

**DAILY BREAD
FOR BERLIN**

Berlin housewife purchasing her ration of bread
Note empty shelves

Unter Den Linden after World War II

Unter Den Linden before World War II

A GIGANTIC TASK—Feeding and Supplying Western

While not as devastating as atomic warfare, there are few weapons that can paralyze a city as can hunger. That was what the blockade of Berlin meant. It was an attempt to force the Western Allies to surrender their position in Berlin—and the weapon was hunger.

Not alone hunger of the two and one-half million Germans who live in the Western sectors, but also it

was to be a hunger weapon against the Americans, against the British, and against the French.

A decision was made not to retreat from Berlin. The decision called for the delivery of enough food, fuel, and other necessities of life to keep Berliners alive—and to keep Americans and their families well fed. Likewise it was decided that the other

Western allies should not suffer because of the blockade.

To think of supplying a city of two and one half million by air was a daring concept. Heretofore in history, a beleaguered city required some smuggled exit, or slow starvation was inevitable.

In Berlin, the food ration was increased during the period when the Airlift was in operation. The Air-

AVIATION OPERATIONS

Berlin, a City of Two and One Half Million People.

lift became a new weapon to counter the hunger blow struck through the blockade, and it was successful.

The supply of a city by air takes intensive planning. In fact, to do an adequate job requires a complete tabulation of every item of food that is to make up the menu of each and every consumer. It also requires complete control over the output of each industrial plant, and likewise a blank-

et control over the movements of each man, woman, and child.

Food is rationed to Berliners on a much stricter basis than at any time during the period when food was rationed in the United States.

The food requirements of Berlin add up to the following tonnages:

Flour and wheat, 646 tons a day; cereals, 125 tons a day; fats, 64

tons a day; meat and fish, 109 tons; dehydrated potatoes, 180 tons; sugar, 85 tons; coffee, 11 tons; powdered dry skimmed milk, 19 tons; dried whole milk for children, 5 tons; fresh yeast for baking, three tons; dehydrated vegetables, 144 tons; salt, 38 tons, and cheese, 10 tons.

The food rations differ for various classes of consumers. Persons en-

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gaged in heavy work get a larger ration; manual workers get a lesser ration; while white collar workers and persons who are unemployed get a still lesser ration. Then the rations differ for children depending on their age.

Actually, the ration in the Western sectors of Berlin are somewhat less in quantity—counted in calories—than are the rations in the Soviet

sector of Berlin. However, the quality of Western food is much better, and also the makeup of the diet is more satisfactory. An example is that the Germans get more fats in the Western sectors than they do in the Soviet sector; also they get a ration of cheese. These items are of considerable importance in keeping the German in the Western sectors content.

The actual operation of the Airlift to transport foods makes the element of weight of paramount importance. This means considerable use of dehydrated foods. Dehydrated potatoes, for instance, save weight in a ratio of one pound dry to five pounds of fresh potatoes.

There is also a direct tie-in with coal—one of the major cargoes on

the Airlift. Much of the coal goes into the processing of food. Baking bread requires a great deal of coal. So, the bakers are very strictly controlled in their products. First of all, bakers are required to produce a certain bread weight for each 100 pounds of coal they use in baking. Bakers who cannot toe the mark, receive no allocation of flour, or of coal.

Also bakers are permitted only 1.1 percent loss of flour from the time they receive the flour to the point where they actually sell the bread to the consumer. These are all necessary by-products of the Airlift.

Then, in a matter of industry, plants are given a quota of coal required to produce a pre-determined volume of production. They are also

controlled in their distribution.

Controls over distribution of food and coal are extremely rigid—otherwise, the Airlift would be flown to no purpose. If anything, there must be a proper distribution of food, and Airlift food must not be traded as a black market item, otherwise the effort of supplying a city by air would be lost.

Taking the individual rations of the people in Berlin, and multiplying them by the head count yield the tonnage which must be supplied to that city. In addition, the tonnages required by the U. S., French, and British forces and civilian workers must be met. These are the logistics of a new kind of battle—a battle against hunger, by taking to the air with transport.



1. Flour From Box Car to 10-ton Trailer



2. Aboard the Trailer Ready to Roll



3. Loading Flour On A "Vittles" Plane



4. Tied Down Securely, Flour Is Airborne



5. Landed in Berlin at New Loading Dock



6. Bakers with Their Allotments



7. Taking Shape as Loaves of Bread



8. Loaves Are Now Ready For Baking



9. Baked and Being Prepared for Distribution