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

ACC AC/102/A/TNS 10500/148/264 (FOL.I) H.P.

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

EUS 10500/148/264 (ROUTINE) H.P. GRAU

0004

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

ENAC
General Directorate
Ref. 2.S/14/8692

Translation

102A

Rome, 2 May 1945 XXIII

To: A.C - Transportation S/C
c. Rome
Copy to: Movement Division
Head Office
Comm. Bonfanti

Subject: 10 days' returns of Grain Haulage for Rome -

1) Referring to your letter Ref AC/102/A/40/Tn.5 of 10 April ult. we beg to enclose herewith, in three copies, returns concerning haulage of grain for Rome, as effected by ENAC ~~during~~ from 1st to 10th and from 10th to 20th April, from warehouses to railheads in the provinces of Perugia, Terni, Viterbo, Grosseto and Siena.
2) We beg to inform that the return relating to the second ten days' period is not complete owing to the great difficulties which ENAC are experiencing in postal communication with provinces subject to A.M.G - The said return will be completed as soon as possible.
3) We also inform that the data contained in the above returns were also ~~contained~~ included in the General statistic returns sent under separate cover -

1877

The Director General
Ing. M. Costa -

0 0 0 5 1

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

ENAC

Roma, 2 MAG. 1945 194

Ente Nazionale Autotrasporti di Cose
DIREZIONE GENERALE

Alla COMMISSIONE ALLEATA - Sottocommissione Trasporti
ROMA

e p.c.

Al SERVIZIO MOVIMENTO
SEDE

Al COMM. BOMPARD
SEDE

Servizio S.S. Ex 2ª
Prot. N° 2.S.14/8692 Allog. del
Risposta al N°

OGGETTO: Trasporti decadali di grano a Roma

1) In riferimento alla lettera AC/102/A/40/Tn.5 del 10 aprile c.a. si trasmettono in triplice copia i prospetti riguardanti i trasporti di grano per Roma effettuati dall'ENAC nella 1ª e 2ª decade di aprile dai magazzini agli scali ferroviari delle provincie di Perugia, Terni, Viterbo, Grosseto e Siena.

2) Si avverte che il prospetto relativo alla 2ª decade non è completo a causa delle forti difficoltà che l'ENAC incontra nelle comunicazioni postali colle provincie sottoposte all'A.M.G. - Detto prospetto verrà completato non appena possibile.

3) Si avverte altresì che i dati contenuti nei prospetti di cui trattasi sono inclusi nei prospetti generali statistici inviati con lettera a parte.

IL DIRETTORE GENERALE
(Ing. M. Costa)

Bonfiardi

1876

0 0 0 8

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TN 7102A

Originator's Reference: ATP/S/12
Date/Time of Origin: MAY 11/1530B

Message Centre No: E/423
Date Time Rec'd: MAY 12/0830B
Precedence: IMPORTANT

FROM: BENT AMG ANCONA

TO : HQ ALCOM CITE ACTPT INFO: HQ AMG REGION 5 PERUGIA

CONFIDENTIAL

CONFIDENTIAL.

Subject is Tpt programme 14 to 20 May. In view of phone conversation FERNYHOUGH-BENT pm today please cancel my signal even reference and date

ACTION

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

1875

HEADQUARTERS
12 MAY 1945

CONFIDENTIAL

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

W

98

7 102 A ra

Provincial Agricultural Consorzio
Aquila

Servizio Commerciale
5899

Aquila 27th April 1945
23, Via Cimino

TO ; Headquarters Allied Commission
AFO 394
Transportation Sub-Commission
Chieti

SUBJECT ; Loading and unloading of vehicles carrying wheat.

Reference is made to your letter of April the 2nd 1945 on same subject.

We have made agreements with Enac Director of this town and with the Allied Transportation office to garantee the unloadings of wheat from vehicles during day and night time, according to your decisions.

Best regards

THE DIRECTOR
(sgd Rag. Mario Elli)

1874

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

CONSORZIO AGRARIO PROVINCIALE
- L'AQUILA -

Fondato nel 1899

RR/ej

L'Aquila, 27 Aprile 1945
Via Cimino n. 23

SERVIZIO COMMERCIALE
Telegramma: Consagro L'Aquila
Telefono: Direzione 193, Ufficio 330, Filiale Avezzano 104, " Sulmona 88
C/C. Postale 1/2130

5899

HEADQUARTERS ALLIED COMMISSION A.P.O. 394
TRANSPORTATION SUB-COMMISSION

C H I E T I

OGGETTO: Carico e scarico di automezzi trasportanti grano.

In riscontro a pregiata Vs/ del 2 Aprile 1945 relativa all'oggetto:

Abbiamo presi accordi con il Direttore dell'E.N.A.C. di questa città e con l'Ufficio Trasporti del Comando Alleato per assicurare lo scarico degli automezzi del grano nelle ore diurne e notturne, in conformità a quanto è stato da Voi disposto.

Distinti saluti.

IL DIRETTORE
(Rag. Mario Elli)

1873

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

102/17 97

AMG ANCONA INFO AMG ASCOLI

7351 11 May 1945 PRIORITY

RESTRICTED FD

PARA ONE FD REFERENCE THIS HQ SIGNALS SEVEN TWO SEVEN ZERO AND SEVEN THREE ZERO THREE DATED ELEVEN MAY FD

PARA TWO FD EMPLOYMENT OF SEVEN QUEEN MIKE COYS OF TWO TRUCK BATTALION AND AMG TRUCK POOL VEHICLES FOR PERIOD FOURTEEN TO TWENTY MAY WILL BE AS FOLLOWS FD THREE COYS ON STOCKPILING GRAIN FOR NORTH CMA SULPHUR ALCOM PORT DETACHED ANCONA ASSISTED BY ANCONA AND PESARO TRUCK POOLS FD ONE COY PLUS SIX TRUCKS EX MACERATA POOL ON MOVEMENT TWO FOUR THREE THREE TONS CANNED MEAT AND CEMENT OSIMO STATION TO ANCONA FD ONE COY PLUS TWENTY PER THREE TONS TRUCK EX MACERATA TRUCK POOL ON TWO ZERO ZERO ZER TONS GRAIN TO CIVITANOVA AND RECANATI STATIONS FOR RESL BASED ON DAILY LIFT TWO EIGHT SIX TONS AND TWO TRIPS PER DAY FD TWO COYS ON GRAIN RAMIRE ASCOLI AND TERAMO TO CHIETI AQUILA AND PESCARA FD

PAREN TO BENT AMG ANCONA INFO CAPT RICHARDSON CHIEF TRANSPORTATION OFFICER AMG ASCOLI CMA MAJOR MORIARTY GRAIN OFFICER AMG ASCOLI PRO MALCOM HQ CITE ACTPT PAREN

PARA THREE FD BETWEEN FOURTEEN AND TWENTY MAY SIX FOUR TONS STORES OF POLISH TROOPS MOVING SOUTH WILL BE BACKLOADED FROM ANCONA STATION

1872

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

6 SIGNA

TO OBIAO STATION PD LOADING PARTIES BY POLISH UNIT UNDER ARRANGEMENT ROGER TARE OBOE ANUONA PD REMAINDER TROOPS WILL MARCH PD PARA FOUR PD SUGGEST YOU ARRANGE CONFERENCE WITH CAPTAIN RICHARDSON OBJ MAJOR HARDLEY AND MAJOR MCRIARTY TO AGREE DETAILED USAGE OF TRUCKS PD CONFIRM ABOVE PLAN WORKABLE AND ALLOCATION OF COYS BY NUMBERS TO TASKS PD

COPY TO : FOOD SUB-COMMISSION
MOVTS DIVISION (ROADS)
MOTOR TRANSPORT GROUP .

1871

ROADS DIV/TRANSPORT/S/C

566

NICHOLAS PIOMBINO

PWO USA
ASS/ ADJ/

Tel.478303 TRANSPORTATION SUB COMMISSION CNC/lr

1/102A

9/6

INTER OFFICE MEMO

AC/68/4/Tn.3 11 May 1945

TO : Road Division ✓
Mov Rail

SUBJECT : Line 86 (ORTONA - ANCONA)

1. Further to my AC/68/3/Tn.3 of 4 May 1945 (to Road Div only) reference Line 86 between ORTONA and ANCONA which was due to open 14 May 1945. A landslide has blocked a tunnel south of Ancona and therefore a road link must be provided between ANCONA and OSIMO Station.

It is confirmed that No. 13 QM Coy has been ordered to OSIMO for this purpose and will be assisted, as required by Truck Pool vehicles to provide a lift of 2.400 Tons per week.

2. Mov Rail arerrequested to ensure that necessary labour is available for loading and unloading.

3. The following traffic has been accepted by AFHQ, P.O.M. to move during week commencing 14 May 1945 : -

Commodity	From	To	Tons
Meat Tinned	TARANTO	ANCONA Warehouse	833
	MONOPOLI	-------:-------	300
	SANTERAMO	-------:-------	300
	MOLFETTA	-------:-------	100
	BISCEGLIE	-------:-------	100
			1633
Cement	MONOPOLI	ANCONA Rail Station For PESARO	300
	MONOPOLI) TARANTO)	Genio Civile ANCONA	400 100
			800

1870

4. Also for movement on line 86 (SOUTHBOUND) during period 14-20 May will be loaded Grain for the Heel as already planned i.e.

For loading	PORTO CIVITANOVA Station	1000 Tons
" "	PORTO RECANATI Station	1000 Tons
		2000 Tons

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

SUBJECT : Line 86 (ORTONA - ANCONA)

1. Further to my AC/68/3/Tn.3 of 4 May 1945 (to Road Div only) reference Line 86 between ORTONA and ANCONA which was due to open 14 May 1945. A landslide has blocked a tunnel south of Ancona and therefore a road link must be provided between ANCONA and OSIMO Station.

It is confirmed that No. 13 QM Coy has been ordered to OSIMO for this purpose and will be assisted, as required by Truck Pool vehicles to provide a lift of 2.400 Tons per week.

2. Mov Rail arerrequested to ensure that necessary labour is available for loading and unloading.

3. The following traffic has been accepted by AFHQ, P.O.M. to move during week commencing 14 May 1945 : -

Commodity	From	To	Tons
Meat Tinned	TARANTO	ANCONA Warehouse	833
	MONOPOLI	-------:-------	300
	SANTERAMO	-------:-------	300
	MOLFETTA	-------:-------	100
	BISCEGLIE	-------:-------	100
			1633
Cement	MONOPOLI	ANCONA Rail Station For PESARO	300
	MONOPOLI) TARANTO)	Genio Civile ANCONA	400 100
			800

1870

4. Also for movement on line 86 (SOUTHBOUND) during period 14-20 May will be loaded Grain for the Heel as already planned i.e.

For loading	PORTO CIVITANOVA Station	1000 Tons
" "	PORTO RECANATI Station	1000 Tons
		2000 Tons

5. During same period (14-20 May) approx 64 tons Stores moving South are required to be carried from ANCONA Station to OSIMO Station. This is Military traffic accompanied by POLISH Troops. Unloading and loading parties to be provided by Unit (POLISH) under arrangements RTO ANCONA remainder of Troops to march as agreed by AFHQ.

For Chief, Movements Division.

C.N. CHRISTENSEN
Lt. Colonel

Copy to AFHQ, G-4 (Mov & Tn) for Mov 3
File AC/9/Tn.3

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

0013

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

For 7102A.

Originator's Reference: ATP/S/12
Date/Time of Origin: MAY 101430B

Message Centre No: E/307
Date Time Rec'd: MAY 111000B
Precedence: IMPORTANT

FROM: BENT AMG ANCONA

TO : HQ ALCOM CITE ACTPT INFO HQ AMG REGION 5 PERUGIA

CONFIDENTIAL ACTION

CONFIDENTIAL.

Subject is programme 14 to 20 May.

1. May reply please be given to my signal even reference dated 07 addressed ACTPT copy to AMG REGION 5. In absence of information to contrary EARDEY and this office assuming 2000 tons grain will be lifted by the 4 Coys south under arrangements by HQ REGION 5.

2. Have arranged programme for lift 2433 tons. Please advise earliest whether RIHD for this tonnage will be LORETO or OSIMO.

HEADQUARTERS 11 MAY 1945

DIST

ACTION: Tn S/C 2
INFO : A/President
Chief Commissioner
Econ Sec
Food S/C 2
File

1869

CONFIDENTIAL

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

ENAC - DIREZIONE PROVINCIALE - ROMA

ALLA DIREZIONE GENERALE "ENAC" - ROMA

e p.c.

ALLA DIREZIONE COMPARTIMENTALE "ENAC" d

STAZIONI ESTERNE - Decade dal 1-10 Aprile 1945

1/10

Nominativo della Stazione esterne	Merce	Località di carico	Località di scarico	Quantitativo Q.li
(Prov. di Grosseto)				
Albinia	Grano		Scalo ferroviario	2.382
Grosseto	"	Magazzini nei	" "	8.671
(Prov. di Perugia)		dintorni	" "	4.771
Città di Castello	"	in un rag-	" "	8.213
Gubbio	"	gio dai		
(Prov. di Siena)		20 ai 100 km.	" "	11.012
Chiusi	"			
(Prov. di Terni)				
Alviano	"		" "	3.310
Orvieto	"		" "	2.811
			TOTALE	41.170
				22287
				6345

Rep.Ril.Traffico

IL DIRETTORE PROVINCIALE
(Dr. Luigi Tenfani)

Luigi Tenfani

8987 - 1968

0013

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

ZIONE PROVINCIALE - ROMA

ALLA DIREZIONE GENERALE "ENAC" - ROMA

e p.c.

ALLA DIREZIONE COMPARTIMENTALE "ENAC" di ROMA

TERNE - Decade dal 1-10 Aprile 1945

1102A.

nativo della ione esterne	Merce	Località di carico	Località di scarico	Quantitativo Q.li
Grosseto)				
nia	Grano		Scalo ferroviario	2.382
seto	"	Magazzini nei	" "	8.671
Perugia)				
à di Castello	"	dintorni	" "	4.771
io	"	in un raggio dai	" "	8.213
Siena)		20 ai 100 km.		
si	"		" "	11.012
Terni)				
iano	"		" "	3.310
ieto	"		" "	2.811
		TOTALE		41.170 22287 6345,7

affico

IL DIRETTORE PROVINCIALE
(Dr. Luigi Tanfani)

Luigi Tanfani

8987 1268

9/6

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

ENAC - DIREZIONE PROVINCIALE - ROMA

ALLA DIREZIONE GENERALE "ENAC" - R

e p.c.

ALLA DIREZIONE COMPARTIMENTALE "EN

STAZIONI ESTERNE - Decade dall'11 al 20 Aprile 1945

Nominativo della Stazione esterna	Merce	Località di carico	Località di scarico	Quantitati Q.li
(Prov. di Perugia)				
Assisi	Grano	Magazzini nei dintorni in un raggio dai 20 ai 100 km.	Scalo ferroviario	21.756
(Prov. di Siena)				
Chiusi	"		" "	531
			TOTALE	22.287

Rep.Ril.Traf.

IL DIRETTORE PROVINCIALE
(Dr. Luigi Tanfani)

1987

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

EZIONE PROVINCIALE - ROMA

ALLA DIREZIONE GENERALE "ENAC" - ROMA

e p.c. ALLA DIREZIONE COMPARTIMENTALE "ENAC" di ROMA

STERNE - Decade dall'11 al 20 Aprile 1945

nativo della ione esterna	Merce	Località di carico	Località di scarico	Quantitativo Q.li
i Perugia) isi	Grano	Magazzini nei dintorni in un raggio dai 20 ai 100 km.	Scalo ferroviario	21.756
di Siena) lusi	"		" "	531
			TOTALE	22.287

.Traf.

IL DIRETTORE PROVINCIALE
(Dr. Luigi Tanfani)

1987

0018

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

0 102 A 93

102 A

AAC ANCONA FOR INFO UMBRIA MARCHE REGION

7270 14 MAY 1945 PRIORITY

CONFIDENTIAL PD

PARA ONE PD REFERENCE YOUR SIGNAL ABLE TARE PETER GIANT SUGAR GIANT TWO THREE DATED ZERO FOUR AND THIS HQS QUEEN SIGNAL SEVEN ZERO THREE SEVEN DATED ZERO FIVE PD

PARA TWO PD REPORT FOR PERIOD SEVEN TO ONE THREE MAY TO WHICH RAILHEADS GRAIN IS BEING DELIVERED FOR STOCKPILING FOR NORTH END TO WHICH FOR SOUTH END TOTAL TONNAGE TO BE MOVED IN WEEK IS TWO SEVEN SEVEN TWO PD ASSUMED THAT TWO ZERO ZERO ZERO TONS IS FOR BARI AND ZECCA AREA AND SEVEN SEVEN TWO FOR NORTH PD NO GRAIN WILL BE SHIPPED TO ORTONA FOR AQUILA AND ORIETI PROVINCES UNTIL TWO EIGHT MAY EARLIEST PD

PARA THREE PD FOR PERIOD ONE FOUR TO TWO ZERO MAY TWO FOUR THREE THREE TONS CANNED MEAT AND CHEESE ARE TO BE LIFTED FROM OSIMO OR LORETO STATIONS TO ANCONA PD FIVE EIGHT TRUCKS PER DAY WILL BE NEEDED TO MOVE THE THREE FOUR EIGHT DAILY TONNAGE BASED ON THREE RETURN TRIPS PER DAY BY EACH TWO TON TRUCK PD

1866

0019

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

CONTINUATION

AS NUMBERS NINE TO ONE TWO QUEEN MIKE COYS ARE FULLY EMPLOYED MOTOR TRANSPORT GROUP HAVE BEEN REQUESTED TO MOVE NUMBERS ONE THREE COY FROM TERAMO TO OSIMO AREA FD MOTOR TRANSPORT GROUP WILL ISSUE MOVEMENT ORDER TO YOU FD ONE THREE COY WILL PROVIDE FOUR ZERO TRUCKS PER DAY FD OBTAIN BALANCE OF ONE EIGHT TRUCKS FROM M.G TRUCK POOLS MACERATA OR ANCONA AS A PRIORITY DEMAND FD

PARA FOUR FD CONFIRM FIVE QUEEN MIKE COYS PLUS TRUCK POOL VEHICLES ADEQUATE TO MEET ALL COMMITMENTS FD

PARA FIVE FD NO FIGURES RECEIVED OF GRAIN MOVEMENT FOR TWO EIGHT APRIL ANDFROM THREE MAY ONWARDS FD NO FIGURES FOR FORWARD HAUL AND FOOD AFTER TWO SEVEN APRIL OR SULPHUR FROM TWO FOUR APRIL FD EXPEDITE RETURNS FROM ABOVE DATES FD

Copy to:
Food Sub-Commission
Movts Div (Roads)
M.T.Group

3.1865

Transportation S/S
366

NICHOLAS PIGNATO
CWO U.S.A.
Assist Adjutant

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: S/151
Date/Time of Origin: MAY 5/0930B

Message Centre No: D/9830
Date Time Rec'd: MAY 6/1000B
Precedence: ROUTINE

FROM: PSO PERUGIA

TO : AICCM MACH ROME FEDERAZIONE CONSORZI AGRARI ROME

ACTION

RESTRICTED.

Grain sent 3 May to FRASCATI tons 56/966 trucks 134205 11581 19254 to CEPRANO tons 15/920 trucks 77192829 to FERENTINO tons 17/170 trucks 77192727 to ROME tons 20/730 trucks 1021260 grand total 110/786

DIST

ACTION : TRANS (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FOOD SC (2)
FED CONSORZI
FILE

1864
HEADQUARTERS
6 MAY 1945

RESTRICTED

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

AC/102/7

91

ALCOM UMBRIA MARCHE REGION FOR INFO AMG ANCONA

7037 5 MAY 1945 PRIORITY

CONFIDENTIAL FD

PARA ONE FD REFERENCE OUR ABLE CHARLIE SLANT ONE ZERO TWO SLANT ABLE SLANT SEVEN SEVEN SLANT TARE NAT FIVE DATED TWO FOUR APRIL FD

PAREN TO ALCOM UMBRIA MARCHE REGION FOR INFO BURT AMG ANCONA FROM HQ ALCOM CITE AC/7221 PAREN

PARA TWO FD DUE TO BLOCKED TUNNEL SOUTH OF ANCONA FOLLOWING ALTERATIONS NECESSARY TO ROAD TRANSPORTATION MOVEMENT PROGRAM FOR PERIOD ONE FOUR TO TWO ZERO MAY FD TWO ONE THREE THREE TONS CANNED MEAT AND CHEESE FROM LORETO OR OSIMO STATION TO ANCONA WAREHOUSES ONE THREE ZERO ZERO TONS FROM LORETO OR OSIMO STATION TO ANCONA RAIL STATION FOR ONWARD TRANSMISSION TO PESARO ONE TWO ZERO ZERO ZERO TONS GRAIN FROM WAREHOUSES TO PORTO CIVITANOVO AND PORTO RECANATI FOR REST OF ITALY FD AS MOVEMENT OF GRAIN FOR ROAD IS SUSPENDED THESE ALTERATIONS SHOULD PRESENT NO DIFFICULTY FD PLEASE MAKE NECESSARY ARRANGEMENTS FD

Copy to:
Movt Division (Roads)
Food Sub-Commission
H.Q. Motor Transport Group
Transportation S/O
566

V.S. Fassbender
Lt/Col.

1863
NICHOLAS RICARDINO
CWO U.S.A.
Asst Adjutant

0022

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

W F 102 A 90

ALLIED [redacted] COMMISSION

INTER-OFFICE MEMORANDUM

Rail Line URGENT

SUBJECT: ORTONA - ANCONA. FILE No. AC/68/3/TN 3.

TO : Road Direction 4 May 1945.

1. Rail line Ortona - Ancona due to open 14 May. Land slide has blocked Tunnel South of Ancona.

2. For purpose of arranging Rail programme for Period 14 - 20 May please say if you can provide Road Lift during that Period for :-

	FROM	TO	FOR
(a)	LORETO STATION. OR OSIMO STATION	ANCONA WAREHOUSE.	2,133 TONS CANNED MEAT & CEMENT.
(b)	—— ditto ——	ANCONA RAIL STATION (FOR PESARO)	300 TONS.
(c)	GRAIN WAREHOUSES.	PORTO CIVITANOVO	1862
(d)	—— ditto ——	PORTO RECHNATI.	2,000 TONS FOR HEEL.

REPLY TODAY PLEASE.

L.H. Chapman Lt Col
Mov- ROADS.

AC/102/A 89

HEADQUARTERS ALLIED COMMISSION
APO 394
FOOD SUB-COMMISSION
ANCONA

May 3,1945

Ref. : G/1A/108
Subject : Grain program 7-13 May 1945.
To : Distribution below.

1. Enclosed is grain program for week 7-13 May.

2. All grain is to be stockpiled at Railhead Warehouses.

Carl Eardley

CARL EARDLEY, MAJOR
Grain Transport Office

1861

DISTRIBUTION:

Food Sub-Commission A.C.
Transportation Sub-Commission A.C.
9 Q.M. CO.
10 Q.M. CO.
11 Q.M. CO.
12 Q.M. CO.
JESI DETACHMENT
FABRIANO DETACHMENT

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

May 3,1945

Ref. : G/1A/108
Subject : Grain program 7-13 May 1945.
To : Distribution below.

1. Enclosed is grain program for week 7-13 May.

2. All grain is to be stockpiled at Railhead Warehouses.

Carl Eardley

CARL EARDLEY, MAJOR
Grain Transport Office

1861

DISTRIBUTION:

Food Sub-Commission A.C.
Transportation Sub-Commission A.C.
9 Q.M. CO.
10 Q.M. CO.
11 Q.M. CO.
12 Q.M. CO.
JESI DETACHMENT
FABRIANO DETACHMENT
CAPT. BENT
OFFICE

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

PROGRAM FOR 9 Q.M. CO

PERIOD 7-13 MAY'45

N°VEH.		TRIPS	WAREHOUSE	RAILHEAD	MIN.TON.
3		1	CERVIDONE	FABRIANO	6
4		1	TROVIGGIANO	"	8
4	*	1	POGGIO S.VICINO	"	8
4		1	PASSO TREIA	"	8
5		2	C.RAIMONDO	"	20
7	*	1	TOLENTINO	"	14
4		1	VILLA STRADA	"	8
3	*	1	APIRO	"	6
34					78

1860

One vehicle will report to Pte BIRD at FABRIANO RAILHEAD every day.

* Two trips to be made if possible.

546

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

PROGRAM FOR 10 Q.M.CO.

PERIOD 7-13 MAY '45

N°VEH.	TRIPS	WAREHOUSE	RAILHEAD	MIN.TON.
10	2	RECANATI	PORTO RECANATI	40
7	2	SAMBUCHETO	" "	28
17				68

23 vehicles to Port Detachment Lt. Delmerico.

476

1859

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

PROGRAM FOR 11 Q.M. CO.

PERIOD 7-13 MAY '45

N°VEH.	TRIPS	WAREHOUSE	RAILHEAD	MIN.TON.
7	2	OSIMO CITTA'	LORETO	28
5	1	NUMANA	"	20
12				38
7	1	POLVERIGI	MONTECAROTTO	14
8	1	OFFAGNA	"	16
5	2	S.VITTORE di CINGOLI	"	20
3	3 flour	MOLINO PETROLATI Pianello di C.BELLINO	"	18
5	2 flour	MOLINO di FILOTTRANO	"	20
28				88
40				126

1859
882

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

PROGRAM FOR 12 Q.M. COY

PERIOD 7-13 MAY '45

Nº VEH.	TRIPS	WAREHOUSE	RAILHEAD	MIN.TON.	
ANCONA					
4	2	CORINALDO	SENIGALLIA	16	
3	2	CASTELLEONE DI S.	"	12	
6	1	OSTRA VETERE	"	12	
4	2	OSTRA	"	16	
17					56
PESARO					
5	2	ORCIANO	"	20	
4	2	MONTE PORZIO	"	16	
4	2	S.COSTANZO	"	16	
4	2	PESARO	"	16	
17					68
34					124

1857868

Four vehicles a day will load powdered SULPHUR from BELLISIO to MONTECAROTTO.

5 vehicles will report to CHIARAVALLE RAILHEAD (Mr.Novelli) to move flour and sacks.

One vehicle to report to Pte RAINBOW at SENIGALLIA RAILHEAD.

One vehicle to report to Pte ROBERTS at JESI RAILHEAD.

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

4		2	CORINALDO	SENIGALLIA	16	
3		2	CASTELLEONE DI S.	"	12	
6		1	OSTRA VETERE	"	12	
4	17	2	OSTRA	"	16	56

PESARO

5		2	ORCIANO	"	20	
4		2	MONTE PORZIO	"	16	
4		2	S.COSTANZO	"	16	
4	17	2	PESARO	"	16	68
	34					124

1857868

Four vehicles a day will load powdered SULPHUR from BELLISIO to MONTECAROTTO.

5 vehicles will report to CHIARAVALLE RAILHEAD (Mr.Novelli) to move flour and sacks.

One vehicle to report to Pte RAINBOW at SENIGALLIA RAILHEAD.

One vehicle to report to Pte ROBERTS at JESI RAILHEAD.

Totale 868
546
476
882
2772

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

0030

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

CONFIDENTIAL FO 102 A. 98

ATP/S/23
MAY 041015B

D/9603
MAY 041015B
IMMEDIATE

BUNT AMG ANCONA

HQ AFCOM CITE ACTPT INFO Q AMG REGION 5 PERUGIA

CONFIDENTIAL

Subject is grain haul programme period 7 to 13 May. All grain to be stockpiles VAT Rlhd warehouse. Minimum TPD will be lifted as follows.

One WKMI(?) 9 QM Coy 78 tons from 8 warehouses to FABRIANO.

Two. 10 QM Coy 68 tons from 2 warehouses to PORTO RECANATI. This Coy also supplies vehicles for AC Port Det ANCONA.

Three. 11 Qm Coy 126 tons from 7 warehouses to LORETO and MONTECAROTTO.

Four. 12 QM Coy 124 tons from warehouses to SENEGALIA. This coy will also lift 4 trucks per day powder sulphur BELLIO to MONTECAROTTO and will lift flour and sacks as required from Rlhd CHIARAVALLE.

Dist

Action - Tn SC 2
Info - A/President
Chief Commissioner
Econ Sec
M T Gp
Food 2
File

HEADQUARTERS 1 MAY 1945 A. C.

1856

CONFIDENTIAL

0031

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

W C.F. 102 A. 87

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

KJC/el

Tel: 466 3 May 1945

Ref. 51-2/61/FOOD

SUBJECT: Grain Haulage from Macerata and Ascoli

TO : Federazione Italiana dei Consorzi Agrari

1. Refer our letter 60-2/22/FOOD dated 30 March.

2. We are attaching translation of letter received from ENAC (Prot. No. 194 dated 29 March) quoting from letter received from the Consorzio Agrario of Chieti. We are likewise enclosing translation of letter dated 20 April from the same Consorzio to Truck Pool No. 3, Chieti.

3. You will note that the Consorzio of Chieti is showing all kinds of reasons why it is impossible to operate on a 24 hours basis even though the various Consorzi, ENAC and Truck Pools agreed some time ago that 24 hour operation was necessary to shift, and thus save, the grain of the exporting provinces.

4. We will appreciate energetic action on your part to see that obstacles to the operation of the trucks on a 24 hour basis are removed. Kindly keep us advised.

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

1855

Copy to:

Hq. AC Tn SC. Attn: Lt.Col. Pernybough

Mod. ENAC 10

Ente Nazionale Autotrasporti Cose

Istituto di Diritto Pubblico D. L. L. 14 agosto 1944 n. 188

Direzione Provinciale di PESCARA

Pescara, li 24 APRILE 1945

1102-A 86

Prot. N. 312/100/I

Risposta al N. ..... *del* .....

Allegati .....

OGGETTO: COLONNE MILITARI

AL TRUCK POOL ABRUZZI

C H I E T I

==========

Facendo seguito alla nostra lettera con la quale Vi segnalavamo la necessità di coordinamento dei vari organi preposti ai trasporti del grano (Truck Pool-Enac, a colonne militari, Consorzi Agrari), siamo spiacenti doverVi comunicare che purtroppo le nostre previsioni si sono avverate.

Infatti l'autocarro FIAT 621/N, targato Roma 81897 inviato a Pescara dalla Direzione Provinciale di Roma, presentatosi il giorno 21/4 per il carico del grano con foglio di via regolare per N.3 viaggi a Pineto, dopo il primo è stato lasciato libero per mancanza di merce, poichè nell'intervallo di tempo fra il primo e il secondo viaggio si presentava a Pineto una colonna militare che provvedeva a svuotare il deposito.

L'autocarro suddetto unitamente ad altri provenienti da Roma, e precisamente all'ALFA 500 targato 81891 Roma e O.M. Taurus 81892 Roma, è dovuto rimanere inattivo nel successivo giorno per oltre sei ore, non avendo il Consorzio Agrario di Pescara precise indicazioni presso quale altro centro di raccolta avrebbe potuto inviare i mezzi suddetti.

Truck Pool Abruzzi

IL CAPO SEZIONE MOVIMENTO
DELLA DIREZIONE COMPARTIMENTALE

Gaetano Ludovici

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

Prot. N. 312/100/1
Risposta al N. ..... del .....
Allegati .....
OGGETTO: COLONNE MILITARI

AL TRUCK POOL ABRUZZI

C H I E T I

Facendo seguito alla nostra lettera con la quale Vi segnalavamo la necessità di coordinamento dei vari organi preposti ai trasporti del grano (Truck Pool-Enac, a colonne militari, Consorzi Agrari), siamo spiacenti doverVi comunicare che purtroppo le nostre previsioni si sono avverate.

Infatti l'autocarro FIAT 621/N, targato Roma 81897 inviato a Pescara dalla Direzione Provinciale di Roma, presentatosi il giorno 21/4 per il carico del grano con foglio di via regolare per N.3 viaggi a Pineto, dopo il primo è stato lasciato libero per mancanza di merce, poichè nell'intervallo di tempo fra il primo e il secondo viaggio si presentava a Pineto una colonna militare che provvedeva a svuotare il deposito.

L'autocarro suddetto unitamente ad altri provenienti da Roma, e precisamente all'ALFA 500 targato 81891 Roma e O.M. Taurus 81892 Roma, è dovuto rimanere inattivo nel successivo giorno per oltre sei ore, non avendo il Consorzio Agrario di Pescara precise indicazioni presso quale altro centro di raccolta avrebbe potuto inviare i mezzi suddetti.

IL CAPO SEZIONE MOVIMENTO
DELLA DIREZIONE COMPARTIMENTALE

Truck Pool Pescara

Abbiamo comunicato a Pescara al Capo Sezione Movimento precisando che, mancando la merce sui depositi di Pineto circa 1/3 dei mezzi richiesti è stato effettuato il carico a due di grano 1554 tonnellate

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

0034

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

Subject: military convoy (6)

Osservazioni del Contribuente.

Re your letter which we received this morning in order to arrange the various units for the transport of your Company EMAC Military convoy, Cosa Ospedaletto we are very ready to communicate that our previous four copies have

been sent to Ufficio Fiat 621/R Romo 81897 despatched to Pescara from Provincial direction of Roma number the 21/4 to 4 local of Orario with regular trip ticket for No 2 Trips to Pescara other the first two of four were released as there was no load, because Ufficio the first road permit trip of military convoy arrived in Pescara other the second trip with other truck from Rome road number the AUFA 500 No 81891 Roma road OM: TAURUS 81895 had to remain the day in Ufficio about six hours. On the

Osservazioni dell'Ufficio Distrettuale delle Imposte.

Cosa Ospedaletto of Pescara Provincial direction other vehicles other than regular road the OM Trucks

1853

0 0 3 5

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

1

F. 102 A.

GF/gb

85

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMO

EXT : 566 30 April 1945

REF : AC/102/A/85/Tn.5

SUBJECT : Grain Haulage

TO : Food Sub-Commission

1852

1. Reference the attached correspondence and further to our AC/102/A/85/Tn.5 para 5 dated 6 April 45 .

2. It is obvious that much difficulty is still being experienced over the movement of grain in the Macerata-Ascoli - Chieti - Pescara - Teramo area . The suggestion was put forward to Consorzi Agrari ,ENAC and Truck Pools that they should work on a 24 hr. shift in order to clear the grain from the exporting provinces as quickly as possible . This was agreed at the time but now Consorzi Agrari find that it is impracticable .

3. May representations be made to the Federazione Italiana dei Consorzi Agrari on this matter so that the whole of the outstanding amount can be cleared.

For the Director

G. FERNYHOUGH
Lt. Col. A.A.R.A.

0036

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

TRANSLATION

ENTE NAZIONALE AUTOTRASPORTI COSE

Direzione Provinciale di
CHIETI

CHIETI 29 march 1945

Direzione
Prot/ 194

SUBJECT : Grain haulage

By our letter Ref: N° 159 dated the 25th. inst. we asked the Director of the Consorzio Agrario of Chieti to see that grain unloading operations be arranged in such a way that trucks convoys arriving at all hours of day and night are not subjected to disadvantageous stops, due to lack of labour and equipment, so that all prejudice to the grain haulage may be avoided .

Consorzio Agrario replied as follows, in their letter dated 28 -3-45 :

1851

" In reply to your favour of 25th.inst.Ref.N° 159, we beg to point out that, whilst we are fully aware to the requirements of the double daily service planned by the local Truck Pool, for the purpose of hastening transfer operations of grain coming from the Marche Region, this Consorzio , though wishing to mobilise all their equipment, are not able to arrange for unloading during night time, owing to the following difficulties :

1. it is impossible to find labour willing to do the unloading during night time .

2. in most warehouses of this Province there is no electric light, which is necessary for checking the weight , for ascertaining the conditions in which the product has been preserved and for determining its merceological characteristics.

3. thefts are to be expected during the unloading of the goods , etc .

However , this Consorzio, will not fail to do its best in order that the unloading be regularly carried out from 0500 hrs in the morning to 2000 hrs .

0031

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

Moreover we beg to enclose herewith, a copy of our circular N° 51 distributed on the 27th March to our subordinate People's Granaries ,containing instructions for the observance of the above time table .

Please reply , stating whether you are in agreement with us .

(Signed) THE DIRECTOR

THE PROVINCIAL DIRECTOR

(Signed) Dr. F.SORIANO

1850

0038

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

TRANSLATION

CONSORZIO AGRARIO PROVINCIALE DI CHIETI

FOOD DISTRIBUTION SERVICE
TRANSPORTATION OFFICE

CHIETI 20 April 45

TO : TRUCK POOL Nº 3- CHIETI
COPY : ENAC - CHIETI
PROVINCIAL FOOD SECTION-CHIETI

Following this morning's interview with your Director ,Cocco, concerning the night and day service which Truck Pool vehicles are going to carry out, we beg to state the following points :

1. We have received instructions from our Federation, as regards quantities of grain to be drawn and destined for the food supply of the Province of Chieti up to the 31st. July 45.

2. No instructions have been issued to us as regards any quantities of grain to be drawn over and above our allocation in order to relieve People's Granaries in the Provinces of Macerata, Ascoli,Teramo .

1849

3. It is our unescapable duty, in agreement with the local Sepral, to provide for the grain supply of those inter-communal centres and mills,which now and again, are to be supplied with urgency.

4. Such being the state of affairs, we deem it to be impossible, owing to the distance separating our inter - communal centres and the exporting granaries, that two journeys during a 24 hours' period can be made from the grain exporting provinces to our warehouses .

5. On the other hand we cannot set up a grain receiving centre, as an important problem would still have to be solved, concerning the transportation of the product from this centre to intercommunal warehouses ; neither could ENAC provide for

0039

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

that service, inasmuch the trucks assigned to them are employed in the grain haulage from other provinces in order that within the appointed date, all the quantity allocated to our province may have been drawn.

6. Owing to the difficulties and objections stated in the preceding paragraph, we deem it to be impossible that vehicles from your Truck Pool can make two grain haulage journeys from the exporting provinces to our intercommunal centres and authorised mills; consequently, we pray you to let us have, at your earliest convenience, your opinion on the contents of this letter .

Yours faithfully

THE DIRECTOR

TAC/29/2

Chieti, li 29 Marzo 1945

Ente Nazion. Autotrasporti Cose
ISTITUTO DI DIRITTO PUBBLICO
D. L. L. 17 AGOSTO 1944 N. 166

DIREZIONE PROVINCIALE DI CHIETI

Sez. Direzione Rep.
Prot. N. 194 Alleg.
Risposta al N. del

Al Cap. P R I C E
del Truck Pool
C H I E T I

OGGETTO: Trasporto grano. -

In data 25 c.m. con nota nª 159 di prot. abbiamo informato la Direzione del Consorzio Agrario di Chieti di predisporre le operazioni di scarico del grano in modo tale che le autocolonne in arrivo in tutte le ore della giornata, comprese quelle notturne, non subiscano sortf dannose e imputabili a deficienza di personale e di attrezzatura, evitando di pregiudicare tutto il servizio di trasporto del grano.

Con nota del 28.3.45 il Consorzio Agrario ci risponde.

"" - In riscontro alla vostra del 25 corr. nº 159 di prot., vi facciamo presente che, pur compenetrandoci delle esigenze che richiedono il servizio doppio giornaliero predisposto dal locale Truck Pool allo scopo di rendere spedite le operazioni di trasferimento del grano proveniente dalle Marche, questo Consorzio, pur volendo mobilitare tutta la propria attrezzatura, non può opportunamente predisporre le operazioni di scarico durante le ore notturne, per le seguenti difficoltà.

1) impossibilità a trovare personale di fatica, che possa eseguire il lavoro di scarico, durante le ore notturne;
2) nella maggior parte dei magazzini della provincia manca la luce elettrica, necessaria per la verifica del peso, per l'accertamento delle condizioni di conservazione del prodotto e per la determinazione delle caratteristiche merceologiche di esso;
3) probabilità di furti durante le ore di scarico della merce, ecc. 1847

Comunque questo Consorzio non mancherà di adoperarsi al massimo possibile affinchè il lavoro di scarico abbia uno svolgimento regolare dalle ore 5 del mattino alle ore 20.

Peraltro vi rimettiamo, accluso alla presente, copia della nostra circolare nº 51 diramata in data 27 marzo ai nostri dipendenti Granai del Popolo con la quale si danno disposizioni per l'osservanza dell'orario di cui sopra.

Vi preghiamo volerci riscontrare, comunicandoci se

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

Sez. Direzione Rep.
Prot. N. 194 Allog.
Risposta al N. del

CHIETI

OGGETTO: Trasporto grano. -

In data 25 c.m. con nota nº 159 di prot. abbiamo informato la Direzione del Consorzio Agrario di Chieti di predisporre le operazioni di scarico del grano in modo tale che le autocolonne in arrivo in tutte le ore della giornata, comprese quelle notturne, non subiscano sorti dannose e imputabili a deficienza di personale e di attrezzatura, evitando di pregiudicare tutto il servizio di trasporto del grano.

Con nota del 28.3.45 il Consorzio Agrario ci risponde:

"""" - In riscontro alla vostra del 25 corr. nº 159 di prot., vi facciamo presente che, pur compenetrandoci delle esigenze che richiedono il servizio doppio giornaliero predisposto dal locale Truck Pool allo scopo di rendere spedite le operazioni di trasferimento del grano proveniente dalle Marche, questo Consorzio, pur volendo mobilitare tutta la propria attrezzatura, non può opportunamente predisporre le operazioni di scarico durante le ore notturne, per le seguenti difficoltà.

1) impossibilità a trovare personale di fatica, che possa eseguire il lavoro di scarico, durante le ore notturne;
2) nella maggior parte dei magazzini della provincia manca la luce elettrica, necessaria per la verifica del peso, per l'accertamento delle condizioni di conservazione del prodotto e per la determinazione delle caratteristiche merceologiche di esso;
3) probabilità di furti durante le ore di scarico merce, ecc.

1847

Comunque questo Consorzio non mancherà di adoperarsi al massimo possibile affinchè il lavoro di scarico abbia uno svolgimento regolare dalle ore 5 del mattino alle ore 20.

Peraltro vi rimettiamo, accluso alla presente, copia della nostra circolare nº 51 diramata in data 27 marzo ai nostri dipendenti Granai del Popolo con la quale si danno disposizioni per l'osservanza dell'orario di cui sopra.

Vi preghiamo volerci riscontrare, comunicandoci se siete con noi d'accordo. F.to il Direttore """" -

IL DIRETTORE PROVINCIALE
(Dr. F. Soriano)

FS/ag

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

CONSORZIO AGRARIO PROVINCIALE DI CHIETI

Chieti, 20 Aprile 1945

14

FC/SR

SERVIZIO DISTRIBUZIONE ALIMENTARI - Ufficio Trasporti

Al
TRUCK POOL n.3
CHIETI

e, per conoscenza:

All' E.N.A.C.
CHIETI
Alla SEZIONE PROV/ DELL'ALIMENTAZIONE
CHIETI

A seguito del colloquio avuto, questa mane, con Il Vs/ Sig. Direttore Cocco in merito al servizio notturno e diurno che i mezzi del Truck Pool dovranno effettuare Vi precisiamo quanto segue :

1°) Abbiamo avuto disposizioni dalla ns/ Federazione in merito al ritiro di quantitativi di grano destinato all'approvvigionamento della provincia di Chieti fino al 31 luglio 1945. -

2°) Nessuna comunicazione ci è stata fatta in merito ad un quantitativo di grano da ritirare, oltre l'assegnazione fattaci, per alleggerire i granai del popolo delle province di Macerata, Ascoli, Teramo. -

3°) E' nostro inderogabile dovere - d'accordo con la locale Sepral- provvedere all'approvvigionamento di grano su quei centri Intercomunali e molini che, volta per volta, si trovano in condizioni da essere riforniti con urgenza -

1846

4°) Premesso quanto sopra riteniamo impossibile - per la distanza che intercorre tra i ns/ centri intercomunali e i granai di prelievo - che possano effettuarsi due viaggi nel periodo di venti quattro ore, delle province di prelievo del grano ai ns/ magazzini. -

5°) Non possiamo, del resto, aprire un centro di affluenza del grano perchè rimarrebbe da risolvere un problema importante in merito al trasporto del prodotto da tale centro ai magazzini Intercomunali, nè a tale servizio potrebbe provvedere l'Enac in quanto i mezzi ad esso assegnati sono adibiti al trasporto di grano da altre province in modo che si possa completare entro il termine stabilito, il ritiro di tutto il quantitativo assegnato alla ns/ Provincia. -

6°) Per le difficoltà e gli inconvenienti esposti al precedente numero riteniamo impossibile che le macchine di codesto Truck Pool

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

SERVIZIO DISTRIBUZIONE ALIMENTARI - Ufficio Trasporti

All' E.N.A.C.
CHIETI
Alla SEZIONE PROV/ DELL'ALIMENTAZIONE
CHIETI

A seguito del colloquio avuto, questa mane, con il Vs/ Sig. Direttore Cocco in merito al servizio notturno e diurno che i mezzi del Truck Pool dovranno effettuare Vi preci siamo quanto segue :

1°) Abbiemo avuto disposizioni dalla ns/ Federazione in merito al ritiro di quantitativi di grano destinato all'approvvigionamento della provincia di Chieti fino al 31 luglio 1945. -

2°) Nessuna comunicazione ci è stata fatta in merito ad un quantitativo di grano da ritirare, oltre l'assegnazione fattaci, per alleggerire i granai del popolo delle province di Macerata, Ascoli, Teramo. -

3°) E' nostro inderogabile dovere - d'accordo con la locale Sepral - provvedere all'approvvigionamento di grano su quei centri intercomunali e molini che, volta per volta, si trovano in condizioni da essere riforniti con urgenza -

1846

4°) Premesso quanto sopra riteniamo impossibile - per la distanza che intercorre tra i ns/ centri intercomunali e i granai di prelievo - che possano effettuarsi due viaggi nel periodo di venti quattro ore, delle province di prelievo del grano ai ns/ magazzini. -

5°) Non possiamo, del resto, aprire un centro di affluenza del grano perchè rimarrebbe da risolvere un problema importante in merito al trasporto del prodotto da tale centro ai magazzini intercomunali, nè a tale servizio potrebbe provvedere l'Enac in quanto i mezzi ad esso assegnati sono adibiti al trasporto di grano da altre province in modo che si possa completare entro il termine stabilito, il ritiro di tutto il quantitativo assegnato alla ns/ Provincia. -

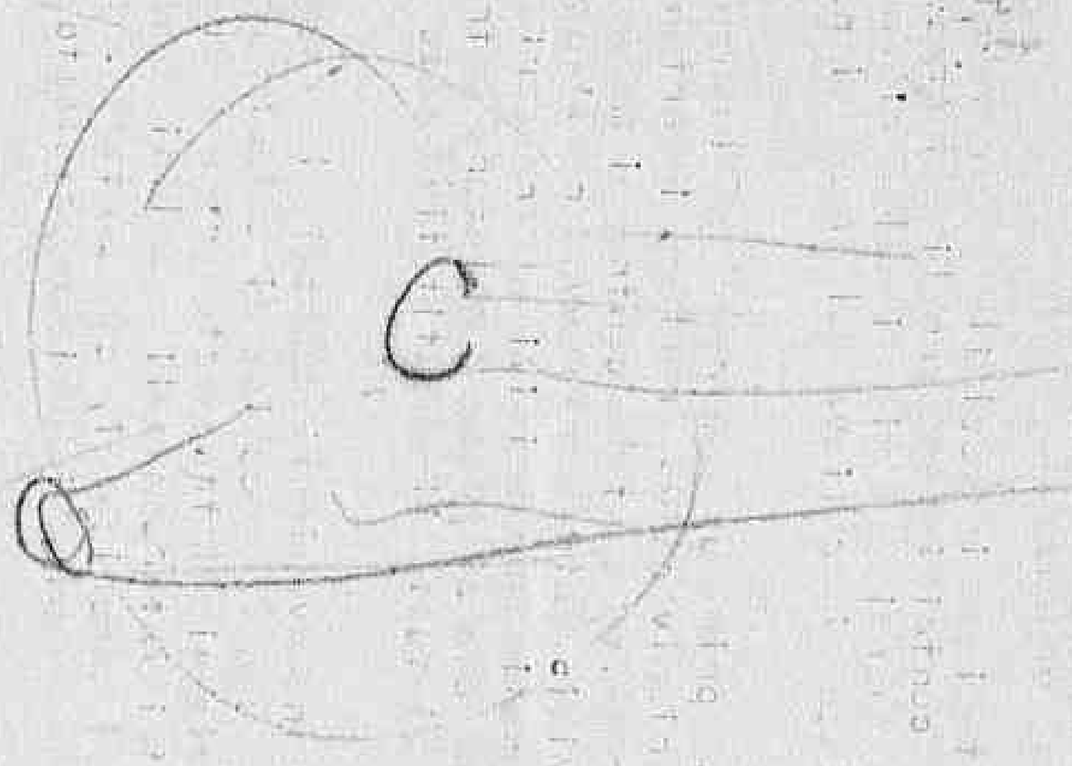
6°) Per le difficoltà e gli inconvenienti esposti al precedente numero riteniamo impossibile che le macchine di codesto TrucK Pool possano effettuare due viaggi di trasporto grano dalle province esportatrici ai ns/ centri intercomunali e molini assegnatari e, pertanto, Vi preghiamo di comunicarci, con cortese sollecitudine il Vs/ parere in merito a quanto Vi abbiamo precisato con queste nostre. -

Cordiali saluti. -

DIRETTORE

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

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



Posc
Tal
Sheet

0045

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

C

N.

Pesc

Tel

Tel

Ascoli

Piet

Mac

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

RESTRICTED

7102A

84

APR 2512GOZ

PSO PERSIA

STOCKTAKING ROOF, REINSTATING CONCRETE APPART ROOF

RESTRICTED

Train sent 27 April to PERSEPOLIS tons 40/4 trucks 1015936 1008586 to GERMANO tons 56/805 trucks 201333 1005992 174371 to PERSEPOLI tons 73/470 trucks 1002964 1002938 1008807 195471 to ROOF tons 37/735 trucks 1007464 1013219 grand total 306/010.

Dist

Action - Food 20 2
" General Agent
Info - A/President
Chief Construction
Tech Sec
Th 2
File

UNCLASSIFIED
1845

RESTRICTED

0 0 4 1

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

F102A.
83

AMG ANCONA FOR INFO ALCOM UMBRIA MARCHE REGION

6444 29 APRIL ROUTINE

RESTRICTED FD

PARA ONE FD EFFECTIVE WEEK THREE ZERO APRIL TO SIX MAY RAIL SHIPMENT OF GRAIN FROM ANCONA AREA TO ROME IS SUSPENDED FD FOUR ZERO ZERO TO FIVE ZERO ZERO TONS FLOUR MAY BE RAILED IN THIS WEEK FD CONTACT MAJOR BARDLEY ON GRAIN STOCKPILING PROGRAMME FD

PARA TWO FD FIVE QUEEN MIKE BOYS [redacted] WILL BE EMPLOYED ON STOCKPILING GRAIN FOR LATER SHIPMENT TO NORTH ITALY PLUS HAULAGE PORT TO RAILHEAD ANCONA AND SULPHUR MOVEMENT FD SULPHUR MOVEMENT IS SIX FIVE ZERO TONS PER WEEK GROUND SULPHUR FROM BELLOCCHIO TO MONTECAROTTO STATION UNTIL FIVE JUNE FD

PARA THREE CONFIRM USAGE OF QUEEN MIKE BOYS BY NUMBERS OF TRUCKS ON ABOVE HAULAGE FD

Copy to Food S/C
Movts Div.

Transportation S/C
566

Sent as a result of Food S/C's 51-13/152/Food of 28 Apr to Movts - Issued to T.T. by Chis

NICHOLAS SIGNORINO
CWO U.S.A.
Asst Asst Adjutant

1844

0048

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

CONFIDENTIAL

7102A

D/8918
APR 280700B
IMMEDIATE

ATP/823
APR 271700B

BENT AMG ANCONA

HQ AICOM CITE ACTPT INFO HQ AMG REGION 5 PERUGIA

CONFIDENTIAL

Figures for 26. Forward haul 40 vehicles lifted salt 21 tons net and gross and lard 54 tons net 61 tons gross and flour 42 tons and gross. Totals 117 tons net 124 tons gross. Grain 396 tons ROME. Nil port.

Dist

Action - Tn 2
Info - A/President
Chief Commissioner
Econ Sec
Food 2
MT Group
File

1843

HEADQUARTERS
28 APR 1945

CONFIDENTIAL

0049

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

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

9/10>A

27 April 45

Tel: 466

Ref: 72-4/90/FOOD

SUBJECT: Sacks

TO : Regional Commissioner, Umbria-Marche Region
(Attn: Economics and Supply)

1. Refer your RS/518/149 of 24 April.

2. No sacks are available in Rome for shipment to Macerata on #2 QM Truck Km. which will go Civitavecchia to Macerata.

By command of Rear Admiral STONE:

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

Copy to:

Hq. AC Tn SC

0 0 5 0

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

CONFIDENTIAL

1/102A.80

1/6700

AFR 260408

IMMEDIATE

AFR 517008

[illegible] AND RECORD

[illegible] ALOUE CITE ACTST INFO [illegible] AND ENGLISH 5 [illegible] FOR CTG

CONFIDENTIAL.

1. 466 to grain figure for 23 for [illegible] 91 tons. Total [illegible] 394 tons.

2. Figures for 24. Forward haul 39 vehicles lifted land 91 tons net 101 tons gross and melt 21 tons net and gross. Totals 112 tons net 122 tons gross. Grain figure not yet available.

[illegible]

ACTION: NT Group
INFO: A/President
Chief Commissioner
Econ Sec
Tn S/C 2
Food 2
File 2
Floor

1841

CONFIDENTIAL

RECEIVED
25 APR 1945

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

CONFIDENTIAL

7102A

19

ATT/2/23
AIR 2617153

D/A705
AIR 2617153
IMMEDIATE

ATT AMC ARCOMA
NO ALCOM CITE AGENT KIEO RO AMC MOSCOW 5 PRIORITY FOR OTO

CONFIDENTIAL

1. Figures for 25. Forward haul 31 vehicles lifted land 77 tons net 90 tons gross and olive oil 13 tons net 14 tons gross. Totals 90 tons net 100 gross. Grain 385 tons for ROME. Nil port.

2. Grain figure for 24. 329 tons for ROME. Nil port.

Met

Action - M F Group
Info - A/President
Chief Commissioner
Food Sec
Tn 2
Food 2
File

HEADQUARTERS
27 APR 1945

1840

CONFIDENTIAL

Mod. ENAC 10

7102A

Roma 21 APR 1945 194

ALLA DIREZIONE PROVINCIALE ENAC
ROMA

e per conoscenza:
ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
(rif.to AC/102/A/40/Tn.5 del 10 c.m.)
ROMA

AL SERVIZIO MOVIMENTO= SEDE

AL COMM. BOMPARD = SEDE

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio S.S. Sez. 2ª Div.
Prot. N° 2.S.14/ 7729 Allog.
Risposta al N° del

URGENTISSIMA

OGGETTO: Trasporti decadali di grano a Roma

Alla Commissione Alleata occorre conoscere ogni 10 giorni i trasporti di grano effettuati con autocarri iscritti all'ENAC dai magazzini egli scali ferroviari per la spedizione a Roma nelle provincie di Perugia, Terni, Viterbo e Grosseto.

Poiché questi dati già figurano nella statistica generale che ogni dieci giorni codesta Direzione fa pervenire a questa Sede Centrale, é necessario che in aggiunta alla suddetta statistica codesta Direzione trasmetta uno stralcio per i suddetti trasporti di grano compilato secondo il seguente prospetto:

DIREZIONE PROVINCIALE ENAC DI ROMA Decade dal .....al.....

Nominativo della stazione esterna	Merce	Località di carico	Località di scarico	Quantitativo Q.li
.	grano			1839
.				
			TOTALI	

Data.....

IL DIRETTORE PROVINCIALE
.....

I dati suddetti occorrono anche per le prime due decadi di aprile già trascorse.

Si avverte che la questione riveste carattere di particolare impor=

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

DIREZIONE GENERALE

Servizio S.S. Sez. 2ª Sez.
Prot. N° 2.S.14/ 7729 Allg.
Risposta al N° del

AL SERVIZIO MOVIMENTO= SEDE
AL COMM. BOMPARD = SEDE

URGENTISSIMA

OGGETTO: Trasporti decadali di grano a Roma

Alla Commissione Alleata occorre conoscere ogni 10 giorni i trasporti di grano effettuati con autocarri iscritti all'ENAC dai magazzini agli scali ferroviari per la spedizione a Roma nelle provincie di Perugia, Terni, Viterbo e Grosseto.

Poiché questi dati già figurano nella statistica generale che ogni dieci giorni codesta Direzione fa pervenire a questa Sede Centrale, é necessario che in aggiunta alla suddetta statistica codesta Direzione trasmetta uno stralcio per i suddetti trasporti di grano compilato secondo il seguente prospetto:

DIREZIONE PROVINCIALE ENAC DI ROMA Decade dal .....al.....

Nominativo della stazione esterna	Merce	Località di carico	Località di scarico	Quantitativo Q.li
	grano			1839
			TOTALI	

Data.....

IL DIRETTORE PROVINCIALE
.....

I dati suddetti occorrono anche per le prime due decadi di aprile già trascorse.

Si avverte che la questione riveste carattere di particolare importanza ed urgenza.

IL DIRETTORE GENERALE
(Ing. M.Costa)

AF/ze

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

TRANSLATION GB/

Rome 21 April 1945

ENTE NAZIONALE AUTOTRASPORTI COSE
Direzione Generale

Servizio S.S. Sez.2
Prot. 2.S.14/7728

TO the ENAC PROVINCIAL DIRECTORATE
R O M A

Copiy to : Transportation Sub-Commission
Ref: to AC/102/A/40/Tn5 of the 10th.
"
Movement Service - Head Office
Comm/ Bompard

MOST URGENT

SUBJECT 10 Days grain transportation to Rome

The Allied Commission needs to know every 10 days the grain transports made with trucks (registered into ENAC) from the warehouses to the railheads) from the provinces of PERUGIA ,TERNI, VITERBO,GROSSETO, to be forwarded to Rome .

As these figures are already noted in the general status returns that your Provincial Directorate sends every 10 days to this General Directorate; it is necessary that in addition to the above mentioned statistic your Directorate transmit detailed information of these grain transports compiled as follows :

ENAC PROVINCIAL DIRECTORATE OF ROME -10 Days Truck Operations returns from.....to ....

NAME of esternal station	GOODS HAULED	LOADING POINT	UNLOADING POINTS	QUANTITIES in QLs
Grain				
			TOTALS	==========

Date .....

THE PROVINCIAL DIRECTOR

1835

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

TO the ENAC PROVINCIAL DIRECTORATE
R O M A

Copiy to : Transportation Sub-Commission
Ref: to AC/102/A/40/Tn5 of the 10th.
"
Movement Service - Head Office
Comm/ Bompard

MOST URGENT

SUBJECT 10 Days grain transportation to Rome

The Allied Commission needs to know every 10 days the grain transports made with trucks (registered into ENAC) from the warehouses to the railheads) from the provinces of PERUGIA ,TERNI, VITERBO,GROSSETO, to be forwarded to Rome .

As these figures are already noted in the general status returns that your Provincial Directorate sends every 10 days to this General Directorate; it is necessary that in addition to the above mentioned statistic your Directorate transmit detailed information of these grain transports compiled as follows :

ENAC PROVINCIAL DIRECTORATE OF ROME -10 Days Truck Operations returns from.....to ....

NAME of esternal station	GOODS HAULED	LOADING POINT	UNLOADING POINTS	QUANTITIES in QLs
Grain				
			TOTALS	==========

Date .....

THE PROVINCIAL DIRECTOR

Above returns are also necessary for the first two ten days period of this month of April .

You are informed that the matter is urgent and of the greatest importance

The General Manager
Ing. M.COSTA

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

GF/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

24 April 1945

EXT :566

REF :AO/102/A/77/Tn.5

SUBJECT :Re-opening of line 86- ORTONA to ANCONA

TO :Regional Commissioner UMBRIA - MARCHE Region
(Att: Chief Transportation Officer)

1. Refernce this Sub-Commission letter 298/34/Tn.3,dated 23 April 45 .

2. Regarding para 2. of the a/m letter all grain from MACERATA to the heel will move by rail . The Movement from MACERATA to CHIETI & AQUILA provinces will be by rail to ORTONA & thence by road transport (no loading and unloading facilities being available at PESCARA). Movement from ASCOLI & TERAMO to AQUILA, CHIETI & PESCARA provinces should be continued by road due to the short rail haul & little, if any,saving in trucks. The economy of road transport will be material since haulage to railheads in MACERATA and distribution from ORTONA will employ a much reduced lift against that needed previously .

3. Approximate balance tonnages of grain to be moved before 1 July are :-

(a)	MACERATA TO the Heel	= 9700 tons
(b)	" " CHIETI & AQUILA	= 6800 "
(c)	ASCOLI & TERAMO to CHIETI & AQUILA & PESCARA	= 6676 "
(d)	ANCONA,PESARO& MACERATA to railheads for Rome	=14000 "

* 3344 tons moved by sea and 400 by road out of 13500 tons total to be moved.

4. Lift required to haul the above tonnages are estimated as follows :-

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

SUBJECT :Re-opening of line 66- ORTONA to ANCONA

TO :Regional Commissioner UMBRIA - MARCHE Region
(Att: Chief Transportation Officer)

1. Reference this Sub-Commission letter 298/34/Tn.3,dated 23 April 45 .

2. Regarding para 2. of the s/m letter all grain from MACERATA to the heel will move by rail . The Movement from MACERATA to CHIETI & AQUILA provinces will be by rail to ORTONA & thence by road transport (no loading and unloading facilities being available at PESCARA). Movement from ASCOLI & TERAMO to AQUILA, CHIETI & PESCARA provinces should be continued by road due to the short rail haul & little, if any,saving in trucks. The economy of road transport will be material since haulage to railheads in MACERATA and distribution from ORTONA will employ a much reduced lift against that needed previously .

3. Approximate balance tonnages of grain to be moved before 1 July are :-

1837 ✓

RH ✓ Rome

(a)	MACERATA TO the Heel	= 9700 tons
(b)	" " CHIETI & AQUILA	= 6800 ✓ "
(c)	ASCOLI & TERAMO to CHIETI , AQUILA & PESCARA	= 6676 "
(d)	ANCONA,PESARO& MACERATA to railheads for Rome	=14000 "

* 3344 tons moved by sea and 400 by road out of 13500 tons total to be moved.

4. Lift required to haul the above tonnages are estimated as follows :-

(i) Paras 3 (a) and (b) 2360 tons per week for 7 weeks from 15 May to MACERATA railheads,requiring a lift of 340 tons per day and based on 1 trip per day per truck .

(ii) Para 3 (b) 970 tons per week for 7 weeks to be distributed from ORTONA railhead or 140 tons per day based on an average of 1 trip per truck each 24 hours .

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

(iii) Para 3 (c) ~~500~~ 660 tons per week for 10 weeks from 24 April or 190 tons every 2 days, based on one trip per truck every 2 days

(iv) Para 3 (d) 1400 tons per week for 10 weeks or 200 t.p.d, based on 1 trip per day per truck.

5. Truck allotment to compete with the above lifts is planned hereunder (see this S/C signal 5981 dated 24 April & letter AG/107/4/Mn.5 dated 24 April).

Truck availability of each Q.M.Coy will average 40 per day . Capacity of each truck is 2 tons & this limit must not be exceeded .

(a) Para 4 (i)

1 Q.M.Coy in MACERATA area	= 80	tons lift
86 x 3 ton trucks or equivelent ex N° 6 Truck Pool	= 260	" "
Total	340	" "

(b) Para 4 (ii)

2 Q.M.Coys in GIULIANOVA area = 160 tons lift

(c) Para 4 (iii)

2 Q.M. Coys in ASCOLI & TERAMO	= 160	ton lift
4 x3 ton trucks ex N°5 Truck Pool	= 12	"
Total	172 ~~180~~ 36	"

(d) Para 4 (iv)

3 Q.M.Coys in MACERATA area = 240 ton lift

The above will necessitate transferring trucks from N° 5 to N° 6 Truck Pool .

6. Sulphur haul is now reduced to 50 tons per week which can be handled by the spare 40 ton lift in 5 (d)above. Haulage of A.M.G. food from ANCONA to FORLI & CESENA is expected to terminate on 27 April .

G.T.Coys will perform haulage on present basis until withdrawn. Vehicles of N° 3 and 4 Truck Pools & Civilian Trucks will continue present lifts to speed up the programme .

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

5. Truck allotment to compete with the above lifts is planned hereunder (see this S/C signal 5981 dated 24 April & letter AC/107/4/Tn.5 dated 24 April).

Truck availability of each Q.M.Coy will average 40 per day . Capacity of each truck is 3 tons & this limit must not be exceeded .

(a) Para 4 (i)

1. Q.M.Coy in MACERATA area = 80 tons lift
86 x 3 ton trucks or equivalent = 260 " "
ex N° 6 Truck Pool
Total 340 " "

(b) Para 4 (ii)

2 Q.M.Coys in GIULIANOVA area = 160 tons lift

(c) Para 4 (iii)

2 Q.M. Coys in ASCOLI & TERAMO = 160 ton lift
4 x 3 ton trucks ex N°5 Truck Pool = 12 " "
Total 172 " "

(d) Para 4 (iv)

3 Q.M.Coys in MACERATA area = 240 ton lift

The above will necessitate transferring trucks from N° 5 to N° 6 Truck Pool .

6. Sulphur haul is now reduced to 90 tons per week which can be handled by the spare 40 ton lift in 5 (d) above. Haulage of A.M.G. food from ANCONA to FORLI & CESENA is expected to terminate on 27 April .

G.T.Coys will perform haulage on present basis until withdrawn. Vehicles of N° 3 and 4 Truck Poole & Civilian Trucks will continue present lifts to speed up the programme .

7. Please forward your comments on the above plan by return in order that the M.T.Group may be advised of the agreed location of the 2.QM.Coys in the ORTONA area .

If it is found after 15 May that a lift surplus

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

to requirements is available , it should be utilised for sands and brick haulage .

By Command of Rear Admiral STONE

G.FERNYHOUGH
Lt. Col. R.A.

Copies to :- Food Sub-Commission
Resvts Division (Roads)
A.T.Group A.C.
Capt.Bent ,A&Q. Ancona.

1835

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

7/102A.

JWB/vb

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

Tel: Ext. 342

23rd April, 1945.

298/34/Tn.3.

SUBJECT: Re-opening of Line 86 - Ortona to Ancona.

TO : Regional Commissioner, Umbria-Marche Region.
" " Emilia Region.
Agriculture Sub-Commission.
Commerce Sub-Commission.
Displaced Persons & Repatriation Sub-Commission.
Food Sub-Commission.
Industry Sub-Commission.
U.N.R.R.A.
Port & Warehouse Division, Tn. S/C.

1. The reconstruction of Line 86 between Ortona and Ancona will be completed by the end of April, 1945.

2. It has been agreed with AFHQ that this section of the line will be available for the movement of civilian traffic with effect from the loading period commencing 14th May, 1945. The re-opening of this line should show a considerable economy in the use of road transport. First bids for rail movement will be considered for the period 14th to 20th May, and those bids handled by this H.Q. should reach Transportation Sub-Commission, Movements Division (Rail), on 3rd May, 1945.

3. For the information of all concerned, loading and unloading facilities will be provided at the following stations:-

Osimo	P.S. Giorgio
Loreto	Cupra Marittina
P. Recanati	Grottamare
Potenza Picena	Porto Ascoli
Civitanova	Tortoreto
S. Elpidio	Roseto

1834

By command of Rear Admiral Stone:

M.J. SIEFF, Colonel.

Copy to:-

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

TO : Regional Commissioner, Umbria-Marche Region.
" " Emilia Region.
Agriculture Sub-Commission.
Commerce Sub-Commission.
Displaced Persons & Repatriation Sub-Commission.
Food Sub-Commission.
Industry Sub-Commission.
U.N.R.R.A.
Port & Warehouse Division, Tn. S/C.

1. The reconstruction of Line 86 between Ortona and Ancona will be completed by the end of April, 1945.

2. It has been agreed with AFHQ that this section of the line will be available for the movement of civilian traffic with effect from the loading period commencing 14th May, 1945. The re-opening of this line should show a considerable economy in the use of road transport. First bids for rail movement will be considered for the period 14th to 20th May, and these bids handled by this H.Q. should reach Transportation Sub-Commission, Movements Division (Rail), on 3rd May, 1945.

3. For the information of all concerned, loading and unloading facilities will be provided at the following stations:-

Osimo	P.S. Giorgio
Loreto	Cupra Marittina
P. Recanati	Grottamare
Potenza Picena	Porto Ascoli
Civitanova	Tortoreto
S. Elpidio	Roseto

1834

By command of Rear Admiral Stone:

Eng 61

M.J. SIEFF, Colonel.

Copy to:-

Regional Transportation Officer, Umbria-Marche Region.
" " " Emilia Region.
Economic Section.
Major V.R. Bowers, Senior Transportation Officer, Naples.
Major C.W.G. Taylor, " " " Bari.
Capt. B.W. Boddy, " " " Reggio.
Capt. A.H. Irvine-Lynch, Transportation Officer, Palermo.
Capt. B.W. Boddy, " " Rome.
Capt. W.S. Smith, Transportation Officer, c/o DDTn. Railways, Ancona.
Rail Division, Transportation Sub-Commission.
Roads Division " " "
Movements Division (Roads), Transportation Sub-Commission.
File 408/Tn./.

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

0063

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: AMP/S/12

Date/Time of Origin: APR 221200B

Message Centre No: D/0130

Date Time Rec'd: APR 2309402

Precedence: IMMEDIATE

FROM: SENT AMG ANCONA

TO : HQ AFHQ CMFB ACTTF MED AK 5

RESTRICTED

RESTRICTED

1. Ref your signal 5919 dated 21. Designation warehouses means RAnd warehouses for later railing to ROME. Tonnage for sea shipment are normally delivered direct to quaysides.

2. Owing to times of railcar loading it is necessary to take grain from RAld warehouses to load railcars in addition to grain lifted direct to railcars by MT. MT also lifts later in day into RAhd warehouses. Balance between grain thus taken from RAld warehouses and that delivered into RAhd warehouses by MT added to grain delivered direct to railcars by T will constitute ROME figure in future returns. Port figure will be shown separately.

3. It is confirmed no grain to ROME on dates specified in your signal.

ACTION

Dist 1833

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
MT Group
File (2)
File

HEADQUARTERS
23 APR 1945
A. C.

RESTRICTED

0064

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

7102A

75

SECRET

ATF/8/23

ATF 201630E

D/8216

ATH 210830E

IMMEDIATE

BENT AND ARCONA

ACTION HQ ALGIERS CITE ACTT INFO HQ AND REGION 5 PERUGIA FOR CTO

SECRET.

1. Please amend grain figure for 18 to read 263 tons for NOME 105 tons for warehouses. Total 368 tons.

2. Figures for 19. Forward haul 43 vehicles lifted load 123 tons net 137 tons gross. Sulphur 51 tons. Grain 117 tons for NOME 184 tons for warehouses less rlwd MONTECATOTTO tonnages. Unable yet to arrive at final grain figure for 19 owing to unusual occurence temporarily effecting rail movement by rail.

LIST . 1832

ACTION: MT Group
INFO: A/President
Chief Commissioner
Room Sec
Tn S/C 2
Food S/C 2
File

HEADQUARTERS
21 APR 1945
C.

SECRET

0065

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

CONFIDENTIAL

ATP/S/23
AFR 211700B

D/ [illegible]
AIR 220700B
IMMEDIATE

BENT AMG ANCONA

HQ AILCOM CITE ACTAFT INFO HQ AMG REGION 5 PERUGIA FOR CTO

CONFIDENTIAL.

Figures for 20.

Forward haul 40 vehicles lifted lard 115 tons net 127 tons gross. Grain 378 tons for ROME 120 tons for magazines. Powdered sulphur figure not available. Please amend grain for 19 to read 267 tons for ROME 133 tons for magazines.

HEADQUARTERS
27 APR 1945
DEST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FOOD SC (2)
INDUSTRY SC (2)
FILE

1831

CONFIDENTIAL

0066

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

RESTRICTED

ATP/8/23
APR 221145B

D/8431
APR 2309402
IMMEDIATE

SENT 23G ANCONA
HQ ALCOM CITE ACTPT INFO: HQ AMG REGION 5 PRIORITY FOR CTO

RESTRICTED

1. Figures for forward haul 40 vehicles lifted flour 63 tons net and gross and lard 54 tons net 61 tons gross. Totals 117 tons net 124 tons gross. Grain and sulphur figures not yet available.

2. Owing to error grain transport office please amend grain figure for 20 to read as follows. PONT PETIGALLIA for schooner 33 tons. ROMA 293 tons. Total 326 tons.

Dist

Action - DT. Group
Info - A/President
Chief Commissioner
Econ Sec
Tn SC (2)
Food SC (2)
Industry (2)
File (2)
Cont

1830

HEADQUARTERS
23 APR 1945
A. C.

RESTRICTED

0067

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

Roads Div.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CSC/ES

21 April 1945

Our Ref : AC/22/5/In.3.

SUBJECT : Haulage of Agricultural Products.

TO : Federazione Italiana dei Consorzi Agrari
(for attention of Sig. MIZZI)

Reference is made to your memorandum dated 9 Apr. 45, in paragraph 7 of which it is stated that trucks are sent from ROME to PERUGIA and back EMPTY, to move wheat from warehouses to the station.

The trucks were sent from ROME to do this work but they are stationed in the district and do not make the journey to ROME as suggested in above mentioned memorandum.

For the Director

C. STAIT-GARDNER
Major

Copy to :- Roads Division

0 0 6 3

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

7102A.

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

KC/81 93

Tel: 466 21 April 45

Ref: 60-2/30/FOOD

SUBJECT: Grain Haulage, Macerata

TO : Federazione Italiana dei Consorzi Agrari

1. On 18 April we gave Sig. Bandiera a copy of a letter pointing out that No. 7 truck company arrived at Macerata 4 April but hauled only 20 tons of grain up to 14 April because sacks were not available. In this period of time the company should have hauled 600 tons.

2. We wish to point out that the Consorzios receiving grain, such as Pescara, Aquila and Chieti, must return sacks as fast as grain is received. The sack problem must be solved if Italy is to be fed, and it is quite obvious that a truck company can not be kept idle merely because sacks are not available.

3. Please advise us what steps are being taken to supply sacks for the Macerata - Ascoli haul to Abruzzi.

1828

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

Copy to:

Hq. AC Transportation Sub-Commission

0069

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

102A

B I N T

A A O ANCONA

5819 21 APRIL 1945 ROUTINE

REFTELCONF P 2.

PARA ONE ED REFERENCE YOUR SIGNALS ATF SLANT SUGAR SLANT ONE TWO DATED ONE EIGHT AND ATF SLANT SUGAR SLANT TWO THREE DATED TWO AND ED

PARAS TO HINT CAA A A O CAA ANCONA FROM M G ALCOA CITE ACCEPT PARAS

PARA TWO DESIGNATION WAREHOUSES NOT UNDERSTOOD ED DOES THIS MEAN GRAIN HAULED TO WAREHOUSES AT RAILHEADS FOR RAILING LATER TO ROME OR TO WAREHOUSES AT ANCONA PORT ED REPORT IN FUTURE TONNAGES FOR USA SHIPMENT AS PORT AND FOR RAIL SHIPMENT TO ROME AS RCAF ED SEPARATE TONNAGES ACTUALLY LOADED ON RAIL AND PUT IN WAREHOUSE FOR ANCONA ED

PARA THREE ED CONFIRM NO GRAIN HAULED TO RAILHEADS FOR ROME OR THREE TO SIX CAA NINE CAA TEN CAA FOURTEEN CAA FIFTEEN APRIL ED

1827

TRANSPORTATION A/C
566

NICHOLAS PIGNERO
2Lt U.S.A.
Asstst.Adjutant

0070

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

7102H.
77

CONFIDENTIAL

ATP/S/23
APR 201000

D/8167
AMR 201115
IMMEDIATE

BENT AMG ANCONA

HQ ALCOM CITE ACTPT INFO HQ AMG REGION 5 PERUGIA F

CONFIDENTIAL.

1. Figures for 17. Foreward haul already notified. Sulphur 42 tons. Grain 141 tons for ROME 185 tons for warehouses.

2. Figures for 18. Foreward haul 42 vehicles lifted lard 120 tons net 133 tons cross Pnl sulphur 30 tons. Grain 84 tons for ROME 69 tons for warehouse less FABRIANI tonnage not yet available

DIST 1820;

ACTION MT GROUP
INFO A/PRESIDENT
CHIEF COMMISSIONER
TM SC (2)
ECON SEC
FOOD SC (2)
INDUSTRY SC (2)
FILE (2)
FLOAT

HEADQUARTERS 20 APR 1945

CONFIDENTIAL

0071
1

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

CONFIDENTIAL

7102A-
10

ATF/S/12
AFH 2011009

D/6178
AFH 2011455

SENT AND ARCHIVE

INFO ALGOM CITE ACTVT FOR TM 5 INFO NY ARC REGION 5 PERUGIA FOR CTO

CONFIDENTIAL.

Subject is grain movement programme for period 23 to 29 April.

1. Railbid is 500 tons each over period for railheads MONTEGAROTTO and BENIGALLIA and NARNIANO.

2. Vehicles of 1004 CT Coy will lift minimum tonnages as follows. 18 vehicles 108 tons per day from 3 warehouses to rlhd BENIGALLIA. 24 vehicles 132 tons per day from 6 warehouses to CITTANOVALLIS rlhd warehouse. 14 vehicles 84 tons per day from 4 warehouses to rlhd MONTEGAROTTO. Totals 56 vehicles 324 tons per day.

3. Vehicles of 1000 CT Coy POLIGNA will lift minimum tonnage as follows. 44 vehicles 132 tons per day from 3 warehouses to rlhd NARNIANO.

4. Balance over railbid into warehouses.

1825

DEAD CLASSIFIED
OCT 1965

DIST

ACTION:NF Group
INFO:A/President
Chief Commissioner
Room Sec
Tn S/C 2
Food 2
File

CONFIDENTIAL

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

01/102A/69

INTER OFFICE MEMO

CSG/gs

Our Ref : AC/120/32/Tn.3. 19 April 1945

SUBJECT :- Employment of M.T.

TO : Roads Division

1. Acknowledgement is made of your AC/102A/58/Tn.5. dated 15 Apr. '45 and attached correspondence, the content of which has been noted.

2. In accordance with your request, letter from M.E. Gp. Ref AC/TB/123/1 dated 13 Apr. 45 is returned herewith.

For the Chief.

C.STAIT. GARDNER
Major R.A.
Roads Branch
Movements Division

1 ENCL: M.E. GP. LTR. AC/TB/123/1
of 13 Apr. 45.

1824

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

HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION (I.A.P.)
APO 394

Tel. 886324
Ext. 8

JHB/eg.

Ref. AC/TB/123/1

13 April 1945

SUBJECT : Grain Haul, Macerata

TO : Transportation Sub-Commission
(Attn.: Roads Division).

1. In order to meet the urgent need for hauling grain out of Macerata Province to the Provinces of Chieti, Pescara and Aquila, the 7th Q.M. Truck Coy proceeded to Pollenza on Wednesday 4th April.

2. On Wednesday 11th April, Lt. Regan of the 7th Q.M. Truck Coy reported to this Headquarters that up to this time, only one haul of 20 tons had been carried out.

3. He stated that although a programme had been drawn up and the trucks had reported in accordance with that programme, no hauls, with the exception of the one referred to in para (2), had been carried out owing to the fact that no sacks for the grain were available.

4. Seven trucks of the 7th Coy, which have been in Ordnance are now ready for collection and Lt. Regan is drawing these trucks and proceeding with them to Naples in order to load up with sacks for Macerata.

5. These facts are communicated to you for your information.

1823

JAMES J. CARNES,
Colonel, Infantry,
Commanding,
MOTOR TRANSPORT GROUP.
Absent on duty.

0074

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

RESTRICTED

7102A

5138
APRIL 18/1530B

IV/8089
APRIL 19/1045B
ROUTINE

FEC PERUGIA

ALCOM MAIN ROME PRESTAZIONE CONSORZI AGRARI

RESTRICTED.

Orwin sent 17 April to CEPRANO tons 29/4 trucks 48200 22715 to FRASCATI tons 75/434 trucks 1090450 1026110 1886081 1004579 to ROME tons 16/457 trucks 78466 to FERRENTINO tons 18/165 trucks 252116 grand total 139/456

DIST

ACTION : FOOD SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
TN SC (2)
FILE

1822

RESTRICTED

UNCLASSIFIED
19 APR 1945

7102A.
67

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

JWB/mb

16 March 1945

Tele : 478704

419/1/Tn.3.

SUBJECT : Planned Grain Movements - Mainland of Italy, 1 Feb. - 31 July 1945.

TO : Regional Commissioner, Southern Region (Attn. Regional Tptn. Officer)
" " Lazio-Umbria Region " " "
" " Abruzzi-Marche Region " " "
" " Toscana Region " " "
" " Emilia Region " " "

1. Attached is copy of programme of Planned Grain Movements on Mainland of Italy, 1 February to 31 July 1945. All figures are in quintals.

2. This indicates the quantity needed in each province and, if local stocks are insufficient, from which source balance is obtained. It also shows disposal of all exportable surplus tonnage.

3. This programme is issued as a guide to all concerned and bids for movement will be submitted in normal manner.

For the Chief Commissioner.

MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copies to :
G-4 (Mov & Tn) AFHQ (2)
G-5 AFHQ (2)
HQ. 15 Army Group, Civil Affairs Section
AMG. 5 Army
AMG. Rear 8 Army
HQ. Movements Central Italy
" " East Italy
" " West Italy

1821

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

SUBJECT : Planned Grain Movements - Mainland of Italy, 1 Feb. - 31 July 1945.

TO : Regional Commissioner, Southern Region (Attn. Regional Tptn. Officer)
" " Lazio-Umbria Region " " "
" " Abruzzi-Marche Region " " "
" " Toscana Region " " "
" " Emilia Region

1. Attached is copy of programme of Planned Grain Movements on Mainland of Italy, 1 February to 31 July 1945. All figures are in Quintals.

2. This indicates the quantity needed in each Province and, if local stocks are insufficient, from which source balance is obtained. It also shows disposal of all exportable surplus tonnage.

3. This programme is issued as a guide to all concerned and bids for movement will be submitted in normal manner.

For the Chief Commissioner.

MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copies to :
G-4 (Mov & Tn) AFHQ (2)
G-5 AFHQ (2)
HQ. 15 Army Group, Civil Affairs Section
AMG. 5 Army
AMG. Rear 8 Army
HQ. Movements Central Italy
" " East Italy
" " West Italy
Major V.R. Bowers, HQ. Southern Region)
" C.W.G. Taylor c/o HQ. Movements East Italy) For action
Capt. B.W. Boddy, AC. Transportation Officer, Reggio)
" E.W. Dean, HQ. Lazio-Umbria Region)
Economic Section
Secretariat, Priorities Board
Food Sub-Commission (less enclosure)
Planning Staff, Transportation Sub-Commission
Rail Division, Transportation Sub-Commission (for information)
Movements Division (Shipping), Transportation Sub-Commission (for info)
Movements Division (Roads) Transportation Sub-Commission
Major Duthie.

1821

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

0077

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

PLANNED GRAIN MOVEMENTS 1 Feb. - 31 July

PROVINCES	Assigned			Exports	
	Source of Supply	Needed locally Quantity Ql	Surplus Exportable Ql	Allocation Importing Province	Quantity Ql
AREZZO	Arezzo	101,196	45,482	Firenze Roma	31,000 14,482 45,482
FIRENZE	Firenze Arezzo Siena Cif Livorno (Imported)	46,431 31,000 136,153 145,000 358,584			
GROSSETO	Grossato	77,588	132,000	Lucca T. Pisa T. Roma T. Roma D. S.C.V. D.	21,085 10,659 78,256 17,000 5,000 132,000
LIVORNO	Livorno Cif Livorno (Imported)	29,406 100,000 129,406			
LUCCA	Lucca Grossato Siena Cif Livorno (Imported)	168 21,085 5,000 135,000 161,253			
PISA	Pisa Grossato Cif Livorno (Imported)	81,022 10,659 65,000 156,681			

4820

0078

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

PLANNED GRAIN MOVEMENTS 1 Feb. - 31 July

Assigned			Exports		REMARKS
	Needed locally	Surplus	Allocation		
Source of Supply	Quantity Qli	Exportable Qli	Importing Province	Quantity Qli	
Arezzo	101,196	45,482	Firenze Roma	31,000 14,482 45,482	
Firenze Arezzo Siena Cif Livorno (Imported)	46,431 31,000 136,153 145,000 358,584				
Grosseto	77,588	132,000	Lucca T. Pisa T. Roma T. Roma D. S.C.V. D.	21,085 10,659 78,256 17,000 5,000 132,000	
Livorno Cif Livorno (Imported)	29,406 100,000 129,406				
Lucca Grosseto Siena Cif Livorno (Imported)	168 21,085 5,000 135,000 161,253				
Pisa Grosseto Cif Livorno (Imported)	81,022 10,659 65,000 156,681				

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

1819

Province	Assigned		Exportable	Exports	
	Source of supply	Quantity Qli Needed locally	Qli Surplus	Allocation. Importing Province	Quantity Qli
PISTOIA	Pistoia	266			
	Siena	16,268			
	Cif Livorno (Imported)	85,000			
		101,534			
SIENA	Siena	82,992	236,556	Firenze	136,153
				Pistoia	16,268
				Lucca	5,000
				Roma	79,135
					236,556
ANCONA	Ancona	80,684	210,000	Acc. Nord	40,000
				Frosinone	10,000
				Littoria	15,000
				Roma	130,000
				Bari	5,000
				Brindisi	5,000
				Lecce	5,000
					210,000
ASCOLI PICENO	Ascoli Piceno	104,531	125,000	Rieti	25,000
				Chieti	47,000
				L'Aquila	41,000
				Pescara	12,000
					125,000
MACERATA	Macerata	76,566	446,000	Acc.Nord	100,000
				Frosinone	40,000
				Littoria	20,000
				Roma	70,000
				Chieti	31,000
				L'Aquila	50,000
				Bari	20,000
				Lecce	85,000
				Taranto	50,000
					446,000

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

6181

Assigned			Exports	
Source of supply	Quantity Qli Needed locally	Exportable Qli Surplus	Allocation. Importing Province	Quantity Qli
Pistoia	266			
Siena	16,268			
Cif Livorno (Imported)	85,000			
	101,534			
Siena	82,992	236,556	Firenze	136,153
			Pistoia	16,268
			Lucca	5,000
			Roma	79,135
				236,556
Lucca	80,684	210,000	Acc. Nord	40,000
			Frosinone	10,000
			Littoria	15,000
			Roma	130,000
			Bari	5,000
			Brindisi	5,000
			Lecce	5,000
				210,000
Ascoli Piceno	104,531	125,000	Rieti	25,000
			Chieti	47,000
			L'Aquila	41,000
			Pescara	12,000
				125,000
Macerata	76,566	446,000	Acc. Nord	100,000
			Frosinone	40,000
			Littoria	20,000
			Roma	70,000
			Chieti	31,000
			L'Aquila	50,000
			Bari	20,000
			Lecce	65,000
			Taranto	50,000
				446,000

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

785021

GRAIN MOVEMENTS: Cont'd.

PROVINCES	Assigned			Exports	
		Needed locally	Surplus	Allocation	
	Source of Supply	Quantity Qli	Exportable Qli	Exporting Province	Quantity Qli
PESARO	Pesaro	93.964	45,000	Acc. Nord Roma	10,000 35,000 ✓ 45,000
PERUGIA	Perugia	162,219	254.357	Frosinone Littoria Rieti Roma	40,000 20,000 14,357 180,000 254,357
TERNI	Terni	01,147	68,000	Frosinone Littoria Roma	4,000 4,000 60,000 68,000
FROSINONE	Frosinone Ancona Foggia Macerata Perugia Terni Cif. Napoli (Imported)	1,343 10,000 20,000 40,000 40,000 4,000 60,000 175,043			
LITTORIA	Littoria Ancona Foggia Macerata Perugia Terni Cif. Napoli (Imported)	291 15,000 20,000 20,000 20,000 4,000 50,000 129,291			

0 6 8 2

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

785021

Ed.

Assigned			Exports		
			Allocation		
Source of Supply	Needed locally Quantity Ql	Surplus Exportable Ql	Exporting province	Quantity Ql	REMARKS
Pesaro	23.964	45,000	Acc. Nord Roma	10,000 35,000 ✓ 45,000	
Perugia	162,219	254.357	Frosinone Littoria Rieti Roma	40,000 20,000 14,357 180,000 254,357	
Terni	64,147	68,000	Frosinone Littoria Roma	4,000 4,000 60,000 68,000	
Frosinone Ancona Foggia Macerata Perugia Terni Cif. Napoli (imported)	1,043 10,000 20,000 40,000 40,000 4,000 60,000 175,043				
Littoria Ancona Foggia Macerata Perugia Terni Cif. Napoli (imported)	291 15,000 20,000 25,000 20,000 4,000 50,000 129,291				

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

Grain and Cereals: Cont'd.

PROVINCES	Assigned: Source of Supply	Needed locally Quantity Ql	Surplus Exportable Ql	Export: Allocation: Exporting Province	Export: Allocation: Quantity Ql
ABRUZZI	Rieti	18.844			
	Ascoli P.	25,000			
	Perugia	14,357			
		58,201			
ROMA	Roma	16,058			
	Ancona	130,000			
	Arezzo	11,482			
	Foggia	70,000			
	- Grosseto T.	78,256			
	" Grosseto D.	17,000			
	Macerata	70,000			
	- Perugia	180,000			
	Pesaro	35,000			
	- Siena	79,135			
	- Terni	60,000			
	Viterbo	30,000			
	(Imported) Cif. Civitavecchia	150,000			
	Cif. Napoli (Imported)	45,000			
		974,931			
VITERBO	Viterbo	62,444	30,000	Rome	30,000
CAMPOBASSO	Campobasso	91.760	70,000	Benevento	17,400 D
				Chieti	12,600 D
				Cif. Bari	40,000
					70,000
CHIETI	Chieti	19,092			
	Ascoli P.	47,000			
	Campobasso	12,600			
	Macerata	31,000			
		109,692			

0041

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

t'd.

	Assigned			Export		
	Source of Supply	Needed locally Quantity Ql	Surplus Exportable Ql	Allocation Importing Province	Quantity Ql	
	Rieti Ascoli P. Perugia	18.844 25,000 14,357 58,201				
(Imported)	Roma Ancona Arezzo Foggia - Grosseto T. - Grosseto D. Macerata - Perugia Pesaro - Siena - Terni Viterbo Cif. Civitavecchia Cif. Napoli (Imported)	16,058 130,000 11,282 70,000 78,256 17,000 70,000 186,000 35,000 79,135 60,000 30,000 150,000 45,000 974,931				
	Viterbo	62,444	30,000	Roma	30,000	
	Campobasso	31.760	70,000	Benevento Chieti Cif. Bari	17,400 D 12,600 D 40,000 70,000	
	Chieti Ascoli P. Campobasso Macerata	19,692 47,000 12,600 31,000 109,692				

0085

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

GRAIN MOVEMENTS: Cont'd.

PROVINCES	Assigned			Export	
	Source of Supply	Needed Locally Quantity Qli	Surplus Exportable Qli	Allocation Importing Province	Quantity Qli
L'AQUILA	L'Aquila	12,362			
	Ascoli P.	41,000			
	Macerata	50,000			
	Teramo	32,000			
		135,362			
PESCARA	Pescara	25,475			
	Ascoli P.	12,000			
	Teramo	38,000			
		75,475			
TERAMO	Teramo	85,777	70,000	L'Aquila	32,000 ✓
				Pescara	38,000 ✓
					70,000
AVELLINO	Avellino	23,358			
	Cif Napoli (Imported)	112,000			
		135,358			
BENEVENTO	Benevento	19,347			
	Campobasso	17,400			
	Foggia	10,000			
	Cif Napoli (Imported)	38,000			
		106,347			
NAPOLI	Napoli	4,771			
	Foggia	20,000			
	Cif Napoli (Imported)	1,110,000			
		1,134,771			
SALERNO	Salerno	13,839			
	Potenza	30,000			
	Cif Napoli (Imported)	260,000			
		303,839			

0086

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

Assigned			Export			
	Needed Locally	Surplus	Allocation			
Source of Supply	Quantity Qli	Exportable Qli	Exporting Province	Quantity Qli		REMARKS
L'Aquila Ascoli P. Macerata Teramo	12,362 41,000 50,000 32,000 135,362					
Pescara Ascoli P. Teramo	25,475 12,000 38,000 75,475					
Teramo	85,777	70,000	L'Aquila Pescara	32,000 ✓ 38,000 ✓ 70,000		
Avellino Cif Napoli (Imported)	23,358 112,000 135,358					
Benevento Campobasso Foggia Cif Napoli (Imported)	49,347 17,400 10,000 38,000 106,347					
Napoli Foggia Cif Napoli (Imported)	4,771 20,000 1,110,000 1,134,771					
Salerno Potenza Cif Napoli (Imported)	13,839 30,000 260,000 303,839					

6087

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

GRAIN MOVEMENTS: Cont'd.

PROVINCES	Assigned			Exports	
	Source of Supply	Needed locally Quantity Qli	Surplus Exportable Qli	Allocation Importing Province	Allocation Quantity Qli
BARI	Campobasso	40,000			
	Foggia	10,000			
	Bari	30,230			
	Ancona	5,000			
	Macerata	20,000			
	Matera	10,000			
	Cif Bari (Imported)	365,000			
		480,230			
BRINDISI	Brindisi	792			
	Ancona	5,000			
	Cif Bari (Imported)	115,000			
		120,792			
FOGGIA	Foggia	212,093	210,000	Rome	70,000
				Benevento	10,000
				Napoli	20,000
				Lecce	30,000
				Cosenza	30,000
				Frosinone	20,000
				Littoria	20,000
				Bari	10,000
					210,000
LECCE	Lecce	708			
	Ancona	5,000			
	Macerata	65,000			
	Foggia	30,000			
	Cif. Bari (Imported)	140,000			
		240,708			
TARANTO	Taranto	7,253			
	Macerata	50,000			
	Matera	5,000			
	Cif. Bari (Imported)	130,000			
		192,253			

0088

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

Assigned			Exports		REMARKS
	Needed locally	Surplus	Allocation		
Source of Supply	Quantity Oli	exportable Oli	Importing Province	Quantity Oli	
Campobasso	40,000				
Foggia	10,000				
Bari	30,230				
Ancona	5,000				
Macerata	20,000				
Matera	10,000				
Cif Bari (Imported)	365,000				
	480,230				
Brindisi	792				
Ancona	5,000				
Cif Bari (Imported)	115,000				
	120,792				
Foggia	212,093	210,000	Rome	70,000	
			Benevento	10,000	
			Napoli	20,000	
			Lecce	30,000	
			Cosenza	30,000	
			Fresinone	20,000	
			Littoria	20,000	
			Bari	10,000	
				210,000	
Lecce	708				
Ancona	5,000				
Macerata	65,000				
Foggia	30,000				
Cif. Bari (Imported)	140,000				
	240,708				
Taranto	7,253				
Macerata	50,000				
Matera	5,000				
Cif. Bari (Imported)	130,000				
	192,253				

A 1345

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

GRAIN MOVEMENTS: Contd.

PROVINCES	Assigned			Exports	
	Source of Supply	Needed locally Quantity Qli	Surplus exportable Qli	Allocation Importing Province	Allocation Quantity Qli
MATERA	Matera	46,448	36,000	Bari Taranto Reggio C.	10,000 5,000 21,000 36,000
POTENZA	Potenza	111,281	30,000	Salerno	30,000
CATANZARO	Catanzaro Cif. Crotone (Imported)	13,873 200,000 213,873			
COSENZA	Cosenza Foggia Cif. Crotone (Imported)	13,586 30,000 190,000 233,586			
REGGIO CALABRIA	Reggio C. Matera Cif. Reggio C (Imported)	1,636 21,000 265,000 287,008			
ACC. NORD	Ancona Macerata Pesaro	40,000 100,000 10,000 150,000			
SUD	Grosseto D	5,000			
TOTALE GENERALE		7,622,998	2,008,395		2.008,395

0090

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

	Assigned		Exports		
			Allocation		
Source of Supply	Needed locally Quantity Ql	Surplus Exportable Ql	Exporting Province	Quantity Ql	Remarks
Matera	46,448	36,000	Bari Taranto Reggio C.	10,000 5,000 21,000 36,000	
Potenza	111,281	30,000	Salerno	30,000	
Catanzaro Cif. Crotone (Imported)	13,873 200,000 213,873				
Cosenza Foggia Cif. Crotone (Imported)	13,586 30,000 190,000 233,586				
Reggio C. Matera Cif. Reggio C. (Imported)	1,038 21,000 265,000 287,038				
Ancona Macerata Pesaro	40,000 100,000 10,000 150,000				
Grossete D	5,000				
	7,622,998	2,038,395		2.008,395	

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

NARA Date 8/13

GRAIN MOVEMENTS: Cont'd.	Assigned			Exports	
				Allocation	
PORTS	Source of Supply	Quantity Qli	Exportable Qli	Importing Provinces	Quantity Qli
LIVORNO			530,000	Livorno	100,000
				Firenze	145,000
				Lucca	135,000
				Pisa	65,000
				Pistoia	85,000
					530,000
NAPOLI			1,675,000	Frosinone	60,000
				Littoria	50,000
				Avellino	112,000
				Benevento	38,000
				Napoli	1,110,000
				Salerno	260,000
				Roma	45,000
					1,675,000
CIVITAVECCHIA			150,000	Roma	150,000
BARI			750,000	Bari	365,000
				Brindisi	115,000
				Lecce	140,000
				Taranto	130,000
					750,000
CROTONE			390,000	Catanzaro	200,000
				Cosenza	190,000
					390,000
REGGIO C.			265,000	R.Calabria	265,000
TOTALI			3,760,000		3,760,000

0042

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

1813

Assigned			Exports		
			Allocation		
Source of Supply	Quantity Ql	Exportable Ql	Importing Province	Quantity Ql	REMARKS
		530,000	Livorno	100,000	
			Firenze	145,000	
			Lucca	135,000	
			Pisa	65,000	
			Pistoia	85,000	
				530,000	
		1,675,000	Frosinone	60,000	
			Littoria	50,000	
			Avellino	112,000	
			Benevento	38,000	
			Napoli	1,110,000	
			Salerno	260,000	
			Roma	45,000	
				1,675,000	
		150,000	Roma	150,000	
		750,000	Bari	365,000	
			Brindisi	115,000	
			Lecce	140,000	
			Taranto	130,000	
				750,000	
		390,000	Catanzaro	200,000	
			Cosenza	190,000	
				390,000	
		265,000	R.Calabria	265,000	
		3,760,000		3,760,000	

0093

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

Tel. 394

AMMIR OFFICE NOTE

Ref. AD/3.2/28/Tn6

16 April 1945

SUBJECT : Discharge of Barley at BRINDISI

TO : M. J. Sieff, Colonel
Chief, Movements Division

1. Reference your AD/27/15/Tn3 of the 14th instant.

2. It is regretted that owing to the delayed return of our representative Mr. France (usual transport difficulties) who is inspecting ports in Southern Italy and Sicily, we are not yet in a position to give full facts. However, we are in communication with Bari and will advise you as soon as possible the result of our enquiries.

A. M. BAZZANELLA
Chief, Ports & Whse. Division

CC: Shipping Branch
Roads Division

1812

0094

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

CONFIDENTIAL

7102A

AFD/3/12
AFM 180900

0/7980
AFM 181125
IMPORTANT

BLET AND ANCONA

MY AIDOS CITE ACTIF INFO MQ ANC FRONTIER 5 PRIORITY FOR CTO

HEADQUARTERS
15 APR 1945

CONFIDENTIAL.

Reference your signal 5529 dated 16.

Para 1. Required tonnages 1-13 April as follows.

1st nil. 2nd 273 for ROME. 3rd 371 for PORT. 4th 302 for PORT. 5th 381 for PORT. 6th 372 for PORT. 7th 98 for ROME 109 for warehouses. 8th 256 for warehouses . 9th 415 for PORT. 10th 403 for PORT. 11th 252 for ROME 216 for PORT. 12th 294 for warehouses. 13th 197 for warehouses 33 for PORT. Also 14th 411 for PORT. 15th 407 for PORT. Above lifts by road and rail. Above and all grain and sulphur tonnages are those rendered to me by and checked with grain transport office ANCONA.

Para 2. Your signal para 3 not understood because am informed by ANCONA that instruction received by him from Agriculture Sub Commission that sulphur tonnage to be reduced to approx 40 tons per day current week and sulphur haul to cease altogether after this week. My signals AFD/3/23 dated 16 refer. Please advise.

1811

Para 3. Subject is forward food haul. In consultation ROYD states unable dispense with 2 platoons 1000 General Transport Coy at present. Railbid 500 tons per day promised but never yet received. Highest bid received to date 342 tons per day. Approximately 20000 tons now to be moved forward and anticipated further 20000 intake for forward haul. Impossible meet programme if road haul with drawn unless much higher railbid received and maintained

DIST
ACTION MT GROUP
INFO A/[illegible], CHIEF COMMISSIONER
LCOM SEC, 2N SC (2),
FOOD SC (2), INDUSTRY SC (2)
FILE

CONFIDENTIAL

0095

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

CONFIDENTIAL

7102-A

7950

CONFIDENTIAL

HEADQUARTERS
18 APR 1945

CONFIDENTIAL

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

BEST COPY POSSIBLE

0047

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

RESTRICTED

7102A. 64

S/ 136
APRIL 16/2355Z

D/7809
APRIL 16/1715
ROUTINE

FOG PERUGIA

ALCOS MAIN ROME FEDERAZIONE CONSORZI AGRARI

RESTRICTED.

Grain sent 14 - 15 April to FRASCATI tons 54/560 trucks 1203798 1020749 1335790 to ROME tons 29/930 trucks 1024920 2206227 to FIRENTINO tons 12/854 trucks 771977533 to FRASCATI tons 14/3 trucks 1028358 grand total 112/114

DIST

ACTION : FOCO SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ACCO SEC
TW SC (2)
FILE

HEADQUARTERS
15 APR 1945
AFHQ

1869

DECLASSIFIED

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

HEADQUARTERS
A.M.G.
PERUGIA PROVINCE
UMBRIA MARCHE REGION
C.M.F.

O-1928
1102A.
63

Perugia, 13 April 45

TO : Transportation Sub-Commission - Rome -
FROM : P.C. for Economics & Supply Officer -
SUBJECT : Notification of Wheat Shipments -
FILE : No. 102 -

1) Reference is made to letter AC/10L A/37/ Tr 5 dated April 10th 1945/

2) Our cable S 123 was intended to convey that 194 Tons and 485 Kilos, were hauled. The second figures represent always Kilograms/

3) According to your instructions we shall discontinue to sent a cable showing the shipments of grain to Sub-Commission.

Frank A. Gulotta MAJOR
(FRANK A. GULOTTA)
Prov. Sup. Offr.

1st Ind.
FORWARDED:

for JOHN LUND
Major, AUS
Provincial Commissioner
Perugia Province

1808

Copies to:
1 - R.C. for Transportation Office -
1 - File -

0099

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

RESTRICTED

62

9 134
APRIL 13/1625

D/7657
APRIL 14/1625
ROUTINE

RGO PERUGIA

AIGOM MAIN ROME

RESTRICTED.

Grain sent 12 April to FRASCATI tons 92/470 trucks 181826 1123949 201632 260381 1126327 to GENZANI tons 75/270 trucks 1115114 54897 34386 77193154 to ROME tons 36/271 trucks 51227 261136 to SERENTINO tons 34/845 trucks 77192775 1003037 grand total 238/856. Same signal is repeated to Federazione Consorzi Agrari

F 102A

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
LEGON SEC
FOOD SC (2)
FILE

HEADQUARTERS
14 APR 1945
A. C.

1867

RESTRICTED

HEADQUARTERS ALLIED COMMISSION

APO.394

FOOD SUB-COMMISSION

ANCONA

12/18

7102A 61

April 12,1945

Ref. : G/TE/47

Subject : Grain movements - Month of March.

To : Distribution below.

1. Enclosed are tables reflecting grain and flour movements from Ancona, Macerata and Pesaro Province during the period of 1 - 31 March 1945.

Carl Eardley

CARL EARDLEY, MAJOR

Grain Transport Office

DISTRIBUTION:

FOOD SUB COMMISSION HQ.AC.
→TRANSPORTATION SUB-COMMISSION HQ.AC.
FEDERAZIONE CONSORZI AGRARI ROMA
R.C. REGION V
(attn.Lt.Col.H.Middlewood)
P.C. ANCONA PROVINCE
P.C. MACERATA PROVINCE
P.C. PESARO PROVINCE
Transport Officer - Ancona

1866

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

Ref. : G/1E/47

Subject : Grain movements - Month of March.

To : Distribution below.

1. Enclosed are tables reflecting grain and flour movements from Ancona, Macerata and Pesaro Province during the period of 1 - 31 March 1945.

Carl Eardley

CARL EARDLEY/ MAJOR
Grain Transport Office

DISTRIBUTION:

FOOD SUB COMMISSION HQ.AC.
→TRANSPORTATION SUB-COMMISSION HQ.AC.
FEDERAZIONE CONSORZI AGRARI ROMA
R.C. REGION V
(attn.Lt.Col.H.Middlewood)
P.C. ANCONA PROVINCE
P.C. MACERATA PROVINCE
P.C. PESARO PROVINCE
Transport Officer - Ancona
(Attn Capt Bent)

127

1866

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

M A C E R A T A PROVINCE

CONSORZIO WAREHOUSE	FOOD GRAIN IN WHSE 1 APRIL tons	FOOD GRAIN MOVED 1 - 31 MARCH TO RAILHEAD tons
APPIGNANO	796.500	11.260
APIRO	358.300	333.120
BELFORTE	300.100	===
CAMERINO	===	99.000
CAMPOROTONDO	105.800	210.000
CALDAROLA	413.800	===
CASTELRAIMONDO	943.600	155.970
CASTELSAMPIETRO	530.000	===
CERVIDONE	671.900	365.880
CHIESANUOVA	1.180.300	516.700
CINGOLI	558.600	===
CIVITANOVA	105.500	===
COLMURANO	152.500	===
CORRIDONIA C.	1.125.500	===
CORRIDONIA P.	692.300	===
ESANATOGLIA	114.000	===
GUALDO	141.400	===
LORO.PICENO	521.000	80.500
MACERATA	===	213.680
MATELICA	1.304.000	83.124
MERCORELLI	193.500	===
MOGLIANO	963.900	===
MONTECASSIANO	762.200	15.300
MONTEFANO	1.329.600	===
MONTELUPONE	729.200	===
MONTE S.MARTINO	401.100	===
MONTE S.GIUSTO	306.900	168.000
MORROVALLE P.	984.900	===
MORROVALLE SC.	345.800	===
MORROVALLE ST.	235.300	===
PASSO S.ANGELO	783.600	180.000
PASSO TREIA	1.491.700	===
PETRIOLO	367.700	===
PENNA S.GIOVANNI	253.900	===
POGGIO S?VICINO	100.000	===
POLLENZA	1.199.300	114.000
PORTO RECANATI	781.300	9.000
POTENZA PICENA	228.800	51?000
RECANATI	1.593.100	593.350
SAMBUCHETO	2.540.000	13.080
SAN GINESIO	169.200	213.000
SAN SEVERINO	979.000	142.516
S.ANGELO IN PANTANO	177.500	===
S.MARIA IN SELVA	300.500	===

1855

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

CASTELSAMPIETRO	530.000	
CERVIDONE	671.900	365.880
CHIESANUOVA	1.180.300	516.700
CINGOLI	558.600	---
CIVITANOVA	105.500	---
COLMURANO	152.500	---
CORRIDONIA C.	1.125.500	---
CORRIDONIA P.	692.300	---
ESANATOGLIA	114.000	---
GUALDO	141.400	---
LORO.PICENO	521.000	80.500
MACERATA	---	213.680
MATELICA	1.304.000	83.124
MERCORELLI	193.500	---
MOGLIANO	963.900	---
MONTECASSIANO	762.200	15.300
MONTEFANO	1.329.600	---
MONTELUPONE	729.200	---
MONTE S.MARTINO	401.100	---
MONTE S.GIUSTO	306.900	168.000
MORROVALLE P.	984.900	---
MORROVALLE SC.	345.800	---
MORROVALLE ST.	235.300	---
PASSO S.ANGELO	783.600	180.000
PASSO TREIA	1.491.700	---
PETRIOLO	367.700	---
PENNA S.GIOVANNI	253.900	---
POGGIO S?VICINO	100.000	---
POLLENZA	1.199.300	114.000
PORTO RECANATI	781.300	9.000
POTENZA PICENA	228.800	51.000
RECANATI	1.593.100	593.360
SAMBUCHETO	2.540.000	13.080
SAN GINESIO	169.200	213.000
SAN SEVERINO	979.000	142.516
S.ANGELO IN PANTANO	177.500	---
S.MARIA IN SELVA	300.500	---
SARNANO	147.900	---
SERR.PETRONA	149.600	---
SFORZACOSTA	61.100	---
TOLENTINO	1.991.900	21.000
TREIA	886.500	---
TROVIGGIANO	920.800	---
URBISAGLIA	729.600	217.200
VILLA S. FILIPPO	1.256.100	---
VILLASTRADA	748.800	357.100
TOTAL TONS	34.125.400	4.163.790

1965

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

P E S A R O PROVINCE

CONSORZIO WAREHOUSE	FOOD GRAIN IN WHSE 1 APRIL	FOOD GRAIN MOVED TO RAILHEAD 1 - 31 MARCH	FOOD GRAIN MOVED TO BERTH 1 - 31 MARCH
	tons	tons	tons
BARCHI	14.940	141.060	===
BELVEDERE FOGLIENSE	57.000	81.030	===
CALCINELLI	45.800	62.300	===
CASININA	60.000	===	===
FOSSOMBRONE	19.200	15.000	===
FANO	120.000	===	===
GALLO	81.000	===	===
ISOLA DI FANO	278.800	36.210	3.000
MAGGIOTTI	28.900	326.035	3.060
MOMBAROCCIO	4.000	66.135	===
MONDOLFO	82.100	===	===
M.LABBATE	36.000	===	===
MONTEPORZIO	86.000	===	===
MAROTTA	24.000	===	===
ORCIANO	381.700	60.000	===
PERGOLA	36.000	72.485	===
PIAGGE	17.500	126.600	===
S.IPPOLITO	131.300	105.200	3.150
S.LORENZO	193.500	36.000	===
S.MARIA ARZILLA	===	===	===
S.MICHELE ALFIUME	42.900	177.650	===
S.COSTANZO	50.600	95.905	===
TAVERNELLE	72.095	74.715	184
TAVULLIA	57.300	174.000	===
TORRE S.MARCO	69.000		
TOTAL TONS	1.983.635	1.650.325	9.210

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

A N C O N A PROVINCE

CONSORZIO WAREHOUSE	FOOD GRAIN IN WHSE 1 APRIL	FOOD GRAIN MOVED TO RAILHEAD 1 - 31 MARCH	FOOD GRAIN MOVED TO WERTH 1 - 31 MARCH
	TONS	TONS	TONS
AGUGLIANO	185.800	229.590	===
BELVEDERE O.	60.000	===	===
CAMERANO	158.900	461.480	33.000
CASTELLEONE DI S.	88.000	212.165	===
CHIARAVALLE	===	210.280	12.000
CORINALDO	67.000	33.000	===
FILOTTRANO	1.038.000	762.020	3.000
LORETO	800.000	===	===
MONSANVITO	35.600	24.480	===
MONTESICURO	236.000	63.000	57.000
MONTECAROTTO P.	===	321.770	===
MONTEMARCIANO	60.000	===	===
MORRO D'ALBA	100.000	===	===
NUMANA	200.000	===	===
OFFAGNA	333.100	86.640	===
OSIMO CITTA'	245.000	93.000	276.000
OSIMO STAZIONE	===	321.000	48.000
OSTRA	224.300	194.015	===
OSTRA VETERE	792.000	108.200	===
PITICCHIO	36.700	===	===
POLVERIGI	229.100	170.910	3.000
RIPE	244.200	26.200	1863
S.MARCELLO	60.000	===	===
SANTAMARIANUOVA	447.000	153.030	===
SERRA DE'CONTI	100.000	===	===
STAFFOLO	268.900	195.000	3.000
TOTAL TONS	6.009.720	3.665.780	435.000

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

S U M M A R Y

1. Following quantities were hauled to Railhead, Railhead Warehouse and Ancona Port.

ANCONA	GRAIN	4.100.780
PESARO	"	1.659.535
MACERATA	"	3.673.470
		9.433.785
MACERATA	FLOUR	490.320
TOTAL HAULED		9.924.105

2. These quantities were distributed as follows:

GRAIN railed to ROME	7.618.295
GRAIN shipped to BARI	477.210
FLOUR railed to LITTORIA	501.779
	8.597.284

4D
9087

3. Quantities in Railhead Warehouse on I April, 1945.

FABRIANO	GRAIN	626.940
JESI	"	39.120
M.CAROTTO	"	974.530
CHIARAVALLE	"	652.165
CHIARAVALLE	FLOUR	8.000
SENIGALLIA	GRAIN	527.790
		2.828.545

1802

4. Total grain, flour railed to Rome and South since

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

MACERATA	"	[illegible]
		9.433.785
MACERATA	FLOUR	490.320
TOTAL HAULED		9.924.105

2. These quantities were distributed as follows:

GRAIN railed to ROME	7.618.295
GRAIN shipped to BARI	477.210
FLOUR railed to LITTORIA	501.779
	8.597.284

L40
9087

3. Quantities in Railhead Warehouse on I April, 1945.

FABRIANO	GRAIN	626.940
JESI	"	39.120
M.CAROTTO	"	974.530
CHIARAVALLE	"	652.165
CHIARAVALLE	FLOUR	8.000
SENIGALLIA	GRAIN	527.790
		2.828.545

1802

4. Total grain, flour railed to Rome and Sonth since 3 Nov. are 32.614
Total shipments to Bari since 3 Nov. are 627
33.241

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

0108

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATB/S/12
Date/Time of Origin: APR 101430B

Message Centre No: D/7308
Date Time Rec'd: APR 101830B
Precedence: IMMEDIATE

FROM: DEPT ATC ANCONA

TO : HQ ALCOM CMTE ACTPT FOR TW 5 INFO HQ ANC REGION 5 PERUGIA FOR CTO

RESTRICTED

RESTRICTED

Subject is current grain shipment programme.

1. As informed by grain Tpt officer ANCONA that grain hauls by POLIENZA detachment 1000 Gt Coy must be partially suspended owing to lack of sacks. Anticipated that grain movement by POLIENZA detachment will be resumed on 13. Meanwhile by arrangement EARDLEY and BOYD all POLIENZA vehicles except 5 allocated FABRIANO railhead will haul urgent salt ANCONA to CESENA on 11 April for forward food haul.

2. For CTO Region 5. Ref ACTPT letter AC/20/7 TW 5 dated 02 received by me today. Copies of all signals already sent to and from TW 5 on subject current grain programme are being forwarded to you by this office for your information.

HEADQUARTERS
11 APR 1945
1801
A.

ACTION

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
Food SC (2)
File

F102A

RESTRICTED

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

F 102A 59

Rome 10 April '45

National Agency for Motor Transportation of Goods.

Subject: Request of fuel for haulage of grain.

To: The Ministry of Industry, Liquid Fuel Division.
and for information to Allied Commission, Trasportation Sub-Commission.

The Allied Commission pointed out to ENAC the urgent necessity of transferring the following amounts of wheat from the Provinces of Macerata, Ascoli and Termo to the Provinces of Aquila Chieti and Pescara:

From Macerata	to Aquila	47.400	Qls	
	to Chieti	26.300	"	
				73.7000
From Asooli	to Aquila	27.100	Qls	
	to Chieti	16.500	Qls	
	to Pescara	30.000	Qls	
				73.600
From Teramo	to Aquila	15.100	Qls	
	to Chieti	20.000	Qls	
	to Pescara	7.700	Qls	
				1800
				42.800
				190.100

This wheat must be transferred within a maximum period of 4 months ~~to have~~ to be the warehouses empty before the new harvest. Our Agency has ~~therefore~~ accordingly given orders to tranfer to the above provinces a certain number of trucks having a total carrying capacity of 110 Tons, devided as follows:

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

to Aquila 600 Qls.
to Chieti 400 Qls
to Pescara 100 Qls

The above trucks will operate together with the local Truck Pools ~~trucks~~ vehicles.

To comply with the above request of the Allied Commission, the trucks located in Aquila will have to haul 20/24000 ton-Km per day, those located in Chieti 14/16000 ton-Km per day and those located in Pescara 3000 ton-Kms per day.

The daily requirement of ~~gasoline~~ fuel is therefore as follows:

for Aquila 2.400 liters
" Chieti 1.600 "
" Pescara 330 "

in total 4.430 liters, corresponding to 132.900 liters of fuel per month, 6/10 of which (79,740 liters) of gasoil and 4/10 ~~xxx~~ (53.160 liters) ~~of~~ gasoline.

The requirements of fuel for the present month is therefore as follows:

for Aquila	21,600	liters	of gasoil	equal to	182 Qls.	
	14,400	"	" gasoline	" to		105 Qls
for Chieti	14.400	"	of Gasoil	" to	121 Qls	
	9.600	"	" gasoline	"		70 Qls
for Pescara	3.000	"	of gasoil	" to	25 Qls	
	2.000	"	of gasoline	" to		15 Qls
		Total			328 Qls	190 Qls
					gasoil	gasoline

1799

For the following months (May - June - July) the monthly requirement is as follows:

656 Qls gasoil and 380 Qls gasoline.

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

Since this a matter affecting food problems of many provinces, you are requested kindly to see that an extra allocation ofthe above amount of gx fuel be granted to us.

We must point out that if our request was mot complied with the following serious consequences would result:

1. The wheat amassed in the warehouses of Ascoli, Macerata and Teramo would go bad.

2. The new crop of the above provinces could not be amassed for lack of warehouse space.

3. The provinces of Aquila, Chieti and Pescara would be deprived of this very essential foodstuff with serious damage for the population.

Since this is a matter of highest urgency we should appreciate a prompt granting of our request.

We are awaiting confirmation of the above.

the Director General

1798

7

Mod. ENAC 10

Roma 10 APR 1945 194

ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 185

DIREZIONE GENERALE

Servizio *Sez.*
Prot. N° 21-25/6666 *Allg.*
Risposta al N° *del*

AL MINISTERO INDUSTRIA
Divisione Combustibili Liquidi
R o m a

e p.c.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
R o m a

OGGETTO: **Richiesta carburante per trasferimento grano.**

La Commissione Alleata ha segnalato a questo Ente l'urgente necessità di trasferire i seguenti quantitativi di grano dalle provincie di Macerata, Ascoli e Teramo alla provincia dell'Aquila, Chieti e Pescara e cioè:

- da Macerata ad Aquila	Q.li	47.400	
a Chieti	"	26.300	
			73.700
- da Ascoli ad Aquila	Q.li	27.I00	
" Chieti	"	I6.500	
" Pescara	"	30.000	
			73.600
- da Teramo ad Aquila	Q.li	I5.I00	
a Chieti	"	20.000	
a Pescara	"	7.700	
			42.800
			I90.I00

Tale trasferimento deve essere eseguito nel termine massimo di 4 mesi al fine di poter svuotare gli ammassi prima del nuovo raccolto: all'uopo questo Ente ha disposto lo spostamento in quelle provincie di autocarri per una portata complessiva di q.li I.I00 così ripartiti:

all'Aquila	Q.li	600
a Chieti	"	400
a Pescara	"	I00

che lavoreranno assieme agli autocarri dei Truck-Pools locali.

1797

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

Ente Nazionale Autotrasporti Case

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 186

DIREZIONE GENERALE

Divisione Combustibili Liquidi

Roma

e p.c.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
Roma

Servizio
Prot. N° 2T-25/6666 Ass.
Risposta al N° Allg. del

OGGETTO: Richiesta carburante per trasferimento grano.

La Commissione Alleata ha segnalato a questo Ente l'urgente necessità di trasferire i seguenti quantitativi di grano dalle provincie di Macerata, Ascoli e Teramo alla provincia dell'Aquila, Chieti e Pescara e cioè:

- da Macerata ad Aquila	Q.li	47.400	
a Chieti	"	26.300	
			73.700
- da Ascoli ad Aquila	Q.li	27.I00	
" Chieti	"	I6.500	
" Pescara	"	30.000	
			73.600
- da Teramo ad Aquila	Q.li	I5.I00	
a Chieti	"	20.000	
a Pescara	"	7.700	
			42.800
			I90.I00

Tale trasferimento deve essere eseguito nel termine massimo di 4 mesi al fine di poter svuotare gli ammassi prima del nuovo raccolto: all'uopo questo Ente ha disposto lo spostamento in quelle provincie di autocarri per una portata complessiva di q.li I.I00 così ripartiti:

all'Aquila	Q.li	600	1797
a Chieti	"	400	
a Pescara	"	I00	

che lavoreranno assieme agli autocarri dei Truck-Pools locali.

./.

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

Mod.ENAC10

194

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N.188

DIREZIONE GENERALE

Servizio ____ Sez. ____
Prot. N.° ____ Allog. ____
Risposta al N.° ____ del ____

OGGETTO: ____

si prega di voler tempestivamente accogliere la richiesta.

Sarà gradito un cortese cenno di assicurazione.

IL DIRETTORE GENERALE
(Ing. M. Costa)

RD/ca

1796

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

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

FG/ss 58

INTER OFFICE MEMO

Ext : 566

Ref : AC/102A/58/Tn.5 16 April 1945

SUBJECT : Employment - 7. Q.M.Coy.

TO : Movts Division (Roads)

1. Reference your AC/120/29/Tn.3 dated 14 Apr 45.

2. Attached hereto is AC/TB/123/1 dated 13 Apr 45 from M.T. Group and copy of this Div's AC/102A/50/Tn.5 dated 14 Apr to Food S/C.

3. Col Legge of Food S/C. informed Mr Gross at a meeting sometime ago that he held Roads Div responsible for grain movement in ABRUZZI-MARCHE. It was thus considered necessary to put on record with Food Sub-Commission that this Division cannot be held responsible for failure to move the grain when trucks are made available, but C.A.F. do not provide sacks.

For the Chief:

G.Fernyhough,
Lt.Col.
Roads Division

1795

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

INTER OFFICE MEMO CNC/gs

Our Ref :- AC/120/29/Tn.3. 14 April 1945

SUBJECT :- Employment No. 7. Q.M. Coy.

TO :- Road Division

1. Ref the recent transfer of No 7 QM Coy from CIVITAVECCHIA to MACERATA and the verbal complaint made by M.T. Gp. that the Coy had only moved to date a matter of 20 Tons due to shortage of sacks.

2. Please will you arrange to let this Branch have a full report including copies of any correspondence with M.T. Gp. and Food Sub-Commission.

C.N. CHRISTENSEN
Lt. Col
Movements Division
Roads Branch

1794

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

AC/102/A.

57

AMG ANCONA INFO UMBRIA-MARCHE REGION

5519 16 April 1945 PRIORITY

CONFIDENTIAL PD

PARA ONE PD REFERENCE YOUR SIGNALS REPORTING GRAIN HAULED ONE TO ONE THREE APRIL PD

PARA TWO PD STATE EARLIEST SEPARATELY TONNAGED HAULED TO RAILHEADS FOR ROME AND TONNAGED FOR SHIPS ANCONA EACH DAY ONE TO ONE THREE APRIL PD FUTURE REPORTS TO SHOW TONNAGE TO ROME AND ANCONA SEPARATELY PD

PAREN TO CAPT BENT AMG ANCONA FOR INFO UMBRIA MARCHE REGION FROM HQ AICOM CITE ACTPT PAREN

PARA THREE PD NOTED SULPHUR TONNAGE DROPPED BELOW NINE ZERO PER DAY ONE TO ONE ZERO APRIL DUE IN PART TO EASTER SUNDAY PD KEEP TONNAGE UP TO NINE ZERO PER DAY AND USE EVERY EFFORT TO MAKE UP ONE THREE ZERO TONS DECREASE ONE TO ONE ZERO APRIL BY THREE APRIL PD 1793

PARA FOUR PD CAN TWO PLATOONS ONE ZERO ZERO ZERO GENERAL TRANSPORT COY BE RELEASED FROM FORWARD HAUL IN VIEW OF ADDITIONAL RAIL SPACE NOW ALLOTTED PD

Copy to: M.T.Group A.C.
Movts.Div (Roads)
Transportation S/C
566

NICHOLAS FIORENTINO
CWO U.S.A
Assist Adjutant

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATP/S/12

Date/Time of Origin: APRIL 14/1515B

Message Centre No: D/7640

Date Time Rec'd: APRIL 14/1330B

Precedence: IMMEDIATE

FROM: BEMT AMG ANCONA

TO : HQ AICOM CITE ACTPT FOR TN 5 INFO: HQ AMG REGION 5 PERUGIA FOR CTD

RESTRICTED

RESTRICTED.

Further my signal even reference dated 13. Grain Tpt office informs sacks now to hand. POLIENZA Detachment 1000 Gt Coy will lift grain on 15 and succeeding dates in accordance programme 16 to 22 already notified.

ACTION

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FOOD (2)
FILE (2)
BLOAT

1792

HEADQUARTERS
14 APR 1945
A.I.C.

RESTRICTED

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

102A

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TN 55

Originator's Reference: AFP/S/12

Date/Time of Origin: APR 131630B

Message Centre No: D/7605

Date Time Rec'd: APR 140745B

Precedence: IMMEDIATE

FROM: BENT AMG ANCONA

TO : HQ AFCOM CIVE ACTPT FOR TN 5 INFO HQ ANC REGION 5 FOR CTO

RESTRICTED

RESTRICTED

Ref my signal even reference dated 12. Grain transport office informs today that sacks not yet to hand but hoped they will arrive by 15. POLLENZA vehicles 1000 Gt Coy less 5 for rlhd FABRIANO placed disposition PSO MACERATA for use on 14.

ACTION

HEADQUARTERS 14 APR 1945

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
MT Group
File

1791

RESTRICTED

0120

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

INCOMING MESSAGE

102 A
TN S/C 2

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATP/S/12

Date/Time of Origin: APR 130930B

Message Centre No: D/7568 54

Date Time Rec'd: APR 131600B

Precedence: IMMEDIATE

FROM: BENT ALG ANCONA

TO : TX ALCOM CITY ACTTT FOR TN 5 INFO HQ ANG REGION 5 FOR CTG

ACTION

RESTRICTED

RESTRICTED.

Grain programme period 14 to 22 arranged as follows.

On 14 MT will load FABRIANO and SENIGALLIA and MONTECAROTTO rlhds 150 tons each for rail lift to port ANCONA and MT will continue also lifts into magazines. On 15 MT will load rlhds as above 100 tons each for rail lift to port ANCONA. Road lifts to MONTECAROTTO rlhd cancelled on 15. 21 vehicles will lift to port ANCONA 54 tons ex OSIMO and 30 tons ex LORETO and 30 tons ex POLVERIGI and 30 tons ex NUMANA. On 16 5 vehicles will load 100 tons CHIARAVALLE rlhd for ROME and 15 vehicles will lift to port ANCONA 27 tons ex MONTESICURO and 30 tons ex OFFAGNA and 30 tons ex AGUGLIANO and 18 tons ex CAMERANO. Remaining vehicles will lift magazines to SENIGALLIA rlhd 162 tons and FABRIANO rlhd 132 tons. On 17 to 22 MT will lift magazines to rlhds CHIARAVALLE and SENIGALLIA and FABRIANO. Railbid for rlhds MONTECAROTTO and FABRIANO and SENIGALLIA is 700 tons each period 16 to 22.

1709

DIST 1790

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
Food S/C 2
File

HEADQUARTERS 13 APR 1945

RESTRICTED

nr

INTER OFFICE MEMO

102 nr KJC/au

53

Tel : 466

13 April 1945

Ref : 51-2/58/FOOD

SUBJECT : Road transportation of grain to Rome.

TO : HQ. AC. Transportation Sub-Commission

1. Refer your AC/102/A/28/Tn 5 of 6 April.

2. We have seen evidences in March of increased efficiency in the operation of road transportation by Rome ENAC. For example, the tonnage of wheat arriving by rail in Rome which was loaded by Rome ENAC lorries rose from a low of 850 tons in the week 11-18 February to a high of 2700 tons in the week 25 March to 1 April.

3. However, we wish to correct a statement made in your letter, reference above. Improved operation under ENAC did not raise Rome bread reserve from 4 to 31 days. You state that ENAC started operation 1 February and at that date the Rome bread reserve stood at 32 days, or about where it is today.

4. For your information, the raising of Rome bread reserve from afew days early in December to 32 days 1 February can be largely attributed to the operation of the AC truck company at Ancona. We show below the wheat arriving in Rome by weeks to 1 February, divided according to source.

Week	Loaded by lorries sent out from Rome	From Ancona Area - Loaded by AC Trucks Co.	Loaded by civilian lorries other than those sent out from Rome (largely Foggia)	TOTAL 1789
4-10 Dec.44	1615	782	510	2,907
11-17 " "	2125	1530	544	4,199
18-24 " "	1547	2295	527	4,369
25-31 " "	391	1751	306	2,448
1-7 Jan.45	1139	1700	306	3,145
8-14 " "	1870	2329	238	4,437
15-21 " "	1564	1870	153	3,587
22-28 " "	1241	2414	459	4,114

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

TO : HQ. AC. Transportation Sub-Commission

1. Refer your AC/102/A/28/Tn 5 of 6 April.

2. We have seen evidences in March of increased efficiency in the operation of road transportation by Roma ENAC. For example, the tonnage of wheat arriving by rail in Rome which was loaded by Rome ENAC lorries rose from a low of 850 tons in the week 11-18 February to a high of 2700 tons in the week 25 March to 1 April.

3. However, we wish to correct a statement made in your letter, reference above. Improved operation under ENAC did not raise Rome bread reserve from + to 31 days. You state that ENAC started operation 1 February and at that date the Rome bread reserve stood at 32 days, or about where it is today.

4. For your information, the raising of Rome bread reserve from afew days early in December to 32 days 1 February can be largely attributed to the operation of the AC truck company at Ancona. We show below the wheat arriving in Roma by weeks to 1 February divided according to source.

Week	Loaded by lorries sent out from Roma	From Ancona Area - Loaded by AC Trucks Co.	Loaded by civilian lorries other than those sent out from Rome (largely Foggia)	TOTAL
4-10 Dec.44	1615	782	510	2,907
11-17 " "	2125	1530	544	4,199
18-24 " "	1547	2295	527	4,369
25-31 " "	391	1751	306	2,448
1-7 Jan.45	1139	1700	306	3,145
8-14 " "	1870	2329	238	4,437
15-21 " "	1564	1870	153	3,587
22-28 " "	1241	2414	459	4,114
29 Jan.4 Feb.	901	969	476	2,346
TOTALS	12393	15640	3519	31,552

1789

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

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

0123

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

CNC/fa 52

INTER OFFICE MEMO

Our ref.: AC/27/15/Tn 3 13 April 1945

SUBJECT : Discharge of Barley at BRINDISI

TO : Port and Warehouse Division

1. Your attention is directed to my AC/27/8/Tn 3 dated 22 March 1945 which enclosed AFHQ Ref G-4 (Mov & Tn)5/215/GDM dated 17 March 1945 with copy of report from Movements BRINDISI relative delay in clearing 350 tons Barley and to unreasonable delay to W.D. Vehicles at Brindisi 2 and 3 March 1945. Letter also enclosed copy of Signal 3911 of 20 March 1945.

2. A request was made that you.agreed your reply with this Division. Please may this Division be informed if you have completed your enquiries and when you expect to be in a position to make a reply to AFHQ.

1788

M.J.SIEFF, Colonel
Chief, Movements Div.

Copy to : Roads Division
Shipping Branch

102/A/51

0124

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

102A TH 5/C

51

DPR/al

HEADQUARTERS
AMG/AC
UMBRIA-MARCHE REGION
APO 394
CHIEF TRANSPORTATION OFFICE

R5/517/D/1 7 April 1945

SUBJECT : Repair of Rail Line Terni - Aquila.

TO : Transportation Sub Commission, Hq. A.C.
(Roads Division)

Reference your AC/102A/5/Tn.5 dated 21 March 1945 .

1. At present all supplies for Aquila Province are coming from East to west, i.e. Ortona, Macerata etc., so the proposed line would not save road haulage unless all supplies were re-routed up or down the West Coast.

2. Aquila Province requires approximately 2500 tons of grain per month from Ascoli and Teramo Provinces. All supplies amount to approximately 150 tons per month. Olive Oil, Salt, Wine, etc. are all now coming via Ortona.

1787

For the Regional Commissioner

D.P.RICHARDSON
Capt.Inf.;
Chief Transportation
Officer

HEADQUARTERS
13 APR 1945
A. C.

104

0125

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

TRANSPORTATION SUB-COMMISSION

50

GF/hgd

INTER OFFICE M.E.O

15 April 1945

Ref: AC/102/A/50/TN.5

SUBJECT : Grain Haulage - Macerata.

TO : Food Sub-Commission.

1. Reference this Sub-Commission letter AC/100/12/TN.5 dated 23 March 1945.

2. On 4 April 1945, No.7 Truck Company of M.T. Group was moved from Civitavecchia to Macerata in order to augment grain movement in Marche-Abruzzi.

3. Up to date only 20 tons of grain have been hauled by this Company owing to complete lack of sacks in Consorzio Agrario warehouses in this area. Seven (7) trucks of this Company have travelled to Naples and collected 25,000 sacks which will be delivered to the Consorzio Agrario on 15 April 1945. 1784

4. It is pointed out that the Company has been available for grain haulage in the Macerata area for 9 days and would normally have lifted some 600 tons of grain against 20 tons actually lifted.

5. You will appreciate that this Division cannot be held responsible for failure to meet the grain movement program when trucks are made available, but haulage is stopped by failure to supply sacks on the part of the Consorzio Agrario, and by other weaknesses on the civilian side which prohibits efficient operation.

For the Director:

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

Copy to:
M.T. Group A.C.
Movts. Div.

0126

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

49

Originator's Reference: APT/S/12
Date/Time of Origin: APR 121600B

Message Centre No: D/7472
Date Time Rec'd: APR 121900B
Precedence: IMMEDIATE

FROM: RENT AMG ANCONA
TO : HQ ALCOM CITE ACTPT FOR CH 5 INFO HQ AMG REGION 5 PESCIA FOR CTO

RESTRICTED ACTION

RESTRICTED

Further my signals even reference dated 10 and 11 para 2. Grain hauls POLLENZA detachment 1000 Gt Coy suspended until 14 for reason stated. Unable again use POLLENZA vehicles 13 for forward haul salt ANCONA to CESENA owing 2 - day turn - round necessary. Have therefore offered these vehicles to PSO MACERATA for use on 13 only.

Dist

1785

Action - Tn (2)
Info - A/President
Chief Commissioner
Econ Sec
Food (2)
File

RESTRICTED

HEADQUARTERS 13 APR 1945

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

RESTRICTED

48

ATP/S/12
AFR 111430B

D/7404
AFR 111850B

IMMEDIATE

From BENT AMG ANCONA
To. HQ ALCOM CITE ACTPT FOR TN 5 INFO HQ AMG REGION 5 PERUGIA FOR CTO

RESTRICTED.

1. Subject is current grain shipment programme. MOV SHIPPING ANCONA notify that sufficient grain now at port for current ship loading. Will notify when shiploading can be resumed. Meanwhile MT temporarily reverted to offloading into magazines.

2. Further my signal even reference dated 10 para 2. 40 vehicles ex POLLENZA detachment 1000 QT Coy to day hauled salt CESENA as arranged. Tonnage will be notified.

1734

DIST

ACTION: Trans 2
INFO: A/President
Chief Commissioner
Econ
Food 2
File

File 102A.

RESTRICTED

HEADQUARTERS
12 APR 1945
A. C.

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

AC/102/8 FW 5/c 47

CONFIDENTIAL

9132
AFR 1115308

D/7376
AFR 111617B
ROUTINE

FOR INFORMATION ONLY

FOG PERUGIA
ALCOR MAIN HOME

CONFIDENTIAL.

Grain sent 10 April to CERRANO tons 54/670 trucks 1010007 1001743 351951 to FRASCATI tons 84/827 trucks 77193259 7201189 77195017 1006535 105820 to ROME tons 51/945 trucks 77193865 51383 to TERMINI tons 40/220 trucks 112743 1005825 grand total 211/662.

REF 1783

ACTION: Food S/C 2
INFO: S/President
Chief Commissioner
Upon Sec
Tn S/C 2
File

HEADQUARTERS 11 APR 1945

CONFIDENTIAL

0129

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

Tr 5/C 46

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATP/S/12

Date/Time of Origin: APRIL 9/1450B

Message Centre No: D/7279

Date Time Rec'd: APRIL 10/0945B

Precedence: IMMEDIATE

FROM: BENT AMG ANCONA

TO : HQ ALCOM CITE ACTPT FOR TNS

SECRET

ACTION

SECRET.

Further to my signal even ref dated 08. Current grain shipping programme now revised as follows. Ship ORKLA now being loaded approx 1200 tons to be completed by 13 or before. Of this amount 230 tons is in 13 rail wagons at port ANCONA and all Mt previously scheduled to offload at MONTECAROTTO on 09 will proceed to port ANCONA delivering approx 100 tons. Also on 09 ex FABRIANO railhead 100 tons by rail to port. 300 tons per day on 10 and 11 and 12 will be railed ex MONTECAROTTO and SENIGALLIA and FABRIANO railheads to port. Balance up to 2340 tons not loaded on ship ORKLA will be delivered to port by Mt and rail for ship LYMINGE which i s Eta port 10.

1782

ACTION

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FOOD SC (2)
FILE

HEADQUARTERS
10 APR 1945
A.

SECRET

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

45

CONFIDENTIAL

S 129
AFR 091430

D/7215
AFR 091730
ROUTINE

P S O PERUGIA

ALCOM MAIN ROME

CONFIDENTIAL.

Grain sent 7 April to FRASCATI tons 68/080 trucks 29593 2125 9594 260744 to PERCENTINO tons 38/265 trucks 102/345 203839 to CEPRANO tons 08/140 trucks 179697 203027 77196529 2317 77193290 grand total 194/485

DIST

ACTION TN SC (2)
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FOOD SC (2)
FILE

1781

ACTION

Cnk 102A

CONFIDENTIAL

Grain returns from
Ltr to Terni & Perugia
Trans Tuscan for
Grain to Trans.
ENAC. for Velletri
& Independent returns for
Perugia & Terni.

HEADQUARTERS
9 APR 1945

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

* 102/A TRANS 44

ATP/S/23
APR.06 1760 B

D/7022
APR 070830 B
IMMEDIATE

CONFIDENTIAL

BENT AMS ANCONA

HQ ALCOM CITE AOTPT

FOR INFORMATION ONLY

CONFIDENTIAL

Figures for 05. Forward haul 49 vehicles lifted flour 126 tons net 127 tons gross and salt for RAVENNA 21 tons gross. Totals 147 tons net 148 tons gross. Sulphur 102 tons. Grain 66 tons POLESINA detachment only.

Dist

Action - M. T. Group
Info - A/President
Chief Commissioner
Econ Sec
Tn Sd (2)
Food (2)
File

1780

ARCHIVES
245

CONFIDENTIAL

0152

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

INCOMING MESSAGE

1621/A

TRANS 43

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATT/S/12

Date/Time of Origin: APR 061200B

Message Centre No: D/7020

Date Time Rec'd: APR 070830B

Precedence: IMMEDIATE

FROM: BENT AMG ANCONA

TO : HQ ALCOM CITE ACTET FOR TN

ACTION

RESTRICTED

RESTRICTED

(30)

Further to my signal even reference dated 05. On information received from grain Tpt office ANCONA following provisional programme arranged for period 08-15 inclusive. Total grain to be lifted to Port ANCONA 2100 tons. Anticipated all grain will be hauled to port by railcars ex railheads MONTECAROTTO and SENIGALLIA and FABRIANO 700 tons each over period. First railcars to arrive port 09. Road transport arranged as follows. 1004 Gt Coy 20 vehicles will haul from 7 warehouses to railhead SENIGALLIA minimum tonnage 114 per day. 25 vehicles will haul from 9 warehouses to railhead MONTECARROTTO minimum tonnage 150 per day. 1000 Gt Coy POLLENZA 40 vehicles will haul from 9 warehouses to railhead FABRIANO minimum tonnage 120 per day. Remaining vehicles to replenish warehouses.

1779

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
Food (2)
File

Int
150.
120
38 ll
30 Y 2

HEADQUARTERS
7 APR 1945
A. C.

RESTRICTED

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

0-1733

HEADQUARTERS

ALLIED MILITARY GOVERNMENT

LAZIO UMBRIA REGION

PERUGIA PROVINCE

0-1733 42

A°/104/19

TRANSPORTATION DEPT:

Perugia, 5 April 1945

Subject: Lorry for Sinalunga.

File No.: 825-623

To: DOCTOR KRACHAMALNICOFF U.P.A. - Perugia -

copy to:

TRANSPORT SUB - COMMISSION (Roads)

I°) - You will supply one Lorry of 100 Quintali, to Report, to the Tile Factory Sinalunga, to load. 10 Tons. of tiles, until a complete Tonnage of 200, has arrived at Chiusi Station.

2°) - The cost of Transport will be paid by Roads Sub - Commission.

3°) - This lorry will report to the above on alternate days commencing tomorrow Friday the 6th April 1945.

E Halfacre Bdr.

B.S.M. HALFACRE E.
Provincial M.T.O.
Marche Umbria Region

I°) - Vogliate fornire un autocarro di 100 Q/li, con obbligo di presentarsi a riferire, alla fabbrica di Tegole a Sinalunga per caricare 10 Tonnellate di tegole, fino a un tonnellaggio totale di 200, sarà arrivato alla stazione di Chiusi.

2°) - Il costo del trasporto verrà pagato dalla Sottocommissione strade.

3°) - Questo automezzo si presenterà a riferire alla su citata un giorno si e uno no a cominciare da domani venerdì 6 Aprile.

E Halfacre Bdr.

B.S.M. HALFACRE E.
Provincial M.T.O.
Marche Umbria Region

1778

HEADQUARTERS ALLIED COMMISSION
Food Sub-Commission
APO 394

ANCONA

7102A 41

April,2,1945

REF. : G/1D/25

SUBJECT : Grain movement schedule,week 2-8 April

TO : Distribution below.

1. This office has been advised that grain shipments to Rome for the week 2-8 April are cancelled, and that in lieu thereof 1830 tons of grain will be loaded onto ships and schooners in Ancona Port.

2. In view of this development the following program has been worked out:

a) Movements Ancona are to furnish railwagons commencing Tuesday April 3 as follows:

SENIGALLIA to Ancona 100 tpd

FABRIANO to Ancona 100 tpd

To move this grain from railhead magazine to railhead GT Coy 1000 will assign 7 Vehicles to GTO representative at Fabriano;and GT Coy 1004 will assign 6 Vehicles to the GTO representative at Senigallia.

To offload at Ancona,offloading to commence Wednesday 4 April GT Coy 1004 will assign 15 trucks to the GTO office Ancona.

b) The first ship carrying 300 tons of grain must be loaded by 0800 hours on Wednesday,4 April. To accomplish this,vehicles from GT Coy 1004 will be detailed on Tuesday 3 April and will work into the night until the schedule has been met:

Osimo Stazione	30 Tons.
Osimo città	100 "
Montesicuro	30 "
Camerano	40 "
Chiaravalle	100 "

1777

c) Balance of weeks schedule follows :

Osimo	40 tons	tpd	Wed. - Sun.-
Montesicuro	30 "	tpd	" "
Chiaravalle	100 "	tpd	" "

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

TO : Distribution below.

1. This office has been advised that grain shipments to Rome for the week 2-8 April are cancelled, and that in lieu thereof 1830 tons of grain will be loaded onto ships and schooners in Ancona Port.

2. In view of this development the following program has been worked out:

a) Movements Ancona are to furnish railwagons commencing Tuesday April 3 as follows:

SENIGALLIA to Ancona 100 tpd

FABRIANO to Ancona 100 tpd

To move this grain from railhead magazine to railhead GT Coy 1000 will assign 7 Vehicles to GTO representative at Fabriano; and GT Coy 1004 will assign 6 Vehicles to the GTO representative at Senigallia.

To offload at Ancona, offloading to commence Wednesday 4 April GT Coy 1004 will assign 15 trucks to the GTO office Ancona.

b) The first ship carrying 300 tons of grain must be loaded by 0800 hours on Wednesday, 4 April. To accomplish this, vehicles from GT Coy 1004 will be detailed on Tuesday 3 April and will work into the night until the schedule has been met:

Osimo Stazione	30 Tons.
Osimo città	100 "
Montesicuro	30 "
Camerano	40 "
Chiaravalle	100 "

1777

c) Balance of weeks schedule follows :

Osimo	40 tons	tpd	Wed. -	Sun.-
Montesicuro	30 "	tpd	"	"
Chiaravalle	100 "	tpd	"	"

d) The above schedule, if met, will bring more than 1830 tons of grain to Ancona Port, but a healty margin of safety is being allowed to cover breakdowns, labor shortages etc.

e) Schedule of GT Coy 1000 remains unchanged except that detail is cancelled for Recanati and 6 vehicles will report to Fabriano Railhead as previously noted.

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

f) Due to uncertainties of ship loading all offices will stand by ready to place schedule revisions into immediate effect.

CARI EARDLEY, Major
Grain Transport Officer

Distribution:

Food Sub-Commission AC
Transportation Sub- Commission AC
Hq, Movements, Ancona
OC GT Coy 1004
OC GT Coy 1000
Fabriano Detachment
Iesi Detachment
Chiaravalle Detachment
Senigallia Detachment

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

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

Tel. 886

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

OF/ED

Ref: AC/100/A/40/TnS

10 April 1945

SUBJECT: Haulage of Grain to Rome.

TO : ENAC -- Ministry of Transport.
(Piazza Croce Rossa)

(Att: Mr. Bompard)

1. Reference this Sub-Commission's letter AC/100/L/TnS dated 8 March 1945, and your reply ZW/2/4840 dated 31 March 1945.

2. Will you please arrange to render Form 4 Ten Do Progress Return of Priority Haulage for all the grain hauled by ENAC trucks to railheads for Rome in the Provinces of Perugia, Terni, Viterbo and Grosseto. This return should show the total grain hauled to railheads each 10 days.

C. FERRYHOUGH
Lt. Colonel, RA
Foods Division

1775

1774

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

39

Tel. 566 HEADQUARTERS ALLIED COMMISSION CF/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/108/3.39/TnS 10 April 1945

SUBJECT: Grain Haulage for Rome.

TO : Regional Commissioner - Tuscana Region.
(Chief Transportation Officer)

1. Reference this Sub-Commission's letter AC/108/3/TnS dated 8 March 1945, and conversation at this Headquarters (Lt. Colonel Fernyhough -- Major Sowers).

2. It is desired to know how much grain is moved to railheads in Grosseto Province every 10 days both by ENAC vehicles from Rome and Local civilian vehicles. Will you please arrange for the Provincial Supply Officer to forward details to you at the end of each 10 day period and that Form A Ten Day Progress Return of Priority Haulage is then compiled in your office for this move and rendered to this Sub-Commission.

By Command of Rear Admiral STONE:

G. FERNYHOUGH
Lt. Colonel, IA
Roads Division.

1774

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

38

Tel. 586 HEADQUARTERS ALLIED COMMISSION CF/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/102/A/38/Tn5 10 April 1945.

SUBJECT: Grain Haulage to Railheads for Rome.

TO : Regional Commissioner - Umbria-Marche Region.
(Att: Chief Transportation Officer)

1. At present Supply Officer, Perugia is forwarding cables to this Sub-Commission showing tonnage hauled with civilian trucks to railheads for Rome. It is assumed that in the future you will be forwarding 10 day truck operations reports for the civilian vehicles in Perugia and Terni Provinces. Will you please include with the returns Form 4/Progress Return of Priority Truck Haulage Programme for all grain hauled by road to railheads for Rome in these two Provinces.

2. Regarding 10 day returns, generally it has been arranged with Capt. Price that he will in the future render returns for Truck Pools Nos. 3 and 4. It is presumed that you will forward returns for the remaining AMC Truck Pools in your region and for civilian vehicles.

By Command of Rear Admiral STONE:

1773

G. PERRYNOUGH
Colonel, RA
Roads Division

cc: Provincial Supply Officer - Perugia Province.

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

31

Tel. 566 HEADQUARTERS ALLIED COMMISSION BGF/ep

APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/102/A/37/Tn5 10 April 1945.

SUBJECT: Grain Haulage to Railheads for Rome.

TO : Provincial Commissioner -- Perugia.

1. Reference your cable S189 dated 9 April 1945, would you please explain figures of tonnage hauled shown as 134/485. Is it intended to convey that 134 tons were hauled, or 485 tons, or is the second figure mileage covered?

2. The Chief Transportation Officer, Umbria-Marche Region has been requested in the future to forward a ten (10) day progress report showing all grain hauled to railheads for Rome in Perugia Region. When he forwards the first return for 10 days, ending 10 April 1945, it will not be necessary for you to send a cable to this Sub-Commission.

By Command of Rear Admiral STONE:

G. FENNYHOUGH
Colonel, RA
Roads Division

cc: Reg. Commissioner - Umbria Marche
(Att: Chief Transportation Officer)

1772. 6

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

TAe/3/3

3 102A

MOVIMENTO GRANO DAL 29.3.45 AL 4.4.1945

TRUCK POOL N.3

Pescara	Ql.	1050	Importati: Ql. 20 da Ascoli P. " 120 da Teramo
Chieti	"	700	Importati: Ql. 540 da Ascoli P.
Teramo	"	-	

TRUCK POOL N.4

Aquila	Ql.	2625	Importati: Ql. 1878 da Teramo " 747 da Ascoli P.

TOTALE Ql. 4375

1771

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATF/S/12

Date/Time of Origin: APR 08 1030B

Message Centre No: D/7151

Date Time Rec'd: APR 08 1230B

Precedence: IMMEDIATE

FROM: BRIT AMG ANCONA

TO : HQ AFCOM CITE ACCPT FOR TM5

102/9

RESTRICTED

RESTRICTED

1. Further to my signal ever reference dated 06. Owing to shipping position it is necessary temporarily to suspend 2100 ton grain programme period 08 - 15. Programme will commence when shipping position permits. Anticipated approximately 3 days hence. Meanwhile road transport will operate as outlined in my signal of 06 except that grain will be delivered to railhead warehouses instead of to railhead. Further details of programme will follow when firm.

2. Reference your signal 4598 dated 01 programmed period 02- 08. By arrangement MOV shipping ANCONA loading of ULYSSES continued after 300 ton schedule met. Unable commence loading of schooners as off loading of inward cargo not yet completed. Tonnage loaded to 07 as follows. ULYSSES 823 tons. SALVORE 805 tons unable take 1000 tons. Total 1628 tons to date.

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
Food SC (2)
File

1770

ACTION

RESTRICTED

0143

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

Tan S.C 34

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATF/S/12

Date/Time of Origin: APR 08/0930B

Message Centre No: D/7153

Date Time Rec'd: APR 08/1230

Precedence: ROUTINE

FROM: DEPT AMG ANCONA

TO : HQ ALCOM CHIEF ACTEP FOR HQ MT GP AND TN 5 FAC107/

DISTRIBUTED

RESTRICTED.

1001 GT Coy in process moving from present location to tented camp on Route 9 south of CESENA. Exact map reference will be forwarded when received.

DIST

ACTION - TN S/C 2
INFO - A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
MOTOR TN GP
FILE 2
FLOAT

1769

ACTION

RESTRICTED

0144

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TN 33

Originator's Reference: ATP/3/12

Date/Time of Origin: APR 05/1645B

Message Centre No: D/6951

Date Time Rec'd: APR 06/0800

Precedence: IMMEDIATE

102/18

FROM: REMT AMG ANCONA

TO : HQ ALCOM CITE ACCPT FOR TN 5

RESTRICTED ACTION

RESTRICTED.

Reference your signal 4590 dated 01 and further my signal even reference dated 04. Minor change in programme as follows commencing 05. 5 vehicles only of 1004 G T Coy assigned roadhead FILOTTRANO to port ANCONA instead of 10 previously arranged. Remaining 5 vehicles assigned roadhead RECANATI to port ANCONA to lift 45 tons per day minimum. Understand grain movement to port ANCONA tocontinue week 09 to 15. * Will inform you programme now in course of arrangement with grain office AC ANCONA and rail MOV ANCONA. Anticipate movement majority of grain to port by railcar and use of transport to replenish magazines but details follow when completed.

DIST

ACTION -- TN S/C 2
INFO - A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

1768

* This is confirmed by Staff Officer 1 Maj Tapscott.

RESTRICTED

HEADQUARTERS
6 APR 1945
A. C.

0143

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

182/A

INCOMING MESSAGE

TN S/C 32

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATP/S/12

Date/Time of Origin: APR 04/1430 B

Message Centre No: D/6863

Date Time Rec'd: APR 05/0830

Precedence: IMMEDIATE

FROM: BENT AMG ANCONA

TO : HQ ALCOM CITE ACTPT FOR TN 5

RESTRICTED

Col. Fernyhough

RESTRICTED.

Ref your signal 4598 dated 01 and further my signals even ref dated 02 and 03.

2. At first considered inpracticable in consultation MOV ANCONA but now arranged to send railcars ex SENIGALLIA and FABRIANO railheads direct into docks ANCONA instead of into ANCONA town station. 15 vehs 1004 GT Coy thus released from lift town station to docks now assigned as follows. 10 vhes roadhaul PILOTTRANO to port ANCONA. 5 vehs roadhaul OSIMO station to port ANCONA. First schedule 300 tons ULYSSES met to time.

ACTION

DIST

ACTION - TN S/C 2
INFO - A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
MT GROUP
FILE

1767

HEADQUARTERS
CATERING
A. C.

RESTRICTED

0146

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

Copy given to Capt H. for Visit to Chieti. 31 7/3.

102A

_T_R_A_N_S_L_A_T_I_O_N_ GS/lr

TRUCK POOL No.3
Region V A.C.C.
CHIETI

Ref. T.A.C./13/2 Chieti - 29 March 1945

SUBJECT : Removal and transport of wheat in the Provinces of Pescara-Chieti-Aquila.

TO : Provincial Direstors of ENAC.
Provinces of Cheti-Pescara-Teramo-Aquila.

During the meeting which has been held at this Truck Pool on the 20th of March, at the presence of the competent allied authorities and Italian Officials, it have been discussed and fixed the prodedures conserning the transports necessary to remove wheat from the barns of the provinces of Macerata-Ascoli Piceno and Teramo, in order to set them free to group the wheat of the new harvest and transfer the wheat in the provinces of Chieti-Pescara-Aquila and station yard of Ortona a Mare.

Owing to the amount of wheat which must be transported and considering the availability of vehicle which must be used to operate this service, we have been compelled to order the use of the vehicles continuously during the day or night.

At the end of the meeting we have instructed the provincial directors of ENAC to contact with the directors of the concerned Consorzi in order to prepare the necessary equipments to accomplish as soon as possible the loading and unloading operations.

This truck pool has engaged the indispensable excorting personnel and it is ready to start the service.

Up to now we have received no reply on the matter. AS we have to report to the competent Hq. AC Office in Rome the cause of the delay in the operation of the above mentioned service. We beg you to inform as soon as possible of the agreements you have taken with the directors of the consorzi.

Sgd. Capt. F.R. PRICE
Tn Officer,
Abruzzi Compartment AC

1766

Copy to : Directors Agric. Consorzi
of the provinces of Chieti, Pescara, Teramo,
Aquila, Ascoli, Macerata.
Transportation SC, Mov. Div.
Food SC

TRUCK POOL N. 3

REGION V, - A.C.C.

CHIETI

N. di Prot. V. A.C. /13/1

Chieti, 29 Marzo 1945

Oggetto:

Sgombero granai e trasporto grano
Province Pescara-Chieti-Aquila.

- AI SIGGR. DIRETTORI PROV.E.N.A.C.Province:
Chieti-Pescara-Teramo-Aquila

e p.c. - AI DIRETTORI DEI CONSORZI AGRARI di
Chieti-Pescara-Teramo-Aquila-Ascoli-
Macerata.-

****

Nella riunione tenutasi presso questo Truck Pool il 20 u.s.,riunione alla quale unitamente alle competenti autorità alleate ed a funzionari italiani, hanno partecipato anche le SS.LL., è stato discusso e sono state fissate le modalità dei trasporti necessari per vuotare i granai nelle Province di Macerata, Ascoli P. e Teramo, allo scopo di renderli liberi per l'incameramento del grano proveniente dal nuovo raccolto, importando il grano stesso nelle Province di Chieti, Pescara ed Aquila e Scalo Ferroviario di Ortona a Mare.

Data la quantità di grano da trasportare e le disponibilità degli automezzi da adibire per detto trasporto, si é imposta l'assoluta necessità di disporre l'impiego degli automezzi stessi in servizio continuativo di giorno e di notte.

Al termine della suddetta riunione é stato dato incarico alle SS. LL. affinché, con tutta urgenza, prendessero contatto con i Direttori dei Consorzi interessati in modo da provvedere alle attrezzature necessarie per assolvere le operazioni di carico e scarico della merce nel più breve tempo possibile.

Da parte di questo Truck Pool é stato subito provveduto all'ingaggio del personale viaggiante indispensabile per il lavoro continuativo nelle 24 ore e si é pronti ad iniziare il servizio.

Fino ad oggi nessuna comunicazione ci é atata fatta.

Dovendo riferire al competente Ufficio dell'H.Q. A.C.in Roma circa la causa del ritardo dell'inizio del servizio in parola, si prega no le SS.LL. voler riferire con cortese sollecitudine il risultato della pratica da loro svolta con i Direttori dei Consorzi.

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

N. di Prot. T.P.C./13/1 Chieti, 29 Marzo 1945

Oggetto:

Sgombero granai e trasporto grano
Province Pescara-Chieti-Aquila.

- AI SIGGR DIRETTORI PROV.E.N.A.C.Province:
Chieti-Pescara-Teramo-Aquila

e p.c. - AI DIRETTORI DEI CONSORZI AGRARI di
Chieti-Pescara-Teramo-Aquila-Ascoli-
Macerata.-

****

Nella riunione tenutasi presso questo Truck Pool il 20 u.s.,riunione alla quale unitamente alle competenti autorità alleate ed a funzionari italiani, hanno partecipato anche le SS.LL., è stato discusso e sono state fissate le modalità dei trasporti necessari per vuotare i granai nelle Province di Macerata, Ascoli P. e Teramo, allo scopo di renderli liberi per l'incameramento del grano proveniente dal nuovo raccolto, importando il grano stesso nelle Province di Chieti, Pescara ed Aquila e Scalo Ferroviario di Ortona a Mare.

Data la quantità di grano da trasportare e le disponibilità degli autòmezzi da adibire per detto trasporto, si é imposta l'assoluta necessità di disporre l'impiego degli automezzi stessi in servizio continuativo di giorno e di notte.

Al termine della suddetta riunione é stato dato incarico alle SS. LL. affinché, con tutta urgenza, prendessero contatto con i Direttori dei Consorzi interessati in modo da provvedere alle attrezzature necessarie per assolvere le operazioni di carico e scarico della merce nel più breve tempo possibile.

Da parte di questo Truck Pool é stato subito provveduto all'ingaggio del personale viaggiante indispensabile per il lavoro continuativo nelle 24 ore e si é pronti ad iniziare il servizio.

Fino ad oggi nessuna comunicazione ci é stata fatta.

Dovendo riferire al competente Ufficio dell'H.Q. A.C.in Roma circa la causa del ritardo dell'inizio del servizio in parola, si pregano le SS.LL. voler riferire con cortese sollecitudine il risultato della pratica da loro svolta con i Direttori dei Consorzi.

F.R.Price 1765

Capt.F.R.Price
Transport Officer
Abruzzi Compartiment
Allied Commission

Copy: Trasportation Sub-Commission
Movements Division
- Food Sub-Commission

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

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

RESTRICTED AC/102/A TN 5/e 30

S125
AFH 041100B

D/6845
AFH 041830B
ROUTINE

FOR INFORMATION ONLY

RSC PERUGIA

ALCOM MAIN HOME

RESTRICTED.

Grain sent 3 April. To CENTRO tons 35/655 trucks 1128127 204095 to FRASCATI tons 16/740 trucks 270303 to PERSTING tons 14/440 trucks 10780 grand total 66/835.

FILE

ACTION: Food S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
Tn S/C 2
File

Road Mov
Actg

1764

RESTRICTED

HEADQUARTERS
SEP 1945
A. C.

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ATP/S/12
Date/Time of Origin: APRIL 031530B

Message Centre No: D/5745
Date Time Rec'd: APR 031826B
Precedence: IMMEDIATE

FROM: BENT AMG ANCONA
TO : HQ ALCOM CITE ACTPT FOR TN

RESTRICTED ACTION

RESTRICTED

Ref your signal 4598 dated 01 and further my signal even ref 02. Detailed arangements made as follows.

1. First ship must be loaded grain 300 tons by 0800 hrs 04. To achieve this, vehicles of 1004 Gt Coy commencing 03 will haul to Port ANCONA 30 tons ex OSIMO station and 100 tons ex OSIMO City and 30 tons ex MONTESICURO and 40 tons ex CAMERONO and 100 tons ex CHIARAVALLE. Lift to continue throughout night until schedule met.

2. Balance of schedule to be met as follows. MOV ANCONA providing railcars commencing 03 SENIGALIA to ANCONA 100 tons per day and FABRIANO to ANCONA 100 tons per day. This grain will be lifted from magazine to railhead SENIGALIA by 6 vehicles of 1004 Gt Coy and from magazine to railhead FABRIANO by 7 vehicles of 1000 Gt Coy FOLIENZA detachment. Offloading and lifthing this grain ANCONA station to port commencing 04 will be effected by 15 vehicles of 1004 Gt Coy. In addition grain will be lifted by 1004 Gt Coy daily 04 and ex CHIARAVALLE 100 tons per day.

3. Normal details of FOLIENZA detachment 1000 Gt Coy will remain unchanged with exception RECANATI detail cancelled and 7 vehicles normally employed that detailed will work as stated in para 2 above.

1763

HEADQUARTERS 4 APR 945 A. C.

RESTRICTED

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

4. Above arrangements allow for movement to port of more than 1830 tons but margin allowed for breakdowns and labour shortages etc. If 1830 tons met before 08 vehicles will revent to normal unless otherwise instructed.

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
File

ACTION

1762

RESTRICTED

HEADQUARTERS
4 APR 1945
A. C.

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

Tel. 566

HEADQUARTERS AILIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/ep 28

Ref: AC/102/A/28/Tn5

6 April 1945

SUBJECT: Road Transportation -- Haulage of Grain to Rome.

TO: Headquarters, AC Food Sub-Commission.

1. Reference your letter 51-2/23/Food dated 6 March 1945.

2. Attached hereto is copy of ENAC letter 3M/2/4840 dated 31 March 1945 replying to the allegations as set out in the report of the Federazione Italiane dei Consorzi Agrari.

3. May it be drawn to your attention that ENAC was not in operation prior to the 1st of February, 1945 at which time it took over the functions of the Ufficio Transporti.

4. As will be noted from the attached letter (ENAC) it is readily admitted that operational efficiency leaves a great deal to be desired but already steps have been taken by ENAC to bring order out of chaos, with no small measure of success. This is brought out by the fact that the grain stocks in Rome have jumped from a four (4) day reserve to a thirty-one (31) day reserve (approximately).

5. It might also be worth noting that the degree of control as exercised by the Consorzi Agrari over employees, i.e. warehouse laborers refusing to work on Sundays, holidays, etc. has had a marked affect on the quantity of grain made available for shipment from Rome. This, together with the lack of sacks and string and rail wagons not being available at the proper time and place has also had adverse effects on operations.

/ Illegible

G. G . GROSS Jr.
Chief,
Road Division.

1761

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

IOGU V LRKB UR 2
T IOGU
FROM LRKB 231655A
TO AICOM TOSCANA REGION
GR 53 PT
REF. NO. 4070
RESTRICTED FD
PARA ONE FD REQUEST IMMEDIATE REPLY TO THIS SUBCOMMISSIONS LETTER DATED
EIGHT MARCH ONE NINE FOUR FIVE FD PAREN TO AICOM TOSCANA REGION ATTENTION
MAJOR SOWERS FROM AICOM PAREN PARA TWO FD REFERENCE NUMBER ABLE CHARLIE
SLANT ONE ZERO ZERO ZERO SLANT THREE SLANT TARE WAN FIVE FD

1760

BT
SENT UR 2 23/1851A URA E-1
R-23- 1851A FD AR UK

0154

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

33.

HEADQUARTERS
GROSSETO PROVINCE
ALLIED MILITARY GOVERNMENT

File : GS/ 20.3 22 March 1945

SUBJECT: CIVILIAN ROAD HAULAGE VEHICLES

TO : REGIONAL TRANSPORTATION OFFICER, TOSCANA REGION

1. Reference your RVIII/35/10/1/32 dated 19 March 1945. Encl. 32.

2. No ENAC trucks have been used by Provincial Transportation Consorzio. Only an occasional truck has been used for other than grain and that was to bring in their own P.O.L. supplies, for their exclusive use . Full records can be had in this office as to number of trucks ENAC supplied daily, how many working, and how many not working and reason why. Your Para 2 a refers. Grosseto trucks cannot handle Rome grain because of Leghorn, Lucca, and Pisa grain commitments and long hauls necessary because of certain key bridges which are still out in our road net-work. Your Para 2 b refers.

3. ENAC trucks are controlled by ENAC representative here in Grosseto and hence our Provincial Autotrasporti does not have the use of them.

For the Provincial Commissioner

Frank J. Chiara
FRANK J. CHIARA
Major Inf.
Prov. Supply Officer

1759

Copy to: PC.
" " File

FJC/sl

26 MAR Recd
File 35/10/1.

Tr. RB/rb

TRANSLATION

NATIONAL AGENCY FOR MOTOR-TRANSPORTATION OF GOODS

Ref. 3a/2/4840 31 march 1945

SUBJECT: Supply of Wheat for Rome Area.

TO : Transportation Sub-Commission, HQ. Allied Commission.

Reference is made to your letter AC/100/1/TN5. We send hereunder the information and comments requested by you about the report of the Federazione Italiana Consorzi Agrari.

1. It is true that up to February 1st 1945 - when ENAC started functioning - the supply of wheat for Rome Area was effected discontinuously and irregularly in spite of the efforts of the Ufficio Trasporti and the Consorzi Agrari.

The above situation can be explained as follows:

a) The tarif rates were not paying because they were inadequate to the real cost of living and particularly to the high cost of tires and spare parts which ahve almost entirely disappeared from the markets of Liberated Italy.

b) The payments to the truckers were effected by t the Consorzio Agrario with long delays. On February 1st the Consorzio still had to pay transports effected 4-5 months before.

c) The organization of the work in the collecting centers north of Rome was deficient, with consequent irrational use of the vehicles. The orders concerning the work to be carried out were sent without sufficient delay, while it is obvious that the trucks cannot be transferred to new centers or moved from one center to another without a certain delay of time. Often when one collecting center is already equipped to carry out a certain amount of traffic, the quantity of wheat to be hauled drops down suddenly for non-allocation of rail wagons on account of military necessities, or it suddenly increases before having the time of transferring more vehicles on the spot.

1759

d) The reluctance of the Roman truckers to have their trucks transferred far from Rome because of the impossibility of keeping a control on the personnel, of repairing the trucks, since on the spot there are no workshops, and the

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

To : Transportation Sub-Commission, HQ. Allied Commission.

Reference is made to your letter AC/100/1/TN5. We send hereunder the information and comments requested by you about the report of the Federazione Italiana Consorzi Agrari.

1. It is true that up to February 1st 1945 - when ENAC started functioning - the supply of wheat for Rome Area was effected discontinuously and irregularly in spite of the efforts of the Ufficio Trasporti and the Consorzi Agrari.

The above situation can be explained as follows:

a) The tariff rates were not paying because they were inadequate to the real cost of living and particularly to the high cost of tires and spare parts which ahve almost entirely disappeared from the markets of Liberated Italy.

b) The payments to the truckers were effected by t the Consorzio Agrario with long delays. On February 1st the Consorzio still had to pay transports effected 4-5 months before.

c) The organization of the work in the collecting centers north of Rome was deficient, with consequent irrational use of the vehicles. The orders concerning the work to be carried out were sent without sufficient delay, while it is obvious that the trucks cannot be transferred to new centers or moved from one center to another without a certain delay of time. Often when one collecting center is already equipped to carry out a certain amount of traffic, the quantity of wheat to be hauled drops down suddenly for non-allocation of rail wagons on account of military necessities, or it suddenly increases before having the time of transferring more vehicles on the spot.

1759

d) The reluctance of the Roman truckers to have their trucks transferred far from Rome because of the impossibility of keeping a control on the personnel, of repairing the trucks, since on the spot there are no workshops, and the difficulties they meet in feeding and lodging the personnel.

2. After having found out the causes of the irregular functioning of the service, our General Direction has promptly taken the following action.

a) The contract rates formerly agreed between the Ufficio Trasporti and the Federconsorzi were suitably increased on the basis of the new national tariff rate approved by Interministerial Decree of 30 January 1945.

b) The Food High Commissioner and the Ministry of Agricoltura e Foreste were requested to give precise orders to the Consorzi Agrari to pay at once the fares still due to the

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

truckers.

c) The inconveniences arising from the bad organization of the work on the spot were pointed out to the Food High Commissioner, and he was requested to take steps in order to supress the above inconveniences.

d) A number of trucks sufficient to effect the transport of the whole amount of wheat available on the spot with the required rapidity was transferred to the collecting centers.

The following is the present situation of the trucks transferred north of Rome:

Assisi	N° 58	Trucks	144 Tons.
Arezzo	" 12	"	36 "
Orvieto	" 9	"	27,6 "
Chiusi	" 36	"	75,3 "
Grosseto	" 18	"	49
Gubbio	" 29	"	58,8 "

Out of the 162 vehicles shown above only 31 are of small carrying capacity. The average darrying capacity, as shown in the above figures, is between 20 and 30 Qls.

e) It was decide to alternate periodically the trucks destined to this service to have the necessary maintenance and check over of the trucks effected in Rome workshops.

3. Our action soon yielded good results: the flux of wheat to Rome Area increased rapidly up to the present average of 6000 - 6500 Qls per day, and the stocks in Rome from a minimum of 4 days soon increased to more than 20 days.

1757

4. However the inconveniences arising from the irrational organization of the work in the collecting centers are still taking place.

At Assisi, for instance, the trucks have been idle during 4 days, from the 19 to the 23 March, for lack of sacks, while at Gubbio too many trucks were requested and some of them had to return to Rome for lack of work.

These inconveniences which used to take place very often in the past are now less frequent; however it is obvious that this irrational organization is greatly harpering the work and causes a misuse of the trucks made available by ENAC.

5. As it can be understood from what is aforesaid, ENAC has already taken care and is still taking care to effect all

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

transferred north of Rome:

Assisi	N° 58	Trucks	144 Tons.
Arezzo	" 12	"	36 "
Orvieto	" 9	"	27,6 "
Chiusi	" 36	"	75,3 "
Grosseto	" 18	"	49
Gubbio	" 29	"	58,8 "

Out of the 162 vehicles shown above only 31 are of small carrying capacity. The average darrying capacity, as shown in the above figures, is between 20 and 30 Qls.

e) It was decide to alternate periodically the trucks destined to this service to have the necessary maintenance and check over of the trucks effected in Rome workshops.

3. Our action soon yielded good results: the flux of wheat to Rome Area increased rapidly up to the present average of 6000 - 6500 Qls per day, and the stocks in Rome from a minimum of 4 days soon increased to more than 20 days.

1757

4. However the inconveniences arising from the irrational organization of the work in the collecting centers are still taking place.

At Assisi, for instance, the trucks have been idle during 4 days, from the 19 to the 23 March, for lack of sacks, while at Gubbio too many trucks were requested and some of them had to return to Rome for lack of work.

These inconveniences which used to take place very often in the past are now less frequent; however it is obvious that this irrational organization is greatly hampering the work and causes a misuse of the trucks made available by ENAC.

5. As it can be understood from what is aforesaid, ENAC has already taken care and is still taking care to effect all the transports from the wheat collecting centers north of Rome with vehicles registered with the Rome Compartment. Though the trucks are transferred to areas where ENAC is not yet in operation they are still operated, controlled and disciplined by ENAC. For this purpose we havesent on the spot our officials who are being transferred from one collecting center to another as soon as one is exhausted and another starts working.

No inconveniences have arisen up to now from the above system and therefore we do not deem it advisable to have the trucks registered with ENAC operated by other bodies not connected at all with ENAC.

THE DIRECTOR GENERAL
(Ing. M. Costa)

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

Mod. ENAC 10

Roma 31 MAR 1945 194

ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio Mov.e Traf. *Sez.*
Prot. N. 31/2/4840 *Allog.*
Risposta al N.° *del*

COMMISSIONE ALLEATA - Sottocommissione Trasporti

= R O M A =

OGGETTO: Approvvigionamento grano per Roma

Si fa riferimento alla lettera AC/100/1/TN 5 di cotesta Sottocommissione e si forniscono le notizie ed i commenti richiest in merito al rapporto presentato dalla Federazione Italiana dei Consorzi Agrari.

1) E' esatto che al 1° febbraio u.s. - data di inizio del funzionamento dell" E.N.A.C. - l'approvvigionamento del grano per Roma avveniva in modo discontinuo ed irregolare nonostante tutto l'interesse dimostrato dall'ex Ufficio Trasporti e dai Consorzi Agrari.

Le cause di tale situazione possono sintetizzarsi come segue;

a) tariffa non remunerativa perchè inadeguata all'effettivo costo della vita e particolarmente all'elevato costo delle gomme e dei pezzi di ricambio ormai quasi interamente scomparsi dai mercati automobilistici dell'Italia Liberata.

b) enormi perditempo nei pagamenti ai trasportatori da parte del Consorzio Agrario di Roma il quale alla data suddetta doveva ancora liquidare trasporti eseguiti 4 - 5 mesi prima.

c) deficiente organizzazione del lavoro nei centri di raccolta a nord di Roma con conseguente impiego irrazionale e scarsa utilizzazione dei mezzi. Le disposizioni in merito al lavoro da svolgere vengono comunicate senza sufficiente preavviso, mentre è evidente che non possono con effetti immediati dislocarsi delle macchine in centri nuovi o spostarle improvvisamente da un centro all'altro.

...centro è già stato attrezzato

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

Ente Nazionale Autotrasporto Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Sezione Trasporti

= R O M A =

Servizio Nov.e Traf. Sez.
Ref. N. 31/2/4840 Mag.
Risposta del N.° del

OGGETTO: Approvvigionamento grano per Roma

Si fa riferimento alla lettera AC/100/1/TN 5 di cotesta Sottocommissione e si forniscono le notizie ed i commenti richiest in merito al rapporto presentato dalla Federazione Italiana dei Consorzi Agrari.

1) E' esatto che al 1° febbraio u.s. - data di inizio del funzionamento dell" E.I.A.C. - l'approvvigionamento del grano per Roma avveniva in modo discontinuo ed irregolare nonostante tutto l'interesse dimostrato dall'ex Ufficio Trasporti e dei Consorzi Agrari.

Le cause di tale situazione possono sintetizzarsi come segue:

a) tariffa non remunerativa perchè inadeguata all'effettivo costo della vita e particolarmente all'elevato costo delle gomme e dei pezzi di ricambio ormai quasi interamente scomparsi dai mercati automobilistici dell'Italia Liberata.

b) enormi perditempo nei pagamenti ai trasportatori da parte del Consorzio Agrario di Roma il quale alla data suddetta doveva ancora liquidare trasporti eseguiti 4 - 5 mesi prima.

c) deficiente organizzazione del lavoro nei centri di raccolta a nord di Roma con conseguente impiego irrazionale e scarsa utilizzazione dei mezzi. Le disposizioni in merito al lavoro da svolgere vengono comunicate senza sufficiente preavviso, mentre è evidente che non possono con effetti immediati dislocarsi delle macchine in centri nuovi o spostarle improvvisamente da un centro all'altro.

Spesso quando un centro è già stato attrezzato per smaltire un determinato volume di traffico il quantitativo di grano viene di colpo a cessare, per mancata assegna-

./. 1756

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

zione di vagoni per ragioni militari, oppure tale assegnazione improvvisamente aumenta prima che si sia avuto il tempo di dislocare nuove macchine sul posto.

d) riluttanza da parte dei trasportatori romani a trasferire i propri automezzi a notevole distanza da Roma per l'impossibilità di seguire e controllare il personale dipendente, per la impossibilità di provvedere alla riparazione degli automezzi non essendovi sul posto le officine ed i mezzi necessari, per la mancanza di assistenza in vitto e alloggio al personale distaccato.

2) Accertata nelle ragioni suddette le cause dell'irregolare funzionamento del servizio, questa Direzione Generale intervenne direttamente adottando d'urgenza i seguenti provvedimenti:

a) le tariffe forfettarie a suo tempo convenute fra l'ex Ufficio Trasporti e le Federconsorzi furono convenientemente aumentate sulla base delle nuove Tariffe Nazionali approvate con Decreto Interministeriale 30 gennaio 1945;

b) furono interessati gli organi dell'Alimentazione ed il Ministero dell'Agricoltura e Foreste direttamente perchè desse tassative disposizioni al Consorzio Agrario di liquidare al più presto le spese di porto arretrate ai trasportatori;

c) gli inconvenienti derivanti dalla locale disorganizzazione del lavoro furono segnalati all'Alto Commissariato della Alimentazione perchè intervenisse direttamente per eliminarli;

d) furono fatti dislocare presso i centri di raccolta del grano automezzi in numero sufficiente a trasportare con la necessaria sollecitudine tutto il volume del traffico disponibile sul posto.

Con le ultime partenze da Roma la situazione degli automezzi dislocati a nord di Roma è ora la seguente:

Assisi	autocarri	N.	58	Tonn.	144
Arezzo	"	"	12	"	36
Orvieto	"	"	9	"	27,6
Chiusi	"	"	36	"	75,3
Grosseto	"	"	18	"	49
Gubbio	"	"	29	"	58,8

Dei 162 mezzi suddetti soltanto 31 sono di piccola portata, la portata media degli autocarri, come rilevasi dai dati stessi, si aggira sui 20 - 30 q.li.

e) venne stabilito l'avvicendamento periodico degli autocar-

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

per la impossibilità di provvedere alla riparazione degli automezzi non essendovi sul posto le officine ed i mezzi necessari, per la mancanza di assistenza in vitto e alloggio al personale distaccato.

2) Accertata nelle ragioni suddette le cause dell'irregolare funzionamento del servizio, questa Direzione Generale intervenne direttamente adottando d'urgenza i seguenti provvedimenti:

a) le tariffe forfettarie a suo tempo convenute fra l'ex Ufficio Trasporti e le Federconsorzi furono convenientemente aumentate sulla base delle nuove Tariffe Nazionali approvate con Decreto Interministeriale 30 gennaio 1945;

b) furono interessati gli organi dell'Alimentazione ed il Ministero dell'Agricoltura e Foreste direttamente perchè desse tassative disposizioni al Consorzio Agrario di liquidare al più presto le spese di porto arretrate ai trasportatori;

c) gli inconvenienti derivanti dalla locale disorganizzazione del lavoro furono segnalati all'Alto Commissariato della Alimentazione perchè intervenisse direttamente per eliminarli;

d) furono fatti dislocare presso i centri di raccolta del grano automezzi in numero sufficiente a trasportare con la necessaria sollecitudine tutto il volume del traffico disponibile sul posto.

Con le ultime partenze da Roma la situazione degli automezzi dislocati a nord di Roma è ora la seguente:

Assisi	autocarri	N.	58	Tonn.	144
Arezzo	"	"	12	"	36
Orvieto	"	"	9	"	27,6
Chiusi	"	"	36	"	75,3
Grosseto	"	"	18	"	49
Gubbio	"	"	29	"	58,8

Dei 162 mezzi suddetti soltanto 31 sono di piccola portata, la portata media degli autocarri, come rilevasi dai dati stessi, si aggira sui 20 - 30 q.li.

e) venne stabilito l'avvicendamento periodico degli autocarri adibiti al servizio suddetto in modo da consentire ai trasportatori di fare eseguire presso le officine di Roma i necessari lavori di manutenzione e di revisione degli autocarri.

3) L'intervento di questa Sede apportò presto i suoi frutti. L'afflusso del grano a Roma aumentò rapidamente fino all'attuale media giornaliera di 6000 - 6500 q.li, le scorte di Roma da

./.

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

Mod.ENAC 10

194

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio ... Sez. ...
Prot. N° ... Allog. ...
Risposta al N° ... del ...

OGGETTO: ...

un minimo di 4 giornate furono presto portate ad oltre 20 giornate.

4) Gli inconvenienti dovuti alla irrazionale organizzazione del lavoro sul posto continuano però ancora a verificarsi.

Ad Assisi infatti gli autocarri sono rimasti fermi per 4 giorni, dal 19 al 23 corr. per mancanza di tele, mentre a Gubbio la richiesta di autocarri è stata eccessiva in confronto ai trasporti da eseguire per cui parte degli autocarri colà inviati si sono dovuti far rientrare a Roma per mancanza di lavoro.

Inconvenienti del genere che prima si verificavano molto spesso ora accadono in verità più raramente; è evidente però che tali irregolarità disturbano notevolmente il lavoro e creano una pessima utilizzazione dei mezzi messi a disposizione dall'E.N.A.C.

5) Come si rileva da quanto sopra esposto l'E.N.A.C. ha già provveduto e normalmente provvede ad eseguire con automezzi di Roma tutti i trasporti che si svolgono presso i centri di raccolta del grano a nord di Roma. Gli automezzi, pur essendo dislocati in zone ove l'ENAC non è ancora in funzione, continuano ad essere amministrati, controllati e disciplinati dall'ENAC che ha dislocato sul posto propri funzionari che si trasferiscono tempestivamente da un centro all'altro man mano che un centro si esaurisce e un altro si attiva.

Tale sistema non ha ~~dato~~ finora dato luogo ad alcun inconveniente e non si ritiene pertanto sia il caso di affidare autocarri dell'ENAC ad altre organizzazioni che con l'ENAC stesso non hanno nulla a che fare.

IL DIRETTORE GENERALE
(Ing. M. Costa)

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

Civil Aeronautics Board
ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Scrivere — Sez.
Prot. N° — Allg.
Risposta al N° — del

OGGETTO:

un minimo di 4 giornate furono presto portate ad oltre 20 giornate.

4) Gli inconvenienti dovuti alla irrazionale organizzazione del lavoro sul posto continuano però ancora a verificarsi.

Ad Assisi infatti gli autocarri sono rimasti fermi per 4 giorni, dal 19 al 23 corr. per mancanza di tele, mentre a Gubbio la richiesta di autocarri è stata eccessiva in confronto ai trasporti da eseguire per cui parte degli autocarri colà inviati si sono dovuti far rientrare a Roma per mancanza di lavoro.

Inconvenienti del genere che prima si verificavano molto spesso ora accadono in verità più raramente; è evidente però che tali irregolarità disturbano notevolmente il lavoro e creano una pessima utilizzazione dei mezzi messi a disposizione dall'E.N.A.C.

5) Come si rileva da quanto sopra esposto l'E.N.A.C. ha già provveduto e normalmente provvede ad eseguire con automezzi di Roma tutti i trasporti che si svolgono presso i centri di raccolta del grano a nord di Roma. Gli automezzi, pur essendo dislocati in zone ove l'ENAC non è ancora in funzione, continuano ad essere amministrati, controllati e disciplinati dall'ENAC che ha dislocato sul posto propri funzionari che si trasferiscono tempestivamente da un centro all'altro man mano che un centro si esaurisce e un altro si attiva.

Tale sistema non ha ~~dato~~ finora dato luogo ad alcun inconveniente e non si ritiene pertanto sia il caso di affidare autocarri dell'ENAC ad altre organizzazioni che con l'ENAC stesso non hanno nulla a che fare.

IL DIRETTORE GENERALE
(Ing. M. Costato)

SL/lm.

1755

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

TRANSLATION /bm

E.N.A.C.
Movements Branch

Report on the Supply of Grain for ROME.

Grain for the city of ROME and for the towns in the Province ROME is supplied from the provinces north of ROME and for some time past also from the granaries of the FOGGIA Province.

From the collecting centres grain is carried by lorry to the Railway Stations from where, by rail, it is forwarded to ROME. At ROME (Tuscolana Station) where wagons are concentrated, grain is loaded again on to lorries and carried to the mills in ROME and in Province.

As one collecting centre is cleared another is activated, and the lorries are continually transferred from one centre to another.

Those centres have not got local vehicles on a large enough scale, the few that exist are barely sufficient for local needs. Therefore grain for ROME must be exclusively transported by vehicles based on ROME.

At present 6 centres north of ROME are working and for each of them there are employed the following vehicles :

ASSISI	Trucks	No.	58	Loading capacity		144	Tons
AREZZO	"	"	12	"	"	36	"
ORVIETO	"	"	9	"	"	27,6	"
CHIUSI	"	"	36	"	"	75,3	"
GROSSETO	"	"	18	"	"	49	"
GUBBIO	"	"	29	"	"	58,8	"

These trucks are of various types and loading capacity and they are chosen in relation to the roads they must use. As a rule, small lorries are not used as it is not convenient, the vehicles employed have an average loading capacity of between 20 and 40 qls. The turnround journey varies from 100 to 200 Km. as the warehouses are generally rather distant from railway station.

Difficulties in accomplishing such an important and heavy work are many and varied. The "flat rate" cost of transportation, originally agreed between the (late) Transportation office of ROME and the Federazione Italiana dei Consorzi Agrari (Italian Federation of Agrarian partner ships) is no longer proportioned to the actual cost of living. To comply with the new national rates for haulage of goods it was necessary to arrange a new "flat rate" last February on a more equitable and remunerative

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

ROME is supplied from the provinces north of ROME and for some time past also from the granaries of the FOGGIA Province.

From the collecting centres grain is carried by lorry to the Railway Stations from where, by rail, it is forwarded to ROME. At ROME (Tuscolana Station) where wagons are concentrated, grain is loaded again on to lorries and carried to the mills in ROME and in Province.

As one collecting centre is cleared another is activated, and the lorries are continually transferred from one centre to another.

Those centres have not got local vehicles on a large enough scale, the few that exist are barely sufficient for local needs. Therefore grain for ROME must be exclusively transported by vehicles based on ROME.

At present 6 centres north of ROME are working and for each of them there are employed the following vehicles :

ASSISI	Trucks	No.	58	Loading capacity		144	Tons
AREZZO	"	"	12	"	"	36	"
ORVIETO	"	"	9	"	"	27,6	"
CHIUSI	"	"	36	"	"	75,3	"
GROSSETO	"	"	18	"	"	49	"
GUBBIO	"	"	29	"	"	88,8	"

These trucks are of various types and loading capacity and they are chosen in relation to the roads they must use. As a rule, small lorries are not used as it is not convenient, the vehicles employed have an average loading capacity of between 20 and 40 qls. The turnround journey varies from 100 to 200 Km. as the warehouses are generally rather distant from railway station.

Difficulties in accomplishing such important and heavy work are many and varied. The "flat rate" cost of transportation, originally agreed between the (late) Transportation office of ROME and the Federazione Italiana dei Consorzi Agrari (Italian Federation of Agrarian partner ships) is no longer proportioned to the actual cost of living. To comply with the new national rates for haulage of goods it was necessary to arrange a new "flat rate" last February on a more equitable and remunerative basis.

1754

Decisions, concerning the work to be done, are communicated without sufficient notice, while it is evident that it is impossible to move lorries suddenly to new centres or transfer them from one centre to another.

Frequently when a centre has been prepared for handling a definite volume of traffic the quantity of grain suddenly decreases due to failure in allocation of wagons for military reasons or the allocation suddenly increases before there is time

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

to arrange for additional vehicles.

Sometimes information is wrong. This occurred recently in GUBBIO where the quantity to be moved was greater than that forecast and because of an insufficiency of personnel for loading and unloading there was a loss of truck time.

Lack of satisfactory communications between ROME and the collecting centres also adds to the difficulties, and results in delaying advices and preventing adequate measures to be adopted when necessary.

The above mentioned difficulties are the greatest and they have been brought to the notice of the "Alto Commissariato per l'Alimentazione" (High Commissioner for Food) in order to achieve better arrangements between ENAC and the interested "Consorzi Agrari".

The haulage operators of ROME are not at all happy over having their trucks operating any great distance to and from ROME. Their attitude is understandable when one considers the difficulties of feeding and housing their personnel, their inability to control their own drivers, and the difficulties of carrying out local repairs in the event of vehicle breackdown etc.

We have already also drawn the attention of the High Commissioner of Food to the necessity of assisting the operators with food and ~~the~~ lodging for to their personnel.

The supply of grain for ROME in the FOGGIA Province started some time ago, in the first days only local trucks were employed. Here also, therefore, for lack of said trucks it was necessary to send vehicles from ROME. As FOGGIA centres are further from ROME than the other above mentioned centres, difficulties to be overcome for such movement are also greater.

Neverthless every-thing possible is being done by ENAC in order that this work may be regularly carried out.

The quantities of grain which are arriving in ROME from centres in FOGGIA and from centres north of ROME vary between 6000 and 6500 quintals per day.

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

delaying advices and preventing adequate measures to be adopted when necessary.

The above mentioned difficulties are the greatest and they have been brought to the notice of the "Alto Commissariato per l'Alimentazione" (High Commissioner for Food) in order to achieve better arrangements between ENAC and the interested "Consorzi Agrari".

The haulage operators of ROME are not at all happy over having their trucks operating any great distance to and from ROME.

Their attitude is understandable when one considers the difficulties of feeding and housing their personnel, their inability to control their own drivers, and the difficulties of carrying out local repairs in the event of vehicle breackdown etc.

We have already also drawn the attention of the High Commissioner of Food to the necessity of assisting the operators with food and ~~the~~ lodging for to their personnel.

The supply of grain for ROME in the FOGGIA Province started some time ago, in the first days only local trucks were employed. Here also, therefore, for lack of said trucks it was necessary to send vehicles from ROME. As FOGGIA centres are further from ROME than the other above mentioned centres, difficulties to be overcome for such movement are also greater.

Neverthless every-thing possible is being done by ENAC in order that this work may be regularly carried out.

The quantities of grain which are arriving in ROME from centres in FOGGIA and from centres north of ROME vary between 6000 and 6500 quintals per day.

1752

1753

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

TRANSLATION /bm

E.N.A.C.
Movements Branch

Report on the Supply of Grain for ROME.

Grain for the city of ROME and for the towns in the Province of ROME is supplied from the provinces north of ROME and for some time past also from the granaries of the FOGGIA Province.

From the collecting centres grain is carried by lorry to the Railway Stations from where, by rail, it is forwarded to ROME. At ROME (Tuscolana Station) where wagons are concentrated, grain is loaded again on to lorries and carried to the mills in ROME and in Province.

As one collecting centre is cleared another is activated, and the lorries are continually transferred from one centre to another.

Those centres have not got local vehicles on a large enough scale; the few that exist are barely sufficient for local needs. Therefore grain for ROME must be exclusively transported by vehicles based on ROME.

At present 6 centres north of ROME are working and for each of them there are employed the following vehicles :

ASSISI	Trucks	No.	58	Loading capacity		144	Tons
AREZZO	"	"	12	"	"	36	"
ORVIETO	"	"	9	"	"	27,6	"
CHIUSI	"	"	36	"	"	75,3	"
GROSSETO	"	"	18	"	"	49	"
GUBBIO	"	"	29	"	"	88,8	"

These trucks are of various types and loading capacity and they are chosen in relation to the roads they must use. As a rule, small lorries are not used as it is not convenient; the vehicles employed have an average loading capacity of between 20 and 40 qls. The turnround journey varies from 100 to 200 Km. as the warehouses are generally rather distant from railway stations.

Difficulties in accomplishing such an important and heavy work are many and varied. The "flat rate" cost of transportation, originally agreed between the (late) Transportation office of ROME and the Federazione Italiana dei Consorzi Agrari (Italian Federation of Agrarian partner ships) is no longer proportioned to the actual cost of living. To comply with the new national rates for haulage of goods it was necessary to arrange a new "flat rate" last February on a more equitable and remunerative basis.

1752

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

From the collecting centres grain is carried by lorry to the Railway Stations from where, by rail, it is forwarded to ROME. At ROME (Tuscolana Station) where wagons are concentrated, grain is loaded again on to lorries and carried to the mills in ROME and in province.

As one collecting centre is cleared another is activated, and the lorries are continually transferred from one centre to another.

Those centres have not got local vehicles on a large enough scale; the few that exist are barely sufficient for local needs. Therefore grain for ROME must be exclusively transported by vehicles based on ROME.

At present 6 centres north of ROME are working and for each of them there are employed the following vehicles :

ASSISI	Trucks	No.	58	Loading	capacity	144	Tons
AREZZO	"	"	12	"	"	36	"
ORVIETO	"	"	9	"	"	27,6	"
CHIUSI	"	"	36	"	"	75,3	"
GROSSETO	"	"	18	"	"	49	"
GUBBIO	"	"	29	"	"	58,8	"

These trucks are of various types and loading capacity and they are chosen in relation to the roads they must use. As a rule, small lorries are not used as it is not convenient; the vehicles employed have an average loading capacity of between 20 and 40 qls. The turnround journey varies from 100 to 200 Km. as the warehouses are generally rather distant from railway station.

Difficulties in accomplishing such an important and heavy work are many and varied. The "flat rate" cost of transportation, originally agreed between the (late) Transportation office of ROME and the Federazione Italiana dei Consorzi Agrari (Italian Federation of Agrarian partner ships) is no longer proportioned to the actual cost of living. To comply with the new national rates for haulage of goods it was necessary to arrange a new "flat rate" last February on a more equitable and remunerative basis.

1752

Decisions, concerning the work to be done, are communicated without sufficient notice, while it is evident that it is impossible to move lorries suddenly to new centres or transfer them from one centre to another.

Frequently when a centre has been prepared for handling a definite volume of traffic the quantity of grain suddenly decreases due to failure in allocation of wagons for military reasons or the allocation suddenly increases before there is time

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

to arrange for additional vehicles.

Sometimes information is wrong. This occurred recently in GUBBIO where the quantity to be moved was greater than that forecast and because of an insufficiency of personnel for loading and unloading there was a loss of truck time.

Lack of satisfactory communications between ROME and the collecting centres also adds to the difficulties, and results in delaying advices and preventing adequate measures to be adopted when necessary.

The above mentioned difficulties are the greatest and they have been brought to the notice of the "Alto Commissariato per l'Alimentazione" (High Commissioner for Food) in order to achieve better arrangements between ENAC and the interested "Consorzi Agrari".

The haulage operators of ROME are not at all happy over having their trucks operating any great distance to and from ROME.

Their attitude is understandable when one considers the difficulties of feeding and housing their personnel, their inability to control their own drivers, and the difficulties of carrying out local repairs in the event of vehicle breackdown etc.

We have already also drawn the attention of the High Commissioner of Food to the necessity of assisting the operators with food and ~~the~~ lodging for to their personnel.

The supply of grain for ROME in the FOGGIA Province started some time ago; in the first days only local trucks were employed. Here also, therefore, for lack of said trucks it was necessary to send vehicles from ROME. As FOGGIA centres are further from ROME than the other above mentioned centres, difficulties to be overcome for such movement are also greater.

Neverthless every-thing possible is being done by ENAC in order that this work may be regularly carried out.

The quantities of grain which are arriving in ROME from centres in FOGGIA and from centres north of ROME vary between 6000 and 6500 quintals per day.

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

delaying advices and preventing adequate measures to be adopted when necessary.

The above mentioned difficulties are the greatest and they have been brought to the notice of the "Alto Commissariato per l'Alimentazione" (High Commissioner for Food) in order to achieve better arrangements between ENAC and the interested "Consorzi Agrari".

The haulage operators of ROME are not at all happy over having their trucks operating any great distance to and from ROME.

Their attitude is understandable when one considers the difficulties of feeding and housing their personnel, their inability to control their own drivers, and the difficulties of carrying out local repairs in the event of vehicle breackdown etc.

We have already also drawn the attention of the High Commissioner of Food to the necessity of assisting the operators with food and ~~the~~ lodging for to their personnel.

The supply of grain for ROME in the FOGGIA Province started some time ago; in the first days only local trucks were employed. Here also, therefore, for lack of said trucks it was necessary to send vehicles from ROME. As FOGGIA centres are further from ROME than the other above mentioned centres, difficulties to be overcome for such movement are also greater.

Neverthless every-thing possible is being done by ENAC in order that this work may be regularly carried out.

The quantities of grain which are arriving in ROME from centres in FOGGIA and from centres north of ROME vary between 6000 and 6500 quintals per day.

.1751

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

22/3/45

E N A C
SERVIZIO MOVIMENTO E TRAFFICO

RELAZIONE SULL'APPROVVIGIONAMENTO DEL GRANO PER ROMA

L'approvvigionamento del grano per la città di Roma e per i Comuni della Provincia di Roma si effettua nelle provincie a nord di Roma e da qualche tempo a questa parte anche presso i granai della Provincia di Foggia.

Dai centri di raccolta il grano viene trasportato con mezzi automobilistici alle Stazioni delle FF.SS. donde, con mezzi ferroviari, viene fatto proseguire per Roma. Alla stazione di Roma Tuscolana, ove affluiscono i vagoni, il grano viene nuovamente ricaricato sugli autocarri e trasportato ai molini di Roma e a quelli della Provincia.

Man mano che un centro di raccolta si esaurisce se ne attiva un altro ed i mezzi automobilistici vengono continuamente spostati da un centro all'altro.

Presso detti centri non esistono autocarri locali in misura sufficiente; i pochi esistenti sopperiscono appena ai locali fabbisogni. Il grano per Roma quindi deve essere trasportato esclusivamente con mezzi di Roma.

Attualmente sono attivi 6 centri a nord di Roma e presso ognuno di essi sono dislocati gli automezzi accanto a ciascuno indicati:

Assisi	Autocarri	n.	58	Tonn.	144
Arezzo	"	"	12	"	36
Orvieto	"	"	9	"	27,6
Chiusi	"	"	36	"	75,3
Grosseto	"	"	18	"	49
Gubbio	"	"	29	"	58,8

1750

Gli autocarri sono della portata e del tipo più vari e opportunamente scelti in relazione alla natura ed alle caratteristiche delle strade da percorrere. Di massima però i mezzi di piccola portata non vengono impiegati

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

L'approvvigionamento del grano per la città di Roma e per i Comuni della Provincia di Roma si effettua nelle provincie a nord di Roma e da qualche tempo a questa parte anche presso i granai della Provincia di Foggia.

Dai centri di raccolta il grano viene trasportato con mezzi automobilistici alle Stazioni delle FF.SS. donde, con mezzi ferroviari, viene fatto proseguire per Roma. Alla stazione di Roma Tuscolana, ove affluiscono i vagoni, il grano viene nuovamente ricaricato sugli autocarri e trasportato ai molini di Roma e a quelli della Provincia.

Man mano che un centro di raccolta si esaurisce se ne attiva un altro ed i mezzi automobilistici vengono continuamente spostati da un centro all'altro.

Presso detti centri non esistono autocarri locali in misura sufficiente; i pochi esistenti sopperiscono appena ai locali fabbisogni. Il grano per Roma quindi deve essere trasportato esclusivamente con mezzi di Roma.

Attualmente sono attivi 6 centri a nord di Roma e presso ognuno di essi sono dislocati gli automezzi accanto a ciascuno indicati:

Assisi	Autocarri	n.	58	Tonn.	144
Arezzo	"	"	12	"	36
Orvieto	"	"	9	"	27,6
Chiusi	"	"	36	"	75,3
Grosseto	"	"	18	"	49
Gubbio	"	"	29	"	58,8

1750

Gli autocarri sono della portata e del tipo più vari e opportunamente scelti in relazione alla natura ed alle caratteristiche delle strade da percorrere. Di massima però i mezzi di piccola portata non vengono impiegati perchè di scarso rendimento; la portata media degli autocarri oscilla pertanto tra i 30 e i 40 q.li. Il ciclo viaggio varia dai 100 ai 200 Km. essendo in media i magazzini abbastanza lontani dalle stazioni.

Le difficoltà che si devono quotidianamente affrontare per disimpegnare un così importante ed oneroso servizio, sono molte e di varia natura: il prezzo a forfait a suo tempo convenuto tra l'ex Ufficio Trasporti di Roma e la Federazione Italiana dei Consorzi Agrari non era più adeguato

*/.

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

all'effettivo costo della vita. Sulla base delle nuove tariffe nazionale per i trasporti di cose si sono dovuti quindi concordare con decorrenza 1° febbraio u.s. dei nuovi forfait su basi più eque e remunerative.

2. Le decisioni in merito al lavoro da svolgere vengono comunicate senza un sufficiente preavviso mentre è evidente che non possono con effetto immediato dislocarsi delle macchine in centri nuovi o spostarli da un centro all'altro. Spesso quando un centro è stato già attrezzato per smaltire un determinato volume di traffico, il quantitativo di grano viene di colpo a calare per mancata assegnazione di vagoni per ragioni militari oppure tale assegnazione improvvisamente aumenta prima che si sia avuto il tempo di dislocare nuove macchine sul posto.

Talvolta le segnalazioni sono addirittura errate come è accaduto di recente a Gubbio ove le richieste del traffico era inferiore a quelle preventivate e quindi gli autocarri sono rimasti inoperosi anche per mancanza di personale per le operazioni di carico e scarico.

Le difficoltà di comunicazione tra Roma e i centri di raccolta rendono poi ancora più oneroso il servizio contribuendo a ritardare le segnalazioni e quindi i provvedimenti relativi.

Gli inconvenienti su esposti sono quelli che più gravano sul funzionamento del servizio e su di essi si è già richiamata l'attenzione dell'Alto Commissariato per l'Alimentazione allo scopo di poter addivenire ad una intesa più strette fra l'ENAC ed i Consorzi Agrari interessati.

1749

3. I trasportatori romani non gradiscono affatto il trasferimento delle proprie macchine per lavori di scala a notevole distanza da Roma. Il loro atteggiamento è spiegabile con le difficoltà di vitto e di alloggio per il personale, con l'impossibilità di controllare i propri autisti, con i danni cui si va incontro in caso di avarie alle macchine generalmente non riparabili sul posto, ecc. Anche sulla necessità di dare ai trasportatori un pò di assistenza per quanto riguarda il vitto e l'alloggio del loro

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

un sufficiente preavviso mentre è evidente che non possono con effetto immediato dislocarsi delle macchine in centri nuovi o spostarli da un centro all'altro. Spesso quando un centro è stato già attrezzato per smaltire un determinato volume di traffico, il quantitativo di grano viene di colpo a calare per mancata assegnazione di vagoni per ragioni militari oppure tale assegnazione improvvisamente aumenta prima che si sia avuto il tempo di dislocare nuove macchine sul posto.

Talvolta le segnalazioni sono addirittura errate come è accaduto di recente a Gubbio ove la richiesta del traffico era inferiore a quella preventivata e quindi gli autocarri sono rimasti inoperosi anche per mancanza di personale per le operazioni di carico e scarico.

Le difficoltà di comunicazione tra Roma e i centri di raccolta rendono poi ancora più oneroso il servizio contribuendo a ritardare le segnalazioni e quindi i provvedimenti relativi.

Gli inconvenienti su esposti sono quelli che più gravano sul funzionamento del servizio e su di essi si è già richiamata l'attenzione dell'Alto Commissariato per l'Alimentazione allo scopo di poter addivenire ad una intesa più stretta fra l'ENIC ed i Consorzi Agrari interessati.

3. I trasportatori romani non gradiscono affatto il trasferimento delle proprie macchine per lavori di scala a notevole distanza da Roma. Il loro atteggiamento è spiegabile con le difficoltà di vitto e di alloggio per il personale, con l'impossibilità di controllare i propri autisti, con i danni cui si va incontro in caso di avarie alle macchine generalmente non riparabili sul posto, ecc. Anche sulla necessità di dare ai trasportatori un pò di assistenza per quanto riguarda il vitto e l'alloggio del loro personale si è già richiamata l'attenzione dell'Alto Commissariato dell'Alimentazione.

L'approvvigionamento del grano per Roma in provincia di Foggia si è iniziato da qualche tempo; nei primi giorni sono stati impiegati esclusivamente automezzi locali. Anche qui però per insufficienza di tali mezzi si sono dovuti inviare autocarri da Roma. Essendo il centro di Foggia ad una distanza da Roma ancora maggiore di quella dei sei centri suddetti, le dif-

./.

1749

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

ficoltà che si debbono superare per tale dislocamento sono ancora maggiori. Tuttavia da parte dell'ENAC si sta facendo tutto il possibile perchè anche questo servizio venga regolarmente disimpegnato.

I quantitativi di grano che giornalmente affluiscono a Roma sia dai Centri a nord di Roma che da quello di Foggia oscillano complessivamente dai seimila ai seimilacinquecento quintali.

1748

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

0178

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: APT/S/12
Date/Time of Origin: APR 021030A

Message Centre No: D/6643
Date Time Rec'd: APR 021230A
Precedence: IMMEDIATE

FROM: BENT AMG ANCONA
TO: HQ ALCOM CITE ACTPT FOR TN 5

RESTRICTED

RESTRICTED

Ref your signal 4598 dated 01. Port officer contracted 01 PM but port unable accept loads until 03. In accordance arrangements made with rail and port and grain Tpt officer ANCONA grain will be lifted by railwagon from railheads FABRIANO and SENIGALLIA to port ANCONA. Remainder grain will be handed to port by 1004 Gt Coy vehicles. Anticipated it will not be necessary to use 1000 Gt Coys POLLENZA vehicles to haul to Port. Arranged with grain Tpt officer that POLLENZA vehicles will therefore continue hauling as normally into magazines. Sailing dates as notified you signal are uncertain and liable alteration. Progress will be reported.

HEADQUARTERS
APR 1945
A. C.

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
Agric SC.
Food SC (2)
File (2)
Float

1747

ACTION

RESTRICTED

0179

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

AMB ANCONA

4598 1 April 1945 PRIORITY

RESTRICTED FD

PARA ONE FD GRAIN MOVEMENT TO ROME CANCELLED TWO DASH NINE APRIL INCLUSIVE BD

PARTY TO AMG ANCONA FOR CAPTAIN BENT RPT FOR AMG ANCONA GRAIN TRANSPORT OFFICER

AND PORT OFFICER FROM HQ ALCOM/CITE/ACTPT PAREN

PARA TWO FD GRAIN WILL BE SHIPPED FROM ACONA PORT TO BARI AREA AS BOILOWS FD

FOUR APRIL THREE ZERO ZERO TONS IN SHIP ULYSSE FD SEVEN APRIL ONE ZERO ZERO

ZERO TONS IN SALVORE FD EIGHT AND NINE APRIL FIVE THREE ZERO TONS IN SCHOONERS

AIDA CMA GIUSEPPE AND CARA MICHELE FD ARRANGE GRAIN HAULAGE TO PORT BY ONE

ZERO ZERO ZERO AND ONE ZERO ZERO FOUR GEORGE TARE COYS FD CONTACT GRAIN

TRANSPORTATION AND PORT OFFICERS ANCONA RE COLLECTION AND LOADING OF GRAIN

INTO SHIPS FD CONFIRM ARRANGEMENTS MADE TO ROADS DIVISION THIS SUBCOMMISSION FD

REPORT SHIPMENT OF ONE EIGHT THREE ZERO TONS TOTAL ON NINE APRIL FD

c.c. to:- Regional Commissioner, UMBRIA-MARCHE Region.
Motor Transport Group, A.C.
Movements Division, Tn. S.C.
Roads Division, Tn. S.C.

1246

TRANSPORTATION S.C.

566

NICHOLAS PIOMBINO,
CWO., USA.,
ASSISTANT ADJUTANT

26

Tel. 378 HEADQUARTERS ALLIED COMMISSION GG/ep
APO 334
TRANSPORTATION SUB-COMMISSION

Ref: AC/102/A-26/Tn5 2 April 1945

SUBJECT: Twenty-four Hour Loading and Unloading of Grain Trucks.

TO : Director, Consorzio Agrerio -- Amacharada.

1. Owing to the vast amount of grain it will be necessary to move between now and 1 July and the shortage of trucks available, it will be necessary for you to make some arrangement whereby grain trucks may be loaded or unloaded at any time during the day or night. This is an emergency measure and will continue as such until all grain has been removed fromthe warehouses in order to make room for the new crop.

2. Please advise the Director of ENAC, where ENAC is in operation, and the Allied Commission Transportation Officer where ENAC is not in operation, as to the progress being made towards this end.

for G. G. GROSS Jr.,
Chief, Roads Division.

cc: Regional Transportation Officer, Umbria-Marche Region
Captain Brice -- Chieti

(Ltr. also forwarded to: Consorzia Agrario - Ascoli
Tarmine
Aquila
Pescara
Chieti
Ortona

1744

1745

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

0181

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

9122.
25

HEADQUARTERS
AMG FIFTH ARMY
APO 464 U.S.ARMY

JHB/cpn
March 21, 1945
202/4-1

SUBJECT: Movement of Wheat.

TO : HQ, Allied Commission for Food Subcommission.

1. Reference letter R/VIII/AG/8/1, dated 28 February 1945, HQ, Toscana Region, Supply Division, and telephone conversation Captain Brown - Lt Burezzi, 18 March '45.

2. Every effort possible is being made to distribute wheat into the communes of Lucca Province that are under corps control, in order that they can mill their flour requirements and thus conserve stocks of flour in Alcoa Warehouse at Leghorn.

3. Due to the increase in bread ration the stockpile of wheat in Lucca Province is exceptionally low and the province is hesitant to release wheat to the communes within corp area. This headquarters is informed that shipping space by rail is available but the main difficulty is in transporting the grain to the railhead in Grosseto Province. Since Lucca is dependent solely upon imported wheat which either must come from the ship in Leghorn or by rail from Grosseto, it is requested that immediate steps be taken to increase the importation of wheat from Grosseto into Lucca.

For the Commanding General:

James H. Brown

JAMES H. BROWN,
Captain, Infantry,
Acting Jr. Supply Officer,
AMG Fifth Army.

Copy to: Transportation S/C, HQ AC. Roads Div.
HQ, 15 Army Group - G-5 Section, Attn: Col. Stewart
RC Toscana Region for RSO.
PC, Grosseto for PSO.
PC, Lucca for PSO.

To Liver Dir. Roads AC/102/A/23

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

JWB/mb

Tele : 478704 AC/102/11/ mfers

26 March 1945

419/6/Tn.3.

SUBJECT : Planned Grain Movements - Mainland of Italy, 1 Feb. - 31 July 1945.

TO : Regional Commissioner, Southern Region (Attn. Regional Tptn. Officer)
" " Lazio-Umbria Region
" " Abruzzi-Marche Region
" " Toscana Region
" " Emilia Region

1. Reference this HQ. letter 419/1/Tn.3., dated 16 March '45 and programme of Planned Grain Movements attached thereto.

2. Please amend programme to read as follows :-

PROVINCE	ASSIGNED		EXPORTS	
	SOURCE OF SUPPLY	QUANTITY QLI.	IMPORTING PROVINCE	QUANTITY QLI.
Ascoli			Rieti Chieti L'Aquila Pescara	25,000 27,000 41,000 32,000 125,000
Chieti	Chieti Ascoli Campobasso Macerata Teramo	19,092 27,000 12,000 31,000 20,000 109,692		
Pescara	Pescara Ascoli Teramo	25,475 32,000 18,000 75,475		
Teramo			L'Aquila Pescara Chieti	32,000 18,000 20,000 70,000

For the Chief Commissioner.

1743

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

SUBJECT : [redacted]

TO : Regional Commissioner, Southern Region (Attn. Regional Tptn. Officer)
Lazio-Umbria Region
Abruzzi-Marche Region
Toscana Region
Emilia Region

1. Reference this HQ. letter 419/1/Tn.3., dated 16 March '45 and programme of Planned Grain Movements attached thereto.

2. Please amend programme to read as follows :-

PROVINCE	ASSIGNED SOURCE OF SUPPLY	ASSIGNED QUANTITY QLI.	EXPORTS IMPORTING PROVINCE	EXPORTS QUANTITY QLI.
Ascoli			Rieti Chieti L'Aquila Pescara	25,000 27,000 41,000 32,000 125,000
Chieti	Chieti Ascoli Campobasso Macerata Teramo	19,092 27,000 12,000 31,000 20,000 109,692		
Pescara	Pescara Ascoli Teramo	25,475 32,000 18,000 75,475		
Teramo			L'Aquila Pescara Chieti	32,000 18,000 20,000 70,000

1743

For the Chief Commissioner.

M.B. THOMAS, Colonel,
Deputy Director,
Transportation Sub-Commission.

Copy to : (see over)

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

Copies to :

G-4 (Mov & Tn) AFHQ (2)
G-5 AFHQ (2)
HQ. 15 Army Group, Civil Affairs Section
AMG. 5 Army
AMG. Rear 8 Army
HQ. Movements Central Italy
HQ. Movements East Italy
HQ. Movements West Italy
Major V.R. Bowers, HQ. Southern Region)
Major C.W.G. Taylor c/o HQ. Movements East Italy)
Capt. B.W. Boddy, AC. Transportation Officer, Reggio) For action
Capt. E.W. Dean, HQ. Lazio-Umbria Region)
Economic Section
Secreatariat, Priorities Board
Food Sub-Commission (less enclosure)
Planning Staff, Transportation Sub-Commission
Rail Division, Transportation Sub-Commission (for information)
Movements Division (Shipping), Transportation Sub-Commission (for information)
Movements Division (Roads) Transportation Sub-Commission
Major Duthie.

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

0183

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

R

TN 5/c 22

TO : HQ Motor Transport Group, HQ AC.

FROM : HQ, AC/AMG Abruzzi-Marche Region (Economics & Supply).

REF : R5/518/58/1.

DATE : 24 March 1945.

SUBJECT : Transport for Grain Movement.

1. Ref your signal 3932 of 21 March 45.

2. The entire QM Coy can be accomodated at Villa Lauri, Pollenza Macerata Prov.

3. The advance party should contact Major Denning at AMG HQ Macerata.

For the Regional Commissioner:

D.V. SHAW-KENNEDY
Captain,
Regional Supply Officer.

Copy to: Transp. S/C - HQ, AC.
Food S/C - HQ, AC.
Reg Transp. Offr
" Grain Movement Offr.

HEADQUARTERS
26 MAR 1945
A. C.
1742

6307

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

21

CMC/mi

INTER OFFICE MEMO

23 March 1945

: Ref : AC/9/20/Tn.3

'T : Planned Grain Movements on Mainland of Italy.

: Food Sub Commission.

1. The abovenamed programme includes 31,000 Quintals from MACERATA to CHIETI.

2. In order to ascertain what portion of this movement is suitable for rail haulage, as and when ORTONA - ANCONA line is open, please can you supply breakdown to and from towns and/or rail stations.

3. This confirm verbal request (Stait Gardner - Curran) 23 March 1945.

for MERRITT H. TAYLOR
Director
Transportation S/C.

Copy to : Mov Rail
Road Division.

1738

1741

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

BEST COPY POSSIBLE

GP/es

10

INTER OFFICE MEMO

Ext : 566

23 March 1945

SUBJECT : Grain Movement - Abruzzi-Marche Region

TO : Food Sub-Commission

Ref : AC/100/12/Tn.3

1. Reference this Sub-Commission's Memo AC/100/6/Tn.5 dated 14 Mar 45.

2. A meeting at which A.C. Officers concerned and E.W.A.C Officials were present, was held at CHIETI on 20 Mar to discuss plans for increasing grain tonnage hauled in the ABRUZZI-MARCHE Region.

3. Capt. Shaw-Kennedy, Regional Supply Officer, informed a representative of this office that the various Provincial Consorzi Agrarii will need to improve their existing arrangements for loading and unloading grain materially if the proposed 24 hours a day operation by 1002 C.T. Coy, and Truck Pools is to be a success. At present the following handicaps to efficient working exist:-

(a) Insufficient labour is provided to load and unload trucks. Political - Syndicate - Union.

(b) Loading and unloading is frequently not done on Sundays, Festas and public holidays.

(c) Labour can only be provided at certain times of day, seldom during the night and during the lunch period. } No human trucks [illegible].

1749

(d) A shortage of sacks and string exist generally.

4. The Supply Officer is endeavouring to eradicate these weaknesses but is encountering difficulty in some quarters. He has requested that the matter be taken up with the Federazione Italiana dei Consorzi Agrarii in Rome.

5. If the maximum use is to be made of the additional truck space planned the above handicaps must be eliminated in all Provinces of the Region. Will you please, therefore

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

Ref : AG/100/12/Tn.5

1. Reference this Sub-Commission's Memo AG/100/5/Tn.5 dated 21st Mar 45.

2. A meeting at which A.C. Officers concerned and R.N.A.C. Officials were present, was held at CHIETI on 20 Mar to discuss plans for increasing grain tonnage hauled in the ABRUZZI-MARCHE Region.

3. Capt.Shew-Kennedy,Regional Supply Officer, informed a representative of this office that the various Provincial Consorzi Agrarii will need to improve their existing arrangements for loading and unloading grain materially if the proposed 24 hours a day operation by 1002 C.T. Boy, and Truck Pools is to be a success. At present the following handicaps to efficient working exist:-

(a) Insufficient labour is provided to load and unload trucks. Political - Exploitable - Grain.

(b) Loading and unloading is frequently not done on Sundays, Fentse and public holidays.

(c) Labour can only be provided at certain times of day, seldom during the night and during the lunch period. No Armed Escorts Required.

(d) A shortage of sacks and string exist generally. 1740

4. The Supply Officer is endeavouring to eradicate these weaknesses but is encountining difficulty in some quarters. He has requested that the matter be taken up with the Federazione Italiane dei Consorzi Agrarii in Rome.

5. If the maximum use is to be made of the additional truck space planned the above handicaps must be eliminated in all Provinces of the Region. Will you please, therefore approach the Federazione with a view to bringing pressure to bear on the Provincial Consorzi Agrarii.

G. FERNYHOUGH
Lt Col. R.A.
Roads Division, Tptn: S/C.

Copy to : Regional Govt., Abruzzi-Marche Region.
(Att: Regional Supply Officer)
Movements Division (Roads)

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394
MOTOR TRANSPORTATION DIVISION

D-16(3) 10477

19

MT/3996/8a 13 March 1945

TO : AC Headquarters
Transportation Sub/Commission

SUBJECT : Haulage of Grain to Rome

REF : Your AC/100/2/Tn.5

1. Your letter and attached report from the Consorzio are being forwarded to Perugia for a detailed answer by our representative, Capt. Piper.

2. However, basically the report is incorrect. We have found in the past months that failure of grain haulage to reach expected quotas has not been due to road transport, at least as far as inefficient operation or lack of transport was concerned. This is just as true today as the matter was discussed with Capt. Piper last Saturday.

3. From personal knowledge I know that Rome drivers like to work in the Perugia area, so that the only requirement needed to keep them there and working is sufficient work. The situation there as in other localities is that the hauling is interrupted for two or three days frequently and the truck owners in disgust more out or find other work on their own.

4. The following points are some of the actual facts that I'm sure can be verified on the spot.

a. Unusally poor roads in the regions that the trucks must go to reach warehouses. Weather conditions in the last months have increased this difficulty.

b. Definite lack of control by Consorzio of warehouse employees and of furnishing sacking materials. Holidays, insufficient help, no sacks or no string is a constant headache. No truck owner will continually spend money against those conditions.

c. Rail wagons are not always available daily, necessitating unloading in nearby ware-houses, if the warehouse is vacant and consorzio personnel can be located. This position

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

MT/3996/8a 13 March 1949

TO : AC Headquarters
Transportation Sub/Commission

SUBJECT : Haulage of Grain to Rome

REF : Your AC/100/2/Tn.5

1. Your letter and attached report from the Consorzio are being forwarded to Perugia for a detailed answer by our representative, Capt. Piper.

2. However, basically the report is incorrect. We have found in the past months that failure of grain haulage to reach expected quotas has not been due to road transport, at least as far as inefficient operation or lack of transport was concerned. This is just as true today as the matter was discussed with Capt. Piper last Saturday.

3. From personal knowledge I know that Rome drivers like to work in the Perugia area, so that the only requirement needed to keep them there and working is sufficient work. The situation there as in other localities is that the hauling is interrupted for two or three days frequently and the truck owners in disgust move out or find other work on their own.

4. The following points are some of the actual facts that I'm sure can be verified on the spot.

1799

a. Unusally poor roads in the regions that the trucks must go to reach warehouses. Weather conditions in the last months have increased this difficulty.

b. Definite lack of control by Consorzio of warehouse employees and of furnishing sacking materials. Holidays, insufficient help, no sacks or no string is a constant headache. No truck owner will continually spend money against those conditions.

c. Rail wagons are not always available daily, necessitating unloading in nearby ware-houses, if the warehouse is vacant and consorzio personnel can be located. This position has been discussed by Capt. Piper with the rail officer at Foligno.

In Perugia only known to Stk by Rome trucks./.
For Info. to P. requested Rome (Capt.)
Allied Coast trucks to do so.

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

5. The a/m comments are brought out as justification for the apparent lack of transport at odd times and we are sure that additional pressure by the consorzio on their people to provide loads on a definite schedule will find the truck haulers ready and willing to make their living.

M. C. McCarty Capt
for J.A.N. GILES
Lt. Colonel
Chief of Division

MC/aa

1738

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

GF/hgd

11 March 1945

AC/10[illegible]0/A5/TR.5

SUBJECT : Grain Movement - Abruzzi-Marche Region.

TO : R.M.A.C. Ministero dei Trasporti Piazza Croce Rossa
(Att: Mr. Boppard).

1. A serious situation has developed in Abruzzi-Marche Region regarding the movement of grain from the exporting province of MACERATA, TERAMO and ASCOLI to the importing provinces of CHIETI, PESCARA and AQUILA Provinces. Appendix A attached shows details of stocks held in the former and monthly requirements in the latter.

2. Stocks held in the deficiency provinces from internal amassing have run out and they now depend entirely on imported grain to feed the people. Owing to the increased bread ration the monthly tonnage required has increased to the figures shown in Appendix A. In addition it is necessary to clear warehouses in the exporting provinces to make room for the new harvest.

3. The position may be summerised as follows:-

To be moved monthly to importing provinces for immediate consumption	5435	tons
To be moved monthly to ORTONA MM.	400	"
Additional monthly movement to clear warehouses of exporting provinces by Sep. 1945	2165	"
Total	8000	"

4. At present some 2400 tons per month are being moved by military vehicles and trucks in AC/AMG Truck Pools. Steps are being taken to increse this figure materially. There will still remain however a balance of approximately 2500 tons per month which must be moved by civilian trucks.

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

TO : A.M.F.O. Ministero dei Trasporti Fiezz Croce Rossa
(Att: Mr. Bo pard).

1. A serious situation has developed in Abruzzi-Marche Region regarding the movement of grain from the exporting provinces of MACERATA, TERAMO and ASCOLI to the importing provinces of CHIETI, PESCARA and AQUILA Provinces. Appendix A attached shows details of stocks held in the former and monthly requirements in the latter.

2. Stocks held in the deficiency provinces from internal amassing have run out and they now depend entirely on imported grain to feed the people. Owing to the increased bread ration the monthly tonnage required has increased to the figures shown in Appendix A. In addition it is necessary to clear warehouses in the exporting provinces to make room for the new harvest.

3. The position may be summarized as follows:-

To be moved monthly to importing provinces for immediate consumption	5435	tons
To be moved monthly to ORTONA MM.	400	"
Additional monthly movement to clear warehouses of exporting provinces by Sep. 1945	2165	"
Total	8000	"

4. At present some 2400 tons per month are being moved by military vehicles and trucks in AC/AMG Truck Pools. Steps are being taken to increase this figure materially. There will still remain however a balance of approximately 2500 tons per month which must be moved by civilian trucks.

5. Civilian trucks are not doing their share of this work and it is considered that A.M.F.O. must take responsibility for remedying this state of affairs. Will you please make immediate arrangements for a proportion of all trucks in the four provinces under your control to be allotted to grain haulage permanently. Both grain movement and internal distribution of supplies can be dealt with if the trucks available are fully utilised and properly organised.

-1-

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

6. You should arrange for your provincial Directors to contact the Chief Transportation Officer and Supply Officer at Headquarters, Abruzzi-Marche Region who will settle details of tonnage to be hauled, loading and delivery points etc.

7. You will appreciate that this is a matter of urgency and U.N.R.R.A. is expected to take more effective steps than hitherto to assist in solving the problem.

M B Thomas Colonel
for MERRITT H. TAYLOR
Director

Copy to:
Regional Commissioner
Abruzzi-Marche Region
(Att: Chief Transportation
Officer, Supply Officer).
Movts.Div. Roads Branch.

1736

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

Appendix "A"

PROGRAMME OF GRAIN MOVEMENT BY 1002 G.T. COMPANY.

GRAIN AVAILABLE.		GRAIN REQUIRED MONTHLY.	
PROVINCE	TONS	PROVINCE	TONS
ASCOLI PICENO	18, 000	AQUILA	2, 035
TERAMO	7, 500	PESCARA	1, 400
MACERATA	39, 000	CHIETI	2, 000
		ORTONA RAIL.	400
TOTAL	64, 500	TOTAL	5, 835

1935
1934

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

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

DPR/oc

AC/100/3A

HEADQUARTERS
AMG/AC
ABRUZZI MARCHE REGION
C.M.F.
CHIEF TRANSPORTATION OFFICE

R5/517/E/1. 6 March 1945.

SUBJECT : Request for Transport.

TO : Transportation Sub-Commission, Hq. AC.

The attached letter is forwarded for your information.

For the Regional Commissioner:

HEADQ... 8 MAR 1945 A. C.

D.P.RICHARDSON
Capt. Inf.,
Chief Transportation
Officer.

Copy to: R5/517/E/1.

1734

3999.

HEADQUARTERS
ABRUZZI MARCHE REGION

TO : Economics and Supply Division, Abruzzi Marche Region.

DATE : March 5th 1945.

REF. : TM/23.

SUBJECT : Grain Movement by 1002 G.T. Company.

1. Two factors have increased the commitments of 1002 G.T. Company. They are;-
   1. The increase in the bread ration.
   2. The necessity of stocking the provinces of Pescara and Chieti.

2. Up to the moment Pescara and Chieti have had sufficient stocks from their own amass of grain to cover alimentation requirements. Now these stocks are exhausted and for a 30-day month Pescara required 1400 tons, Chieti 2.000 tons.

3. It was hoped that with the arrival of two platoons of 1000 G.T. Company, operating from Macerata, and the re-alignment of 1002 G.T. Company, with 60 vehicles concentrated on Ascoli Piceno and 60 on Teramo, that there would be a considerable stepping-up of the programme. It was also hoped to increase the rail shipments from Ortona from 100 tons per week to 200 tons or more.

4. However, the two platoons of 100 G.T.Company are based on Macerata for shipment of grain from Macerata to railheads at Chiaravalle, and rightly so.

5. The present programme for 1002 Company is attached, from which it will be seen that 5435 tons have to be moved monthly to Aquila, Chieti and Pescara Provinces, and a further 400 tons to Ortona railhead, making a grand total of 5835 tons, or roughly 200 tons per day, which total will probably exceed the capabilities of the company. Some of the turn-round are taking 2 - 3 - 4 days, no opportunity being lost in backloading coal from Bussi, Avezzano and Pratola Peligna, A.M.G. supplies from Ortona etc.,

6. It is estimated that there are 18.000 tons grain yet to be moved from Ascoli Piceno, 7500 tons from Teramo, and 3900 tons from Macerata, or a total of 64,500 tons. This total should be moved not later than September 1945, to make room for the new harvest. This means moving a total of 8000 tons or more per month, an impossibility with the present transport available.

7. It is strongly recommended that efforts should be made to allocate another G.T. Company to the region, without which:
   1. there is bound to be a big quantity of the 1944 harvest in the warehouses at the same time as the 1945 harvest is coming-

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

1. Two factors have increased the commitments of 1002 G.T. Company. They are;-

1. The increase in the bread ration.
2. The necessity of stocking the provinces of Pescara and Chieti.

2. Up to the moment Pescara and Chieti have had sufficient stocks from their own amass of grain to cover alimentation requirements. Now these stocks are exhausted and for a 30-day month Pescara required 1400 tons, Chieti 2.000 tons.

3. It was hoped that with the arrival of two platoons of 1000 G.T. Company, operating from Macerata, and the re-alignment of 1002 G.T. Company, with 60 vehicles concentrated on Ascoli Piceno and 60 on Teramo, that there would be a considerable stepping-up of the programme. It was also hoped to increase the rail shipments from Ortona from 100 tons per week to 200 tons or more.

4. However, the two platoons of 100 G.T.Company are based on Macerata for shipment of grain from Macerata to railheads at Chiaravalle, and rightly so.

5. The present programme for 1002 Company is attached, from which it will be seen that 5435 tons have to be moved monthly to Aquila, Chieti and Pescara Provinces, and a further 400 tons to Ortona railhead, making a grand total of 5835 tons, or roughly 200 tons per day, which total will probably exceed the capabilities of the company. Some of the turn-round are taking 2 - 3 - 4 days, no opportunity being lost in backloading coal from Bussi, Avezzano and Pratola Peligna, A.M.G. supplies from Ortona etc.,

6. It is estimated that there are 18.000 tons grain yet to be moved from Ascoli Piceno, 7500 tons from Teramo, and 3900 tons from Macerata, or a total of 64,500 tons. This total should be moved not later than September 1945, to make room for the new harvest. This means moving a total of 8000 tons or more per month, an impossibility with the present transport available. 1738

7. It is strongly recommended that efforts should be made to allocate another G.T. Company to the region, without which:

1. there is bound to be a big quantity of the 1944 harvest in the warehouses at the same time as the 1945 harvest is coming.
2. shipments by rail from Ortona to the south cannot be increased beyond the existing commitment of 100 tons per week.
3. certain communes in Aquila, Pescara and Chieti Provinces are likely to be without sufficient grain to cover the ration requirements.

8. In the mean-time every available truck from truck pools at Aquila and Ascoli Piceno are being used to supplement the movement, but the numbers of trucks available are insufficient to make any notable difference in the total to be carried by 1002 Company.

T.P. MORIARTY,
Major, R.E.

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

0200

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

16

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

GF/hgd

8 March 1945

AC/100/3/TN.5

SUBJECT : Haulage of Grain to Rome.

TO : Regional Commissioner Toscana Region
(Att: Regional Transportation Officer).

1. Attached hereto is a translation of a report submitted to us by the Federazione Italiana dei Consorzi Agrari which is charged with the responsibility of distributing grain throughout King's Italy.

2. In the report, the Federazione points out the undoubted failure of the Ufficio Trasporti of Rome and ENAC to provide sufficient transportation to load the needed rail cars for Rome. The Federazione sets forth what it considers to be the cause for the failure and proposes what it feels would be a remedy.

3. Will you please forward your comments from the standpoint of Grosseto Province.

4. It is stated that exporting provinces have no trucks for the haulage of grain to railhead. Are not trucks from the Civilian Truck Pools in Grosseto used for this work? If not, for what reason? If so, how many trucks are being employed daily, to which railheads is the grain moved and in what quantities per week?

By Command of Rear Admiral STONE:

1732

MERRITT H. TAYLOR
Director

To Maj. Curran
Rome, 4 March, 1945

Transport of grain to Rome

Actually grain is forwarded to Rome from the provinces of Grosseto (railway station Grosseto and Albinia), Terni (Orvieto station) Perugia (Assisi, Fossato di Vico, Arezzo and Chiusi) and from Marche.
Although railway is used, trucks are also needed to transport grain from warehouses to railway stations. In Marche region, after the failure of Officio Trasporti of Rome's transport means, military trucks were sent by the Allies, and things are going rather well. Elsewhere the situation is tragic, exporting provinces declare they have no transport, and if Rome wants grain it must send trucks. Notwithstanding the good will proved by Officio Trasporti of Rome things never went well for three reasons.
1) the previous rate, based on a minimum distance and the nominal tonnage, was irrational, the transport means were not used, there were enourmous expenses and continual contests. The difficulties were overcome by stipulating a forfeit.
2) lack of quantity and inefficiency of the means the trucks sent were always insufficient to the need, not adequate (a great number of trucks could carry only 5 or 7 q.) and worn out they were often inefficient, out of use, or had to go back at once for repairs to motor or tyres.
3) lack of discipline, the Officio Trasporti could not obtain the necessary discipline, notwithstanding the presence on the spot of her own inspectors, often the trucks travelled on their own, did not turn up, or went off without accounting for themselves. With the advent of AMAC things did not change, this organization gives out news of continual departure of transport, but notwithstanding this, means are always missing at loading stations, which provokes, apart from the non-use of railcars with easily conceivable material and moral consequences, the stagnation of grain afflux to Rome. Transport system as it is now, is profoundly irrational and anti-economical. To transfer trucks from Rome to, for ex. Perugia, entails:
A journey there and back, empty
Necessity of creating a local office
Heavy transfer expenses for employees and drivers
Trucks working outside their area, without repair shops
Drivers losing precious time looking for food and lodgings
Trucks going back every night to garages, more or less far from working place.
Control slackness, unlessed commerce and transport increasses.
It would be infinitely better, in this case, to dote Perugia

?738

?731

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

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

0202

after the failure of Ufficio Trasporti of Rome's transport means, military trucks were sent by the Allies, and things are going rather well. Elsewhere the situation is tragic, exporting provinces declare they have no transport, and if Rome wants grain it must send trucks. Notwithstanding the good will proved by Ufficio Trasporti of Rome things never went well for three reasons.

1) the previous rate, based on a minimum distance and the nominal tonnage, was irrational, the transport means were not used, there were enormous expenses and continual contests. The difficulties were overcome by stipulating a forfait.

2) lack of quantity and inefficiency of the means the trucks sent were always insufficient to the need, not adequate (a great number of trucks could carry only 6 or 7 q.) and worn out they were often inefficient, out of use, or had to go back at once for repairs to motor or tyres.

3) lack of discipline, the Ufficio Trasporti could not obtain the necessary discipline, notwithstanding the presence on the spot of her own inspectors, often the trucks travelled on their own, did not turn up, or went off without accounting for themselves. With the advent of UNRRA things did not change, this organization gives out news of continual departure of transport, but notwithstanding this, means are always missing at loading stations, which provokes, apart from the non-use of railcars with great conceivable material and moral consequences, the stagnation of grain afflux to Rome. Transport system as it is now, is profoundly unrational and anti-economical. To transfer trucks from Rome to, for ex. Perugia, entails:

A journey there and back, empty
Necessity of creating a local office
Heavy transfer expenses for employees and drivers
Trucks working outside their area, without repair shops
Drivers losing precious time looking for food and lodgings
Trucks going back every night to garages, more or less far from working place.

Control slackness, unlawful commerce and transport increases.

It would be infinitely better, in this case, to dote Perugia with necessary means, double work, to the advantage of all, could be effected. Naturally we would wish to be guaranteed that the trucks serve for the purpose for which they were allocated. Considereing that federazione Italian Consorzi Agrari effects, through the Consorzi, all grain movements and those of foodstuffs imported by Allies, oil, etc., it would seem more rational to allocate a suitable number of trucks to this organization to be distributed among Consorzi Agrari in proportion to the work they must effect in each province, including the movement from warehouse to station of grain going to other provinces. In this way one would obtain a better utilization of trucks, avoiding empty voyages and the other e.m. inevitable inconveniences.

1730

1731

15

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CF/hgd

11 March 1945

Ext : 966

Ref : AC/100[illegible]/m.9

SUBJECT : Grain Movement by 1002 S.T. Company.

TO : Regional Commissioner, Abruzzi-Marche Region
(Att: Chief Transportation Officer
Regional Supply Officer).

1. Reference is made to your letter AR/510/50 dated 6 Mar'45 and attached letter RA/[illegible] dated 5 Mar 45 from Major Moriarty on the above subject.

2. The present situation of grain movement from PESCARA, ASCOLI and TERAMO Provinces to CHIETI, PESCARA and AQUILA Provinces and to ORTONA railhead is as follows:-

To be moved monthly to importing provinces for immediate consumption	5433	tons
To be moved monthly to ORTONA RH.	400	"
	5833	"
Additional monthly movement to clear warehouses of exporting provinces by Oct. 1945	2165	"
Total	8000	"

1730

1725

3. According to current return for period 27 Feb. - 7 Mar. 1002 S.T. Coy moved 533 tons in 8 days. On this basis that Coy can move 2000 tons in a 30 day month. It is anticipated that this figure will improve when the direct road to AVEZZANO is open, engines are received for existing dealing trucks and the weather improves. 1.S. Truck Pools moved 1067 tons in 7 days ending 3 March a lift of 400 tons in a 30 day month.

4. 1002 S.T.Coy and the Truck Pools together are moving approximately 2400 tons per month which leaves a deficiency

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

SUBJECT : Grain movement by 100x U.T. Company.

TO : Regional Commissioner, Abruzzi-Perche Region
(Att: Chief Transportation Officer
Regional Supply Officer).

1. Reference is made to your letter RS/310/30 dated 6 Apr'45 and attached letter T/ j dated 5 Apr 45 from Major Moriarty on the above subject.

2. The present situation of grain movement from [illegible], PESCOLI and TERNI Provinces to CHIETI, PESCARA and TERNI Provinces and to CITTA's railhead is as follows:-

To be moved monthly to importing provinces for immediate consumption	5439	tons
To be moved monthly to CITTA's RH.	400	"
	5839	"
Additional monthly movement to clear warehouses of exporting provinces by 1st. 1945	2161	"
Total	8000	"

1730

1725

3. According to current return for period 27 Feb. - 7 [illegible] 100x U.T. Coy moves 5jj tons in 9 days. On this basis that Coy can move 2000 tons in a 30 day month. It is anticipated that this figure will improve when the direct road to [illegible] is open, engines are received for existing decline trucks and the weather improves. [illegible] Truck Pools moved 104 tons in 7 days ending 3 March a lift of 400 tons in a 30 day month.

4. 100x U.T.Coy and the Truck Pools together are moving approximately 2400 tons per month which leaves a deficiency of some 3000 tons on the figure of 5439 to be moved for immediate consumption alone.

5. It is not possible to provide another U.T.Coy for this purpose, since the remaining 3 Coys are employed on work of equal priority. It should be noted, too, that 100x U.T. Coy are under 5 days notice to move and may leave the Region shortly for another commitment.

-1-

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

6. Due to over all shortage of transport no other source of procuring additional trucks is available. It is hoped, however, that a new S.A. Coy will be activated early in April which might be made available for this grain movement. Meanwhile it is necessary for the commitment to be met from within the transport resources of the region by fuller utilisation of trucks from AC/S 3Truck Pools and employment of civilian vehicles. It is proposed that the former should haul the additional 3000 tons per month required for immediate consumption and the latter at least 40% of the 2565 tons balance clearance.

7. M.T. trucks must operate 24 hours a day including Sundays, with one day in 10 for maintenance. On this basis it is estimated that the average grain haul can be done in 48 hours and each truck should do 15 return journeys per month. To move 3400 tons in 15 lifts, 260 tons of truck space is required. A total truck capacity of 293 tons will be needed to give a regular 260 tons lift owing to the maintenance 10%. The lift of Nos 3 - 5 Truck Pools is 400 tons, excluding Sardine vehicles. It will therefore be necessary for 60% of the truck lift available to be employed on this work.

8. You should take immediate action on these lines, engage additional drivers and arrange with the Consorzio Agrario that trucks are to be unloaded at any time of the day or night. It should be pointed out that their co-operation is essential otherwise sufficient grain to feed the people will not be moved. Grain haulage will be given top priority until further notice.'

9. Arrangements must be made with the Officio Trasporti in each province that civilian trucks commence grain haulage immediately on the basis of at least 1000 tons per month. It should also 1729 be explained that civilian trucks may have to take over the 1000 S.A. Coy commitment at an early date.

10. The M.T. Group A.T. have been requested to arrange for the S.A. Coy trucks to work 24 hours per day also in order to increase tonnage now hauled by that unit. 1728

11. Please report progress on the above instructions.

By Command of Rear Admiral STONE:

M.H. Thomas Col
for
MERRITT H. TAYLOR
Director

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

7. A.C. trucks must operate 24 hours a day including Sundays, with one day in 10 for maintenance. On this basis it is estimated that the average grain haul can be done in 45 hours and each truck should do 13 return journeys per month. To move 3400 tons in 13 lifts, 60 tons of truck space is required. A total truck capacity of 390 tons will be needed to give a regular 60 tons lift owing to the maintenance lay. The lift of one 3 - 6 truck pools is 400 tons, excluding dealing vehicles. It will therefore be necessary for 60% of the truck lift available to be employed on this work.

8. You should take immediate action on these lines, engage additional drivers and arrange with the Consortio Agraria that trucks are to be unloaded at any time of the day or night. It should be pointed out that their co-operation is essential otherwise sufficient grain to feed the people will not be moved. Grain haulage will be given top priority until further notice.

9. Arrangements must be made with the Officio Trasporti in each province that civilian trucks commence grain haulage immediately on the basis of at least 1000 tons per month. It should also be explained that civilian trucks may have to take over the 1000 A.A. day commitment at an early date. 1729

10. The A.C. Group A.C. have been requested to arrange for the A.A. Coy trucks to work 24 hours per day also in order to increase tonnage now hauled by that unit. 1729

11. Please report progress on the above instructions.

By Command of Rear Admiral STONE:

M.B. Thomas Col
for
BENNETT B. TAYLOR
Director

Copy to: A.C.Group, Allied Commission
Food Sub-Commission
Movts. Div., Londe Branch, Ptn.S/C

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

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

INTER OFFICE MEMO

KJC/au

Tel : 466

6 March 1945

Ref : 51-2/23/FOOD

SUBJECT : Road transportation

TO : HQ. AC Transportation Sub-Commission
Road Section

1. We are enclosing translation of a report submitted to us bu the Federazione Italiana dei Consorzi Agrari which is charged with the responsibility of distributing grain throught King's Italy.

2. In the report, the Federazione points out the undoubted failure of the Ufficio Trasporti of Rome and ENAC to provide sufficient transportation to load the heeded rail cars for Rome. The Federazione sets forth what it considers to be the cause for the failure and proposes what it feels would be a remedy.

3. Your comments on the report will be appreciated.

1728

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CS/mgd

11 March 1945

Ext : 566

Ref : SC/100/1Fr.5

Subject : Grain movement by 100x G.T.Coy.

TO : H. . Motor Transport Group, Allied Commission.
(Att : Lt. Col.Gardeau).

1. Attached hereto is a copy of this Sub-Commission's letter SC/100/ /Fr.5 dated 10 March 45 addressed to the Regional Commissioner, Aurussi-Perche Region for your information.

2. The organization of truck Pool Vehicles to operate 24 hours per day will take time and their target of 3400 tons per month may be difficult of achievement. In addition the haulage of 1800 tons per month by the civilian trucks cannot be relied upon. Meanwhile it is essential that sufficient grain be moved to feed the people of CHARTRES, ORLEANS, AMIENS provinces, which are now relying entirely on imports.

If the 6x4 Coy truck Pools and civilian trucks together haul their target of 5400 tons per month a deficiency of 1800 per month will still remain against the total movements of 9000 tons needed to clear the warehouses.

3. In view of the very high priority and urgency of this movement, it has been decided to move one U.S. Coy of 100 trucks to the Aurussi-Perche Region to operate. You are directed to make immediate arrangements accordingly, notifying this Sub-Commission which Coy is nominated and when the move will take place.

4. U.S.F.A. 9th Army and Zone Sections will be notified of the various necessitating this step and must accept the reduction in transport involved. It is noted in this connection that in the 7 days ending 4 March an average of 27 trucks per day of 1 truck Sn. were available but not operated.

B

4

1927
1928

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

[illegible]

Subject : Grain movement by [illegible] Coy.

To : H. Q. Base Transport Zone, Allied Commission.
(Att : Lt. Col. Gardner).

1. Attached hereto is a copy of this Sub-Commission's letter [illegible]/Tn.5 dated 15 March 45 addressed to the Regional Commissioner, Brussi-Serche Region for your information.

2. The organization of [illegible] Truck Pool Companies to operate 24 hours per day will take time and their target of [illegible] tons per month may be difficult of achievement. In addition the haulage of [illegible] tons per month by the civilian trucks cannot be relied upon. Meanwhile it is essential that sufficient grain be moved to feed the people of [illegible], [illegible], and its provinces, which are now relying entirely on imports.

If the [illegible] Coy truck Pools and civilian trucks together haul their target of 6,000 tons per month a deficiency of [illegible] per month will still remain against the total movements of 30,000 tons needed to close the warehouses.

3. In view of the very high priority and urgency of this commitment, it has been decided to move one [illegible] Coy of [illegible] to the Brussi-Serche Region to complete. You are directed to take immediate arrangements accordingly, notifying this Sub-Commission which Coy is nominated and when the move will take place.

4. A.F.H.Q. 5th Army and Tuscan Region will be notified of the reasons necessitating this step and must accept the reduction in transport involved. It is noted in this connection that in the 7 days ending 4 March an average of 27 trucks per day of 1 truck Tn. were available but not operated.

5. It is suggested that the Coy should be located in the [illegible] area to haul the 23,000 tons available in that Province. This location is convenient to U. S. Ordnance at [illegible] for maintenance. Liaison should be established with the Regional Supply Officer regarding haulage details and with 1060 U.S.Coy at [illegible] on general administration matters.

-1-

1727
1728

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

The problems of rations and other supplies should not be difficult of solution since American Air Force Units are located in the ANCOSA - PETAMCO area.

6. Will you please investigate the possibility of 1002 U.S. Coy's trucks being operated 24 hours per day including Sundays to assist in bridging the gap.

By Command of Rear Admiral STONE:

M. B. Thomas Col

for HERBERT H. TAYLOR
Director

Copy to:
Movts.Div. Kosde Branch.

1726/24

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

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

12

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

GF/hgd

AC/100/1/TR.5

3 March 1945

SUBJECT : Haulage of Grain to Rome.

TO : E.R.A.C. Ministry of Transport (Piazza Croce Rosse)
(Att: Mr. Bompard).

1. Attached hereto is a translation of a report submitted to us by the Federazione Italiana dei Consorzi Agrari which is charged with the responsibility of distributing grain throughout King's Italy.

2. In the report, the Federazione points out the undoubted failure of the Ufficio Transporti of Rome and ENAC to provide sufficient transportation to load the needed rail cars for Rome. The Federazione sets forth what it considers to be the cause for the failure and proposes what it feels would be a remedy.

3. Will you please forward your comments on the report, stating to what extent you are sending out trucks to Perugia, Terni and Grosseto for the haulage of grain to Rome and what difficulties are being experienced. Perhaps you would also say what tonnage you are hauling into Rome weekly.

4. Would it be practicable to transfer some civilian trucks from Rome to the above provinces to work under the local Ufficio Autotrasporti? Since the grain is required for Rome, the truck owners in the City are under an obligation to assist in its haulage.

1725

G. G. CROSS,
Chief, Rome Division
Transportation S/C

IG -aj. Curran
Rome, [illegible] March, 1945

Transport of grain to Rome

Actually grain is forwarded to Rome from the provinces of Grosseto (railway station Orbetello and Albinia), Terni (Orvieto station) Perugia (Assisi, Foligno di Vico, Arezzo and Chiusi) and from Marche.
Although railway is used, trucks are also needed to transport grain from warehouses to railway stations. In Marche region, after the failure of Ufficio Trasporti of Rome's transport means, military trucks were sent by the Allies, and things are going rather well. Elsewhere the situation is tragic, exporting provinces declare they have no transport, and if Rome wants grain it must send trucks. Notwithstanding the good will proved by Ufficio Trasporti of Rome things never went well for three reasons.
1) the previous rate, based on a minimum distance and the nominal tonnage, was irrational, the transport means were not used, there were enourmous expenses and continual contests. The difficulties were overcome by stipulating a forfeit.
2) lack of quantity and inefficiency of the means the trucks sent were always insufficient to the need, not adequate (a great number of trucks could carry only 6 or 7 q.) and worn out they were often inefficient, out of use, or had to go back at once for repairs to motor or tyres.
3) lack of discipline, the Ufficio Trasporti could not obtain the necessary discipline, notwithstanding the presence on the spot of her own inspectors, often the trucks travelled on their own, did not turn up, or went off without accounting for themselves. With the advent of AMAC things did not change, this organization gives out news of continual departure of transport, but notwithstanding this, means are always missing at loading stations, which provokes, apart from the non-use of railcars with easily conceivable material and moral consequences, the stagnation of grain afflux to Rome. Transport system as it is now, is profoundly irrational and anti-economical. To transfer trucks from Rome to, for ex. Perugia, entails:
A journey there and back, empty
Necessity of creating a local office
Heavy transfer expenses for employees and drivers
Trucks working outside their area, without repair shops
Drivers losing precious time looking for food and lodgings
Trucks going back every night to garages, more or less far from working place.
Control slackness, unlawful commerce and transport increases.
It would be infinitely better, in this case, to dote Perugia with necessary means, double work, to the advantage of all

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

Although railway is used, trucks are also needed to transport grain from warehouses to railway stations. In Marche region, after the failure of Ufficio Trasporti of Rome's transport means, military trucks were sent by the Allies, and things are going rather well. Elsewhere the situation is tragic, exporting provinces declare they have no transport, and if some wants grain it must send trucks. Notwithstanding the good will proved by Ufficio Trasporti of Rome things never went well for three reasons.

1) the previous rate, based on a minimum distance and the nominal tonnage, was irrational, the transport means were not used, there were enormous expenses and continual contests. The difficulties were overcome by stipulating a forfeit.

2) lack of quantity and inefficiency of the means the trucks sent were always insufficient to the need, not adequate (a great number of trucks could carry only 5 or 7 q.) and worn out they were often inefficient, out of use, or had to go back at once for repairs to motor or tyres.

3) lack of discipline, the Ufficio Trasporti could not obtain the necessary discipline, notwithstanding the presence on the spot of her own inspectors, often the trucks travelled on their own, did not turn up, or went off without accounting for themselves. With the advent of UNAC things did not change, this organization gives out news of continual departure of transport, but notwithstanding this, means are always missing at loading stations, which provokes, apart from the non-use of railcars with easily conceivable material and moral consequences, the stagnation of grain afflux to Rome. Transport system as it is now, is profoundly irrational and anti-economical. To transfer trucks from Rome to, for ex. Perugia, entails;

A journey there and back, empty
Necessity of creating a local office
Heavy transfer expenses for employees and drivers
Trucks working outside their area, without repair shops
Drivers losing precious time looking for food and lodgings
Trucks going back every night to garages, more or less far from working place.
Control slackness, unlawful commerce and transport increases.

1726

It would be infinitely better, in this case, to dote Perugia with necessary means, double work, to the advantage of all, could be effected. Naturally we would wish to be guaranteed that the trucks serve for the purpose for which they were allocated. Considersing that Federazione Italian Consorzi Agrari e Foots, throug the Consorzi, all grain movements and those of foodstuffs imported by Allies, oil, etc., it would seem more rational to allocate a suitable number of trucks to this organization to be distributed among Consorzi Agrari in proportion to the work they must effect in each province, including the movement from warehouse to station of grain going to other provinces. In this way one would obtain a better utilization of trucks, avoiding empty voyages and the other s.m. inevitable inconveniences.

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

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

Tel. 566

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/ep

INTER-OFFICE MEMO

Ref. AC/1028/11/Tn.5

24 March 1945

SUBJECT: Grain Movement - Abruzzi-Marche Region.

TO : Chief, Roads Division.

1. Attached is extract of 413/1/Tn3 dated 16 March 1945, Planned Grain Movements 1 February to 31 July. Food S/C now want the program completed by 1 July which leaves 3 complete months to have the balance to be moved.

2. Summary of Position to Date.

Following figures show tonnages to be hauled from current date to 1 July:

	North	South	Total
Total to be moved	32,000	38,800	70,800
" hauled to date	10,214	5,500	15,714
Balance to be hauled	21,786	33,100	54,886
Total hauled per month to July 1 7262		11.033	18.295
To be hauled per month to Aquila, Chieti, Pescara for immediate consumption		3666	

3. Present Hauling Position.

(a) South

1002 G.T. Coy are not hauling at the rate of 2400 tons per month from Ascoli and Teramo to Ortona RU and Aquila, Chieti and Pescara Provinces. Truck Pools are moving approximately 400 tons per month.

(b) North

2 Pns of 1000 G.T. Coy and 2 Pns 1000 G.T. Coy are hauling at the rate of 7500 tons per month which meets requirements.

0215

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

4. Haulage Plans for South Movements.

(a) Following figures represent the tonnage which can actually be moved per month as a result of the Chieti meeting on 20 March, against the monthly haul planned and issued on directives to all concerned by this Division.

	Planned Tonnage	Actual Tonnage
1000 G.T. Coy	2400	2400
AMG Truck Pools	2400	2400
Civilian Trucks	1500	540
M.T. Group (Q.M. Coy)	4000	
TOTAL	10,300	6,340

(b) Actual tonnage of 6,340 will feed Aquila, Chieti and Pescara and leave 700 tons per month for shipment by rail from Ortona to Bari, etc. If the Q.M. Coy is moved to Macerata a total of 8,340 tons per month can be moved, which exceeds the total requirement of 8,275 tons per month.

5. Action Required.

(a) Capt. Price must get haulage orders from Regional Supply Officers, or Major Moriarty until E.N.A.C. is organized if 24 hour operation is to work.

(b) Civilian trucks of Ufficio Trasporti at Ascoli and Macerata must be made to assist in order to increase E.N.A.C. figure of 540 tons to be hauled by civilian trucks in Aquila, Chieti, Pescara and Teramo under E.N.A.C.

(c) Investigate progress in 24 hour operation at Truck Pools. Have extra drivers been engaged? Have Consorzi Agrarii arranged sufficient day and night labor every day, sufficient sacks and string, etc.

(d) Has Richardson found quarters in Macerata for Q.M. Coy?

(e) Have R.E.C. or Major Moriarty made an overall plan, after discussion with Consorzi Agrarii, for the utilization of the additional tonnage provided e.g. details

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

of tonnage from each province, destination, loading and unloading points, arrangements for labor against expected times of truck arrivals to load and unload, etc. for <u>each group of trucks</u>.

This is vital to success of our plans.

(f) How much additional P.O.L. is needed by the Truck Pools in April? Estimate of additional mileage necessary so that I can fix with Pet. Sec.

6. Letters as follows are attached for your use:

a. Capt. Mansfield's Report on Chieti Meeting

b. Santa Maria's " " " "

c. AC/100/2/TnD dated 11 March 1945 to R.C. Abruzzi-Marche.

d. AC/102A/1/Tn5 dated 13 March 1945 to M.T. Group.

e. AC/100/6/Tn5 dated 14 March 1945 to Food S/C.

f. AC/100/12/Tn5 " 23 March 1945 to Food S/C.

g. TM/22 dated 5 March 1945 from Major Moriarty to Econ. and Supply Div., Regional H.Q.

G. FITZPATRICK
Lt. Colonel R.A.,
Roads Division.

7721

?736

0217

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

PLANNED GRAIN MOVEMENTS ABRUZZI-MARCHE REGION 1 Feb-31 July 45.

EXPORTING PROVINCE	IMPORTING PROVINCES & TONNAGE SOUTH						
	AQUILA	CHIETI	PESCARA	+ORTONA R.H.	TOTAL	PER MONTH	R.H's for Rome Area
ASCOLI	4100	4700	1200	-	10000	2000	
TERAMO	3200	-	3800	-	7000	1400	
MACERATA	5000	3100	-	13,500	21600	4320	13000
TOTAL	12300	7800	5000	13,500	38600	7720	
ANCONA	-	-	-	-	-	-	15500
PESARO	-	-	-	-	-	-	3500
TOTAL	-	-	-	-	-	-	32000
GRAND TOTAL	12300	7800	5000	13500	38600	7720	32000

Note * Then by rail to Bari, Lecce & Tarento.
Monthly figure is based on 5 months to 1 July

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

ED GRAIN MOVEMENTS ABRUZZI-MARCHE REGION . 1 Feb-31 July 45.

PORTING PROVINCES & TONNAGE

SOUTH					NORTH		
CHIETI	PESCARA	ORTONA R.H.	TOTAL	PER MONTH	R.H's for Rome Area	Per month	TOTAL N & S
4700	1200	-	10000	2000			10,000
-	3800	-	7000	1400			7,000
3100	-	13,500	21600	4320	13000	2600	34,600
7800	5000	13,500	38600	7720			
-	-	-	-	-	15500	3100	15500
-	-	-	-	-	3500	700	3500
-	-	-	-	-	32000	6400	
7800	5000	13500	38600	7720	32000	6400	70,600

ri, Lecce & Tarento.
based on 5 months to 1 July

W

10

INTER OFFICE MEMO CNC/Gs

Our Ref : AC/9/19/In.3. 25 March 1945

SUBJECT :- Grain Movement Abruzzi Marche Region

TO :- Road Division

AC/100/5 transferred to AC/102A/18

1. Ref your AC/102/A/1/IN 5. of 11 Mar '45

2. Enclosed is an extract made from "Planned Grain Movements on Mainland of Italy, 1 Feb to 31 Jul. 1945 which was attached to 419/1/IN.3. dated 16 Mar '45. The extract shows Tonnages to be moved from TERAMO, ASCOLI PICENO and MACERATA. Totalling 64,100 Tons.

3. Upon the opening of the Railway ORTONA - ANCONA, expected about end April 1945 it is proposed to make a recommendation to Mov-Rail that the following shall move by rail from Province of MACERATA to the following Provinces :-

ROMA	7000 Tons
FROSINONE	4000 "
LITTORIA	2000 "
BARI	2000 "
LECCE	6500 "
TARANTO	5000 "
CHIETI	3,100 "

Until particulars of sending and receiving points for 3,100 Tons for CHIETI are known the Tonnage suitable for rail haul cannot be established

4. Have you any other recommendation to make?

5. Can you say what saving this will represent to M.T. ?

C.N. CHRISTENSEN
Lt Col

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

TO :- Road Division

AC/100/5 transferred to AC/102A/18

1. Ref your AC/102/A/1/TN 5. of 11 Mar '45

2. Enclosed is an extract made from "Planned Grain Movements on Mainland of Italy, 1 Feb to 31 Jul. 1945 which was attached to 419/1/TN.3. dated 16 Mar '45. The extract shows Tonnages to be moved from TERAMO, ASCOLI PICENO and MACERATA. Totalling 64,100 Tons.

3. Upon the opening of the Railway ORTONA - ANCONA, expected about end April 1945 it is proposed to make a recommendation to Mov-Rail that the following shall move by rail from Province of MACERATA to the following Provinces :-

ROMA	7000 Tons
FROSINONE	4000 "
LATINA	2000 "
BARI	2000 "
LECCE	6500 "
TARANTO	5000 "
CHIETI	3,100 "

Until particulars of sending and receiving points for 3,100 Tons for CHIETI are known the Tonnage suitable for rail haul cannot be established

4. Have you any other recommendation to make?

5. Can you say what saving this will represent to M.T. ?

C.N. CHRISTENSEN
Lt Col.
MOVEMENTS DIVISION
ROADS BRANCH

Copy to :- Mov-Rail

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

TOTAL DIFT 1 Feb to 31 July

TO	FROM (TONS)			
	TERAMO	ASCOLI PICENO	MACERATA	TOTAL
AQUILA	3,200	4,100	5,000	12,300
PESCARA	3,800	1,200		5,000
CHIETI	—	4,700	3,100	7,800
ROMA	—	—	7,000	7,000
FROSINONE	—	—	4,000	4,000
LITTORIA	—	—	2,000	2,000
BARI	—	—	2,000	2,000
LECCE	—	—	6,500	6,500
TARANTO	—	—	5,000	5,000
RIETI	—	2,500		2,500
ACC. NORD	—	—	10,000	10,000
TOTAL	7,000	12,500	44,600	64,100

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

0222

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

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

KJC/au

Tel : 466

21 March 1945

Ref : 60-2/15/FOOD

SUBJECT : Export of grain

TO : Regional Commissioner Abruzzi - Marche Region
(Attn: Economic and Supply)

1. Refer your letter R5/218/58 of 6 March.

2. Copy of Major Mortiarty's letter was turned over to the Transportation Sub-Commission which, as you know, is now working on the problem of how the additional lift required by your Region will be met. The question of sending additional lorries of the 1 Truck Bn. from the Florence - Leghorn area to the Abruzzi-Marche Region is under consideration.

By command of Rear Admiral STONE :

T.J. KING
Colonel
Director, Food Sub-Commission

Copy for Info to:
Hq. AC Transportation S/C

0223

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

AC/S 2/8/TN.8

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

112/4/TS2 19th. March 1945.

Memo to Transportation Sub-Commission
(Shipping)

1. In reply to your paragraph 2, letter 754/23/TRY dated 16th. March, the following lift by sea has been ascertained from Uganda Region:

a) Initial move-in of regional and provincial property from Livorno to

Gonon - 79 tons

Soroma - 14½ "

Imperia - 14½ "

b) Daily lift required of AC. food supplies from Livorno warehouse to

Genoa - 293 tons daily

Spezia - 80 " "

Savona - 80 " "

Imperia - 55 " "

2. These figures may be regarded as an alternative bid to our road movements bid previously submitted. It is realised that whichever means of lift is finally decided upon rests with operational necessities, therefore will you please notify all concerned at the time that final arrangements are completed as to which method of transport will be used.

W. HAINES
Lt. Col. G.S.

Copy to: Uganda Region (Transp. Officer)
Movements (Roads)
Transportation Sub/Com. - Roads
Transportation Sub/com. - Port & Warehouse

MW/gc.

0224

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

Tel. 566 HEADQUARTERS ALLIED COMMISSION GP/eb
APO 394
TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMO

Ref. AC/102/1 /TN 5 23 March 1945

SUBJECT: Haulage Priorities - No 1 Truck Battalion.

TO : Movements Division (Roads).
~~(Attn: Major Sowers, AMG 5 Army~~
~~Captain Brown)~~

1. Arising from a tour by Capt. Ainsworth of this Division, in which he contacted Capt. Brown, AMG - 5 Army and Major Sowers, Toscana Region, who submit haulage bids to Major Harmon, Transport Truck Battalion, it appears that these officers are not clear upon priorities generally. They are not sure whether the priority should be (1) AMG-5 Army, (2) Warehouses, (3) Toscana Region or (1) AMG-5 Army, (2) Toscana Region and (3) Warehouses. It is also left to the officers concerned in the three above mentioned units to decide what commodities are to receive top priority.

2. Will you please advise the correct order of priority as between the three above broad groups of users in order that necessary instructions may be issued by this division.

G. Fernyhough
Lt. Colonel R. A.,
Roads Division.

1946
1945

Copy to:

M. T. Group
R. C. Toscana Region.

0225

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

6

REGIONAL COMMISSIONER ABRUZZI MARCHE REGION CMA

RPTD REGIONAL TRANSPORTATION OFFICER CMA REGIONAL SUPPLY OFFICER

3932 21 March 1945 PRIORITY

CONFIDENTIAL PD

PARA ONE PD TRANSPORTATION SUB DASH COMMISSION LETTER ABLE CHARLIE SLANT ONE ZERO TWO SLANT ABLE SLANT ONE SLANT TARE MAN FIVE DATED ONE SIX MARCH ONE NINE FOUR FIVE REFERS PD

PAREN TO REGIONAL COMMISSIONER ABRUZZI MARCHE REGION CMA RPTD REGIONAL TRANSPORTATION OFFICER CMA REGIONAL SUPPLY OFFICER FROM HQ MOTOR TRANSPORT GROUP AIOCM PAREN

PARA TWO PD THIS HQ PREPARED TO MAKE AVAILABLE TEMPORARILY ONE QUEBEC MIKE TRUCK COMPANY PD

PARA THREE PD ACCOMODATION REQUIRED FOR ONE AMERICAN OFFICER CMA ONE ZERO EASY MIKE SUGAR CMA ONE ONE ZERO ITALIAN MILITARY PERSONNEL FIVE ZERO TRUCKS PD

PARA FOUR PD OWING TO MAINTENANCE REQUIREMENTS ESSENTIAL COMPANY IS LOCATED IN MACERATA AREA PD

PARA FIVE PD NOTIFY THIS HQ WHEN SUITABLE LOCATION HAS BEEN OBTAINED IN ORDER THAT ADVANCE PARTY MAY INSPECT SAME AND COMPANY MOVED WITH LEAST POSSIBLE DELAY PD

COPIES TO CIM
TRANSPORTATION SUB DASH COMMISSION
FOOD SUB DASH COMMISSION

MOTOR TRANSPORT GROUP AIOCM

89o849 - Ext 139

NICHOLAS PIOMBINO
CWO, USA
ASST ADJ

0226

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

GF/aa 5

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ext : 566

Ref : AC/102A/5/Tn.5 21 March 1945

SUBJECT : Repair of Rail Line TERNI - AQUILA.

TO : Regional Commissioner, Abruzzi-Marche Region.
(Att: Chief Transportation Officer).

1. Reference copy of letter AC/100/277/E/ dated 10 mar 45 attached.

2. Will you please report what haulage by M.T. (distance and tonnage) will be saved per month if the proposed reconstruction is carried out.

3. It would probably be practical to move part of the balance of 6082 tons of grain, due to be exported from MACERATA to AQUILA before 31 July, by rail via FABRIANO and TERNI instead of by road. The railway could also handle any material movement of goods now made by road between AQUILA and the TERNI - RIETI areas.

By Command of Rear Admiral STONE :

[redacted]

G. FERNYHOUGH,
Lt Col. R.A.
Roads Division.

Copy to : Movts Div.
(Roads)

0227

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

COPY

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

ACP/ic

Tel. 843238
Ref. AC/100/277/E

10 march 1945

TO : Movements In Sub-Commission, AC.HQ.

SUBJECT: Rehabilitation Rail Line Terni-Aquila.

1. The section of this line between Antrodoco and Rieti has been in operation since August of last year, and work is on hand for the repair of the section Terni Rieti.

2. A request has now been received from ISR for authority to proceed with the rebuilding of the section Antrodoco-Aquila in order to reach the chief town of the Province.

3. It is appreciated that Aquila is extremely difficult to reach by road, and that it has no means of access other that routes over mountain passes.

4. Your report as to the desirability of the reconstruction of the line, (without immediate priority owing to cement shortage) is requested.

O.H. LINDBERG
Lieut.Clo. R.E.
Chief Rail Division.

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

Z 102 A/4

Tr. RB/rb 4

TRANSLATION

14 March 1945

Ref: 3M/1/3423

SUBJECT: Supply of Wheat for Rome Area.

TO : The High Commissioner for Food, and for information to Transportation Sub-Commission, Ministry of Transport, Cabinet of the Minister.

In compliance with the requests received from your office for an increasse in the transports of wheat from the collecting centers to the railheads north of Rome, this General Direction has taken a prompt action to secure the number of trucks required to carry out the increased movement.

At present the total amount of trucks sent to the above ~~xxixheadsx~~ centers can be considered satisfactory and can be further~~by~~ improved if necessary .

We deem therefore advisable to inform you about the availability of trucks at the present time in each collecting center.

GROSSETO	- Trucks N.	24	- total carrying capacity	Qls		401
ASSISI	- "	" 56	" "	"	"	1289
GUBBIO	- "	" 19	" "	"	"	374
CHIUSI	- "	" 18	" "	"	"	641
ORVIETO	- "	" 9	" "	"	"	271
AREZZO	- "	" 11	" "	"	"	331

1712

We should like to point out however that serious difficulties have been met to organize the above service on account of the following reasons:

(1) The contract price, formerly established between the Ufficio Trasporti and the Federconsorzi was to be considered too low. We had, therefore to agree verbally with the Fedeconsorzi a new contract on the basis of the national tariff rates for motor transportation of goods, effective 1st February 1945. The Federazione of Consorzi Agrari has not yet given any written confirmation of the new prices agreed. We must however point out that any reduction of the above prices would seriously endanger the supply of wheat for Rome Area. We trust therefore that you will take a prompt action to obtain the official ratification of the contract.

(2) The orders regarding the transportations to be effected are given without enough time notice, and it is evident that the vehicles cannot be promptly transferred to a new center or be moved from one center to another. The center of Orvieto, for

To : The High Commissioner, Allied Commission, Italy,
Transportation Sub-Commission, Ministry of Transport,
Cabinet of the Minister.

In compliance with the requests received from your office for an increasse in the transports of wheat from the collecting centers to the railheads north of Rome, this General Direction has taken a prompt action to secure the number of trucks required to carry out the increased movement.

At present the total amount of trucks sent to the above ~~railheads~~ centers can be considered satisfactory and can be further~~by~~ improved if necessary .

We deem therefore advisable to inform you about the availability of trucks at the present time in each collecting center.

GROSSETO	- Trucks N.	24	- total carrying capacity	Qls		401
ASSISI	- "	" 56	"	"	"	" 1239
GUBBIO	- "	" 19	"	"	"	" 374
CHIUSI	- "	" 18	"	"	"	" 641
ORVIETO	- "	" 9	"	"	"	" 271
AREZZO	- "	" 11	"	"	"	" 331

1112

We should like to point out however that serious difficulties have been met to organize the above service on account of the following reasons:

(1) The contract price, formerly established between the Ufficio Trasporti and the Federconsorzi was to be considered too low. We had, therefore to agree verbally with the Fedeconsorzi a new contract on the basis of the national tariff rates for motor transportation of goods, effective 1st February 1945. The Federazione of Consorzi Agrari has not yet given any written confirmation of the new prices agreed. We must however point out that any reduction of the above prices would seriously endanger the supply of wheat for Rome Area. We trust therefore that you will take a prompt action to obtain the official ratification of the contract.

(2) The orders regarding the transportations to be effected are given without enough time notice, and it is evident that the vehicles cannot be promptly transferred to a new center or be moved from one center to another. The center of Orvieto, for instance, which was already well organized and operating regularly, had to be supressed because no allocation of wheat for Rome area will be made to Orvieto Warehouses. Often, when one collecting center is already equipped to effect a certain amount of traffic, the quantity of wheat to be transported drops down ~~x~~ suddenly for non-allocation of rail wagons owed to military necessities, or it suddenly increases before we have the time to transfer other vehicles on the spot.

We trust that you shall take a prompt action to eliminate the above difficulties.

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

(3) The truckers of Rome do not like at all to have their trucks transferred far from Rome. This dislike can be explained with the difficulties they meet in feeding and lodging the personnel, the impossibility of keeping a control on their drivers, and the fact that in case of damage, the vehicles cannot, in many cases, be repaired on the spot, causing serious loss to the trucker.

This General Direction will see that the truckers will have on the spot the technical assistance required. Your office should see that a similar assistance is given to them as far as the food and lodgings for the drivers is concerned.

In spite of the above serious difficulties you can be sure that we shall make every effort to be able, with the support of your office, to improve the above important service.

As far as the supply of wheat for Naples and ~~Bri~~ Bari is concerned, we shall write to you very soon.

THE DIRECTOR GENERAL

/s/ M. COSTA.

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

Roma 14 MAR 1945

ALTO COMMISSARIATO PER L'ALIMENTAZIONE

p.c. SOTTOCOMMISSIONE TRASPORTI
MINISTERO DEI TRASPORTI - Gabinetto

Mov. e Traf.
3/1/3423

Approvvigionamento di grano per Roma

A seguito delle segnalazioni pervenute a questa Sede in merito alla necessità di incrementare i trasporti di grano dai centri di raccolta alle stazioni ferroviarie a nord di Roma questa Direzione Generale è prontamente e direttamente intervenuta presso i trasportatori romani per assicurare la disponibilità degli automezzi alle aumentate esigenze del traffico.

Allo stato attuale la potenzialità complessiva dei mezzi dislocati presso i centri suddetti può già ritenersi soddisfacente ed è suscettibile di ulteriori miglioramenti, qualora un successivo aumento del traffico lo rendesse necessari.

Si ritiene pertanto opportuno comunicare a codesto Alto Commissariato la effettiva disponibilità, alla data odierna, di ciascun centro di raccolta:

Grosseto	- automezzi	N.	74	portata complessiva q.li	401
Assisi	- "	"	56	" "	329
Gubbio	- "	"	19	" "	374
Chiusi	- "	"	10	" "	641
Orvieto	- "	"	8	" "	271
Arezzo	- "	"	11	" "	331

Si fa però presente che 137 gravi difficoltà si sono dovute superare nell'organizzazione dei suddetti servizi per i motivi che qui di seguito brevemente si riassumono:
- il prezzo a forfait a suo tempo convenuto tra l'ex Ufficio Trasporti e la Federconsorzi era da ritenersi ormai nettamente superato. Sulla base della nuova tariffa nazionale per i trasporti di cose si è dovuto pertanto concordare e definire verbalmente con la Federconsorzi un nuovo forfait su basi più eque e remunerative con decorrenza dal 1° febbraio u.s. La Federazione dei Consorzi darà il suo benestare con

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

Lor. e Trai.
3/ /3423

Approvvigionamento di grano per Roma

A seguito delle segnalazioni pervenute a questa Sede in merito alla necessità di incrementare i trasporti di grano dai centri di raccolta alle stazioni ferroviarie a nord di Roma questa Direzione Generale è prontamente e direttamente intervenuta presso i trasportatori locali per adeguare la disponibilità degli automezzi alle aumentate esigenze del traffico.

Allo stato attuale la potenzialità complessiva dei mezzi dislocati presso i centri suddetti può già ritenersi soddisfacente ed è suscettibile di ulteriori miglioramenti, qualora ne successivo aumento del traffico li rendesse necessari.

Si ritiene pertanto opportuno comunicare a codesto Alto Commissariato le effettive disponibilità, alla data odierna, di ciascun centro di raccolta:

Grosseto	- automezzi N.	24	portata complessiva q.li	401
Arezzo	- " "	36	" "	1710
Gubbio	- " "	19	" "	374
Chiusi	- " "	10	" "	541
Orvieto	- " "	9	" "	271
Arezzo	- " "	11	" "	301

Si fa però presente che gravi difficoltà si sono dovute superare nell'organizzazione dei suddetti servizi per i motivi che qui di seguito brevemente si riassumono:

- il prezzo a forfait a suo tempo convenuto tra l'ex Ufficio Trasporti e la Federconsorzi era da ritenersi ormai nettamente superato. Sulla base della nuova tariffa nazionale per i trasporti di cose si è dovuto pertanto concordare o definire verbalmente con la Sede consorsi un nuovo forfait su basi più eque e remunerative con decorrenza dal 1° febbraio u.s. La Federazione dei Consorzi Agrari non ha ancora confermato per iscritto i nuovi prezzi concordati; si fa però presente che eventuali riduzioni ai prezzi suddetti pregiudicherebbero gravemente l'approvvigionamento del grano per Roma. Si confida quindi nel sollecito interessamento di codesto Alto Commissariato per la ratifica ufficiale del nuovo forfait;

- le disposizioni in merito al lavoro da svolgere vengono comunicate

./.

SEGRETO

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

senza sufficiente preavviso mentre è evidente che non possono non effettuo immediato dislocarsi delle macchine in centri nuovi o spostarle da un centro all'altro. Il centro di Orvieto, ad esempio, già ben avviato e regolarmente funzionante, dovrà essere chiuso perchè più nessuna assegnazione di grano su quei magazzini verrà effettuata per Roma. Spesso quando un centro è stato già attrezzato per smaltire un determinato volume di traffico, il quantitativo di grano viene di colpo a calare per mancata assegnazione di vagoni per ragioni militari oppure tali assegnazioni improvvisamente aumentano prima che si sia avuto il tempo di dislocare nuove macchine sul posto.

Anche per l'eliminazione dei suddetti inconvenienti si confida nel sollecito intervento di cotesto Alto Commissariato;

- I trasportatori romani non gradiscono affatto il trasferimento delle proprie macchine per lavori di spola a notevole distanza da Roma. Tale ostilità anche se non può giustificarsi, può essere almeno spiegabile con la difficoltà di vitto ed alloggio per il personale, con l'impossibilità da parte dei proprietari di automezzi di controllare i propri autisti, con i danni cui si va incontro in caso di guasto alle macchine generalmente non riparabili sul posto, ecc.

Mentre questa Sede provvederà ad assistere sul posto i trasportatori per la parte di sua competenza, si gradirebbe da parte di cotesto Alto Commissariato un'analoga assistenza per quanto riguarda il vitto e l'alloggio degli autisti.

Nonostante le notevoli difficoltà sopra dette si assicura che si farà ogni sforzo per poter, con la cordiale collaborazione di cotesto alto Commissariato, mantenere e migliorare l'importante servizio suddetto. Per l'approvvigionamento del grano per Napoli e Bari si farà seguito al più presto.

IL DIRETTORE GENERALE

SS/lm.

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

0234

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

102 A/3

HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION
(ITALIAN MILITARY PERSONNEL)
APO 394

CWAP/eg.

Tel. 880849
Ext. 139

Ref. AC/TG/121/I

16 March 1945

SUBJECT : Grain Movement by 1002 C.T. Coy.

TO : Transportation Sub-Commission, H.Q., A.C.

1. Reference your AC/100/I/Tn.5, dated 11 March 1945, and confirming conversation this morning between Col. Cornes and Col. Thomas.

2. It is understood that all movements of G.T. or Q.M. Coys. shall be made at the discretion of this Headquarters.

3. Transportation Sub-Commission will furnish this Headquarters with detailed requirements of lifts to be moved, and priorities of such lifts.

4. It is suggested that this Headquarters prepares a standard Pro-Forma, showing full details, including locations, tonnage, period, etc.etc.

5. Meantime, as the hauls detailed in your letter are of great urgency, immediate steps are being taken by this H.Q. to increase the existing lifts by the C.T. Coys to such an extent that your requirements will be met.

6. Lt.Col. Bodass is at present in Florence, and is being contacted by telephone with instructions to make an immediate investigation with a view to placing all G.T. Companys on a 24 hours basis. It is pointed out, however, that full details as to lifts required are not submitted in your present letter, and same are requested at the earliest possible moment.

17th

MAJOR RASC.
ADMIN. OFFICER.
MOTOR TRANSPORT GROUP.

Ant 17/3.

0.2.3.5

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

AF/96

MEDITERRANEAN ALLIED COMMISSION
AFC 394
Transportation Sub-Commission

Ext : 966

Ref : AC/102/H/Tn.5

16 March 1945

Copy to Col O

SUBJECT : Grain Movement by 1002 G.T. Coy.

TO : H.Q. Motor Transport Group.

1. Reference is made to this Sub-Commission's letter AC/102/1/Tn.5, dated 11 March 45, attaching copy of AC/102/2/Tn.5 dated 11 March 45, addressed to the Regional Commissioner Abruzzi-Marche Region, and to conference held at this H.Q. to-day, at which Col.Cornes and Lt.Col. Olisiewski were present.

2. A copy of the Programme of Grain Movement by 1002 G.T. Coy, prepared by the Regional Supply Officer, Abruzzi-Marche Region, is attached at Appendix A for your information. In addition to the 5835 tons per month to be moved to AQUILA, PESCARA, CHIETI and ORTONA S.M. for immediate consumption, a further 2165 tons per month must be hauled to these provinces to clear warehouses of exporting provinces before Sep 45 to make room for the new harvest.

3. 1002 G.T. Coy, A.M.G. Truck Pools and civil [redacted] trucks together are unlikely to haul more than [redacted] tons per month when the latter two are fully organised. Will you please therefore arrange to lift 2000 tons per month from MACERATA to the three importing provinces mentioned above, additional to that now provided by 1002 G.T. Coy.

4. The Regional Transportation Officer, who is co-ordinating the movement of grain by all transport available, should be contacted to settle details of daily tonnages, loading points and destinations.

5. Please notify this Sub-Commission what steps you intend to take to deal with the lift required and date of commencement.

By Command of Rear Admiral STONE :

Lab. Lt 0

TO : H.Q. Motor Transport Group.

1. Reference is made to this Sub-Commission's letter AG/100/1/Tn.3, dated 10 March 45, attaching copy of AG/100/2/Tn.5 dated 11 March 45, addressed to the Regional Commissioner Abruzzi-Marche Region, and to conference held at this H.Q. to-day, at which Col.Carnes and Lt.Col. Olisiewski were present.

2. A copy of the Programme of Grain Movement by 1002 G.T. Coy, prepared by the Regional Supply Officer, Abruzzi-Marche Region, is attached at Appendix A for your information. In addition to the 5835 tons per month to be moved to AQUILA, PESCARA, CHIETI and ORTONA H.N. for immediate consumption, a further 2165 tons per month must be hauled to these provinces to clear warehouses of exporting provinces before Sep 45 to make room for the new harvest.

3. 1002 G.T. Coy, A.M.G. Truck Pools and civi[illegible] trucks together are unlikely to haul more than [illegible] tons per month when the latter two are fully organised. Will you please therefore arrange to lift 2000 tons per month from MACERATA to the three importing provinces mentioned above, additional to that now provided by 1002 G.T. Coy.

4. The Regional Transportation Officer, who is co-ordinating the movement of grain by all transport available, should be contacted to settle details of daily tonnages, loading points and destinations.

5. Please notify this Sub-Commission what steps you intend to take to deal with the lift required and date of commencement.

By Command of Rear Admiral STONE :

for BRETT M. TAYLOR
Director

Copy to : Food Sub-Comm.
Movement Division, Transp. S/C.
Regional Commissioner
Abruzzi-Marche Region (2 Copies)
(Att: Regional Transportation Officer
" " Supply Officer)

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

ADD A — PROGRAMME OF GRAIN MOVEMENT BY ROAD S.T. SOY.

GRAIN AVAILABLE PROVINCE	TONS	GRAIN REQUIRED MONTHLY. PROVINCE	TONS
ARCOLI PICENO	10,000	AQUILA	2,000
TERAMO	7,500	PESCARA	1,400
ASCOLATA	39,000	CHIETI	2,000
		ORTONA RAIL.	400
TOTAL	64,500	TOTAL	5,835

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

0238