECT: Movement of Senses.

TO : Regional Commissioner, HQ, New York City
 Regional Commissioner, HQ, New York City
 Regional Commissioner, HQ, New York City

1. Olive oil is obtained firstly by pressing of olives, which yields approximately 17 kilograms of olive oil from each 100 kilograms of olives pressed. The residue from the pressing of the olives is called "pomace", from which a further 7 kg. of olive oil is extracted for each 100 kilograms of pomace pressed. The initial pressing of the olives is done at local mills, but the extraction of oil from the pomace residue is carried out at extraction plants which are generally located in larger towns. After the final extraction pomace is a valuable fuel for bakeries etc.

2. The olive oil mills are small local mills. At the moment, a large amount of the oil is finding its way into the black market.

3. Appendix "A" shows the quantity of sense which it is estimated will be available and should be moved in your region during the next three months to obtain the required quantities of oil. Even after this period extraction of oil is required, as it is suitable for industrial purposes. This will be the sole source of supply of industrial fats for soap making in Italy. Appendix "B" gives, in addition, the location and capacity of the main extraction plants.

4. As this is very largely a regional movement you are requested to arrange for your transportation officers to investigate what quantities of sense, if any, are moving at present, and what arrangements are in hand for future movement. You are also requested to state what estimated future movements can be made with the transport at your disposal and thru arrangements with local truck pools, etc. To help in locating olive oil and sense stockpiles, etc. have allocated a maximum of 60 officers to aid the Italian Govt. officials in the work of collection under the terms of the corresponding decree. You should contact the Consulate General in your region.

5. It is appreciated it will be difficult to forward any accurate replies to the questions raised in para 3., but we would like a guide as to the arrangements that are in hand in your region as soon as possible, to arrive at these headquarters not later than 7th of February.

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APPENDIX "A"LOCATION AND CAPACITY OF OIL EXTRACTING PLANTS

SEA	TOTAL	Province	Location	Map Reference (1: 200,000)	Capacity (Tons)
		LUCCA	FONTE P. MORLANA	2386	400
		LUCCA	CAPIZZANO PIASS.	7992	3,220
		LUCCA	STIAYA MASTANORA	0586	1,900
		PISA	CASCINA	2261	2,480
		PISA	PONTEDERA	2959	2,860
		PISTOIA	BORGIO A. BUGGIANO	3083	2,930
		SIESSA	SIESSA	-	2,030
		SIESSA	COE VAL D'ELSA	6731	1,070
		SIESSA	TORRENZINI	0093	7,780
		SIESSA	CAIDSI	3282	780

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
Apr 394

23 August 1944

TO : W.J. Legg, Colonel,
Director Food Sub-Commission.

REPORT AND RECOMMENDATIONS FOR THE OLIVE
OIL CROP 1944/45 AND FOR THE PRO-
CESSING OF OLIVE OIL

- Part I Introduction
II The Olive Oil Crop 1944/45
III The Ammasso as a Moral Question
IV Olive Oil Extraction & Refineries
in Naples
V Requirements for Oil Industry
VI Problems connected with Edible Olive Oil
VII Recommendations.

I - INTRODUCTION

Next to grain (hydrocarbons) oil and fats form the basis of Italian alimentation. For the Italian was always a poor protein eater, and now there is still less cheese, meat and fish available. So oil and fats must substitute proteins.

The oil and fat supply has been a problem for many years. In this line the "ANTARICIA" has done very little. It will be enough to state that the Italian olive oil crop 1870 - 1880 was bigger than 1930 - 1940! Italy is more than ever in deficit for both edible and industrial fats. A solution cannot be found in a few days or months by A.C.C. But, anyhow, A.C.C. can help much.

II - The Olive Oil Crop 1944/45

I have collected a lot of information from all parts of liberated Italy; fortunately the crop seems to be good. According to a rough estimate, the figures south of the Appenines are the following:

100,000 q.l.s. pressed edible oil (including 300,000 q.l.s. "Rettificato A") (1)

part	I	Introduction
	II	The Olive Oil Crop 1944/45
	III	The Immasso as a Moral Question
	IV	Olive Oil Extraction & Refineries in Naples
	V	Requirements for Oil Industry
	VI	Problems connected with Edible Olive Oil
	VII	Recommendations.

I - INTRODUCTION

Next to grain (hydrocarbons) oil and fats form the basis of Italian alimentation. For the Italian was always a poor protein eater, and now there is still less cheese, meat and fish available. So oil and fats must substitute proteins.

The oil and fat supply has been a problem for many years. In this line the "AUTARCHEIA" has done very little. It will be enough to state that the Italian olive oil crop 1870 - 1880 was bigger than 1930 - 1940! Italy is more than ever in deficit for both edible and industrial fats. A solution cannot be found in a few days or months by A.C.C.. But, anyhow, A.C.C. can help much.

II - The Olive Oil Crop 1944/45

I have collected a lot of information from all parts of liberated Italy; fortunately the crop seems to be good. According to a rough estimate, the figures south of the Appenines are the following:

2,400,000 q.l.s	pressed edible oil (including 300,000 q.l.s "Certificato A") (1)
380,000 "	oil extracted from "sansa" (olive husks) viz:
200,000 q.l.s	edible oil CERTIFICATE B (2)
150,000 "	oil for soap manufacture

(1) During the war all oil below 7° of acidity was considered as edible.

If the new Italian laws return to a minimum of 5° acidity, the figure will increase.

(2) If the transportation problem for the olive husks (sansa) is not solved, there will be proportionally less edible oil.

- 2 -

REPORT CONTINUED.

2.400.000 quintals pressed edible oil
200.000 " edible oil from olive husks

2.600.000 quintals total quantity of edible oil; to be deducted
700.000 " of family retentions for all the people involved in the
olive work (proprietors, peasants, agricultural workers,
employees engaged in gathering the harvest), and for
payment which is often done in cash and oil, finally
for shepherds (all together roughly 6.000.000 people)

1.900.000 quintals oil should be available.

=====

When the whole of Italy is liberated, I hope very soon, this quantity will have to be distributed to 39.000.000 people (45.000.000 minus 6.000.000 of the "trattenute"). That means 5.000 grs per capita per annum or 400 grs per month on the ration card.

There will be in the North some lard and some butter production and both in the North and South some seed oil. It is impossible to say how many cows and how many pigs will be left. Anyhow, a very conservative estimate will allow another 100 grs per month, 500 grs of fats per month (more oil in the South; more butter and lard in the North) would not only be enough, but would satisfy everybody.

The problem of the leakage (in Italian "evasione") will be amply discussed under par. III.

For this problem it is necessary to point out: the Italian olive oil is produced from 12.000.000 of olives in 2.000.000 hectares (20.000 square kms) of land, is pressed in 25.000 presses (frantoi), partly extracted in 180 extraction plants and partly refined in 45 refineries. Millions of people work at the production of olive oil. The total value is abt. 15 billion lire. It is obvious that it is difficult to control such production.

There are parties (The Partito Liberale) and newspapers (see Risorgimento Liberale August 8th) which suggest no control and to leave the oil market perfectly free. This would be subordinate to adequate means of transportation. Personally I am of this opinion! The Italian Government think that olive oil should be controlled.

Now this regolamentazione, that is the sum of laws, decrees, etc., should be issued in August. The first olives are ripe in Italy in the middle of August; if all rules are not published in August all efforts will be spoiled and wasted, because it is well known that all leakages (evasioni) of oil happen in the first days.

These rules must comprise:

- (a) the Ammasso of edible oil
- (b) the block of "sanzo"

These rules must comprise: (a) the Ammasso of edible oil, of sanzo,

When the whole of Italy is liberated, I hope very soon, this quantity will have to be distributed to 39,000,000 people (45,000,000 minus 6,000,000 of the "trattenute"). That means 5,000 grs per capita per annum or 400 grs per month on the ration card.

There will be in the North some lard and some butter production and both in the North and South some seed oil. It is impossible to say how many cows and how many pigs will be left. Anyhow, a very conservative estimate will allow another 100 grs per month, 500 grs of fats per month (more oil in the South; more butter and lard in the North) would not only be enough, but would satisfy everybody.

The problem of the leakage (in Italian "evasione") will be amply discussed under par. III.

For this problem it is necessary to point out: the Italian olive oil is produced from 12,000,000 of olives in 2,000,000 hectares (20,000 square kms) of land, is pressed in 25,000 presses (frantoi), partly extracted in 180 extraction plants and partly refined in 40 refineries. Millions of people work at the production of olive oil. The total value is abt. 15 billion lire. It is obvious that it is difficult to control such production.

There are parties (The Partito Liberale) and newspapers (see Riscoglimento Liberale August 8th) which suggest no control and to leave the oil market perfectly free. This would be subordinate to adequate means of transportation. Personally I am of this opinion! The Italian Government think that olive oil should be controlled.

Now this regolamentazione, that is the sum of laws, decrees, etc., should be issued in August. The first olives are ripe in Italy in the middle of August; if all rules are not published in August all efforts will be spoiled and wasted, because it is well known that all leakages (evasioni) of oil happen in the first days.

These rules must comprise:

- (a) the Ammasso of edible oil
- (b) the block of "sanzo"
- (c) the prices for the different qualities of edible oil, of sansa, of sulphur oil.

All these rules should be issued with very much publicity by newspapers, by radio and by posters. The Ministry of Agriculture has assured us that all rules will be published in due time.

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III - THE "AMASSO" AS A MORAL QUESTION.

If Italians will not recognize this as a very important year and think that after 20 years of Fascism they can prove that a new spirit has come over the country and they will not bring all the oil to the Ammassi, everything done by A.C.C., by the Ministry, etc. is paper work!

A control of the oil presses will help, but a new spirit will help more!

Major T. R. Crawford (File ref. Agr./ Cc/Date 22 July 1944 gives in his very valuable paper a lot of useful suggestions which I warmly recommend. The "evasioni" can be very high. In the 1942/43 crop 40% was lost.

The oil presses (frantoi) should be immediately registered and the suggested control will help to keep evasion low. There will be a lot of control, but I do not know how it will work.

Everybody who has been in Naples knows that the standard food is (excepted vegetables, meat and fruits) either purchased on the black market or drawn through illegal channels from allied supply stocks. Also in Rome the black market is prevalent. And it could not be otherwise in Rome, because in the last six months up to the present there has been no distribution of pasta or flour and other food has been sold distributed and in minimum quantities.

It is also well known that most of the civilian motor traffic is run with illegally purchased petrol.

Nevertheless I want to point out that years ago Italy was an honest country and that you could trust Italians.

Twenty years of Fascism and ten years of continuous wars which the Italians did not want but had to bear, as well as the tremendous destruction of this war have transformed and corrupted a quantity of people. Years of educational work done by loving mothers, by priests and by schools and a farsighted economic policy must first rebuild the Italian man.

Under such circumstances I am rather pessimistic about evasions!

I have already heard for example that in Sorrento the producers intend to sell their fresh olive husks for fuel instead of giving it to the extraction plants, because they think they will get for one quintal of sassa 80 lire only (180 official price expected, minus 100 lire for transport-). On the other hand the producer is urged to sell his fresh olive husks for fuel because little wood and no coal are available. And he has also another good reason for selling his sassa for fuel: the quantity of the sassa gives an exact control of the produced oil. So, if he sells part of his sassa, he can sell part of his oil on

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I also think that if there is a control of olive oil, all other edible fats should be controlled. In Naples I have seen lard sold in all stores at 450 lire per kilo. The official price list in Naples quotes butter at 180 lire per kilo. It does not seem logical that olive oil should be ruled at say 50 lire and butter at 180 and lard at 450 lire.

For next year perhaps a premium scheme could be tried, where farmers who bring their estimated quantities to the ammassi get a premium in sales or

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copper sulphate, etc.

Very important from a moral point of view is the black market price of oil. If that price is somewhere about 100 lire per kilo, as it was in Sicily during 1944, without any control - or 80, as it is now in Taranto, most people will prefer not to have to trouble to bring it to the Ammasso, even if the ammasso-price is 50 lire per kg. But if the price is 450 like it is now in Rome and had even reached 1500 lire per kilo (May 1944), and if the peasant is implored by the hungry man of the town to do him the exceptional favour of selling him a little oil at any price, and when a carload of oil means 3,000,000 lire net profit, then morality went help.

That is why black market prices have to be kept low. I suggest to follow the black market prices and wherever they rise too much, small quantities of imported lard (or oil) should be distributed.

I think that if this policy is known to speculators (even very small distributions, let us say 100 grs pro capita) it will keep black market prices low.

Further, as 400 grs of oil can be distributed monthly, all this quantity should be distributed beginning from December. I do not suggest a smaller distribution for fear of evasions. It is even better to risk being short next year. But if we begin to explain that we can distribute 400 grs per month to everybody and we really begin from December, that will restrict the quantities and prices of the black market. This should be published all over Italy in all the newspapers. It should also be well known not only in Rome and Naples, but in all oil-producing regions. I suggest that PWB publish articles, interviews, etc. in newspapers, over the radio, by posters, etc. that the crop is good and that everyone will get his 400 grs per month. All this would help to keep black market activities low.

IV - CRUDE OIL EXTRACTION AND REFINERY IN NAPLES

I was asked to make a survey of the refining and extraction plants in Naples and will give a short report.

I have visited the following plants:

- (a) "GASLINI" S.A.
- (b) MASTURZO
- (c) GIULIANA.

(a) GASLINI. It is the most important extraction plant and refinery of the Region. It is not necessary to give a report because a detailed and perfect report already exists (Dr. Opatowski - Industry S/C)

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From the oil refining point of view and from the point of view of consumption of raw materials and yield of edible oil, I wish to point out the importance of oil distillation by the WECKER system. This method (German patent 397332) consists in a continuous distillation of oil of a certain degree of acidity (all lampante and all sulphur oil is a mixture of neutral oil and fatty acids). By this method oils are divided into 2 portions: one is the so called "Wecker fatty acids" and the other the so called "Wecker neutral oil". The "Wecker neutral oil" is not a 100% neutral oil, but anyhow an oil of low acidity, which must be neutralized by ordinary methods (with caustic soda). It is easy to understand that this method will require less chemicals, and,

what is more important, will give a higher yield of edible oil.

I think that only two Wecker plants exist South of the Appennines: one is "GASLINI" S. a. Naples, and the other "COSTAN" in Taranto.

(b) MASTURZO, F. III Masturzo, Naples, Via Posticciola 34, has a small refinery, modern, built by Sarti, Genova. Large oil tanks. In good condition. Capacity 200 q. ls of lampante (less sulphur oil) per 24 hrs. Well conducted, now working. Masturzo has rented the extraction plant "Pleificio di Caserta". I was told that this pleificio was requisitioned by a military laundry. On this occasion I would advise that all requisitioned extraction and refinery plants be derequisitioned.

(c) GIULIANA, Ing. A. & V. Giuliana, Via Nuova Poggioreale, Naples, is a small refinery, not damaged, built by the proprietor, a very clever man. Presently the refinery is not working and the firm buys the necessary fatty acids by assignment from Gaslini.

Connected with the refinery is a plant for soft soap production (sapone molle), where the acid oils (clocine) and fatty acids (acidi grassi) are made into soap with caustic potas (potassa caustica).

Two plants are not so much of interest from a practical as well as from a scientific point of view, viz:

- (1) bleaching plant for oil with ozone;
 - (2) a plant for the production of caustic potash.
- Giuliana claims to be the only man in Italy to produce caustic potash from almond husks and never to have bought it ready made. His method is the following: he buys green almond husks in the province of Bari; there he has 40 furnaces where he burns them to ashes, which ashes are brought to Naples. Such ashes plus lime (calce) will give caustic potash. Giuliana asked for 12 tons of coal per month; I recommend that it should be given.

V. SUMMARY PREPARED FOR THE OIL INDUSTRY.

A. INTRODUCTION.

I was asked to establish a method of control for all raw materials and other supplies needed. I have followed two ideas:

- (1) The explanation given and the method of control should be as simple as possible. I have therefore avoided scientific terms, formulas, and have tried to be as clear as possible, so that everyone should understand them and be able to work with them. For this reason my explanations may sometimes seem to a scientist not sufficiently scientific.

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V. SUPPLIES NEEDED FOR THE OIL INDUSTRY.

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(2) The figures I have given are very liberal. I do not wish people to think they will not get from 400 what they really need, because if they get that impression, they will buy their raw materials on the black market. That was the mentality of the past regime, that is what should be avoided. I would not care if, let us say Gaslini should have a couple of drums of caustic soda left at the end of the month, but what I want to avoid is that people should sell overloads. So if somebody asks in tons what I have put down in quintals, he should be imprisoned.

(3) All figures are given for normal oils under normal conditions.

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B. EXTRACTION.

(1) Solvents (Solventi).

The chief item used for extraction is the solvent. The consumption is 0,6 - 1% of the worked sassa. If the estimated total production of sassa is 5.000.000 quintals, then 45.000 q.l.s of solvents are needed and precisely:

- (a) 30.000 q.l.s of carbon bisulphide
- (b) 5.000 " of trioleine
- (c) 1.500 " of petrol.

(a) Carbon bisulphide (solfo di carbonio) is the most important solvent. In commerce practically all oils extracted from sassa (also by trioleine and petrol) are briefly called "sulphur oils" (olio al solfo), whereas the correct name should be "olive oil extracted from sassa by" (olio d'oliva estratto dalle sasse mediante).

The present stocks in the extraction plants in Apulia are reported to be 11000 q.l.s (Industry & Commerce Bari, 6 July 1944, Major Wilson). Stocks should also exist in the plants of other regions. Some small stocks of carbon bisulphide may be found in the smaller factories.

In the liberated territory the most important factory, the "Umbra Prodetti Chimici di Terni" is reported to be severely damaged. I have suggested blocking the remaining stocks, reported to be 1300 q.l.s of raw carbon bisulphide (solfo di carbonio/greggio). I think it can be used for extraction. Anyhow I suggest asking for samples and trying them at the "Gaslini" Naples.

This factory this-factory has always produced for the requirements of the "Rayon-Viscosa" group. Several other factories exist who have always worked for the oil extraction plants. Practically all what is needed for extraction was covered by:

- 1) SPERO - INSULARE in Catania, which covered more than half of the production;
- 2) ULISSE CROCCHI in Torrenieri (Siena), who covered about 1/3 of the production;
- 3) small plants who covered the rest.

1) SPERO - INSULARE, Catania.

This firm belongs to a British concern and was always recognized as the most important producer, especially in the South. The factory is not damaged. I have seen a letter of June 27th 1944 from this firm addressed to the Ministry for Agriculture, in which they claim to be able to produce abt. 30.000 q.l.s of carbon bisulphide per annu.

- (a) transportation of 30.000 q.l.s of sulphur from Sicily to Catania
- (b) transportation of 19.000 q.l.s of charcoal of beachwood from Calabria to Catania;

(c) 1000 tons of English coal.

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- (a) transportation of 30.000 q.l.s of sulphur from Sicily to Catania
- (b) transportation of 19.000 q.l.s of charcoal of beachwood from Calabria to Catania;
- (c) 3300 tons of English coal;
- (d) 600 tons of vegetable coal;
- (e) iron drums.

It seems that transportation will be the most serious problem. I recommend that all possible should be done.

2) ULISSE CROCCHI - Torrenieri (Siena).

This is a modern factory, important for the supplies of Tuscany. The factory is reported not to be too severely damaged. I shall enquire about existing

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stocks and what production problems exist.

3) SMALL PLANTS.

About 5 other plants exist, all small. They are mostly connected with extraction plants and cover their own needs.

The price of carbon bisulphide is important for the new oil price. Two years ago the price was about 5 lire per kilo. Now producers speak of 60 lire.

For one kilo of extracted oil abt. 130 grs are required. That meant two years ago 65 centesimi per kilo of olive oil, and now 7,60 lire! Too high a price for carbon bisulphide would affect the olive oil price. Therefore the new price of bisulphide should be controlled.

(b) TRIELINE = Dichlore Ethylene (in Italian trichloro-etilene, or trielina, or Tri).

Two big factories exist in the liberated territory:

- 1) Dinamito Nobel, Milano, with the factory at Bussi (Pescara), of the Montecatini group. This plant is very severely damaged.
- 2) Soc. Chimiche dell'Aniene, Rome, with a big plant in Rossignano, is supposed to be partially efficient in abt. 4 months. I trust that this plant can supply all the 5000 q.l.s needed.

For the production of trieline, besides chlorine carbide, the following is required:

(c) PETROL.

About 1500 q.l.s of "benzina solvente", that is petrol - aviation type - specific weight 0,715. The Petrol Section will have to see about that.

C - TRANSPORTATION.

This is the most vital problem for the sansa. About 5.000.000 q.l.s of sansa must be transported from approximately 25.000 mills (frantoia) to the approximately existing 160 extraction plants between September 1st and May. If one can talk of an average distance, I think it would be very roughly abt. 50 kms.

In normal times this was done:

by animal traction	30%
by trucks	40%
by railway	28%
by schooner	2%

Today the number of horses is reduced; little fodder is available; important railways for sansa (like the private railway Bari - Barletta,) are reported as practically not working. Thus today the

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Today the number of horses is reduced; little fodder is available; important railways for sansa (like the private railway Bari - Barletta,) are reported as practically not working. Thus today the question of transport should be solved by lorries. The transport must be done quickly, that is within a week or two, less in summer, more in winter - if a sulphur oil of low acidity (that is an oil of 20/30° acidity) is required, which can be refined into edible oil. (Raffinazione B). Practically speaking, acidity will increase 1° per day. If transport went be done in due time, all the sulphur oil will only be good for soap manufacture.

At the middle of August the first olives are ripe at Sorrento, at the

- 8 -

end of September in Sicily, in October - December in Apulia (first in the low parts then on the hills), in October - March in Calabria, in November - January in central Italy and the last (December - April) in Liguria.

The greatest quantities will have to be transported in October - November that is after the grain harvest.

I recommend in a special way that ACC contribute with an average of 500 lorries (less in the first and last month, more in October - December). 5 Lorries should be given just now to Region III for Sorrento.

C - REFINERIES.

I wish to state beforehand that of all oil pressed in the presses (or mills "frantoi") only abt. 10/25% was refined (Rettificato A). The rest was a natural oil.

A) MATERIALS.

For the refining presses the following materials are required:

- (a) caustic soda (soda caustica)
- (b) sulphuric acid (acido solforico)
- (c) decolorizing earth (terre decoloranti)
- (d) other chemicals
- (e) various items.

(a) Caustic Soda. This item is produced in the liberated territory, viz:

- 1) W the Solvay process in Rossignano
- 2) W electrolytic process in Rossignano, Rome and in several other smaller plants/

The important plant in Rossignano belonging to the Solvay Concern and producing Soda by the Solvay and by the electrolytic process is fortunately in good condition and only part of it has been severely damaged. A stock of 1400 tons of caustic soda and carbonate is reported to have been found. In abt. 4 months all the plant is supposed to be efficient if everything goes well. In future there should be no shortage of caustic soda. But until December, according to my information, Italy is short of caustic soda and this item will have to be imported. Caustic soda is required for neutralizing the acidity. The more the oil is acid, the more caustic soda is necessary. It is therefore impossible to estimate the requirements of the oil industry because oils may turn out more or less acid. Then it must be seen what maximum acidity the Ministry for Agriculture will allow this year. For 1938 the maximum was 5°. During the war it has been raised to 7°.

The required quantities of caustic soda in the refining process are the following:

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The required quantities of caustic soda in the refining process are the following:

Degrees in acidity of the unrefined oil (lampante or sulphuroil)	Requirements of caustic soda in kgs for 1000 kgs of oil by the usual refining process with caustic soda	Requirements of caustic soda in kgs per 100 kgs oil by the Webber process.
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1°	0,2
2°	0,4
3°	0,6
4°	0,8

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CAUSTIC SODA REQUIREMENTS CONTINUED.

5°	1	0,4
6°	1,2	0,4
7°	1,4	0,4
8°	1,6	0,4
9°	1,8	0,4
10°	2	0,4
11°	2,2	0,4
12°	2,4	0,4
13°	2,6	0,5
14°	2,8	0,5
15°	3	0,6
16°	3,2	0,6
17°	3,4	0,7
18°	3,6	0,7
19°	3,8	0,7
20°	4	0,7
21°	4,2	0,7
22°	4,4	0,8
23°	4,6	0,8
24°	4,8	0,8
25°	5	0,8
26°	5,2	0,8
27°	5,4	0,8
28°	5,6	0,8
29°	5,8	0,8
30°	6	0,8

The annual caustic soda requirements are evidently very variable and can only be roughly estimated in 15,000 - 25,000 q.l.s per year, viz. per olive oil campaign.

(b) Sulphuric Acid (acido solforico).

1) The refineries work with two systems: a) with diluted caustic soda. In this case the neutralized acid part is liquid and the acid oil (oleine) must be recovered by sulphuric acid 50 Bé.

Of the 14 plants of sulphuric acid of the Montecatini in the liberated territory, 9 are in good condition and two are working (Portici in Naples province and Campofranco in Sicily). I have enquired and they can supply all the necessary quantity; b) with concentrated caustic soda. The neutralized acid part is thick (like jam or marmelade) and is called soapstock (pasta di raffinazione). This soapstock can be used as it is for the manufacturing of hard soaps (not for soft soaps!). In this case no sulphuric acid is required. Approximately 4 times the employed caustic soda quantity is required of sulphuric acid. Very

14°	2,8	0,5
15°	3	0,6
16°	3,2	0,6
17°	3,4	0,7
18°	3,6	0,7
19°	3,8	0,7
20°	4	0,7
21°	4,2	0,7
22°	4,4	0,8
23°	4,6	0,8
24°	4,8	0,8
25°	5	0,8
26°	5,2	0,8
27°	5,4	0,8
28°	5,6	0,8
29°	5,8	0,8
30°	6	0,8

The annual caustic soda requirements are evidently very variable and can only be roughly estimated in 15,000 - 25,000 q.l.s per year, viz. per olive oil campaign.

(b) Sulphuric Acid (acido solforico).

1) The refineries work with two systems: a) with diluted caustic soda. In this case the neutralized acid part is liquid and the acid oil (oleino) must be recovered by sulphuric acid 50 Bé.

Of the 14 plants of sulphuric acid of the Montecatini in the liberated territory, 9 are in good condition and two are working (Portici in Naples province and Campofrancesco in Sicily). I have enquired and they can supply all the necessary quantity; b) with concentrated caustic soda. The neutralized acid part is thick (like jam or marmelade) and is called soapstock (pasta di raffinazione). This soapstock can be used as it is for the manufacturing of hard-soaps (not for soft soaps!). In this case no sulphuric acid is required. Approximately 4 times the employed caustic soda quantity is required of sulphuric acid. Very approximately 20/30,000 q.l.s per year (viz. per olive oil campaign) of sulphuric acid 50 Bé are required.

2) For the refining of some qualities of oil small quantities (0,5% of the oil) of sulphuric acid 60Bé is required.

(c) Decolorizing Earth (terre decoloranti).

This earth is used for the decoloration (bleaching) of the lampante and sulphur oil. The required quantities are the following: for lampante 1 - 3%, for

sulphuroil 3 - 6%.

I do not know what stocks exist in the refineries. The chief problem is that no decent earth is produced in liberated Italy. There is a branch-plant of LITAGROW in San Severo (Foggia), which tries to turn out a bleaching earth.

So I suggest that the refineries use the minimum. Also if the lampante turns out to be a little too yellow or too brown and the sulphuroil a little too green, that does not seem so important.

Probably in the 3 Mineral Oil Refineries (Bari, Naples, Leghorn) there are stocks available. I have suggested to AGC to write for samples. Gaslini Naples will try in their laboratory if it can be used. I should be very much obliged to anybody for a suggestion where a suitable earth can be found.

Anyhow, the question is not so urgent as for instance the transportation problem, because the oil could be decolorized later.

D - OTHER CHEMICALS.

- 1) Carbonate of Sodium (carbonato di sodio or soda solvay); small quantities are required, viz:
 - (a) for the depuration of the water of the steam boilers
 - (b) for refining.
- 2) Industrial salt (sale)

A small quantity of industrial salt is required for some refining process.

- 3) For decoloration a special vegetable coal is required.
- 4) Only in the Woker process for the depuration of the sulphuroil, very small quantities (0,5% of the oil) of copper sulphate is required; besides small quantities of sodium bisulphate (0,5% of the oil) are needed.

5) Glycerine.

Fatty acids were once only used for soap making. Because of the shortage of the edible fats, a process was found to build up neutral fats in a synthetic way. In this process glycerine is added to distilled fatty acids and an edible fat is obtained. About 6 plants exist in the liberated territory.

The consumption of glycerine for that purpose was:

1941/1942	 3130 g.l.s
1942/1943	 3200 " "

E - VARIOUS ITEMS.

- 1) Filter Cloth (tela per filtropresse). This item is largely used in filterpresses and must be replaced. I am afraid that it is not manufactured in the liberated territory. Gaslini Naples will enquire if this cloth can be produced at the "Cotoniere Meridionali" in Naples. I fear it will be a difficult problem.
- 2) Coal. The extraction plants use abt. 40% of their exhausted olive husks

will try in their laboratory if it can be used. I should be very much obliged to anybody for a suggestion where a suitable earth can be found.

Anyhow, the question is not so urgent as for instance the transportation problem, because the oil could be decolorized later.

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A small quantity of industrial salt is required for some refining process.

- 3) For decoloration a special vegetable coal is required.
- 4) Only in the Wecker process for the depuration of the sulphuroil, very small quantities (0,5% of the oil) of copper sulphate is required; besides small quantities of sodium bisulphate (0,5% of the oil) are needed.

- 5) Glycerine.

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I fear it will be a difficult problem.

- 2) Coal. The extraction plants use abt. 40% of their exhausted olive husks as fuel for their own steam boilers. Where refineries are not connected with an extraction plant, sometimes the grills are not equipped for sausa and in such cases coal must be supplied.

- 3) Fuel Oil. (Naphta).

The Wecker plant needs a small quantity of fuel oil for fuel.

- 4) Electricity. Where electricity is rationed all extractions and refineries should be helped to get the necessary electric power.

- 11 -

- 5) Transmission belts. In many plants transmission belts have been stolen.
- 6) Permits for motors or the proprietors of the plants should be granted.

B - YIELD OF REFINED OIL.

The oil yield in the refining process can be found by the following considerations:

- (a) a lampant oil should not contain more than 0,5% moisture and impurities, sulphuroil not more than 2%;
- (b) the shrinkage in refining is 0,5 - 1,5%;
- (c) a further considerable shrinkage is caused by the fact that the bleaching earth absorbs considerable quantities of oil. The remaining part should be : in the ordinary neutralizing process - neutral oil + acid oils (oleine); in the Wecker process: neutral oil + oleine + distilled fatty acids (acid grasses distillate).

In the neutralizing theoretically only the acid part should be transformed into acid oil. Practically nearly twice as much is turned into acid oil. Theoretically for instance an oil of 10% should give 10% of acid oil. Anyhow, clever refiners can get a better yield of edible oil. EXAMPLE: 100 g.l.s of lampante 20% should be refined:

a) by the ordinary method with caustic soda -

3% of oil will remain in the decolorizing earth

1% shrinkage

40% acid oil (oleine)

56% edible oil (rettificato A)

100%

=====

b) by the Wecker system:

3% of oil will remain in the decolorizing earth

1% shrinkage

18% distilled fatty acids (from which eventually synthetic edible oil can be made

5% acid oil (from the Wecker neutral oil)

73% edible oil (rettificato A)

100%

=====

VI - PROBLEMS CONNECTED WITH EDIBLE OLIVE OIL.

=====

Connected with the olive oil problem are the following problems:

- 1) The industrial byproducts of oil refining: soapstock, acid oils, fatty acids
- 2) Fats necessary for soap factories
- 3) Fats necessary for candle factories
- 4) Fats necessary for other industries
- 5) Domestic resin production

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 3% of oil will remain in the decolorising earth
 1% shrinkage
 40% acid oil (oleine)
 56% edible oil (rettificato A)
 100%
 =====

b) by the Wecker system:

3% of oil will remain in the decolorising earth
 1% shrinkage
 18% distilled fatty acids (from which eventually synthetic edible oil can be made)
 5% acid oil (from the Wecker neutral oil)
 73% edible oil (rettificato A)
 100%
 =====

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=====

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- 2) Fats necessary for soap factories
- 3) Fats necessary for candle factories
- 4) Fats necessary for other industries
- 5) Domestic resin production
- 6) The production of industrial oils from domestic seeds
- 7) The production of edible oil from domestic seeds
- 8) The production of domestic fish oil
- 9) The production of margarine
- 10) The production of tallow
- 11) The production of bone grease.

I shall give as soon as possible a report about these problems.

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- 12 -

VII - Recommendations.

I recommend:

- 1) That the whole transportation problem for samsa be finally settled with urgent priority;
- 2) that the Ministero dell'Agricoltura issue all provisions and rules and prices concerning oil, samsa, etc. this month.

Andrea De Pollitzer

Dr. Andrea De Pollitzer - Pollenghi
Food Sub-Commission

Rome, 19th August 1944

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Dr. Andrea De Pollitzer - Pollenghi
Food Sub-Commission

Rome, 19th August 1944

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| 23 - Transportation Officer | " " |
| 24 - E. & S. Division | VI |
| 25 - Regional Agricultural Office | " " |
| 26 - Transportation Officer | " " |
| 27 - E. & S. Division | VIII |
| 28 - Regional Agricultural Office | " " |
| 29 - Transportation Officer | " " |

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NOTES ON SANIT

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1. Estimated Olive Crop in liberated Italy, including Sicily and Sardinia, will produce approx 400,000 tons Grosse (Olive Husks). Already in Extraction Plants 57,200 "

Remaining for Movement 342,800 "

2. There are two definite problems :-

- (a) Movement in Southern Area, Sicily and Sardinia (this is the easier).
(b) Movement in Central Italy, where all railways are still in the hands of the Germans.

3. After study, Consorzio Grosse, have given the following breakdowns for Movement :-

Puglia, Calabria, Campania, Sicily and Sardinia

	Tons
Rail	107,100
Road (Truck)	91,800
" (Animal)	34,900
Sea	5,600
	<u>239,400</u>

Lazio, Umbria, Marche-Abruzzo, and Toscana

	Tons
Rail	11,500
Road (Truck)	72,000
" (Animal)	20,200
Sea	-
	<u>103,700</u>

4. If this tonnage is moved during the next 3 months, a 20% increase in edible oil will be obtained. After 3 months, the oil will not be fit for human consumption, but will be good only for soap making. Importance of this traffic cannot be over emphasized, as this is the only source of industrial fats available. Industrial fats are not being imported.

5. It is expected the Olive Oil ration will be 200 grams per head per month. This is said to be optimistic, as it depends entirely on the amount of oil delivered by the Oil Mills to the State, as opposed to the Black Market. However it is estimated that if only half of above tonnage reaches the Extraction Plants in due time, an additional 50 grams per head per month will be made available.

6. General Information

(a) It cannot be said in advance, that on any particular date,

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more and two separate programs:-

- (a) Movement in Southern Area, Sicily and Sardinia (this is the easier).
- (b) Movement in Central Italy, where all railways are military controlled.

3. After study, Comenzio Sense, have given the following breakdown for Movement:-

Napoli, Calabria, Campania, Sicily and Sardinia	
	Tons
Peril	107,100
Road (Truck)	91,500
" (Animal)	34,500
Sea	5,500
	<u>239,200</u>

Lazio, Umbria, Marche, Abruzzo, and Pescara	
	Tons
Peril	11,550
Road (Truck)	72,000
" (Animal)	20,250
Sea	"
	<u>103,800</u>

4. If this tonnage is moved during the next 3 months, a 50% increase in edible oil will be obtained. After 3 months, the oil will not be fit for human consumption, but will be good only for soap making. Importance of this traffic cannot be over emphasized, as this is the only source of industrial data available. Industrial fats are not being imported.

5. It is expected the Olive Oil ration will be 200 grams per head per month. This is said to be optimistic, as it depends entirely on the amount of oil delivered by the Oil Mills to the State, as opposed to the Black Market. However it is estimated that if only half or above tonnage reaches the Extraction Plants in due time, an additional 50 grams per head per month will be made available.

6. General Information

(a) It cannot be said in advance, that on any particular date, a specified Oil Mill would have a determined tonnage of Sense for Movement. Oil Mills are entirely dependent on Olive growers delivering the Harvest for pressing.

(b) Oil Mills used to be paid a fixed price for Sense on delivery to Extraction Plants. Due to difficulty of transportation, Ministry of Industry has decided to fix a price for Sense at Oil Mills.

- (c) Olive Oil Mills are operated by peasants, who are working largely with Black Market. Having sold their oil in the Black Market, they would be pleased to dispose of all evidence, by selling Gense to bakeries etc. for fuel.
- (d) No real assistance can be expected from the Oil Mills. Bidding procedure on military lines does not appear practicable.
- Scuttling in Central Italy would be fleet of lorries operating under control of Consorzio Gense, who should be held fully responsible.

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Solution in Central Italy would be direct of services operating
under control of Consorzio Sinesse, who should be held fully
responsible.

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ROMA - 13 GENNAIO 1945

Alla

COMMISSIONE ALIMENTAZIONE

-Sottocommissione Alimentazione-

R O M A

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OGGETTO: Funzionari -

Giusta Vs. richiesta, qui di seguito Vi trascriviamo l'elenco dei ns. funzionari addetti alla Direzione ed agli Uffici periferici del ns. Consorzio, con i relativi recapiti:

DIREZIONE - Via Tomacelli n. 132 - ROMA - Telefono 54/141 -

Dr. GASTANO CORROIA (Direttore) Abitar. Viale Parioli n. 87
telefono n. 874534

Dr. LUIGIANO DEL PRANZIO - Abitazione Via dell'Orso n. 83

Dr. ULIOSSE PANUNZI - Abitazione Via Montana n. 167 - tele-
fono n. 855224

Ufficio Interregionale per il Lazio, Abruzzo ed Umbria - ROMA -
Via Tomacelli n. 132 - Telefono n. 54/141 -

Dr. MAURO PACIFICI - Abitazione Via Milano n. 53 telefono 42151

Dr. ALBERTO SPINOLA - Abitazione Via Scharn n. 16 telefono 334047

Ufficio Interregionale per la Toscana - FIRENZE - Via Valfonda n. 9
telefono n. 27456 -

Avv. GUIDO SIRONI - Via Valfonda n. 9 telefono n. 27456

Dr. FIERO MUNCHETTI - Via Strozzi n. 5 telefono 2343

Ufficio Interregionale per la Campania - NAPOLI - Via Alibardieri
n. 1 - telefono n. 53783

Dr. GIUSEPPE CUCIARELLI - Abitazione:
telefono n. 13393

Ufficio Interregionale per la Calabria - REGGIO CALABRIA
21 Agosto n. 24 - telefono n. 2122

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RAG. ARMANDO PRIOLO

Ufficio Interregionale per le Puglie e la Lucania - BARI - Corso
Vittorio Emanuele n. 54 - telefono n. 12982

Dr. DI CAGNO

Ufficio Interregionale per la Sicilia - Via Pacini n. 1 telefono
n. 15683 - CATANIA -

RAG. DOMENICO LABIANCA - Abitazione Catania: Via Spadaccini 15
telefono n. 16041 - Abitazione Roma:
Via Crescenzo n. 54 telefono 362580

Ufficio Interregionale per la Sardegna - SASSARI - Piazza D'Ita-
lia n. 18 - telefono n. 2543 -

Dr. LEOPOLDO MAGGIARDI

IL DIRETTORE
(G. Gonnola)

0108

REGION	EXPECTED CROP	ALREADY IN FACTORIES	TO BE TRANSPORTED				TOTAL
			RAIL	R o a d		SEA	
				Truck	Animal		
SARDEGNA	15.200	=	10800	3.520	880	= .	15.20
TOTAL	400.000	57.200	118480	163600	55120	5.600	342.80

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3)

TRANSPORTED

	SEA	TOTAL
1980	=	15.200
2000	5.600	342.800

EXTRACTION PLANTS IN THE AREA

Cagliari CAGLIARI 1,
Nuoro BOSA 1, ILBONO 1,
Sassari SASSARI 4, ALGHERO 2, URI 1, PORTO TORRES 1,

REGION	EXPECTED CROP	ALREADY IN FACTORIES	TO BE TRANSPORTED				TOTAL	EXTRA
			RAIL	R o a d		SEA		
				Truck	Animal			
MARCHE - ABRUZZO	25.000	=	2400	16.000	6.600	=	25.000	Ancona - ANCONA Ascoli P. PORTO Campobasso S. CR Chieti ISTONIO Pescara PESCARA
TOSCANA	54.600	=	4980	40.000	9.620	=	54.600	Apuania AVENZA Arezzo LUCIGNA GLION Firenze GREVE 2 SULL'AR CASTELL Grosseto GROSSE Livorno CASTAG Lucca PONTE Pisa CASCI Pistoia BORGO Siena COL V
SICILIA	25.400	12.600	7800	4.000	1.000	=	12.800	Agrigento SCIA Catania CATA Messina MILI CO Palermo BAG Ragusa COM Siracusa AVO Trapani CAS

2)

REPORTED		EXTRACTION PLANTS IN THE AREA
SEA	TOTAL	
=	25.000	Ancona - ANCONA 1, Ancoli P. PORTO S. GIORGIO 1, Campobasso S. CROCE MAGLIANO 1, TERMOLI 1, LUCITO 1, VENAFRO 1, Chieti ISTONIO N. 1, Pescara PESCARA 2, LORETO APR. 1, PESCARA PINETA 1,
=	54.600	Avignone AVENZA 1, Arezzo LUCIGNANO 1, LORO CIUFFENNA 1, CHIASSA SUP. 1, CORTONA 1, POPPI 1, CASTIGLION FICR. 1, MONTEVARCHI 1, Firenze GREVE 2, SESTO FIORENT. 2, COMPIOBBI 2, FIRENZE 1, LE BAGNESE 1, RIGNANO SULL'ARNO 1, S. FELICE A EMA 1, PELAGO 1, PRATO 2, REGGELLO 1, SCANDICCI 1, CASTELFIORENTINO 1, EMPOLI 1, DICOMANO CONTEA 1, Grosseto GROSSETO 2, ORBETELLO 1, SCANZANO 1, Livorno CASTAGNETO CARD. 1, ROSSIGNANO MARITT. 1, CAMPILIA M. 1, Lucca PONTE A M. 1, CAPEZZANO PIAN. 1, STIAVA MASSAROSA 1, Pisa CASCINA 1, PONTEDERA 1, Pistoia BORGO A BUGGIANO 1, PISTOIA 1, Sienna COL VAL D'ELSA 1, CHIUSI SCALO 1, TORRENIERI 1, SIENA 1,
=	12.800	Agrigento SCIACCA 1, Catania CATANIA 3, PATERNO' 1, Mazara MIDAZZO 1, S. STEFANO DI CAMASTRA 1, FALCONE 1, BARCELLONA P. 1, VENETICO 1, Palermo BAGHERIA 2, CEFALU' 1, ISOLA DELLE FEMMINE 1, CASTELDACCIA 1, PALERMO 1, Ragusa COMISO 1, POZZALLO 1, Siracusa AVOLA 1, SIRACUSA 2, Trapani CASTELVETRANO 1, MAZZARA DEL VALLO 1,

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SANSE
TRANSPORTATION REQUIREMENTS (IN

REGION	EXPECTED CROP	ALREADY IN FACTORIES	TO BE TRANSPORTED				TOTAL	LOCAL EXTRACT
			RAIL	R o a d		SEA		
				Truck	Animal			
PUGLIA	170.000	35.000	55.400	50000	24000	5.600	135.000	Bari: BARI 7, B 1, MOLFET Brindisi: CAROV CO 1, Foggia: S. SEVER Lecce: MAGLIE Taranto: TARANTO
CALABRIA	42.500	=	17.000	20000	5500	=	42.500	Calabria: ARCHE Cosenza: COSENZA LUCIDO RIATI Catanzaro: CATANZ
CAMPANIA	37.000	3.300	16.100	14080	3520	=	33.700	Benevento: FRASSO Napoli: CASTELL OTTAVIAN Salerno: CASTELN
LAZIO ED UMBRIA	30.300	6.300	4.000	16000	4000	=	24.000	Frosinone: VEROL Littoria: FORMI Perugia: PISSI Pisti: PASSO Rome: ROMA Terni: TERNI Viterbo: VITER

0753

Declassified E.O. 12356 Section 3.3/NND No. 735021

REQUIREMENTS

(IN TONS.)

16. I. 45

REPORTED SEA	TOTAL	LOCATION AND NUMBER OF THE AREA EXTRACTION PLANTS IN THE AREA			
5.600	135.000	Bari: BARI 7, BITONTO 1, RUTIGLIANO, 1, MOLA 1, MONOPOLI 2, TRANI 1, BARLETTA 1, MOLFETTA 1, NOICATTARO 1, Brindisi: CAROVIGNO 2, S.P.VERNOTICO 1, FRANCAVILLA FONTANA 1, Ceglie MESSAPI CO 1, PASANO 1, OSTUNI 1, S.VITO DEI NORMANNI 1, Foggia: S.SEVERO 1, APRICENA 1, VICO DEL GARGANO 1, VIESTE 1, Lecce: MAGLIE 3, UGENTO 1, LECCE 1, GALLIPOLI 1, SPONGANO 1, SUPERSANO 1, Taranto: TARANTO 2, MANDURIA 1, SAVA 1, GROTTAGLIE 1,			
=	42.500	Calabria: ARCHI 1, SIDERNO MAR. 2, PALMI 1, GIOIA TAURO 1, Cosenza: COSENZA 1, S.DEMETRIO CORONE 1, CROGIA 1, CASTROVILLARI 1, ROSSANO 1, S. LUCIDO 1, MORANO CALABRO 1, GARIGLIANO CALABRO 1, BELVED. MARITT. 1, CARIATI 1, Catanzaro: CATANZARO M. 2, VIBO VALENTIA 1, NICASTRO 1, GEROCARNE 1,			
=	33.700	Benevento: FRASSO TELESINO 1, Napoli: CASTELL. DI STABIA 1, NAPOLI 1, S.M. CAPUA VETERE 1, SORRENTO 1, CASERTA 1, OTTAVIANO 1, Salerno: CASTELN. V. SCALO 1, BATTIPAGLIA 1, POLLA 1,			
=	24.000	Frosinone: VEROLI 1, CECCANO 1, Lattoria: FORMIA 1, Perugia: PISSIGNANO DI CAMPELLO 1, FOLIGNO 1, SPELLO 1, PASS. SUL TRASIMENO 1, Umbria: PASSO CORESE 1, POGGIO MIRT. 1, Roma: ROMA 1, Terni: TERNI 1, Viterbo: VITERBO 1, MARTA 1,			

JTB/mb

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

Tele : 478/04

16 January 1945

AC Tn/20/86/RM

SUBJECT : Transportation of Olive Husks.

TO : Capt. A.W.H. Irvine Lynch, Tptn. Sub-Commission Rep.
AC. Sicilia Region.

1. Reference this HQ. letter AC.Tn/20/80/RM dated 10 Jan.'45.
2. Further meetings are being held with Food Sub-Commission and representatives of Consorzio Nazionale degli Industriali Produttori di olio dalle Sanse, and a detailed programme giving all requirements for the mainland (Southern Region), Sicily and Sardinia will be issued as early as possible.
3. Meanwhile it is emphasized, for the sake of clarity, that in the programme forwarded by this HQ. letter AC.Tn/20/71/RM dated 23 Dec.'44, the figures appearing under the heading "Total load" are in quintals, not kilos or tons.

W. B. Taylor
S. C. A.
MERITT H. TAYLOR
DIRECTOR

0753

INTER OFFICE MEMO

AP/au

13 January 1945

Tel : 238

Ref : 74-14/11/FOOD

SUBJECT : Transportation of Olive Husks

TO : Transportation Sub-Commission,
Movements Division - Mail

1. Reference your letter AC In/20/79/X dated 9 January 1945.

2. It is noted that 92 wagons of husks were moved during December. The Consorzio Sanse estimates that a total of about 500 wagons should be moved during the year.

3. Unfortunately the representative of the Consorzio Sanse for Sicily (Signor Labianca Domenico - Via Paccini n.1 presso Associazione Industriale - Catania - phone 15683) was away from Catania during the last two weeks and did not contact Major Taylor of your Sub-Commission.

4. Signor Labianca should be able to furnish all necessary information, and he has been requested to contact Major Taylor in Catania as soon as possible.

5. It is recommended that Olive Husks be given a high priority on the list of priorities fixed by your Sub-Commission.

For the Chief Commissioner :


W.J. LSCG
Colonel
Director, Food Sub-Commission

Copy to : Agriculture S.C. (Attn: Major Crawford)
File 74-9
File

2163

07561

At Cus Baku

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20/84 11

HEADQUARTERS ALLIED COMMISSION
APO 334
Agriculture Sub-Commission

ACR/379.6

4 December, 1944.

SUBJECT : Solvents for treatment of "Sansa".

TO : All RCs for Agricultural Officers
SCAO 5th and 8th Armies for Agricultural Officers.

1. Considerable quantities of edible oil can be produced from Olive Husks ("Sansa") from which two pressure extractions have already been made.

2. All possible help should be given to bonafide industrial establishments wishing to engage in this form of production.

3. The Ministry of Industry, Commerce & Labour will assume full responsibility for and control the distribution of the following solvents for "Sansa" extraction, namely: Carbon Bisulphide, Trielene, Carbon Tetrachloride and Benzine.

4. All oil produced by these methods should, of course, go to the "Ammasso".

BY COMMAND OF COMMODORE STONE:

Leland G. Albright
LELAND G. ALBRIGHT
Director.

DISTRIBUTION:

- Economic Section
- Food Sub-Commission
- Industry Sub-Commission
- Commerce Sub-Commission
- Ministry of Agriculture.

Olive Husks

TO : All RCs for Agricultural Officers
SCAO 5th and 8th Armies for Agricultural Officers.

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BY COMMAND OF COMMODORE STONE:

Leland G. Albright
LELAND G. ALBRIGHT
Director.

DISTRIBUTION:

Economic Section
Food Sub-Commission
Industry Sub-Commission
Commerce Sub-Commission
Ministry of Agriculture.

Oil in the

Genl

2102

JWA/elc

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission
(Movements Division - Rail)

10 January 1945

Tele : 478704

AC TN/20/80/RM

SUBJECT : Transportation of Olive Husks

TO : Major C.W.C. Taylor,

Tptn Sub-Commission Rep.,

AG Sicilian Region

1. Reference this HQ letter AC TN/20/71/RM dated 23 Dec 44 and your WC/T/91 dated 4 Jan 45.

2. This matter has been further discussed at this HQ with Food Sub-Commission and representative of Consorzio Nazionale degli Industriali Produttori di Olio delle Sasse.

The detailed requirements for movement during the 3 months, December 44 - February 45 inclusive, as sent you by our above quoted letter on 23 Dec 44, have been confirmed.

3. The representative of the Consorzio will visit you immediately on his return to Sicily, and it is desired that you do all possible to facilitate the movement by rail of this large tonnage of Olive Husks.

4. Please forward details of any programme you may be able to arrange.

5. Action has already been taken regarding the supply of additional box wagons for Sicily and the question of an increase in coal allotment is in hand with AFHQ.

[Signature]
for
MERITT H. TAYLOR
Director

Copy to : Food Sub-Commission (attn. Major Pollitzer)

0759

AC TN/20/80/RN

SUBJECT : Transportation of Olive Husks
TO : Major C.W.G. Taylor,
Tptn Sub-Commission Rep.,
AC Sicilia Region

1. Reference this HQ letter AC TN/20/71/RN dated 23 Dec 44 and your MG/T/91 dated 4 Jan 45.
2. This matter has been further discussed at this HQ with Food Sub-Commission and representative of Consorzio Nazionale degli Industriali Produttori di Olio delle Sasse. The detailed requirements for movement during the 3 months, December 44 - February 45 inclusive, as sent you by our above quoted letter on 23 Dec 44, have been confirmed.
3. The representative of the Consorzio will visit you immediately on his return to Sicily, and it is desired that you do all possible to facilitate the movement by rail of this large tonnage of Olive Husks.
4. Please forward details of any programme you may be able to arrange.
5. Action has already been taken regarding the supply of additional box wagons for Sicily and the question of an increase in coal allotment is in hand with AFHQ.

W.S. Taylor
for VERNITT H. TAYLOR
Director

Copy to : Food Sub-Commission (attn. Major Pollitzer)

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

Tele : 475704

9 January 1945

AC Tn/20/79/RM

SUBJECT : Transportation of Olive Husks.

TO : Food Sub-Commission (attention Major Pollitzer)

1. Reference letter 3521 dated 15 Dec 44 from Consorzio Nazionale degli Industriali Produttori di Olio delle Masse, enclosing programme for the movement of Olive Husks in Sicily for the months of December 44, January and February 45, and to this Sub-Commission letter AC Tn/20/71/RM dated 23 Dec 44, addressed to Tn, Sub-Commission Rep., AC Sicily Region.
2. Attached for information is copy of letter MT/T/71 dated 4 Dec 45 received from Tn Sub-Commission Rep., together with list of tonnages of Olive Husks moved by rail in Sicily during Dec 44.
3. It will be observed that 92 wagons with approx 1380 tons were, in fact, moved and it would appear that all demands for movement were met.
4. Will you please comment on para 3 of attached copy letter.
5. The questions of increased allocation of Box wagons and coal to Sicily are being handled by this Sub-Commission.

[Signature]
for
MERITT H. TAYLOR
Director

Copy to : Agriculture Sub-Commission.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : MG/T/91
Date: 4 Jan 44/

SUBJECT: Transportation of Olive Husks.

TO : HQ AC for Trans Sub-Commission.

Reference AC Tn/20/71/RM dated 23 Dec 44.

1. Attached is a list of tonnages of Olive Husks moved during month of Dec 44 which was provided by ISR.

2. The movement of Olive Husks in SICILY is dealt with by the civilian organisations concerned and is moved by the Railway in accordance with the list of priorities fixed by this office. No special requests for this movement has been made by AC & no AC officer in SICILY is dealing with the movement.

3. The civilian organisations concerned are not able to supply any figures of movement of Olive Husks.

4. With regard to difficulties experienced in rail movement in SICILY there are no important difficulties other than the shortage of Box wagons and lack of coal as mentioned in weekly reports.

A.W.H. Irvine Lynch

A.W.H. IRVINE LYNCH
Capt RE., Tn Sub-Comm
Div Supt AC.

OLIVE HUSKS MOVED FROM THE UNDERMENTIONED STATIONS DURING
DECEMBER 1944

Calatanissetta	Tons	30	(2 Cars)	Olieria Etnea
Enna	"	90	(6 ")	Catania
Licata	"	15	(1 ")	S.P.E.R.O.
Canicattì	"	60	(4 ")	Siracusa
Tusa	"	255	(17 ")	
Caronia	"	120	(8 ")	
Acquedolce	"	210	(14 ")	Vaccarino G & S
S.Agata Militello	"	90	(6 ")	Giammoro, Messina
Giampilieri	"	45	(3 ")	
Galati	"	60	(4 ")	
Tusa	"	120	(8 ")	Luciferp &
Caronia	"	45	(3 ")	Bonaccorsi,
Acquedolce	"	150	(10 ")	Milazzo.
S.Agata Militello	"	90	(6 ")	

(Information through the ISR. - Average tonnage of a carload
is estimated as about 15 tons nett.)

07631

CRW/STB

HEAD QUARTERS ALLIED COMMISSION

APC 334

Transportation Sub-Commission

23 December 1941

Tele : 478701

AC 20/20/71/AM

SUBJECT : Transportation of Olive Husks

TO : Major Taylor,
Mn. Sub Comm. Rep.,
AC Sicilian Region.

1. A communication has been received from the Consorzio Nazionale Pegli Industriali Produttori di Olio dalle Sasse regarding the movement of olive husks within Sicily.
2. A detailed programme of movement is attached herewith and I should be glad if you will inform me how much of the tonnage scheduled has moved together with any difficulties you may be experiencing regarding movement by rail.

Major *C. K. Westinghouse*
 for MARSHALL H. TAYLOR,
 DIRECTOR.

Copy to : Food Sub-Commission, HQ, AC Main.
 Agriculture Sub-Commission, HQ, AC Main.

2150

TRANSLATION

/aa

Consortio Nazionale
Degli Industriali Produttori
di Olio dalle Sanse.

ROME
132 Via Tomacelli

Tele : 04.341

Ref; 3521

TO : Allied Commission
transportation Sub-Commission
Rome

SUBJECT : Transports of olive-husks during the
present olive oil campaign.

Reference our letter N. 3519, dated 13th December 1944, we send you the plan concerning the transports by rail in Sicily of olive-husks, during the present olive oil campaign.

We point out again the importance and the urgent necessity to transport the olive-husks from the places of production to the factories in order that that Commission will instruct the regional Commissions about the above mentioned transports.

We would appreciate very much a reply.

The Director
(Sgd. G. Coppola)

215

Copy to : Food Sub-Commission
HQ. AC.
Rome

07651

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

785021

Firms requesting transport	Despatching Station	Total Load <i>Quilals.</i>	Date of Transport	N. of requested wagons of 150 tons	Station of arrival
Clieria Etnea Catania	Caltanissetta	2,000	Dec-Jan.	13	Catania ed Acquicella
	S. Cataldo	500	" "	3	" "
	Villarosa	300	" "	2	" "
	Enna	1,000	" "	6	" "
	Pirato	1,000	" "	6	" "
	Caltagirone	1,000	" "	6	" "
	Bronte (Circum-Etna)	1,000	" "	12	" Borgo
	Adrano	500	" "	6	" "
S.P.E.R.O. Siracusa	Campobello-Ravanusa	500	December	3	Siracusa
	Licata	6,000	"	40	"
	Canicatti	750	"	5	"
	Porto Empedocle	3,000	"	20	"
S.P.E.R.O. Pozzallo-Ragusa	Comiso	1,000	December	7	Pozzallo
	Vittorio	1,000	"	7	"
Vaccarino G. & S. Giannoro (Messina)	Tusa	6,000	December	40	Giannoro
	Corabio	6,000	Jan. 945	40	"
	Acquedolci	8,000	Feb. "	50	"
	S. Agata M.	1,200	Gen. "	80	"
S.A. Bonaccorsi & Lucifero Milazzo	Tusa	4,500	Dec. Jan. February	30	Milazzo
	Coranio	3,000	" "	20	157
	Acquedolci	4,500	" "	30	"
	S.A. Militello	4,500	" "	30	"
	Giampileri	600	" "	4	"
	S. Ierresa	600	" "	4	"
	Messina	3,000	" "	20	"
	Galati	600	" "	4	"

Total wagons

342

6,140 Tons

CONSORZIO NAZIONALE DEGLI INDUSTRIALI PRODUTTORI DI OLIO DALLE SANSE

ROMA

TELEF. 64.341 (centralino)

VIA TOMACELLI, 132

Roma, 15 dicembre 1944

Prot. 3521

Alla COMMISSIONE ALLEATA
Sottocommissione Trasporti

R O M A

e p.c. Alla COMMISSIONE ALLEATA
Sottocommissione Alimentazione

R O M A

OGGETTO: Trasporti sanse nella corrente campagna olearia -

Facendo seguito a nostra comunicazione n. 3519 in data 13 dicembre 1944, inviamo il piano riguardante i trasporti a mezzo ferrovia di sanse vergine nella Sicilia per la presente campagna olearia.

Cogliamo l'occasione per far notare di nuovo il carattere di importanza e di urgenza che riveste il trasporto delle sanse di oliva dai luoghi di produzione agli stabilimenti affinché da parte di codesta On.le Commissione siano trasmesse alle Commissioni regionali le opportune disposizioni per rendere maggiormente agevoli e rapidi i trasporti in questione.

In attesa si ringrazia.

IL DIRETTORE
(G.Coppola)

2139



Ditte richiedenti	Stazione di partenza	Quantit. da trasport.	Epoca del l'effett. del trasp.	Vagoni co- correnti della por- tata di 150 q.li ognuno	Stazione di destina- zione
Olieria Etna Catania	Caltanissetta	2.000	Dicembre- Gennaio	13	Catania ed Acquicella
	S. Cataldo	500	" "	3	" "
	Villarosa	300	" "	2	" "
	Enna	1.000	" "	6	" "
	Pirato	1.000	" "	6	" "
	Caltagirone	1.000	" "	6	" Borgo
	Bronte (Circum-Etna)	1.000	" "	12	" "
	Adrano	500	" "	6	" "
S.P.E.R.O. Siracusa	Campobello-Ravanusa	500	Dicembre	3	Siracusa
	Licata	6.000	"	40	"
	Canicatti	750	"	5	"
	Porto Empedocle	3.000	"	20	"
S.P.E.R.O. Pozzallo-Ragusa	Comiso	1.000	Dicembre	7	Pozzallo
	Vittorio	1.000	"	7	"
Vaccarino G. & S. Giannoro (Messina)	Tusa	6.000	Dicembre	40	Giannoro
	Carubio	6.000	Genn. 945	40	"
	Acquedolci	8.000	Febb. "	50	"
	S. Agata M.	1.200	Genn. "	80	"
S.A. Bonaccorsi & Lucifero Milazzo	Tusa	4.500	Dic.-Genn. Febb.	30	Milazzo
	Caranio	3.000	" "	20	"
	Acquedolci	4.500	" "	30	"
	S.A. Militello	4.500	" "	30	"
	Giampileri	600	" "	4	"
	S. Teresa	600	" "	4	"
	Messina	3.000	" "	20	"
	Galati	600	" "	4	"
					2159

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
OFFICE OF THE REGIONAL COMMISSIONER
APO 394

292/28

H/1576

3 February 1945

SUBJECT: Movement of Cause (Olive husks) by Rail.

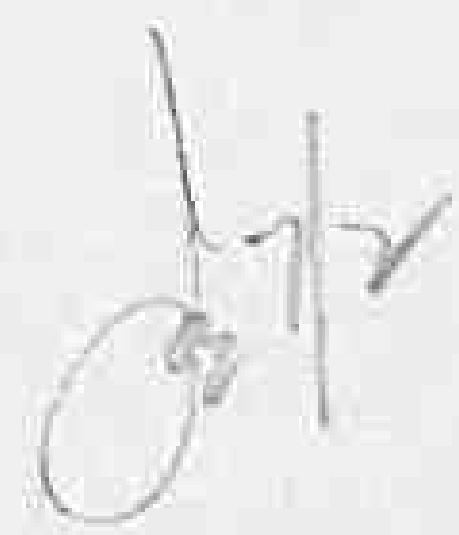
TO: Headquarters, Allied Commission,
(DIRECTOR, TRANSPORTATION SUB-COMMISSION). ←

1. I have received your letter 285/19/TN 3 of 31 January 1945. The Transportation Division of this A.C. have in hand the amended arrangements required by you and will be forwarding a revised programme very shortly.


J. K. DILLAN,
Director,
Regional Commissioner.

WEL/35





2151

0769

SUBJECT : Movement of Sansa Vergine by Rail

TO : HQ AD for Tn Sub-Comm
(Movements Division - Rail)

Transportation Sub-Comm(Rails)
Allied Commission
c/o Movements East Italy
Ref : AC/Tn/AD/M/12/94
Date : 2 Feb. 43

295/27

Reference 295/17/Tn 3 dated 23 Jan.43 addressed to Regional Commissioner, Southern Region.

1. Dr. DI CAGNO the BARI representative of the CONSORZIO SANSE has visited this office and has to date (owing to all his returns from outlying districts not being received) been able to supply a programme in general terms only i.e. it shows the provinces from which the Sansa is to be taken to the plants and not the individual stations.
2. DI CAGNO stated that the figures given in Appendix "A" to the above quoted letter as regards FUGLIA required amendment. The "Expected Crop" figure would not be realised owing to the fact that much of the Sansa has gone underground or been used for fuel, in fact it was now expected that only about 20,000 to 25,000 Tons would be moved by Rail. None would be moved by sea and about 1000 Tons by Animal.
3. Of the extraction plants that at MOLA is in part requisitioned and is used for storage only. Those at ARIOTTA and VICO del GARCAHO are not in use.
4. As regards the programme DI CAGNO stated that it had been laid down some time previously and that difficulty would be caused by making any amendments at this stage. The plants should be given the amount of Sansa programmed as all purchases of chemicals and arrangements as to labour had been made. Also each plant should receive the sansa from the areas indicated in the programme as otherwise price and purchasing arrangements would be upset.
5. If this is so it appears that there is no reason to consult Tn Sub-Commission and Movements now as to be preparation of a programme and that the matter is merely one of the submission of the appropriate bids. The Agricultural Officer BARI Zone, however, states that in his opinion there is no objection to an amendment to the programme.
6. Accordingly a conference has been held with representatives of Movements East Italy who were not completely satisfied with DI CAGNO's programme though they stated that it considered essential it could stand.
7. Pending the production of a detailed programme by DI CAGNO, when it will be possible to investigate the matter further, a statement is enclosed showing DI CAGNO's programme ("Present") and Movements suggested amendments ("Proposed"). After consideration of the detailed programme I will write further.

2130

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[Signature]
 MAJOR R.A. (C.W.G. TAYLOR)
 AC Tn Sub-Comm

COPY TO :

Regional Commissioner Southern Region
 MOVEIT

Consider with other programmes when received

CWGL/BT

0771

Declassified E.O. 12356 Section 3.3/NND No. 735021

NOTE : Figures are Quintals

MOVEMENT OF SANSA FOR CRUSHING - EASTERN ITALY IN MONTHS OF FEB, MARCH AND APRIL 19

Movement in FEB 120,000 Approx
 MARCH 70,000 "
 APRIL 40,000 "

Station serving Crushing Plants	BARI Province		FOGGIA Province		POTENZA Province		MATERA Province		TARANTO Province		LECCE Province	
	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed
BARI @	60,000	60,000	50,000	89,500	25,000	-	12,000	7,500	3,000	-	2,000	-
MONOPOLI @	-	-	7,000	-	1,000	-	2,000	9,000	-	1,000	3,500	3,500
TRANI	-	-	2,000	2,000	-	-	-	-	-	-	-	-
TARANTO	-	-	20,000	-	6,000	18,000	2,000	2,000	-	8,000	-	-
OSTUNI	-	-	10,000	-	1,500	15,000	2,500	-	1,000	-	1,000	1,000
CEGLIE MESS.	-	-	2,500	-	-	500	-	-	-	-	-	2,000
SAN SEVERO	-	-	3,000	3,000	-	-	-	-	-	-	-	-
TERMOLI	-	-	2,000	2,000	-	-	-	-	-	-	-	-
TOTALS	60,000	60,000	96,500	96,500	33,500	33,500	18,500	18,500	9,000	9,000	6,500	6,500

@ SPECIAL NOTE - Traffic ex BARI and MATERA Provinces per MCL (Narrow gauge railway) to be loaded as far as to avoid transshipment and MONOPOLI plant to receive as much traffic as possible from stands

20
 21
 22

0772

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

MENT OF SANSA FOR CRUSHING - EASTERN ITALY IN MONTHS OF FEB, MARCH AND APRIL 1945

Movement in FEB 120,000 Approx
 MARCH 70,000 "
 APRIL 40,000 "

MARCH 1900												
APRIL 40,000 "												
GIANCO	POTENZA Province		MATERA Province		TARANTO Province		LECCE Province		BRINDISI Province		TOTAL	
	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed
Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed
89,500	25,000	-	12,000	7,500	8,000	-	2,000	-	-	-	157,000	157,000
-	1,000	-	2,000	9,000	-	1,000	3,500	3,500	2,000	2,000	15,500	15,500
2,000	-	-	-	-	-	-	-	-	-	-	2,000	2,000
-	6,000	18,000	2,000	2,000	-	8,000	-	-	-	-	28,000	28,000
-	1,500	15,000	2,500	-	1,000	-	1,000	1,000	4,000	4,000	20,000	20,000
-	-	500	-	-	-	-	-	2,000	-	-	2,500	2,500
3,000	-	-	-	-	-	-	-	-	-	-	3,000	3,000
2,000	-	-	-	-	-	-	-	-	-	-	3,000	3,000
96,500	33,500	33,500	18,500	18,500	9,000	9,000	6,500	6,500	6,000	6,000	230,000	230,000

BARI and MATERA Provinces per MCL (Narrow gauge railway) to be loaded as far as possible to BARI plants
 shipment and MONOPOLI plant to receive as much traffic as possible from standard gauge line stations.

0 7 7 31

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

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE DIVISION
(RAILWAYS)
ALLIED COMMISSION
H.Q. SOUTHERN REGION
C. M. F.

CMB
92

SUBJECT: Movement of Samsa (Olive Husks) by Rail.

TO: Transportation Sub-Commission
Movements Division
H.Q. AC., APO 394 C.M.F.

FROM: H.Q. SOUTHERN REGION

CUR. NO. 71/158
DATE 3/2/45

YOUR REF. 295/19/1n3
DATE 31 Jan.

295/26

Copy to: Regional Commissioner
Headquarters - Southern Region - AC
(Att. Brig. J.K. DEHAF)

Headquarters - Southern Region - AC
(Att. Transportation Division)

1. Ref. yours as above.
2. Action has already been taken to avoid actual cross movement of Samsa which you have noted.
3. It was explained to us that the Castellammare extraction plant was capable of handling a larger quantity than others, but as the tonnages can more or less be balanced, the Consorzio Samsa has been called in and instructed to re-arrange his requirements to avoid passing extraction plants, if they are capable of handling the quantity in question.
4. The revised programme will be forwarded as soon as received here.

J. Bowers

Major
(V.R. Bowers)

2148

VB/td.

Ext. 342

HEADQUARTERS ALLIED COMMISSION
APO 194
TRANSPORTATION SUB-COMMISSION

JWB/en

Phone 489081

295/25/Tn 3

3 February 1945

Dear Mr. Minister:

Reference your letter No. 1385 dated 29 January 1945.

The movement of Sanece from oil mills to extraction plants has been the subject of numerous discussions between Food Sub-Commission, representatives of Consorzio Sanece and this Sub-Commission.

As a result of these discussions, the over-all requirements for the mainland of Italy, Sicily and Sardinia have been forwarded to all Regional Commissioners, who are now planning the required movement.

Regional Commissioners are submitting for details of programmes agreed and I feel confident that satisfactory results will be attained.

Yours very truly,

BERRITT H. TAYLOR
Directorcc: Food Sub-Commission, AG
(attention Dr. Pollitzer)His Excellency,
The Minister of Mines and Industry,
Rome.

214

HADDONWILLIAMS
ALLIED MILITARY GOVERNMENT
LATVIA UMBRIA REGION

AFC 394

LOGISTICS TRANSPORTATION DIVISION

295/311

WT/3322/3

29 January 1945

SUBJECT : Movement of Sence

TO : Transportation Sub-Commission
AS.HQ.

I have investigated the above question and find that in this Region the position is very satisfactory, although it is my opinion that most of the 7000 tons already carried have been carried only by various plank market practices.

I have also found that the Comodoro Sence is, like all other Italian boats, completely static so long as they feel they have the support of HQ. AC behind them and that they have made little or no effort to obtain transportation, even to the extent of being unaware of the method of bidding for real freight.

Complete arrangements have been made, in accordance with HQ. AC instructions, for these matters to be dealt with through Italian channels and I am of the opinion that the Italians should endeavour to use such channels before they come to you, and obtain your influence to make me do the work for them particularly as we have neither the authority nor the staff to do it.

I estimate that within the next three months a further 15000-18000 tons will be carried in this Region giving approx 70% of the total estimated crop, but this will depend largely on the success of E.M.A.C. which I am led to believe will commence on 1 February 1945. It will be impossible to guarantee the completion of the whole haul unless E.C.J. allotments are considerably increased, and some additional allocation of types made to this Region.

For the Regional Commissioner

I have investigated the above question and find that in this Region the decision is very satisfactory, although it is my opinion that most of the 7000 tons already carried have been carried only by various black market routes.

I have also found that the Consocio Sane is, like all other Italian bodies, completely static so long as they feel they have the support of HQ. AC behind them and that they have made little or no effort to obtain transportation, even to the extent of being unaware of the method of bidding for rail freight.

Complete arrangements have been made, in accordance with HQ. AC instructions, for these matters to be dealt with through Italian channels and I am of the opinion that the Italians should endeavour to use such channels before they come to HQ. AC and obtain your influence to make us do the work for them particularly as we have neither the authority nor the staff to do it.

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For the Regional Commissioner

23/51

(Signature)
J.A.W. GILES
Lt. Colonel
Chief of Division

GS/GS

TRANSMISSION

295/23

General Direction of Mines and Industry
Div.1.

Rome, 29th January 1945

Ref: No.1385

TO: Allied Commission
Transportation Sub-Commission
Rome

SUBJECT: Transport of Olive - husks

The Ministry has been informed, that due to the care of the Agriculture S/C, that Sub-Commission has decided to solve the problem of transportation means which will be assigned during the present campaign, to the National Consorzio of traders, producing oil from olive-husks.

Reference to this subject, this Ministry points out the opportunity that one of his officials and a representative of the above mentioned Consorzio should participate to the discussion of the problem with that Sub-Commission in order to give all the information and details which may help the solution of the problem.

We would appreciate very much a reply.

The Minister
Sd:illegible.

Original letter not received
from Chief Clerk's Office.

J. H.

2/3/2

JWB/mb

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

Tele : 478704

2 February 1945

295/22/Ta.3.

SUBJECT : Movement of Sance by Rail.

TO : Spett. "Gaslini" S/A.
Via Alghardieri, 1.
NAPLES

1. Reference your letter dated 13 Jan. '45.
2. The entire transportation requirements for Sance on the mainland of Italy, have recently been the subject of careful study at this Headquarters, with representatives of Consorzio Sance. Discussions have already taken place between the Naples representative of Consorzio Sance and Transportation Officer, HQ. Allied Commission, Southern Region, to whom a copy translation of your letter has been forwarded.
3. A detailed programme is now being prepared and your problems should be discussed with Transportation Officer, HQ. Allied Commission, Southern Region and representative of Consorzio Sance.
4. It is noted your proposed movement of Sance, when viewed in the light of the over-all programme, involves considerable cross-movement, which must be avoided. The importance of the Sance question is fully realised, but maximum results can only be obtained by restricting rail movement to the minimum.


MERRITT H. TAYLOR
DIRECTOR
Transportation Sub-Commission

Copy to: Regional Commissioner, Southern Region
(attn. Transportation Officer. Copy translation
"Gaslini" letter dated 13 Jan. '45 attached)
Food Sub-Commission (attn. Mr. Pollitzer).

2145

295/21

Subject: Movement of Goods (Olive Husks) by Rail.HQ Movements,
West Italy,
CLF.To: Tn Sub-Commission Rep, All Southern Region.

Q(M)H/16.

27 Jan 48.

1. Reference HQ AG Tn Sub-Commission letter 295/17/Tn.3. dated 23 Jan 48.
2. (a) It is presumed that you will include details of any local West Italy Movements in your weekly programmes submitted to this HQ.
(b) Any movements outside our jurisdiction will have to be referred to HQ AG Tn Sub-Commission, Rome, for inclusion in.
(c) AC/Civilian traffic within AC allotted tonnages and/or
(d) AC/Civilian bids submitted for consideration at ASHQ POM Meetings.
3. Every possible assistance will be given to allocate wagons after priority military requirements have been met.
4. You will be aware, that at present there is a serious shortage of empties: at some points today there are insufficient wagons to meet Ardeas etc. Maintenance requirements.

LTC/RSR.

(C. AYRES).
Capt.
for LT. COL.
A. J. M. G. (M).

Copy to: G-4 (Mov & Tn) ARN.
HQ AG Tn Sub-Commission (Rail), Movements Division, APO 394.
AG Tn Sub-Commission Rep, Reggio.

CASILINI
Limited Company
1, Via Alabardieri
Naples

TRANSLATION

Naples, 13th January 1946

TO : Headquarters Allied Commission
APO 634 - No. 5/3.

Subject : Rail-cars to despatch olive-bunks
to Castellammare and Naples.

On September the 7th, you have communicated us with the letter No. 470701, that the applications for wagons necessary to despatch olive-bunks to our establishments of Naples and Castellammare di Stabia should be done to the Chief Department of Naples, who would have transmitted our bid-request to the Southern Region HQ. Naples to be examined.

For the wagons which we requested to you directly with our letter dated September the 1st, considering the urgency, you advised us (reference no. 3 of your above mentioned letter) to address directly to the Southern Region HQ. Naples, showing your letter.

According to the information we kindly received from you, on September the 12th we sent to the Transportation Officer Southern Region HQ. Naples a copy of the latter we addressed to you on September the 1st to request the assignment of the following rail-cars:

at the Station of Casalvelino : No. 25 wagons which should be despatched in reason of two per day.
at the Station of Belvano : No. 2 rail-cars which should be despatched in reason of one per day.
at the Station of Policastro : No. 3 rail-cars which should be despatched in reason of one per day.
at the Station of Chof : No. 1 rail-car.

necessary to despatch olive-bunks from the above mentioned stations to our factory of Castellammare di Stabia.

We pointed out that

2143

295/20

/Ed

See folio 12
13

Subject : Rail-cars to despatch olive-bushes
to Castellammare and Naples.

On September the 7th, you have communicated us with the letter No. 473701, that the applications for wagons necessary to despatch olive-bushes to our establishments of Naples and Castellammare di Stabia should be done to the Chief Commandant of Naples, who would have transmitted our bid-request to the Southern Region HQ. Naples to be examined.

For the wagons which we requested to you directly with our letter dated September the 1st, considering the urgency, you advised us (reference no. 2 of your above mentioned letter) to address directly to the Southern Region HQ. Naples, showing your letter.

According to the information we kindly received from you, on September the 12th we sent to the Transportation Officer Southern Region HQ. Naples a copy of the letter we addressed to you on September the 1st to request the assignment of the following rail-cars:

at the Station of Casalvelino : No. 25 wagons which should be
despatched in reason of two per day.
at the Station of Balvano : No. 2 rail-cars which should be
despatched in reason of one per day.
at the Station of Policastro : No. 3 rail-cars which should be
despatched in reason of one per day.
at the Station of Eboli : No. 1 rail-car.

necessary to despatch olive-bushes from the above mentioned stations to our factory of Castellammare di Stabia.

We pointed out that we needed the above mentioned cars with a certain urgency and we showed your letter dated September the 7th and we obtained on October the 17th only the wagon requested for the station of Eboli.

On October the 27th 1944 we pointed out to the State Railways Commandant Direction of Naples that for withdrawing the olive-bushes of the past olive-oil campaign in the Salernitano we needed the below mentioned rail-cars:

at the Station of Eboli : No. 2 wagons for the establishment of
Castellammare di Stabia, but these rail-cars
have not yet been assigned.

On December the 13th 1944, we requested to the State Railways
Compartmental Direction of Naples the below mentioned rail-cars:

at the Station of Eboli : No. 29 rail-cars which should be despatched
in reason of one per day.

at the Station of Persano : No. 30 wagons which should be despatched
in reason of one per day.

at the Station of Buccino : No. 13 wagons which should be despatched
one each two days.

at the Station of Sala Consilina : No. 10 wagons which should be
despatched one each two days.

at the Station of Sessa Telesina : No. 3 wagons which should be
despatched one each ten days.

at the Station of Montesano : No. 3 wagons which should be
despatched in reason of one each week.

at the Station of Battinaglia : No. 30 wagons which should be
despatched in reason of one per day.

at the Station of Calce : No. 5 wagons which should be despatched
in reason of one each five days.

at the Station of Belvano : No. 3 wagons.

at the Station of Romanano : No. 5 wagons.

at the Station of Atene : No. 5 wagons which should be despatched
in reason of one each five days.

which are necessary to transport olive-husks from the above mentioned
stations to our establishment of Castellammare di Stabia; but the
application had no action.

Today we requested to the Compartmental Railway State Direction
of Naples the below mentioned wagons which should be despatched in
reason of one per day to our establishment of Naples.

from the Station of Conursi : No. 24 wagons

from the Station of Conza Adriatica : No. 14 wagons.

from the Station of Sessa Irnina : No. 4 wagons.

from the Station of Iano : No. 4 wagons

from the Station of Solofra : No. 4 wagons

from the Station of Montemiletto : No. 4 wagons

from the Station of Avellino : No. 2 wagons.

and we think that also this application will have no action.

Therefore we call your attention noting that the above
mentioned cars will be assigned, considering also the fact that
they will be used to transport those freights which are necessary
to the production of olive oil for the country and for the coast

at the Station of Montesano : Despatched in reason of one each week.
 at the Station of Castellammare : No. 10 wagons which should be despatched in reason of one per day.
 at the Station of Caluso : No. 5 wagons which should be despatched in reason of one each five days.
 at the Station of Salerno : No. 2 wagons.
 at the Station of Romagnano : No. 3 wagons.
 at the Station of Aversa : No. 6 wagons which should be despatched in reason of one each five days.

which are necessary to transport olive-bushes from the above mentioned stations to our establishment of Castellammare di Stabia; but the application had no action.

Today we requested to the Commercial Railway State Direction of Naples the below mentioned wagons which should be despatched in reason of one per day to our establishment of Naples.

from the Station of Contursi : No. 24 wagons
 from the station of Conza Miretta : No. 14 wagons.
 from the Station of Salsa Irrina : No. 4 wagons.
 from the Station of Iorio : No. 4 wagons
 from the Station of Solofra : No. 4 wagons
 from the station of Montemiletto : No. 4 wagons
 from the station of Avellino : No. 2 wagons.

and we think that also this application will have no action.

Therefore we call your attention noting that the above mentioned cars will be assigned, considering also the fact that they will be used to transport those freights which are necessary to the production of olive oil for the country and for the room industry.

The application has a certain urgency because at present our establishment of Naples and Castellammare having not received the daily supplies of olive-bushes are compelled to suspend their production damaging our Company and the national economy.

We are sure that you will consider our request. Many thanks.
 Gaslini Company.

2141

"Gaslini,,

SOCIETA PER AZIONI

CAPITALE VERSATO L. 100.000.000

Sede Legale MILANO - Piazzale Finanze, 3

UFFICI AMMINISTRATIVI

GENOVA - Via Petrarca, 2

UFFICIO DEL COMMISSARIO

NAPOLI - Via Abbatino, 1

Napoli 13 gennaio 1945

PC/des

HEADQUARTERS A.C.
TRANSPORTATION SUB-COMMISSION
A.P.O. 394R O M A

e p.c.

HEADQUARTERS
SOUTHERN REGION
TRANSPORTATION OFFICER
N A P O L IOGGETTO: CARRI FERROVIARI PER TRASPORTO
SANSA A CASTELLAMMARE E NAPOLI. =

Con foglio n.478701 del 7 settembre u.s. ci comunicavate che per la richiesta dei vagoni occorrenti per la spedizione della sansa vergine di oliva ai ns. stabilimenti di Napoli e Castellammare di Stabia dovevamo rivolgerci al Capo Compartimento di Napoli, il quale avrebbe passato la nostra domanda alla Southern Region H.Q. Napoli per essere presa in considerazione.

Per i vagoni invece richiesti a Voi direttamente con la ns. del 1 settembre u.s., tenuto conto dell'urgenza, ci consigliavate (capoverso 3 della suddetta Vs. lettera) di rivolgerci direttamente alla Southern Region H.Q. Napoli esibendo in visione la Vs. lettera.

Tenuto conto di quanto da Voi cortesemente riferitoci, in data 12 settembre c.a. al Transportation Officer Southern Region H.Q. Napoli rimettemmo copia della lettera che indirizzammo a Voi in data 1° settembre per chiedere che venisse autorizzata la concessione dei seguenti carri ferroviari:

<u>alla stazione di Casalvelino:</u>	n.25 carri da spedirsi in ragione di 2 al giorno
<u>alla stazione di Balvano:</u>	n. 2 carri da spedirsi in ragione di 1 al giorno
<u>alla stazione di Policastro:</u>	n.3 carri da spedirsi in ragione di 1 al giorno
<u>alla stazione di Eboli:</u>	n.1 carro

occorrenti per il trasporto di sansa di oliva dalle predette stazioni al nostro stabilimento di CASTELLAMMARE DI STABIA.

Facemmo presente che ai suddetti carri ci occorrevano con la massima urgenza e presentammo in visione la Vs. lettera del 7 settembre sopra accennata, riuscendo così ad ottenere il 17 ottobre u.s. il solo vagone richiesto per la stazione di Eboli.

segue: lettera Headquarters A.C. Transportation Sub-Commission
A.P.O. 394 - Roma e p.c. Headquarters Southern Region Transport
ation Officer - Napoli - del 13/I/1945

In data 27 ottobre u.s. segnalammo alla Direzione Comparsa-
timentrale Ferrovie Stato Napoli che per il ritiro della sansa di
oliva rimasta ancora giacente dalla scorsa campagna olearia nel
salernitano occorre la concessione dei sottonotati carri ferro-
viari:

alla stazione di Eboli: n.2 vagoni per lo stabilimento di Cas-
stellammare di Stabia, ma detti vagoni non ci sono stati ancora
assegnati.

Il 13 dicembre u.s. richiedemmo alla Direzione Comparti-
mentale Ferrovie Stato di Napoli i sottonotati carri ferroviari:

alla stazione di Eboli:	n.29 vagoni da spedirsi in ragione di uno al giorno
alla stazione di Persano:	n.30 vagoni da spedirsi in ragione di uno al giorno
alla stazione di Buccino:	n.13 vagoni da spedirsi in ragione di uno ogni due giorni
alla staz. di Sala Consilina:	n.10 vagoni da spedirsi in ragione di uno ogni due giorni
alla staz. di Sessano Teggiano:	n.3 vagoni da spedirsi in ragione di uno ogni dieci giorni
alla stazione di Montesano:	n.5 vagoni da spedirsi in ragione di uno ogni settimana.
alla stazione di Battipaglia:	n.30 vagoni da spedirsi in ragione di uno al giorno
alla stazione di Galdo:	n.6 vagoni da spedirsi in ragione di uno ogni cinque giorni
alla stazione di Balvano:	n.2 vagoni
alla stazione di Romagnano:	n.3 vagoni
alla stazione di Atene:	n.6 vagoni da spedirsi in ragione di uno ogni 5 giorni

occorrenti per il trasporto di sansa di olive dalle predetti sta-
zioni al ns. stabilimento di Castellammare di Stabia, ma anche
questa richiesta è rimasta inespletata.

In data odierna abbiamo richiesto alla Direzione Comparti-
mentale FF.SS. di Napoli i sottonotati carri ferroviari da spe-
dirsi in ragione di uno al giorno al nostro stabilimento di Napoli

alla stazione di Contursi:	n. 24 vagoni
alla stazione di Conza Andretta:	n.14 vagoni
alla stazione di Salsola Irpina:	n.4 vagoni
alla stazione di Lorio:	n.4 vagoni
alla stazione di Solofra:	n.4 vagoni
alla stazione di Montemiletto:	n.4 vagoni

In data 27 ottobre u.s. segnalammo alla Direzione Comparsa Ferrovie Stato Napoli che per il ritiro della sansa di oliva rimasta ancora giacente dalla scorsa campagna olearia nel salernitano occorre la concessione dei sottotati carri ferroviari:

alla stazione di Eboli: n.2 vagoni per lo stabilimento di Castellammare di Stabia, ma detti vagoni non ci sono stati ancora assegnati.

Il 13 dicembre u.s. richiedemmo alla Direzione Comparti Ferrovie Stato di Napoli i sottotati carri ferroviari:

alla stazione di Eboli:	n.29 vagoni da spedirsi in ragione di uno al giorno
alla stazione di Persano:	n.30 vagoni da spedirsi in ragione di uno al giorno
alla stazione di Buccino:	n.13 vagoni da spedirsi in ragione di uno ogni due giorni
alla staz. di Sala Consilina:	n.10 vagoni da spedirsi in ragione di uno ogni due giorni
alla staz. di Sessano Teggiano:	n.3 vagoni da spedirsi in ragione di uno ogni dieci giorni
alla stazione di Montesano:	n.5 vagoni da spedirsi in ragione di uno ogni settimana.
alla stazione di Battipaglia:	n.30 vagoni da spedirsi in ragione di uno al giorno
alla stazione di Galdo:	n.6 vagoni da spedirsi in ragione di uno ogni cinque giorni
alla stazione di Salvano:	n.2 vagoni
alla stazione di Romagnano:	n.5 vagoni
alla stazione di Atene:	n.6 vagoni da spedirsi in ragione di uno ogni 5 giorni

occorrenti per il trasporto di sansa di olive dalle predette stazioni al ns. stabilimento di Castellammare di Stabia, ma anche questa richiesta è rimasta inespletata.

In data odierna abbiamo richiesto alla Direzione Comparti Ferrovie Stato di Napoli i sottotati carri ferroviari da spedirsi in ragione di uno al giorno al nostro stabilimento di Napoli

alla stazione di Contursi:	n. 24 vagoni
alla stazione di Conza Andretta:	n.14 vagoni
alla stazione di Salsa Irpina:	n.4 vagoni
alla stazione di Lario:	n.4 vagoni
alla stazione di Solofra:	n.4 vagoni
alla stazione di Montemiletto:	n.4 vagoni
alla stazione di Avellino:	n.2 vagoni

segue: lettera Headquarters A.C. Transportation Sub-Commission
A.P.O. 394 - Roma - e p.c. Headquarters Southern Region Transportation Officer - Napoli - del 15/I/1945

e temiamo che anche questa richiesta faccia la stessa fine delle precedenti e resti cioè inespletata.

Ci rivolgiamo pertanto a voi con preghiera di disporre che ci vengano assegnati i carri richiesti, che sono destinati al trasporto di merce destinata alla produzione di olio di oliva commestibile per l'approvvigionamento nazionale ed olio ad alta acidità per saponeria.

La richiesta ha carattere di urgenza perché attualmente i nostri stabilimenti di Napoli e Castellammare non avendo rifornimenti giornalieri di sansa, sono costretti a restare fermi con non lievi danni per la ns. Società e per l'economia nazionale.

Certi del Vs. cortese interessamento, ringraziamo.

G. G. G. G. G.
* / R. COMMISSARIO

2138

TRANSLATION

CONSORZIO NAZIONALE DEGLI INDUSTRIALI
PRODUTTORI DI OLIO
DALLE SANSE

ROME
132 Via Tomacelli

Ref.: No. 3519
Tele: 64341

To : Allied Commission
Transportation Sub-Commission
Rome

Rome, 13th December 1944

Subject : Transport of olive-husks during the present olive
oil campaign.

With the D.M. (ministerial decree), dated October 16th, 1944, which has been notified to that Sub-Commission, all quantities of olive-husks deriving from olive pressing have been frozen by the oil-presses and assigned to this "Consortio", who will take care to distribute them to the factories in order to extract oil.

Naturally during the olive oil campaign, which will last until March, a considerable operation of transportation means, either by roads or by rail or by sea, will be required to distribute those olive-husks.

We call your attention on the point that the production of olive-oil depends from the rapidity of transports, in fact if olive-husks are not manufactured as soon as possible, their recovery increases and oil cannot be extracted anymore.

Therefore the branch offices of this Consortio - and exactly those of Rome-Bari-Naples-Affio Catania-Catania & Sassari, have been already in touch with the competent regional Allied Commissions to organize the operation of the above mentioned transports and have informed them of the necessary requirements to operate the transferments of those freights. In some regions, they have already been made agreements about the assignment of trucks and rail-cars. So in many places it has already been initiated the utilization.

The public interest to which is strictly connected the olive-oil campaign has suggested this Consortio to submit this

3
20/12/44
/fd

To : Allied Commission
 Transportation Sub-Commission
 Rome

Subject : Transport of olive-oils during the present olive
 campaign. (U)

With the olive-oil campaign starting on October 15th, 1957, the Commission is faced with the problem of transporting olive-oils to the various ports of destination. It is requested that the Commission take steps to ensure that the olive-oil campaign is carried out smoothly and efficiently.

The Commission is aware of the fact that the olive-oil campaign is a major factor in the economy of the Mediterranean region. It is therefore requested that the Commission take steps to ensure that the olive-oil campaign is carried out smoothly and efficiently.

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The Commission is aware of the fact that the olive-oil campaign is a major factor in the economy of the Mediterranean region. It is therefore requested that the Commission take steps to ensure that the olive-oil campaign is carried out smoothly and efficiently.

1st LAZIO (until March 1944)
olive-husks to be carried by trucks
" " to be despatched by rail
Requested rail-cars (wagon loads)

qts. 188.350
" 91.810
No. 858

2nd CALABRIA (until March 1944)
olive husks to be carried by trucks
" " to be despatched by rail
Requested rail-cars (wagon loads)

qts. 300.000
" 170.300
No. 1.096

3rd PUGLIA AND LUCANIA (until March 1944)
olive-husks to be carried by truck
" " to be despatched by rail
Requested rail cars (wagon loads)

qts. 740.000
" 569.580
No.

State railways No. 2601
South-East railways " 545
Calabro-Lucania railways " 712
Garagano railways " 168

4.026

Olive husks which must be despatched by sea with schooners or m/schooners..... qts. 66.000

In order to explain better this problem we enclose hereto prospects concerning the above mentioned transports in Calabria, Puglia and Lucania regions, omitting those concerning the Lazio region, because they have already been sent to that Sub-Commission and because for this region the competent offices of that Sub-Commission and the provincial office of Rome of this "Consorzio" are already considering the situation.

We hope that that Commission will call the attention of the regional Commissions on this question in order to issue the necessary instructions.

We would appreciate very much a reply, in the meantime accept our best thanks

The Director
sga. G. Coppola,

2138

PLAN CONCERNING TRANSPORT BY TRUCKS OF OLIVE HUGGS (FROM PLACES OF PRODUCTION TO THE STATION YARDS OR TO THE FACTORIES) IN CALABRIA REGION

Province of REGGIO CALABRIA

Total amount which must be transported
 Period of transport: December, January, Febr. March
 Monthly total quantity which must be transported
 Monthly requirements of trucks: No.6
 Monthly quintals-Km which must be transported
 Total quintal-Km which must be transported
 Monthly quintals-Km which each truck must transport

qts. 40.000
 10.000
 200.000
 500.000
 33.333

Province of CATANZARO

Total amount which must be transported
 Period of transport: Decemb. Jan. Febr. March
 Monthly total quantity which must be transported
 Monthly requirements of trucks: No.8
 Monthly quintals-Km which must be transported
 Total quintals-Km which must be transported
 Monthly quintals Km. which each truck must transport

50.000
 12.500
 750.000
 127.500
 23.437

Province of COSENZA

Total amount which must be transported
 Period of transport: Decem. Jan. Febr. March
 Monthly total quantity which must be transported
 Monthly requirements truck: No.12
 Monthly quintals-Km which must be transported
 Total quintals-Km which must be transported
 Monthly quintals-Km which each truck must transport

110.000
 27.500
 2.200.000
 550.000
 30.555

07921

(2)

PLAN CONCERNING TRANSPORTS BY RAIL OF OLIVE-HUSKS
IN CALABRIA REGION

Despatching station	Amount of olive husks in quintals	Period of trans.	Number of requested wagon or waggons	Station of arrival
Crucoli	2.500	December/January	13	Catanzaro M
Ciro	1.500	"	10	"
Strongoli	300	"	2	"
Crotone	15.000	"	100	"
Cutro	2.500	"	13	"
Cropani	12.000	"	20	"
Sirari	3.500	"	13	"
Mc ara T.	3.000	"	20	"
Gizzeria	1.000	"	6	"
Nicastro	4.500	"	15	"
Montano	2.000	"	12	"
Severato	3.000	"	20	"
S. Andrea	1.500	"	10	"
Guardavalle	3.000	"	20	"
Amentea	3.000	"	20	Vibo Valentia
Nicotera	10.000	"	70	"
Briatico	2.000	"	15	"
S. Pietro M.	3.000	"	20	"
Francavilla	10.000	"	70	"
Aiello G.	100	"	1	"
Curinge	4.000	"	17	"
T. pez	500	"	3	"
Ricadi	1.800	"	10	"
S. Biase	500	"	3	"
S. Eufemia	800	"	5	"
Ardore	2.500	"	16	Siderno
Monasterace	4.500	"	30	"
Eova	2.000	"	13	"
Bovaglino	10.000	"	50	"
Bianconovo	4.500	"	30	"
Brancaleone	4.500	"	30	"
Caulonia	6.000	"	35	"
Giososa J.	8.500	"	55	"
Locri	2.500	"	15	"
			13	"

Comune	Superficie in ettari	Popolazione	Provincia
Cirò	1.500	2	"
Strongoli	300	100	"
Cretone	15.000	13	"
Cutro	2.500	90	"
Cropani	15.000	15	"
Simeri	3.500	20	"
Alire T.	3.000	6	"
Gizzaria	1.000	15	"
Nicastro	4.500	12	"
Montano	2.000	20	"
Soverato	3.000	10	"
S. Andrea	1.500	20	"
Guardavalle	3.000	20	Vibo Valentia
Amantea	3.000	70	"
Nicotera	10.000	12	"
Briatico	2.000	20	"
S. Pietro M.	3.000	70	"
Francavilla	10.000	1	"
Aiello G.	100	17	"
Curinge	4.000	3	"
T. pea	500	13	"
Ricadi	1.800	3	"
S. Biase	500	6	"
S. Eufemia	800	16	Siderno
Ardore	2.500	30	"
Monasterace	4.500	13	"
Pova	3.000	60	"
Bovalino	10.000	30	"
Bianconovo	4.500	30	"
Brancalione	4.500	35	"
Caulonia	6.000	55	"
Cicciusa J.	3.500	15	"
Locri	2.500	15	"
Palizzi	3.500	32	"
Riace	5.000	29	"
Roccella	4.500	10	"
S. Ilario	1.500	25	"
Melito P.S.	4.000	13	Arch. Reggio C.
Saline Joniche	2.000	30	"
Palma	4.500		"

Praia e Mare	800	December/March	5	Belvedere M.
Soale	3.000	"	20	"
Verbicaro	800	"	5	"
Cetraro	750	"	5	"
Acquappesa	150	"	1	"
Fuscaldo	1.500	"	10	"
S. Marco A.	2.200	"	15	"
Montalto	1.200	"	8	"
S. Pili	900	"	6	"

Totale	170.300
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Totale	859
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PLAN CONCERNING TRANSPORTS BY TRUCKS OF OLIVE HUCKS
IN PUGLIE AND LUCANIA REGIONS

Provinces	Probable amount which must be Transported	Period of Transport	Monthly amount which must be transported	Monthly requirement of trucks (loading cap. 30 qls. & voyages per day)	Total qls- Km.	Monthly qls- km.	qls-km which each truck must monthly transport
1-Bari	331.000	Nov-Jan.	110300	61	3.972.000	1.323.600	21.600
2-Brindisi	156.000	" "	52000	30	1.872.000	825.000	21.600
3-Foggia	30.000	Dec-Feb.	10000	6	480.000	160.000	21.600
4-Pesce	131.000	Nov-Jan.	43600	24	1.834.000	610.400	25.200
5-Taranto	92.000		30600	17	1.380.000	459.000	27000
6-Matera	=	= =	=	=	=	=	=
7-Potenza	=	= =	=	=	=	=	=
	740.000		246.500	130	9.538.000	3.178.000	124.000

PLAN CONCERNING TRANSPORTS BY RAIL OF OLIVE HUCKS
IN THE EUGLIE AND LUCANIA REGIONS

Despatching Station	Probable amount of quantities which must be transported.	Period of transport	Number of necessary wagons (or wagon loads)	Station of arrival
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State Southern-East Cal. Inc.
Rvls Rvls Rvls

Provincia di Bari

1.	Acquaviva	6.000	Nov.-Dec.	=	40	Bari
2.	Alberobello	2.500	" Jan.	=	16	Mola
3.	Altamura	2.500	" "	=	16	Bari
4.	Barletta	20.000	" "	=	=	"
5.	Bisceglie	25.000	" "	130	=	"
		8.200	" "	235	=	Mola
6.	Canoë	25.000	" "	59	=	Bari
		4.300	" Dec.	233	=	"
7.	Gasamassara	4.000	" Jan.	=	33	"
8.	Conversano	4.500	" Feb.	=	27	"
9.	Gioia del Colle	4.500	" Jan.	30	=	"
10.	Gravina	4.500	Dec. Feb.	30	=	"
11.	Minervino	1.500	" Jan.	=	10	Mola
12.	Noci	25.000	Nov.	=	=	Bari
13.	Palo	2.000	Dec.	=	13	Monopolit
14.	Putignano	2.500	Nov. Feb.	=	16	Bari
15.	S.Michele	2.000	Dec. Jan.	=	=	"
16.	Santeramo	2.000	" "	13	=	"
17.	Spinazzola	2.000		13	=	"

166.900	769	171	250
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Provincia di Brindisi

PROVINCIA DI BRINDISI	Nov.	Jan.	1937		
1. Brindisi	4.000	"	"	54	Ostuni
2. Encanie-Torre S.Sus.	3.000	"	"	"	Bari
3. Oria	3.200	"	"	"	Mola
"	1.500	"	"	"	Bari
4. S. Pietro Vernotico	5.000	"	"	"	"
5. S. Pancrazio	1.500	"	"	10	"

7.95	64
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Provincia di ToggiaDec 11 87. 95

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2. Altamura	2.500	"	"	"	16	Bari
3. Barletta	20.000	"	"	"	"	"
4. Bisceglie	35.300	"	"	"	"	"
5. Canosa	8.200	"	"	"	"	Mola
6. Grottole	35.000	"	"	"	"	Bari
7. Santeramo	4.900	"	"	"	"	"
8. Santeramo	4.000	"	"	"	"	"
9. Gioia del Colle	4.500	"	"	"	"	"
10. Gravina	4.500	"	"	"	"	"
11. Minervino	4.500	"	"	"	"	"
12. Noic	1.500	"	"	"	"	"
13. Palo	25.000	"	"	"	"	"
14. Putignano	2.000	"	"	"	"	"
15. S. Michele	2.500	"	"	"	"	"
16. Santeramo	6.000	"	"	"	"	"
17. Spinezzola	2.000	"	"	"	"	"
	166.900					

1. Brindisi	4.000	Nov.	Jan.	27	54	Ostuni
2. Erchie-Torre S. Sus.	8.000	"	"	"	"	Bari
3. Oria	8.200	"	"	55	"	Mola
4. S. Pietro Vernotico	1.500	"	"	10	"	Bari
5. S. Pancrazio	5.000	"	"	33	"	"
	1.500	"	"	"	10	"
	28.200			125	64	

1. Ascoli Satriano	3.700	Dec.	Mer.	25	"	Bari
2. Bovino	8.400	"	"	56	"	"
3. Vignano Varano	4.200	"	"	"	25	S. Severo
4. Candela	4.500	"	"	30	"	Bari
5. Carpino	7.200	"	"	"	49	S. Severo
6. Cerignola	17.500	"	"	116	"	Bari
7. Toggia	2.900	"	"	20	"	"
8. Ichnitella	8.700	"	"	"	58	S. Severo
9. Lucera	7.300	"	"	58	"	Bari
10. Ripalta	7.500	"	"	50	"	S. Severo

11. Troia	4500	Decem-Mar.	30	Bari
12. Margherita di Savoia	200	"	1	"
13. Orsara di Puglia	1.000	"	6	"
14. Ortanova	7.200	"	48	"
15. Pannò	500	"	3	San Severo
16. Poggio Imperiale	400	"	3	"
17. Rignano Garganico	800	"	=	"
18. Rocchetta S. Antonio	200	"	1	Bari
19. S. Terza-Trinitapoli	27.600	"	180	"
20. S. Marco in Lamis	1.000	"	=	San Severo
21. Sannicandro Garg.	3.200	"	=	"
	115.700		627	168

Provincia di Lecce		South-East	Ryls.
1. Alessano-Corsaro	7.200	Nov-Jan.	48
2. Campi Salentini	2.000	"	13
3. Casarano	3.600	"	24
"	4.000	"	27
4. Castrignano del Capo	3.400	"	23
5. Cagliano	1.600	"	10
6. Guagnano	1.500	"	10
7. Morciano	2.500	"	16
8. Presicce-Acquarica	5.400	"	36
"	4.600	"	31
9. Salice-Veglie	10.000	"	66
10. Salve	1.000	"	6
11. Squinzano	12.000	"	=
12. Trepuzzi	12.000	"	=
	70.800		160

Provincia di Matera		Cal. Luc.	Ryls.
1. Bernalda	5.000	Jan-Mar.	40
2. Craco	2.900	"	=
3. Grassano	8.200	"	29
4. Calcano-Tricarico	5.000	"	=
5. Ferrandina	9.000	"	=
6. Grottole-Salandra	4.000	"	=
7. Irsina	600	"	6
8. Matera	5.000	"	30
9. Miglionico	4.000	"	40
10. Montalbano Ionico	10.000	"	100
"	1.500	"	=
11. Montescaglioso	13.000	"	130

South-East

Province	Nov-Jan.	RyIs.
1. Alessano-Corsaro	7,200	48
2. Campi Salentino	2,000	13
3. Casarano	3,600	24
"	4,000	27
4. Castiglione del Capo	3,400	23
5. Cagliano	1,600	10
6. Guagnano	1,500	10
7. Morciano	2,300	16
8. Presicce-Acquarica	5,400	36
"	4,600	31
9. Salice-Veglie	10,000	66
10. Salve	1,000	8
11. Squinzano	12,000	=
12. Trepuzzi	12,000	=
	70,800	160
		310
		Cal. Luc.

Province	Jan-Mar.	RyIs.
1. Bernalda	6,000	=
2. Craco	2,900	29
3. Grassano	8,200	=
4. Calcano-Tricarico	5,000	=
5. Ferrandina	9,000	=
6. Grottole-Salandra	4,000	=
7. Irsina	600	6
8. Matera	5,000	50
9. Miglionico	4,000	40
10. Montalbano Ionico	10,000	100
"	1,500	=
11. Montescaglioso	13,000	130
12. Novasara	4,300	=
13. Pistone	9,000	=
14. Pomarico	4,500	45
15. Scanzano	1,500	=
	88,500	398
		400

Provincia di Matera

1. Bernalda	6,000
2. Craco	2,900
3. Grassano	8,200
4. Calcano-Tricarico	5,000
5. Ferrandina	9,000
6. Grottole-Salandra	4,000
7. Irsina	600
8. Matera	5,000
9. Miglionico	4,000
10. Montalbano Ionico	10,000
"	1,500
11. Montescaglioso	13,000
12. Novasara	4,300
13. Pistone	9,000
14. Pomarico	4,500
15. Scanzano	1,500
	88,500

Provincia di Potenza

1. Avigliano	750	Dec. Mar.	5	=	Bari
2. Albano di Lucania	300	"	2	=	"
3. Rionero Atella	8.500	"	56	=	"
4. Acerenza	1.500	"	=	15	"
5. Bella Muro	800	"	5	=	"
6. Barile	3.500	"	23	=	"
7. Corleto-Reticara	900	"	6	=	"
8. Rapolla-Lavello	7.500	"	50	=	"
9. Lauria	2.500	"	=	25	"
10. Genzano	1.500	"	=	15	"
11. Melfi	12.500	"	85	=	"
12. Palazzo S. Gervasio	2.000	"	13	=	"
13. Tolve	700	"	=	7	"
14. Venosa	10.000	"	66	=	"
	52.950		309		62

Provincia di Taranto

1. Castellana	20.000	Dec. Jan.	133		Bari
2. Ginosa Sogli	6.000	"	40		"
3. Palagiano-Mottola	10.500	"	70		"
4. Palagianello	7.000	"	46		
	43.500		289		

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PLAN CONCERNING TRANSPORT BY SEA
(SCHOONERS & M/SCHOONERS) OF OLIVE HUSKS
IN PUGLIA REGION

Loading Port	Amount that must be shipped	Discharging Port
1) - Manfredonia	25.000,-	Bari
2) - Peschici	20.000,-	Bari
3) Rodi Garganico	11.000,-	Bari
	56.000,-	

CONSORZIO NAZIONALE DEGLI INDUSTRIALI PRODUTTORI DI OLIO DALLE SANSE

VIA TOMACELLI, 132
Prot. n. 3519

R O M A

TEL. 64-341 (centralino)

Roma, 13 dicembre 1944

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti

R O M A

e p.c. :

ALLA COMMISSIONE ALLEATA
Sottocommissione Alimentazione

R O M A

OGGETTO: Trasporti sanse nella corrente campagna olearia.

Come è noto a codesta Commissione, con il D.M. 16 ottobre 1944 sono stati bloccati presso i frantoi oleari tutti i quantitativi di sanse vergini derivanti dalla torchiatura delle olive per la cessione a questo Consorzio cui, con il Decreto medesimo, è stato assegnato il compito di distribuire detti quantitativi di sanse agli stabilimenti di estrazione di olio con solvente.

Naturalmente la concreta effettuazione di tale distribuzione importa un notevole complesso di mezzi di trasporto su strada, su ferrovia e, in minor misura, per via mare durante il decorso della campagna olearia che, già iniziata, si prolungherà fino a tutto il mese di marzo p.v.

E' opportuno aggiungere che, come del resto è ben noto, la rapidità dei trasporti favorisce la utilizzazione delle sanse per l'estrazione dalle medesime dell'olio per uso alimentare, perchè se le sanse non possono essere subito lavorate aumenta la loro acidità e l'olio in parola non può essere più estratto.

In relazione a ciò gli Uffici periferici di questo Consorzio - e precisamente quelli di Roma, Bari, Napoli, Reggio Calabria, Catania e Sassari - hanno in questi ultimi tempi preso contatto con le competenti Commissioni Regionali Alleate per organizzare nel miglior modo i trasporti in oggetto, prospettando il fabbisogno dei mezzi necessari per i trasferimenti della merce di cui trattasi. In alcune regioni sono state già realizzate opportune intese relativamente all'assegnazione per gli scopi anzidetti, sia pure in misura ancora assai ridotta, di autocarri e di carri ferroviari dei quali è stata in vari luoghi iniziata la utilizzazione.

L'intensificarsi però della campagna olearia e l'interesse pubblico che essa riveste ai fini dall'approvvigionamento del Paese, fanno ritenere necessario a questo Consorzio prospettare la questione e i suoi caratteri di importanza e di urgenza a codesta Commissione, affinché siano trasmesse le opportune istruzioni alle Commissioni regionali, nel senso che le medesime, in considerazione degli scopi dei trasporti di cui trattasi, li agevolino nella maggiore larghezza possibile, compatibilmente con le attuali disponibilità di mezzi e con le necessità del momento.

A scopo indicativo, e cioè per dar modo a codesta Commissione di valutare riassuntivamente il problema, si trascrivono qui sotto per alcune regioni, e con riserva di trasmettere quanto prima possibile i dati delle regioni mancanti, i quantitativi di sansa che dovrebbero essere trasportati e gli eventuali mezzi necessari al loro trasporto nella campagna olearia in corso :

1°) - LAZIO (fino al marzo 1944)

Sanse da trasportare con autocarri	qli	188.350.=
" " " per ferrovia	"	91.810.=
Vagoni ferroviari (vagonate) necessari n. 859.		

2°) - CALABRIA (fino al marzo 1944)

Sanse da trasportare con autocarri	qli	200.000.=
" " " per ferrovia	"	170.300.=
Vagoni ferroviari (vagonate) necessari n. 1.095.		

3°) - FUGLIE E LUCANIA (fino al marzo 1944)

Sanse da trasportare con autocarri	qli	740.000.=
" " " per ferrovia	"	569.550.=
Vagoni ferroviari (vagonate) necessari n.		
Ferrovie Stato	"	2.601
" Sud-Est	"	545
" Calabro Lucana	"	712
" Gargano	"	168

Totale n. 4.026

Sanse da trasportare via mare con velieri o motovelieri	qli	56.000.=
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Per migliore opportuna illustrazione si allegano i prospetti esplicativi relativamente ai detti trasporti nella regione calabrese e in quelle delle Puglie e Lucania, omettendo quelli per il Lazio, sia perchè sono già in possesso di codesta Commissione e sia perchè per tale regione sono già in corso opportune intese tra i competenti uffici di codesta Commissione medesima e l'Ufficio Inter-provinciali di Roma di questo Consorzio.

Con riserva, come sopradetto, di inviare i dati per le altre regioni, si ha fiducia che codesta Commissione vorrà portare la sua attenzione alla questione per le opportune disposizioni alle Commissioni Regionali, e in attesa di cortese riscontro si ringrazia in anticipo.

IL DIRETTORE
(G. Coppola)

n. 5 allegati/

PIANO PER IL TRASPORTO DELLE SANSE A MEZZO DI AUTOCARRI (DAI LUOGHI DI PRODUZIONE AGLI SCALI FERROVIARI OD AGLI STABILIMENTI DI ESTRAZIONE) NELLA REGIONE CALABRIA

Provincia di REGGIO CALABRIA

Quantitativo complessivo da trasportare.....	qli	40.000
Periodo in cui deve avere luogo il trasporto : Dicembre, Gennaio, Febbraio, Marzo.		
Quantitativo da trasportare mensilmente.....	"	10.000
Numero degli autocarri occorrenti mensilmente: n. 6		
Quintali-km. da trasportare mensilmente.....	"	200.000
Quintali-km. da trasportare complessivamente.....	"	800.000
Quintali-km. da trasportare mensilmente da ciascun autocarro"		33.333

Provincia di CATANZARO

Quantitativo complessivo da trasportare.....	"	50.000
Periodo in cui deve avere luogo il trasporto: Dicembre, Gennaio, Febbraio, Marzo.		
Quantitativo da trasportare mensilmente.....	"	12.500
Numero degli autocarri occorrenti mensilmente: n. 8		
Quintali-km. da trasportare complessivamente.....	"	750.000
Quintali-km. da trasportare mensilmente.....	"	187.500
Quintali-km. da trasportare mensilmente da ciascun autocarro"		23.437

Provincia di COSENZA

Quantitativo complessivo da trasportare.....	"	110.000
Periodo in cui deve avere luogo il trasporto: Dicembre, Gennaio, Febbraio, Marzo.		
Quantitativo da trasportare mensilmente.....	"	27.500
Numero degli autocarri occorrenti mensilmente: n. 18		
Quintali-km. da trasportare complessivamente.....	"	2.200.000
Quintali-km. da trasportare mensilmente.....	"	550.000
Quintali-km. da trasportare mensilmente da ciascun autocarro"		30.555

(2)

PIANO PER IL TRASPORTO DELLE SANSE A MEZZO FERROVIA NELLA REGIONE
CALABRA

Stazione partenza	Quantitativo sanse in qli	Epoca dell'effettua- zione dei trasporti	Numero dei vagoni (va- gonate) co- correnti	Stazione arrivo
Crucoli	2.500	Dicembre - Marzo	13	Catanzaro M.
Cirò	1.500	" "	10	" "
Strongoli	300	" "	2	" "
Crotone	15.000	" "	100	" "
Cutro	2.500	" "	13	" "
Cropani	12.000	" "	90	" "
Simeri	2.500	" "	13	" "
Nocera T.	3.000	" "	20	" "
Gizzeria	1.000	" "	6	" "
Nicastro	4.500	" "	15	" "
Montauro	2.000	" "	12	" "
Soverato	3.000	" "	20	" "
S.Andrea	1.500	" "	10	" "
Guardavalle	3.000	" "	20	" "
Amantea	3.000	" "	20	Vibo Valentia
Nicotera	10.000	" "	70	" "
Briatico	2.000	" "	12	" "
S.Pietro M.	3.000	" "	20	" "
Francavilla	10.000	" "	70	" "
Aiello C.	100	" "	1	" "
Curinga	4.000	" "	17	" "
Tropea	500	" "	3	" "
Ricadi	1.800	" "	12	" "
S.Diase	500	" "	3	" "
S.Eufemia	800	" "	6	" "
Ardore	2.500	" "	16	Siderno
Monasterace	4.500	" "	30	" "
Bova	2.000	" "	13	" "
Bovalino	10.000	" "	60	" "
Bianconovo	4.500	" "	30	" "
Brancaleone	4.500	" "	30	" "
Caulonia	6.000	" "	35	" "
Giolosa J.	8.500	" "	55	" 2125
Locri	2.500	" "	15	" "
Palizzi	2.500	" "	15	" "
Riace	5.000	" "	32	" "

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(2)

PIANO DEI TRASPORTI ALLE SANSE CON AUTOCARRO NELLE REGIONI DELLE
PUGLIE E DELLA LUCANIA

PROVINCIE	Quantitativo presumibile da trasport. Q.li	Periodo effett. del traspor.	Quantit. da trasportare mensilm.	Autocarri occorren- ti mensil. (portata 30 qli viaggi 2 al giorno	Quintali chilome- tro complessivo	Quintali chilome- tro mensili	Quintali chilometro mensili per ciascun autocarro
1 - Bari	331.000	novem.genn.	110300	61	3.972.000	1.323.600	21.600
2 - Brindisi	156.000	" "	52000	30	1.872.000	825.000	21.600
3 - Foggia	30.000	dicemb.febb.	10000	6	480.000	160.000	28.800
4 - Lecce	131.000	novemb.genn.	43600	24	1.834.000	610.400	25.200
5 - Taranto	92.000	" "	30600	17	1.380.000	459.000	27.000
6 - Matera	=	=	=	=	=	=	=
7 - Potenza	=	=	=	=	=	=	=
	740.000		246.500	138	9.538.000	3.178.000	124.200

(4)

PIANO DEI TRASPORTI DELLE SANSE A MEZZO FERROVIA NELLE REGIONI
DELLE PUGLIE E DELLA LUCANIA

Provincia di BARI

Stazione ferroviaria di partenza	Quantitativo presumibile da trasport. Q.li	Periodo di effettuaz. del trasport.	Numero dei vagoni (vagonate) occorr.			Destinazione
			Ferr. Stato	Ferr. Sud-Est	Ferr. Cal. Luc.	
1 - Acquaviva	6.000	novembre-dic.	=	40	=	Bari
2 - Alberobello	2.500	" genn.	=	16	=	Mola
3 - Altamura	2.500	" "	=	16	=	Bari
4 - Barletta	20.000	" "	130	=	=	Bari
5 - Bisceglie	35.300	" "	235	=	=	Bari
	8.200	" "	55	=	=	Mola
	35.000	" "	233	=	=	Bari
6 - Canosa	4.900	" Dic.	=	33	=	Bari
7 - Casamassima	4.000	" genn.	=	27	=	Bari
8 - Conversano	4.500	" febb.	30	=	=	Bari
9 - Gioia del Colle	4.500	" genn.	30	=	=	Bari
10 - Gravina	4.500	dicembre-febb.	30	=	=	Bari
11 - Minervino	1.500	" genn.	=	10	=	Mola
12 - Noci	25.000	novembre- "	=	=	250	Bari
13 - Palo	2.000	dicembre- "	=	13	=	Monopoli
14 - Putignano	2.500	novembre-febb.	=	16	=	Bari
15 - S. Michele	2.000	dicembre-genn.	13	=	=	Bari
16 - Santeramo	2.000	" "	13	=	=	Bari
17 - Spinazzola						
	166.900		769	171	250	

Provincia di Brindisi

1 - Brindisi	4.000	novemb.-genn.	27	=	=	Ostuni
2 - Erchie-Torre S. Sus.	8.000	" "	=	54	=	Bari
3 - Oria	8.200	" "	55	=	=	Mola
4 - "	1.500	" "	10	=	=	Bari
4 - S. Pietro Vernotico	5.000	" "	33	=	=	Bari
5 - S. Pancrazio	1.500	" "	=	10	=	Bari
	28.200		125	64	=	

Provincia di FOGGIA

Stazione ferroviaria di partenza	Quantitativo presumibile da trasport.	Periodo di effettuaz. del trasport.	Ferrovie Stato	Ferrovia elettr. Gargano	Destinazione
1 - Ascoli Satriano	3.700	Dicembr.-marzo	25	=	Bari
2 - Bovino	8.400	" "	56	=	Bari
3 - Cagnano Varano	4.200	" "	=	28	S. Severo
4 - Candela	4.500	" "	30	=	Bari
5 - Carpino	7.400	" "	=	49	S. Severo
6 - Cerignola	17.500	" "	116	=	Bari
7 - Foggia	2.900	" "	20	=	Bari
8 - Ischitella	8.700	" "	=	58	S. Severo
9 - Lucera	7.300	" "	58	=	Bari
10 - Ripalta	7.500	" "	50	=	S. Severo
11 - Troia	4.500	" "	30	=	Bari
12 - Margherita di Savoia	200	" "	1	=	Bari
13 - Orsara di Puglia	1.000	" "	6	=	Bari
14 - Ortanova	7.200	" "	48	=	Bari
15 - Panni	500	" "	3	=	Bari
16 - Poggio Imperiale	400	" "	3	=	S. Severo
17 - Rignano Garganico	800	" "	=	6	S. Severo
18 - Rocchetta S. Antonio	200	" "	1	=	Bari
19 - S. Ferdin. Trinitapoli	12.760	" "	180	=	Bari
20 - S. Marco in Lamis	1.000	" "	=	6	S. Severo
21 - Sannicandro Garg.	3.200	" "	=	21	S. Severo
	118.700		627	168	

Provincia di LECCE

				Ferrovia Sud-Est	
1 - Alessano-Corsaro	7.200	novembre-genn.	=	48	Manduria
2 - Campi Salentino	2.000	" "	=	13	Bari
3 - Casarano	3.600	" "	=	24	Monopoli
"	4.000	" "	=	27	Bari
4 - Castrignano del Capo	3.400	" "	=	23	Manduria
5 - Cagliano	1.600	" "	=	10	Manduria
6 - Guagnano	1.500	" "	=	10	Bari
7 - Morciano	2.500	" "	=	16	Manduria
8 - Presicce-Acquarica	5.400	" "	=	36	Monopoli
9 - Salice-Veglie	4.600	" "	=	31	Bari
10 - Salve	10.000	" "	=	66	Bari
11 - Squinzano	1.000	" "	=	6	Manduria
12 - Trepuzzi	12.000	" "	80	=	Monopoli
	70.800		80	=	Monopoli
			160	310	

Provincia di MATERA

Stazione ferroviaria di partenza	Quantitativo presumibile da trasport.	Periodo di effet- tuaz. del trasporto	Vagoni ferr. occorr.		Destinazione
			Ferrovie Stato	Ferrovia Cal. Lucana	
1 - Bernalda	6.000	gennaio-marzo	40	=	Bari
2 - Craco	2.900	" "	=	29	Bari
3 - Grassano	8.200	" "	55	=	Bari
4 - Calciano-Tricarico	5.000	" "	33	=	Bari
5 - Ferrandina	9.000	" "	60	=	Bari
6 - Grottole-Salandra	4.000	" "	26	=	Bari
7 - Irsina	600	" "	=	6	Bari
8 - Matera	5.000	" "	=	50	Bari
9 - Miglionico	4.000	" "	=	40	Bari
10- Montalbano Ionico	10.000	" "	=	100	Bari
11- " "	1.500	" "	10	=	Bari
12- Montescaglioso	13.000	" "	=	130	Bari
13- Novasiri	4.300	" "	28	=	Bari
14- Pisticci	9.000	" "	60	=	Bari
15- Pomarico	4.500	" "	=	45	Bari
16- Scanzano	1.500	" "	10	=	Bari
	88.500		322	400	

Provincia di POTENZA

1 - Avigliano	750	dicembre-marzo	5	=	Bari
2 - Albano di Lucania	300	" "	2	=	Bari
3 - Rionero Atella	8.500	" "	56	=	Bari
4 - Acerenza	1.500	" "	=	15	Bari
5 - Bella Muro	800	" "	5	=	Bari
6 - Barile	3.500	" "	23	=	Bari
7 - Corleto-Perticara	900	" "	6	=	Bari
8 - Rapolla-Iavello	7.500	" "	50	=	Bari
9 - Lauria	2.500	" "	=	25	Bari
10- Genzano	1.500	" "	=	15	Bari
11- Melfi	12.500	" "	83	=	Bari
12- Palazzo S. Gervasio	2.000	" "	13	=	Bari
13- Tolve	700	" "	=	7	Bari
14- Venosa	10.000	" "	66	=	Bari
	52.950		309	62	

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Provincia di TARANTO

Stazione ferroviaria	Quantitativo presumibile da trasport.	Periodo di effettuaz. del trasporto	Vagoni ferr. ferrovie Stato	Destinaz.
1 - Castellaneta	20.000	dicembre-gennaio	133	Bari
2 - Ginosa Scalo	6.000	" "	40	Bari
3 - Palagiano	10.500	" "	70	Bari
Mottola	7.000	" "	46	Bari
4 - Palagianello				
	43.500		289	

(5)

PIANO DEI TRASPORTI DELLE SANSE CON MEZZI MARITTIMI (VELIERI E MOTOVELIERI)

NELLA REGIONE DELLE PUGLIE

SCALO MARITTIMO DI PARTENZA	QUANTITATIVO DA TRASPORTARE	DESTINAZIONE
1) - MANTREDONIA	25.000,-	BARI
2) - PESCHICI	20.000,-	BARI
3) - RODI GARGANICO	11.000,-	BARI
	56.000,-	

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