

ACC

ACR9

13000/148,2530
(VOL. III)

ROADS

REPORT

DEC. 1944

42/2530

ROADS

REPORTS ETC

DEC. 1944-AUG. 1945

2048

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

0 19019 TN

Originator's Reference: TN/123
Date/Time of Origin: AUG 301700B

Message Centre No: F/5935
Date Time Rec'd: AUG 302045
Precedence: ROUTINE

FROM: AMG VENEZIE REGION
TO : HQ ALCOM FOR TN

UNCLASSIFIED.

Your AC/9/4/TN5 dated 30 July and conversation L/Col PERNYROUGH-Major CORBY of 29 August. Total civil vehicles 2 ton and over 2363 capacity 12176 tons.



DIST
ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECOM SEC 2
FILE 2
FLOAT

ACTION

AB

2475

Cpt. Billingham

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Rome 4 August 1945

Dear

I thank you for your letter dated 3 August and for the most useful report prepared by your Milan Office .

Allied Commission is very aware of the importance of tyres and tyre manufacturing materials to the rehabilitation of transport in Italy . Active steps both have and are being taken for the procurement of essential supplies .

I am forwarding your report both to our Planning Staff and to Industry Sub-Commission for consideration .

Very truly Yours



G. FERNYHOUGH
Lt.Col. R.A.

Ing. Dott. G. Baricalla
PIRELLI
86 Via Emilia
ROME

2454



DIRETTORE

SEDE DI ROMA, August 3rd, 1945

Dear Colonel,

I thank you for your kind letter of July 28, 1945 and I am pleased to read that the informations which you received from our Milan Head-Office will be of valuable assistance in the program you are planning for the rehabilitation of motor transports in Northern Italy.

I would like to stress the importance of Para.2 of our Milan Office's memorandum where the scarcity of available stocks of raw materiale is emphasised. Particularly as regards natural rubber, the small quantity still on hand in Milan will have to be used most carefully, natural rubber being, of course, much more difficult to supply than synthetic rubber. If, therefore, its stock will be now entirely used, it is not unlikely that in a near future we would find ourselves in the impossibility of producing tires for trucks, should we only receive supplies of synthetic rubber.

However, I take occasion to send you herewith a printed report prepared by our Milan Offices on the situation which Italian Motor Transports are now facing and will face in the immediate future as a consequence of the present very serious shortage of tires.

I think this report may interest you as Chief of the Roads Section of Transportation S/C, and that it will prove to be useful in your action with the proper authorities.

I have added to the Italian text an English translation, so that it may be easier for you to peruse it.

Believe me,

Dear Colonel,

Yours faithfully,

(Guido Baricella)

Encl.

Lt. Col. G. FERNYHOUGH,
Roads Section, Transportation S/C,
H.Q. Allied Commission,
Rome

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JWB/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

79 8

Tele : Ext. 318

3 August 1945

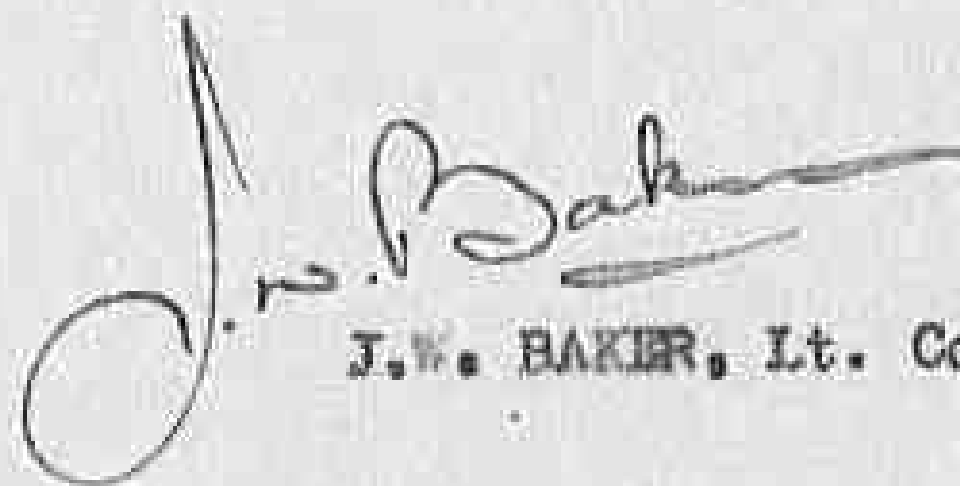
509/10/Tn.3.

SUBJECT : Port of Gallipoli

TO : Rail Division (Tn.4.)
Roads Division (Tn.5.)
Ports and Warehouse Division (Tn.6.)

1. Senior Transportation Officer, Bari, recently visited the Port of Gallipoli to investigate the reasons for slow working. Copy of his report G/18/107b, dated 27 July '45 is attached for information and action as necessary.

For Chief, Movements Division


J.W. BAKER, Lt. Col.

2452

COPY

/mb

Senior Transportation Officer AC, Bari.
Tel.: 12519,
Ref.: G/18/1074

SUBJECT : GALLIPOLI PORT.

27 July 1945.

To :- HQ, Allied Commission,
for Transportation Sub-Commission,
(Mov Div - Rail).

1. The Port of GALLIPOLI has been visited and the following are given as reasons for the slow working at this Port by the Italian Officials concerned.
 2. LACK OF LABOUR.
100 Stevedores are permanently employed and 32 casually employed. A request for authority to increase the number of Stevedores employed has been made by the Port Authorities to the Ministero R. Marina, Direzione Generale Marina Mercantile, but rejected. The Port Authorities now say that 160 permanently, and 40 casually, employed Stevedores are necessary for the efficient working of the Port.
 3. GEAR.
The equipment is insufficient and such items as shovels, trays etc. in addition to motor fork lift trucks and chene side tractors are required.
 4. WEIGHING OF GRAIN.
Delays have taken place as a result of the Consorzio Agrario Provinciale requiring grain to be weighed as it is off-loaded. This could be obviated if the grain were off-loaded into the small warehouse controlled by the Excise Officials. This matter has been taken up with Consorzio Agrario Provinciale LECCE who is endeavouring to arrange with the Officials concerned at GALLIPOLI.
 5. CLOTHING.
The Stevedores at this Port have never received clothing such as boots and raincoats, as has been issued at other Ports. This lack, state the Officials, has discouraged the Stevedores who are short of clothing and who cannot understand why other Ports should be favoured.
 6. ROAD TRANSPORT.
Lack of motor transport and the use of carts for carriage to and from the Port results in delays. This matter will be taken up with ENAC.
 7. WAGONS.
The Officials state that the rail wagons supplied for Port working are frequently crippled. This will be taken up with the Sud Est Railway Co.
 8. SHUNTING.
Delays are occasioned by lack of power for shunting. This also will be

reasons for the slow working at this Port by the Italian Officials concerned.

- 2. LACK OF LABOUR.
100 Stevedores are permanently employed and 32 casually employed. A request for authority to increase the number of Stevedores employed has been made by the Port Authorities to the Ministero B. Marina, Direzione Generale Marina Mercantile, but rejected. The Port Authorities now say that 160 permanently, and 40 casually, employed Stevedores are necessary for the efficient working of the Port.
- 3. GEAR.
The equipment is insufficient and such items as shovels, trays etc. in addition to motor fork lift trucks and chain side tractors are required.
- 4. WEIGHING OF GRAIN.
Delays have taken place as a result of the Consorzio Agrario Provinciale requiring grain to be weighed as it is off-loaded. This could be obviated if the grain were off-loaded into the small warehouse controlled by the Excise Officials. This matter has been taken up with Consorzio Agrario Provinciale LECCE who is endeavouring to arrange with the Officials concerned at GALLIPOLI.
- 5. CLOTHING.
The Stevedores at this Port have never received clothing such as boots and raincoats, as has been issued at other Ports. This lack, state the Officials, has discouraged the Stevedores who are short of clothing and who cannot understand why other Ports should be favoured.
- 6. RAIL TRANSPORT.
Lack of motor transport and the use of carts for carriage to and from the Port results in delays. This matter will be taken up with ENAC.
- 7. WAGONS.
The Officials state that the rail wagons supplied for Port working are frequently crippled. This will be taken up with the Sud Est Railway.
- 8. SHUNTING.
Delays are occasioned by lack of power for shunting. This also will be taken up with the Sud Est but, if the shunting equipment mentioned in para 3 above were available, power from Sud Est, which is short, would not be necessary.

(sdg) Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.


GR/gbl

HEADQUARTERS ALLIED COMMISSION
 APO 394
 TRANSPORTATION SUB-COMMISSION
INTER OFFICE MEMO

EXT :- 566 4 AUGUST 1945
 REF :- AC/9/7/Tn5
 SUBJECT :- Tyres for Motor Transport in Italy
 TO :- Planning Staff

1. Reference our AC/9/5/Tn5 dated 31 July '45 .
2. Attached hereto is copy of a letter dated 3 August '45 from Dott. Ing. G. Baracalla of Pirelli on the above subject, together with a report from the Milan Office. The letter has been acknowledged .
3. The report contains much valuable information, many suggestions and statistics. It is felt that Industry S/C should give consideration to the report in planning rehabilitation of the tyre industry and future requirements .

For the CHIEF


 G. FENNYHOUGH
 Lt. Col. R.A.

Copy to Capt. Peterson.

2035

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 324

GE/ngd

AC/9/6/Tn.5

18 August 1945

SUBJECT : Mission and Activities of Roads Division.

TO : Director Transportation Sub-Commission.

1. The mission of the Roads Division has been to rehabilitate the road transport system of Italy to meet the programs for the prevention of disease and unrest. Its activities have been mainly directed towards the provision of essential economic transport and the organization and control of movement of essential civil supplies.

The results achieved are divided into the main headings of Equipment, Operation, Maintenance and P.O.L. in following paragraphs:

2. Equipment.

(a) In early 1944 in the days of AMG/AC control of Southern Italy some 1,100 trucks were obtained from theatres stocks and organized into AMG/AC civilian Truck Pools to augment civilian transport engaged in haulage of civilian supplies. In addition four G.T. Coys, British, and 1 Truck Battalion, U.S., were organized to operate in forward areas to assist Armies in moving civil supplies.

(b) In 1944 plans were made for the import of 3,700 trucks required to meet anticipated road haulage needs in North Italy when liberated. These vehicles commenced to arrive in early 1945. In the first stage some 1,700 vehicles were formed into an additional 2 Truck Bns. and 6 Italian Transport Coys. A.C. These units, together with the previously formed Truck Battalion and four G.T. Coys, were organized under the control of the Truck Operating Group. A. C. Until the liberation of North Italy in April these units were employed South of the Pisa-Rimini Line in forward areas moving essential civil supplies.

(c) In May 1945, AFHQ decided that A. C. Military Transport Units should be disbanded and trucks in these Units handed over to the Italian Government for operation in civilian Truck Pools, both in Italian Government and AMG Territories. This process is at present preceding. On completion of hand-over to the Italian Govt. some 670 trucks in A.C. Truck Pools in Liberated Italy will have been transferred.

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- (b) In 1944 plans were made for the import of 3,700 trucks required to meet anticipated road haulage needs in North Italy when liberated. These vehicles commenced to arrive in early 1945. In the first stage some 1,700 vehicles were formed into an additional 2 Truck Bns. and 6 Italian Transport Coys. A.C. These units, together with the previously formed Truck Battalion and four C.T. Coys, were organized under the control of the Truck Operating Group, A. C. Until the liberation of North Italy in April these units were employed South of the Pisa-Rimini Line in forward areas moving essential civil supplies.
- (c) In May 1945, AFHQ decided that A. C. Military Transport Units should be disbanded and trucks in these Units handed over to the Italian Government for operation in civilian Truck Pools, both in Italian Government and AMG Territories. This process is at present proceeding. On completion of hand-over to the Italian Govt. some 670 trucks in A.C. Truck Pools in Liberated Italy will have been transferred. In addition some 2,500 trucks from A.C. Military Transport Units will have been turned over in newly organized Truck Pools. The balance of the 3,700 imported trucks numbering some 1860 are being handed over to the Government for operation by the Italian State Railways.
- (d) By the end of August over 5,000 trucks with a lift of 14,000 tons will have been placed at the disposal of the Italian Government from Allied sources. The Combined CCS have agreed to release a further 20,000 ton lift to the Italian Government, which will meet in full all essential economic transport required in Italy.

2057

(e) A critical shortage of tyres has existed from the start. To meet this shortage requisitions for some 295,000 tyres were placed with the CCS of which 11,000 have been received. Steps have been taken to rehabilitate the tyre manufacture and repair industry of Italy and the necessary materials have been requisitioned, to be imported into Italy. Supply of material has been slow but to date tyre manufacture and repair has commenced only on a very limited scale. The shipment of raw materials is urgently required.

(f) Lack of spare parts for civilian trucks of all kinds was also a critical feature. A measure of control for distribution of existing stocks was introduced through Commerce Sub-Commission and EMAC. Plans have been made for the reactivation of truck and spare parts manufacture by the large firms in the North and requisitions are being placed for the necessary materials and coal.

(g) The Division is responsible for receipt, recording and allocation of all trucks, spare parts and equipment made available to the Italian Govt. from import and theatre stocks.

3. Operation.

(a) In January 1945, EMAC, a national organization for the movement of goods was formed. It was designed to control civilian transport in order that the limited means available should be economized and co-ordinated in order to enable essential civil supplies to be moved in Italian Govt. territory. EMAC was also charged with the distribution of POL, Tyres and Spare Parts.

EMAC is purely a parastatistical organization which operates under direct control of the Italian Ministry of Transport, assisted and advised by this Division.

(b) In early days roads transport was controlled successfully by AMG and A.C., but has now been almost entirely handed over to the Italian Government, who exercises control of civilian trucks through EMAC and the General Inspectorate of Motorization for Truck Pools.

(c) The total volume of goods moved by road in June in Italian Govt. Territory amounted to some 350,000 tons against 240,000 in March '45. It is estimated that at least a further 150,000 tons per month are being moved in AMG territory in the North giving a total of some 500,000 tons for the whole of Italy.

(d) The Division is charged with the execution of priority programs for the movement of civil supplies and priority industrial parts. The Division arranges for the execution of such programs through AC/AMG Transportation Officers in the field and through EMAC.

4. Maintenance.

(a) A system of supervision and inspection of maintenance of all Allied trucks operating in Truck Pools and of A.C. domestic transport has been organized, in order to prevent deterioration of vehicles through lack of prevented maintenance. Regular inspections have been

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placed for the necessary materials and coal.

(g) The Division is responsible for receipt, recording and allocation of all trucks, spare parts and equipment made available to the Italian Govt. from import and theatre stocks.

3. Operation.

(a) In January 1945, MEAC, a national organization for the movement of goods was formed. It was designed to control civilian transport in order that the limited means available should be economized and co-ordinated in order to enable essential civil supplies to be moved in Italian Govt. Territory. MEAC was also charged with the distribution of POL, Tyres and Spare Parts.

MEAC is purely a parentatical organization which operates under direct control of the Italian Ministry of Transport, assisted and advised by this Division.

(b) In early days roads transport was controlled successfully by AME and A.O., but has now been almost entirely handed over to the Italian Government, who exercises control of civilian trucks through MEAC and the General Inspectorate of Motorization for Truck Pools.

(c) The total volume of goods moved by road in June in Italian Govt. Territory amounted to some 380,000 tons against 240,000 in March '45. It is estimated that at least a further 150,000 tons per month are being moved in AMG territory in the North giving a total of some 500,000 tons for the whole of Italy.

(d) The Division is charged with the execution of priority programs for the movement of civil supplies and priority industrial parts. The Division arranges for the execution of such programs through AC/AMG Transportation Officers in the field and through MEAC.

4. Maintenance.

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(a) A system of supervision and inspection of maintenance of all Allied trucks operating in Truck Pools and of A.C. domestic transport has been organized, in order to prevent deterioration of vehicles through lack of prevented maintenance. Regular inspections have been carried out to this end by personnel of this Division.

(b) In May 1945, the Truck Maintenance Group was formed to plan and organize maintenance and repair facilities for trucks handed over to the Italian Govt. The Group has also set-up an organization for the stockage and distribution of spare parts for all trucks provided to the Italian Govt. from Allied sources. The organization is planned on the basis of utilizing existing civilian firms put under contract.

On completion of the organizing phase the Truck Maintenance Group will be taken over and staffed by the Italian Govt. Anticipated hand-over date is 29 Sept. '45.

5. F.O.I.

(a) The supply of POL to road transport has been a critical feature in limiting the volume of goods moved ever since the initial stages of occupation. It has been the function of this Division to ensure that the limited supplies of POL made available to the Italian Govt. for road transport should be used economically. Energetic action has been taken on the highest levels with the Govt. to prevent mis-use and wastage of POL which soon became apparent. Economy has also been effected by the restriction of an economic and unnecessary movement. As result of recent representations to ANM the allotment of POL to the Italian Govt. has been raised from 40% to 55% of pre-war consumption. This step was justified by the need for additional POL supplies to be used for the rehabilitation of Italian Industry and Economy in general.

6. Future Plans for North Italy.

It is anticipated that all territory now under control of ANM in the North will be handed over to the Italian Govt. by 1 Oct., with the exception of Venezia-Giulia. Organization and control of road haulage in the North is now being handed over to the Italian Govt. who will exercise control through officials of its Ministry of Transport. When ANM leaves the Northern Regions it is intended that A.S. Transportation Officers shall remain at key centres to advise and assist Italian Transport Officials and to ensure that essential haulage commitments continue to be met.

G. C. BRUCE, Jr.
Chief,
Roads Division

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TRUCKS DIVISION
Roads Division

28/69

31 July 1968.

Ref: 30/9/5/708

SUBJECT: Revised requirements - Italy (Road Transport).

TO : Director, Tyre, S/O
(then Planning Staff)

1. In connection with your directions the following report is submitted on the above subject. The report deals with requirements of trucks, tyres, tyre manufacture materials, tyre repair materials and accessories and cost for the manufacture of trucks and spare parts.

TRUCKS

B. Italian S.O./S. Materials

Excluding S.O./S. approvals and shipping requirements cover the provision of the following trucks:

(a) General Southern Italy and Islands

	<u>Lifts (tons)</u>	<u>VAL or LIA</u>	<u>STATUS</u>
550 x 3 ton (400 operable)	1500	CAL 1279	U.S.A.
550 x 3 1/2 " (350 operable)	2000	CAL 1506	U.S.A.
550 x 1 1/2 " (ex. Turkish specification)	400	CAL 1565	U.S.A.
	<u>4300</u>		

(b) Northwest Italy

1700 x 1 1/2 ton (new)	4000	VAL 004	U.S.A.
1100 x 1 1/2 " (reconditioned)	4675	LAC 95	U.S.A.
500 x 1 1/2 " (new)	1100	"	"
400 x 10 " (reconditioned)	5000	"	"
	<u>14875</u>		

(c) Total Italy

	<u>4300</u>		
	<u>14875</u>		

24.6

These lifts are calculated on a factor of 1.0 for U.S. 1 1/2 and 3 ton trucks.

submitted on the above subject. The majority deals with requirements of trucks, buses, type manufacture categories, type repair materials, new materials and cost for the manufacture of trucks and buses parts.

Trucks

3. Existing C.F./U. numbers.

Existing C.F./U. numbers and shipping requirements cover the production of the following trucks:

	<u>LIFT (TONS)</u>	<u>CAL. OF GAS</u>	<u>REMARKS</u>
550 x 5 ton (400 operable)	1000	0.01 1500	U.S.A.
500 x 2 1/2 " (350 operable)	500	0.01 1500	U.S.A.
450 x 1 1/2 " (or furnish stockpile)	450	0.01 1500	U.S.A.
<u>2350</u>	<u>4350</u>		
(b) <u>Manufactured Italy</u>			
1700 x 1 1/2 ton (new)	2000	0.01 954	U.S.A.
1100 x 1 1/2 " (susceptible)	2070	1.00 95	U.S.A.
500 x 1 1/2 " (new)	1100	"	
200 x 10 " (second-hand)	2500	"	U.S.A.
<u>5370</u>	<u>5770</u>		

(c) Total Italy

4000
14,127

2426

Above lifts are calculated on a factor of 1-5 for U.S. and 1/2 ton trucks.

4. Additional Requirements shown printing materials.

(a) Central numbers Italy and Iceland.

(1) Comparison of essential Italian trucks 1965 listed 25 March 1965, submitted to C.F./U., compared a request for an additional 20,000 tons road lift in Category A. This is subject to reduction for lifts retained for industries and activities classified in Category B.

(1A) 1,600 tons required as replacement vehicles salvaged from original 1100 vehicles transferred from U.S./UK stocks: (0.01 1000, 0.01 x 3 ton (0.01) -- 100 tons and 200 x 2 1/2 (0.01) tons -- 750 tons. Total 850 tons released from theatre stocks.

(b) Requisition Italy

Requisition requirements MIL, existing equipment and supplies.

(c) Requisition Italy

0,000 tons.

(d) Total Category A Requirements

Total requirement is now 16,000 tons less 800 tons less loaned from theater stocks = 15,200 tons.

4. C.C.S. requires the release of 1,000 x 4 1/2 ton "war weary" trucks from service stocks in OAL, 1000. This will require a lift of 10,000 tons based on a factor of 1.0. A balance of 8,000 tons still remains to be approved.

5. In OAL, 1113 (Items 1 and 2 of requisition list and item) C.C.S. advised that 6,000 trucks approved in OAL, 1113 are considered to meet total lift requirement above existing approvals for Italy. Any reduction of lift has to change in supplies from Category A to Category B is considered by C.C.S. to meet in full requirement of 1,000 tons for H.S. Italy (see para 1(a) Jan 1957). It is now understood from C.C.S. that C.C.S. have approved release of sufficient trucks to provide a 10,000 ton lift other contributions and rebuilds.

6. To produce the 10,000 ton lift C.C.S. proposes to release on a basis of 8 trucks to produce 1 truck after contributions and rebuild by Italian industry. It should be possible for Italian industry to rebuild these vehicles and to produce many of the spare parts. It may be necessary to import certain parts which cannot be manufactured or obtained by contribution. This procedure would be very expensive than importing new trucks.

7. Total lift requirement was previously stated as 27,107 tons. Against this a total of 16,107 tons has been approved. In view of the number of civilian trucks available in North Italy and anticipated transfer of captured enemy vehicles, which will be transferred to the Italian Government, it is considered that existing approvals will satisfy in full the essential economic transport requirements of Italy provided that:

- (a) sufficient types and spare parts are forthcoming for civilian trucks now available in Italy. (see paras. 10, 11, 12 and 13)
- (b) adequate supply of coal and war materials is made available for the manufacture of trucks, parts, tires and for tire repair in Italy. (see paras. 11, 12 and 13)
- (c) trucks to meet the 10,000 ton lift can be rebuilt and put into service. (see para. 6(a)).

(d) Requisition Italy

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4. C.C./n. approved the release of 6,000 x 47 ton 'new country' trucks from stocks in Oct. 1966. This will provide a lift of 15,000 tons based on a factor of 1.5. A balance of 8,004 tons will remain to be approved.

5. In Oct. 1966 (para 1 and 4 of requisition 113) and Oct. C.C./n. advised that the 6,000 trucks approved in Oct. 1966 are earmarked to meet total lift requirements above existing approvals for Italy. Any reduction of lift due to changes in approval from Category A to Category B is considered by C.C./n. to meet its full requirement of 8,000 tons for N.S. Italy (see para 1(a) of 1507). It is now understood from A.P.M. that C.C./n. have approved release of sufficient trucks to provide a 10,000 ton lift other than 11,118 and 11,118.

6. To provide the 10,000 ton lift 1.1.66, C.C./n. propose to release on a basis of 11 trucks to provision 117,000 other contributions and rebuild by Italian industry. It should be possible for Italian industry to rebuild those vehicles not to produce many of the spare parts. It may be necessary to import certain parts which cannot be substituted or obtained by cannibalization. This procedure would be more economical than importing new trucks.

7. Total lift requirement was previously stated as 87,187 tons. Against this a total of 26,187 tons has been approved. In view of the number of civilian trucks available in North Italy and anticipated transfer of equipped enemy vehicles, which will be transferred to the Italian Government, it is considered that existing approvals will satisfy in full the essential economic transport requirements of Italy provided that:

- (a) sufficient tyres and spare parts are forthcoming for civilian trucks now available in Italy. (see para. 10, 11, 12 and 13)
- (b) an adequate supply of good and raw materials is made available for the manufacture of trucks, parts, spares and for open repair in Italy. (see para. 11, 12 and 13)
- (c) trucks to meet the 26,000 ton lift can be rebuilt and put into service. (see para. 9(a)). 24.3
- (d) supplies of spare parts for all trucks sold to the Italian Govt., beyond the capacity of Italian industry to manufacture, are made available for purchase by the Italian Government through authorized channels. (see para. 5)

CONCLUSIONS

8. Requisitions for 600 jeeps and 800 motorcycles were approved by C.C./n. in Oct 66 and 85 and have arrived in Italy. Balance of 50 jeeps and

100 motorcycles are not yet covered by C.C.F.'s approval. These vehicles are considered essential to efficient control of civilian transport by the Italian Government.

TRUCKS

9. Vehicle from U.S. and British sources.

- (a) 500 x 5 ton trucks (U.S.) A 50 day quota will be made available by A.F.S.A. After exhaustion of this quota quotas will be virtually zero and Italian industry must produce any further units required.
- (b) 500 x 2 1/2 ton trucks (U.S.) A 60 day limited quota will be made available by A.F.S.A. After exhaustion same principles as in sub para. (a) above apply.
- (c) 500 x 1 1/2 ton Italian trucks (essential)

A 6 month's supply has been received in Italy and partially consumed. The Italian Govt. must place restrictions for any further needs with A.F.S.A. for supply in a commercial basis.

(c) Imported Trucks

A 6 months supply of parts for the 5000 imported trucks was approved by C.C.F. and is being imported. Requirements for a further 6 months supply will be submitted to C.C.F. for approval, by the truck manufacturers through any further supplies should be imported on a commercial basis or order authorized in Italy.

10. CIVILIAN TRUCKS

Limited stocks are held by manufacturers in the North. Limited stocks of raw materials and essential supply of coal will permit an additional limited quantity to be manufactured. To enable new trucks and parts to be manufactured in the quantities necessary to maintain the existing number of trucks in service, an additional supply of coal and raw materials is required by Italian industry. An estimate by Industry Sub-Committee of requirements for a six months period is given in APPENDIX A.

TRUCKS

11. Vehicle from U.S. and British sources.

- (a) 500 x 3 ton (U.S.) 500 x 3 ton (U.S.) and 500 x 1 1/2 ton (as Turkish supplies)

Source of supply will not be from releases of types now in the Italian Government or from manufacture by Italian industry.

(b) Imported Trucks

(b) 1000 x 10 ton trucks (U.S.) & 60 ton limited trucks will be made available by U.S.A. after consultation with participants on its own terms. (a) above applies.

(c) 500 x 20 ton (as Turkish specification).

A 6 month's supply has been received in Italy and partially consumed. The Italian Govt. must place requisitions for any further needs with C.C./I. for supply in a commercial basis.

(d) Exported Trucks

A 6 months supply of parts for the 5000 imported trucks was approved by C.C./I. and is being imported. Requisition for a further 6 months supply will be submitted to C.C./I. for approval, by the French representatives through. Any further supplies should be reported to a commercial basis as requested in Italy.

10. Civilian Trucks

Limited trucks are held in manufacturers in the North. Existing stocks of raw materials and present supply of coal will permit an additional limited quantity to be manufactured. To enable new trucks and parts to be manufactured in the quantities necessary to maintaining the existing number of trucks in service, an additional supply of coal and raw materials is required by Italian industry. An estimate by Industry sub-committee of requirements for a six months period is given at Appendix A.

Trucks

11. Vehicle Fleet

(a) 500 x 20 ton (U.S.) & 60 ton limited trucks (as Turkish specification)

Source of supply will now be from releases of types made to the Italian Government or from manufacturers by Italian industry.

(b) Exported Trucks

1000 tons, received against 100000 tons, have been released for use on the 5000 x 10 ton trucks. Further needs must be met by supplies covered by C.C./I. for release to the Italian Government or from manufacturers from Italian industry.

(c) 1000 "MFI" trucks.

All needs must be met from supplies approved by C.C./I. for release to the Italian Government or from manufacturers by Italian industry.

24:4

(d) Plans and Requirements

100 types have been supplied or 12,106 types released under LAC 48 and LAC 45. No types have been released for maintenance. Additional requirements to be met as in para. (c) above.

14. Civilian Requirements for Italian Government Territory

(a) Programs of essential Italian exports 1946 - materials for type industry -- programs 1-b listed in March 1949 covering justification for new types and materials already requisitioned. Included in 4th programs are requisitions 10-000-48-45 and 100-000-00. Providing materials for the manufacture of 60,000 types (est. in Jan. 48).

(b) The civilian type programs may be summarized as follows: (page 20 of 4th Exports Program)

Total type requirements to 31 Dec. 48	<u>200,000</u>
Production in Italian Government Territory	
New types	81,000
Re-released types	90,000
Finished types -- "first aid" programs	<u>171,000</u>
TOTAL	<u>171,000</u>
Deficit on requirements	<u>129,000</u>

Deficit on requirements

The deficiency of 60,000 types will be supplied by the new type repair plant, for which material and machinery are requisitioned in 10-000-50-45.

(c) Approval of 10-000-50-45, which requisitions 100,000 types, and immediate shipment to Italy are urgently required. These types are urgently required to put into essential repairs and ensure on the road which any car or will be off the road before new types produced in Italy or re-released types are available.

(d) 22,100 types were requisitioned in Jan 48-7-48 and LAC 48. 20,848 for all of Italy and approximately 500 to 100 and 100 to Italian Government Territory. 11,000 have been received and have been issued both to LAC for transport and to the Italian Govt. for civilian vehicles. These types are not included in 1946 requirements.

2443

(e) No further types or materials are required for Italian Government Territory in 1943 (until existing requisitions have been met and production resumed in 1943).

(b) The Civilian Tyre Programme may be summarized as follows:
(para 15 of *una Importa Programmi*)

Total tyre requirements to 31 Dec, 45	<u>522,250</u>
Production in Italian Government Territory	
New tyres	81,500
Re-treaded tyres	171,000
Finished tyres - "Vittorio" programme	<u>252,500</u>
TOTAL	<u>456,150</u>
Deficit on requirements	<u>66,100</u>

The deficiency of 66,100 tyres will be supplied by the new tyre repair plant, for which material and machinery are requisitioned in *AS-GR-22-45*.

(c) Approval of *AS-GR-22-45*, which requisitions 886,800 tyres, and immediate shipment to Italy are urgently required. These tyres are urgently required to put only essential transport and cars on the road which are new or will be off the road before new tyres produced in Italy or re-treaded tyres are available.

(d) 22,100 tyres were requisitioned in *AS-GR-22-45* and 24,300 in *AS-GR-22-45* for all of Italy and apportioned 30% to *AS-GR-22-45* and 50% to Italian Government Territory. 11,000 have been received and have been issued both to A.C. for organic transport and to the Italian Navy, for civilian vehicles. These tyres are not included in 1945 requirements.

(e) No further tyres or materials are required for Italian Government Territory in 1945 (until existing requisitions have been met and provisions complete; it is not considered useful to estimate 1945 requirements at this stage.)

10. Civilian Requirements for Northern Italy.

(a) The Requirements.

- (1) It is estimated that 50,000 civilian vehicles exist in North Italy (Trieste, Lombardy, Emilia, Veneto, Liguria). Sirilli estimates that tyre requirements for a 6 mo. period will be 60,000 tyres and 70,000 tubes.

40-

(12) Production of tyres in H. Italy is at present nil. Pirelli and Michelin cannot commence to manufacture tyres on an industrial scale due to lack of coal and raw materials. Pirelli can produce 1,000 tyres with existing small stocks of materials on receipt of coal allotted.

Michelin cannot commence any production due to lack of raw materials.

(13) Under normal conditions the monthly production of truck tyres in the Pirelli and Michelin plants totals about 45,000 tyres and 40,000 tubes. 6 months production would amount to 270,000 tyres and 240,000 tubes. Requirements of raw materials for this scale production is given in APPENDIX B, Part I.

Present requirements for civilian trucks are 60,000 tyres and 75,000 tubes for 6 months on a basis under 1/3 of potential production. In addition to civilian trucks, however, tyres will be required for some 8000 trucks sold to the Italian Govt. from U.S. and British sources. Approximately 1/4 of tyres and tubes needed for 50,000 civilian trucks will be required for the 8000 trucks or 21,500 tyres and 15,750 tubes.

(14) Total needs for 50,000 and 8000 trucks are approximately 100,000 tyres and 14,000 tubes or about 40% of potential production. It is therefore recommended that requirements should now be placed on the basis of 60% of amounts given in Appendix B, Part I.

(b) Tyre Repairs and Retreads.

(1) It is estimated that Pirelli and Michelin plus smaller repair shops could repair and retread, about 50,000 - 50,000 tyres in 6 months. Materials required for repair and retread of 1,000 tyres are set out in APPENDIX B, Part II.

(11) Due to the very large number of tyres now in need of repair in the North, it is recommended that sufficient material, based on Appendix B, Part II, be requisitioned for at least 50,000 tyres.

24.2

14. Conclusions.

A recent survey of tyre production facilities by Industry S/S indicates that large scale operations can begin immediately. Production capacity of 4,000 tyres and tubes per day is possible when materials are

totals about 40,000 tyres and 60,000 tubes. 6 months production would amount to 270,000 tyres and 420,000 tubes. Requirements of raw materials for this scale production is given in APPENDIX B, Part I.

Present requirements for civilian trucks are 60,000 tyres and 70,000 tubes for 6 months or a little under 1/3 of potential production. In addition to civilian trucks, however, tyres will be required for some 8000 trucks sold to the Italian Govt. Tyres U.S. and British countries. Approximately 1/4 of tyres and tubes needed for 50,000 civilian trucks will be required for the 8000 trucks or 21,000 tyres and 26,750 tubes.

(iv) Total needs for 50,000 and 8000 trucks are approximately 100,000 tyres and 14,000 tubes or about 40% of potential production. It is therefore recommended that requisitions should not be placed on the basis of 40% of amounts given in Appendix B, Part I.

(b) tyre repairs and retreads.

(1) It is estimated that 11000 and 11000 plus smaller repair shops could repair and retread, about 80,000 - 90,000 tyres in 6 months. Materials required for repairs and retreads of 1,000 tyres are set out in APPENDIX B, Part II.

(11) Due to the very large number of tyres now in need of repair in the North, it is recommended that sufficient material, based on Appendix B, Part II, be requisitioned for at least 80,000 tyres.

242

16. Continuation.

A recent survey of tyre production facilities by industry C/O indicates that large scale operations can begin immediately. Production capacity of 4,000 tyres and tubes per day is possible and materials are supplied.

Company C/O state that present demands for tyres amount to 100,000. Raw material is requisitioned to meet 171,000 tyres at 2.0. shipment. No further requisitioning of materials is planned by Company C/O until first production with materials not on requisition is completed.

It is assumed that part of the materials requisitioned for the South will on arrival be diverted for use in the North. To enable maximum possible production to commence by the end of 1946, it is recommended that materials mentioned in paras. 15 (a) (11) and 15(b) (1) be requisitioned immediately in view of the delay experienced in shipment of materials for which requisitions have already been approved.

Until existing requisitions have been met and production commenced it
is not considered useful to estimate 1963 requirements at this stage.

For the Chief:

S. FISHBURN
Lt. Colonel, USAF

2411

APPENDIX A.

HEADQUARTERS ALLIED COMMISSION
~~APC-394~~
 TRANSPORTATION SUB-COMMISSION

~~10/23~~

16 copies
~~18 July 1945~~

SUBJECT: Estimated Material Requirements for Vehicle & Spare Parts Manufacture over a six months period.

CAPS. →

MATERIALS	QUANTITY
Iron scrap for steelworks	Ton. 43000 ✓
Pig iron for steelworks	" 20000 ✓
Hematite pig iron for foundry	" 5000 ✓
Phosphoric pig iron for foundry	" 300 ✓
Sundry iron alloys for steelworks & foundry	" 3750
Aluminium 1st smelting 99,5/99%	" 600
" 2nd "	" 900
Electrolitic copper in bars & cathodes	" 600
Nickel in cathodes and grains	" 150
Electrolitic & finest zinc	" 200
Tin	" 60
Pig lead	" 850
Antimony	" 70
Cadmium	" 1,5
Polished iron sheets for drawing	" 3000
Magnetic tin plate	" 200
Block steel for moulds	" 200
High speed steel for tools	" 75
Nickel-Chrome alloy for electric resistors	" 10
Gas coal	" 36000
Steam coal	" 30000
Primary anthracite	" 3000
Blast furnace and gas coke	" 20000
Tar	" 120
Naphta for furnaces and boilers	" 5000
Petrol	Lt. 750000
Gasoil	" 900000
Petroleum	" 100000
Denatured alcohol	2 1/2 130000
Mineral oils B1 and B2 types standard, selected, distilled	Ton. 742
Oil for transformers	" 24

MATERIALS	QUANTITY
Bright stock	Ton. 100
Cylinder Oils	" 35
Foundry mineral oils	" 23
Linseed oil	" 200
Colza seed oil, Rapsoil, Corn oil	" 125
Castor oil	" 5
Animal oils	" 18
Oleine	" 16
Timber in plants and boards, resinous and latifolius	m3 18000
Fly wood	m2 70000
Cellulose	Ton. 80
Wool	" 15
Cotton	" 50
Flock silk	" 35
Hemp	" 140
Jute	" 30
Animal hair	" 50
Tanned leather, raw	" 50
Leather, sides	" 25
Fibrous asbestos	" 50
Mica	" 5
Buna & Para Rubber	" 60
Avebene collignol	" 100
Fire proof materials	" 3400
Graphite or graphited electrodes	" 470
Electrode paste	" 400
Graphite melting-pots	" 20
Spathfluor	" 175
Sodium silicate	" 35
Theesodic phosphate	" 5
Sodium cyanide	" 10
Caustic Soda	" 25
Solvay Soda	" 70
Emery, Alundum, and Carborundum grinding whls	" 50
Abrasive cloth	m2 15000
" paper	sheets 200000
Glass	m2 20000
Coal	ton 60000

~~Amex No~~

VARIOUS IRON ALLOYS FOR STEEL WORKS & FOUNDRY
FOR THE PERIOD

Breakdown of "Sundry Alloys" items on main list.

Manganese iron 10 + 12%	Ton.	1.660
Silco Manganese 45 + 50%	"	510
Refined manganese iron 80 + 90%	"	32
Manganese iron 75 + 80%	"	230
" " 25 + 50%	"	40
" " for foundry 18 + 20%	"	130
Silicium " " " 75 + 80%	"	140
" " " " 45 %	"	20
" " " " 10 + 12%	"	310
Refined chrome iron C 0,5/2%	"	430
" " " 60%	"	30
Vanadium iron	"	5
Tungsten iron	"	27
Chromite	"	180
Titanium	"	6

RAW MATERIAL FOR LUBRICANTS FOR THE PERIOD

Normal Oil B1	Ton	367
" " B2	"	173
Selected Oil B1	"	50
" " B2	"	62
Distilled Oil B1	"	58
" " B2	"	32
Oil for transformers	"	24
Bright stock - cat. 1	"	35
" " "	"	65
Saturated steam cylinder oil	"	35
Bush oil	"	11
Frostproof Oil	"	4
Petroleum	"	2
Steam turbine oil viscosity 50° Engler 4,8/5 inflammability P.M. not under 170° demulsionability max 210°	"	2408
Linseed Oil	"	6
Maize, Colza, and sundry Seed Oils	"	200
Castor Oil	"	125
Neats-foot Oil	"	5
Fish Oil	"	13
Wool Grease	"	3
Olein	"	2
	"	16

RAW MATERIALS FOR LACQUERS FOR THE PERIOD

Natural and synthetic Rosins	kg.	20.000
Nitrocellulose	"	26.000
Plasticisers	"	10.000
Drying vegetable oils	"	30.000
Castor Oil	"	800
Aliphatic Solvents	"	42.000
Turpentin spirit	"	4.000
Benzole	"	80.000
Xylol	"	30.000
Acetates	"	140.000
Heavy Solvents for N.C.	"	8.000
Ethyl Alcohol	"	10.000
Metal Salts Pb., Co, Mn	"	1.000

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HQ, ALLIED COMMISSION
APO 394 - TRANSPORTATION SUB-COMMISSION

23 July 1945.

Dear

I have received from your Milan office a letter containing information regarding the requirements and production of tyres for trucks in Northern Italy which you were kind enough to obtain as a result of our meeting.

I am, indeed, grateful to you for your assistance to me in producing this information at such short notice and can assure you that it will be extremely valuable in planning future tyre production in the North.

Yours faithfully,



Eng. Dott. G. Baricalla
Pirelli Via Sallia 88
Rome

2436



Roma, July 17th, 1945
VIA EMILIA, 89

79.

To
Lt. Col. FERNYHOUGH
Roads Section,
Transportation S/C,
H.Q. ALLIED COMMISSION,
Rome

As agreed in this morning's conversations, please find enclosed copy of our letter to our Milan Head-Offices, containing request of the data required by Transportation S/C and which you will kindly forward by Military Air Mail.

Thanking you in anticipation, I beg to remain,

Yours faithfully,

for G. BARTICALLA

A. Clementi.

CENTRALINO 467-551

Encl.

2405



13
VIA AEREA

79.
Milan, 24th July 1945

Our Reference:
SEGRETERIA FABBRICHE
Ufficio "T" - N° 5028

TO ALLIED COMMISSION
Transportation Sub-Commission
Roads Section
Attn.: Col. Fernyhough
R O M E

Subject : Requirements and production of tyres for
lorries in North Italy.

Through the courtesy of the A.M.G. Lombardia Region, Industry Division - we send you herewith copy of a brief report on the above subject hoping that it will reach you before the original which was sent through our Rome office.

PIRELLI
Società per Azioni

A handwritten signature in dark ink, appearing to be "W. X. X.", written over a horizontal line.

1 enclosure
PT/lb

2434



VIA AEREA

P. E. O. 7

MEMORANDUM FOR THE TRANSPORTATION SUB-COMMISSION
OF THE ALLIED COMMISSION - ROME

Requirements and production of tyres for lorries in North Italy

1. No precise data regarding the number of lorries actually existing in North Italy (Piedmont, Lombardy, Emilia, Veneto, Liguria) are available, but approximately it can be considered as being about 30,000 with an average carrying capacity of about 3.5 tons each.

Supposing:

- a) An average annual mileage of 25,000 km. for each truck
- b) An average life for each tyre of about 30,000 km.
- c) An average of No. 7 wheels in use, comprising truck and trailer,

the tyre requirements for a six months period for the above 30,000 trucks would be:-

About 85,000 tyres
" 75,000 inner tubes

2. The only tyre producing companies in North Italy (Pirelli and Michelin) have no sufficient quantities of raw materials (particularly rubber and coal) to enable them to recommence on an industrial scale the manufacture of truck tyres, which has been suspended for some months.

The Pirelli Company, by utilizing their small stock of synthetic rubber together with a small quantity of natural rubber (this latter, of course, to be kept within the strictest possible limits) could manufacture about one thousand truck tyres and inner tubes in a very short time, if it receives the first deliveries of the coal already assigned to it.

The amount of natural rubber in stock with the Pirelli Company would permit the production of about three times the quantity of tyres indicated, but that would mean the complete consumption of their natural rubber stocks. This is not to be recommended owing to the great difficulty in provisioning this raw material which is indispensable for technical reasons, it being

Page 2.

instead advisable to keep it in order to be in a position to recommence the manufacture of tyres as soon as the first consignments of American synthetic rubber reach Italy. As it is well known, it is not possible to manufacture truck tyres without adding to the synthetic rubber a certain percentage of natural rubber.

In any case the above production represents an absolutely insignificant quota of the semestral requirements for truck tyres indicated above.

The Michelin Company informs us that they are not in a position to produce any tyres, as they are completely without the necessary raw materials.

3. The production of motor tyres in the North Italy factories is at present nil.

4. Under normal conditions, the monthly production of truck tyres in the Pirelli and Michelin factories totals about:

45,000 tyres
40,000 inner tubes.

The requirements of raw materials for the above production is indicated in table N. 1.

5. The retreading and repair of truck tyres is carried out by the Pirelli and Michelin Companies in North Italy, and by several other small repair shops.

We have no data which would give an exact indication of the existing possibilities for the repair of truck tyres in North Italy other than in the Pirelli and Michelin factories, but it could be assumed that in general the various repair shops (including Pirelli and Michelin) could retread and repair about 150/200 truck tyres daily, which would mean about 22,500/30,000 tyres retreaded and repaired over a period of six months.

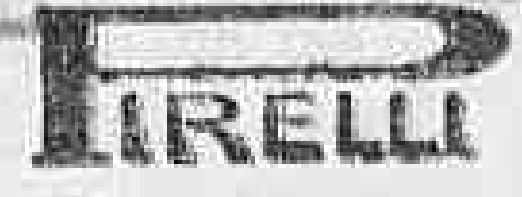
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24th July 1945
PT/lb

BEST COPY POSSIBLE

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Roma, 17 luglio 1943



ROMA
UFFICIO SPA

S. P. C. C.
UFFICIO SPA

DIREZIONE GENERALE

DIREZIONE GENERALE ROMA (Dr. Brachilli)

" " " (Dr. Longhi)

SUBDIREZIONE CENTRALE

17303

RICHIESTA DI IMBARRIAMENTO DI UNO DEI NOSTRI VEICOLI S/2.

Qualcuna occasione di un servizio in partenza per trasportare una quantità di materiale importante richiesto al Col. Perry-hough, Direttore della Base aerea della Transportation S/O dell'A.C.

I dati richiesti dovrebbero essere presentati in un rapporto schematico di non più di due fascicoli circa, ed hanno lo scopo di permettere alla condotta intercomunale di formulare un programma di fabbricazione di materiali per la corsa di imbarco dei trasporti aerei della nostra base aerea. Tale programma è stato richiesto d'urgenza dalle autorità di Washington e Dr. Merrill J. Taylor, Direttore della Transportation S/O, e dovrà essere portato negli S.C. dello stesso, in partenza per Washington a fine mese.

I dati in parola dovrebbero essere presentati non più tardi del 25 corr., naturalmente già redatti in lingua inglese.

Con la presente si precisano le richieste fatte:

1. Elenco dei materiali da imbarcare per un periodo di sei mesi per l'Italia settentrionale (Piemonte, Lombardia, Veneto, Emilia, Liguria), riferite ai mezzi di trasporto (aerei) che potrebbero essere immediatamente utilizzabili. Occorrerà pertanto stabilire, naturalmente in via approssimativa, il numero dei veicoli attualmente esistenti.
2. Elenco dei materiali che potranno essere prodotti dalle industrie locali, per il riferito periodo di sei mesi, dalle ditte produttrici (Pirelli e Michelin), con i materiali attualmente disponibili.
3. Elenco dei materiali da imbarcare per l'Italia settentrionale con i materiali in possesso, o probabile futura di tale produzione.
4. Elenco dei materiali da imbarcare, in condizioni attuali, dei citati stabilimenti, e materiali (carbone e altre materie prime) che occorrono per poter raggiungere tale potenziale.
5. Elenco dei materiali (stabilimenti e materiali occorrenti) nei Sord Italia per un periodo di sei mesi di imbarco, come in relazione al suddetto periodo di sei mesi.

Data l'urgenza della richiesta, abbiamo ritenuto opportuno approfittare, come detto più sopra, della occasione di un volo imbarcato di un aereo a Milano, il che non ci ha permesso di espletare in

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destaglie il rapporto sull'attività industriale del no/ gruppo già consegnato dall'Ufficio "T" alle autorità Alleate di Milano, e trasmesso in copia, dal quale si potranno probabilmente desumere parte almeno dei dati richiesti.

Confidiamo tuttavia di ricevere in tempo la Vo/ risposta, e se restano in attesa.

I dati richiesti dovranno essere specificati in altra sede e approssimativi. L'importante è di far presto.

UNA M.C.N.

P.S. - Ulteriore copia della presente, su carta velina, vi trasmettiamo per via aerea, per corriere tramite del Col. Pennington.

2420



~~VIA AEREA~~

APPENDIX B - Part I

Enclosure No. 1

Principal Materials Required for one month production
(45,000 truck tyres and 40,000 inner tubes)

(Quantities expressed in tons)

<u>Materials to be imported</u>	<u>Approximate quantities</u>
Natural rubber	117
Synthetic rubber, Buna S3 or S (+)	693
Synthetic rubber, Buna S R (+)	7
Dry latex (natural latex or synthetic latex Igetex S) (+)	16
Resorcin	2
Plastikator 32	16
Kautschol	16
Naphtholene	72
Cumarone Resins, softening point 64°-65°C	16
Paraffin, m.p. 52°-54°C	5
Pine tar	5
Carbon black, type CK 4 or Micronex	138
Soft carbon black, P. 1250	29
Lamp black	2
Petrol and benzole	81
Cotton fibre	23
Coal	1800
<u>Materials of national production</u>	
Raw sulphur	18
Zinc oxide	32
Formaldehyde	5
Aldolalfanaftylamine	2
Neozone D	5
Stearic acid	16
Reclaimed rubber	7

*79 units Pirelli
Lentini*

(+) Should it not be possible to receive synthetic rubber and latex from Germany, similar qualities would have to be imported from the U.S.A.

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~~Enclosure No 1~~ Page 2.

(Materials of national production - Contd.)

Approximate quantities

Rayon staple fibre (raw)	9
High strength rayon (°°)	288
Steel wire for bead rings	45
Brass for valves	4

(°°) For the production of the above quantity of high strength rayon about 350 tons of cellulose, type Super V S (Alpha cellulose content 89/90%) have to be imported.

24th July 1945

244



VIA AEREA

APPENDIX B. Part II.

Encl. ure No. 2

Average requirements of the principal raw materials necessary for retreading or repairing 1000 truck tyres

CAFS

(Quantities expressed in tons)

<u>Materials to be imported</u>	<u>Approximate quantities</u>
Natural rubber	0.280
Synthetic rubber, Buna S3 or S (+)	3.800
Carbon black, type CK 4 or Micronex	2.000
Soft carbon black, P. 1250	0.100
Plastikator	0.160
Naphtholene	0.310
Solvent benzine	0.700
 <u>Materials which in normal conditions can be obtained in Italy</u>	
Reclaimed rubber	1.400

(+) Should it not be possible to receive synthetic rubber from Germany, similar quality would have to be imported from the U.S.A.

24th July 1945

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Read Dec 1
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A

MONTHLY SUPPLEMENT TO AG MANUAL ON MATERIALS

NO. 3

JUNE 1945

FOREWORD

This pamphlet is the third of a series to be issued by the Materials Division of Commerce Subcommission, HQ Allied Commission, and is for inclusion, as information, in the space provided at the end of the AG Manual on Materials. This information consists of notes of general interest and guidance on the current situation as regards controlled non-subsistence materials, together with any relevant facts concerning non-controlled materials.

Comments and suggestions from the Regions, for inclusion in future issues of the Monthly Supplement will be welcomed, and should be addressed to Materials Division, Commerce Subcommission, HQ Allied Commission.

Comment: See Appendix A attached.

De-controlling of Materials. As a result of recommendations made by the Engineering Materials Committee of AVR(I)B and subsequent ratification by the Board, all but five articles have been removed from the list of materials controlled by the Engineering Materials Committee. Certain of the materials de-controlled by AVR(I)B have been transferred to the control of the Italian Ministry of Industry and Commerce. In order to simplify the present position regarding controlled materials, a revised edition of the whole of Section III in the Manual on Materials is attached as Appendix B for inclusion in your copy of the Manual.

GENERAL

1. Information has been received by the Materials Division of Commerce Subcommission to the effect that the production of pyrites is likely to improve very considerably in the near future. Regions which are interested in this commodity will be supplied with further details on application to Commerce Subcommission, Materials Division.

2. Chambers of Commerce, Industry and Agriculture and Provincial Offices of Industry and Commerce.

Your attention is again drawn to the increasing importance of the information contained in Section X of the Manual on Materials. It will be appreciated that, with the anticipated rapid turnover of Northern territory in Italy to the Italian Government, it is imperative that adequate machinery be set up as soon as possible in order that the

end of the AC Manual on Materials. This information consists of notes of general interest and guidance on the current situation as regards controlled non-subsistence materials, together with any relevant facts concerning non-controlled materials.

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Your attention is again drawn to the increasing importance of the information contained in Section X of the Manual on Materials. It will be appreciated that, with the anticipated rapid turnover of Northern territory in Italy to the Italian Government, it is imperative that adequate machinery be set up as soon as possible in order that the Government can assume proper control over the economic life which will shortly be coming under its jurisdiction. This is particularly important in the light of the revised list of materials which are to be controlled by the Italian Ministry through the Provincial Offices of Industry and Commerce. Responsible authorities are, therefore, urged to take the necessary action against the day when the responsibility of control, now largely operated by AMG, falls upon the shoulders of the Italian Government.

2 Incls. - Appendix A
" B

Appendix A

JULY ALLOCATION - CEMENT

Availability in tons

<u>JULY ALLOCATION EX:</u>	Civitavecchia	Guidonia	Colleferro	Bagnoli	Salerno	Medugno	Barletta	Monopoli	Taranto
	4500	3000	3500	2000	2300	4000	600	3000	30
<u>Breakdown:</u>									
AMG 8th Army			400						
Transportation S/C	1500	1800	1650		225	500			
P.W. & U. S/C	1500				500				
Land Forces S/C					30				
Industry S/C		130						1000	
Emilia Region									
Ancona Province						1000			
Port Construct Off.	80								
C.E. P.B.S.								450	
M.I.C.	420	670	300	1000	600	1800	200	810	20
M. LL. PP.	200	400	195	1000	445	340	200	400	10
Tn. S/C extra alloc.	800		655		500		200		
At disposal of Commerce S/C			300			360		340	
	4500	3000	3500	2000	2300	4000	600	3000	30

(°)-500 qual.
(+)-350/400 qual.

Appendix A

JULY ALLOCATION - CEMENT

Availability in tons

	Guidonia	Colleferro	Bagnoli	Salerno	Medugno	Barletta	Monopoli	Taranto	Total	
	3000	3500	2000	2300	4000	600	3000	300	21200	(o)
									2000	(+)
									23200	
									400	
									5675	
	1800	400		225	500				2000	
		1650		500					30	
				30					130	
	130						1000		1000	
					1000				1000	
									80	
							450		450	
							810	200	6000	
	670	300	1000	600	1800	200	400	100	3280	
	400	195	1000	445	340	200			2155	
		655		500		200				
									1000	
		300			360		340			
									1000	
	3000	3500	2000	2300	4000	600	3000	300	23200	

Appendix "B"

- 4 -

SECTION III

LIST OF CONTROLLED NON-SUBSISTENCE MATERIALS -- 23 JUNE 1945

A. 1st CATEGORY -- LIST OF MATERIALS CONTROLLED BY APLR(I)B

a. Controlled by Engineering Materials Committee.

I. Metals -- Non-Ferrous

1. Solder
2. Tin
3. White metal for bearings

II. Timber

4. Standing timber in the two areas reserved for British and American services in Calabria
5. Plywood

b. Controlled by Miscellaneous Purposes Committee.

6. Hemp: raw, tow and manufactured (excluding binder twine and 3rd, 4th and 5th quality rope)
7. Leather and all leather articles

B. 2nd CATEGORY -- RESTRICTED MATERIALS (MATERIALS CONTROLLED WITH PRIORITY FOR CIVILIAN NEEDS)

8. Matches
9. Phosphate Rock
10. Tanning materials
11. Cellulose for paper-making
12. Carbon Bisulphide
13. Soap
14. Poplar wood

C. 3rd CATEGORY -- MATERIALS CONTROLLED BY THE MINISTRY OF INDUSTRY AND COMMERCE

I. Metals

1. Structural steel of all dimensions
2. Foundry pig
3. Copper, unfabricated and scrap
4. Lead in all forms
5. Nails, newly manufactured (not from existing stocks)
6. Iron bars, iron plates, tin plates

2425

- 5 -

7. Steel - in blooms, ingots, billets and slabs - other than special machine and tool steel
8. Aluminium in pig, billets, plates or semi-finished materials (rolled, drawing, powders, grains, etc.)
9. Scrap metals other than copper and lead already mentioned in 3 & 4 above
10. Aluminium scraps

II. Building Materials

11. Cement
12. Glass (sheet)

III. Greases and Solvents

13. Greases for industrial purposes, excluding petroleum products (I)
14. Solvents; (carbon tetrachloride, trichloro, excluding petroleum products) (I)

IV. Textile Fibres

15. Artificial textile fibres
16. Cotton, cloth and other textile products
17. Binder twine and 3rd, 4th and 5th quality rope

V. Miscellaneous

18. Linseed and Linseed oil
19. Raw and processed sulphur for all uses (not including sulphur rock)
20. Mineral and bone superphosphate, ammonium sulphate, ammonium nitrate, calcium nitrate, calcium cyanamide, etc.
21. Fungicides and insecticides used in agriculture

D. 4th CATEGORY - MATERIALS UNDER SPECIAL CONTROL

1. Solid Fuel
2. P.O.L. (Petroleum products, oils and lubricants), Methane Gas
3. Newsprint (for the Provinces given back to the Administration of the Italian Government and for Naples).

(I) Petroleum greases for industrial purposes, petroleum lubricants and solvents must be considered as P.O.L. products. 2464

20921

ARMY VEHICLE SCHEDULE - MOTOR DIVISION -
Book ending Saturday, 24 March 1945

17-191

<u>Type of Equipment</u>	<u>In Service</u>	<u>In shops for repairs</u>	<u>Required this week</u>	<u>For Demolition</u>
A1 - 1st Class coach	.....	10	.....	5
B1 - 2nd " "	.....	25	.....	7
AB2 - Mixed 1 & 2nd cl. coach	.....	22	.....	4
C2 - 3rd class coach	39	81	2	49
C1 - " " " 2 axle	8	10	1	1
Arred. C1 - Wagon with seats	.....	.....	.....	.....
D2 - Truck van 4 axle	4	18	.....	13
DUI/D " " 2 "	30	72	4	26
Chiusi - Box wagons	1353	1001	203	856
Alto 2 axle - high side	1258	652	242	395
Piccoli - Trucks	340	310	64	116
Poz - Truck transport	40	41	6	17
Retrigger auto - Retrigger for	253	53	17	12
<u>Small wagons</u>				
Locus - Cisterna	29	5	5	4
Vino - Cisterna	42	19	6	4
Olio Oil	42	8	4	3
Petrolio - Petrol	83	22	8	12
Grano	26	1	-	-
Co. 2 axoni - 2 axonulin	42	6	-	-
Gasone - Gasoline	3	.....	.....	.....

2423

WP
file

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

R/9

MIT/hl

Tel: 220

200/31/11 1

13 Feb. '45

SUBJECT: Ceschetti Railroad Shops,
Porto Civitanova

TO : Director, Industry Sub-Commission

1. Attached restricted report of FRB is forwarded for your information and is a matter of primary interest.
2. It will be possible for Italian transportation system to absorb all possible production of this plant, and it is recommended that this plant be activated at the earliest practical date.
3. Detailed lists of transport requirements will be submitted to your sub-commission at an early date.

Merritt H. Taylor
MERRITT H. TAYLOR,
Director

copy to: Rail Division, Tn. S/C - Attn: Major Long
Road Division, Tn. S/C - Attn: Capt. Peterson
Lt.Col. Feamyhough, Tn. S/C

incl: (1) Report.

2422

SECRET

RECONSTRUCTIONC
O
P
YThe Cecchetti Railroad Shops, Porto Civitanova (Marche)

The normal, prewar business of the company was the construction of railway cars, including freight, tank cars and certain types of passenger cars. Some 2500 workmen in 1943 built in excess of 500 cars a month - among them up to 50 tank cars. Everything except the wheels was made on the premises. Combined with the business was a shipyard which during the war built 500 ton tank boats for supply seaplanes, and sub-chasers. The rail shops also produced air bombs and large shells.

The company was founded more than 50 years ago by Andrea Cecchetti, a simple workman, who started with a foot-powered lathe and the help of 4 or 5 boys. It was, and still is, the only industry of its type in this typically agricultural region.

Previous to liberation, the plant was heavily bombed, and the majority of the buildings destroyed. The machinery, however, suffered only superficial damage, for the roofs that fell on the machinery protected it from further damage. On the other hand, the Germans not only removed some 60 carloads of machine tools and equipment (presumably used in making V-1 and V-2 parts) but also mined and demolished some of the heavy equipment.

On the day of liberation, June 30, 1944, the huge plant was a complete shambles; practically all the roofs had caved in; twisted girders and tons of debris blocked every passage; many walls had collapsed; 158 railroad cars, on the premises for repairs, had in part been burned out, bent and thrown all over the lot. Not an office room, not a single shed or shop was fit to be used.

The following day, on July 1st, Cecchetti, with his foremen and some 200 workmen came back - to begin the job of cleaning and reconstruction. They have been at it ever since, with hunking, 73 year old Cecchetti on the job from early morning till sunset. Thus far 7 million lire have been spent. The present payroll amounts to about 50,000 lire a day for 410 workmen, of whom some 350 are said to be exclusively used for reconstruction. Today, most of the debris has disappeared; walls and roofs of the office buildings and possibly half the workshops and sheds have been restored. Heat treatment and annealing furnaces have been rebuilt and repaired; salvaged machine tools are stored in one large shop where they were taken apart, repaired and rebuilt; the forge has been completely rebuilt and so have the stamping presses, the model shop and foundry; the transmission lines for electric power are ready, waiting for the current.

Practically all of the plant's repairs have been effected from what was found on the premises. For instance, salvaged roofing tiles now cover the restored buildings. Bricks to rebuild the walls have come from the debris; special bricks for repairing the furnaces are made from ground-up old material. Machine tools are repaired with the help of those less damaged or intact. In one corner electricians are busy repairing motors. In another three small steel furnaces are being built up from scratch. Already some machinery has been received from others for repair, including a pasta-making machine, parts of pumps, small turbo generators, etc. Neatly laid out on large tables are a few dozen parts for railroad cars and locomotives which Cecchetti explains could be produced with the equipment now ready for immediate use. The shipyard is not destroyed is fully working. It has just completed a 250 ton barge, diesel-powered, numerous wooden fishing vessels are under construction.

SECRET

- 2 -

In order to employ as much of the salvaged material and as many hands as possible, the restored shops and machine tools are, where possible, used for make-shift production. In the absence of electricity, a 15 HP diesel motor supplies the power, the most of the work is done by hand. Thus pulleys are made for use in the repair of railroad bridges now under way nearby. Shovels and spades are stamped out of old sheet iron; perforated sheets, formerly parts of machine guns, are now made into convenient boxes for a charcoaltype coffee roaster; salvaged drain pipes are cut up and transformed into deep-well water buckets; other sheet scrap is made into freight car ramps; aluminum scrap is cast to become soup spoons, frying pans; the housing of small hand-operated ventilators, whose blades and other parts are made from steel scrap; wooden wheel burrows are being handmade in the pattern shop.

The work has gone forward in the face of many disheartening difficulties. For one, Cecchetti states that raw materials, equipment and machinery valued in excess of 10 million lire, have been requisitioned by military authorities without regard for their need in reconstruction or their use in the repair of rolling stock. Likewise, no sooner has a building, an office or shed been repaired or rebuilt, than it is usually taken over by the Royal Engineers which maintain a truck garage and maintenance shop on the premises. Even Cecchetti's private dwelling, repaired by him and at his expense, was immediately requisitioned - after the work had been done. In addition, there have been reported cases of outright vandalism. For instance, a soldier had to be stopped by direct appeal to the Commanding Colonel, miles away, from taking beams off the roof of a shed and putting them up into firewood; he did a good job while he was at it. Other soldiers removed from 40 to 50 wardrobes, salvaged and carefully stored away, only to smash them into firewood. Some wooden patterns are said to have suffered the same fate.

Cecchetti and his experts claim that they are ready to begin operations now at a moment's notice. However, they will need electric power, and freedom both from occupation and future requisitions. Every day lost in getting started, they say, means a day lost in terms of the contribution they could make to the war effort by:

- a) Making rolling stock parts (nothing more urgently needed, according to the railway people)
- b) Repairing the 156 freight cars now on the premises in time for the re-opening of the Pescara-Ancona rail line (contract for the repair of the rail bridges has been let for completion within 90 days).
- c) Making parts for the repair of civilian trucks for the whole of NE Italy from Foggia to Ancona (according to AC Industry S/C, this is the only plant now available in liberated Italy for making certain forgings and springs for trucks).
- d) Preparing for the repair and reconstruction of below standard military trucks, if and when these will be put at the disposal of the civilian economy (efforts to this end are now being made by AC Tpn. S/C).

Beyond these purely strategic and economic needs, is the social and political problem of upwards of 2,000 idle artisans in the small community of Civitanova. These people have for years depended on Cecchetti for their livelihood; they are today without any income. But they could be producers of the most vitally important goods - needed not only to help win the war, but prepare for the reconstruction of Italy. Their own understanding of the nature of their work tells them this. They may increasingly tend to believe that but for a similarly clear understanding on the part of the Allies, they would already be back on their jobs. For they do not necessarily

SECRET

- 3 -

know that the Provincial Commissioner of Macerata for instance is making every possible effort to get the plant into full production; and that he is sure to find other suitable space for the R.E. now occupying the premises, should they be ordered to vacate them. Nor do the jobless Cecchetti workers realize that Allied Railway and Truck Transportation officials are only waiting for Cecchetti to be ready, to put him to work. Tho he claims, of course, that he is ready now, and could have been ready long before this had he been given the wholehearted cooperation of the powers that be.

Cecchetti's is a good example of strong local initiative, despite real handicaps - handicaps which improved liaison between the Army and the technical experts of AC should be able to overcome, to the benefit of both the Army and Italy's economic situation.

2419

Tu 2/12 DPR/oc

TO : Regional Commissioner, Economics, Supply, Engineering
Agriculture, ABRUZZI MARCHES REGION, AMG.

FROM : Regional Civil Transport Officer.

REF. : R5/517/12.

SUBJECT : Weekly Vehicles Report (location).

DATE : 12 February 1945.

R/9

1. The following Vehicle Report is submitted for your information:

TRUCK POOL #	Chevy.	Dodge	Flat	C.M.	Misc.
<u>TRUCK POOL # 3.</u>					
Chieti	- 18 - (2)	x	x	x	x
Teramo	- 18 - (1)	x	x	x	x
Pescara	- 15 - (3)	x	- 6 - (2)	x	x
<u>TRUCK POOL # 4.</u>					
Aquila	- 10 - (1)	- 1 - (1)	- 29 - (10)	- 3 - (1)	- 2 - (2)
Avezzano	- 4 -	x	x	x	x
Sulmona	- 4 -	x	- 1 -	x	x
<u>TRUCK POOL # 5.</u>					
Ascoli	- 33 - (3)	x	x	x	x
<u>TRUCK POOL # 6.</u>					
Macerata	- 20 - (3)	- 10 - (3)	x	x	x
<u>TRUCK POOL # 7.</u>					
Fano	- 15 - (3)	- 10 - (1)	- 4 - (2)	- 1 - (1)	- 4 - (2)

TOTAL

- 132 - 1 1/2 ton Chevrolet 4 x 2, Cargo.
- 22 - 3 ton Dodge, 4 x 2, GG.
- 40 - 10 ton Flats.
- 4 - 6 ton C.M.
- 8 - 6 ton Misc.

205 (35) V.O.R.



D.P. Richardson
 D.P. RICHARDSON
 Capt. Inf.
 Regional Civil
 Transport Officer.

Copy to: R5/517/12.
 Trans. Sub-Comm. Hq. (BOARD)
 " " " (Capt. WYATT).

2418

2098

R/G File:
Chf.
MPT/eh

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

430/S/Tn 1

12 February 1945

SUBJECT: Recent Inspection Tour of the Chief of Staff
TO : Economic Section

1. Reference is made to your letter 1 February 1945, ES/S.20.
2. The points raised in the report of the Chief of Staff's tour are noted.
3. It is realized that transport generally is short and we are continually making efforts to improve the position.
4. With regard to Section VII, paragraph a, the ISR does not raise money through loans, but by provision in the budget. The Florence-Arezzo line is scheduled for repairs at a cost of 470,000,000 lire, and an officer in this Sub-Commission is now in the district fixing contracts.
5. With regard to Section VII, paragraph b, it is realized that an officer at Arezzo would be useful, but we are unable to spare one at the moment.
6. With regard to Section II, paragraph c, this question is being investigated.

MPT

M. H. THOMAS, Colonel
Deputy Director

cc: Rail Div., Tn S/C

Col Carnes

Can you ps draft a reply to Section IIc of attached report

M. H. Thomas
12 Feb.

This was answered direct to E.S. (R/G.) per Chf. 14/2.

Flant

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

179

RS/3.20
Tel. 558

CWA/nem
1 Febr. 1945

SUBJECT: Recent Inspection Tour of the
Chief of Staff.

TO: Agriculture Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Transportation Sub-Commission
Commerce Sub-Commission
Industry Sub-Commission
P.W. & U. Sub-Commission
Labor Sub-Commission.

1. The attached copy notes are forwarded for information and action as necessary.
2. Please forward your comments and report of action taken, at your earliest.

By Order of Colonel Densmore:

C. W. Atkins
C.W. ATKINS,
Captain, B.A.
Economic Section

Enc. 1 copy 805/1/COS

2416

COPY

1006/61

26 January 1945

MEMORANDUM FOR THE CHIEF OF STAFF
30 JAN 1945
Office of the Chief of Staff

Ref. Ext. 541

805/1/308

SUBJECT: Recent inspection tour of the Chief of Staff

TO: MG, General Section, HQ, AF.

The following notes and observations were made during the visit of Staff's recent tour of inspection (Jan 17-23) of the Fifth Army, Northern provinces of Toscana Region, and Livorno area. They are submitted to you for information and such action as may be appropriate.

- I -

at Siena 17 Jan. 45

a. The food situation is in order and Siena Province supplies a great deal of Florence's food. The wine crop appears to have failed entirely in this province owing to lack of sulphur.

- II -

Discussion with Brigadier General Hunt, Florence, 18 Jan. 45

a. Inter-Regional Trade - There still appears to be an inter-provincial trade blockade in Tuscan region with respect to any army control. It seems to me that, for example, Siena Province prohibits the issue of unrationed food to Florence.

b. Support for Local Material taken by Military Units - General Hunt raised the difficulty in which small industrial owners found themselves when military units removed their material, sometimes in good faith, sometimes in bad, without payment. Failure to pay resulted in the men going out of business and his production is sent to the country and to the army. Clearly things ought really to pay spot cash in cases like this but it seems to me that we should be able to help through a bill. (For discussion with CGA). Otherwise it seems a matter for the army.

c. Domestic Transport - 6th Fifth Army - 6-4 Fifth Army, appear indirectly to have accepted responsibility for replacements but the attachment of AF to Fifth Army would probably help. That happens in Fifth Army?

- III -

Conversation with Lieut. Col. Rolph, Provincial Commissioner, Florence, 18 Jan 45

d. Transport - The chief problem in Florence Province is transport, not only for food but for the transport of Italian officials. Lieut Colonel Rolph fully realized the truth that Italian officials properly supervised can run their local government better than Allied officials, but they are terribly handicapped

2413

at 10:17 AM, 17 Jan. 45

4. The is a situation in order and that (6) men supplies a great deal of Florence's food. He wins crop appears to have failed entirely in this province owing to lack of rainfall.

- II -

Discussion with Brigadier General Sims, Florence, 18 Jan. 45

a. Inter-provincial trade - There still appears to be an inter-provincial trade blockade in Toscana region with respect to any crop control. It seems to me that, for example, Siena province prohibits the use of un-attained food to Florence.

b. Transport for local material taken by military units - General Sims raised the difficulty in which small industrial owners found themselves when military units removed their material, sometimes in good faith, sometimes in bad, without payment. Failure to pay resulted in the men going out of business and his production is lost to the country and to the Army. Sims' savings ought really to pay crop cash in cases like this but it seems to me that we should be able to help through this. (For discussion with Sims), otherwise it seems a matter for the staff.

c. Domestic transport - All with Army - 3-4 Fifth Army, appear indirectly to have accepted responsibility for replacements but the attachment of this to Fifth Army would probably help, that happens in Fifth Army?

- III -

Conversation with Lieut. Col. Ralph, Provincial Commissioner, Florence Province, Florence, 18 Jan 45

2413

a. Transport - The chief problem in Florence province is transport, not only for food but for the transport of Italian officials. Most Colonel Ralph fully realized the truth that Italian officials properly supervised can run their local government better than Allied officers, but they are terribly handicapped here, as elsewhere, without transport.

- IV -

at 10:10 AM, 19 Jan. 45

a. Olive Oil - Captain Sims was pessimistic about the seasonal figures and said that it was generally accepted that the price was too low. With here and at 1,000 a price of 1, 110 was suggested as reasonable to cover cost of production.

b. Agriculture Officer - Major Walker, Agriculture Officer, had been recalled to duty without replacement. Where is he going and why?

9 085, 26/1/45
Subj: Insp Four of CO
To: Economic Sec

c. Requisitioning of Ware - The order forbidding the requisitioning and hiring of cars has filtered down to provinces and will restrict seriously the work of the provincial and technical officers. Nothing must be done about it. If cars cannot be requisitioned, can tires be requisitioned? This could put care off the road and waste capable officers to immobilise.

d. Inter-provincial Trade - Captain has raised the question of free trade between provinces and a long discussion ensued. There seems no doubt that freedom of trade between provinces is more than desirable but when you ask a provincial Government to allow study to move out of the province, he invariably refuses.

e. Genio Civile - The head of the Genio Civile is far too old and quite incompetent and should be removed.

f. Road - Road seems to be adequate but not plentiful and here again they are pessimistic about the olive oil cesssing.

- 5 -

At. Pisa, 20 Jan 45

a. Supply - The supply officer, Lieut Blair, (S), said that his most serious problem was transport and the lack of tires. They have sufficient what supply to last through the end of March. They are operating on a 200 gram ration.

b. Olive Oil Cesssing - Olive oil cesssing is not up to expectations. It was suggested that the price might be increased to assist in the cesssing but it was agreed that any increase which the Government could grant would be sufficient to break the black market. In other words, the producers would like an increase of 500 times which would put it at the black market level which is beyond question.

c. Red Cross Activities - The Red Cross representative was questioned with regard to her problems and again the chief of these was the lack of transport. In this particular case it has held up the distribution of clothing to the community pending the time she can get tires from the Naples depot. She would give no definite time as to when she expected to get the shoes through. Colonel Kirkwood suggested that she contact the regional Red Cross representative and perhaps the region will be able to furnish sufficient transport to go down and pick up the shoes from Naples in order that the distribution of clothing can be made. It was pointed out that the clothes turned over by the Taylor Committee in Abruzzi came into the hands of the Communist Party representatives who in turn made distribution giving the people the impression that the clothes were a result of the Communist Party efforts. The Chief of Staff made the observation that steps would be taken to ensure that the Taylor Committee and Red Cross distributions would be made through proper official channels and that they would not allow them to fall into the hands of political parties.

0. Denis Civile - The head of the radio office is for too old and quite incompetent and should be removed.

1. Fuel - Good seems to be adequate but not plentiful and here again they are prejudicial about the olive oil shortage.

- V -

At. Pisa, 20 Jan 45

a. Supplies - The Supply Officer, Lieut Blair, (S), said that his most serious problem was transport and the lack of tires. They have sufficient left only to last through the end of March. They are operating on a 200 gram ration.

b. Olive Oil Shortage - Olive oil shortage is not up to expectations. It was suggested that the price might be increased to assist in the shortage but it was agreed that any increase which the Government could grant would be sufficient to break the black market. In other words, the producers would like an increase of three times which would put it at the black market level which is beyond question.

c. Red Cross Activities - The Red Cross representative was questioned with regard to her problems and again the chief of these was the lack of transport. In this particular case it has held up the distribution of clothing to the community pending the time she can get shoes from the Naples depot. She could give no definite time as to when she expected to get the shoes through. Colonel Kirkwood suggested that she contact the Regional Red Cross representative and perhaps the region will be able to furnish sufficient transport to go down and pick up the shoes from Naples in order that the distribution of clothing can be made. It was pointed out that the clothes turned over by the Taylor Committee in Abruzzi came into the hands of the Communist party representatives which in turn made distribution giving the people the impression that the clothes were a result of the Communist party's efforts. The Chief of Staff made the observation that steps would be taken to ensure that the Taylor Committee and Red Cross distributions would be made through proper official channels and that they would not allow them to fall into the hands of political parties. 2114

d. Funds for Hospitals - In addition to the fuel situation the hospitals are faced with a serious problem in regard to lack of funds. The crutches which are served by the Pisa area hospitals are in excess of 14,000,000 lire to the hospitals for services rendered, while a substantial portion of this debt was incurred prior to the liberation it was still held against the Communists and the hospitals, as a result of this tremendous debt, have lost the credit standing and are required to pay cash for all their purchases. The question of advancing money through Allied agencies was brought up with the financial officer who said that this could be done only in respect of the debts incurred since liberation. Chief of Staff suggested the possibility of a voluntary subscription from the Communists in order to create a central fund from which the hospitals in worst need could draw. Provincial Commissioner said he would take the matter up with the local prefect. It was observed that a debt of approximately 7,000,000 lire was charged by the hospitals against the Department of Justice for criminal and psychiatric cases that were carried by the Italian

0 of OCS, 26/1/45
Sub: Insp Tour of OCS
SO: Economic Sec.

Government.

d. W.S.U. Captain Peribus, (P), Public Works Officer, reported that the principal problem at the present time was that of food control. He said that the American military engineer outfits in the area were extremely helpful in meeting all the emergency situations which had arisen.

e. Captain Peribus, Public Works and Utilities Officer, struck an all most efficient. He has tackled rehabilitation of water, light, bridges, etc., in the right way and does not seem to get disturbed at lack of material or the inefficiency of Italian engineers.

At Livorno, 23 Jan 45

a. Food Situation - Livorno struck me as a hungry city. There were food queues and groups of people looking hungry and the general impression that I gathered from the provincial staff here was that food is short. The provincial staff put it down to the requisitioning of food by the military. They said that purchasing officers were buying fresh food in Livorno and in the hinterland, i.e., Pisa Province, that messes were purchasing for and side and that the troops did the rest, especially the Italian Army who, numbering 20,000 spend 400,000 lire a day on food (latter point can be taken up with the Land Forces Commanding). At the same time the provincial staff admitted that Livorno Province was not a fresh food producing province and they seemed a little wary as to whether the province could be self-sufficient if the troops were not there.

It is, however, certain that the 50,000 troops in Livorno are eating out of hearth and home for 5,000 civilian population and something must be done about it. We can stop purchasing officers buying food in Livorno and use the provinces and I think we should. There is a war-time province and not too far away. We could and should, in my opinion, regard Livorno town and possibly 70,000 population in the outside communes as a special food problem and leave to them sufficient food, at any rate until the spring, to give them a mid-day soup meal. If we are going to do this I think we should insist on the provincial staff setting up a number of communal soup kitchens so that the best results can be obtained. The OCS, Livorno, did not seem keen on this but I was not impressed by this approach to the question at all. I left the meeting with instructions to examine with the staff and means of setting up communal kitchens and said that I would explore the provision of extra food.

Peribus agreed that if the ration could be raised to 300 grams no other efforts could be necessary.

2413

In the light of the fact that it does not seem to get disturbed at lack of material or the inefficiency of Italian engineers.

At Livorno, 21 Jan 45

4. Food situation - Livorno struck me as a hungry city. There were food queues and groups of people looking hungry and the general impression that I gathered from the provincial staff bore out Ezz's letter that food is short. The provincial staff put it down to the requisitioning of food by the military. They said that archiving officers were buying fresh food in Livorno and in the hinterland, i.e., the province, but messes were purchasing for and also said that the troops did the rest, especially the Italian Army who, numbering 20,000 spent 100,000 lire a day on food (Latse point can be taken up with the Land Forces Sub (Landstamm)). At the same time the provincial staff admitted that Livorno province was not a fresh food producing province and they assumed a little inquiry as to whether the province would be self-sufficient if the troops were not there.

It is, however, certain that the 50,000 troops in Livorno are eating out of hearth and home the 8,000 civilian population and something must be done about it. We can stop purchasing officers buying food in Livorno and get the province and I think we should. There is a surplus province and not too far away. We could and should, in my opinion, regard Livorno town and possibly 70,000 population in the entire commune as a special food problem and issue to them sufficient food, at any rate until the spring, to give them a mid-day soup meal. If we are going to do this I think we should insist on the provincial staff setting up a number of communal soup kitchens so that the best results can be obtained. The (Lt) Livorno, did not even hear on this but I was not impressed by this approach to the question at all. I left the meeting with instructions to discuss with the staff and means of setting up communal kitchens and said that I would explore the provision of extra food.

Mycom agreed that if the ration could be ²⁴¹³ raised to 300 grams so other efforts would be necessary.

Conference with Lt. Col. Guim with Lt. Arseno Provincial Administrators, 21 Jan 45

5. It was stated that the biggest single problem was the industrial rehabilitation of the Valdarno area, that is, the steel mills, since an economic system serving that area, particularly, the debt problem is paramount. For example, the mines of the area are in debt in excess of 7,000,000 lire to the Bank of Italy. Without financial relief, the problem of unemployment is liable to become a serious matter in the area. Currently there are some 600 people on relief and by the end of the month, when the lignite mines will lay off, this relief figure will be increased to approximately 1200. It was estimated by the AG that a loan of approximately 7,000,000 lire will, at least for the time being, carry the area into the year of a satisfactory basis. This money, it is understood, will be used in the reconstruction of the rail lines. The rail bridges would be undertaken by separate financing.

6 of 683, 26/1/45
Subj: Insp. 2nd of 003
TO: Reservist et.

The financial problem in connection with financing is the high interest rate of 8 plus 1/2. It was felt that if such loans could be obtained at a 3% rate it would be more available to everyone concerned. It is stated there was a backlog of some 2000 laborers that could be readily called upon for such reconstruction work. The G strongly recommended taking up question of repair of permanent way over its stretches, e.g., for bridges, trestles and sleepers, are not forthcoming. Financially, also, you could work a 3 loan whereas any industrial concern would be charged 9%. The G would like to employ men on (a) railway; (b) on all city highways. In my case if WUSA is thinking of repairing permanent way he must be encouraged to use local labour. (i.e., miners). Major Lee, Region in 4 District, said that 1/4 District daily took over responsibilities of roads without accepting to do maintenance.

b. The presence and absence of olive oil was the major problem for their supply and it is felt that a permanently stationed transport in representative should be placed at Avram. One inadvertently sent in some twenty tons of fresh vegetables into the Avram area, which is surplus in such items. This could have been avoided had proper liaison been maintained.

c. Generally speaking, the food situation is considered satisfactory. In regard to olive oil, there is considerable trouble experienced with trucks coming in from Florence and surrounding country and buying oil wherever they can find it. Military units, it seems, have been sending trucks over with an interpreter and just commandeering the country. This practice, if allowed to continue, is particularly detrimental to the oil economy.

(R)
Chief Staff Officer
to the Chief of Staff

2412

OR/9 Col. Bodas has
dealt with all
info MJS/ml
of this. Chd.
File
13/2

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CONFIDENTIAL

REPORT OF TOUR OF NORTHERN TERRITORY
February 6 - 11th.

ROAD.

Action

1. Action to be taken to ensure that all trucks carry full loads in relation to vehicle capacity and road condition. Trucks examined on road ex Truck Pool 5 apparently light loaded. Discussed with Regional Transport Officer, Abruzzi-Marche Region.

Nov. Road and Road Div.

2. Are arrangements in hand for ENAC to carry spare parts for any W.D. vehicles turned over to the Italians?

Nov. Road and Road Div.

3. Fabriano station could be developed as a R.H. with a little work to the vehicle standing space by the siding. If this is a really economic haul for the surplus grain, then the work should be put in hand in agreement with M.R.S. and Abruzzi-Marche Region. Nov. Road to examine together with Regional Transportation Officer and take necessary action.

Nov. Road and Rail Abruzzi-Marche Region.

4. Only 45 tons of sulphur per day is being loaded from Montecarotto. The M.T. turn-round is approx. 190 miles. Now that roads are practically free from snow, the turn round from the other mines originally chosen should be examined and if more economical, this route opened immediately.

Abruzzi-Marche Reg. Nov. Road

5. The forward advance post for controlling demands for transport is most necessary and should be given every assistance. Nov. Road to send a Rep. up shortly after it has been opened to assist it and examine its working. This is to be done in conjunction with Regional Transportation Officer. Rep. Nov. Road to be assured that a proper system has been worked out for submitting demands for road lift to the advance post and on assignments from the advance post to the units concerned.

Nov. Road and Abruzzi-Marche Reg.

2 apparently light loaded. Discussed with Regional Transport Officer, Abruzzi-Marche Region.

2. Are arrangements in hand for EMAC to carry spare parts for any W.D. vehicles turned over to the Italians?
Nov. Road and Road Div.

3. Fabriano station could be developed as a R.H. with a little work to the vehicle standing space by the siding. If this is a really economic haul for the surplus grain, then the work should be put in hand in agreement with M.R.S. and Abruzzi-Marche Region. Nov. Road to examine together with Regional Transportation Officer and take necessary action.
Nov. Road
Nov. Rail
Abruzzi-Marche Region.

4. Only 45 tons of sulphur per day is being loaded from Montecatotto. The M.T. turn-round is approx. 100 miles. Now that roads are practically free from snow, the turn round from the other mines originally chosen should be examined and if more economical, this route opened immediately.
Abruzzi-Marche Reg.
Nov. Road

5. The forward advance post for controlling demands for transport is most necessary and should be given every assistance. Nov. Road to send a Rep. up shortly after it has been opened to assist it and examine its working. This is to be done in conjunction with Regional Transportation Officer. Rep. Nov. Road to be assured that a proper system has been worked out for submitting demands for road lift to the advance post and *passing* on assignments from the advance post to the *units* concerned.
Nov. Road
Abruzzi-Marche Reg.

6. Delay is occurring in giving daily assignments to M.T. allocated to the Port and Warehouse Division at Ancona. This must stop. Transport details must be worked out in advance.
Nov. Road
Port & Warehouse Div.

7. Regional Commissioner considered that he could house and feed civil trucks sent as a unit to work in his Region. Nov. Road to follow up immediately.
Nov. Road
Mr. Gross
Abruzzi-Marche Reg.

Action
Nov. Road
Toscana
Reg.

8. The formation of truck pools in the Toscana Region should be investigated immediately.

RAIL.

9. Rail clearance of lignite ex Panicale is proceeding satisfactorily. All the stockpile has been lifted. An attempt should be made to always have a small stockpile to prevent delays to loading.

Nov. Rail
Nov. Road
Lazio-
Umbria Reg.

10. The Provincial Commissioner, Perugia, did not know that the Railway to the Pietrafitta mines is to be reconstructed. Have Lazio-Umbria Region been informed? If not, they should be informed of the plan immediately.

Nov. Road
Lazio -
Umbria Reg.

11. A reconnaissance should be made of the Umbriale Centrale Private Railway, which connects with Civitavecchia. Does the potential traffic justify a reopening of this line? How much M.T. haul would be saved?

Nov. Rail
Port &
Warehouse
Division

12. Arrangements should be made to keep A.C. Warehouse space at Forlì full, and Nov. Rail in conjunction with Port and Warehouse Division and bidding Sub-Commissions should see that necessary bids for rail capacity are made on S.F.H.Q.

Deputy
Director

13. Under the new organization of the Transportation Sub-Commission in the field in which all officers are Transportation Field Officers under Command of the Regional Commissioner, it is not practicable to have certain Officers, at present carrying out purely a rail function, attached to M.R.S. This arrangement should be stopped.

Nov. Rail
& Rail Div.

14. Confirm date when rail will be through to Florence, and what capacity will be available for A.C. traffic.

FORT & WAREHOUSE DIVISION

Nov. Shipping
Port &
Warehouse
Division.

15. Use of Ortona as a schooner port for the Abruzzi-Marche Region, should be examined. With better weather it should be possible to get fair sized schooners into Ortona, but this requires confirmation.

know that the railway to the electrified lines is to be reconstructed. Have Lazio-Umbria Region been informed? If not, they should be informed of the plan immediately.

11. A reconnaissance should be made of the Umbriale Centrale Private Railway, which connects with Civitavecchia. Does the potential traffic justify a reopening of this line? How much M.T. haul would be saved?
Nov. Road
Lazio -
Umbria Reg.

12. Arrangements should be made to keep A.C. Warehouse space at Forlì full, and Nov. Rail in conjunction with Port and Warehouse Division and bidding Sub-Commissions should see that necessary bids for rail capacity are made on A.F.H.C.
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Warehouse
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Director

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Nov. Rail
& Rail Div.

PORT & WAREHOUSE DIVISION

15. Use of Ortona as a schooner port for the Abruzzi-Marche Region, should be examined. With better weather it should be possible to get fair sized schooners into Ortona, but this requires confirmation.
Nov. Shipping
Port &
Warehouse
Division,
Abruzzi-Marche Region.

16. It should be possible to obtain the bulk of the Tobacco Warehouse at Ancona. Port and Warehouse Div. to follow up. This Warehouse is useless unless roofing material can be made readily available. It is understood that civilian truck loads are on route from Livorno. Port and Warehouse Division to confirm.
Port &
Warehouse
Division.

Action
Mov. Rail
& Rail
Division
Port &
Warehouse
Div.

17. The release of the balance of the Warehouse buildings in the accommodation at present held at Forli is being taken up by A.M.C. 15 Army Group and 8 Army. In addition the stove factory on the opposite side of the road will make excellent covered storage accommodation with ample space for any tonnage likely to be held in Forli. 15 Army Group are trying to obtain the release of this building which is at present being used as barracks. Both these groups of buildings have rail sidings, but these require some repair in order to be connected to the main line. Mov. Rail to put this work in hand.

Port and
Warehouse
Division

18. At present stockpiles held at Forli are being supervised by the Railroad detachment. Arrangements should be made to assign Warehouse personnel to Emilia Region to take over when the Road-head detachment moves forward. This should be done now.

GENERAL.

Regional
Transp.
Officers

19. There is a general lack of co-ordination and liaison between Transportation Officers in the field; to a considerable degree, Transportation Officers in the field appear to be working in watertight cells. In towns where there is more than one Transportation Officer stationed, different Transportation Officers should work together in the same building and co-ordinate the work with each other. At present there is a wastage of transportation capacity because this is not done.

20. Decisions taken and Headquarters Transportation

Sub-Commission are not being passed to personnel on the ground; for example the Provincial Commissioner Perugia did not know that a decision had been made to reconstruct the I.S.R. line in the Perugia neighbourhood and connect it with the Pietrafitta mines. The Provincial Commissioner Ancora had no idea that further Motor Transport Units were being sent into the Ancora area or that an advanced M.T. control post was to be established at Ancora. This control post was to be established and duplication of knowledge leads to confusion and duplication of movements. Sections and Headquarters must ensure that any

All
Movements
Sections.

All
Regional
Trn. Officers

2410

Fort and Warehouse Division

18. At present stockpiles held at Perli are being supervised by the Railhead detachment. Arrangements should be made to assign warehouse personnel to Emilia Region to take over when the Road-head detachment moves forward. This should be done now.

GENERAL.

Regional Transport Officers

19. There is a general lack of co-ordination and liaison between Transportation Officers in the field; to a considerable degree, Transportation Officers in the field appear to be working in watertight cells. In towns where there is more than one Transportation Officer stationed, different Transportation Officers should work together in the same building and co-ordinate the work with each other. At present there is wastage of transportation capacity because this is not done.

All Movements Sections.

All Regional Transport Officers

20. Decisions taken and Headquarters Transportation Sub-Commission are not being passed to personnel on the ground; for example the Provincial Commissioner Perugia did not know that a decision had been made to reconstruct the I.S.R. line in the Perugia neighbourhood and connect it with the Pietrafitta mines. The Provincial Commissioner Ancona had no idea that further Motor Transport Units were being sent into the Ancona area or that an advanced M.T. control post was to be established at Ancona. This of knowledge leads to confusion and duplication of Movements sections and Headquarters must ensure that any decisions taken at these Headquarters are passed on to the Regions concerned with copy of the relevant documents to the Provincial Commissioner.

21. Care should be taken to follow the procedure laid down in Executive Memorandum No. 77 for Italian Civilians who it is proposed should visit Army Territory; this will avoid unnecessary delay in obtaining necessary authority for their journey.

Action
Movements
Sections

M. J. SIEFF
Colonel R.A.
Chief Mov. Div.

DISTRIBUTION:

Director, Transportation Sub-Commission
 Deputy Director, Transp. " "
 Movement Shipping (2)
 Movement Rail (2)
 Mov. Road (2)
 A.M.C. 15th Army Group (1)
 A.M.C. 8th Army (1)
 Abruzzi-Marche Region (for Regional Transportation Officer)
 Lazio-Umbria Region (" ") (2)
 Toscana Region (" ") (2)
 Provincial Commissioner: Ancona (2)
 " " Perugia (1)
 Port and Warehouse Division (1)
 Road Division (1)
 Rail Division (1)

DPR/oc

T.M. K

TO : Regional Commissioner, Economics and Supply, Engineering, Agriculture, ABRUZZI MARCHE REGION, ANO.

FROM : Regional Civil Transport Officer.

REF. : R5/517/12.

SUBJECT : Weekly Vehicles Report (location).

DATE : 5 February 1945.

1. The following Vehicle Report is submitted for your information:

TRUCK POOL #	Chev.	Dodge	Flat	O.M.	Misc.
<u>TRUCK POOL # 3.</u>					
Chieti	- 18 -	x	x	x	x
Teramo	- 18 -	x	x	x	x
Pescara	- 10 -	x	- 6 -	x	x
<u>TRUCK POOL # 4.</u>					
Aquila	- 10 -	- 1 -	- 29 -	- 3 -	- 2 -
Avezzano	- 4 -	x	x	x	x
Sulmona	- 4 -	x	- 1 -	x	x
<u>TRUCK POOL # 5.</u>					
Ascoli	- 33 -	x	x	x	x
<u>TRUCK POOL # 6.</u>					
Macerata	- 20 -	- 10 -	x	x	x
<u>TRUCK POOL # 7.</u>					
Fano	- 15 -	- 10 -	- 4 -	- 1 -	- 4 -

TOTAL

- 132 - 1 1/2 Ton Chevrolet 4x2, Cargo.
- 21 - 3 Ton Dodge, 4x2 US.
- 40 - 10 Ton Flats.
- 4 - 6 Ton O.M.
- 6 - 6 Ton Misc.

203

D.P. Richardson
 D.P. RICHARDSON
 Capt. Inf.,
 Regional Civil
 Transport Officer.

Copy to: R5/517/12.
 Trans. Sub-Comm. Hq. AC (ROADS)
 Trans. Sub-Comm. Hq. AC (Capt. WYATT)

2439 HEADQUARTERS
 6 FEB 1945
 A. C.

222

2115

INTER OFFICE MEMO

AC/R/9/TN.5

JJC/hgd

SUBJECT : Recent Inspection Tour of the Chief of Staff.

TO : Economic Section.

R/9

With reference to your letter ES/3.20 dated 1st Feb. '45, Para 2, the following comments are offered:-

Ref. Para IIC of the Chief of Staff's Report.
Four Italian Q.M. Truck Coys have been attached to AMG 5th Army for maintenance. 1001 G.I. attached to AMG 6th Army is under the CRASC (Lt.Col. Fletcher) who is responsible for the administration and supply of that Coy.

Ref. Para IIIs of the Chief of Staff's Report.
(See comments on requisitioning of motor vehicles under IVC).

Ref. Para IVC of the Chief of Staff's Report.
It was verbally agreed at the conference (held at AFHQ 1st of Oct.) that, when a final working paper was issued, A.C. would be one of the subordinate Headquarters delegates to requisition cars. A paper was received shortly afterwards wherein A.C. was not so delegated. Representations were made to AFHQ and it was stated that this paper was merely a policy paper, and it was again stated that when the final working paper was issued, A.C. would be one of the subordinate headquarters permitted to requisition cars. When, however, the final working paper appeared, printed in the form of Administrative Memorandum No. 59, the wording of that particular paragraph relevant to requisitioning of cars had not been altered in any way.

Ref. Tyres. 200 tyres and tubes were allotted to Transportation Officer at Florence. The present position as to the allocation of these tyres is unknown by the Transportation Sub-Commission, which no longer handles the distribution of tyres.

JAMES P. JAMES,
Colonel, Inf.
Director Roads Section.

for

1st Feb. 45, Para 2, the following comments are offered:-
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Four Italian Q.M. Truck Coys have been attached to AMG 5th Army for maintenance. 1001 G.I. attached to AMG 8th Army is under the CRASC (Lt.Col. Fletcher) who is responsible for the administration and supply of that Coy.

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(See comments on requisitioning of motor vehicles under IVC).

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JAMES G. BARNES,
Colonel, Inf.
Director Roads Section.

for
HERRITT H. TAYLOR
Director

248

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

019 JPC
File
Jub

Tel: 478701
DO/AG/

30 January 1945.

Dear J.

1. I have been trying to get you on the phone for the last 36 hours without success.
2. A.C. have under their control four G.T. Companies; these are to be considerably increased in number in the future, but no new G.T. Companies will be formed for possibly two months.
3. In the meantime, the four Companies are concentrated in the North East area, one being under the command of 6th Army. Three will be concentrated in the Ancona, Macerata area, mainly for the purpose of lifting grain to rail-heads for onward movement to Rome, for lifting grain for stock pile purposes to the Ancona area and for feeding isolated Communes.
4. At present there is no central Headquarters through which we can pass programmes, instructions etc. to the G.T. Companies. A.F.H.Q. are investigating the possibility of providing us in the near future with a British Cadre Headquarters of a transport I of C column, the balance of the personnel being Italian; however, until this is formed, it is our intention to send forward one officer and a couple of other ranks to form an advanced post on which demands for A.C. transport will be placed and through whom programmes and details will be issued. G.T. Companies will attach DR's to this advanced post.

5. As these G.T. Companies are largely bound up with stock piling in the Ancona area and rail capacity on the line from Ancona to Rome, I would be most grateful if you could assist in accommodating the personnel of the advanced post and aiding ~~the~~ generally in the initial stages: this would only be until the Headquarters of the transport columns I. of C. was formed and operating, when of course it would be a separate organisation, though working closely with movements to avoid

for the last 36 hours without success.

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3. In the meantime, the four Companies are concentrated in the North East area, one being under the command of 8th Army. Three will be concentrated in the Ancona, Macerata area, mainly for the purpose of lifting grain to rail-heads for onward movement to Rome, for lifting grain for stock pile purposes to the Ancona area and for feeding isolated Communes.

4. At present there is no central Headquarters through which we can pass programmes, instructions etc. to the G.T. Companies. A.F.H.Q. are investigating the possibility of providing us in the near future with a British Cadre Headquarters of a transport L of C column, the balance of the personnel being Italian; however, until this is formed, it is our intention to send forward one officer and a couple of other ranks to form an advanced post on which demands for A.C. transport will be placed and through whom programmes and details will be issued. G.T. Companies will attach DR's to this advanced post.

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6. The Officer who would be in charge of the advanced post, is Capt. Bent from Region V, and Col. Carnes, Head of the Road Division is asking him to call on you ^{when} he arrives in Ancona in a few days time.

7. My Director and I hope to see you in Ancona on Wednesday the 7th of February when we would be able to discuss any joint Movements A.C. Sub-Commission problems.

Yours sincerely
S

TO : Lt.Col. Williams, R.E. MBS.
Port Commandant
ANCONA

Copy to: Road Division (Col. Carnes) ✓
Movement Roads (Lt. Col. Bordass)

OPS/RR. TN 5/c
R/9

TO : Regional Commissioner, Economics and Supply, Engineering
Agriculture, ABRUZZI MARCHE REGION, ANI.

FROM : Regional Civil Transport Officer.

REF. : R5/517/12.

SUBJECT : Weekly Vehicles Report (location).

DATE : 29 January 1945.

1. The following Vehicle Report is submitted for your information:

TRUCK POOL #	Chevy.	Dodge	Fiat	O.H.	Misc.
<u>TRUCK POOL # 3.</u>					
Chieti	- 15 -	x	x	x	x
Teramo	- 15 -	x	x	x	x
Pescara	- 10 -	x	- 6 -	x	x
<u>TRUCK POOL # 4.</u>					
Aquila	- 10 -	- 1 -	- 29 -	- 3 -	- 2 -
Avezzano	- 4 -	x	x	x	x
Sulmona	- 4 -	x	- 1 -	x	x
<u>TRUCK POOL # 5.</u>					
Ascoli	- 33 -	x	x	x	x
<u>TRUCK POOL # 6.</u>					
Macerata	- 20 -	- 13 -	x	x	x
<u>TRUCK POOL # 7.</u>					
Fano	- 15 -	- 10 -	- 4 -	- 1 -	- 3 -

TOTAL

132 - 1 1/2 ton Chevrolet 4 x 2, Cargo.

21 - 3 ton Dodge, 4 x 2, CB.

49 - 10 ton Fiat.

4 - 6 ton O.H.

6 - 6 ton Misc.

- 201 -

D.P. Richardson
D.P. RICHARDSON
Capt. Inf.
Regional Civil
Transport Officer.

Copy to : R5/517/12.
→ Trans. Sub-Comm. Reg. AC.

RECEIVED
30 JAN 1945
2405

Plan File on R/9.
[Handwritten signature]
[Handwritten initials]

AN APPRECIATION OF THE MOVEMENT OF GRAIN FROM N.E. ITALY AND MOVEMENT OF SULPHUR

A. Present location of Grain and Sulphur.

(i) Grain

This is available in the provinces of Ancona, Macerata, Ascoli and Teramo.

(ii) Sulphur

This is available at the Perticara (R8880) and Cabernardi (S0737) mines. The Formignano mine can be considered out at the moment, as the road from the mine to RH at Cesena is not passable, owing to bridges being out.

B. Required movement of Grain and Sulphur.

(i) Grain

Three types of movement are required

(a) Movement out of Ancona and Macerata provinces to RHs for shipment Southwards.

(b) Movement out of Ancona and Macerata provinces for stockpiling for later shipment either Northwards and Southwards.

(c) Movement out of Macerata, Ascoli and Teramo provinces Southwards into the provinces of Pescara and Chieti or perhaps to Railroad at Ortone.

(ii) Sulphur

One type of movement only required. From the mines to Railheads at Rimini and Serra S. Quirico respectively.

C. Transport available

(1) Now

Two Gen. Tpt. Coys (Italian) are at present located at Ancona and Aquila as follows:

- 1004 Gen. Tpt. Coy (Ancona)
- 1002 " " (Aquila)

(11) In the near future

2122

Ascoli and Teramo.

(ii) Sulphur

None is available at the Perticera (ROSSO) and Cabernardi (SO737) mines. The Formignano mine can be considered out at the moment, as the road from the mine to RH at Cesena is not passable, owing to bridges being out.

B. Required movement of Grain and Sulphur.

(i) Grain

Three types of movement are required

- (a) Movement out of Ancona and Macerata provinces to RHs for shipment Southwards.
- (b) Movement out of Ancona and Macerata provinces for stockpiling for later shipment either Northwards and Southwards.
- (c) Movement out of Macerata, Ascoli and Teramo provinces Southwards into the provinces of Pescara and Chieti or perhaps to Railhead at Ortona.

(ii) Sulphur

One type of movement only required. From the mines to Railheads at Rimini and Serra S. Quirico respectively.

C. Transport available

(i) Now

Two Gen. Tpt. Coys (Italian) are at present located at Ancona and Aquila as follows:

- 1004 Gen. Tpt. Coy (Ancona)
- 1002 " " (Aquila)

(ii) In the near future

A third Gen. Tpt. Coy (Italian) will be available over on the East. Delay is due to difficulty in obtaining location for same.

D. Quantities to ~~be~~ moved

(i) Grain

Ancona	25,000 tons
Macerata	55,000 "
Ascoli	20,000 "
Teramo	10,000 "
Pesaro	10,000 "

(ii) Sulphur

- (a) Perticara mine 5,200 tons at rate of 30 tons per day.
- (b) Cabernardi mine 10,500 tons at rate of 50 tons per day.
- (c) Formignano mine - when possible - 2,300 tons at rate of 30 tons per day.

E. Suggested deployment of Gen.Tpt.Coys to meet requirements.

(a) It must be appreciated that Gen.Tpt.Coys (Italian) cannot be split up into Platoon detachments, owing to the smallness of the British Cadre.

(b) The Perticara Sulphur mine presents the first difficulty owing to the fact that it is so far North of the remaining movements. This could be overcome by detaching 10 trucks from 1000 Gen.Tpt.Coy for this purpose. These 10 trucks could be attached to 1001 Gen.Tpt.Coy (not previously mentioned and already attached 8th Army A.H.G.) for administration and maintenance, as this Gen.Tpt.Coy is in the area nearest to the mine.

Should the Formignano mine eventually become available, a further 10 trucks could be attached to the 1001, as the Perticara and Formignano mines are quite near to each other.

(c) The Cabernardi Sulphur mine could be catered for by attaching 10 trucks, from the 1000 Gen.Tpt.Coy, to the 1004 at Ancona.

(d) Having regard to breakdowns etc. and the possibility of the Formignano mine becoming available the above plan denotes the 1000 Gen.Tpt.Coy of one platoon, ~~three~~ three platoons available.

- (e) The best deployment of the three platoons would be
 - (i) One platoon assisting 1004 Gen.Tpt.Coy in the Ancona and Macerata Grain lift.
 - (ii) Two platoons assisting the 1002 in the Ascoli and Teramo grain lift.

F. Action necessary

Should the above suggestion be approved, in order to implement them it will be necessary to call to this HQs forthwith the following Officers: 24.3
 1000, 1001, 1002 and 1004

E. Suggested deployment of Gen. Tpt. Coys to meet requirements.
 (a) It must be appreciated that Gen. Tpt. Coys (Italian) cannot be split up into Platoon detachments, owing to the smallness of the British Cadre.

(b) The Perticara Sulphur mine presents the first difficulty owing to the fact that it is so far North of the remaining movements. This could be overcome by detaching 10 trucks from 1000 Gen. Tpt. Coy for this purpose. These 10 trucks could be attached to 1001 Gen. Tpt. Coy (not previously mentioned and already attached 8th Army A.M.G.) for administration and maintenance, as this Gen. Tpt. Coy is in the area nearest to the mine.

Should the Formignano mine eventually become available, a further 10 trucks could be attached to the 1001, as the Perticara and Formignano mines are quite near to each other.
 (c) The Cabernardi Sulphur mine could be catered for by attaching 10 trucks, from the 1000 Gen. Tpt. Coy, to the 1004 at Ancona.

(d) Having regard to breakdowns etc. and the possibility of the Formignano mine becoming available the above plan demands the 1000 Gen. Tpt. Coy of one platoon, ~~leaving~~ three platoons available.

(e) The best deployment of the three platoons would be
 (i) One platoon assisting 1004 Gen. Tpt. Coy in the Ancona and Macerata grain lift.
 (ii) Two platoons assisting the 1002 in the Ascoli and Teramo grain lift.

F. Action necessary

Should the above suggestion be approved, in order to implement them it will be necessary to call to this HQs forthwith the following Officers:

The O.C.s British Cadres of 1000, 1001, 1002 and 1004 Gen. Tpt. Coys (Italian).

Capt. Ainsworth (Road Transport Liaison Officer
 15 Army Group)

Maj. Rardly (Food Sub-Comm., Officer in charge
 grain haul Ancona).

Capt. Kelly (Warehouse Officer Ancona)

J.H. BORDASS
 Lt. Col. R.A.S.C.
 Transportation Sub-Comm.
 Movements Division (Roads)

Inter Office Memo

CWAP/hgd

25 Jan. 1945

AC/R/9/TN.5

SUBJECT : Inspection of Truck Companies.

TO : Land Forces Sub-Commission. (Att: Col.Kerr MMIA)

1. The attached report is passed to you for information.
2. Can you suggest any improvement in the living conditions of these men?
3. Please return this report when dealt with.

CWAP
MAJOR R.A.S.G.
Admin. Officer
Roads Section.

Encl:

Report by Col. Bordess on his
visit and inspection of Truck Coys.

24.2

2126

Plan file on R/9.

JHB /aa

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Report on visit to and inspection of
Truck Companies and 1000 G.I. Company
in conjunction with Lt. Col. Olinzewski
and Major Marmon

Saturday 6 January. Arrived at Livorno and made contact with 5th Truck Coy who accommodated us for the night.

Sunday 7 January. Inspected No 5 Truck Coy. The conditions under which the Italian military personnel are living are far from satisfactory. This is due to the fact that billets are very difficult to obtain in Livorno and they are occupying billets which have been very badly blitzed. There have been numerous cases of Italian military drivers being carried out from the billets suffering from pneumonia and almost blue with cold. They are admitted to an Italian civilian hospital where conditions are no better than the mens' own billets. The blanket issue to the Italian military personnel is two blankets or one American comfortee and it would be appreciated that at this time of the year and in billets such as are mentioned above, this arrangement is hardly adequate.

The O.C., No 5 Truck Coy, Lt. Monie, stated that he already had 10 drivers A.W.O.I. In the majority of cases this was due to the fact that the men considered they were not getting a fair food ration. The Italian military ration is by no means adequate for men who are supposed to drive anything from 100 to 150 miles per day under very adverse weather conditions. The situation is further aggravated by the fact that Italian prisoners of war and Italian military personnel working for the armies are in receipt of a better food ration.

I inspected the detachment of 1000 G.I. Coy, situated in Livorno. This detachment consists of half the Company and the British cadre is under the command of Capt. De Baylon. Capt. De Baylon informed me that the greatest difficulties they had were due to the fact that the British Command has no powers of discipline insofar as the Italian military personnel are concerned.

The vehicles have done a considerable amount of mileage and in many cases were hardly up to the work required of them. Until quite recently most of the vehicles were only

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The vehicles have done a considerable amount of mileage and in many cases were hardly up to the work required of them. Until quite recently most of the vehicles were only equipped with side lamps and on numerous occasions the military police refused to allow these vehicles to be on the road during the hours of darkness as they contended they were dangerous owing to lack of lights.

This meant that vehicles coming back at night were held up by the police until the following day and therefore were not available for their details. I was given to understand that this has now been remedied and a certain number of head lamps have been made available.

The 931 General Transport Coy (which at one time I used to command) is also stationed in Livorno and I took Col. Oliszewski and Major Marmon along to this Company and introduced them to the C.O. and the Workshop officer. This was done in order that the truck companies and the Detachment of the G.T. Coy in Livorno will be able to obtain assistance from the 931 General Transport Coy, who have very extensive workshops.

We then left for Novacchio.

Monday 3 January. Inspected No 3 Truck Coy at Novacchio. This Company has by far the best billets and is very well run. The Italian Captain seems to be one of the few Italian officers who has any initiative and also looks after his men. The efficiency of this particular Company can be appreciated from the fact that they had 42 trucks out of a total of 52 on detail the day of one inspection.

We proceeded to Florence and made immediate contact with Lt.Col. Toscani, Economics and Supplies, A.M.G., 5th Army. The whole matter of the control of the truck Company was discussed and Lt.Col. Toscani assured Col. Oliszewski, Major Marmon and myself that he had no desire or intention of altering our present arrangements, namely that all demands for transport should be channelled through the advance HQ. of No 1 Truck Battalion. Col. Toscani, however, did mention that it would probably be necessary to publish an order stating that the various Truck Companies were attached to 5th Army in order that Ordnance would be prepared to service the vehicles and that rations would be more easily available for the personnel. This is fully appreciated because unless there is some such order definitely attaching units to the Army the Army will not be prepared to cater for them.

Tuesday 9 January. Inspected the 2nd and 4th Truck Companies stationed in Florence. Conditions here, although by no means as bad as those in Livorno, are not particularly good but every effort is being made to improve them daily.

Wednesday, 10 January. Inspected the HQ. and detachment of 1000 G.T. Coy. This detachment is very fortunate in having obtained good billets and its workshops facilities are very good indeed. Major Taylor, C.O. British Cadre, again stressed the fact that it was very unsatisfactory that the British Cadre had no power regarding discipline of the Italian military personnel. For offences where an Allied soldier

2129

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This G.T. Coy is under the C.R.A.S.C., 51 Tpt. column for administration and maintenance.

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Tuesday, 11 January. I visited No 6 Truck Coy, Lucca. This Company is quite well housed and working reasonably efficiently.

I also saw Col. Kirkwood of Toscana Region and he informed me that he was not at all happy about this central control for requests for transport. He contended that it caused too long a delay. This matter was referred to Col. Oleszewski who was arranging for Major Harmon to investigate the whole system. It is our opinion that the breakdown is not because of the central control of transport but is due to lack of understanding and co-operation on the part of Toscana Region.

Friday, 12 January. I visited AMB, 15 Army Group and made contact with the Civil Affairs Section. I had a short interview with Col. Montford and saw Lt. Col. Thompson and Capt. Ainsworth (our own representative). It was somewhat difficult to get the exact position of this C.A. Section due to the fact that many changes are taking place at the present time owing to the abolition of AA and the formation of 15 Army Group. I was informed however that it was considered that we were not making sufficient use of this Section and any real problem should be forwarded straight to them for action. This is only reasonable and I have already put it into effect by calling upon Captain Ainsworth to obtain through A.M.G., 15 Army Group, a location for 1000 G.T. Coy on the east side, as it is our desire to move this Company from Florence and Livorno over to the east coast, so that all G.T. Companies attached to A.C. will be on the east side of the country and all Truck Companies on the west.

Saturday, 13 January. Left Florence for Rome via Livorno. On arrival at Livorno the car in which we were travelling broke down and we were obliged to stay the night with No 5 Truck Coy.

Sunday, 14 January. Having loaded the civilian car into a 24 ton G.M.C., we proceeded to Rome.

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General Conclusions.

Having seen the conditions under which the Truck Companies and the G.T. Company are working it is, in my opinion, surprising that they have been able to carry on as well as they

* The scale of clothing for Italian military personnel working in our Truck Companies and G.T. Companies is one suit of battle dress. No overalls are made available.

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when they have any... is also somewhat acute and there have been actual cases of where Italian soldiers put on guard duties, have been found away from their post and have been discovered standing round an improvised fire. When remonstrated with they have merely pointed to their boots which were completely broken and out of which their toes were sticking.

I quite realize that these matters are on a very high policy level but I do feel that there should be some clarification of just what the Italian military personnel of the Truck Companies and G.I. Companies can be given. The work which

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we are detailing to them is of the very highest importance and in the future may even become of greater importance still. If men are badly clothed and under-fed they cannot be expected to carry food supplies without the danger of them appropriating some of these supplies for themselves and the Allied personnel available for supervision is not large enough to enable every truck to be guarded.

Furthermore the lack of control vehicles for these Truck Companies is proving a tremendous handicap for proper supervision. There has been an increase in the W.E. of the British Cadres with the C.I. Companies. They have now had 1 British Sgt and 1 British Cpl added to their strength for each Platoon but this personnel has been increased for maintenance reasons and not operational.

I would suggest that if at all possible this Sub-Commission should meet with the Land Forces Sub-Commission (MIA) in order to discuss and, if possible, improve the situation as above.

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Road Movements.

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2398

CONFIDENTIAL

File
Chap

R/9

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

REF : SD/378.02

24 January 1945

SUBJECT : Notes on Tpt. Situation

TO : Transportation Sub Commission ALCOM.
R.C., Lazio Umbria Region.

1. The attached notes on the transport situation received in this office, are forwarded for information and retention.

J. W. Chapman
JOHN W. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

SJH/nb

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CONFIDENTIAL

TRANSLATION

REMARKS ON THE FUNCTIONING OF THE TRANSPORTATION OFFICE

With the object of putting a stop to the raising of the prices on the market and for the regular afflux of the merchandise, the Transportation Office was created. The office itself should have had the object of imposing a fixed price on all the transports as well as to discipline its movements, giving the priority on the merchandise which are most necessary. For such an aim, the transporters should be made to place their own trucks at the disposition of the new Society, and if they do not agree they should be threatened to having their trucks requisitioned or refuse to give them the pass to circulate. Prices were fixed, for trucks who can carry more than 30 q. le at L. O. 60 chilometro quintale.

We must keep present that the Transportation Office cannot or will ever be able to furnish the parts of exchange at the prices quoted in accordance with the tariff fixed, as these exchange parts are not in possession of the construction firms, but in the hands of private speculators, workers and employees of these firms, who have either stolen or hidden these materials when they had the opportunity (read 25 July, 8 September, 5 June etc.,)

For this reason it cannot or will never be able to furnish the tyres, because in all liberated Italy there does not exist any pneumatic manufacturies, and so far no assignment has been given by the Allied Government. So it now results that the prices of the same have reached a very high sum. Ex. A serie of 5 piston for Lancia can be bought for not less than 130/150 thousand lire; a serie of bronze plates can be found (after a strenuous search) at 50/60 thousand lire; a serie of spinotti at Lire 7,500 and so on. So the revision of a motor comes to about 500,000 Lire including engineers fee. The soldering in aluminium of about 10 centimetre has been payed by the undersigned lire 6000. The tyres today can be bought at various prices from 70 to 120 thousand lire, it depends on the use the same has already done, of 60, 70 or 80%. The revision of a cabin costs about 80 thousand lire. The construction of a wagon Lire 100,000 and the complete varnishing of the auto-wagon Lire 80,000.

These figures are controlled and registered. Naturally the transporters have avoided transporting the merchandise with the pretext of having their trucks out of order and asking for the parts of exchange in order to put them in working order. 2396

The Transport Office could not grant such a request and so the transporters have been told to fix them themselves in the best way possible. In consequence the Transportation Office instead of having its own transport, remain at the disposition of the transporters, which is only natural, as they cannot provide the necessary parts.

And here is a thing which unfortunately we must state, and this is, that the moral does not interest the Transportation Office, because as they cannot do otherwise, they are taking the matter

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And here is a thing which unfortunately we must state, and this is, that the moral does not interest the Transportation Office, because as they cannot do otherwise, they are taking the matter lightly and are contented in gaining only the 3% on the sum of the transportation. The circulation pass is released only when the Firm or Society, who have goods to be delivered furnishes the dates of the truck which has to carry out the transportation, in accordance with the proprietor of the mentioned truck.

The finalities which the Transportation Office has been created for, not being attained, not even nearly, the Firm has no reason

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to keep on. From this bureaucratic confusion there has resulted in consequence the partial stoppage of the work of transportation. To have a pass to circulate (besides all the other transactions from the SEPRAL etc.,) there is need to present a request to the Transportation Office, await for the answer (the acceptance or refusal) in not less than two days, and thus the auto-truck must remain without doing anything for at least, if not more than 48 hours. Of these requests some are accepted but most of them are rejected unless they can manage to get a circulating pass, and this can be obtained by paying out a very high sum (depending on the merchandise which must be transported) of about 30 to 40 thousand lire.

By this system can be seen the transportation of leather from the province of MACERATA to ROME with auto-trucks STA, which should do service for the provisioning of victuals, whilst permission for the transporting of foodstuffs which is so necessary for the needs of the population has been refused. It is not known what the authority given to the SEPRAL is, because to be able to obtain the import of the goods quoted (ex. wine) there is no need to get a permission for same. With this document issued by the SEPRAL, the Transportation Office should procure the trucks, but more than once, even with this permission the relative pass is not given (let us not speak of the trucks, because as I have already stated before, they do not exist).

As the Transportation Office can do nothing else but issue these passes, it embarrasses the movement of the transports, arriving at this absurd result, and that is, that an auto-truck which could travel 24 hours on 24, instead travels 24 hours a week. It is therefore natural that in those 24 hours the expenses must be made. And thus results the raising of the transportation tariff.

To travel more often, it is necessary, as I have already said, to turn to the greedy speculators, who easily get the passes to circulate without any worry, they do not care if they pay out heavy sums for same, or to pay out bribes at the police blocks, as well as along the roads, and all this goes on to the prices of the transported merchandise!!

For what is stated above it is proposed.

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- a) That the Transportation Office (before ENAC) be abolished.
- b) That an office for the assignment of petrol and oil be created, where same can be careful watched by the competent authorities, which should be on the spot so as to guarantee the truck going to the right places mentioned on the passes.
- c) That a devolution of the 3% be done on all the transports. ^d (which is today the profit of the Transportation Office) which should be handed to the institution of police squads placed for the surveying of the (strade nazionale) the main roads, also at night, so that the trucks can circulate freely without fear of being stoped and robbed, with the risk of also having their trucks taken away from them.

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- d) That for all the goods, said poor and indispensable, there will be a fixed obligatory voyage monthly, in turn, charged to all the transporters at a minimum tariff, thus the transporter acquires liberty of movement, creating therefore competition on the transport market and consequently on the prices of the market.

The Transportation Office justified the reason of the increasing in the prices, was because the merchants claimed that the sum asked for the hiring of the trucks was very high. After some months had passed it results evident that the institution had had the prices lowered, but it seems that even if the cost would reach a very low sum, the merchants would now never renounce to their elevated gains.
example.

Tomato preserves: In Naples the tomato preserve is blocked, the cost is Lire 150 the kg. Transportation, with the risk of damage and loss. Lire 800 the c.le. Total 158 Lire the kg. Same is sold by the wholesalers at Lire 200/220 the Kg.

Shelled Almonds Bought in Naples at Lire 110 the Kg. Transportation at blackmarket tariff. Lire 8 the kg. Total Lire 118. Sold by the wholesalers at Lire 145 the Kg.

Wine Consigned in the Puglie (Lecce) in the months of July and August at Lire 800 the q.le for grade 15. Transportation at tariff price Lire 8. Duty Lire 2.60. Total cost Lire 18.60. Sold (at 11 grades instead of 15) wholesale price Lire 70 the litre. consequently at about 15 grades Lire 98 the litre.

Jam In Naples Lire 230 the Kg. wholesale price. Transportation Lire 8. Sold in Rome Lire 320/400 the Kg.

To avoid increasing the prices on the place of production, one can could fix the blocked prices at retail with grave sanctions placed against all those who do not keep to the prices. This is to help the population who at the moment are passing a very critical period.

By this system the prices must be placed in accordance with the producers, transporters, and merchants, if they want to sell, transport and re-sell.

The person who is sending you the above is a transporter merchant and is willing to state verbally what he has written.

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2391

A.F.

DPK/oc

TO : Regional Commissioner, Economics and Supply, Engineering, Agriculture, ABRUZZI MARCHE REGION, AMG.
 FROM : Regional Civil Transport Officer. *TN s/c R/9*
 REF. : R5/517/12.
 SUBJECT : Weeckly Vehicle Report (location).
 DATE : 15 January 1945.

1. The following Vehicle Report is submitted for your information:

TRUCK POOL #	Chev.	Dodge	Fiat	O.M.	Misc.
<u>TRUCK POOL # 3.</u>					
Chieti	- 18 -	- x	x	x	x
Teramo	- 18 -	x	x	x	x
Pescara	- 10 -	x	- 1 -	x	x
Ortona	x	x	- 5 -	x	x
<u>TRUCK POOL # 4.</u>					
Aquila	- 10 -	- 1 -	- 30 -	- 3 -	- 3 -
Avezzano	- 4 -	x	x	x	x
Sulmona	- 4 -	x	- 1 -	x	x
<u>TRUCK POOL # 5.</u>					
Ascoli	- 33 -	x	x	x	x
<u>TRUCK POOL # 6.</u>					
Macerata	- 20 -	- 10 -	x	x	x
<u>TRUCK POOL # 7.</u>					
Fano	- 15 -	- 10 -	- 3 -	- 1 -	- 6 -

TOTAL

132 - 1 1/2 Ton Chevrolet 4x2, Cargo.
 21 - 3 Ton Dodge, 4x2, CS.
 40 - 10 Ton Fiats.
 4 - 6 Ton - O.M.
 9 - 6 Ton - Misc.

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D.P. Richardson
 D.P. RICHARDSON
 Capt. Inf.
 Regional Civil
 Transport Officer.

Copy to: R5/517/12.
 Trans. Sub-Coma. Hq. AC.

HEADQUARTERS
 16 JAN 1945
 A. Co

*
HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
TOSCANA REGION.

file R/9
15 Jan. '45.

RVIII/35/8/2/10.

SUBJECT: Civilian Road Haulage, Province of Pisa.

TO : Regional Commissioner, ~~Toscana~~ Toscana Region.

1. The monthly report of Major Brennan, Executive Officer of Pisa Province, on the work of its civilian road haulage trucks is not only a splendid accomplishment but an excellent report. I am sending a partial copy to Transportation Sub-Commission (Roads).

2. I have requested information regarding what is required to place more of the heavy and medium trucks in operation. I have also asked in a recent letter, if the Province's trucks could use certain available sizes of tyre casings.

George B. Sowers
GEORGE B. SOWERS, *MC*
Major, AUS.,
Regional Transportation Officer.

GBS/LC.

Copy to:- Transportation Sub-Commission (Roads),
H.Q., Allied Commission. ✓

C O P Y

HEADQUARTERS
PISA PROVINCE
ALLIED MILITARY GOVERNMENT

2 January 1945

SUBJECT: Transportation Activity Report for December.
TO : R.O. AMG Toscana copy to Regional Trans. Officer.

Lack of tires, is seriously handicapping the activities of Autotrasporti and is responsible for many operational delays. The President of Autotrasporti has stated that before the end of January operations must be curtailed for this reason. This in the face of increasing demands for transportation.

In spite of the handicap of tires and lack of parts, more than 200,000 Kms have been travelled and over 100,000 Quintals of freight have been carted during the month.

There are 460 trucks registered in this Autotrasporti of which 23 are heavy type (40 Q and up) 32 medium type (20 to 40 Q) and 405 light type (Less than 20 Q). It is to be noted that these figures are for trucks registered. Actually, approximately 220 trucks are available for transportation divided as follows : 12 heavy type, 8 medium type and about 200 light type.

Due to operational difficulties, lack of tires and parts, bad weather and the condition of the roads, only about 30% of the 220 trucks available can be used for long hauls. In the month of December 30 trucks have been used for transporting grain.

Attached are reports as follows:

- A/ Total weight carried in Qli split to show amount of each major commodity.
- B & C/ Total Qli = Kms operated during month.
Total quantity of fuel issued for operation of trucks in litres.
- D/ Average number of vehicles in daily operation split to show figures for heavy, medium and light trucks.

Request for tires with quantities and size is given in a separate letter.

FORWARDED:
/S/ T.W.J. WALTERS,
/T/ T.W.J. WALTERS,

/S/ THOMAS G BRENNAN,
/T/ THOMAS G BRENNAN,
Major, CMAF
Prov Exec Officer

2144

increasing demands for transportation.
In spite of the handicap of tires and lack of parts, more than 200,000 Kms have been travelled and over 100,000 Quintals of freight have been carted during the month.

There are 460 trucks registered in this Autotrasporti of which 23 are heavy type (40 Q and up) 32 medium type (20 to 40 Q) and 405 light type (Less than 20 Q). It is to be noted that these figures are for trucks registered. Actually, approximately 220 trucks are available for transportation divided as follows : 12 heavy type, 8 medium type and about 200 light type.

Due to operational difficulties, lack of tires and parts, bad weather and the condition of the roads, only about 30% of the 220 trucks available can be used for long hauls. In the month of December 30 trucks have been used for transporting grain.

Attached are reports as follows:

- A/ Total weight carried in Qli split to show amount of each major commodity.
- B & C/ Total Qli = Kms operated during month.
Total quantity of fuel issued for operation of trucks in litres.
- D/ Average number of vehicles in daily operation split to show figures for heavy, medium and light trucks.

Request for tires with quantities and size is given in a separate letter.

FORWARDED:
/S/ T.W.J. WALTERS,
/T/ T.W.J. WALTERS,
Lieut-Colonel
Prov Commissioner

/S/ THOMAS G BRENNAN,
/T/ THOMAS G BRENNAN,
Major, CMP
Prov Exec Officer

2201

Copy to:
Regional Transp O.
P.S.O. Pisa

C O P Y

ROAD HAULAGE FREIGHT RETURN

PROVINCE Pisa REGION Toscana MONTH December 1944

DATE	FROM	TO	DISTANCE	COMMODITY CARRIED	WEIGHT Quintals
1 Dec. to	Various Localities	Various Localities	19.592	Grain	10.264
25 Dec. '44	"	"	2.834	Flour	2.818
"	"	"	25.695	Vegetables, Fruit	3.872
"	"	"	1.200	Bread	1.120
"	"	"	7.016	Milk	450
"	"	"	5.988	Various Foodstuffs	1.291
"	"	"	1.594	Vine	640
"	"	"	7.176	Charcoal	3.997
"	"	"	2.557	Carburants	2.627
"	"	"	2.450	Ammonium Nitrate	2.177
"	"	"	1.302	Furniture	655
"	"	"	3.712	Poultry & Cattle	286
"	"	"	4.247	Leather	376
"	"	"	4.023	Crocery & Ragwaste	619
"	"	"	8.831	Various Goods	1.566
"	"	"	1.608	Lost Journeys	=====
MONTHLY TOTAL :			<u>99.825</u>	MONTHLY TOTAL :	<u>27.958</u>

TRANSLATION

FUEL ALLOCATIONS FROM 1 DEC. TO 25 DEC. 1944.

Petrol assigned	litres	54.212
Kerosine assigned	"	12.605

Average of Km. travelled on the basis of abovementioned allocations :

Km. 216.848 travelled with litres 54.212 Petrol.
Km. 31.510 travelled with litres 12.605 Kerosine.

As can be seen from the resume of the transported commodities the Km. travelled with full freight are 99.825 to which other 99.825 must be added for empty outward and return trips. The difference of the travelled or travelling Km. with the allocation of fuel will be shown in the resume of January 1945.

As for the average of heavy, medium and light trucks servicing during the period - 1 Dec. to 25 Dec. '44 - in relation to permits granted, the rotation of the vehicles for repairs of various kinds must be borne in mind.

21471

TRANSLATED COPY of NUMBER of VEHICLES USED DAILY TRANSPORTS from 1 Dec. to 25 Dec. 1944.

1	Dec. '44	Heavy Trucks	12	14	Dec. '44	Heavy Trucks	10
"	"	" Medium	6	"	"	" Medium	17
"	"	" Light	65	"	"	" Light	85
2	Dec. '44	Heavy Trucks	15	15	Dec. '44	Heavy Trucks	9
"	"	" Medium	9	"	"	" Medium	12
"	"	" Light	52	"	"	" Light	40
3	Dec. '44	Heavy Trucks	8	16	Dec. '44	Heavy Trucks	9
"	"	" Medium	4	"	"	" Medium	14
"	"	" Light	52	"	"	" Light	75
4	Dec. '44	Heavy Trucks	18	17	Dec. '44	Heavy Trucks	4
"	"	" Medium	10	"	"	" Medium	11
"	"	" Light	45	"	"	" Light	135
5	Dec. '44	Heavy Trucks	12	18	Dec. '44	Heavy Trucks	15
"	"	" Medium	14	"	"	" Medium	15
"	"	" Light	70	"	"	" Light	72
6	Dec. '44	Heavy Trucks	10	19	Dec. '44	Heavy Trucks	14
"	"	" Medium	24	"	"	" Medium	16
"	"	" Light	43	"	"	" Light	50
7	Dec. '44	Heavy Trucks	10	20	Dec. '44	Heavy Trucks	17
"	"	" Medium	8	"	"	" Medium	6
"	"	" Light	58	"	"	" Light	75
8	Dec. '44	Heavy Trucks	12	21	Dec. '44	Heavy Trucks	15
"	"	" Medium	6	"	"	" Medium	25
"	"	" Light	71	"	"	" Light	83
9	Dec. '44	Heavy Trucks	11	22	Dec. '44	Heavy Trucks	11
"	"	" Medium	24	"	"	" Medium	13
"	"	" Light	55	"	"	" Light	70
10	Dec. '44	Heavy Trucks	7	23	Dec. '44	Heavy Trucks	10
"	"	" Medium	21	"	"	" Medium	13
"	"	" Light	80	"	"	" Light	68
11	Dec. '44	Heavy Trucks	9	24	Dec. '44	Heavy Trucks	10
"	"	" Medium	16	"	"	" Medium	16
"	"	" Light	65	"	"	" Light	75
12	Dec. '44	Heavy Trucks	9	25	Dec. '44	Heavy Trucks	10
"	"	" Medium	13	"	"	" Medium	12
"	"	" Light	70	"	"	" Light	82
13	Dec. '44	Heavy Trucks	6				
"	"	" Medium	16				
"	"	" Light	68				

2388

DAILY AVERAGE OF HEAVY TRUCKS ON ROAD	No	11
" " " MEDIUM " " "	No	14
" " " LIGHT " " "	No	69

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food Sub-Commission

JMB/sl

R.P.

Tel: 515

9 January 1945

Ref: 51-2/165 / FOOD

SUBJECT: Rail Cars for Fedesport for Fruit and Vegetables for Rome

TO : Agriculture Sub-Commission
(Attn: Major Merritt)

Lazio-Umbria Region
(Attn: Capt. Lester)

Transportation Sub-Commission
(Attn: Lt. Col. Bordass)

1. A report has been received showing the following from 1 November 1944 through 24 December 1944:

Fedesport - Awarded the following Rail Cars	658
Fedesport - loaded " " " "	156

About 26% of the cars awarded were loaded.

2. The following table shows the actual tonnage "bid for" and the acceptances for a five week period for Fedesport starting 27 November and ending 31 December 1944.

<u>WEEK</u>	<u>TOTAL TONNAGE BID</u>	<u>TOTAL TONNAGE ACCEPTED</u>
Nov. 27 - Dec. 3	1,125	1,025
Dec. 4 - 10	1,630	993
Dec. 11 - 17	2,565	1,707
Dec. 18 - 24	1,205	1,205
Dec. 25 - 31	2,310	814
TOTAL	8,835	5,789

About 65% of the tonnage bid was accepted

2387

J. M. Horn

J. M. HORN, Major, AUS
Rome Supply Division
For
W. J. LEGG
Colonel
Director, Food Sub-Commission

Copy to:

Rome Supply File

21491

INTER OFFICE MEMO

JMK/al

Tel: 515

Ref: 51-2/166 /FOOD

SUBJECT: Rail Movements

FROM : Food Sub-Commission

TO : Hq. AC Transportation Sub-Commission

9 January 1945

R/9

1. Attached herewith copy of "Report of Investigation on Transportation Rail Situation". This report was made at the request of the Home Supply Division of the Food Sub-Commission, and covers conditions at the Home Railway Stations.

2. The investigation was made to determine the situation on Rail Cars, unloading, etc., for Non-Rationed Items handled by the Home Supply Division, but these same conditions apply to all movements of Civilian Items and therefore should be given consideration by the Transportation Sub-Commission.

3. In order to have workable information as to shipments, the proper instructions should be issued so that (i) Report on loadings and disposition of empty cars by Tones is available.

(ii) Cars are properly labeled.

(iii) Cars are properly loaded.
Types of containers to be used.
Methods of stacking.
Labeling when perishables.
Inspection Report.

(iv) Control of cars upon arrival destination.
Delivered to proper station.
Movements Officer at Station.
Notification of Consignee.

(v) An Inspection Division be set up by the Italian Railways under the supervision of AC for the purpose of coordinating the necessary inspections.

4. It is recommended that the Italian Railways designate responsible persons at each station in addition to the Station Master to act as an inspector on all freight cars, both inbound and outbound.

2386

Distribution:

(See Over)

J. H. HORTON, Major, AUS
Home Supply Division

For
W. J. LEEG

Colonel
Director, Food Sub-Commission

2150

* TN S/C DPR/oc

TO : Regional Commissioner, Economics and Supply, Engineering, Agriculture,
 ANCONA REGION, ANS.

FROM : Regional Civil Transport Officer.

REF. : R5/517/12.

SUBJECT : Weekly Vehicle Report (location).

DATE : 26 December 1944.

R/9

1. The following Vehicle Report is submitted for your information:

TRUCK POOL No. 1.	Chev.	Dodge	Flat	G.M.	Misc.
Chieti	- 25 -	x	x	x	x
Teramo	- 10 -	x	x	x	x
Pescara	- 25 -	x	- 1 -	x	x
<u>TRUCK POOL No. 2.</u>					
Aquila	- 10 -	- 1 -	- 35 -	- 3 -	- 1 -
Avezzano	- 4 -	x	x	x	x
Sulmona	- 4 -	x	- 1 -	x	x
<u>TRUCK POOL No. 3.</u>					
Ascoli	- 29 -	x	x	x	x
<u>TRUCK POOL No. 4.</u>					
Macerata	- 25 -	- 10 -	x	x	x
<u>TRUCK POOL No. 5.</u>					
Fano	x	- 10 -	- 5 -	- 1 -	- 3 -

TOTAL.

- 132 - 1 1/2 Ton Chevrolet 4 x 2, Cargo.
- 21 - 3 Ton Dodge, 4 x 2, GS.
- 42 - 10 Ton Flats.
- 4 - 6 Ton - G.M.
- 6 - 6 Ton - Misc.

105



D.P. Richardson
 D.P. RICHARDSON
 Capt. Inf.
 Regional Civil
 Transport Officer.

2330

Copy to R5/517/12.
 Capt. RICHARDSON
 Trans. Sub-Comm. Hq. AC.

7325

HEADQUARTERS
AMG FIFTH ARMY
APO 464 U.S. ARMY

FET/cpn

December 21, 1944

202/27

*R/G File
clp.*

SUBJECT: Food Shortages.

TO : HQ, Allied Commission for Food Sub-Commission.

1. The province of Lucca for the period September 21 to December 5, 1944 reports, in aggregate, the following shortages of foods delivered by AMG 5th Army to the Consorzio Agrario:

Flour	787 Kg.
Sugar	1233 "
Soup	40 "
Olive oil	174 "
Soap	9 "
Vegetables, Dried	2134 "
Milk, Dried	1954 "
M & V	196 "

2. They request credit or replacement of these items by a free issue. All their claims are accompanied by an affidavit signed by a Finance Guard and a consorzio official.

3. In examining their claims the following facts come to light:

a. That sacks are charged out by us in same weight as charged to us by HQ, Allied Commission. Upon closer investigation we find that many sacks said to contain a 100 lbs or 140 lbs actually weigh approximately 90 lbs or 125 - 130 lbs thereby substantiating the difference claimed.

b. That we do not have scales to weigh these items but every consorzio carefully weighs every item received.

238.

c. That sacks of sugar charged to us by HQ, A.C. as 220 lbs or one quintal actually weigh 200 lbs approximately.

d. That cases of canned meats, soap, etc., have been accidentally broken and found to have cans of meat or bars of soap missing and stones of like weight in their place and the cases carefully re-closed.

e. That barrels of olive oil have been charged to us as full and we in turn charge them out as full and actually a few gallons has been previously removed even though properly and originally sealed.

f. That, due to the impossibility of sending a guard with each truck due to a shortage of same, some trucks conveniently break down and when their loads are actually delivered, a case of meat or a 1/2 lb sack of flour has been conveniently lost. Drivers, naturally, always deny knowing how they lost it though the recent apprehension of 4 drivers with retained cases of meats (recently reported to you) proves the above contention.

g. Weak sacks sometimes get torn in transit and leakages resulting in short weight occur.

4. It is possible that we are now getting these claims because of our static position and these shortages may have always occurred but probably were absorbed by the region taking over from us.

5. In view of the fact that other provinces are complaining about these shortages, it is desired to do something to avert them as much as possible in the future.

6. It is desired to have made available to us some large platform scales where each lot going out could be weighed before being loaded on the truck.

7. It is also requested that you advise this headquarters what disposition should be made of the herewith enclosed claims from Lucca province.

8. If the transportation sub-commission could provide one guard for each truck delivering this food, there is no doubt in the writers mind that a good percentage of these shortages would be reduced.

2383

9. Your comments and advise on the above would be appreciated.

For the Commanding General:

Frank E. Toscani

FRANK E. TOSCANI,

Lt. Col., F.A.,

Senior Supply Officer,

AMG Fifth Army.

Copy to: Chief Accountant, HQ-Allied Commission.
Transportation S/C " "
Civil Affairs Section, HQ, A.A.I.

2382

INTER OFFICE MEMO

Lt Col
W. Williams JMW/SL
8 January 1945

Tel: 515

Ref: 1-2/ /WOOD

SUBJECT: Monthly Report December (Period Nov 26 Thru 30 Dec. 1944)

FROM : HOME SUPPLY DIVISION

TO : Director, Food Sub-Commission

1. The Home Supply Division has continued to function but the regular weekly meetings have been discontinued but meetings are called by the Chairman at regular intervals to discuss matters of importance to the Committee. The members of the Committee viz Lt. Col. Borden of Transportation Sub-Commission, Major Merritt of Agriculture Sub-Commission, and Capt. Lester of Lazio-Umbria Region, have always been available for the Committee work. Also the Committee has worked with Major Jenkins with reference to wine and with Major Phillips who has been assisting Capt. Lester on fruits & Vegetables. Both of these officers are with Lazio-Umbria Region.

2. Attached in compilation (Appendix "A") by weeks showing the total quantities of non-rationed foods arriving in the Rome Markets during the five week period commencing November 26 and ending December 30. Also a table (Appendix "B") showing the totals of quantities and kinds of foods arriving from the individual regions as well as the individual regional percentage of the total arrivals (Appendix C).

3. These reports show that a total for the five week period approximately 17,000 tons of non-rationed foods arriving at the market average of about 500 tons for each day. This is about 25 tons per day less than for November. In addition to the tonnage of food there were also about 750,000 eggs arriving about 21,000 per day while in November no eggs came into the market.

4. The figures show a total of about 9,400 tons of fruit, about 270 tons per day average (November average about 300 tons per day). This tonnage consisted mainly of Oranges and Tangerines (4,100 tons) and Apples (2,200 tons) with Chestnuts and dried fruits accounting for about 1,000 tons each.

5. On Vegetables a total of approximately 7,400 tons, an average of about 215 tons per day (November average vegetables 235 tons per day). The largest single item being about 1,200 tons of cauliflower. The balance of the vegetables being Cauli-Capucci, small sprouts and sprouts. There were less than 500 tons of Potatoes arriving the entire period. Further with reference to Potatoes, the average daily arrival was about 14 tons per day. Stated in our November report the lack of Potato arrival from Avezzano was one of the most disappointing features of the Program. The December showing is worse than disappointing it is pitiful and perhaps Abruzzi-Marche have some explanation as to why, when at least 3,000 tons per month are supposedly available (eating Potato surplus) a total of less than 500 tons are produced! A team headed by Lt. Col. Robinson of Lazio-Umbria Region was stationed in Avezzano and Lt. Col. Smallwood of Lazio-Umbria Region was directing the teams activities. In spite of results accomplished they speak for themselves. It might be added that the team has been withdrawn by Lazio-Umbria Region. The above applied to the feed Potatoes coming in and it might be stated also that there were no Seed Potatoes brought in during December. According to the original figures, Rome required 300 tons of

2381

2155

MONTHLY REPORT: Cont'd.

Potatoes per day. Contrast these requirements with the performance of the past two months viz. November about 36 tons, December about 14 tons and it is obvious that there has been practically a complete failure, due entirely to the Potatoes not being available at Avezzano.

6. A total of about 200 tons of Misc. Foods were brought in consisting of 150 tons of Fish, 110 tons of poultry and about 40 tons of Eggs (about 6 tons total per day of the above items arrived).

7. There are no available figures on the wine tonnage but about 1,500 tons have arrived. It had been hoped that a distribution of wine on a ration basis, could be made for Rome but the wine did not arrive in time. It is expected that the distribution on a ration basis will be made about 15 January. About the same price will prevail as did on the last lot. Most of the ships which had been scheduled for loading during December did not materialize. We are however still working on a program and are still expecting to bring in wine from ships at (i) Brindisi (ii) Gallipoli (iii) Catania (iv) Trapani (v) Palermo, and Siracusa. In addition to the difficulties encountered through non-arrival of ships on their estimated time of arrival, there has also been the problem of Rome Merchants versus Sicilian Merchants. It is hoped that an amicable arrangement can be worked out.

8. Citrus program is continuing. One ship has already been brought in and other ships are being loaded.

9. Three officers are continuing in the field under Major Merritt's direction primarily to coordinate and help with bringing of food and wine supplies for Rome. There is one officer in Sicily, one in Bari and one in Naples - Catanzaro. These officers have given able assistance in the past.

10. A survey was made on the rail situation at the stations here in Rome by enlisted personnel furnished by Major Merritt of Agriculture, Major Korimer, Food, and Capt. Lester and Lt. Lipsius of Lazio-Umbria Region. As a result of this survey it is hoped that an improvement will result in the entire rail Ridding and Movement situation. Action has already been taken by the Transportation Sub-Commission. As shown during this period (Appendix "C"), about 4,000 tons of non-rationed food items were reported to have arrived at the markets from Rail Shipments. This was about 24% of the total non-rationed arrivals here. The detailed analysis by products of this tonnage as to originating Regions is shown on the report. About 60% of the tonnage came from Bari-Calabria zone and the balance from the Naples zone. The bulk of the tonnage was Fruit with Oranges and Tangerines heading the list. The following table shows the amounts by weeks "Bid For" and accepted:

<u>WEEK</u>	<u>Tonnage Bid</u>	<u>Tonnage Accepted</u>	<u>% of Bids Accepted</u>
Nov. 26 - Dec. 3	1509	1350	90%
Dec. 4 - 10	2937	1902	64%
11 - 17	3754	2594	70%
18 - 24	5612	5252	75%
25 - 31	4727	2678	57%
TOTAL	18,539	12,776	23%

No comparable figures are available as to the actual shipments against these tonnages.


MONTHLY REPORT: Cont'd.

A plan is now being worked on to attempt to cut down the "promiscuous" bidding and to check up on actual loading against acceptances.

11. According to the attached Report Appendix (B) Lazio-Umbria Region (Rome) provided about 49% of the total incoming items with Southern Region furnishing about 25%, Sicily about 13%, Abruzzi-Marche about 11% and Toscana Region about 3%.

12. The present policy operating only in an advisory capacity makes it more difficult for this Committee to function fully. There has been a falling off in tonnages arriving and it is expected there will be a much greater decline as the Italians have not yet shown the proper amount of energy or ability to go out and get the necessary food. There are no longer adequate controls by us on either Transportation or Enforcement and it is felt that Black Market activities have increased which make it more difficult to bring in food and distribute it through regular channels.

13. This Committee also feel that the present system of "Available Surplus" allocations is most inadequate and that some new system of Local Resources handling should be worked out by the new Minister of Foods for the Italian Government.


J. M. RORLIER
Major, AUS
Items Supply Division
Food Sub-Commission

Appendix B

ANIMALS HOME NON RATIONED FOODS

TONNAGE ARRIVING IN HOME FOR THE PERIOD NOV. 26 1944 to Dec. 30, 1944
(Incl.)

	Region II	Region III	Region IV	Region V	Region VII	Region VIII	Region IX	Total
Eggs No		39040	439350	248820	4000	753320		
Poultry (tons)		8	36	59	8	111		
Fish			70	30	48	148		
Eggs		6	28	4	7	45		
Total Misc		14	114	93	63	304		
% of total per Region		4.6%	44%	30.22%	20.76%			
Oranges & Tangerines	1505	1390	1083	155		4133		
Apples	20	1614	331	199	7	2191		
Pears		20	10	48	2	80		
Chestnuts	103	152	357	315	104	1031		
Dried fruits	311	186	180	187	165	1029		
Lemons	98	73	174			345		
Others	49	315	210	5	9	588		
Total Fruit	2086	3770	2345	909	287	9397		
% of total per Region	22.11%	40.14%	24.9%	9.6%	3.07%			
Potatoes			50	424		474		
Small Sprouts		2	650			652		
Sprouts		1	591	13	2	607		
Cauliflower	12	46	1025	42	12	1137		
Cauli capucol	68	98	675	95	54	990		
Onions	15	235	35	9	2	294		
Others	29	11	2959	218	14	3231		
Total Veg.	124	393	5985	891	84	7387		
% of total per Region	1.67%	5.31%	81.4%	10.9%	1.14%			
Food Sub-total	2210	4177	8454	1663	434	16988		
% of total per Region	13%	24.5%	48.6%	10.6%	2.5%			

% of total per Region	4.5%	4.4%	39.52%	20.7%
Oranges & Tangerines	1505	1083	155	4133
Apples	20	331	199	2191
Pears	20	10	48	80
Chestnuts	103	157	315	1031
Dried fruits	311	180	187	1029
Lemons	98	174		345
Others	49	210	5	588
Total Fruit	2086	2345	909	9397
% of total per Region	22.11%	24.9%	9.6%	3.07%
Potatoes		50	424	474
Small Sprouts	2	650		652
Sprouts	1	591	13	507
Cauliflower	12	1025	42	1137
Cauli capucci	68	675	95	990
Onions	15	35	9	294
Others	29	2959	210	3231
Total Veg.	124	5985	801	7387
% of total per Region	1.64%	61.4%	10.9%	1.1%
Food Sub-total	2210	8464	1003	16988
% of total per Region	13%	48.6%	10.6%	2.5%

REMARKS : Compiled by Home Supply Division Food Sub-Commission
 A.C. J.M. ROYER Major A.U.S. Chairman from reports furnished by
 A.S.A.

(Appendix A)

ARRIVALS FROM NON-RATIONED FOODS

Commodity	DAILY ARRIVALS ARRIVING IN PALLETS BY TRANSPORT PERIOD OF NO. 26 - DEC. 30 (TUEL)					
	Week of Nov. 26-Dec. 2	Week of Dec. 3-9	Week of Dec. 10-16	Week of Dec. 17-23	Week of Dec. 24-30	Daily Ave.
Size No.	22,000	89,800	189,860	212,800	239,860	753,320
Poultry Tons	9	11	18	26	37	111
Fish	25	24	19	35	43	146
Eggs	8	7	13	10	7	45
TOTAL	42	40	50	75	87	204
Strawberries & Raspberries	136	628	1,252	1,106	1,011	4,133
Apples	174	513	624	432	178	2,121
Pears	22	18	16	16	8	80
Cheerimuts	410	299	129	180	123	1,031
Dried Fruits	262	208	177	232	159	1,029
Lemons		4	290	51		245
Other Fruits	445	73	38	12	8	582
TOTAL	1,749	1,689	2,526	1,955	1,478	9,397
Potatoes	43	48	169	234	10	474
Small Sprouts	62	155	166	164	105	652
Sprouts	2	113	179	184	129	607
Cauliflower	3	261	395	325	213	1,137
Cauli-Capnocel	229	185	202	224	150	990
Onions	130	66	16	46	38	296
Other Veg.	967	609	636	611	408	3,231
TOTAL VEG.	1,435	1,437	1,703	1,758	1,053	7,387
FOOD SUB-TOTAL	3,226	3,166	4,279	3,788	2,628	16,988
Fuel - Food	452	714	795	908	815	3,684
Charges	336	391	633	559	311	2,229

3,684

2160

Oranges & Lemons	136	626	1,252	1,106	1,011	4,133
Apples	474	513	624	402	178	2,191
Pears	22	18	16	16	8	80
Citrus	410	239	129	130	123	1,031
Dried fruits	262	208	177	232	150	1,029
Lemons		4	290	51		315
Other Fruits	445	79	98	18	8	598
TOTAL	1,749	1,682	2,526	1,955	1,478	9,297
Potatoes	43	48	169	304	10	474
Small Sprouts	62	153	166	164	105	652
Sprouts	2	113	173	184	129	607
Cauliflower	3	261	335	325	213	1,137
Cauli-Capnoi	229	185	202	224	150	990
Onions	130	66	16	46	38	296
Other Veg.	967	609	636	611	408	3,231
TOTAL VEG.	1,435	1,437	1,703	1,758	1,053	7,367
FOOD SUB-TOTAL	3,226	3,166	4,279	3,788	2,638	16,983
Fuel - Wood	452	714	705	908	815	3,624
Charcoal	336	281	533	559	311	2,220
Lignite	180	304	577	285	406	1,752
TOTAL FUEL	968	1,429	1,915	1,752	1,532	7,596
GRAND TOTAL	1,194	4,595	6,194	5,540	4,150	24,584

REMARKS: Compiled by Ross Supply Division, Food Sub-Commission, A.C.S., J.H. ROTHEN, Major
 A.I.S., Chairman, from Reports furnished by A.S.A.

JHR/ol
 2 Jan. 45

2461

Appendix C

ARRIVALS ROME NON RATIONED FOODS

DAILY TONNAGE ARRIVING IN ROME BY RAIL TRANSIT PERIOD FROM 7/26/43 TO 11/30/43

Commodity	RAIL PERIOD				TOTAL
	Region II	Region III	Region IV	Region VIII	
Fees					
Poultry (tons)					
Fish					
Meat					
TOTAL Misc.					
Oranges and Tangerines	1537	415			1952
Apples	15	758			773
Pears					
chestnuts	103				103
dried fruits	405	15			530
Lemons	264	43			507
Other Fruits	49	56			105
TOTAL Fruit	2463	1307			3770
Potatoes					
small sprouts					
Sprouts					
cauliflower	16	25			41
Cauli-cappucci	19	6			25
Onions		170			170
Peas					
Other Veg.	31	3			34
TOTAL Veg.	65	204			270
Food Sub-total	2529	1511			4040
Fuel & Wood					
Charcoal					
					483
					483
					23.76 of total food arriving Rome during

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TOTL Misc.				
Oranges and Tangerines	1537	415		1952
Apples	15	758		773
Pears				
cherries	103			103
dried fruits	495	35		530
Lemons	264	43		507
Other Fruits	49	56		105
TOTAL fruit	2463	1307		3770
Potatoes				
small sprouts				
Sprouts				
cauliflower	16	25		41
Cauli-cappuccini	19	6		25
Onions		170		170
Other Veg.	31	3		34
TOTL Veg.	66	204		270
Food Sub-total	2529	1511		4040
Fuel - Wood				
Charcoal			483	483
Lignite		1132	329	1461
TOTAL Fuel		1132	329	1944
GRAND TOTAL	2529	1511	812	5984

23.7% of total food arriving Rome during this period

REMARKS: Compiled by Rome Supply Division Food Sub-Commission.

A.C. J.M. Rorimer Major A.N.S. Chairman from reports furnished by

A.S.A.

21631

SECRET

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File
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Ext. 318

HEADQUARTERS ALLIED COMMISSION
AFHQ
TRANSPORTATION SUB-COMMISSION

AC/Tn/319.1-1

9 January 1945

SUBJECT: Report of Tour, AFHQ, Naples and Sicilia Region
TO : Director, Transportation Sub-Commission

ACTION

1. Meetings were held at AFHQ under the chairmanship of WDBC, and with G-4, Movements and Transportation, on the developments of Civitavecchia, Fiumicino and the Fiumicino-Tiber Rome canal. A report of these discussions, the decisions taken, and action necessary has been made separately.

2. WDBC (Mov. & Tr.) requested a comprehensive demand for trained movements personnel, which it is estimated Transportation Sub-Commission requires at Headquarters and in the field to operate efficiently, based on the proposed new organization; he would see how far he could meet this demand from his resources.

Deputy
Director

3. It was proposed that the movement of AC tonnage accepted on military control lines should be given a priority within the military traffic. This was not accepted; WDBC (Mov. & Tr.) pointed out that if AC traffic was accepted in the program it should automatically move. If it did not move, investigation should be made to find out why, and if necessary, a revision of line capacity must be made. In such cases, depending on the relative importance of military as compared to AC traffic, it might be necessary for the services to accept a smaller military allocation.

Mov. Rail -
to investigate non-
movement of
AC pro-
grammed
traffic

4. Discussions were held with the Regional Commissioners of the Southern and Sicilia Regions on the proposed new Transportation Sub-Commission organization and the possibility of decentralizing certain functions to the regions. The Regional Commissioners agreed that there was probably a lack of coordination on the use of transportation facilities in their areas, and

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pointed out that this was due to the present system in operation. They both agreed that, providing certain personnel would be made available on their staffs, better use of transportation facilities would be made. Insofar as Sicilia Region is concerned, where it is not desirable to increase Transportation personnel, it is suggested that the movements officers, at present covering the rail only, should coordinate the rail, road and shipping in conjunction with shipping authorities, Transportation Sub-Commission Roads officer, the ISR and other Italian sub-offices. To do this it is necessary for him to be located in the Regional Commissioner's headquarters along side the economic and supply officer who is at present doing much movements work. The Transportation Sub-Commission representative, Major Taylor, was of the opinion that the ISR in Sicily was sufficiently developed for him to hand over to them much of the detail work which he now covers. This was discussed with the Regional Commissioner, who was in agreement.

5. A proposed draft instruction re information required on shipping was discussed. It was agreed that the information could be provided, though certain difficulties in the initial stages would be experienced. It was explained to the Regional Commissioners that there was no objection to the utilization of the Italian authorities in the ports for the provision of this information. The reasons why the information was required were explained. The proposed draft was also discussed with the AFHQ representative at Palermo and the Transportation Sub-Commission economic and supply representatives in Sicilia Region; certain suggested amendments were put forward and these have been incorporated in the revised draft.

Gov. Shipping

Sicilia Region

6. Considerable criticism was made by various AG representatives of the lack of control of the INT organization in Sicily and the movement of unauthorized traffic; this should be taken up with the Italian Ministry concerned.

Gov. Roads

7. Programs of ship arrivals are still inadequate; first weekly programs are to be issued by this headquarters in conjunction with AFHQ or by AFHQ. Arrangements must be put in hand immediately.

Gov. Shipping

8. Regional Commissioner requested the possibility of opening a ferry service from Palermo to Naples be investigated. It is reported that the Lampedusa, sister ship to the Ustica, a small passenger ship with some cargo accommodation, has just completed repairs at Palermo. Possibilities of using this ship should be investigated.

Mov. Shipping
and
Ports and
Shipping
Division

9. The ITU has gone to Naples to dry dock. She is presently required for movement of timber to provide packing for citrus exports to which traffic she was previously allocated. Investigation should be made as to when her repairs will be completed and provisions be made for her return to this traffic.

Mov.
Shipping

10. Increased allocation of coal for Sicily's railways from 7 to 9,000 tons is urgently required if the sulphur and citrus export programs are to be carried out and essential civilian traffic moved; in addition, there is certain military movement taking place, both Allied and Italian, which requires an additional 3 to 400 tons per month.

Mov. Rail

11. The program of returned box cars to Sicily should be forwarded to the Transportation Sub-Commission representative immediately in order that he can watch this movement, and ensure they do not all stay in Calabria.

Mov. Rail

12. There are considerable numbers of large Diesel passenger cars in Sicily from which the enemy removed the engines. Possibilities of converting these into ordinary passenger ship stock and hauling with ordinary loco power should be examined if it has not already been done. There are six large Diesel cars which are understood to be in first class condition, apart from the removal of their engines. Transportation representative is preparing a report on the condition of the others in the island.

Mov. Rail

Export Program

13. There is a proposed program of export of 60,000 cases of citrus fruits to the United Kingdom in the months of January through April. This movement is limited by the amount of packing cases that can be made available. The program is for the movement of 12,000 tons of timber from Calabria into Sicily. If the

Mov. Rail

- 4 -

timber can be manufactured into sheeke in the growing areas the tonnage to be moved is halved. A contract has been made for provision of 300,000 cases to be manufactured at Cosenza, Nicastro and Lucido. The movement of the sheeke from this area must take place in covered or sheeted wagons, as once the sheeke are wet they are useless for coverage of fruit, until they have been dried out, and there are no drying out facilities in Sicily in the winter. It is estimated that to move this quantity to Messina and Palermo approximately 11 box cars per week would be required. Can these be laid on as a regular program?

14. In addition, the movement of 700 tons per week of timber from Cosenza to Vibo Marina and of 3 to 400 tons per week from North of Reggio to Reggio for movement by sea from those ports is necessary to meet the program. Can this be met?

Mov. Rail
To investi-
gate.

M. J. Sierff

M. J. SIERFF, Lt. Col., R. A.
Movements Coordinator

cc:
Deputy Director
Rail Division
Roads Division
Ports and Shipping Div.
Movements - Roads
Movements - Rails
Movements - Shipping

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D.S./nr

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 308
Our Ref: AC/Tn/21/Maint.
5 January 1945

SUBJECT : Misuse of W.D. Petrol.

TO : The Director,
Highways Section, Tn. Sub-Commission.

1. In eight days (on four of which it was dead-lined for repair) a small vehicle No. 388 daily assigned to this section, covered approx. 130 km. only and drew 24 gallons of petrol. The fact was reported to C.O. Super Garage and the services of the civilian driver terminated.
2. In accordance with para (2) of Memorandum Memo No. 14 dated 13 December 1944, this Section has investigated the method of accounting for P.O.L. issued by this Headquarters.
3. With the exception of the British W.D. vehicles where the operational detail including P.O.L. drawn and miles covered is recorded daily on the vehicle AFG 3710 no system exists at Super Garage or Dispatch Office to check that petrol drawn by vehicles is genuinely used in them and the misappropriation of petrol from this vehicle would it can be assumed have continued indefinitely but for the efforts of this section in keeping its own check.
4. During the last five days a different vehicle has been daily assigned to this section each day, with the result that we, the users, have been unable to check that the petrol drawn for the vehicle has been genuinely used in it, nor so far as we can see can the Super Garage or the Dispatch Office.
5. At one time during the latter end of last month almost one third of the total number of headquarters vehicles were dead-lined for repair etc. according to information supplied by Dispatch Office.
6. Yet from figures supplied by petrol office, last month's issue of petrol (the first period of the new pooling system) exceeded those of the previous month by more than 3,000 gallons.
7. If conservation of the issue of petrol is restricted from the pooling system, then it may well be that additional

237

1. In eight days (on four of which it was dead-lined for repair) a small vehicle Hq. 388 daily assigned to this section, covered approx. 100 km, only and drew 24 gallons of petrol. The fact was reported to C.C. Super Garage and the services of the civilian driver terminated.

2. In accordance with para (1) of Establishment Memo No. 34 dated 12 December 1944, this Section has investigated the method of accounting for P.O.L. issued by this Headquarters.

3. With the exception of the British W.D. vehicles where the operational detail including P.O.L. drawn and miles covered is recorded daily on the vehicles file 3516 no system exists at Super Garage or Depot Office to check that petrol drawn by vehicles is genuinely used in them and the misappropriation of petrol from this vehicle would it can be assumed have continued indefinitely but for the efforts of this section in keeping its own check.

4. During the last five days a different vehicle has been daily assigned to this section each day, with the result that we, the users, have been unable to check that the petrol drawn for the vehicle has been genuinely used in it, nor so far as we can see can the Super Garage or the Dispatch Office.

5. At one time during the latter end of last month almost one third of the total number of Headquarters vehicles were dead-lined for repair etc. according to information supplied by Dispatch Office.

6. Yet from figures supplied by petrol office, last month's issue of petrol (the first period of the new pooling system) exceeded those of the previous month by more than 3,000 gallons.

7. If conservation or the usage of transport was resulted from the pooling system, then it may well be that 234 additional issues of petrol have been allowed.

W. Doyle - Maj. R.A.

D.O. MOYLE,
Major R.A.
Maintenance Sec. Highways

2169

DPR/oc

TO : Regional Commissioner, Economics and Supply Engineering, Agriculture, AScoli MARCHE REGION, AMC.

FROM : Regional Civil Transport Officer.

REF. : R5/517/12.

SUBJECT: Weekly Vehicle Report (Location).

DATE : 2 January 1945.

R/9

1. The following Vehicle Report is submitted for your information;

<u>TRUCK POOL #</u>	<u>Chev.</u>	<u>Dodge</u>	<u>Fiat</u>	<u>O.M.</u>	<u>Misc.</u>
<u>TRUCK POOL # 3.</u>					
Chieti	20 -	x	x	x	x
Teramo	10 -	x	x	x	x
Pescara	16 -	x	6 -	x	x
<u>TRUCK POOL # 4.</u>					
Aquila	10 -	1 -	30 -	3 -	3 -
Avezzano	4 -	x	x	x	x
Sulmona	4 -	x	1 -	x	x
<u>TRUCK POOL # 5.</u>					
Ascoli	33 -	x	x	x	x
<u>TRUCK POOL # 6.</u>					
Macerata	20 -	10 -	x	x	x
<u>TRUCK POOL # 7.</u>					
Fano	15 -	10 -	3 -	1 -	6 -

TOTAL

- 132 - 1 1/2 Ton Chevrolet 4x2, Cargo.
- 21 - 3 Ton Dodge, 4x2, GS.
- 40 - 10 Ton Fiats.
- 4 - 6 Ton - O.M.
- 9 - 6 Ton - Misc.

206

D.P. Richardson
 D.P. RICHARDSON
 Capt. Inf.
 Regional Civil
 Transport Officer.

Copy to: R5/517/12.
 Capt. RICHARDSON
 Trans. Sub-Comm. Re. AC. ✓

2370

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*

12

Translation

R/9

E.N.A.C.

National organization
for motor-transport of
freights

GENERAL DIRECTION

Serv. Technical - Sect. Contr. Ass. Techn.
Ref.: 1754/1286
Encl. No. 3

TO : ALLIED COMMISSION
Economic Section
Via Veneto
Rome

Subject : Consumption of liquid-fuel and lubricants by vehicles
operating transports of freights.

We call the attention of that Commission on these three
copies of the prospects proposed by this General Direction for
calculating the use of liquid fuel and lubricant by vehicles,
registered in the E.N.A.C., and operating transports of freights.

The General Director
(sgd. illegible)

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/fd

TRANSPORTATION

S.F.A.O.
GENERAL INSPECTION
Technical Service

Consumption of vehicles operating transports of freights

Notice

The consumptions considered in the following prospects concern only motor-engines fully loaded for a mileage of 100 Km., on roads of fairly good conditions, with medium slopes and at a normal commercial speed.

For trucks which may eventually have a trailer of an equal total weight, the consumption of liquid fuel and lubricants are equal to those fixed for the truck alone, plus an increase of the 30%.

The consumption of liquid fuel are indicated in litres and kilograms, considering the following specific weights:

petrol = 0,730 Kg/litre

Diesel-oil = 0,850 Kg/litre

Whenever liquid-fuels of a specific weight, different from those mentioned, are used, the consumptions fixed in these prospects will be increased or diminished proportionally to the different specific weight.

If eventually trucks of a different type, from those which are considered, are operating, we can calculate the consumptions interpolating them between those types of truck, which are more similar for their power and loading capacity.

2-172

The consumptions considered in the following prospects concern only motor-engines fully loaded for a mileage of 100 Km., on roads of fairly good conditions, with medium slopes and at a normal commercial speed.

For trucks which may eventually have a trailer of an equal total weight, the consumption of liquid fuel and lubricants are equal to those fixed for the truck alone, plus an increase of the 30%.

The consumption of liquid fuel are indicated in litres and kilograms, considering the following specific weights:

petrol = 0,730 Kg/litre

Mesol-oil = 0,850 Kg/litre

Whenever liquid-fuels of a specific weight, different from those mentioned, are used, the consumptions fixed in these prospects will be increased or diminished proportionally to the different specific weight.

If eventually trucks of a different type, from those which we considered, are operating, we can calculate the consumptions interpolating them between those types of truck, which are more similar for their power and loading capacity.

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VEHICLES AND MOTOR-CARS TRANSFORMED IN TRUCKS

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.		LUBRICANT FOR 100 KM.		
	PETROL				
	Litres	Kg.			
	DIESEL-OIL		Kg.		
	Litres	Kg.			
ALFA ROMEO 50	-	-	58	52,30	1,45
" 85	-	-	42	35,70	1,61
" 85 A	-	-	42	35,70	1,61
" 85 C	-	-	42	35,70	1,61
" 110 A	-	-	44	37,40	1,68
" 110 AC 3 axle	-	-	45	38,25	1,72
" 350	-	-	26	22,10	0,99
" 350 P 3 axle	-	-	30	25,50	1,15
" 430 unified	-	-	21	17,85	0,80
" 430 B unified	31	22,62	31	-	0,68
" 500 BR 6 B	33	24,09	-	-	0,72
" 500 BR	35	25,55	-	-	0,77
" 500 P	-	-	27	22,95	1,03
" 500 R	-	-	28	23,80	1,07
" 800 unified	-	-	28	23,80	1,07
" 1750 transformed	18	13,14	-	-	0,39
" 2300 transformed	23	16,79	-	-	0,50
" 2300 B transformed	24	17,52	-	-	0,53
" RIN transformed	30	21,90	-	-	0,66
ANSALDO 4 P 15	23	16,79	-	23,97	0,50
" 4 P	20	14,60	-	-	0,44
" 6 BN	26	18,98	-	-	0,57
" 22	30	21,90	-	-	0,66
	25	15,55	-	-	0,77

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"	"	85 A	-	-	42	35,70	1,61
"	"	85 C	-	-	42	35,70	1,61
"	"	110 A	-	-	44	37,40	1,68
"	"	110 AC 3 axis	-	-	45	38,25	1,72
"	"	350	-	-	26	23,10	0,99
"	"	350 P 3 axis	-	-	30	25,30	1,15
"	"	430 unified	-	-	21	17,85	0,80
"	"	430 B unified	31	22,63	31	-	0,68
"	"	500 90 6 B	33	24,09	-	-	0,72
"	"	500 HR	35	25,55	-	-	0,77
"	"	500 P	-	-	27	22,95	1,03
"	"	500 R	-	-	28	23,80	1,07
"	"	800 unified	-	-	28	23,80	1,07
"	"	1750 transformed	18	13,14	-	-	0,39
"	"	2300 transformed	23	16,79	-	-	0,50
"	"	2300 B transformed	24	17,52	-	-	0,53
"	"	HR transformed	30	21,90	-	-	0,66
ANSALDO	4 P 15		23	16,79	-	2387	0,50
"	4 P		20	14,50	-	-	0,44
"	6 BN		26	18,98	-	-	0,57
"	22		30	21,90	-	-	0,66
"	35		35	25,55	-	-	0,77
"	300		31	22,63	-	-	0,68

MAKE AND TYPE	LIQUID FUEL FOR 100 KM.		LUBRICANT for 100 Km. Kg.
	DIESEL-OIL		
	PETROL litres	litres	
BORGWARD	-	38	1,45
"	27	-	0,59
BIANCHI S 5/1300	16	-	0,35
" S 5/1500	16	-	0,35
" S 6/2200	21	-	0,46
" S 8/3000	28	-	0,61
" S 9/1400	16	-	0,35
" Ambrosiano (I, II, III e IV Serie)	20	-	0,44
" Aurelia	16	-	0,35
" G	29	-	0,63
" Mediolanum 1935	-	23	0,88
" Mediolanum 68 NO	-	27	1,03
" Mediolanum 68 3A/ derived	-	32	1,22
" Mediolanum Miles unified	-	27	1,03
" Mediolanum Miles B unified	33	-	0,72
" Mediolanum 1936	-	26	0,99
BUSSING	-	45	1,72
CEIRANO 22 G	26	-	0,57
" 47 CM	38	-	0,83
" 47 ORI	38	-	0,83

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BIANCHI S 5/1300	16	11,68	-	-	0,35
" S 5/1500	16	11,68	-	-	0,35
" S 6/2200	21	15,33	-	-	0,46
" S 8/3000	28	20,44	-	-	0,61
" S 9/1400	16	11,68	-	-	0,35
" Ambrosiano (I, II, III e IV Serie)	20	14,60	-	-	0,44
" Aurelia	16	11,68	-	-	0,35
" G	29	21,17	-	-	0,63
" Mediolanum 1935	-	-	23	19,55	0,88
" Mediolanum 68 NO	-	-	27	22,95	1,03
" Mediolanum 68 JA/derived	-	-	32	27,20	1,22
" Mediolanum Miles unified	-	-	27	22,95	1,03
" Mediolanum Miles B unified	33	24,09	-	-	0,72
" Mediolanum 1936	-	-	26	22,10	0,99
BUSSING	-	-	45	38,25	1,72
CEIRANO 22 C	26	18,98	-	-	0,57
" 47 CM	38	27,74	-	-	0,83
" 47 CRI	38	27,74	-	-	0,83
" 47 CRW	38	27,74	-	-	0,83
" 50 CA	44	32,12	-	-	0,96
" 50 CRL	45	32,85	-	-	0,98

- 2800

- 3 -

MAKE AND TYPE	LIQUID-FUEL FOR 100 Km.		LUBRICANT FOR 100 Km. KG.
	DIESEL-OIL		
	Litres	KG.	
CITRANO 50 CM	54	39,42	1,18
" H 150	17	12,41	0,37
" S 150	17	12,41	0,37
CHEVROLET	20	14,60	0,44
CITROEN C 4	20	14,60	0,44
" C 4 D	22	16,06	0,48
" C 6	25	18,25	0,55
" 6 C U	30	21,20	0,66
" C 10	19	13,87	0,42
" H/PVU	35	25,55	0,77
DE SOTO	30	21,90	0,66
FIATTO 20 A (1924)	21	15,33	0,46
" 20 A (1926)	26	18,98	0,57
" 25	29	21,17	0,63
" 30	21	15,33	0,46
" 35 (1925)	29	21,17	0,63
" 35 (1926)	26	18,98	0,57
FALCON KNIGHT	25	16,25	0,55
PIAT 2 T	20	14,60	0,44
	28	20,14	0,61

2300 0,44
0,61

"	5 150	17	12,41	-	-	0,37
CHEVROLET		20	14,50	-	-	0,44
CITROEN	C 4	20	14,60	-	-	0,44
"	C 4 D	22	16,06	-	-	0,48
"	C 6	25	18,25	-	-	0,55
"	6 0 U	30	21,90	-	-	0,65
"	C 10	19	13,87	-	-	0,42
"	E/PVU	35	25,55	-	-	0,77
DE SOTO		30	21,90	-	-	0,56
DIATTO	20 A (1924)	21	15,33	-	-	0,46
"	20 A (1926)	26	18,98	-	-	0,57
"	25	29	21,17	-	-	0,63
"	30	21	15,33	-	-	0,46
"	35 (1925)	23	21,17	-	-	0,63
"	35 (1926)	26	18,98	-	-	0,57
FALCON KNIGHT		25	18,25	-	-	0,55
FIAT	2 T	20	14,60	-	-	0,44
"	15 Ter (1914)	28	20,44	-	-	0,51
"	15 Ter (1915)	31	22,63	-	-	0,58
"	18 P	35	25,55	-	-	0,77
"	18 BL	48	35,04	-	-	1,05

2300

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
FIAT 18 BL 3 axis	60	43,80	-	-	1,31
" 18 BLR	55	40,15	-	-	1,20
" 39 light	19	13,87	-	-	0,42
" 39 C light	19	13,87	-	-	0,42
" 500	8	5,84	-	-	0,17
" 501	15	10,95	-	-	0,33
" 502 P	20	14,60	-	-	0,44
" 503 P	20	14,60	-	-	0,44
" 505 P	22	16,06	-	-	0,48
" 507 P	24	17,52	-	-	0,53
" 507 PA	25	18,25	-	-	0,55
" 508	11	6,03	-	-	0,24
" 508 OM	13	9,19	-	-	0,28
" 508 L	12	8,76	-	-	0,26
" 508 LP	13	9,49	-	-	0,28
" 508 M	12	8,76	-	-	0,26
" 509 P	13	9,49	-	-	0,28
" 510	25	18,25	-	-	0,55
" 512	25	18,25	-	-	0,55
" 512 3 axis	30	21,90	-	-	0,66
" 514	15	10,95	-	-	0,33
" 515	16	11,68	-	-	0,35
" 518 C	18	13,14	-	-	0,39
" 518 C (motor 118 A)	19	13,67	-	-	0,42
" 518 L	20	14,60	-	-	0,44
" 519	30	21,90	-	-	0,66
	28	16,06	-	-	0,48
					2304

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"	39 0 Light										0,17
"	500	8	5,84								0,33
"	501	15	10,25								0,44
"	502 P	20	14,60								0,44
"	503 P	20	14,60								0,48
"	505 P	22	16,06								0,53
"	507 P	24	17,52								0,55
"	507 PA	25	18,25								0,24
"	508	14	8,03								0,28
"	508 OM	13	9,19								0,26
"	508 L	18	8,76								0,28
"	508 LP	13	9,49								0,26
"	508 N	12	8,76								0,28
"	509 P	13	9,49								0,55
"	510	25	18,25								0,55
"	512	25	18,25								0,66
"	512 3 axis	30	21,90								0,33
"	514	15	10,95								0,35
"	515	16	11,68								0,39
"	518 C	18	13,14								0,42
"	518 C (motor 118 A)	19	13,87								0,44
"	518 I	20	14,60								0,66
"	519	30	21,90								0,48
"	520	22	16,06								0,53
"	521	24	17,52								0,53
"	522	24	17,52								0,53

2304

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM				LUBRICANT for 100 KM. KG.
	PETROL		DIESEL-OIL		
	Litres	KG.	Litres	KG.	
FIAT 522 C	24	17,52	-	-	0,53
" 522 L	24	17,52	-	-	0,53
" 524 C	24	17,52	-	-	0,53
" 524 L	24	17,52	-	-	0,53
" 525	25	18,25	-	-	0,55
" 525 N	25	18,25	-	-	0,55
" 603	27	19,71	-	-	0,59
" 603 S	30	21,90	-	-	0,66
" 605	35	25,35	-	-	0,77
" 605 L	45	32,85	-	-	0,98
" 614	20	14,60	-	-	0,44
" 618	23	16,79	-	-	0,50
" 618 A	24	17,52	-	-	0,53
" 618 CM	24	17,52	-	-	0,53
" 621	28	20,44	-	-	0,61
" 621 L	29	21,17	-	-	0,63
" 621 N	-	-	26	22,10	0,99
" 621 R	29	21,17	-	-	0,63
" 621 RN	-	-	26	22,10	0,99
" 621 P	33	24,09	-	-	0,72
" 621 P 3 axle	36	26,28	-	-	0,79
" 621 PM 3 axle	-	-	28	23,80	1,07
" 626 B unified	37	27,01	-	-	0,81
" 626 M unified	-	-	25	21,25	0,96
" 632 B	48	35,04	-	-	1,05
" 632 N (motor 350 c	-	-	-	-	-

"	524 L	24	17,52	-	-	0,53
"	525	35	18,25	-	-	0,55
"	525 H	25	18,25	-	-	0,55
"	603	27	19,71	-	-	0,59
"	603 S	30	21,90	-	-	0,66
"	605	39	25,55	-	-	0,77
"	605 L	45	32,85	-	-	0,98
"	614	20	14,60	-	-	0,44
"	616	23	16,79	-	-	0,50
"	618 A	24	17,52	-	-	0,53
"	618 CM	24	17,52	-	-	0,53
"	621	28	20,44	-	-	0,61
"	621 L	29	21,17	-	-	0,63
"	621 H	-	-	26	22,10	0,99
"	621 R	29	21,17	-	-	0,63
"	621 RN	-	-	25	22,10	0,99
"	621 P	33	24,09	-	-	0,72
"	621 P 3 axis	36	26,28	-	-	0,79
"	621 PW 3 axis	-	-	28	23,90	1,07
"	626 B unified	37	27,01	-	-	0,81
"	626 N unified	-	-	25	21,25	0,96
"	632 B	48	35,04	-	-	1,05
"	632 N (motor 350 e 350 R)	-	-	37	31,45	1,41
"	632 H (motor 350 G)	-	-	38	32,30	1,45
"	632 HN	-	-	38	32,30	1,45

2303

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
FIAT 633 N	-	-	38	32,30	1,45
" 633 NN	-	-	38	32,30	1,45
" 634 B	55	40,15	-	-	1,20
" 634 N (motor 355)	-	-	45	38,25	1,72
" 634 M (motor 355 0)	-	-	46	39,10	1,76
" 635 R	42	30,60	-	-	0,92
" 635 RC	40	29,20	-	-	0,88
" 635 RL	42	30,60	-	-	0,92
" 635 RN	-	-	33	28,05	1,26
" 635 RRC	-	-	32	27,80	1,22
" 635 RML	-	-	35	29,75	1,34
" 635 RMLP	-	-	40	34,00	1,53
" 656 RN	-	-	45	38,25	1,72
" 656 RNL	-	-	43	41,65	1,87
" 606 unified	-	-	35	29,75	1,34
" 1100	12	8,76	-	-	0,26
" 1500	15	11,68	-	-	0,35
FORD A	20	14,60	-	-	0,44
" A 3 gear shifts	27	19,71	-	-	0,59
" AA 3 axis	35	25,55	-	-	0,77
" AA 151 4 gear shifts	30	21,90	-	-	0,56
" AA 151 reinforced	31	22,63	-	-	0,63
" AA 157	31	22,63	-	-	0,68
" V 8	40	29,20	-	-	0,88
					2302

"	634 N (motor 355)	-	-	45	38,25	1,20
"	634 H (motor 355 C)	-	-	46	39,10	1,72
"	635 E	42	30,60	-	-	1,76
"	635 EC	40	29,20	-	-	0,92
"	635 EL	42	30,60	-	-	0,88
"	635 RN	-	-	33	28,05	0,92
"	635 RMC	-	-	32	27,20	1,26
"	635 RML	-	-	35	29,75	1,22
"	635 RMLP	-	-	40	34,00	1,34
"	656 RN	-	-	45	38,25	1,53
"	656 RML	-	-	49	41,65	1,72
"	666 unified	-	-	35	29,75	1,87
"	1100	12	8,76	-	-	1,34
"	1500	16	11,68	-	-	0,26
FORD A						
"	A 3 Gear shifts	20	14,60	-	-	0,44
"	AA 3 axis	27	19,71	-	-	0,59
"	AA 151 4 gear shifts	35	25,55	-	-	0,77
"	AA 151 reinforced	30	21,90	-	-	0,66
"	AA 157	31	22,63	-	-	0,68
"	V 8	31	22,63	-	-	0,68
				-	2302	0,68
				-	-	0,88
ISOTTA FRASCHINI 16 A						
"	" D 70 C	56	40,88	-	-	1,23
"	" D 70 H	-	-	30	25,50	1,15
"	" D 70 H	-	-	30	25,50	1,15

MAKE AND TYPE	LIQUID-FUEL PER 100 KM.		LUBRICANT FOR 100 KM. KG.
	DIESEL-OIL		
	PETROL Litres	Litres	
ISOTTA Fraschini D 60 C	-	36	1,38
" " D 80 C0 unified	-	36	1,38
" " D 80 C0 II unified	-	32	1,22
" " D 60 HM	-	33	1,26
" " D 110	-	35	1,34
ITALIA 50	31	-	0,63
" 51	31	-	0,68
" 56	20	-	0,44
" 61	25	-	0,55
" 65	25	-	0,55
" 70	28	-	0,61
LANCIA Aprilia	14	-	0,31
" Artena	18	-	0,39
" Astura	22	-	0,48
" Augusta	13	-	0,28
" pentajota	35	-	0,77
" Esniota	40	-	0,88
" Eptaiota	40	-	0,88
" Kappe	28	-	0,61
" Trikappe	28	-	0,61
" Lambda	22	-	0,48
" Dilambda	35	-	0,77
			2381

"	"	D 80 00	-	-	32	27,20	1,22
"	"	II unified	-	-	33	28,05	1,26
"	"	D 60 ME	-	-	35	29,75	1,34
ITALIA	50		31	22,63	-	-	0,68
"	51		31	22,63	-	-	0,68
"	56		20	14,60	-	-	0,44
"	61		25	18,25	-	-	0,55
"	65		25	18,25	-	-	0,55
"	70		28	20,44	-	-	0,61
LAHOLA	Aprilia		14	10,22	-	-	0,31
"	Artena		18	13,14	-	-	0,39
"	Astura		22	16,06	-	-	0,40
"	Augusta		13	9,49	-	-	0,28
"	Pentajota		35	25,55	-	-	0,77
"	Esaiota		40	29,20	-	-	0,88
"	Spaiota		40	29,20	-	-	0,88
"	Kappa		28	20,44	-	-	0,61
"	Tri kappa		28	20,44	-	-	0,61
"	Lambda		22	16,06	-	-	0,48
"	Dilambda		35	25,55	-	-	0,77
"	Omicron short		48	35,04	-	-	1,05
"	Omicron long		58	42,34	-	-	1,27
"	Omicron 2 C		-	-	29	24,65	1,11
"	Omicron 3 C		-	-	34	28,90	1,30
2881							

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT FOR 100 KM. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
LANCIA Omioron 3 OL	-	-	34	28,90	1,30
" Omioron 5 C	-	-	28	23,80	1,07
" Ro short	-	-	28	23,80	1,07
" Ro long	-	-	29	24,65	1,11
" Ro B	30	21,90	-	-	0,66
" Ro BM	33	24,09	-	-	0,72
" Ro NM	-	-	31	26,35	1,19
" 3 Ro unified	-	-	28	23,80	1,07
" 6 Ro unified	31	22,63	-	-	0,68
" Ro - Ro	-	-	35	29,75	1,34
" Z	30	21,90	-	-	0,66
" 1 Z	30	21,90	-	-	0,66
O.M. 1 CRD	-	-	26	23,80	1,07
" 2 COM	-	-	28	23,80	1,07
" 3 BLD PL	-	-	43	36,55	1,64
" 3 BOD	-	-	34	28,90	1,30
" 3 BCD PL	-	-	32	27,20	1,22
" 4 CFO	-	-	39	33,15	1,49
" 4 OMF	27	19,71	-	-	0,59
" 5 BLD	-	-	44	37,40	1,68
" 5 BLDEL	-	-	44	37,40	1,68
" 6 BLD	-	-	44	37,40	1,68
" 6 OMF	30	21,90	-	-	0,66
" 469	17	12,41	-	-	0,37

23.0

"	Ro long	-	-	29	24,65	1,11
"	Ro B	30	21,90	-	-	0,66
"	Ro BM	33	24,09	-	-	0,72
"	Ro NM	-	-	31	26,35	1,19
"	3 Ro unified	-	-	28	23,20	1,07
"	6 Ro unified	31	22,63	-	-	0,68
"	Ro - Ro	-	-	35	29,75	1,34
"	Z	30	21,90	-	-	0,66
"	1 Z	30	21,90	-	-	0,66
O.K.	1 CHD	-	-	28	23,80	1,07
"	2 COM	-	-	28	23,20	1,07
"	3 BLDPL	-	-	43	36,55	1,64
"	3 BOD	-	-	34	28,90	1,30
"	3 BODPL	-	-	32	27,20	1,22
"	4 CPO	-	-	39	33,15	1,49
"	4 OMF	27	19,71	-	-	0,59
"	5 BLD	-	-	44	37,40	1,68
"	5 BLDPL	-	-	44	37,40	1,68
"	6 BLD	-	-	44	37,40	1,68
"	6 OMF	30	21,90	-	-	0,66
"	469	17	12,41	-	23,00	0,37
"	469 F	27	19,71	-	-	0,59
"	469 PL	27	19,71	-	-	0,59
"	469 S	17	12,41	-	-	0,37
"	665 PL	30	21,90	-	-	0,66

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT FOR 100 KM. KG.
	PETROL		DIESEL-OIL		
	Litres	KG.	Litres	KG.	
O.V. 665 N	21	15,33	-	-	0,46
" " 605 S	21	15,33	-	-	0,46
" " B U D	-	-	39	33,15	1,49
" " B U D Titano	-	-	40	34,00	1,53
" " E U D Titano derived	-	-	42	35,70	1,61
" " C 30	-	-	28	23,80	1,07
" " Teurus unified	-	-	28	23,80	1,07
" " Teurus B unified	31	22,63	-	-	0,68
" " Ursus unified	-	-	36	30,60	1,38
OPEL - BLITZ	30	21,90	-	-	0,66
RENAULT	35	25,53	-	-	0,77
S P A 25 C 10	30	21,90	-	-	0,66
" " 25 C 12	32	23,36	-	-	0,70
" " 30 C	35	25,53	-	-	0,77
" " 31 C	40	29,20	-	-	0,88
" " 34 C	36	27,74	-	-	0,83
" " 36	39	28,47	-	-	0,85
" " 38 R	40	29,20	-	-	0,88
" " 3000	30	21,90	-	-	0,66
" " 6000	28	20,44	-	-	0,61
" " 8000	34	24,62	-	-	0,74
" " 9000	51	37,23	-	-	1,12
	95	18,25	-	-	0,55
				2379	

"	B U D	-	-	39	33,15	1,49
"	B U D Titano	-	-	40	34,00	1,53
"	B U D Titano derived	-	-	42	35,70	1,61
"	C 30	-	-	28	23,80	1,07
"	Taurus unified	-	-	28	23,80	1,07
"	Taurus B unified	31	22,63	-	-	0,68
"	Ureas unified	-	-	36	30,60	1,38
OPEL - BLITZ						
		30	21,90	-	-	0,66
		35	23,55	-	-	0,77
RENAULT						
S P A	25 C 10	30	21,90	-	-	0,66
"	25 C 12	32	23,36	-	-	0,70
"	30 C	35	25,55	-	-	0,77
"	31 C	40	28,20	-	-	0,88
"	34 C	38	27,74	-	-	0,83
"	36	39	28,47	-	-	0,85
"	38 R	40	29,60	-	-	0,88
"	3000	30	21,90	-	-	0,66
"	6000	28	20,44	-	-	0,61
"	8000	34	24,62	-	-	0,74
"	9000	51	37,23	-	-	1,12
"	23,000	25	18,25	-	-	0,55

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M O T O R C A R S

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT FOR 100 KM. KG.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
BERELLI 4 T 500 unified	11	8,03	-	-	0,24
BIANCHI 500 MCV unified	10	7,30	-	-	0,22
BORDONI	10	7,30	-	-	0,22
P.B. (Brothers Boselli) MA 15	6	4,38	-	-	0,13
" " MA 17	6	4,38	-	-	0,13
" " MA 20	6	4,38	-	-	0,13
" " MA 24	6	4,38	-	-	0,13
GILERA Mercurio 500 unified	10	7,30	-	-	0,22
GUZZI BR 500 unified	10	7,30	-	-	0,22
GERNUM MC 500 unified	10	7,30	-	-	0,22

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/fd

Translation

E.N.A.C.

National organization
for motor-transport of
freights

GENERAL DIRECTION

Srv. Technical - Sect. Contr. Ass. Tecn.
Ref.: 1734/1266
Encl. No. 3

TO : ALLIED COMMISSION
Economic Section
Via Veneto
Rome

Subject : Consumption of liquid-fuel and lubricants by vehicles
operating transports of freights.

We call the attention of that Commission on these three
copies of the prospects proposed by this General Direction for
calculating the use of liquid fuel and lubricant by vehicles,
registered in the E.N.A.C., and operating transports of freights.

The General Director
(sgd. illegible)

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T R A A F I O N

R.N.A.C.
GENERAL DIRECTION
Technical Service

Consumptions of vehicles operating transports of freights

Notice

The consumptions considered in the following prospects concern only motor-engines fully loaded for a mileage of 100 Km., on roads of fairly good conditions, with medium slopes and at a normal commercial speed.

For trucks which may eventually have a trailer of an equal total weight, the consumption of liquid fuel and lubricants are equal to those fixed for the truck alone, plus an increase of the 30%.

The consumption of liquid fuel are indicated in litres and kilograms, considering the following specific weights:

petrol = 0,730 Kg/litre

Diesel-oil = 0,880 Kg/litre

Whenever liquid-fuels of a specific weight, different from those mentioned, are used, the consumptions fixed in these prospects will be increased or diminished proportionally to the different specific weight.

If eventually trucks of a different type, from those which we considered, are operating, we can calculate the consumptions interpolating them between those types of truck, which are more similar for their power and loading capacity.

VEHICLES AND MOTOR-CARS TRANSFORMED IN TRUCKS

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
ALFA ROMEO 50	-	-	38	12,30	1,45
" 85	-	-	42	35,70	1,61
" 85 A	-	-	42	35,70	1,61
" 85 C	-	-	42	35,70	1,61
" 110 A	-	-	44	37,40	1,68
" 110 AC 3 axis	-	-	45	38,25	1,72
" 350	-	-	26	22,10	0,99
" 350 P 3 axis	-	-	30	25,90	1,15
" 430 unified	-	-	21	17,85	0,80
" 430 B unified	31	22,63	31	-	0,68
" 500 BS 6 B	33	24,09	-	-	0,72
" 500 BR	35	25,55	-	-	0,77
" 500 P	-	-	27	22,95	1,03
" 500 R	-	-	28	23,60	1,07
" 800 unified	-	-	28	23,80	1,07
" 1750 transformed	16	13,14	-	-	0,39
" 2300 transformed	23	16,79	-	-	0,50
" 2300 B transformed	24	17,52	-	-	0,53
" RLW transformed	30	21,90	-	-	0,66
ANSALDO 4 P 15	23	16,79	-	-	0,50
" 4 P	20	14,60	-	2,9	0,44
" 6 BV	26	18,98	-	-	0,57
" 22	30	21,50	-	-	0,66

"	"	85 A	-	42	35,70	1,61
"	"	85 C	-	42	35,70	1,61
"	"	110 A	-	44	37,40	1,68
"	"	110 AC 3 axis	-	45	38,25	1,72
"	"	350	-	26	22,10	0,99
"	"	350 P 3 axis	-	30	25,50	1,15
"	"	430 unified	-	21	17,85	0,80
"	"	430 B unified	31	31	-	0,68
"	"	500 BG S B	33	-	-	0,72
"	"	500 BR	35	-	-	0,77
"	"	500 P	-	27	22,95	1,03
"	"	500 R	-	28	23,80	1,07
"	"	800 unified	-	28	23,80	1,07
"	"	1750 transformed	18	-	-	0,39
"	"	2300 transformed	23	-	-	0,50
"	"	2300 B transformed	24	-	-	0,53
"	"	RLN transformed	30	-	-	0,66
ANSALDO	4 P 15		23	-	-	0,50
"	4 P		20	-	2?	0,44
"	6 BR		26	-	-	0,57
"	22		30	-	-	0,66
"	35		35	-	-	0,77
"	300		31	-	-	0,68

MAKE AND TYPE	LIQUID FUEL FOR 100 KM.				LUBRICANT FOR 100 KM. Kg.
	PETROL		DIESEL-OIL		
	litres	kg.	litres	kg.	
BORGWARD	-	-	38	32,30	1,45
"	27	19,71	-	-	0,59
BLANCHI S 5/1300	16	11,68	-	-	0,35
" S 5/1500	16	11,68	-	-	0,35
" S 6/2200	21	15,33	-	-	0,46
" S 8/3000	28	20,44	-	-	0,61
" S 9/1400	16	11,68	-	-	0,35
" Ambrosiano (I, II, III e IV Serie)	20	14,60	-	-	0,44
" Aurelia	16	11,68	-	-	0,35
" G	29	21,17	-	-	0,63
" Mediolanum 1935	-	-	23	19,55	0,68
" Mediolanum 68 NO	-	-	27	22,95	1,03
" Mediolanum 68 3A/derived	-	-	32	27,20	1,22
" Mediolanum Miles unified	-	-	27	22,95	1,03
" Mediolanum Miles B unified	33	24,09	-	-	0,72
" Mediolanum 1936	-	-	26	22,10	0,99
BUSSING	-	-	45	38,25	1,72
CEIRANO 22 0	26	18,98	-	-	0,57
" 47 CA	38	27,74	-	-	0,83
" 47 CRI	38	27,74	-	-	0,83
" 47 CRI	38	27,74	-	-	0,83

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BIANCHI S 5/1300	16	11,68	-	-	-	0,35
" S 5/1500	16	11,68	-	-	-	0,35
" S 6/2200	21	15,33	-	-	-	0,46
" S 8/3000	28	20,44	-	-	-	0,61
" S 9/1400	16	11,68	-	-	-	0,35
" Ambrosiano (I, II, III e IV Serie)	20	14,60	-	-	-	0,44
" Aurelia	16	11,68	-	-	-	0,35
" G	29	21,17	-	-	-	0,63
" Mediolanum 1935	-	-	23	19,55	-	0,88
" Mediolanum 68 NO	-	-	27	22,95	-	1,03
" Mediolanum 68 3A/derived	-	-	32	27,20	-	1,22
" Mediolanum Miles unified	-	-	27	22,95	-	1,03
" Mediolanum Miles B unified	33	24,09	-	-	-	0,72
" Mediolanum 1936	-	-	26	22,10	-	0,99
BUSSING	-	-	45	38,25	-	1,72
CEIRANO 22 C	26	18,98	-	-	-	0,57
" 47 CM	38	27,74	-	-	-	0,63
" 47 CRI	38	27,74	-	-	-	0,63
" 47 CRW	33	27,74	-	-	-	0,63
" 50 CA	44	32,12	-	-	-	0,96
" 50 ORL	45	32,85	-	-	-	0,96

2374

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.			LUBRICANT for 100 KM. KG.
	PETROL		DIESEL-OIL	
	Litres	KG.		
GEIRANO 50 CM	54	39,42	-	1,18
" N 150	17	12,41	-	0,37
" S 150	17	12,41	-	0,37
CHEVROLET	20	14,60	-	0,44
CITROEN C 4	20	14,60	-	0,44
" C 4 D	22	16,06	-	0,48
" C 6	25	18,25	-	0,55
" 6 C U	30	21,90	-	0,66
" C 10	19	13,87	-	0,42
" N/PVU	35	25,55	-	0,77
DE SOTO	30	21,90	-	0,66
DIATTO 20 A (1924)	21	15,33	-	0,46
" 20 A (1926)	26	18,98	-	0,57
" 25	29	21,17	-	0,53
" 30	21	15,33	-	0,46
" 35 (1925)	29	21,17	-	0,63
" 35 (1926)	26	18,98	-	0,57
FALCON KNIGHT	25	18,25	-	0,55
FIAT 2 P	20	14,60	-	0,44
" 15 Tor (1914)	28	20,44	-	0,61

23

CHEVROLET				20	14,60	-	-	0,44
CITROEN	C 4			20	14,60	-	-	0,44
"	C 4 D			22	16,06	-	-	0,48
"	C 6			25	18,25	-	-	0,55
"	6 C U			30	21,90	-	-	0,66
"	C 10			19	13,87	-	-	0,42
"	H/PVU			35	25,55	-	-	0,77
DE SOTO				30	21,90	-	-	0,66
DIATTO	20 A (1924)			21	15,33	-	-	0,46
"	20 A (1926)			26	18,98	-	-	0,57
"	25			29	21,17	-	-	0,63
"	30			21	15,33	-	-	0,46
"	35 (1925)			29	21,17	-	-	0,63
"	35 (1926)			26	18,98	-	-	0,57
FALCON KNIGHT				25	18,25	-	-	0,55
FIAT	2 P			20	14,60	-	-	0,44
"	15 Ter (1914)			28	20,44	-	-	0,61
"	15 Ter (1915)			31	22,63	-	-	0,68
"	18 P			35	25,55	-	-	0,77
"	18 BL			48	35,04	-	-	1,05

23

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.			LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL	
	Litres	Kg.			Litres	Kg.
FIAT 18 BL 3 axis	60	43,80	-	1,31
" 18 BLR	55	40,15	-	1,20
" 39 light	19	13,87	-	0,42
" 39 C light	19	13,87	-	0,42
" 500	8	5,84	-	0,17
" 501	15	10,95	-	0,33
" 502 P	20	14,60	-	0,44
" 503 P	20	14,60	-	0,44
" 505 P	22	16,06	-	0,48
" 507 P	24	17,52	-	0,53
" 507 PA	25	18,25	-	0,55
" 508	11	8,03	-	0,24
" 508 CM	13	9,19	-	0,28
" 508 L	12	8,76	-	0,26
" 508 IP	13	9,49	-	0,28
" 508 M	12	8,76	-	0,26
" 509 P	13	9,49	-	0,28
" 510	25	18,25	-	0,55
" 512	25	18,25	-	0,55
" 512 3 axis	30	21,90	-	0,66
" 514	15	10,95	-	0,33
" 515	16	11,68	-	0,35
" 518 C	18	13,14	-	0,39
" 518 C (motor 118 A)	19	13,67	-	0,42
" 518 L	20	14,60	-	0,44
" 519	30	21,90	-	0,66
" 520	22	16,06	-	0,48

"	39 C light	19	13,87	-	-	0,42
"	500	8	5,84	-	-	0,17
"	501	15	10,95	-	-	0,33
"	502 F	20	14,60	-	-	0,44
"	503 F	20	14,60	-	-	0,44
"	505 F	22	16,06	-	-	0,48
"	507 F	24	17,52	-	-	0,53
"	507 PA	25	18,25	-	-	0,55
"	508	11	8,03	-	-	0,24
"	508 CM	13	9,19	-	-	0,28
"	508 L	12	8,76	-	-	0,26
"	508 LP	13	9,49	-	-	0,28
"	508 M	12	8,76	-	-	0,26
"	509 F	13	9,49	-	-	0,28
"	510	25	18,25	-	-	0,55
"	512	25	18,25	-	-	0,55
"	512 3 axis	30	21,90	-	-	0,66
"	514	15	10,95	-	-	0,33
"	515	16	11,68	-	-	0,35
"	518 C	18	13,14	-	-	0,39
"	518 C (motor 118 A)	19	13,87	-	-	0,42
"	518 L	20	14,60	-	-	0,44
"	519	30	21,90	-	-	0,66
"	520	22	16,06	-	-	0,48
"	521	24	17,52	-	-	28,52
"	522	24	17,52	-	-	0,53

2202

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM				LUBRICANT for 100 Km. kg.
	PETROL		DIESEL-OIL		
	Litres	kg.	Litres	kg.	
FIAT 522 C	24	17,52	-	-	0,53
" 522 L	24	17,52	-	-	0,53
" 524 C	24	17,52	-	-	0,53
" 524 L	24	17,52	-	-	0,53
" 525	25	18,25	-	-	0,55
" 525 N	25	18,25	-	-	0,55
" 603	27	19,71	-	-	0,59
" 603 S	30	21,90	-	-	0,66
" 605	35	25,55	-	-	0,77
" 605 L	45	32,85	-	-	0,98
" 614	20	14,60	-	-	0,44
" 618	23	16,79	-	-	0,50
" 618 A	24	17,52	-	-	0,53
" 618 CK	24	17,52	-	-	0,53
" 621	28	20,44	-	-	0,61
" 621 L	29	21,17	-	-	0,63
" 621 M	-	-	26	22,10	0,99
" 621 R	29	21,17	-	-	0,63
" 621 RM	-	-	26	22,10	0,99
" 621 P	33	24,09	-	-	0,72
" 621 P 3 axle	36	26,20	-	-	0,79
" 621 PM 3 axle	-	-	28	23,60	1,07
" 626 B unified	37	27,01	-	-	0,81
" 626 N unified	-	-	25	21,25	0,96
" 632 B	48	35,04	-	-	1,05
" 632 N (motor 350)	-	-	-	-	-

2203

524 I	24	17,52	-	-	0,53
"	25	18,25	-	-	0,55
525 N	25	18,25	-	-	0,55
603	27	19,71	-	-	0,59
603 S	30	21,90	-	-	0,66
605	35	25,55	-	-	0,77
605 I	45	32,85	-	-	0,98
614	20	14,60	-	-	0,44
618	23	16,79	-	-	0,50
618 A	24	17,52	-	-	0,53
618 CM	24	17,52	-	-	0,53
621	28	20,44	-	-	0,61
621 I	29	21,17	-	-	0,63
621 N	-	-	26	22,10	0,99
621 R	29	21,17	-	-	0,63
621 RN	-	-	26	22,10	0,99
621 P	33	24,09	-	-	0,72
621 P 3 axis	36	26,28	-	-	0,79
621 PN 3 axis	-	-	28	23,80	1,07
626 B unified	37	27,01	-	-	0,81
626 N unified	-	-	25	21,25	0,96
632 B	48	35,04	-	-	1,05
632 N (motor 350 e 350 R)	-	-	37	31,45	1,41
632 N (motor 350 C)	-	-	38	32,30	1,45
632 RN	-	-	38	32,30	28-1,45

2204

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
FIAT 633 N	-	-	38	32,30	1,45
" 633 NH	-	-	38	32,30	1,45
" 634 B	55	40,15	-	-	1,20
" 634 N (motor 355)	-	-	45	38,25	1,72
" 634 N (motor 355 Q)	-	-	46	39,10	1,76
" 635 B	42	30,60	-	-	0,92
" 635 RC	40	29,20	-	-	0,88
" 635 RL	42	30,60	-	-	0,92
" 635 RN	-	-	33	28,05	1,26
" 635 RNC	-	-	32	27,20	1,22
" 635 RNL	-	-	35	29,75	1,34
" 635 RNLP	-	-	40	34,00	1,53
" 656 RN	-	-	45	38,25	1,72
" 656 RNL	-	-	49	41,65	1,87
" 666 unified	-	-	35	29,75	1,34
" 1100	12	8,76	-	-	0,26
" 1500	16	11,68	-	-	0,35
FORD A	20	14,60	-	-	0,44
" A 3 gear shifts	27	19,71	-	-	0,59
" AA 3 axis	35	25,55	-	-	0,77
" AA 151 4 gear shifts	30	21,90	-	-	0,66
" AA 151 reinforced	31	22,63	-	-	0,68
" AA 157	31	22,63	-	-	0,68
" Y 8	40	29,20	-	-	0,88

"	633 MM	-	-	38	32,30	1,45
"	634 B	55	40,15	-	-	1,20
"	634 N (motor 355)	-	-	45	36,25	1,72
"	634 N (motor 355 C)	-	-	46	39,10	1,76
"	635 K	42	30,60	-	-	0,92
"	635 RC	40	29,20	-	-	0,88
"	635 RL	42	30,60	-	-	0,92
"	635 RN	-	-	33	28,05	1,26
"	635 RNC	-	-	32	27,20	1,22
"	635 RNL	-	-	35	29,75	1,34
"	635 RNLP	-	-	40	34,00	1,53
"	656 RN	-	-	45	38,25	1,72
"	656 RNL	-	-	49	41,65	1,87
"	666 unified	-	-	35	29,75	1,34
"	1100	12	8,76	-	-	0,26
"	1500	16	11,68	-	-	0,35
FORD A		20	14,60	-	-	0,44
"	A 3 gear shifts	27	19,71	-	-	0,59
"	AA 3 axis	35	25,55	-	-	0,77
"	AA 151 4 gear shifts	30	21,90	-	-	0,66
"	AA 151 reinforced	31	22,63	-	-	0,68
"	AA 157	31	22,63	-	-	0,68
"	V 8	40	29,20	-	-	0,89
ISOTTA FRASCHINI	16 A	56	40,68	-	-	1,23
"	" D 70 C	-	-	30	25,50	1,15
"	" D 70 M	-	-	30	25,50	1,15

2370

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.			LUBRICANT for 100 Km. Kg.	
	PETROL		DIESEL-OIL		
	Litres	Kg.			Litres	Kg.
ISOTTA FRASCHINI D 80 C	-	-	36	30,60	1,38
" " D 80 CO unified	-	-	36	30,60	1,38
" " D 80 CO II unified	-	-	32	27,20	1,22
" " D 80 MM	-	-	33	28,05	1,26
" " D 110	-	-	35	29,75	1,34
ITALIA 50	31	22,63	-	-	0,68
" 51	31	22,63	-	-	0,68
" 56	20	14,60	-	-	0,44
" 61	25	18,25	-	-	0,55
" 65	25	18,25	-	-	0,55
" 70	28	20,44	-	-	0,61
LANCIA Aprilia	14	10,22	-	-	0,31
" Artena	18	13,14	-	-	0,39
" Astura	22	16,06	-	-	0,48
" Augusta	13	9,49	-	-	0,28
" Pentajota	35	25,55	-	-	0,77
" Beniota	40	29,20	-	-	0,88
" Rptaiota	40	29,20	-	-	0,88
" Keppe	28	20,44	-	-	0,61
" Trikappa	28	20,44	-	-	0,61
" Lambda	22	16,06	-	-	0,48
" Dilambda	35	25,55	-	-	0,77
					1,05

2207

"	"	D 60 30	-	-	32	27,20	1,22
"	"	II unified	-	-	33	28,05	1,26
"	"	D 60 NY	-	-	35	29,75	1,34
"	"	D 110	-	-	-	-	-
ITALIA	50		31	22,63	-	-	0,68
"	51		31	22,63	-	-	0,68
"	56		20	14,60	-	-	0,44
"	61		25	18,25	-	-	0,55
"	65		25	18,25	-	-	0,55
"	70		28	20,44	-	-	0,61
LANCIA	Aprilia		14	10,22	-	-	0,31
"	Artena		18	13,14	-	-	0,39
"	Astura		22	16,06	-	-	0,48
"	Augusta		13	9,49	-	-	0,28
"	Pentajota		35	25,55	-	-	0,77
"	Scalota		40	29,20	-	-	0,88
"	Eptajota		40	29,20	-	-	0,88
"	Keppe		28	20,44	-	-	0,61
"	Trikeppa		28	20,44	-	-	0,61
"	Lambda		22	16,06	-	-	0,48
"	Dilambda		35	25,55	-	-	0,77
"	Omicron short		48	35,04	-	-	1,05
"	Omicron long		58	42,34	-	-	1,27
"	Omicron 2 C		-	-	29	24,65	1,11
"	Omicron 3 C		-	-	34	28,90	1,30

23.9

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT FOR 100 KM. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
LANCIA Omicron 3 CL	-	-	34	28,90	1,30
" Omicron 5 C	-	-	26	23,80	1,07
" Ro short	-	-	28	23,80	1,07
" Ro long	-	-	29	24,65	1,11
" Ro B	30	21,90	-	-	0,66
" Ro BM	33	24,09	-	-	0,72
" Ro NK	-	-	31	26,35	1,19
" 3 Ro unified	-	-	28	23,00	1,07
" 6 Ro unified	31	22,63	-	-	0,68
" Ro - Ro	-	-	35	29,75	1,34
" Z	30	21,90	-	-	0,65
" 1 Z	30	21,90	-	-	0,65
O.M. 1 CRD	-	-	28	23,80	1,07
" 2 COM	-	-	28	23,80	1,07
" 3 BLDPL	-	-	43	36,55	1,64
" 3 BOD	-	-	34	28,90	1,30
" 3 BODPL	-	-	32	27,20	1,22
" 4 CPO	-	-	39	33,15	1,49
" 4 COM P	27	19,71	-	-	0,59
" 5 BLD	-	-	44	37,40	1,68
" 5 BLDPL	-	-	44	37,40	1,68
" 6 BLD	-	-	44	37,40	1,68
" 6 COM P	30	21,90	-	-	0,65
" 469	17	12,41	-	-	0,37
" 469 P	27	19,71	-	-	0,59

"	Ro long	-	-	29	24,65	1,11
"	Ro B	30	21,90	-	-	0,66
"	Ro BM	33	24,09	-	-	0,72
"	Ro NM	-	-	31	26,35	1,19
"	3 Ro unified	-	-	28	23,80	1,07
"	6 Ro unified	31	22,53	-	-	0,68
"	Ro - Ro	-	-	35	29,75	1,34
"	Z	30	21,90	-	-	0,66
"	1 Z	30	21,90	-	-	0,66
O.M.	1 CRD	-	-	28	23,80	1,07
"	2 COM	-	-	28	23,80	1,07
"	3 BLDPL	-	-	43	36,55	1,64
"	3 BOD	-	-	34	28,90	1,30
"	3 BODPL	-	-	32	27,20	1,22
"	4 CPO	-	-	39	33,15	1,49
"	4 OMP	27	19,71	-	-	0,59
"	5 BLD	-	-	44	37,40	1,68
"	5 BLDPL	-	-	44	37,40	1,68
"	6 BLD	-	-	44	37,40	1,68
"	6 OMP	30	21,90	-	-	0,66
"	469	17	12,41	-	-	0,37
"	469 P	27	19,71	-	-	0,59
"	469 PL	27	19,71	-	-	0,59
"	469 S	17	12,41	-	-	0,37
"	565 PL	30	21,90	-	-	0,66

23

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 KM. KS.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
O.M. 665 N	21	15,33	-	-	0,46
" " 665 S	21	15,33	-	-	0,46
" " B U D	-	-	39	33,15	1,49
" " B U D Titano	-	-	40	34,00	1,53
" " B U D Titano derived	-	-	42	35,70	1,61
" " C 30	-	-	28	23,80	1,07
" " Taurus unified	-	-	28	23,80	1,07
" " Taurus B unified	31	22,63	-	-	0,68
" " Ursus unified	-	-	36	30,60	1,38
OPEL - BLITZ	30	21,90	-	-	0,66
RENAULT	35	25,55	-	-	0,77
S P A 25 C 10	30	21,90	-	-	0,66
" " 25 C 12	32	23,36	-	-	0,70
" " 30 C	35	25,55	-	-	0,77
" " 31 C	40	29,20	-	-	0,88
" " 34 C	36	27,74	-	-	0,63
" " 36	39	28,47	-	-	0,85
" " 38 R	40	29,20	-	-	0,88
" " 3000	30	21,90	-	-	0,66
" " 6000	28	20,44	-	-	0,61
" " 8000	34	24,82	-	-	0,74
" " 9000	51	37,23	-	-	1,12
" " 21,000	25	18,25	-	-	0,55

23,77

" "	605 S					39	33,15	1,49	
" "	B U D					40	34,00	1,53	
" "	B U D Titano					42	35,70	1,61	
" "	B U D Titano derived					28	23,80	1,07	
" "	G 30					28	23,80	1,07	
" "	Taurus unified					-	-	0,68	
" "	Taurus B unified			22,63	31	-	-	1,38	
" "	Ursus unified					36	30,60		
OPEL - BLITZ									
				21,90	30	-	-	0,66	
				25,55	35	-	-	0,77	
RENAULT									
S P A	25 C 10			21,90	30	-	-	0,66	
"	25 C 12			23,36	32	-	-	0,70	
"	30 C			25,55	35	-	-	0,77	
"	31 C			29,20	40	-	-	0,88	
"	34 C			27,74	38	-	-	0,83	
"	36			28,47	39	-	-	0,85	
"	38 R			29,20	40	-	-	0,88	
"	3000			21,50	30	-	-	0,66	
"	6000			20,44	28	-	-	0,61	
"	8000			24,82	34	-	-	0,74	
"	9000			37,23	51	-	-	1,12	
"	23.000			18,25	25	-	-	0,55	
							-		23,7

M O T O - C A R S

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.		LUBRICANT FOR 100 KM.
	DIESEL-OIL		
	PETROL Litres	Litres	
BENELLI 4 T 500 unified	11	8,03	0,24
BIANCHI 500 MOU unified	10	7,10	0,22
BORDONI	10	7,10	0,22
F.B. (Brothers Boselli) MA 15	6	4,38	0,13
" " MA 17	6	4,38	0,13
" " MA 20	6	4,38	0,13
" " MA 24	6	4,38	0,13
GILERA Mercurio 500 unified	10	7,30	0,22
GUZZI ER 500 unified	10	7,30	0,22
SERTUM MO 500 unified	10	7,30	0,22

BIANCHI 500 MUU unified	10	7,30	-	-	0,22
BORDONI	10	7,30	-	-	0,22
P.B. (Brothers Bosselli) MA 15	6	4,38	-	-	0,13
" " " MA 17	6	4,38	-	-	0,13
" " " MA 20	6	4,38	-	-	0,13
" " " MA 24	6	4,38	-	-	0,13
GILERA Mercurio 500 unified	10	7,30	-	-	0,22
GUZZI ER 500 unified	10	7,30	-	-	0,22
SERTUM MC 500 unified	10	7,30	-	-	0,22

23-6

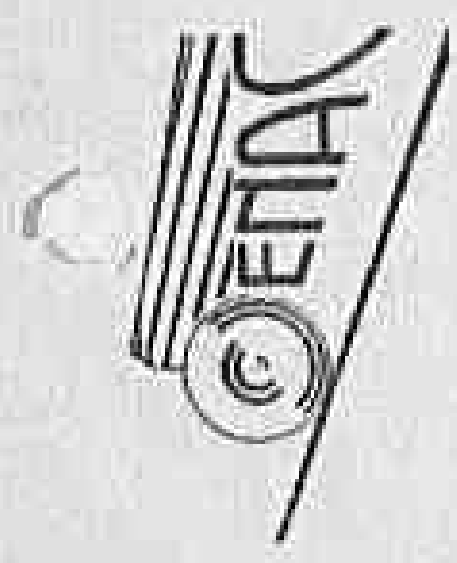
22141

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

Mod. ENACTO

7 DIC. 1944

194



Ente Nazionale Autotrasporti Car.

ALLA COMMISSIONE ALLEATA

Sezione Economica

Via Veneto

DIREZIONE GENERALE

Tecnica *1* Contr. *AS. Tec.*

17347 *1266* *3*

Proposta n. 1

R O M A

OGGETTO: Consumi di carburante e lubrificante per autoveicoli
atti al trasporto di merci

Per conoscenza di codesta Commissione si trasmettono tre esemplari delle tabelle predisposte da questa Direzione Generale per calcolare i consumi di carburante e di lubrificante degli autoveicoli per trasporto merci iscritti all'I.N.A.C.

IL DIRETTORE GENERALE

STAMPATO IN ITALIA

235

R O M A

Servizi
Tecnica
Contr. M. Tec.
1734/1266
3
Magg. del

Oggetto: Consumi di carburante e lubrificante per autoveicoli
atti al trasporto di merci

Per conoscenza di codesta Commissione si trasmettono tre esemplari delle tabelle predisposte da questa Direzione Generale per calcolare i consumi di carburante e di lubrificante degli autoveicoli per trasporto merci iscritti all'E.N.A.C.-

IL DIRETTORE GENERALE



2375

E. N. A. C. +
DIREZIONE GENERALE
Servizio Tecnico

CONSUMI DI AUTOVICOLI PER TRASPORTO MERCI

Avvertenze

I consumi indicati nelle tabelle che seguono si riferiscono alle sole macchine a pieno carico per un percorso di 100 Km. su strada in mediere condizioni, con pendenza media, percorsa a velocità media commerciale.

Per gli autocarri suscettibili di trainare un rimorchio di uguale peso complessivo i consumi di carburante e lubrificante del treno così costituito sono uguali a quelli indicati per il solo autotreno aumentati del 30%.

I consumi di carburante sono stati indicati tanto in litri quanto in chilogrammi in base ai seguenti pesi specifici:

- Gasolina = 0,730 Kg/litro
- Gasolio = 0,850 " "

Nel caso in cui venissero consumati carburanti di peso specifico diverso da quello di cui sopra, i consumi indicati nelle tabelle che seguono dovranno essere aumentati o diminuiti proporzionalmente al diverso peso specifico.

Nel caso in cui si presentasse un tipo di autoveicolo per trasporto merci non contemplato fra quelli elencati, si potranno dedurre i relativi consumi con interpolazione fra quelli dei tipi di autoveicoli che più si avvicinano come cilindrata e come portata utile.

I consumi indicati nelle tabelle che seguono si riferiscono alle serie metriche a pieno carico per un percorso di 100 Km. su strada in mediere condizioni, con pendenza medio, percorsa a velocità media commerciale.

Per gli autocarri suscettibili di trainare un rimorchio di uguale peso complessivo i consumi di carburante e lubrificante del treno così costituito sono uguali a quelli indicati per il solo autocarro aumentati del 30%.

I consumi di carburante sono stati indicati tanto in litri quanto in chilogrammi in base ai seguenti pesi specifici:

- benzina = 0,730 Kg/litro
- gasolio = 0,850 " "

Nel caso in cui venissero consumati carburanti di peso specifico diverso da quello di cui sopra, i consumi indicati nelle tabelle che seguono dovranno essere aumentati o diminuiti proporzionalmente al diverso peso specifico.

Nel caso in cui si presentasse un tipo di autoveicolo per trasporto merci non contemplato fra quelli elencati, si potranno dedurre i relativi consumi con interpolazione fra quelli dei tipi di autoveicoli che più si avvicinano come cilindrata e come portata utile.

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VEHICLES AND MOTOR-CARS TRANSFORMED IN TRUCKS -
AUTOCARRI ED AUTOVETURINE TRASFORMATE IN AUTOCARRI ;

MARCA FABBRICA C TIPO	CARRURANTE PER 100 KM Liquid-fuel for 100 Km		Lubrificazione per 100 Km. Lubricant for 100 Km. Kg. Kg.
	LUBRIFICAZIONE petrol	GASOLIO Diesel-oil	
ALFA ROMEO 50	--	38 32,30	1,45
" 85	--	42 35,70	1,61
" 85 A	--	42 35,70	1,61
" 85 C	--	42 35,70	1,61
" 110 A	--	44 37,40	1,66
" 110 AC 3 assi axial	--	45 38,25	1,72
" 350	--	26 22,10	0,99
" 350 P 3 assi shaft	--	30 25,50	1,15
" 430 unificato	--	21 17,85	0,80
" 430 B unificato unified	31 22,63	31 --	0,68
" 500 BG 6 B	33 24,09	-- --	0,72
" 500 BP	35 25,55	-- --	0,77
" 500 P	--	27 22,95	1,03
" 500 R	--	28 23,80	1,07
" 800 unificato unified	--	28 23,80	1,07
" 1750 trasformato transformed	18 13,14	-- --	0,39
" 2300 trasformato transformed	23 16,75	-- --	0,50
" 2300 B trasformato transformed	24 17,52	-- --	0,53
" RLH trasformato transformed	30 21,90	-- --	0,66

	PETROLIA		CASOLIO		LUBRICANT in 100 Km. Kg. Kg
	litri liters	Kg. Kg.	litri liters	Kg. Kg.	
ALFA ROMEO 50	---	---	38	32,30	1,45
" " 85	---	---	42	35,70	1,61
" " 85 A	---	---	42	35,70	1,61
" " 85 C	---	---	42	35,70	1,61
" " 110 A	---	---	44	37,40	1,68
" " 110 AC 3 ²⁴⁰⁰ BBE1	---	---	45	38,25	1,72
" " 350	---	---	26	22,10	0,99
" " 350 P 3 ²⁴⁰⁰ essi	---	---	30	25,50	1,15
" " 430 unificato	---	---	21	17,85	0,80
" " 430 B unificat- <i>unified</i>	31	22,63	31	--	0,68
" " 500 BG 6 5	33	24,09	--	--	0,72
" " 500 BR	35	25,55	--	--	0,77
" " 500 F	---	---	27	22,95	1,03
" " 500 F <i>unified</i>	---	---	28	23,80	1,07
" " 500 unificato	---	---	22	23,50	1,07
" " 1750 <i>transformato</i>	18	13,14	--	--	0,30
" " 2300 <i>transformato</i>	23	16,75	--	--	0,50
" " 2300 B <i>transformato</i>	24	17,52	--	--	0,53
" " RIN <i>transformato</i>	30	21,90	--	--	0,66
ANSALDO 4 F 15	23	16,79	---	---	1,53
" " 4 P	20	14,60	-23	-3	0,44
" " 6 RM	26	18,98	---	---	0,57
" " 22	30	21,90	---	---	0,66
" " 35	35	25,55	---	---	0,77
" " 300	31	22,63	---	---	0,68

FABBRICA e TIPO MAKE AND TYPE	CARBURANTE PER 100 KM Liquid. fuel for 100 Km.				Lubrificant PCI 100 KM Lubricant for 100 Km kg kg.	
	DENSITA petroc		GASOLIO petroc			
	litri litres	kg. kg.	litri litres	kg. kg.		
FORWARD						
"		27	19,71	38	32,30	1,45 0,59
LANCHE S 5/1300	16	11,68				0,35
" S 5/1500	16	11,68				0,35
" S 6/2200	21	15,33				0,46
" S 6/3000	26	20,44				0,61
" S 9/1400	16	11,68				0,35
" Ambrosiano (I, II, III e IV Serie)	20	14,68				0,44
" Aurelia	16	11,68				0,35
" G	23	21,17				0,63
" Mediolanum 1935			23	19,15		0,88
" Mediolanum 68 PC			27	22,65		1,03
" Mediolanum 68 3A/ derivato derivat.			32	27,20		1,22
" Mediolanum Miles unificato unificato			27	22,95		1,03
" Mediolanum Miles B unificato unificato	33	24,09				0,72
" Mediolanum 1936			26	22,10		0,99
BUSSING			45	38,25		1,72
CEIRANO 22 0	26	18,93				0,57

	Stros	Hg	Stros	Hg	Stros	Hg
FORWARD						
"	27	19,71	38	32,30	1,45	0,59
LIANCHI S 5/1300	16	11,68	---	---	0,35	
" S 5/1500	16	11,68	---	---	0,35	
" S 6/2200	21	15,33	---	---	0,46	
" S 8/3000	28	20,44	---	---	0,61	
" S 9/1400	16	11,68	---	---	0,35	
" Ambrosiana (I, II, III e IV Serie)	20	14,60	---	---	0,44	
" Aurelia	16	11,68	---	---	0,35	
" G	29	21,17	---	---	0,63	
" Mellolanum 1935	---	---	23	19,25	0,88	
" Mellolanum 60 10	---	---	27	22,95	1,03	
" Mellolanum 68 3A/ derivato derivato	---	---	32	27,20	1,22	
" Mellolanum Miles unificato unificato	---	---	27	22,95	1,03	
" Mellolanum Miles B unificato unificato	33	24,09	---	---	0,72	
" Mellolanum 1936	---	---	26	22,10	0,99	
BUSSING	---	---	45	38,25	1,72	
CEIRANO 22 0	26	18,98	---	---	0,57	
" 47 CM	38	27,74	---	---	0,83	
" 47 ORI	38	27,74	23	23	0,83	
" 47 OFN	38	27,74	---	---	0,83	
" 50 CA	44	32,12	---	---	0,96	
" 50 ORI	45	32,85	---	---	0,98	

FABBRICA O TIPO M ARKE & TYPE	CARRIBANTE PER 100 KM Liquid-fuel for 100 Km-				Lubrificazione per 100 Km. Substant for 100 Km. Kg. Kg.
	DENOMINAZIONE petrol		CASSOLTO Benzol-oil		
	litri. litre	Kg. Kg	litri litre	Kg. Kg	
CEIRANO 50 CM	54	39,42	---	---	1,18
" N 150	47	12,41	---	---	0,37
" S 150	47	12,41	---	---	0,37
CHEVROLET	20	14,60	---	---	0,44
CITROEN C 4	20	14,60	---	---	0,44
" C 4 D	22	16,06	---	---	0,48
" C 6	25	18,25	---	---	0,55
" C C U	30	21,90	---	---	0,56
" C 10	19	13,87	---	---	0,42
" H/PVU	35	25,55	---	---	0,77
DE SOTO	30	21,90	---	---	0,56
DIATTO 20 A (1924)	21	15,33	---	---	0,46
" 20 A (1926)	26	18,98	---	---	0,57
" 25	29	21,17	---	---	0,63
" 30	21	15,33	---	---	0,46
" 35 (1925)	29	21,17	---	---	0,63
" 35 (1926)	26	18,98	---	---	0,57
PAZOGH KNIGHT	25	18,25	---	---	0,55
FIAT 2 F	20	14,60	---	---	0,44

CERRANO 59 CM		54	39,42	---	---	---	1,16
" N 150		17	12,41	---	---	---	0,37
" S 150		17	12,41	---	---	---	0,37
CHEVROLET		20	14,60	---	---	---	0,44
CITROEN C 4		20	14,60	---	---	---	0,44
" C 4 D		22	16,06	---	---	---	0,48
" C 6		25	18,25	---	---	---	0,55
" 6 C U		30	21,90	---	---	---	0,66
" C 10		19	13,87	---	---	---	0,42
" L/PVU		35	15,55	---	---	---	0,77
DE SOTO		30	21,90	---	---	---	0,66
DIATTO 20 A (1924)		21	15,33	---	---	---	0,46
" 20 A (1926)		26	10,58	---	---	---	0,57
" 25		29	21,17	---	---	---	0,63
" 30		21	15,33	---	---	---	0,46
" 35 (1925)		29	21,17	---	---	---	0,63
" 35 (1926)		26	18,98	---	---	---	0,57
FALCON KNIGHT		25	16,25	---	---	---	0,55
FIAT 2 P		20	14,60	---	---	---	0,44
" 15 Ter (1914)		28	20,44	---	---	23-1	0,61
" 15 Ter (1915)		31	22,63	---	---	---	0,68
" 18 P		35	25,55	---	---	---	0,77
" 18 PD		43	35,04	---	---	---	1,05

MATERIA e TIPO MAKE & TYPE	CAMPIONE LR 100 Km. <i>Liquid fuel for 100 Km.</i>		Lubrificazione per 100 Km. <i>Substance for 100 Km.</i>	
	PERIODO <i>period</i>	GASOLIO <i>Gasoline</i>		
	Litri <i>liters</i>	kg. <i>kg</i>	Litri <i>liters</i>	kg. <i>kg</i>
10 BL 3 assi axis	60	43,80	---	1,31
10 BLR	55	40,15	---	1,20
39 leggero <i>light</i>	19	13,87	---	0,42
39 C leggero <i>light</i>	19	13,87	---	0,42
500	8	5,84	---	0,17
501	15	10,55	---	0,33
502 P	20	14,10	---	0,41
503 P	20	14,60	---	0,44
505	22	15,03	---	0,48
507 P	24	17,52	---	0,53
507 PA	25	18,26	---	0,55
508	11	8,63	---	0,24
508 CM	13	9,18	---	0,28
508 L	12	8,76	---	0,26
508 IP	13	9,49	---	0,26
508 M	12	8,76	---	0,28
509 P	13	9,49	---	0,55
510	25	18,25	---	0,55
512	25	18,25	---	0,66
512 3 assi axis	30	21,90	---	0,33
514	15	10,95	---	0,35
515	16	11,68	---	0,39
516 C	10	13,14	---	0,42
518 C (motore 116 A)	19	13,87	---	0,44
518 L	20	14,60	---	0,66

PIAT	18 ML 3 assi axis	60	43,80	---	---	---	1,31
"	18 ULR	55	40,15	---	---	---	1,20
"	39 leggero <i>light</i>	19	13,87	---	---	---	0,42
"	39 C leggero <i>light</i>	19	13,87	---	---	---	0,42
"	500	18	5,64	---	---	---	0,17
"	501	15	10,55	---	---	---	0,33
"	502 V	20	13,10	---	---	---	0,41
"	503 P	20	14,00	---	---	---	0,44
"	505 P	22	11,03	---	---	---	0,40
"	507 P	24	12,52	---	---	---	0,53
"	507 PA	25	15,25	---	---	---	0,55
"	508	11	8,03	---	---	---	0,24
"	508 OM	13	9,12	---	---	---	0,28
"	508 L	12	8,76	---	---	---	0,26
"	508 LP	13	9,49	---	---	---	0,28
"	508 M	12	8,76	---	---	---	0,26
"	509 F	13	9,49	---	---	---	0,28
"	510	25	10,25	---	---	---	0,55
"	512	25	10,25	---	---	---	0,55
"	512 3 assi axis	30	21,90	---	---	---	0,66
"	514	15	10,95	---	---	---	0,33
"	515	16	11,68	---	---	---	0,35
"	516 C	10	13,14	---	---	---	0,39
"	516 C (Motor 118 A)	19	13,17	---	---	---	0,42
"	518 L	30	14,10	---	---	---	0,44
"	519	50	21,90	---	---	23,40	0,66
"	520	32	16,06	---	---	---	0,48
"	521	24	17,52	---	---	---	0,53
"	522	24	17,52	---	---	---	0,53

FABBRICA o TIPO MAKE or TYPE	CANTORANTE PER 100 KM Liquid fuel for 100 km				Lubrificazione per 100 Km. Lubricant for 100 km Kg.	
	BENZINA petrol		GASOLIO Diesel oil		Kg.	Kg.
	litri. liters	Kg. Kg.	litri liters	Kg. Kg.		
FIAT 522 C	24	17,52	---	---	---	0,53
" 522 L	24	17,52	---	---	---	0,53
" 524 C	24	17,52	---	---	---	0,53
" 524 L	24	17,52	---	---	---	0,53
" 525	25	18,25	---	---	---	0,55
" 525 N	25	18,25	---	---	---	0,55
" 603	27	19,71	---	---	---	0,59
" 603 S	30	21,90	---	---	---	0,66
" 605	35	25,55	---	---	---	0,77
" 605 B	45	32,85	---	---	---	0,98
" 614	20	14,60	---	---	---	0,44
" 618	23	16,79	---	---	---	0,50
" 618 A	24	17,52	---	---	---	0,53
" 618 OM	24	17,52	---	---	---	0,53
" 621	28	20,44	---	---	---	0,61
" 621 L	29	21,17	---	---	---	0,63
" 621 N	---	---	26	22,10	---	0,99
" 621 R	29	21,17	---	---	---	0,63
" 621 RH	---	---	26	22,10	---	0,99
" 621 P	33	24,09	---	---	---	0,72
" 621 P 3 assi axu	36	26,28	---	---	---	0,79
" 621 PN 3 assi axu	---	---	28	23,80	---	1,07
" 626 B unificato unificat	37	27,61	---	---	---	0,81

FIAT	522 C	24	17,52	---	---	0,53
"	522 L	24	17,52	---	---	0,53
"	524 C	24	17,52	---	---	0,53
"	524 L	24	17,52	---	---	0,53
"	525	25	16,25	---	---	0,55
"	525 N	25	18,25	---	---	0,55
"	603	27	19,71	---	---	0,59
"	603 S	30	21,90	---	---	0,66
"	605	35	25,55	---	---	0,77
"	605 L	45	32,85	---	---	0,90
"	614	20	14,60	---	---	0,44
"	610	23	16,79	---	---	0,50
"	618 A	24	17,52	---	---	0,53
"	618 OM	24	17,52	---	---	0,53
"	621	28	20,44	---	---	0,61
"	621 L	28	21,17	---	---	0,63
"	621 M	---	---	26	22,10	0,99
"	621 R	29	21,17	---	---	0,63
"	621 RD	---	---	26	22,10	0,99
"	621 P	33	24,09	---	---	0,72
"	621 P 3 assi <i>assi</i>	36	26,28	---	---	0,79
"	621 PN 3 assi <i>assi</i>	---	---	28	23,80	1,07
"	626 B unificato <i>unifiat</i>	37	27,01	---	---	0,81
"	626 N unificato <i>unifiat</i>	---	---	25	21,25	0,96
"	632 B	48	35,04	---	29" 3	1,05
"	632 N (<i>motor</i> motore 350 o 350 R)	---	---	37	31,45	1,41
"	632 N (<i>motor</i> motore 350 C)	---	---	36	32,30	1,45
"	632 RN	---	---	36	32,30	1,45

FABBRICA e TIPO MAKE and TYPE	CANTINANTE PER 100 KM Liquid fuel per 100 Km.				Lubrificazione per 100 Km. <i>Lubricant for 100 Km.</i>	
	PENTOLA Potere		CASCIO ore.		Litri kg.	Litri kg.
	Litri Litres	kg. kg.	Litri Litres	kg. kg.		
FIAT 633 N	--	--	38	32,30		1,45
" 633 NM	--	--	38	32,30		2,45
" 634 F	55	40,15	--	--		1,20
" 634 N (motor 355)	--	--	45	38,25		1,72
" 634 N (motor 355 C)	--	--	46	39,10		1,76
" 635 R	42	30,60	--	--		0,92
" 635 BC	40	26,20	--	--		0,88
" 635 RL	42	30,60	--	--		0,92
" 635 RN	--	--	33	28,05		1,26
" 635 RMC	--	--	32	27,20		1,22
" 635 RML	--	--	35	29,75		1,34
" 635 RMLP	--	--	40	34,00		1,53
" 656 NJ	--	--	45	38,25		1,72
" 656 RND <i>unified</i>	--	--	49	41,05		1,87
" 666 <i>unificata</i>	--	--	35	29,75		1,34
" 1100	12	8,76	--	--		0,26
" 1500	20	11,08	--	--		0,35
FORD A	20	14,60	--	--		0,44
" A 3 <i>gear-shfts</i> <i>marce</i>	27	19,71	--	--		0,59
" AA 3 <i>gear-shfts</i> <i>passi axis</i>	35	25,55	--	--		0,77
" AA 151 4 <i>marce</i>	30	21,90	--	--		0,66
" AA 151 <i>ring zero</i> <i>technical</i>	31	22,03	--	--		0,68
" AA 157	31	22,03	--	--		0,68

FIAT	633 N				38	32,30	1,45
"	633 NW				38	32,30	2,45
"	634 E		40,15	55			1,20
"	634 H (motor 355)	<i>motor</i>			45	36,25	1,72
"	634 N (motor 355 0)	<i>motor</i>			46	39,10	1,76
"	635 R		30,60	42			0,92
"	635 RC		29,20	40			0,88
"	635 RL		30,60	42			0,92
"	635 RN				33	28,05	1,26
"	635 RNC				32	27,20	1,22
"	635 RNL				35	29,75	1,34
"	635 RNLP				40	34,00	1,53
"	656 RN				45	38,25	1,72
"	656 RNL				49	41,65	1,87
"	666 unificato	<i>unified</i>			35	29,75	1,34
"	1100		8,76	12			0,26
"	1500		11,68	16			0,35
FORD	A		14,60	20			0,44
"	A 3 marce	<i>3 gear-shift</i>	19,71	27			0,59
"	AA 3 assi axis	<i>3 gear-shift</i>	25,55	35			0,77
"	AA 151 4 marce		21,90	30			0,66
"	AA 151	<i>ring rento</i>	22,03	31			0,68
"	AA 157	<i>reinforced</i>	22,63	31			0,68
"	V 8		29,29	40			0,68
ISOMTA PRASCHINI	I6 A		40,00	56			1,23
"	"	D 70 C			30	25,50	1,15
"	"	D 70 M			30	23,00	1,15

FABBRICA o TIPO MAKE & TYPE	CAMPIMANTE PER 100 KM Liquid fuel for 100 km				Lubrificazione per 100 Km. Lubricant for 100 km Kg.
	PUNZINA petrol		GASOLIO diesel oil		
	litri liters	Kg. kg	litri. liters	Kg. kg	
ISOMIA FRASCININI D 80 C	---	---	36	30,60	1,38
" " D 80 CC unificato unified	---	---	36	30,60	1,38
" " D 80 CC II unificato unified	---	---	32	27,20	1,22
" " D 80 MM	---	---	33	28,05	1,26
" " D 110	---	---	35	29,75	1,34
ISOLA 50	31	22,63	---	---	0,68
" 51	31	22,63	---	---	0,68
" 56	20	14,60	---	---	0,44
" 61	25	18,25	---	---	0,55
" 65	25	18,25	---	---	0,55
" 70	28	20,44	---	---	0,61
LANGIA Aprilia	14	10,22	---	---	0,31
" Artene	18	13,14	---	---	0,39
" Astura	22	16,06	---	---	0,48
" Augusta	13	9,49	---	---	0,28
" pentajota	35	25,55	---	---	0,77
" Issiata	40	29,20	---	---	0,88
" Eptajota	40	29,20	---	---	0,88
" Lappa	28	20,44	---	---	0,61
" Trikappa	28	20,44	---	---	0,61
" Lembe	22	16,06	---	---	0,48
				28,77	

ISCOMA	FRASCHINI	D 80 C	---	---	36	30,60	1,38
"	"	D 80 CC unificato unificato	---	---	36	30,60	1,38
"	"	D 80 CC	---	---	32	27,20	1,22
"	"	TI unificato unificato	---	---	33	28,05	1,26
"	"	D 80 III	---	---	35	29,75	1,34
"	"	D 110	---	---	---	---	---
ITALIA	50		31	22,63	---	---	0,68
"	51		31	22,63	---	---	0,68
"	56		20	14,60	---	---	0,44
"	61		25	18,25	---	---	0,55
"	65		25	18,25	---	---	0,55
"	70		28	20,44	---	---	0,61
LANCIA	Aprilia		14	10,22	---	---	0,31
"	Artena		18	13,14	---	---	0,39
"	Astura		22	16,06	---	---	0,48
"	Augusta		13	9,49	---	---	0,28
"	Pentajota		35	25,55	---	---	0,77
"	Essiste		40	29,20	---	---	0,88
"	Pytalote		40	29,20	---	---	0,88
"	Lappa		28	20,44	---	---	0,61
"	Trikappa		28	20,44	---	23,47	0,61
"	Lambda		22	16,06	---	---	0,48
"	Dilambda	short	35	25,55	---	---	0,77
"	Omicron	short	40	35,04	---	---	1,05
"	Omicron	long	50	42,34	---	---	1,27
"	Omicron	2 C	---	---	29	24,65	1,11
"	Omicron	3 C	---	---	34	28,90	1,30

FABBRICA e TIPO MARCA e TYPE	CARBURANTE PER 100 KM <i>liquid fuel for 100 Km.</i>		GASOLIO <i>Gasol - oil</i>		Lubrifiante per 100 Km. <i>Substant for 100 Km. Kg.</i>
	litri <i>litres</i>	litri <i>litres</i>	litri <i>litres</i>	litri <i>litres</i>	
LANCIA Omicron 3 CL	---	---	34	28,90	1,30
" Omicron 5 C	---	---	28	23,80	1,07
" Ro corto <i>short</i>	---	---	28	23,80	1,07
" Ro lungo <i>long</i>	---	---	29	24,65	1,11
" Ro P	30	21,90	---	---	0,66
" Ro III	33	24,09	---	---	0,72
" Ro VII	---	---	31	26,35	1,19
" 3 Ro <i>unified</i>	---	---	28	23,80	1,07
" 6 Ro <i>unified</i>	31	22,63	---	---	0,68
" Rc - Rc	---	---	35	29,75	1,34
" Z	30	21,90	---	---	0,66
" 1 Z	30	21,90	---	---	0,66
O.M. 1 CID	---	---	28	22,80	1,07
" 2 CCH	---	---	20	23,80	1,07
" 3 B L D P L	---	---	43	36,55	1,64
" 3 B C D	---	---	34	28,90	1,30
" 3 B C D P L	---	---	32	27,20	1,22
" 4 C P O	---	---	39	33,15	1,49
" 4 C M F	27	19,71	---	---	0,59
" 5 B L D	---	---	44	37,40	1,68
" 5 B L D P L	---	---	44	37,40	1,68
" 6 B L D	---	---	44	37,40	1,68
	30	21,90	---	---	0,66

LAMPION	Omicron 3 OL	---	---	34	28,90	1,30
"	Omicron 5 G	---	---	28	23,80	1,07
"	Rc corto short	---	---	28	23,80	1,07
"	Rc largo long	---	---	29	24,65	1,11
"	Rc B	30	21,90	---	---	0,66
"	Rc III	33	24,09	---	---	0,72
"	Rc NM	---	---	31	26,35	1,19
"	3 Rc <i>wirped</i> unificato	---	---	28	23,80	1,07
"	6 Rc <i>wirped</i> unificato	31	22,63	---	---	0,68
"	Rc - Rc	---	---	35	29,75	1,34
"	Z	30	21,90	---	---	0,66
"	L Z	30	21,90	---	---	0,66
O.M.	1 GFD	---	---	28	23,80	1,07
"	2 GCM	---	---	20	23,80	1,07
"	3 BLD PL	---	---	43	36,55	1,64
"	3 BCD	---	---	34	28,90	1,30
"	3 BOD PL	---	---	32	27,20	1,22
"	4 CPO	---	---	39	33,15	1,49
"	4 CMT	27	19,71	---	---	0,59
"	5 BLD	---	---	44	37,40	1,68
"	5 BLD PL	---	---	44	37,40	1,68
"	6 BLD	---	---	44	37,40	1,68
"	6 OMF	30	21,90	---	---	0,66
"	469	17	12,41	---	23,00	0,37
"	469 F	27	19,71	---	---	0,59
"	469 F I	27	19,71	---	---	0,59
"	469 S	17	12,41	---	---	0,37
"	665 F I	30	21,90	---	---	0,66

FABBRICA e TIPO MAKE & TYPE	CARENZIANTE PER 100 KM <i>liquid fuel for 100 Km</i>		Lubrificante per 100 KM <i>lubricant per 100 Km</i> kg.
	BENZINA <i>petrol</i>	GASOLIO <i>gasol oil</i>	
	litri. <i>litres</i>	litri. <i>litres</i>	kg.
C.M. 665 N	21 15,33	---	0,46
" " 665 S	21 15,33	---	0,46
" " D U D	---	39 33,15	1,49
" " P U D Titens	---	40 34,00	1,53
" " B U D Titens <i>clarified</i> vat.	---	42 35,70	1,61
" " C 30	---	28 23,60	1,07
" " Taurus unificato <i>unified</i>	---	28 23,80	1,07
" " Taurus B unificato <i>unified</i>	31 28,15	---	0,68
" " Ursus unificato <i>unified</i>	---	36 30,60	1,38
OPEL - BLITZ	30 21,99	---	0,66
RENAULT	35 25,59	---	0,77
S F A 25 0 15	30 21,99	---	0,66
" " 25 0 12	32 23,36	---	0,70
" " 30 0	35 25,55	---	0,77
" " 31 0	40 29,20	---	0,88
" " 34 0	38 27,74	---	0,83
" " 36	39 28,47	---	0,85
" " 38 R	40 29,20	---	0,88
" " 3000	30 21,99	---	0,66
" " 6000	28 20,44	---	0,61

C.H.	665	N	Titens	21	15,33	---	---	0,46
"	665	S	Titens	21	15,33	---	---	0,46
"	B U D	D	Titens	---	---	39	33,15	1,49
"	B U D	D	Titens	---	---	40	34,00	1,53
"	B U D	D	Titens ^{changed} derivato vat	---	---	42	35,70	1,61
"	A 50		Titens	---	---	28	23,80	1,07
"	Taurus	unificato	unificato	---	---	28	23,80	1,07
"	Taurus	unificato	unificato	31	25,55	---	---	0,68
"	Ursus	unificato	unificato	---	---	36	30,60	1,38
CPEL - ELITZ				30	21,90	---	---	0,66
RENAULT				35	25,55	---	---	0,77
S P A	25	0 10		30	21,90	---	---	0,66
"	25	0 12		32	23,36	---	---	0,70
"	30	0		35	25,55	---	---	0,77
"	31	0		40	29,20	---	---	0,88
"	34	0		38	27,74	---	---	0,83
"	36			39	28,47	---	---	0,85
"	38	R		40	29,20	---	---	0,88
"	3000			30	21,90	---	---	0,66
"	6000			28	20,44	---	---	0,61
"	0000			34	24,82	---	23,00	0,74
"	9000			51	37,23	---	---	1,12
"	23.000			25	18,25	---	---	0,55

L. 10/11/53

Moto-cars
MOTOCARRI

FABBRICAZIONE E TIPO MARCA AND TYPE	CARBURANTE PER 100 KM <i>gasoline fuel per 100 Km.</i>				Litri Litres	Kg. Kg.	GASOLIO <i>Gasoline</i>	Litri Litres	Kg. Kg.	Lubrificazione per 100 Km. <i>Lubricant per 100 Km.</i>
	BENZINA <i>petrol</i>		GASOLIO							
	litri	Kg.	litri	Kg.						
DRELLI 4 T 500 unificato <i>unified</i>	11	8,03	---	---	---	---	---	---	---	0,24
BRANCHI 500 MOU unificato <i>unified</i>	10	7,30	---	---	---	---	---	---	---	0,22
TOPPOCHI	10	7,30	---	---	---	---	---	---	---	0,22
<i>Bozelliani</i> P.B. (Frattelli Bozelli) MA 15	6	4,35	---	---	---	---	---	---	---	0,13
" " " MA 17	6	4,36	---	---	---	---	---	---	---	0,13
" " " MA 20	6	4,36	---	---	---	---	---	---	---	0,13
" " " MA 24	6	4,38	---	---	---	---	---	---	---	0,13
GIERA Mercurio 500 unificato <i>unified</i>	10	7,30	---	---	---	---	---	---	---	0,22
GUZZI ER 500 unificato <i>unified</i>	10	7,30	---	---	---	---	---	---	---	0,22
SILETTI MC 500 unificato <i>unified</i>	10	7,30	---	---	---	---	---	---	---	0,22

2237

0 * R/9 Roadway Div. Info

IIIIIIIIII

ref: AC/TN/R/T of 9 Jan '05
File
W.D.

Transportation Sub-Commission has been recently divided into a

- (a) Movement Division, the primary responsibility of which is to make the most intensive use of the limited transport facilities available wherever possible to reduce the tonnage carried by motor vehicles in order to conserve these vehicles and their tires.
- (b) Facilities Division, whose responsibility it is to plan and procure additional transportation facilities and supervise the re-activation of existing facilities and advise as to their proper operation.

22,000 tires and 23,000 tubes have been ordered. 17,500 tires and 19,000 tubes have not yet been delivered. Tire repair facilities have been located. 700 tons of tire repair materials are on order. The re-activation of the Pirelli tire manufacturing plant at Tivoli is in progress and material for the making of 200 tires per day for a six months' period have been requisitioned thru G-5, ARRA. It is understood that this requisition is at present being revised by Industry Sub-Commission, to whom the responsibilities for tires has recently been transferred. No bicycle tires have been ordered, altho they can be manufactured at Tivoli.

1700 highway trucks are being delivered in installments and are earmarked for use in north and Italy. 2000 additional highway trucks have been requested by ARRA. Transportation Sub-Commission has no knowledge of any promise of 500 trucks to Carrandini. Requisition has been placed with Economic Section today for six months' requirements of material for the Italian Railways.

ROBERT H. TAYLOR,
Director,
Transportation A/C.

File # 1 mi
JWC
R/A

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copy

INTERNAL OFFICE MEMO

SUBJECT: Report on the AC Transportation Organization in the
Heel Area.

TO : Director, Transportation Sub-Commission.

ORGANIZATION:

1. There are at present transportation road, railway and shipping representatives situated in the Bari zone. These representatives appear to be responsible directly to Headquarters, Allied Commission in Rome; the chain of command is not clear. Each representative of the different transportation sections is located in a different building, in different parts of the town; there is no one person coordinating movement between the three sections, nor are the transportation representatives receiving sufficient direction from higher authority.

2. There is in this area, where there are large military commitments, a complete military movements and transportation organization. The AC transportation representatives do not have sufficient liaison with the establishing military organization.

3. The number of Allied personnel, at the disposal of the Transportation Sub-Commission representatives, is limited, and they are very much tied to their offices. They have little time for visiting different areas in their zone; the time they have available is wasted due to inadequate and inefficient transport.

4. It would appear that more use could be made of responsible Italians in overcoming some of the difficulties which the transportation representatives are meeting, as we cannot hope to provide sufficient Allied personnel.

5. Attached in Appendix A are a number of points in connection with shipping and rail which are being taken up with the sections concerned in this Headquarters.

Recommendations. It is recommended that:-

a. AC Transportation Representatives are located in the same building together with the Economic and Supply Representatives.

b. In view of the importance of this zone, one officer is appointed who will coordinate the work of the different transportation sections.

c. A closer liaison is established with the ~~establishing~~ military organization.

d. Some transport is placed at the disposal of the coordinated transportation section, if established, which will enable different representatives to get out onto the ground a little.

e. A more definite policy is established, utilizing responsible Italians.

W. K. W. M.

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4. It would appear that more use could be made of responsible Italians in overcoming some of the difficulties which the transportation representatives are meeting, as we cannot hope to provide sufficient Allied personnel.

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M. J. S. S. S.

M. J. S. S. S.
Lt. Colonel,
Coordinator, Movements

Copy to : Shipping Section
Road Section
Rail Section.

2382

/mi

APPENDIX A

Cont

1. SHIPPING

On occasions disposal instructions for incoming cargoes are being received late despite frequent requests from the local representative to Headquarters, Allied Commission, Rome. This means that arrangements for clearing cargo are inadequate with consequent delays and waste of transport.

2. When large shipments, which consist mainly of grain shipments, arrive by sea, an attempt is made to distribute from key-side to numerous warehouses, small silos, etc. There is no communication with these reception points, labor is often badly organized, and on occasions reception points are not aware that stores are en route for their use. This has resulted in very considerable delay to transport in the past.

3. In areas such as the heel, great care must be taken to ensure that ships are routed for discharge to the right ports in relation to the areas for which the bulk of the cargo is intended, e.g., Brindisi should be the port of discharge for a ship where the largest part of the cargo is destined for receipt, the discharge of such a ship at Bari merely adds to the internal land haul.

4. Recommendations

(a) It is recommended that in ports, through which large quantities of AC stores will be imported, one or more large central warehouses be established.

(b) Unless the local AC representatives are confident that disposal direct to consumer can be adequately handled by the consumer and that the haul from the key-side is an economic one, stores should be accommodated in these central warehouses for a re-distribution by road or rail, according to which method is more economical and where capacity is available at the time. These warehouses could equally well be used for export, difficulties are already being experienced in providing sufficient wine to meet shipping set-up. No doubt other similar problems will arise. In the larger ports it should be possible to set-up an Italian organization who can deal with this work.

(c) It is also recommended that AC port detachments are established in the main military controlled ports. These could consist of Italians security checked, with some knowledge of English, with the responsibility of looking after AC cargoes and reporting to the AC transportation representatives any difficulties which occur in the discharge, handling and clearance of these cargoes. This port detachment would be on a similar basis to the established military service detachments.

5. RAIL

It is reported that there is increasing dissatisfaction among ISR employees due to the wages and conditions under which they work, especially in ports where they come in frequent contact with local civilian labor employed by the Allied authorities. This local civilian labor, often performing a less skilled job, is earning two or three times as much as the ISR employees and has in addition certain privileges

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this has resulted in very considerable delay to transport in the past.
3. In areas such as the heel, great care must be taken to ensure that ships are routed for discharge to the right ports in relation to the areas for which the bulk of the cargo is intended, e.g., Brindisi should be the port of discharge for a ship were the largest part of the cargo is destined for Lecce; the discharge of such a ship at Bari merely adds to the internal land haul.

4. Recommendations

- (a) It is recommended that in ports, through which large quantities of AC stores will be imported, one or more large central warehouses be established.
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6. Military rail movements organization has no firm knowledge of relative priorities in AC traffic, except on such occasions when an emergency demand arises and special instructions are issued through AFHQ. Consequently, under normal circumstances, they are indifferent whether a wagon lifts the local shopkeeper's furniture when moving his residence or whether it lifts food stuffs urgently required for feeding the population.

7. Much traffic, to which AC has given a priority such as food stuffs, originates in areas where few empties are made; e.g., at Potenza and North. A larger number of empties are made in the heel proper available for AC traffic is for the lower priority traffic to move and the higher priority traffic not to move, and the emergency situation comes into existence.

8. Recommendations

(a) The Italian Government and ISR policy with regard to future wages, conditions of work and ISR employees be examined or re-examined taking into account the reported growing dissatisfaction.

(b) That high priority AC traffic, the movement of which is essential for preventing disease and unrest among the populations be given a definite priority by AFHQ when programs are issued, and is not treated as high priority AC traffic, to be dealt with after all other military movement has been accomplished.

(c) A policy be definitely laid down on the movement of empties to areas for this high priority traffic and instructions issued to that effect.

(c) A policy is being issued to areas for this high priority traffic and instructions issued to that effect.

-3-

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RESTRICTED

ALLIED FORCE HEADQUARTERS
COMBINED INSPECTION TEAM
A.F.O. 512

31 December 1944

SUBJECT: Report of Re-Inspection of Road Transport in Allied Commission Lazio
Umbria Region.

AUTHORITY AND SCOPE

1. In accordance with decision made at a staffmeeting in the office of the Brigadier, Q (AE) on 2 November 1944, motor transportation in the Lazio-Umbria Region, AC, was reinspected during the period 18-23 December 1944, by Lt. Col. M. A. Kinley, IGD, Major J. W. Ulery, IGD and WOJG R. C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 October 1944.
2. All of the provinces in this region were visited and a verbal report of findings was made to the Regional Executive Officer, Lt. Col. Bonham-Carter, before departure.
3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

OPERATIONS

4. WE/TZ Vehicles:

- (a) Ratio between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of WD and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official TE/WE, and consequently no comparison can be made of actual versus authorized holdings.
- (b) First steps are being taken toward the formation of a motor pool at Region Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus creating an artificial demand for many more vehicles than would be required in a properly operated pool.
- (c) Personal use of passenger vehicles for private and unauthorized purposes appears to be as extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status.

5. Civilian Owned and Operated Vehicles:

- (a) Since the time of the last inspection, Region Headquarters has issued specific instructions to the effect that all provinces except Perugia and Terni are now completely under Italian jurisdiction, and that nothing will be done to create any impression that AC is giving orders or directing operations in such areas. AC personnel have been instructed to remove their offices from the premises of the Italian organizations with which they are working, and have been ordered to act in an advisory capacity only, and to conduct themselves in such a way that they cannot be accused

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- (b) The result of the condition described above is that in many instances truck pool organization has actually grown worse, rather than better. The Ufficio Trasporti di Roma is still the only pool which exhibits any great degree of organization, but all of the adverse comments made on it in the previous report are still pertinent, and with the exception that the Regional Control Office has been shifted from AC to the Ministry of Transport, operations remain essentially unchanged. Prescribed tariff rates are not being charged, as UTR has introduced a rate of their own which varies considerably from the official standards.
- (c) It was learned that officials of ENAC have decided to experiment first with UTR and Rome province before going on to assume control over the balance of Italy. The central ENAC office is being organized at present and has assumed a few of the functions of UTR, but it has not begun to actually operate as yet, and responsible officials estimated that they will not be ready to take over completely even in Roma province for at least another month. Uniform work tickets have been approved and printed, but their universal use is not anticipated until such time as ENAC is ready to assume full control throughout King's Italy. The position of civilian transport in the Lazio-Umbria region is that, since AC has relinquished control completely, and ENAC is not prepared to take over for an as yet indefinite period of time, control of individual civilian-owned vehicles is being lost, rather than gained.
- (d) Very little is being done to establish road blocks to control or check traffic in any way. The infrequent checks which have been made indicate a definite need for a great deal of activity along this line, and until adequate police measures are established, it cannot be expected that any appreciable degree of control can be gained over truck movements. ENAC has proposed a tentative plan for establishment of semimobile patrols, but the number proposed is utterly inadequate, and even these few have not been organized as yet.
- (e) Control of civilian vehicles is made doubly difficult by the ease with which gasoline may be secured illegally. Fair control is exercised over that which is distributed through official channels, but local conversations and observations lead to the conclusion that large quantities of fuel are available in the black market, and that vehicle owners are using their official circulation permits and fuel allotments as a mask for illegal consumption of such gasoline. At present there is no way of determining whether the fuel in a vehicle tank came from official or unofficial sources, and consequently, even a thorough system of road blocks could accomplish nothing to overcome this difficulty unless a distinctive fuel were to be furnished for official civilian distribution. "White" gasoline is not considered suitable for this purpose, as color may be too easily removed from pilfered fuel, but it is believed that a dark blue or black dye, or some other easily distinguishable additive, could be found which is available only from controlled sources. By blending this additive with the fuel at time of official release from Army stocks, a product could be obtained which could not be easily counterfeited or camouflaged and which would enable the police to check the use of illegal fuels. Such an additive must, of course, be of a nature which would make possible a quick and simple quantitative, as well as qualitative, analysis.
- (f) Availability of telephone facilities was again checked, and Signals officers, both at Rome Allied Area Command and at AC Region Headquarters, stated that arrangements could be made to furnish priority use of lines at prescribed times of day to all necessary points.

least another month. Uniform work tickets have been approved and printed, but their universal use is not anticipated until such time as INAC is ready to assume full control throughout King's Italy. The position of civilian transport in the Lazio-Umbria region is that, since AC has relinquished control completely, and INAC is not prepared to take over for an as yet indefinite period of time, control of individual civilian-owned vehicles is being lost, rather than gained.

(d) Very little is being done to establish road blocks to control or check traffic in any way. The infrequent checks which have been made indicate a definite need for a great deal of activity along this line, and until adequate police measures are established, it cannot be expected that any appreciable degree of control can be gained over truck movements. INAC has proposed a tentative plan for establishment of semimobile patrols, but the number proposed is utterly inadequate, and even these few have not been organized as yet.

(e) Control of civilian vehicles is made doubly difficult by the ease with which gasoline may be secured illegally. Fuel control is exercised over that which is distributed through official channels, but local conversations and observations lead to the conclusion that large quantities of fuel are available in the black market, and that vehicle owners are using their official circulation permits and fuel allotments as a mask for illegal consumption of such gasoline. At present there is no way of determining whether the fuel in a vehicle tank came from official or unofficial sources, and consequently, even a thorough system of road blocks could accomplish nothing to overcome this difficulty unless a distinctive fuel were to be furnished for official civilian distribution. "White" gasoline is not considered suitable for this purpose, as color may be too easily removed from pilfered fuel, but it is believed that a dark blue or black dye, or some other easily distinguishable additive, could be found which is available only from controlled sources. By blending this additive with the fuel at time of official release from Army stocks, a product could be obtained which could not be easily counterfeited or camouflaged and which would enable the police to check the use of illegal fuels. Such an additive must, of course, be of a nature which would make possible a quick and simple quantitative, as well as qualitative, analysis.

(f) Availability of telephone facilities was again checked, and Signals officers, both at Rome Allied Area Command and at AC Region Headquarters, stated that arrangements could be made to furnish priority use of lines at prearranged times of day to all necessary points in the provinces and to most of the desired points in adjacent provinces. Nothing has been done to date, however, to set up this or any other type of service which would facilitate scheduling of return loads in advance.

MAINTENANCE

6. WE/TS Vehicles:

(a) Steps are now being taken to establish a preventive maintenance schedule on requisitioned vehicles similar to that already in effect on War Department vehicles, but this plan is not operative as yet.

R E S T R I C T E D

RESTRICTED

(b) AC Vehicle Maintenance Instruction No. 1 has not been implemented in this region, and maintenance is performed according to normal Army system instead. Although the standard of maintenance achieved to date on WD vehicles appears to be satisfactory, it is believed that in order to absorb the additional load of preventive maintenance on the requisitioned vehicles, it will be necessary to install the system prescribed by VMI No. 1.

7. Civilian Vehicles:

- (a) The majority of the civilian vehicles in this region are privately owned, and the individual owners handle their own maintenance to a great extent. Public garages and repair shops are available in most areas, and are being used by some owners, but these shops have not been incorporated into the civilian pools, and their use is entirely optional with the truck owner.
- (b) The parts and tire situations are growing steadily worse, and the number of vehicles deadlined for lack of these items is growing constantly. Parts are being manufactured locally in some cases, but tires and batteries remain extremely critical, and shortage of these two items is responsible for the nonavailability of a high proportion of the vehicles currently on deadline.

CONCLUSIONS

- 8. That action to approve the new combined TE/WE for AC should be expedited, so that steps may be taken within AC to adjust their holdings of vehicles accordingly.
- 9. That immediate action should be taken by Region Headquarters to pool as many of their TE/WE vehicles as possible, and to eliminate the use of such vehicles for unauthorized purposes.
- 10. That consideration should be given to the wisdom of continuing the policy which has resulted in the impossible position in which this region now finds itself in regard to supervision of civilian activities. The presently established policy of turning all of Southern Italy back to unsupervised civilian management has caused a release of military control prior to the establishment of civilian agencies capable of assuming the burden, and is seriously handicapping the development of organized motor transport. It is believed that the power to supervise and to give orders in each individual province should be retained by AC, until such time as those officers who know the local situation are convinced that the civilian agencies are capable of operating properly without supervision.
- 11. That use of the uniform work ticket should not be delayed until ENAC is ready to operate throughout Italy, but should be instituted at once, in order to give police a basis on which to check vehicles on the road.
- 12. That AC and ENAC road block plans should be coordinated with those now in formulation in the office of the Provost Marshal General, MTCUSA. It is believed that more effective coverage can be gained by working civilian police in conjunction with military than by organizing separate blocks as currently proposed by ENAC.
- 13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption.
- 14. That Region Headquarters should immediately investigate the possibility of use of telephone lines for coordinating truck movements.

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- 13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption.
- 14. That Region Headquarters should immediately investigate the possibility of arranging "appointment" use of telephone lines for coordinating truck movements and scheduling back loads, and should recommend such use of telephones to the responsible Italian agencies.
- 15. That the preventive maintenance plan prescribed in AC VMI No. 1 should be instituted in this region and applied to requisitioned and WD vehicles alike. 232
- 16. That action to make possible the manufacture and/or repair of batteries, tires and tubes should be expedited by AFHQ in order to get more civilian vehicles on the roads and keep them there, and thus hold down the growing demand for War Department vehicles.

/s/ M. A. Kinley
M. A. KINLEY
Lt. Col., IGD
Senior Inspector (US)

RESTRICTED

22501

HEADQUARTERS
ALLIED COMMISSION.
APP. 394
TRANSPORTATION SUB-COMMISSION.

Draft *Colby*
R/9
29 Dec 44.
Approved R/16
A/75

To: Col. James J. Carnes,
Deputy Director
Transportation Sub-Commission.

Subject: A.C. Requisition for Higher Echelon Tools and Equipment.

With reference to letter from Lt. Col. J.S. Franklin, R.C.A.S.C., Economics and Supply Division, AFHQ to Col. Butterworth, re, requisition for tools, a consolidated report and requisition is now submitted. This includes tools necessary to maintain the 1,700 vehicles which are due to arrive in the next two or three months and those for the ~~3,000~~ ^{3,000} vehicles which have been asked for, North Western Italy.

(1) BASIS ~~ideas~~ ^{SUCCESS} on this requisition are based on the results of a survey of buildings and equipment suitable for higher echelon maintenance in ~~the Region of Northern Italy~~ ^{SOUTHERN, ~~AND~~ ROME'S NORTHERN AREA}.

(2) Findings of Survey Team.

(A) Vehicle Distribution
Southern Area A.C. Repairs.

The approximate number of vehicles, American and British, at present employed in this ~~Region~~ ^{AREA} is 600 but this number varies owing to several reasons, namely, seasonal requirements, crops, road construction etc., - those vehicles being temporarily transferred from other regions.

Rome Area.
H.O. Rome, Regions 4 and 5.

The approximate number of British and American military vehicles in these Regions is 720. This number also varies as in the Southern ~~Region~~ ^{AREA}.

Southern Area.
Regions 8, 9, 11, 12, Liguria, Piemonte.

The number to date in these Regions of British and American military vehicles is 415. This number will be greatly increased by the 1,700 vehicles which are expected to arrive in the near future and again by the addition of 3,000 vehicles which have been requested for North Western Italy.

(B) Vehicle Maintenance.

At present first and second Echelon Maintenance is being carried out by A.C. Regional Garages, Higher Echelon on Civilian Vehicles and occasionally on military vehicles by civilian garages.

A preventative maintenance programme which is a combination of American and British maintenance procedure has been instituted by Allied Commission. This programme includes an inspection on each vehicle every tenth day.

The Allied Commission at present does not have the necessary tools and equipment to perform all of their higher echelon maintenance.

Higher echelon repairs on military vehicles are being done mainly by American Ordnance and R.E.M.E. Workshops.

(3) Recommendations.

(A) That first and second echelon work on military vehicles be accomplished at the established Provincial Garages, with emergency major unit replacement and repair as directed by the Regional Transport ~~and Ordnance~~ ^{and Ordnance}. Some additional

(4) BASIS ~~Items~~ ^{SUCCESS} on this requisition are based on the results of a survey of buildings and equipment suitable for higher echelon maintenance in ~~the Southern and Northern Regions~~.

SOUTHERN, ROME & NORTHERN AREA

- (2) Findings of Survey Team.
- (A) Vehicle Distribution
Southern Area N.O. Naples.

The approximate number of vehicles, American and British, at present employed in this ~~Region~~ ^{AREA} is 600 but this number varies owing to several reasons, namely, seasonal requirements, crops, road construction etc., - those vehicles being temporarily transferred from other regions.

- Rome Area.
- N.O. Rome, Regions 4 and 5.

The approximate number of British and American military vehicles in these Regions is 720. This number also varies as in the Southern ~~Region~~ ^{AREA}.

- Northern Area.
- Regions 8, 9, 11, 12, Liguria, Piemonte.

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(3) Recommendations.

(A) That first and second echelon work on military vehicles be accomplished at the established Provincial Garages, with emergency major unit replacement and repair as directed by the Regional Transport Officer. This to be carried out in garages with adequate personnel and equipment. Some additional equipment and hand tools will be necessary at certain of these garages.

(B) It is recommended that heavy repair shops be established to which will be ~~referred~~ ^{referred} all repairs beyond the scope of the Provincial Garages.

(C) Since heavy repairs on A.C. military vehicles are at present being carried out by military workshops additional equipment will be required by Allied Commission to take over the entire maintenance of all their vehicles. It has been found that the existing civilian facilities are only adequate for the maintenance of civilian vehicles. The load on these civilian shops is becoming increasingly heavy owing to the supply of spare parts being almost exhausted and replacements not obtainable due to the fact that the factories are still in enemy hands.

SOUTHERN AREA It is recommended that a third echelon shop or the British equivalent be established and equipped in Naples for the Southern ~~Region~~ ^{AREA}.

(2)

(B) It is suggested that the U.I.C. Motor Pool Garage, 56-58 British St. be used for the purpose. This location consists of three buildings with a total of 30,000 sq. feet of floor space. The buildings are in good condition and very suitable for the purpose.

ROME AREA It is recommended that a third and fifth echelon or Base shop be established in Rome. To carry out this plan it would be necessary to furnish the Allied Commission with the equipment for a third and fifth echelon or Base shop and also the initial stock of Major Assemblies for exchange purposes until such time as the Base shop had built up a supply. (C) The shop recommended for Rome Area is the Fiat Garage, Via Porta Maggiore. This garage is well equipped but requires the additional equipment as recommended. Has good workshop personnel, the buildings have been partly damaged but are now under repair.

(D) In Region 5 Allied Commission Garages were inspected and found to have adequate space and personnel capable of second echelon repair. All of these garages are urgently in need of hand tools and second echelon equipment. (E) It is recommended in addition to the lower echelon equipment that three of these garages be given some additional higher echelon equipment to enable them to perform "In vehicle overhaul".

(F) It is suggested that these shops be located at the Truck Pool Garages at Pescara, Ascoli and Macerata.

NORTHERN AREA.

AREA

(A) Due to the concentration of Army units in this ~~area~~ the existing facilities are being utilised by the Allies.

(B) The S.I.T.A. garage in Florence is now being used for the repair of Allied Commission vehicles. This garage is well equipped and except for a few items, is capable of higher echelon maintenance on a limited number of vehicles. The area of the building is approximately 10,000 sq. ft. and with no adjacent parking space for disabled vehicles.

(C) The Fiat works at Florence, if it were available, for A.C. use, would be a very suitable building for the carrying out of future higher echelon maintenance in this Region.

(D) It is recommended that, in view of the fact that, in the near future, ~~approximately~~ there will be 1,700 extra vehicles in this AREA, a fourth Echelon set No.2 be requisitioned.

(E) It is also recommended that another Fourth Echelon Set No.2 be requisitioned to maintain the 2,000 vehicles which have been asked for, for North Western Italy.

(4) RECOVERY.

^{5 1/2} At the present the only vehicles that Allied Commission have for recovery purposes are three ~~8 1/2~~ ^{6 x 6} ton six by six G.M.C. trucks equipped with Second Echelon Set No 7 Barrel Hoist and Superstructure. These vehicles are not capable of recovering the heavy trucks or lighter trucks when loaded.

British and American Army shops are called upon for heavy duty wrecker service to supplement the existing A.C. equipment.

(B) It is recommended that at least four 6 X 6 - Afen Diamond T Tractors or Tractors Six-wheeled Breakdown be supplied. These to be located at the Third and Fourth Echelon workshops.

(5) REQUISITION

This requisition is based on the American Ordnance Catalogue ORD 6.5NL 6-27. A comparative list showing British Ordnance equivalents will be reviewed in the near future.

D.T.D. BRUCE. MAJOR, REVE.
TRANSPORTATION SUB-COMMISSION.
ALLIED COMMISSION.

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(A) Due to the concentration of Army units in this ~~area~~ the existing facilities are being utilized by the Army.

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D.T.D. BRUCE, MAJ.R, REVE.
TRANSPORTATION SUB-COMMISSION.
ALLIED COMMISSION.

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STOCK No.	REQUISITION ARTICLES.	UNIT	REQUIRE	REGION
41-T-3544-10	Tool Set Unit Equipment 3 rd Echelon Set No 1	EA	2	Rome & Naples.
41-T-3544	Tool Set Unit Equipment 5 th Echelon Set No 1	EA	1	Rome.
41-T-3545-11	Tool Set 2 nd Echelon No 2	EA	3	Region V
41-T-3548-20	Tool Set Unit Equipment 4 th Echelon Set No 2	EA	2	Flomence & N.W. Italy
41-T-3545-14	Tool Set Welding 2 nd Echelon Set No 5	EA	3	Pescara Ascoli Macerata.
40-V-505	Valve Refarer Electric 3/8 inch to 1/2 capacity 110V Universal	EA	4	Pescara Ascoli Macerata, Simona
40-V-530	Valve Rescater Complete 110V AC DC	EA	4	Pescara Ascoli Macerata, Simona
41-R-2275	Pneum Cylinders Ridge 2 1/2 to 5 inch capacity	EA	4	Pescara Ascoli Macerata, Simona
41-C-2550	Compressor Piston Ring Universal	EA	4	Pescara Ascoli Macerata, Simona
40-C-1013	Cleaner & Tester Spark Plug Compressed Air, Atmospheric 110 Volts.	EA	2	Pescara, Ascoli.
40-G-448-25	Gun Lubricating, Air Operated High Pressure 100, Chassis Lubrication.	EA	1	Simona
40-G-1425	Gun Lubricating Pump, Bucket Food Insect, with flexible hose 2.5 lbs capacity	EA	1	Simona
41-G-1344-25	Gun Lubricating, Push Style High Pressure, Water Pump	EA	1	Simona
41-T-3541	Tool Set Sheet Metal and Radiator Mechanics	EA	6	Rome, Naples, Florence, NW Italy

40-V-505	2nd Echelon Set No 5 Valve Reframer Electric 3/8 inch to 1/2 capacity 110V Universal	EA	3	Massarata
40-V-530	Valve Reserator Complete 110V AC-DC	EA	4	Pescara, Ascoli Massarata, Sienna
41-R-2295	Rammer Cylinders Ridge 2 1/8 Co 5 inch capacity	EA	4	Pescara, Ascoli, Massarata, Sienna
41-C-2550	Compressor Piston Ring Universal	EA	4	Pescara, Ascoli Massarata, Sienna
40-C-1013	Cleaner & Tester, Hartz Pump Compressed Air, Amavisio 110 Volts.	EA	2	Pescara, Ascoli
40-G-498 - 25	Lubricating Air Operated High Pressure 1 G, Chassis Lubrication.	EA	1	Sienna
40-G-1425	Lubricating Pump, Bucket Low Pressure, with flexible Hose 2.5 lbs capacity	EA	1	Sienna
41-G-1344 - 25	Lubricating, Push Type High Pressure, Water Pump	EA	1	Sienna
41-T-3541	Tool Set Sheet Metal and Radiator Mechanics	EA	6	Rome, Naples, Florence, NW Italy
41-T-3555	Tool Set Welders.	EA	11	Rome, Naples, Florence, NW Italy 2 1/2 floor
41-T-3539	Tool Set Machinist	EA	7	Rome, Naples, Florence, NW Italy
41-T-3539	Tool Set Painters	EA	4	Rome, Naples, Florence, NW Italy
41-T-3534 - 34	Tool Set General Mechanics	EA	201	All Regions.
41-T-3543	Tool Set Grinders	EA	4	Rome, Naples, Florence, NW Italy

STOCK NO.	ARTICLES	UNIT	REQD.	REGION
41-T-3535-75	Tool Set Ignition Mechanics	EA	4	Rome, Naples, Florence, NW Italy.
41-T-3505	Tool Set Battery Expert	EA	4	Rome, Naples, Florence, NW Italy.
41-T-3525	Tool Set Body Mechanics	EA	4	Rome, Naples, Florence, NW Italy.
41-T-3528-75	Tool Set Carburator Mechanics	EA	4	Rome, Naples, Florence, NW Italy.
41-J-43-5	Jack Truck Hydraulic	EA	30	All Regions
41-T-3515	Tool Set Blacksmith No 2	EA	2	Florence, NW Italy
NONE.	Truck Wrecker 4 Ton 6x6 or Tractor 6 Wheel Powerdown	EA	4	Rome, Naples, Florence, NW Italy.
DELETE FROM ABOVE REQUISITION EX TOOL SETS.				
40-L-28-10	Lathe, Engine, Motor Driven 16" Swing, 8ft Bed.	EA	1	5th Echelon Set, Rome.
41-G-2015	Generator, AC, Portable, Gasoline engine Driven 25 KW, 60 Cycle 115/230V.	EA	2	5th Echelon Set, Rome, Florence.
40-G-131	Grinder, Electric Auto Parts, crankshaft magnetizing	EA	1	5th Echelon Set, Rome
41-G-1941-50	Generator AC Portable 5000W Gasoline-Engine	EA	2	5th Echelon Set, Florence.

41-T-3515	Tool Set Blacksmiths No 2	EA	Z	Florence, N.W. Italy
NONE.	Hand Wrench 4 Ton 6 x 6 or Tractors 6 Wheeled Tractor	EA	4	Rome Naples, Florence, NW Italy
DELETE FROM ABOVE REQUISITION EX TOOL SETS.				
40-L-28-10	Lathe, Engine, Motor Driven 16" Swing, 8ft Bed.	EA	1	5th Echelon Set, Rome.
14-G-2015	Generator, AC, Portable, Gasoline engine Driven 2.5 KW 60 Cycle 115/230V.	EA	2	5th Echelon Set, Rome. & Florence.
40-G-131	Grinder, Electric Auto Parts & Grindshaft requiring	EA	1	5th Echelon Set, Rome
14-G-1941-50	Generator AC Portable 5000W Gasoline-Engine Driven, 120V 60 Cycle single phase	EA	2	5th Echelon Set, Florence.
40-S-1350	Saw, circular, woodworking 1 1/2 HP 110/220V, 60 cycle	EA	1	5th Echelon Set, Rome.
41-T-3534-50	Tool Set Flawcutting & installing	EA	1	5th Echelon Set Rome.
60-M-980	Machine, sewing, portable, with 30m Arm, Electric Motor Driven 1/2 HP 110 Volts	EA	2	Florence N.W. Italy

EQUIVALENT TOOL - SETS

AMERICAN

BRITISH

<u>AMERICAN</u>		<u>BRITISH</u>	
41 T 3541	Tool set sheet metal and Radiator Mechanics	6 Sec.F	Chests tool filled Tins & Coppers 6
41 T 3555	Tool set welders	11 Sec.F	Kit hand tools, welder, acetylene 11
41 T 3534	Tool set machinist	7	
41 T 3539	" " painters	7 LV6/MT2	Chests tool MT filled, painters & signwriters 7
41 T 3534 - 37	" " general mechanics	201 Sec.F	Chests, tool, filled, fitters 201
41 T 3543	" " Trimmers	4 LV6/MT2	Chests, tool MT filled Trimmers 4
41 T 3539 - 75	" " Ignition mechanics	4) LV6/MT2	Chests tool MT filled Electrician 4
41 T 3505	" " Battery expert	4)	
41 T 3525	" " Body mechanics	4 Sec.F	Chests tool filled carpenters 4
41 T 3628 - 75	" " Carburettor mechanics	4	
41 T 3513	" " Blacksmiths No. 2	2 Sec.F	Chests tool filled Blacksmiths 2

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R19

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

Dec. 23 1944.

Memo to: Director Transportation Sub-Commission.

From : Highways Branch.

Subject: Consignment of Tyres and Tubes to A.C.

On the 17 of Nov. Headquarters Southern Region received from the STO A.C. Taranto Zone Information as follows:
"Following have arrived Taranto. 14 Cases inner tubes index MT 14/19384. 150 covers outer 75 by 20 index MT/17280. 36 bundles of RIMS. Consigned CO Penbase for A.C. Send disposal instructions."

On the 24 Nov. Capt. Bullock Officer in charge of our Tyre Section received the following report from Lt. Pengilly who had proceeded to Taranto for the purpose of collecting these tyres and tubes.

"In accordance with your instructions I proceeded to Taranto 21st Nov. to obtain and distribute a shipment of tires. Information of this shipment was received in a telegram dated 17 Nov. 1944, from Allied Commission Southern Region. On arrival at Taranto I contacted Capt. Samson, Transport Officer and located the berth at which shipment had arrived (berth 6) but the tires had been forwarded to 557 B.O.D., No 1 Sub Base Depot, Ponte Cagnano by rail on the 22 Nov. '44."

Capt. Bullock registered a 1st Indorsement on this report requesting that this office check up through proper channels as to disposition of this shipment.

Capt. Bullock was informed that it was his responsibility to take the necessary action.

Capt. Bullock was about to detail an officer for this purpose when it became known that Capt. Rowlands of G-4 British was about to visit Ponte Cagnano in the performance of his duties. This officer kindly undertook to investigate the matter and if possible to bring back with him the consignment of tyres.

On his return, however, Capt. Rowlands stated that nothing was known at 557 B.O.D. about these tyres.

Capt. Bullock therefor sent a cable to 557 B.O.D. on the 18th Dec. asking the position.

A reply has now been received to the effect that the covers and tubes are held pending collection.

Capt. Bullock is sending an officer and 4 trucks to collect forthwith this material.

C. Bullock

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CMB 2321

(sgd) J. J. CARNES,
Colonel, Inf.,
Director Road-Section,
Tptn. Sub-Comm.

2261

JMR/sl

R.A.

20 December 1944

* WAR OFFICE MEMO

Tel : 515

Ref : 90-8/6/FOOD

SUBJECT : Wine for Rome

FROM : Food Sub-Commission

TO : Transportation Sub-Commission
(Attn: Major McClure)

1. The available shipping space both water and rail assigned for bringing wine to Rome should be restricted to the movement of ordinary light table wines.

2. 1500 tons of wine per week are required by the Rome population. This means over 2200 tons dead weight shipping tonnage.

3. Since it is recognized that there exists an acute shortage of shipping space for present Allied requirements, no shipping space should be allotted for Rome for the importing of non essential materials, or other fancy wines or liquors.

J.M. Rimmer
J.M. RIMMER, Major AUS
Rome Supply Division

For

W.J. LEGG
Colonel

Distribution:

Agriculture S/C. Maj. Merritt

Transportation S/C. ~~Major~~ Bordass (*lt. Col*)

Lazio Umbria Region (3) Major Jenkins

Major Horne

Capt. Lester

Food S/C, Major Cowper

Rome Supply File

Director, Food Sub-Commission

Ref : 90-8/6/FOOD

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TO : Transportation Sub-Commission
(Attn: Major McClure)

1. The available shipping space both water and rail assigned for bringing wine to Rome should be restricted to the movement of ordinary light table wines.
2. 1500 tons of wine per week are required by the Rome population. This means over 2200 tons dead weight shipping tonnage.
3. Since it is recognized that there exists an acute shortage of shipping space for present Allied requirements? No shipping space should be allotted for Rome for the importing of non essential marsalay vermouth, or other fancy wines or liquers.

W. J. Legg
 W. J. LEGG, Major AUS
 Rome Supply Division
 For
 W. J. LEGG
 Colonel
 Director, Food Sub-Commission

Distribution:
 Agriculture S/C. Maj. Merritt
 Transportation S/C. ~~Major~~ Bordass (Lt. Col)
 Lazio Umbria Region (3) Major Jenkins
 Major Horne
 Capt. Lester

Food S/C, Major Cowper
 Rome Supply File

232

DPR/oo

TO : Regional Commissioner, Economics and Supply, Engineering, Agriculture, ABRUZZI MARCHI Region, AMG.

FROM : Regional Civil Transport Officer.

REF. : R5/517/12.

SUBJECT : Weekly Vehicle Report (location).

DATE : 18 December 1944.

RECEIVED
TRANSPORT OFFICER
R/9

1. The following Vehicle Report is submitted for your information:

TRUCK POOL No. 3.	Chev.	Dodge	Fiat	O.M.	Misc.
Chieti	- 25 -	- x	x	x	x
Teramo	- 10 -	x	x	x	x
Benevento	- 25 -	x	- 1 -	x	x
<u>TRUCK POOL No. 4.</u>					
Aquila	- 10 -	- 1 -	- 35 -	- 3 -	- 3 -
Avezzano	- 4 -	x	x	x	x
Sulmona	- 4 -	x	- 1 -	x	x
<u>TRUCK POOL No. 5.</u>					
Ancell	- 29 -	x	x	x	x
<u>TRUCK POOL No. 6.</u>					
Macerata	- 25 -	- 10 -	x	x	x
<u>TRUCK POOL No. 7.</u>					
Ancona	x	x	- 5 -?	x	- 11 -?
Fano	x	- 30 -	x	x	x

ORDNANCE

Lucera (1766 SM Co) 1 -

TOTAL

- 133 - 1 1/2 Ton Chevrolet 4x2, Cargo.
- 21 - 3 Ton Dodge, 4x2, GS.
- 42 - 10 Ton Fiats.
- 3 - 6 Ton - O.M.
- 14 - 6 Ton - Misc.

2315

213

D.P. Richardson
D.P. RICHARDSON
Capt. Inf.
Regional Civil
Transport Officer.

Copy to: R5/517/12.
Capt. RICHARDSON
Trans. Sub-Comm. Hq. A.G.

35423

Visit to Naples in connection with 1002 G.I. Coy (Italian) and move of Canves to Frosinone and Clothing to Devastated Areas.

Thursday 7 Dec. I visited Southern Region H.Q. and having seen the Regional Commissioner I then saw Lt. Col. Giles, Transportation Officer. I had already arranged to meet Major Milnes, O.C. of the British Centre and commanding 1002 G.I. Coy and together we went over to the Ramp Control Office in order to arrange to get 50 tons of canves to Frosinone. At the Ramp Control Office we saw Capt. Kee and arrangements were made for the canves to be loaded upon Friday 8th December. Major Milnes and I then proceeded to visit the various Red Cross Depots where the clothing was stored and these proved to be Churches situated off the Corso Umberto. A considerable amount of difficulty was experienced in contacting the right people but eventually this was achieved. One other difficulty was that the Churches themselves were not situated to enable easy loading and it was agreed that not more than 30 lorries could be loaded in any one day. Having arranged how the loading should take place Major Milnes and I next proceeded to Road Movements, Naples, where we asked for the Company to receive a movement order to move on Monday, 12th Dec. at 0800 hrs. The Company should have been ready by Sunday night but it was deemed advisable to allow an extra day in case of any unforeseen difficulties in loading.

Friday 8th Dec: I attended the Southern Regional Commissioner's Conference, at his request, but none of the Zone Commissioners had any particular points to raise with me. I had made contact with Captain Hey who was also in Naples and, as he informed me that he was returning to Rome via Caserta, I gave him a letter addressed to Lt. Col. Franklyn at A.F.H.Q. setting out in detail what arrangements had been made regarding the 1002 G.I. Company. At midday Major Milnes came to see me and informed me that the canves had been loaded up and was on its way to Frosinone and that the loading of the clothing was going very satisfactorily.

Saturday 9th Dec. I had made arrangements with Major Milnes that I would be available in Col. Giles' office

2264

1002 G.I. Coy

the Hemp Control office in order to arrange to get 50 tons of canvas to Bruzzone. At the Hemp Control Offices we saw Capt. Lee and arrangements were made for the canvas to be loaded upon Friday 5th December. Major Milnes and I then proceeded to visit the various Red Cross Depots where the clothing was stored and there proved to be Churches situated off the Corso Umberto. I considered amount of difficulty was experienced in contacting the right people but eventually this was achieved. One other difficulty was that the Churches themselves were not situated to enable easy loading and it was agreed that not more than 10 lorries could be loaded in any one day. Having arranged how the loading should take place Major Milnes and I next proceeded to Road movements, Naples, where we asked for the Company to receive a movement order to move on Monday, 12th Dec. at 0800 hrs. The Company should have been ready by Sunday night but it was deemed advisable to allow an extra day in case of any unforeseen difficulties in loading.

Friday 5th Dec: I attend the Southern Regional Commissioner's Conference, at his request, but none of the Zone Commissioners had any particular points to raise with me. I had made contact with Captain Hay who was also in Naples and, as he informed me that he was returning to Rome Via Caserta, I gave him a letter addressed to Lt. Col. Franklyn at A.F.H.C. setting out in detail what arrangements had been made regarding the 1002 S.I. Company. At midday Major Milnes came to see me and informed me that the canvas had been loaded up and was on its way to Trocinone and that the loading of the clothing was going very satisfactorily.

Saturday 2th Dec. I had made arrangements with Major Milnes that I would be available in Col. Silve's office throughout the day should any difficulties arise. Major Milnes did not get in touch with me and therefore it was presumed that everything was going according to plan. I would mention here that although the instructions received were to the effect that there were 100 tons of clothing for Sulmona I was informed by Dr. Accorcion that he only had 60 tons of clothing for Sulmona and under these circumstances we loaded 140 tons for Chieti in place of the original 100 tons.

Wednesday 13th Dec.

Message received via Transportation Office, Southern Region that move of G.I. Coy had been postponed until Sunday 17th Dec.

Monday 18th Dec.

Information received by signal that 1002 Gen. Transport Coys moved this morning at 0800 hrs.

Thursday 21st Dec.

Personally visited Aquila and contacted Major Milles O.C. British Csdre 1002 Gen. Ipt. Coy. The Coy. is now stationed in Aquila, but platoons will be moved out as Major Milles deems necessary to cope with the various hauls.

Aquila would not appear to be the best location from a working point of view, for this Coy., but accommodation is unobtainable elsewhere. I propose to contact Major Milles again after the Coy. has been working for about a week, and deal with any difficulties that have arisen.

Major Milnes C.O. British Cadre 1002 Gen. Tpt. Coy.
The Coy. is now stationed in Aquile, but platoons
will be moved out as Major Milnes deems necessary
to cope with the various hauls.

Aquile would not appear to be the best
location from a working point of view, for this
Coy., but accommodation is unobtainable elsewhere.
I propose to contact Major Milnes again after the
Coy. has been working for about a week, and deal
with any difficulties that have arisen.

2317

File

December 13th 1944
ROMA
PIAZZA SALLUSTIANA 16 - TELEF. 4711

R/p

UFFICIO TRASPORTI DI ROMA

Spont. M. 10441

To HEADQUARTERS
ALLIED COMMISSION - APO 394
TRANSPORTATION SUB-COMMISSION
R O M E

for the attention of:

MAJOR M. HARRIS
Motor Transportation Division
R O M E

We beg to enclose herewith a report of the goods transported during the month of November by vehicles in possession of trip tickets issued by the Ufficio Trasporti Stations. In order to read and understand the data of the summary we call your attention on the following points:

- 1) - "Goods transported"
 - a) the word "Roma" refers to movements effected inside the City (principally unloading and distribution of goods arrived by rail).
 - b) "Assegnazioni carburante" (Allocation of fuel) refers to the extra allocations for longer distances.
 - c) "Vuota socc." refers to trips effected to help damaged vehicles.
 - d) "Vuota al rientro" refers to trucks effecting outside services without introducing goods into Rome.

2) - "Weight in quintals"

The real weight of the goods transported, even approximately, is not an important item, specially after the abolition of the block stations for part of the transports are effected by Concerns or private people, with their own vehicles, who are not obliged to state, after the trip, the quantity transported; besides, the figures for transports effected directly by the Ufficio Trasporti are uncertain and in any way delayed. The weight of the goods is indicated by the tonnage of the vehicles used for the transportation, a very important particular-for it refers to the available tonnage which, by a partial examination, gives a good approximation of the weight of the goods really transported.

Do not include the movements effected by Ufficio

Motor Transportation Division
R O M E

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2) - "Weight in quintals"
 The real weight of the goods transported, even approximately, is not an important item, specially after the abolition of the black stations for part of the transports are effected by Concerns or private people, with their own vehicles, who are not obliged to state, after the trip, the quantity transported; besides, the figures for transports effected directly by the Ufficio Trasporti are uncertain and in any way delayed. The weight of the goods is indicated by the tonnage of the vehicles used for the transportation, a very important particular-for it refers to the available tonnage which, by a partial examination, gives a good approximation of the weight of the goods really transported.

3) - The figures do not include the movements effected by Ufficio Trasporti vehicles outside Rome.

2316 ./.

- 4) - The P.O.L. figures refer to those allocated by the Ufficio Trasporti in litres for petrol and naphta and in kilos for coal and oil (for the oil are also shown the figures in ettegrams).
- 5) - The distances in kilometers refer to the complete trip-outward and homeward effected by each vehicle.

IL CAPO RIEMATO RUIEV. F. MURAFFICO
F. to Dr. Padriani

Enclosure: 1 copy report of goods transported during
the month of November.

WV/ac

2271

U.T.R./Traf.

UFFICIO TRASFORTI DI ROMA

RESOCONTO MERO AUTOTRASPORTATA
(Road Haulage - Freight Return)

MERCE TRASPORTATA (Commodity carried)	Codice	Peso in quintali (Weight Quintale)		Carburante (Fuel and l)	
		Media giornaliera (Daily total)	Totale (Total)	Benzina (Gasoline)	N (G)
R O M A		1.450,2	43508	55308	
GRANO <i>GRAIN</i>	1	436,5	13085	21050	
FARINA <i>FLOUR</i>	2	151,6	4548	11970	
PASTA	3	4,-	120	150	
AVENA	7	32,1	965	930	
<i>Various Flour</i> FARINE VARIE	8	1,5	45	105	
<i>Various Legumes</i> LEGUMI SECCHI	9	6,5	196	530	
PATATE <i>Potatoes</i>	10	626,6	18798	36966	1
<i>MEAT</i> CARNE E ANIM <i>meat</i>	11	64,3	1931	8830	
POLLAME <i>Poultry</i>	12	10,6	319	2190	
UOVA <i>EGGS</i>	13	1,7	53	335	
<i>Various Meat</i> LARDO E SALUM	14	0,3	9	55	
PESCE <i>FISH</i>	15	133,9	4018	19360	
LATTE <i>MILK</i>	16	32,-	959	2140	
FORMAGGIO <i>CHEESE</i>	18	7,1	214	560	
MIELE <i>HONEY</i>	20	7,6	227	695	
<i>Various Food</i> CONS E CONDIM	22	31,5	946	575	
SCATOLAME	23	7,4	222	240	
<i>Fruits & vegetables</i> ORT E FRUTTA	24	2.525,3	75759	175720	12
FRUTTA <i>Fruit</i>	25	703,5	21057	45763	2
VINO <i>Wine</i>	26	402,5	12074	12119	
LIQUORI <i>Liquors</i>	27	4,-	119		
ALCOOL <i>Alcohol</i>	28	9,2	275		
OLIO <i>oil</i>	29	6,-	180		
SALE <i>SALT</i>	30	1,3	40	250	
<i>Various food supplies</i> ALIMENT VARI	31	404,5	12134	28651	
<i>Chemical products</i> PROD CHIMICI	32	64,-	1919	3115	
LEGNA <i>TIMBER</i>	34	964,4	28932	24645	
CARBONE VEGET	35	748,3	22449	40052	
<i>Char coal</i> CARBONELLA	36	24,5	734	1090	
<i>Small coals</i> CARBON FOSSIL	37	21,5	644	805	
<i>pit coal</i> CARB E LUBRIF	38	100,8	3024	2655	
<i>liquid fuel & lubricants</i> MATER EDILE	39	365,1	10953	8530	
<i>various materials</i> ARRED ABBIGL	40	19,4	583	1700	
VARIE	41	1.116,6	33499	56856	1
ASSEGN CARB	88	68,1	2042	39388	
SFOLLATI	97	10,1	304	525	
VUOTA SOCC	98	71,8	2153	4230	
VUOTA RIENTR	99	1.734,9	52048	109128	
TOTALE		12.369,5	371085	717211	2
(Total)					

Various food
Fruits & vegetables
Various food supplies
Chemical products
Char coal
Small coals
pit coal
liquid fuel & lubricants
various materials
furniture & clothes
VARIOUS FUEL
COAL
Refuses

2272

UFFICIO TRASPORTI DI ROMA

RESOCONTO MERE AUTOTRASPORTATA
(Road Haulage- Freight Return)

MESE Novembre 1944
MONTH

Peso in quintali (Weight Quintale)	Carburante e Lubrificante usato (Fuel and lubricating oil used)				Numero viaggi (Number of trips)	Distanza (Distance) Km.	
	Totale (Total)	Benzina (Gasoline)	Nafta (Gasoil)	Carbone (Charcoal)			Olio (Oil)
43508	55308		225		16139	2183	244860
13085	21050		9075		8710	441	97947
4548	11970		960		3345	294	54228
120	150		80		70	3	630
965	930		220		355	13	3480
45	105				30	2	720
196	530		140		178	11	4156
18798	36966		11335		14210	516	141550
1931	8830		2700		3030	132	51488
319	2190		390		685	29	12650
53	335				85	4	1900
9	55				20	1	380
4018	19360		3650		6055	280	103055
959	2140		2080		1100	28	9740
214	560		270		220	26	4634
227	695		260		230	10	4300
946	575		1040		434	12	6476
222	240		460		200	3	1736
75759	175720		123913	280	79894	2787	951654
21057	45763		27823		20129	757	248078
12074	12119		2807	90	6181	462	84680
119					45	4	860
275			375		100	3	900
180			260		75	2	2100
40	250				55	2	1080
12134	28651		8965		10292	726	171799
1919	3115		2968		1720	62	22686
28932	24645		2690	70	11998	783	106068
22449	40052		4852	105	18080	732	176556
734	1090		285		500	22	4474
644	805		65		325	16	3830
3024	2655		4145		1935	33	15902
10953	8530		875		2673	343	39001
583	1700		30		451	39	15000
33499	56856		12515		19770	1540	259539
2042	39388		5329		13146		
304	525				210	17	5598
2153	4230		690		1361	83	18466
52048	109128		7516		32406	2567	464516
371085	717211	238988	545	276442	14968	3336717	

2273
R/19

Visit to Naples in connection with 1002 G.T. Coy (Italian) and move of Canves to Frosinone and Clothing to Devestated Areas.

Thursday 7 Dec. I visited Southern Region H.Q. and having seen the Regional Commissioner I then saw Lt. Col. Giles, Transportation Officer. I had already arranged to meet Major Milnes, C.O. of the British Cadre and commanding 1002 G.T. Coy and together we went over to the Hemp Control Office in order to arrange to get 50 tons of canves to Frosinone. At the Hemp Control Offices we saw Capt. Kee and arrangements were made for the canves to be loaded upon Friday 8th December. Major Milnes and I then proceeded to visit the various Red Cross Depots where the clothing was stored and these proved to be Churches situated off the Corso Umberto. A considerable amount of difficulty was experienced in contacting the right people but eventually this was achieved. One other difficulty was that the Churches themselves were not situated to enable easy loading and it was agreed that not more than 30 lorries could be loaded in any one day. Having arranged how the loading should take place Major Milnes and I next proceeded to Road Movements, Naples, where we asked for the Company to receive a movement order to move on Tuesday, 12th Dec. at 0800 hrs. The Company should have been ready by Sunday night but it was deemed advisable to allow an extra day in case of any unforeseen difficulties in loading.

Friday 8th Dec: I attend the Southern Regional Commissioner's Conference, at his request, but none of the Zone Commissioners had any particular points to raise with me. I had made contact with Captain Hay who was also in Naples and, as he informed me that he was returning to Rome Via Caserta, I gave him a letter addressed to Lt. Col. Franklyn at A.F.H.Q. setting out in detail what arrangements had been made regarding the 1002 G.T. Company. At midday Major Milnes came to see me and informed me that the canves had been loaded up and was on its way to Frosinone and that the loading of the clothing was going very satisfactorily.

Saturday 9th Dec. I had made arrangements with Major Milnes that I would be available in Col. Giles' office

2274

Offices we saw Capt. Lee and arrangements were made for the canvas to be loaded upon Friday 8th December. Major Milnes and I then proceeded to visit the various Red Cross Depots where the clothing was stored and there proved to be Churches situated off the Corso Umberto. A considerable amount of difficulty was experienced in contacting the right people but eventually this was achieved. One other difficulty was that the Churches themselves were not situated to enable easy loading and it was agreed that not more than 30 lorries could be loaded in any one day. Having arranged how the loading should take place Major Milnes and I next proceeded to Road Movements, Naples, where we asked for the Company to receive a movement order to move on Tuesday, 12th Dec. at 0800 hrs. The Company should have been ready by Sunday night but it was deemed advisable to allow an extra day in case of any unforeseen difficulties in loading.

Friday 8th Dec: I attend the Southern Regional Commissioner's Conference, at his request, but none of the Zone Commissioners had any particular points to raise with me. I had made contact with Captain Bay who was also in Naples and, as he informed me that he was returning to Rome Via Caserta, I gave him a letter addressed to Lt. Col. Franklyn at A.F.H.Q. setting out in detail what arrangements had been made regarding the 1002 G.I. Company. At midday Major Milnes came to see me and informed me that the canvas had been loaded up and was on its way to Frosinone and that the loading of the clothing was going very satisfactorily.

Saturday 9th Dec. I had made arrangements with Major Milnes that I would be available in Col. Giles' office throughout the day should any difficulties arise. Major Milnes did not get in touch with me and therefore it was presumed that everything was going according to plan. I would mention here that although the instructions we received were to the effect that there were 200 tons of clothing for Sulmons I was informed by Dr. Accorion that he only had 60 tons of clothing for Sulmons and under these circumstances we loaded 140 tons for Chiesti in place of the original 100 tons.

Wednesday 14th Dec.

Message received via Transportation Office, Southern Region that move of G.I. Coy had been postponed until Sunday 17th Dec.

Monday 18th Dec.

Information received by signal that 1002 Gen. Transport Coye moved this morning at 0800 hrs.

Thursday 21st Dec.

Personally visited Aquila and contacted Major Milnes O.C. British Cadre 1002 Gen. Tpt. Coy. The Coy. is now stationed in Aquila, but platoons will be moved out as Major Milnes deems necessary to cope with the various hauls.

Aquila would not appear to be the best location from a working point of view, for this Coy., but accommodation is unobtainable elsewhere. I propose to contact Major Milnes again after the Coy. has been working for about a week, and deal with any difficulties that have arisen.

227
Recently visited Aquila and contacted Major Milnes D.O. British Cadre 1002 Gen. Inf. Coy. The Coy. is now stationed in Aquila, but platoons will be moved out as Major Milnes deems necessary to cope with the various hauls.

Aquila would not appear to be the best location from a working point of view, for this Coy., but accommodation is unobtainable elsewhere. I propose to contact Major Milnes again after the Coy. has been working for about a week, and deal with any difficulties that have arisen.

2277

F. J. ... R/19 ... Lt. Col. Jordan

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food Sub-Commission
JMS/rd
R/19

11 December 1944

Tel: 515

SUBJECT: Monthly report November (period Oct. 29 - Nov. 25 1944)
Rome Supply Division

TO : Director, Food Sub-Commission

1. Regular meetings have been held four times each week in the Chairman's Office. In attendance are the members of the Committee viz. Lt. Col. Jordasa of the Transportation Sub-Commission, Major Herring of the Agriculture Sub-Commission, Captain Lester Economics & Supply, Lazio-Umbria Region, Major Norimer of the Food Sub-Commission acts as Chairman for these meetings. In addition to the regular members mentioned above, Major Jenkins now attached to the Economics & Supply Division of Lazio-Umbria Region, has also attended some of the meetings since Major Jenkins is not responsible for Wine distribution in Lazio-Umbria Region.

2. Attached is a compilation by weeks showing the total quantities and types of non-rationed foods arriving in the Rome Markets during the four week period commencing October 25 and ending November 25th. Also a table showing the totals of quantities and kinds of foods arriving from the individual Region as well as the individual Regional Percentage of the total arrivals.

3. These attached reports show that a total for this period, approximately 15,000 tons of non-rationed foods arrived at the Markets. (Average of about 325 tons for each day, which is about the same quantity that arrived during October). During the month of November however there were practically no eggs reported arriving in Rome whereas in October there were about 700,000 eggs.

4. The tonnage figures show a total tonnage of fruit of about 8,000 tons (about 300 tons per day average). These 8,000 tons were made up mainly by about 2,100 tons of chestnuts, 2,900 tons of apples. The other 3,000 tons were miscellaneous fruits.

5. The figures on vegetables show a total of about 6,400 tons (about 235 tons per day average). These consisted of about 1000 tons of potatoes, 1000 tons of cabbage, 400 tons each of both onions and tomatoes with about 3,600 tons coming under the heading misc. vegetables.

6. In addition there arrived at the Markets about 185 tons of fish and about 60 tons of poultry during the month.

7. No record is kept of the tonnage of wine arriving and therefore no wine figures are shown on this report. During November, however, a ship containing about 4,000 tons of wine arrived at Civitavecchia for distribution in Rome. This was the first of the wine ships being brought here as part of a regular program. At the present time ships have been ordered for loading at Brindisi (2000 tons), Gallipoli

TO : Director, Food Sub-Commission

1. Regular meetings have been held four times each week in the Chairman's Office. In attendance are the members of the Committee viz. Lt. Col. Bordase of the Transportation Sub-Commission, Major Merritt of the Agriculture Sub-Commission, Captain Lester Economics & Supply, Lazio-Umbria Region, Major Forimer of the Food Sub-Commission acts as Chairman for these meetings. In addition to the regular members mentioned above, Major Jenkins was attached to the Economics & Supply Division of Lazio-Umbria Region, has also attended some of the meetings since Major Jenkins is now responsible for wine distribution in Lazio-Umbria Region.

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3. These attached reports show that a total for this period, approximately 15,000 tons of non-rationed foods arrived at the markets. (Average of about 525 tons for each day, which is about the same quantity that arrived during October). During the month of November however there were practically no reports arriving in Rome whereas in October there were about 700,000 cgrs.

4. The tonnage figures show a total tonnage of fruit of about 8,000 tons (about 300 tons per day average). These 8,000 tons were made up mainly by about 2,100 tons of chestnuts, 2,900 tons of apples. The other 3,000 tons were miscellaneous fruits.

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7. No record is kept of the tonnage of wine arriving and therefore no wine figures are shown on this report. During November, however, a ship containing about 4,000 tons of wine arrived at Civitavecchia for distribution in Rome. This was the first of the wine ships being brought here as part of a regular program. At the present time ships have been ordered for loading at Brindisi (2000 tons), Gallipoli

(1500 tons), Trapani (1000 tons), Catania (2000 tons). The program calls for wine movement into Rome by Sea of about 2000 tons every ten days. No rail shipments of wine are to come into Rome. Major Jenkins is now in charge of wine for Lazio-Umbria Region.

8. A program has already started for bringing in Citrus from Sicily by boat approximately 1,000 tons every 10 days. A ship has already been loaded at Palermo.

9. About 1,300 tons total of non-refined foods were reported to have arrived at the Markets from rail shipments. The detailed analysis by products of this tonnage as to originatory region is shown on the attached report and it is to be noted that Bari and Naples Zones each provided about half of the total tonnage. In connection with the rail tonnage the following table shows the amounts by weeks bid for and the corresponding acceptances.

WEEK	TONNAGE BID	TONNAGE ACCEPTED
30 Oct - 5 Nov	2055	525
6 Nov - 12 Nov	1539	1079
13 Nov - 19 Nov	1708	1513
20 Nov - 26 Nov	1150	830
Total	6552	3947

acceptances 60% of amount bid.
Shipments (1259 tons) 32% of acceptances
Shipments 19% of amount bid.

At the present time there is no means of determining whether the low percentages of shipments (1) is accurately reported as freight cars may arrive in Rome without being reported in at the Mercati Generali. At the present time with the co-operation of Lazio-Umbria Region Black Market Control Section, the Rome Supply Committee is furnishing enlisted personnel to work under the direction of Lt. Lipsius to make an investigation of the incoming freight situation at the Rome Railway Stations. (2) Is due to failure of the Railroad to provide empty freight cars (3) Failure of the shippers to have goods available for loading (4) Accepted tonnage being wrongly diverted to other channels; (5) Subsequent operational delays holding up the movement of cars. The high percentage of bids accepted for tonnage for this Rome Supply Division speaks for itself as to the excellent co-operation which has been obtained from both Major Richardson and Captain Coffey of the Transportation Sub-Commission.

10. Through the co-operation of Major Merritt of the Agriculture Sub-Commission, three special officers have been placed in the Regions, one in Sicily, Naples-Catanzaro and one in Bari to assist the Supply Officers in carrying out the Rome Supply Program. Their work has been very helpful to date and it is hoped that they may continue their activities and helpfulness.

11. A most disappointing feature of the November operations was the failure of the Avellino potatoes to be made available for Rome feeding in any where near the tonnages which had been anticipated. As stated in October Report of Rome Supply Committee the Aquila Province Supply Officer, Captain Ashton, advised on October 20 that starting the week of October 30th, 200 tons daily could be moved. Lazio-Umbria Region sent a team of three officers to

of this tonnage as to originary region is shown on the attached report and it is to be noted that Bari and Naples Zones each provided about half of the total tonnage. In connection with the rail tonnage the following table shows the amounts by weeks bid for and the corresponding acceptances.

WEEK	TONNAGE BID	TONNAGE ACCEPTED
1		
2		
3		
4		
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Acceptances 50% of amount bid.
 Shipments (1250 tons) 32% of acceptances
 Shipments 19% of amount bid.

At the present time there is no means of determining whether the low percentage of shipments (1) is accurately reported as freight cars may arrive in Rome without being reported in at the Merzati Generali. At the present time with the co-operation of Lazio-Umbria Region Black Market Control Section, the Rome Supply Committee is furnishing enlisted personnel to work under the direction of Lt. Lipsius to make an investigation of the incoming freight situation at the Rome Railway stations. (2) Is due to failure of the Railroad to provide empty freight cars (3) Failure of the shipper to have goods available for loading (4) Accepted tonnage being wrongly diverted to other channels; (5) Subsequent operational delays holding up the movement of cars. The high percentage of bids accepted for tonnage for this Rome Supply Division speaks for itself as to the excellent co-operation which has been obtained from both Major Richardson and Captain Eddy of the Transportation Sub-Commission.

10. Through the co-operation of Major Merritt of the Agriculture Sub-Commission, three special officers have been placed in the Regions, one in Sicily, Naples-Catanzaro and one in Bari) to assist the supply officers in carrying out the Rome Supply Program. Their work has been very helpful to date and it is hoped that they may continue their activities and helpfulness.

11. A most disappointing feature of the November operations was the failure of the Avessano stations to be made available for Rome feeding in any where near the tonnages which had been anticipated. As stated in October Report of Rome Supply Committee the Aquila Province Supply Officer, Captain Ashton, advised on October 20 that starting the week of October 30th, 200 tons daily could be moved. Lazio-Umbria Region sent a team of three officers to

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Avezzano to help with the dispatch and collection of the potatoes to Roma. Lt. Col. Robinson, Major Jenkins and Captain Hughes. This team was subsequently reduced at Avezzano due to the return to Rome of Major Jenkins. However Lt. Col. Smallwood of Lazio Umbria Region was designated by the Regional Commissioner of Lazio-Umbria Region (Col. Tolotti) to coordinate the Rome potato activities. Lt. Col. Smallwood has subsequently handled this situation and the Rome Supply Division has not been called upon. The Road Blocks have been maintained at Avezzano and a "shooting" took place during the month an effective "block" maintained. A total of about 1000 tons of potatoes came into Rome the two weeks starting Oct. 24 and ending Nov. 11 and practically no potatoes for eating arrived the balance of the month. This gives an average of about 35 tons per day for the period instead of the 200 tons effected. In total tons the deficit for the period was about 5000 tons of eating potatoes. In addition to the deficit on eating potatoes, it is essential at this time to produce the seed potatoes for Italy from this same Avezzano field and these should have been produced at the rate of about 150 tons per day starting about the 1st of November. The first seed potatoes started arriving about Nov. 21 and thru Dec. 4 a total of 900 tons of seed potatoes had arrived in Rome. In order to avoid any misunderstandings as to seed & feed and also the Rome and Abruzzi-Marche potato program, at the request of the Rome Supply Committee a letter was written under date of 20 November by the Economic Section to the Regional Commissioner of Abruzzi-Marche Region with copies to Regional Commissioner of Lazio-Umbria Region, outlining the exact disposition of potatoes from Aquila Province (Avezzano). As this report is written it does not appear that an adequate supply of potatoes for either Home Feeding or Italian Seed will be forthcoming this December.

12. The activities on the wine program are hampered due to inability of the Transportation Sub-Commission (Port, Shipping & Warehousing Division) to obtain accurate information as to (a) estimated time of arrival at ports of ships, (b) when the ship can start loading wine, (c) the tonnage of wine the ship can handle, (d) when further ships can be nominated, (e) the date of departure of loaded ships and (f) estimated time of arrival at Civitanova. The personnel of the Transportation Sub-Commission (Mr. Crooks), Major McClure, Junior Commander Fearhoulds have given complete co-operation but they have been powerless to get us required information on movements to enable the Regions to properly co-ordinate the wine program. Lt. Colonel Claville former Chief of the Port, Shipping & Warehousing Division of the Transportation Sub-Commission was most helpful in obtaining ships for our program and the Rome Supply Division has thus been able to obtain large ships and initiate a program to bring wine by Seas and thus not call on the already overcrowded rail facilities to move wine into Roma.

13. The total food tonnage ^{figures} for this period show that Lazio-Umbria Region itself furnished about 46% of the total with Naples Zone, Southern Region furnishing about 25%, Abruzzi-Marche Region 20% and Bari Zone, Southern Region and Toscana Region furnishing the small balance.

of the Fruits, Naples Zone furnished about 41% and Lazio-Umbria Region furnishing 25% and Abruzzi-Marche Region furnishing 21%. Bari Zone, Southern Region, Tuscany Regions furnished the balance of the total fruits.

On Vegetables, Lazio Umbria Region accounted for 73%, Abruzzi Marche 20% with Naples and Bari Zones, Southern Region and Tuscany making up the balance of the total vegetable tonnage.

14. In conclusion this Rome Supply Division has been in existence since August 30 and from that date till the week ending Dec. 2 (15 weeks) a total of

of about 36 tons per day for the period instead of the 200 tons expected. In total tons the deficit for the period was about 3000 tons of eating potatoes. In addition to the deficit on eating potatoes, it is essential at this time to produce the seed potatoes for Italy from this same Avessano field and these should have been produced at the rate of about 150 tons per day starting about the 1st of November. The first seed potatoes started arriving about Nov. 21 and thru Dec. 4 a total of 900 tons of seed potatoes had arrived in Rome. In order to avoid any misunderstandings as to seed & feed and also the Rome and Abruzzi-Marche potato program, at the request of the Rome Supply Committee a letter was written under date of 20 November by the Economic Section to the Regional Commissioner of Abruzzi-Marche Region with copies to Regional Commissioner of Lazio-Umbria Region, outlining the exact disposition of potatoes from Aquila Province (Avessano). As this report is written it does not appear that an adequate supply of potatoes for either Rome feeding or Italian seed will be forthcoming this December.

12. The activities on the wine program are hampered due to inability of the Transportation Sub-Commission (Port, Shipping & Warehousing Division) to obtain accurate information as to (a) estimated time of arrival at ports of ships, (b) when the ship can start loading wine, (c) the tonnage of wine the ship can handle, (d) when further ships can be nominated (e) the date of departure of loaded ships and (f) estimated time of arrival at Civitavecchia. The personnel of the Transportation Sub-Commission (Mr. Crooks), Major McClure, Junior Commander Fearnables have given complete co-operation but they have been powerless to get us required information on movements to enable the regions to properly co-ordinate the wine program. Lt. Colonel Glenville former Chief of the Port, Shipping & Warehousing Division of the Transportation Sub-Commission was very helpful in obtaining ships for our program and the Rome Supply Division has thus been able to obtain large ships and initiate a program to bring wine by sea and thus not call on the already overcrowded rail facilities to move wine into Rome.

13. The total food tonnage for this period shows that Lazio-Umbria Region itself furnished about 40% of the total with Naples Zone, Southern Region furnishing about 25%, Abruzzi-Marche Region 20% and Bari Zone, Southern Region and Toscana Region furnishing the small balance.

Of the Fruits, Naples Zone furnished about 41% and Lazio-Umbria Region furnishing 29% and Abruzzi-Marche Region furnishing 21%. Bari Zone, Southern Region, Tuscany Regions furnished the balance of the total fruits.

On Vegetables, Lazio Umbria Region accounted for 73%, Abruzzi Marche 20% with Naples and Bari Zones, Southern Region and Tuscany making up the balance of the total vegetable tonnage.

14. In conclusion this Rome Supply Division has been in existence since August 20 and from that date till the week ending Dec. 2 (15 weeks) a total of about 61,000 tons of non-rationalized foods included in the above total are about

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2,500 tons of potatoes, have arrived at the Home Markets or about 600 tons per day has been averaged in this period. There has been a falling off in the totals the past month attributable (1) lateness of the season for fresh fruits and fresh vegetables, (2) higher prices being asked in the producing Regions, (3) removal of Home Road blocks this month with the increased possibility of goods arriving in some without coming into the Mercato Generali, (4) the holding of goods in the producing Regions to build up their own reserves to carry them thru the winter, (5) failure of potatoe anticipations to materialize.

15. In view of the non workability of the present system of allocating available surpluses, this Committee recommends that a new system of local resources be initiated without delay, and that representatives of both Agriculture and Transportation Sub-Commission as well as the Executive Director of the Economic Section and the Italian Government's Food Administrator confer with the proper representatives of the Food Sub-Commission. If a workable plan is put into effect it would facilitate the work of the Regional Supply Officers and enable them to properly provide available food for their Regions without the aid of special Headquarters Committees.

J.M. HOLLER
Major, AMC

Chairman, Home Supply Division

15. In view of the non workability of the present system of allocating available surpluses, this Committee recommends that a new system of local resources be initiated without delay, and that representatives of both Agriculture and Transportation sub-Commission as well as the Executive Director of the Economic Section and the Italian Government's Food Administrator confer with the proper representatives of the Food Sub-Commission. If a workable plan is put into effect it would facilitate the work of the Regional Supply Officers and enable them to properly provide available food for their regions without the aid of special headquarters Committees.

J.M. ROEMER
Major, AUS

Chairman, Rome Supply Division

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