

217/TN.2-Rehabilitation Program 10000/1

Program 10000/148/749 From: Mar '45
Sept '45

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ALLIED COMMISSION FOR ACTION FOR OLAS INTO APRI FOR FINEG
AND IN BANK PROTON FOR CARIST SECRETARIAT.

UNCLASSIFIED.

This is COM 223. Refer SOC 264, COM 205.

Designation of Italian ports.

COMAG is going to be used for planning purposes unless it is obvious goods are for use in a specific area, such as goods procured on E-36 and other Canadian mines supplies.

Accordingly all markings and papers will carry COMAG as destination and papers as described in FSA procedural instructions number 6 (forwarded to you with COM airtown 42) will be sent to ICE COMAG office.

You are therefore urged to give instructions in time for items destined elsewhere and involving sizeable tonnage such as petroleum coke, steel, pig iron and rails especially if you and ICE require proper markings and need papers in time.

While it is recognized that diversion of bulk cargo is possible, mixed cargoes will create a problem at your end. Knowledge of destination might also facilitate loading program HILARING.

1/8691

ACTION HQ BR 4
INFO COMAG COMMISSION
EX COMMISSION
CC TO ME AND
CA TO ME AND
HOW COM
FINANCE
PLA 2
PLAT

Rev. Dr. Diré

I.C.E.
Mr. Comandante
Lt. Col., Techy
Comandante 4/0
Finance 1/0
Industry 4/0
Agriculture 4/0
Transportation 4/0
Public Works & Util. 4/0
and 4/0

Ext. 513

HEADQUARTERS ALLIED COMMISSION

AFG 394

TRANSPORTATION SUB-COMMISSION

SSI/em

Ref. 17/16/Pn.2

24 September 1946

SUBJECT: Italy's Transportation Requirements for
First Quarter, 1946.

TO : Economic Section.

1. Reference your memo RS/ , dated 21 September,
1946.

After careful perusing, the Allied Commission has approved import requisitions for railway material and equipment for the Italian State Railways for the last six months of 1946 and the entire year, 1946. The estimated cost of the approved requisitions (which do not include railway fuel) is 57 million dollars. An import of these materials and equipment will be fairly constant throughout the period, approximately 5 1/2 million dollars worth will enter Italy during the first quarter of 1946. The requirements include manufacturing materials and equipment for permanent structures, such as roads, bridges and tunnels and for rolling stock. Among the most important items are 500 kilometers of steel rails, weighing 50.344 kg per meter, 73,000 tons of pig iron, 1,500 abrasive wheels of various dimensions for cutting, trimming and grinding and 11,400 meters of single and double leather belts of various widths. The total requirements include several hundred items and several hundred thousand tons of materials and finished machine tools. The requisitions have been planned to bring the operation of the Italian State Railways up to 50% of their pre-war efficiency, by the end of 1946.

After careful screening, the Allied Commission has approved import requisitions for railway material and equipment for the Italian State Railways for the last six months of 1945 and the entire year, 1946. The estimated cost of the approved requisitions (which do not include railway fuel) is 67 million dollars. As imports of these materials and equipment will be fairly constant throughout the period, approximately 84 million dollars worth will enter Italy during the first quarter of 1946. The requirements include manufacturing materials and equipment for permanent structures, such as roads, bridges and tunnels and for rolling stock. Among the most important items are 500 kilometers of steel rails, weighing 60.344 kg per meter, 73,000 tons of pig iron, 1,000 abrasive wheels of various dimensions for cutting, brimming and grinding and 11,000 meters of single and double leather belts of various widths. The total requirements include several hundred items and several hundred thousand tons of materials and finished machine tools. The requisitions have been planned to bring the operation of the Italian State Railways up to 50% of their pre-war efficiency, by the end of 1946.

3. Estimates of requirements for Italian ports for 1946 the entire year, 1946, are now being made, but they have not been completed. Port projects have already been prepared by Allied Commission for Venice, Ancona, Bari, Brindisi, Taranto, Genoa and Avona. British Military Authorities have furnished a list of equipment that will be required for continued operation of these ports to the Allied Commission, which has approved them. The list includes 45 mobile cranes, 2 chassis tractors, 16 lister trucks, 48 lister trailers, 12 Z-craft, 30 H.C.L.'s, 148 tarpaulins, 29 misca barges, 13 tarmac tugs, 3 launches, and a vast amount of smaller cargo gear, slings, rope, wire, chains, shovels, hammers, hooks, nets, etc. Pending action by the British War Of Ice, which has been asked to approve transfer to the Italian Government, the equipment is on loan to the latter and is being employed in harbor operations. For all other ports, the Italian Ministry of Marine has submitted lists of equipment that will be required

and British and American Military Authorities have agreed to prepare independent estimates of requirements. The Italian list includes 24 tugboats, 4 self-propelled lighters, 76 dumb lighters, 46 decked barges, 10 ton motors, 70 crawler cranes, 518 steel tubs, 1950 coal baskets, 953 tugboats. It is expected that a considerable part of, if not all the requirements for ports, may be met from theatre stocks.

4. Present information indicates that the only import requirement for schooners is for P.O.L., of which approximately 1300 tons will be required monthly.

5. Although import requirements for Italian warehouses have not been determined, it is known that they need a considerable amount of equipment, such as fork lifts, skids, 2 and 4 wheel hand trucks and roller conveyors. Failure to determine requirements to date has been due to uncertainty about Allied authorities' responsibility for Italian warehousing.

6. A survey of import requirements for highway transportation is now being made. But as yet firm figures have not been obtained. Tentatively, it is felt that truck manufacturing companies in Italy are able to manufacture all the trucks that will be required, provided manufacturing materials and rubber for tire manufacture can be imported. Continued operation of existing highway facilities also depends on the importation of rubber for tires and on additional P.O.L. It is felt that if they can be released to the Italian Government, there are sufficient spare parts in theatre stocks for maintenance during the first quarter of 1946 of the approximately 12,000 trucks that will have been turned over by the Allies to the Italian Government.

5. Although import requirements for highway houses have not been determined, it is known that they need a considerable amount of equipment, such as fork lifts, skids, 2 and 4 wheel hand trucks and roller conveyors. Failure to determine requirements to date has been due to uncertainty about Allied Authorities' responsibility for Italian warehousing.

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FRANK UPLAN, Jr.
Director.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 217/15/Tn.2

16 August 1945

SUBJECT: Equipment on Temporary Loan to Allied
Commission.

TO : Allied Force Headquarters, G-5 Section
(Attn. Maj. R. V. Grady).

1. Reference is to your T-9 of 31 July and
enclosures thereto.

2. We are advised by Roads Division that the
38 tool sets have been returned to P.B.S.

3. No other items of those listed on the
ST's and MR's are desired by Transportation Sub-
Commission for permanent transfer to the Italian
Government.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

FILE MEMO: File copy of this letter with A.F.H.Q.
letter and enclosures, referred to in
para 1, sent to Economic Section,
Supply Division for circulation. The
whole of above mentioned correspondence
is to be returned to Planning Staff.
Phone conversation Lt. Arensberg (357)
23 August 1945.

Ext. 513

HEADQUARTERS ALLIED COMMISSION

APO 584

TRANSPORTATION SUB-COMMISSION

CMT/om

Ref. 217/14/m.s

30 July 1945

SUBJECT: Revision of Program of Basic Supplies for Italy.

TO : Brigadier General E. D. McKinley
Acting Vice President
Economic Section.

1. References your memo of 24 July 1945.

2. The following, in compliance with para 2 of reference letter:

a. Coal: September-December loadings of coal are being screened by coal Section of Commerce Sub-Commission. The amounts shown in MCO-2, dated 21 July 1945 are somewhat less than requirements as shown in LAC 57 and LAC 77 but, on the basis of percentage of allocation to railways reaching in ratio, should be acceptable.

b. Gasoline, Diesel and Fuel Oils:

1. Gasoline: Instead of 70 octane (which does not exist) as listed, imported octane of gasoline will be 83/86 octane at landed cost of 25.37 per barrel. Amounts are in excess of proposed allocation but are in keeping with justifiable requirements provided the limitation of the title "Gasoline for

C. The following, in compliance with para 2 of reference letter:

4. Coal: September-December loadings of coal are being serviced by coal section of Commerce Sub-Commission. The amounts shown in LAC 77, dated 31 July 1953 are somewhat less than requirements as shown in LAC 67 and LAC 77 but, on the basis of percentage of allocation to railways resulting in ratio, should be acceptable.

B. Gasoline, Diesel and Fuel Oil:

I. Gasoline: Instead of 70 octane (which some do not exist) as listed, impurities of gasoline will be 60/60 octane at landed cost of \$5.45 per barrel. Amounts are in excess of proposed allocation but are in keeping with justifiable requirements provided the limitation of the title "Gasoline for automobiles" is not stringently imposed. Actually, the amounts reflect the requirements of automobiles, railways, agriculture, fishing and schooner craft.

II. Kerosene: program nomenclature difference between use in lamps and agriculture, with a difference in price of \$1.11 per barrel. Kerosene is kerosene and the landed cost is \$4.76 per barrel. Here again amounts are in excess of proposed allocations and justification can be provided for 10,000 metric tons per month.

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III. Diesel Oil: conversion factor is at fault here; proper conversion is 7.5 barrels per ton. Based on consumption figures of June 1943 which include 4,050 tons in Italian Government Territory for Agriculture, fishing, schooners, road etc. and 455 tons by M.R.S. for Railways and using our established percentage of 40% we would develop a potential demand for all of Italy of 11,863 tons per month. During the winter months demands of Agriculture and Fishing (largest consumer agencies) diminish considerably and assuming that our programs of industrial reactivation offset this decreased demand to some extent, justification for November-December loadings indicate 10,000 tons monthly. (Importation figures during the calculation year of 1939 were averaged at 3,500 tons monthly). Landed cost \$5.01 per barrel.

IV. Heavy oil for boilers: no revision necessary here since quantities reflect balance of end-use and allocation proposed. Conversion factor should be 6.64 barrels per ton instead of 7.2 barrels. Landed cost \$4.44 per barrel.

C. Raw Materials for Industry:

I. Raw Rubber: amounts satisfactory. Once again we point out the importance of filling requisition MCS-298-ORD, LAC Airgram 114 which indents for test production materials. Pending arrival of these supplies and results of tests, revision of amounts cannot be guaranteed as accurate.

II. Synthetic Rubber: October shipment approved. The synthetic rubber plant at Ferrara is in process of reactivation and if completed on or before the target date of December 1945 this plant can produce sufficient synthetic

were averaged at 2,500 tons monthly).
Landed cost \$5.01 per barrel.

- IV. Heavy oil for boilers: no revision necessary here since quantities reflect balance of end-use and allocation proposed. Conversion factor should be 6.64 barrels per ton instead of 7.3 barrels. Landed cost \$4.24 per barrel.

C. Raw Materials for Industry:

- I. Raw Rubber: amounts satisfactory. Once again we point out the importance of filling requisition MGS-298-ORD, IAC Airgram 114 which indents for test production materials. Pending arrival of these supplies and results of tests, revision of amounts cannot be guaranteed as accurate.

- II. Synthetic Rubber: October shipment approved. The synthetic rubber plant at Ferrara is in process of reactivation and if completed on or before the target date of December 1945 this plant can produce sufficient synthetic rubber to meet Italy's needs. We may point out that our total requisitioned amount is 1,456 tons and no further justification can be made in excess of this amount.

- III. Carbon Black: October shipment approved since it represents a good percentage of the total justified requisitions (421 Tons) none of which are overdue. No justification can be made for more than 100 tons for November loading and none for December.

MERRITT H. TAYLOR
Director

HEADQUARTERS ALLIED COMMISSION
APC 394
ECONOMIC SECTION

HQ/CV:cl

Ref. RB-445

24 July 1945

SUBJECT: Program of Basic Supplies for Italy (September - December Loadings)

TO : See Distribution.

1. Attached are three copies of a preliminary estimate by the Foreign Economic Administration of a program of basic supplies for Italy, September-December Loadings.
2. Will you please revise this program in detail in those instances where it bears upon your jurisdiction utilizing the most recent data available so that this program will reflect the best current estimate of Italy's needs. Wherever possible, landed costs should be shown as well as unit costs.
3. In connection with the foregoing, attention is invited to attached memo MCA-R, dated 21 July 1945.
4. Request you submit two copies of the program as revised to the Requisition Branch prior to July 31, 1945.

(sgd) E. B. McKinley

Enclosures:

- 1 - MCA/R - 21 July 1945
- 3 - Proposed FEA Program of Imports of Basic Supplies

E. B. MCKINLEY
Brigadier General, USA
Acting Vice President

Distribution:

Requisition Branch
Commerce S/C - Coal Div.
PET Section, AFHQ
Food S/C
Industry S/C
W.S.A. - Info
Transpt S/C - Info
Price Section
Agriculture S/C
Commerce S/C
P. W. U. S/C
Finance S/C
Col. Walton - Info-Action
Brigadier Anderson - Info-Action

AFHQ - GS
Major Gooby - Research Statistics Branch

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SECSTATE WASHINGTON

July 21, 2 pm 1945

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July 22 9 am 1945

MOA-R

From Crowley Hunt Cleveland FEA for Merritt.

1. Following message is sent by FEA at direction of U.S. liberated Areas Committee for action AG, Economic Section, attention Brig. General McKinley. It is sent through U.S. Channels with State Department and War Department concurrence because of necessity for rapid action on requirements for September loading and following, and impossibility of handling on a combined basis through JCN/MOC series until combined agreement is reached in Washington on

A) Termination of military responsibility for provision of civilian supplies to Italy and

B) A new procedure for handling such supplies on coordinated basis with British after termination of military responsibility.

2. There is now available one hundred million dollars out of the 1946 lend lease appropriation for the provisions of essential supplies to Italy from U. S. sources, September through December loadings. Under arrangements now being worked out between FEA and War Department, FEA will have responsibility for procuring and managing procurement and shipment of supplies bought with those funds. It appears that the U. S. share of the probable requirements for wheat, coal and oil will use a large part of the one hundred million dollars.

3. U. S. members of COAC have suggested termination of combined military responsibility for civilian supplies after August loadings except for oil (TAM 629, reference) no decision has yet been reached. Meanwhile it is necessary to make immediate U.S. arrangements for September loadings and bid for tentative allocations of supplies and shipping for October, November and December loadings.

4. Tentative global import requirements for these categories follow. U. S. share will be finally determined by U. S. supply authorities and comments on these global import requirements are urgently desired.

A. Coal - September loadings on the basis of MOC A-57, May 30, namely (in thousands metric tons) steam coal 176, coking 80, producers 25, anthracite 40, coke 20, total 361. For October November, December loading on the basis of MOC A-77 July 10 from all sources of the following amounts (in thousands metric tons) Steam coal 600, gas and coking 320, furnaces and producers 130 anthracite 80, total 1230. These figures include no coal for direct military requirements. Allocation of anthracite will be requested only after receiving from you detailed justification of end use. Also suggest substitute.

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B. Petroleum products - date of termination combined military responsibility not yet settled but for planning purposes desire comments on following schedules; September loading on basis of MOG A-57 (in thous of metric tons) Gasoline 33, Kerosene for lamps 3.5, heavy fuel 17, total 77.5. October, November, December loadings on basis of MOG A-77 follow (in metric tons) kerosene for lamps 13,500, kerosene for agriculture 35,000 gals. Oil for transportation 50,500 heavy fuel, 50,500. Details of pol procedures will be cabled as and when finally determined here.

C. Wheat - our computations of Italy's breadgrain deficit for 1945-46, based on your LAG 1219, June 22, LAG A-120, May 4 and other information, indicate probable total annual import requirements of one million seven hundred thousand tons of breadgrains. Pending final determination of import program for all feedstuffs tentative requirements (thousand of metric tons) September 150, October 150, November 150, December 150 subject to availability of shipping. Advise urgently on port acceptance on handling and storage facilities for bulk wheat and on internal transportation.

5. Total program for category "A" September - December shipments including lubricants, cotton, other industrial items from MOG A-57 and 88 and miscellaneous foods will follow together with explanation of action being taken in Washington.

6. None of the figures in paragraph 4, should be considered as actual allocations until you are advised of action taken by supply authorities.

7. All supplies paid for out of one hundred million dollars fund referred to in paragraph 2, can be received by Italian Government under existing procedures for handling civilian supplies heretofore furnished by military. Landed cost of such supplies will be charged to Italian Government by AG in same manner as heretofore on military shipments of civilian supplies.

BREM ACTION

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CC: FEA

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Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 217/12/Tn.2

7 July 1945

SUBJECT: Transitional Program of Essential Italian
Imports 1945.

TO : Director,
Transportation Sub-Commission.

1. Reference is to your letter 6 July 1945 (with enclosure 3 copies Section 2: Fourth Quarter Requirements).

2. You will recall that when MOC Airgram 57 of 30 May 1945 was dispatched, this office endeavored to find some basis for the amounts requested for period through September 1945. To date the only substantiation has been the Bonomi letter. The figures quoted in this letter do not reflect study, opinion or facts of Minister of Transport, Minister of Marine, I.S.R. or any other agency known to us.

3. We list below the comments you request on items as they appear on both Section 1 and Section 2 of subject matter. For purposes of ready reference we will follow the numerical and alphabetical listings on above-mentioned sections:

(f) Rubber and materials for manufacturing rubber products.

1. Raw Rubber: total requisitions in the amount of 314 Tons: Section one requests 180 tons and Section 2 requests 570 tons showing an amount required in excess of outstanding

2. You will recall that when MOC Airgram 57 of 30 May 1945 was dispatched, this office endeavored to find some basis for the amounts requested for period through September 1945. To date the only substantiation has been the Bonomi letter. The figures quoted in this letter do not reflect study, opinion or facts of Minister of Transport, Minister of Marine, I.B.R. or any other agency known to us.

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(f) Rubber and materials for manufacturing rubber products.

1. Raw Rubber: total requisitions in the amount of 314 Tons: Section one requests 180 tons and Section 2 requests 570 tons showing an amount required in excess of outstanding requisitions of 436 tons. (It might be well to note here that all both Section 1 and Section 2 requests are listed against requisition ORD-92 which must represent AC-ORD-92-45, 38 MGS-292-ORD and that total amount requisitioned against this identification is 290 tons).

2. Synthetic Rubber: total requisition in the amount of 1456 Tons: Section 1 calls for 1150 tons and Section 2 for 3900 tons showing an amount in excess of outstanding requisitions of 3594 tons.

3. Regenerated Rubber: only requisition is for 200 tons per month of scrap rubber and rubber dust placed with P.E.S. (AC-ORD-163-45) Section 2 requests 1950 tons.

where are no requisition for regenerated or reclaimed rubber for the simple and logical reason that Italian industry produces more than it needs. There are stock piles at Milan and Torrespaccata (Rome). No demand in excess of supply has ever been made by any agency of the Italian Government. National output estimated at 1200 tons per month. Not a reasonable request.

4. Carbon Black-active: total requisitions are AC-ORD-92-45 (MGS-292-ORD) 410 Tons and MGS-250-ORD 6 Tons and MGS-302-ORD, 5 Tons = 421 Tons. Section 1 requests 260 Tons and Section 2 requests 260 Tons making a total of 1120 or an excess of 759 Tons over and above requisitioned amounts.

NOTE: Para 5 of LCC Airgram 57 (revised) states:

"The Italian Government has expressed their desire that new items appearing in the Transitional Program, Section 1, which were not previously included in the Program of Essential Italian Imports 1945, be placed in Category "B" to avoid the delay which would occur in processing to establish military responsibility" (Para 15, Letter of the Prime Minister).

We have had no advice that the request stated in the above para has been met with attention or compliance by Washington and pending this advice we are unable to change our Category "B" programs or determine if any supply action is being taken on them.

An utter state of confusion seems to exist on these demands which are in flagrant contradiction to surveys, reports and findings of Tire Division. We may feel safe in challenging CIMA I as incompetent to request materials for rubber manufacturing purposes referring to requisitions prepared for both manufacture and repair/retrained and

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We have had no advice that the request stated in the above para has been met with attention or compliance by Washington and pending this advice we are unable to change our Category "B" programs or determine if any supply action is being taken on them.

An utter state of confusion seems to exist on these demands which are in flagrant contradiction to surveys, reports and findings of Tire Division. We may feel safe in challenging CINAI as incompetent to request materials for rubber manufacturing purposes, referring to requisitions prepared for both manufacture and repair/retread and again in asking for amounts in excess of industrial potentialities and still again in requesting importation of materials available in Italy. An important point evidently overlooked is that until the materials requested in MGS-238-ORD, LAC Airgram 11487 for test production is received revision in tire production material will be predominantly guesswork.

(1) Ferrous Metals and Ferrous Alloys.

10. Vignola type railroad rail, 36 Kgs. per meter: total requisition (CLAC 1-210, MOC Airgram 26) calls for 7200 Tons: Section 1

requests 5000 Tons and Section 2 requests 2200 Tons. A reflection of original program and a reasonable request covering some 100 kilometres of track. This is for Private Railways.

11. Phoenix type railroad rail (Older type) 54 Kg. per meter: total requisition (same as (1) 10.) calls for 2000 Tons. identical with original 1945 Program and a reasonable request covering less than 25 kilometres of tramway lines.

NOTE: It is considered that all rail be imported in finished state due to shortage of coal locally.

(1) cont'd. Steel Cables:

(a) For funicular railway (Items 20, 21, 22, 23, 24) as amounts listed are identical with C140 1-410 these requests are considered justified. No requests were made in Section 1 and Section 2 repeats original program, converting figures however from yards to meters.

(b) for marine purposes: all are against requisition 40-70-80-45 (4000-2000-10) and no requests have been submitted in Section 1. Section 2 is as follows:

1. for kedge anchors:

25	diam.	10 mm.	meters	1200	as requisitioned: 0.R.
26	"	12 "	"	1000	" ; 0.R.
27	"	15 "	"	1500	requisition for 7000.

We have received no information which would justify this increase:

28	diam.	20 mm.	meters	1000	reasonable
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11. for rigging:

(1) cont'd. Steel Cables:

(a) for tunneling railway (Item 20, 21, 22, 23, 24) as amounts listed are identical with Item 1-210 these requests are considered justified. No requests were made in Section 1 and Section 2 repeats original program, converting figures however from yards to meters.

(b) for marine purposes: all are against requisition 20-10-99-15 (MS-295-73) and no requests have been submitted in Section 1. Section 2 is as follows:

I. for kedge anchors:			
25 diam.	13 mm.	meters 1200	as requisitioned: O.K.
26 " "	" "	" 1200	" : O.K.
27 " "	" "	" 1000	requisition for 7000. O.K.
We have received no information which would justify this increase:			
28 diam.	23 mm.	meters 1000	reasonable
II. for rigging:			
29 diam.	3 mm.	meters 10000	as requisitioned: O.K.
30 " "	" "	" 15000	" : O.K.
31 " "	" "	" 5000	NOTE as 1, 27 above
32 " "	" "	" 30000	as requisitioned: O.K.
III. for towing:			
33 thru 37 as requisitioned: O.K.			
IV. for various purposes (flexible cables)			

38 and 39. Here again we find an arbitrary revision with no basis known to this office. It is to be noted that Industry Sub-Commission so-called "Ship Building Program" dealing with vessels of less than 250 DWT has produced nothing. Transportation Sub-Commission efforts to reactivate ship building of all tonnage has met with

considerable resistance, particularly with regard to specific projects in the over 1000 Ton class. It is difficult under these circumstances to reconcile requests for additional cable with the status of ship building reactivation.

69.

American type track with rails complete with hardware: 80.3M per meter: total requisition AC-70-80-45 (MGS-94-70) calls for 800 Km: Section 1 requests 40000 tons and Section 2 requests 15000 tons which is slightly in excess of the amount of the requisition but is considered reasonable. It should be noted that Section 1 calls for 38000 tons to be allotted to the North of Italy and it is again stressed that we must challenge the authenticity of all these figures since our repeated requests to Italian Government and I.S.R. for information to justify revision of the program has elicited only the reply that no information is available.

(10)

Timber and semi-finished wood products.

Items 1 thru 13. Oak and pitch-pines for naval construction. These items were never screened through Transportation Subcommittee and therefore we have no basis for justification of approval. Justification as appearing on requisition CLAC 1-209 is unsatisfactory and inadequate.

14. Standard wooden ties for tracks and switches of I.S.R. total requisition CLAC 1-209 (MCC Airgram 27) calls for 500,000 pieces. Section 1 requests 230,000 units and Section 2 requests 240,000 units. The inclusion of these items in original

It should be noted that the 35,000 tons to be allotted to the North of Italy and it is again stressed that we must challenge the authenticity of all these figures since our repeated requests to Italian Government and I.M.R. for information to justify revision of the program has elicited only the reply that no information is available.

(M) Timber and semi-finished wood products.

Items 1 thru 13. Oak and pitch-pine for naval construction. These items were never screened through Transportation Sub-Commission and therefore we have no basis for justification of approval. Justification as appearing on requisition CLAC 1-309 is unsatisfactory and inadequate.

14. Standard wooden ties for tracks and switches of I.M.R. total requisition CLAC 1-309 (MOC Airmail 27) calls for 500,000 pieces. Section 1 requests 230,000 units and Section 2 requests 240,000 units. The inclusion of these items in original requisition was effected with reluctance by this Division and the present acute shortage in the United States renders extremely unlikely the probability of shipment ex United States. Investigation is being conducted presently on the possibility of unblocking the standing timber in Coozeze region, the importation from Austria. No information has been received clarifying the possibility of importation from Brazil although credits and material are available there.

SUMMARY:

While most of the demands made in both Section 1 and Section 2 reflect the requisitions as originally portraying 1945 requirements, the changes are without justification in so far as documentary

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evidence is concerned. The greatest danger would appear to be the confusion into which Category "B" program will be thrown if deletions and additions are made on the basis of unsupported recommendations by committees, organizations or agencies of the Italian Government without consultation with the Ministry concerned on the ultimate buyer or user of the item in question.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

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Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/CM

Ref. 217/11/Tn.2

13 June 1945

SUBJECT: COM 94.

TO : Economic Section, Requisition Branch
(Attn. Lt. Col. Querrier).

1. Reference our 217/10/Tn.2 of 26 May 1945, AC/Mat/14/6/Tn.4 of 12 June 1945 (copy attached) and your 445B/157-SS of 12 June 1945.

2. The letter from Chief of Rail Division shows that insufficient information is available for drafting a MCC cable unless you are in favor of breaking down CLAG 1-209/210 into segmentary changes; vide Para 4 of above mentioned letter.

3. As you are aware reliable information re actual industrial potentialities in the North of Italy is difficult to obtain and Transportation Sub-Commission is loathe to act on the general rosy picture of manufacturing before confirmation by Industry, I.S.R. and our own field representatives.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:

AC/Mat/14/6/Tn.4 of 12 June 1945 (copy attached) and
your 4453/157-ES of 12 June 1945.

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CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:
File 218/c/Tn.2.
Rail Division
(Attn. Maj. Long).

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Tel. 549

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
Requisition Branch

HCO/GF:cl

Ref. 445B/167-ES

12 June 1945

SUBJECT: COM 94.

TO : Transportation Subcommittee, Allied Commission
Attn: Mr. Ryan.

1. Subject signal was forwarded to you for action on 19 May '45. No answer has been received by this office.
2. It is requested that a MOC cable be prepared in answer to COM 94 and that it be channelled thru this office for dispatch.

H. C. Quartier
H. C. QUARTIER
Lt. Col., Q. M. C.
Economic Section

JML/av

INTER-OFFICE MEMO

Ref: AC/Wat/14/6/Tn 4

on 217/10/TN v of 16 May -

SUBJECT : Rail Rolling Stock - Category B Programme.

TO : Planning Staff Tn 2
Attn: Mr. C. Ryan

1. Washington signal WAR 83858 from War to HQ. Alcom received May 18 0900 refers.

2. An investigation of all the factors involved has been made and the conclusion reached that the increased resources made available by the liberation of N. Italy will enable the construction of the rail cars in category B to be undertaken in Italy from the raw material stage.

3. It is computed that sufficient steel is or can be made available and that the remaining materials which need be imported are:

Gray pig iron	7500 tons
Copper	170 "
Tin	50 "
Lead	32 "
Antimony	7 "
Zinc	4 "

4. The question of paints and axle box packings will be the subject of a further communications as these are still under consideration with A.S.R. with a view to arriving at an "austerity" specification.

for *Quilley May. 22.*
Chief
Rail Division

81

Transp. Sub-Commission (Rail Div.)
12 June 1945
Tel: 843191-11

12

CUR/em

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 513

Ref. 217/10/Tn.2
26 May 1945

SUBJECT: Specifications on Category "B" Requisitions, Rails.

TO : Maj. C. W. Long
Transportation Sub-Commission.

1. Enclosed is a transcript of the item mentioned
and stated from CLAC 1-209

Item	Sched. B Number	Schedule B Classification and Detailed Specifications	Sched. B Unit	Quantity
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GROUP 7. - MACHINERY AND VEHICLES

796600		Railway cars; freight cars over 10 ton capacity:		No.
--------	--	---	--	-----

Box cars with two axles;
metal body, sides and roof of
steel panels, wood lined, steel
floor; door on both sides,
loading capacity 10 tons;
Standard Westinghouse air
brakes; European type. (wood
construction may be substituted)
Drawing 1-F-3

2,450

Refrigerator cars, as above.
capacity 30.5 cubic ft., 10 ton
load including ice; Drawing
1-S-38.

270

102

103

Item	Sched. B Number	Schedule B Classification and Detailed Specifications	Sched. B Unit	No.
<u>GROUP 7. - MACHINERY AND VEHICLES</u>				
102	796600	Railway cars; freight cars over 10 ton capacity: Box cars with two axles; metal body, sides and roof of steel panels, wood lined, steel floor; door on both sides, loading capacity 19 tons; Standard Westinghouse air brakes; European type. (wood construction may be substituted) Drawing 1-F-3		2,450
103		Refrigerator cars, as above. capacity 30.0 cubic ft., 15 ton load including ice; Drawing 1-F-3a.		270
104		Gondola cars, two axles, side walls 4' high, steel frame, steel sheet side walls, steel floor; 19 tons normal capacity; equipped with Standard Westinghouse air brake system; European type; Drawing 1-F-4	00	1,500
105		Gondola cars, two axles; low side walls 19" high; metal drop sides and steel floors; normal capacity 20 tons; equipped with Standard Westinghouse air brake system; European type; Drawing 1-F-5		225

12

Item	Sched. B Number	Schedule B Classification and Detailed Specifications	Sched. B Unit	Quantity
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106		Flat cars with 4 axles (two trucks) loading capacity 40 tons; equipped with standard Westinghouse air brake system; European type		135
-----	--	---	--	-----

GROUP 2. - MISCELLANEOUS

MISCELLANEOUS OFFICE SUPPLIES:

939300	Carbon Paper;		Lb.	
--------	---------------	--	-----	--

107		Carbon-backed paper for telegraphs 27 x 39 cm. Sheet 100,000		
-----	--	--	--	--

108		Carbon-backed paper for bookkeeping 38 x 48 cm. Sheet 100,000		
-----	--	---	--	--

939900	Other office supplies:			
--------	------------------------	--	--	--

109		Rubberized sheets for duplicating machines, 24 x 64 cm. Gross 500		
-----	--	---	--	--

110		Rubberized sheets for duplicating machines, 31 x 42 cm. Gross 400		
-----	--	---	--	--

2. Following is from CIAC 1-210

Carbon-backed paper for
telegraphs 17 x 39 cm.
Sheet 100,000

Carbon-backed paper for
bookkeeping 36 x 40 cm.
Sheet 100,000

529900 Other office supplies:

Rubberized sheets for
duplicating machines,

24 x 64 cm. Gross 500

Rubberized sheets for
duplicating machines,

31 x 42 cm. Gross 400

2. Following is from CLAG 1-410

Item	Sched. E Number	Schedule E Classification and Detailed Specifications	Sched. E Unit	Quantity
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GROUP 7. - MACHINERY AND VEHICLES

798600		Railway cars; freight cars over 10 tons capacity:		No.
--------	--	--	--	-----

Closed freight cars; U.S.
standard gauge; 20 tons
capacity; light weight 10
tons

180

Closed freight cars; narrow
gauge 0.950 meters; 16 ton
capacity; 8 ton light weight.

180

107

108

109

110

32

33

12

Item	Sched. B Number	Schedule B Classification and Detailed Specifications	Sched. B Unit	Quantity
34		Open gondolas; U.S. standard gauge; 20 ton capacity; 10 light weight.		180
35		Open gondolas; narrow gauge 0.950 meters; 16 ton capacity; 8 ton light weight.		274
36		Tank cars; U.S. Standard gauge; 20 ton capacity		20
37		Tank cars; narrow gauge 0.950 meters; 16 ton capacity		9

3. For your information, these are identical with those requisitioned under Category "A" and for which prints were supplied with Category "A" folio.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

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Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

9
CRR/em

Ref. 217/a/Tn.2

20 April 1945

SUBJECT: Joint Program.

TO : Brigadier General McKinley.

1. Reference Inter Office Memorandum 20,02/ES 18 April 1945, signed Antolini.
2. You will recall that this was handed to you on 4 April 1945 and following telephone conversation between us, you forwarded to Mr. Cleveland.
3. For your reference and information, I am attaching additional copy of subject matter of Mr. Antolini's memorandum.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

AGA/D/es

SUBJECT: Joint Program

FILE No. 20.02/ES

TO : BRIGADIER GENERAL MCKINLEY

18 April 1945

1. When Mr. Cleveland took off for Washington, he told me that there was one matter which had not been taken care of and that was the overall story on justification on Category "B" with respect to transportation. He said at the time that Mr. Ryan of the Transportation G/C was working on it. Do you know whether or not the justification has been written up and sent in?


A. G. ANTOLINI
Acting Vice President
Economic Section.

Ref. 217/5/Tn.2

HEADQUARTERS ALLIED COMMISSION
APO 334
TRANSPORTATION SUB-COMMISSION

CHH/cm

Transportation Program No. 1

Addendum to Overall Justification:

Statistics given to A.F.S.C. (Col. Sheldon) upon their demand for more exact figures on which to justify Para 4. Basis of Calculation, do not appear in final copy supplied to us by A.F.S.C. for correction in their request 19 April 1945.

Since these statistics were in long hand and given to Col. Sheldon upon plea of extreme urgency no copies are available here. This justification is being rewritten by Lt. Adamsen who will have access to said records, now at A.F.S.C.

CHH
CHARLES WYAN
Planning Staff
Transportation Sub-Commission

Ref. 217/6/Tn. 2

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CHM/cm

TIRES
Program 1-A

Regulation Number
AC-ORD-30-45
MGS-391-ORD

Addendum:

Item No. 4 should read 500 x 16 and 525 x 16 (bracketed as interchangeable) instead of 500 x 16 and 500 x 26.

Justification: 1. Passenger Tires. After the first sentence the following excerpt should be inserted: "The 40,000 motor vehicles which will be required to service by these tires are those in a mechanical condition indicating that they will remain on the road for the life of the tires. Types and models are reflected by number of tires in each classification and number one fifth of the tires shown. Where wheels or rims have been altered to accept a different size, allowance has been considered and shown by present size requirement. Number of vehicles and various models are shown by actual applications for tires made to Allied Commission and latest vehicle registration lists.

3. Motorcycle Tires. The following justification should be substituted for present one: "The 5000 tires and tubes will provide for about 4000 motorcycles. It is estimated that about 3000 are devoted to the transport of goods for local distribution. They are fitted with bodies of about 1/2 Ton capacity, tricycle mounted; in most cases the two rear wheels require different size tires than the front (steering) wheel. Allowance for this factor has been made in requirements listed for passenger cars above. In addition, due to lack of automobiles, motorcycles are necessary to the transport of essential workers, such as linemen, railway employees, etc. There are more than 1000 of this latter category of vehicle immobilized for lack of tires and tubes.

CHARLIE RYAN

Planning Staff
Transportation Sub-Commission

Ref. 217/6/Tn.2

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

8
CRR/em

HARBOR WORKS
Program 1-1

Requisition Number AC-TC-99-45
MGS-296-TC

Addendum.

- Item 1 Attention is directed to statement of power specifications which applies to all cranes.
- Item 1,2,3,4 These should be supplied with blocks, cables and complete accessories to begin immediate operation.
- Item 6,7,9 Power specifications as above (Item 1).
- Item 10 See addition to justification, this addendum.

Justification: Para 3 add: There are numerous canals, rivers and inland waterways requiring constant dredging. It should be noted that the Po river requires full use of several dredges to ensure constant navigation.

ark

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Ref. 217/6/Tn.2

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

TRUCKS AND BUSES
Program 1-C

Requisition Number AC-ORD-93-45
MGS-239-ORD

Addendum:

- Items 1,2 and 3 do not carry detailed specifications since capacity is the primary consideration and any equivalent standard or available vehicles are acceptable.
- Item 4 Comments as above. The amount required should be changed to 270 since items 6 and 7 are deleted.
- Item 5 As above. Any of our standard bus body types are considered capable of supporting 1 ton load on top. If inclusion of luggage racks should effect delivery delay, local mechanics can install them.
- Items 6 and 7 Are deleted due to scarcity of electric power and capacities necessary have been adjusted by increase of Item 4.
- Justification: The words "and trolley coaches" should be deleted in second sentence.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Ref. 217/6/Tn.2

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRH/em

SPARE PARTS
Program 1-d

Requisition Number AC-ORD-94-45

Addendum.

Justification: Para 1 delete last sentence.

Para 2 add after last sentence: "Plugs of standard manufacture having equivalent characteristics of Bosch types listed are acceptable".

Add Para 5: There exists a definite need for magnetos, coils, fuel pumps and injectors. However all specifications for these items are available only in European nomenclature, unacceptable to G-4 (A) or British Ordnance and translations have been impossible to obtain.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Ref.217/6/Tn.2

HEADQUARTERS ALLIED COMMISSION
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TRANSPORTATION SUB-COMMISSION

8
CRR/em

STATE RAILWAYS
Program 1-f

Requisition Number AC-TC-96-45
MGS-294-TC

Addendum:

- Item 17 (b) should appear before word "Motor". Stated apparatus should have Diesel or gasoline motor attached. Any type motor of sufficient power.
(c) should appear before word "Steam". Stated apparatus have steam fixture inlet attached.
- Item 37 Frequency listed as 42 to 50 is suggested range of choice since motor designed for 50 cycles will burn out at 42 and motor designed for 42 cycles will develop starting trouble on 50.
- Item 38 and 39 Note that Brazil has offered to supply if shipment is possible under present commercial conditions.
- Item 51 Should read "KW4" instead of "KV4".
- Item 55 Unit definition should be "kilometers" instead of "ea.".
- Item 72 Linen or comparable textile.
- Item 127 Should read "magnet" instead of "magneto".
- Item 128 " " " " " "
- Item 130 Should read "200 V" instead of "200 A".

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CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Ref. 217/5/Tn.2

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

8
GRR/em

NAVAL CONSTRUCTION
Program 1-h

Requisition Number AC-TC-98-45
MGS-295-TC

Addendum:

- Item 5 Delete "a" and "b" since there are no Diesel tugs presently operating in Italian harbors and need for this type of windlass is covered by Item 10-f below. "c", "d" and "e" represent needs existing for schooners of 200 DWT, 300 DWT and 500 DWT respectively.
- Item 6 For above mentioned schooners. As amount shown indicates, the larger schooners carry winches fore and aft. Diesel power is preferred for reasons of economy and safety.
- Item 9 These motors are for schooners and fishing vessels. Diesel power preferred.
- Item 10 Steam power emphasized as preferable.
- Item 10-f These are for tugs of (1) 150 H.P. and (2) 350 H.P.
- Item 12 Substitute word "windlass" for "wind".
- Item 25 These motors are used for engine maintenance and usual stand-by activities of regulation, lubrication, machining, etc.
- Item 27 Substitute word "filling" for "fitting".
- Item 28 " " " " " " 69
- Item 30 Standard centrifugal action type for whirling off water and purifying oil.
- Item 33 Same comments as Item 25, this addendum.
- Item 39 Small auxiliary boilers.
- Item 40 Substitute word "boiler" (singular) for "boilers".

- 2 -

8

Item 41 Same comments as Item 30, this addendum.

NOTE 2. As per Lloyd's specifications. Since latitude is allowed in choosing motors, no definite list can be submitted.

Item 47 mounted on wheels.

Item 49 " " " preferably Diesel (economy and safety).

Item 51 mounted on wheels preferably Diesel (economy and safety).

Item 52 Type 1. Note re stock at Gothenburg. These pumps were paid for August 1943 by Italian Government.

CR
CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Planning Staff

CRR/ea

Ref. 217/4/Tn.2

9 April 1945

SUBJECT: Information requested verbally from Planning Staff
Lt. Conley - Charlie Ryan, 7 April 1945.

TO : Lt. Conley U.S.M.R.

1. Numbers of rolling stock Road and Rail.

A. Railway Rolling Stock in Liberated Italy.

(a) Steam Locomotives	No	1834
Existing in 1938-39		820
Presently operating		560
To be repaired		454
Lacking		
(b) Electric Locomotives	No	420
Existing in 1938-39		82
Presently operating		105
To be repaired		233
Lacking		
(c) Diesel electric and Diesel Locomotives.	No	360
Existing in 1938-39		82
Presently operating		7
To be repaired		271
Lacking		
(d) Passenger cars	No	2400
Existing in 1938-39		
Presently operating (in need of repair)		351

(a) Steam Locomotives		
Existing in 1938-39	No	1834
Presently operating		820
To be repaired		560
Lacking		454
(b) Electric Locomotives		
Existing in 1938-39	No	420
Presently operating		82
To be repaired		105
Lacking		233
(c) Diesel electric and Diesel Locomotives.		
Existing in 1938-39	No	360
Presently operating		82
To be repaired		7
Lacking		271
(d) Passenger cars		
Existing in 1938-39	No	2400
Presently operating (in need of repair)		331
Lacking		2069
(e) Baggage and Freight cars		
Existing in 1938-39	No	41200
Presently operating		15650
To be repaired		2700
Lacking		22850

B. Highway Rolling Stock.

Figures of registration for 1938-39 on all types of motor vehicles are available. However since 1940 there has been no governmental registration and no census taken of M.V.'s in operation. We have the number of circulation permits, the registration of trucks operating in motor pools and under E.M.A.C. control and partial provincial returns of vehicle tabulation. The following are latest authentic quotations, 1939 figures taken from Public Register:

- 2 -

Private passenger cars
Taxis in Public Service
Auto Buses
Trucks

1939
370,000
8,609
10,165
109,579 *

* This does not include trailers which were relatively numerous, due to petrol and fuel oil shortage - stringent effort being made to increase tonnage lift in relation to motor unit.

Figures for 1944 are:

Passenger vehicles (other than buses)

Auto buses *** 57,000
Trucks 2,850
Trailers *** 21,000
10,000

Load carrying vehicles converted from motorcycles *** 4,300

Motorcycles (in essential service) 2,000

* Figures taken from L.N.A.S. census to 10 March 1945.

*** Estimated.

2. Destruction of Bridges Rail and Road.

A. Rail. The picture of devastation wrought may be more clearly seen by presenting figures of comparison between number and length operating in year 1939 and at present:

Number of bridges (steel)	<u>1939</u>	<u>1944</u>
length in kilometers	3,253	1,176
	88	29
Number of bridges (brick)	10,038	3,225
length in kilometers	247	78

B. Highway bridges out of service

(a) Bridges of 3 meter span	830	66
(b) " " more than 3 meter span	725	

2. Destruction of Bridges, Rail and Road.

A. Rail. The picture of devastation wrought may be more clearly seen by presenting figures of comparison between number and length operating in year 1935 and at present:

	1935	1944
Number of bridges (steel)	3,253	1,176
length in kilometers	60	29
Number of bridges (brick)	10,836	3,226
length in kilometers	247	78

B. Highway Bridges out of Service

(a) Bridges of 3 meter span	630	66
(b) " " more than 3 meter span	725	
Total	1,555	

3. Inability of overused, undermaintained vehicles to stand up over bad roads.

The manufacture of motor vehicles (other than of military type) has been negligible in Italy since 1940 and the average Italian vehicle now in operation has a life expectancy of less than 2 more years of efficiency. Records of U.S. Gey's, motor pools and E.A.A.C. show that inspection due to maintenance deficiencies is well above normal percentages. Due to lack of numerical strength in road transport, greater demands have been made upon existing equipment with resultant acceleration of depreciation. Highways have been damaged and military traffic has assisted in destruction of road surfaces. Numerous by-passes exert further mechanical strain on equipment already overtaxed. Motor parts, mechanical spares, tools for repair, are unavailable due to lack of local production and difficulties and time-lag in importation. Machine shops are few, ill-equipped and

invariably located in cities.

There is one Tire and Tube manufacturing plant in Liberated Italy which is capable of production, but there are no raw materials on hand to start manufacture. Tire and tube repair plants capable of appreciable output are few and all devoted to military needs. There are numerous machine shift units in operation, mostly in small garages but due to lack of materials and equipment the production is negligible.

There are no battery manufacturing plants in Liberated Italy and practically all repair installations are used for military purposes or located in small garages where impact of service upon national economy is nil.

4. Schooner and Coastal Trade.

Figures of Central Institute of Statistics show that about 9 million tons of freight was sea-transported along the Coasts of Italy. Considering deficiencies of rail and road transport at present it is fair to assume an increased demand upon sea transport. This would necessitate an average of 800,000 tons per month in coastal shipping. The total gross tonnage of schooners and coasters in operation at the present time devoted to civilian needs is 84,500 or about 10% of actual need. 111,350 Gross Tons of schooners and coasters are partially completed or awaiting undergoing repairs. A further 10,000 tons which are sunk are in a location where salvage is possible. It should be stressed that this additional 121,350 tons can not be put into operation with the facilities available locally but must depend on import materials and equipment for reactivation. Tonnage now devoted to Allied military purposes are the sole remaining means of waterway lift but cannot be included in any estimate of revival of shipping.

4. Schooner and Coastal Trade.

Figures of Central Institute of Statistics show that about 9 million tons of freight was sea-transported along the Coasts of Italy. Considering deficiencies of rail and road transport at present it is fair to assume an increased demand upon sea transport. This would necessitate an average of 800,000 Tons per month in coastal shipping. The total gross tonnage of schooners and coasters in operation at the present time devoted to civilian needs is 84,500 or about 10% of actual need. 111,550 Gross Tons of schooners and coasters are partially completed or awaiting undergoing repairs. A further 10,000 tons which are sunk in a location where salvage is possible. It should be stressed that this additional 121,550 tons can not be put into operation with the facilities available locally but must depend on import materials and equipment for reactivation. Tonnage now devoted to Allied military purposes are the sole remaining means of waterway lift but cannot be included in any estimate of revival of shipping.

CHARLES RYAN
Planning Staff
Transportation Sub-Commission

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Ext. 513

HEADQUARTERS ALLIED COMMISSION

ATO 394

TRANSPORTATION SUB-COMMISSION

Planning Staff

CRH/em

217
Ref. 223/2/Tm.2

30 March 1945

SUBJECT: Comparative Transport Capacities which will be available in Italy, if Category "B" items are supplied.

TO : Economic Section
(For Mr. Harlan Cleveland)

HIGHWAY ROLLING STOCK, BUSES, ETC.

1. Trucks: It is estimated that the supply of the trucks demanded in items 1 and 2 of Category "B" list, plus the fulfillment of Category "A" demands and continuance in service of existing motor transport, will provide a highway lift equivalent to that which existed in Liberated Italy south of the Pisa-Rimini line in 1938. Delivery of the numbers requested in Category "B" will quadruple the lift capacity covered by existing transport and Category "A" requisitions.

2. Motor buses: Existing buses, together with those requisitioned in Category "A", will give a passenger lift equivalent to approximately 66 per cent of the lift available in 1938; the fulfillment of the Category "B" demands will give a lift equal to approximately 80 per cent of the 1938 level. This should, however, be taken in conjunction with the railway passenger lift, discussed in paras 5 and 18 below: it will be seen that, taken in conjunction with the railway lift, the passenger capacity is far below the 1938 level.

3. Motor Cycles: This figure is very small and represents only a very small percentage of the number available in 1938. Only 200 were requisitioned in Category "A", all being for the use of the Public Works Ministry.

1. Tracks: It is estimated that the supply of the trucks demanded in items 1 and 2 of Category "B" list, plus the fulfillment of Category "A" demands and continuance in service of existing motor transport, will provide a highway lift equivalent to that which existed in liberated Italy south of the Pisa-Rimini line in 1938. Delivery of the numbers requested in Category "B" will quadruple the lift capacity covered by existing transport and Category "A" requisitions.

2. Motor Buses: Existing buses, together with those requisitioned in Category "A", will give a passenger lift equivalent to approximately 66 per cent of the lift available in 1938; the fulfillment of the Category "B" demands will give a lift equal to approximately 80 per cent of the 1938 level. This should, however, be taken in conjunction with the railway passenger lift, discussed in paras 5 and 18 below: it will be seen that, taken in conjunction with the railway lift, the passenger capacity is far below the 1938 level.

3. Motor Cycles: This figure is very small and represents only a very small percentage of the number available in 1938. Only 200 were requisitioned in Category "A", all being for the use of the Public Works Ministry.

RAILWAY EQUIPMENT FOR THE I.S.F.

4. Locos: The delivery of the locos detailed in item 1 of Category "B" would give a total steam loco capacity of 73 per cent compared with the 1938 level. This 73 per cent capacity would include (a) existing Italian steam locos, hauling military and civil traffic, plus (b) the delivery of locos requisitioned in Category "A". It does not make allowance for locos imported by the A.S.S. or scheduled to arrive. Locos imported by the A.R.S. and those scheduled to arrive in 1945 would give an additional 15 per cent on the 1938 capacity. These figures make no allowance for recovery of existing locos which are damaged, but it is considered that the general state of Italian locos at present in operation is such that they will be out of operation as quickly as others are recovered.

5. Coaches - Item 2, Category "B": Existing coaches employed on military and civil passenger traffic equal approximately 18 per cent of the 1938 capacity; those requisitioned in Category "A" will give a total capacity equivalent to 29 per cent of the 1938 standard. The supply of those requested in Category "B" will bring the total up to 37 per cent of the 1938 capacity.

6. Rail Waggon: It is estimated that all existing waggons in Italy equal 40 per cent of the 1938 standard; this includes waggons utilised for military as well as civilian traffic; the supply of waggons demanded in Category "A" will bring the total capacity up to approximately 52 per cent of the 1938 standard; the supply of those demanded in Category "B" items will bring the total capacity up to 60 per cent of the 1938 standard.

7. Damaged waggons could be repaired at an increasing rate providing the U.S. Army and British Army workshop equipment remains available for this purpose. If this equipment is removed workshop capacity for loco and waggon maintenance and repair will be considerably diminished.

8. Electric equipment. Items 9 to 49, Category "B": The delivery of this equipment should enable electric railway installations to approximately 50 per cent of 1938 efficiency. Re-installation of the signal equipment is most important as schedules are now on block system of operation at the cost of preclusion of possible additional runs. Item 12 should be considered separately as this is a unit of equipment required for grading, station installations and road lead ins, etc. Its delivery would insure more rapid reconstruction of right-of-way borders but this item is not recommended as essential.

9. Cross ties and special timber for switches - Items 50 and 51: These items are very important and it is impossible to obtain locally. This item was formerly imported from the Balkans and while we are aware of the short supply in the U.S. in view of its essentiality we recommend special effort to procure.

10. Items 52, 53, 56, 58 and 69: It is considered that it would be far more economic to recover these items than to procure them.

7. Damaged waggon could be repaired at an increasing rate providing the U.S. Army and British Army workshop equipment remains available for this purpose. If this equipment is removed workshop capacity for loco and waggon maintenance and repair will be considerably diminished.

8. Electric equipment. Items 9 to 42, Category "B". The delivery of this equipment should enable electric railway installations to approximately 50 per cent of 1938 efficiency. Re-installation of the signal equipment is most important as schedules are now on block system of operation at the cost of preclusion of possible additional runs. Item 12 should be considered separately as this is a unit of equipment required for grading, station installations and road lead line, etc. Its delivery would insure more rapid reconstruction of right-of-way borders but this item is not recommended as essential.

9. Groas ties and special Timber for Switches - Items 50 and 51: These items are very important and it is impossible to obtain locally. This item was formerly imported from the Balkans and while we are aware of the short supply in the U.S. in view of its essentiality we recommend special effort to procure.

10. Items 52, 53, 56, 58 and 62: It is considered that it would be far more economic to recover these items of steel ³⁴ Decauville track from equipment which exists locally. Reports indicate considerable quantities of this type of equipment available for recovery.

11. Items 54, 55, 57, 59 to 68 and 70: These are justified on the basis that they are essentially integrated with general requisitions for Category "A" and correlated "B" items.

12. Item 71: It is believed that there are considerable quantities of these machines available from private sources and it is deemed inadvisable to report.

13. Clothing. Items 72 to 81 are justified by the number of I.S.R. employees; no clothing has been requisitioned in Category "A" and local resources are exhausted.

- 3 -

14. Items 82, 83, 85 and 86: These amounts are considered excessive.

15. Items 84, 87, 88 and 90: These demands are considered reasonable and are essential operating equipment. While no local manufacture is being carried on, there is a factory (Pirelli at Tivoli) which may be producing at the time when shipment from U.S. could be reasonably anticipated. Suggest that possibility of local resources be rechecked at time of U.S. purchase.

16. Items 91 and 92: It should be possible to provide these from local resources at the period when this equipment will be delivered.

17. Items 93 to 96: These are considered reasonable.

SUPPLY OF EQUIPMENT FOR PRIVATE RAILWAYS (RAILWAYS OPERATED UNDER CONCESSIONS AND COUNTRY TRAMWAY LINES)

18. No requisitions were made for this type of transport in the Category "A" programme. These lines have been badly damaged; it is estimated that the delivery of the items detailed in Category "B" will enable these lines to operate up to 25/30 per cent of the 1936 standard. A considerable number of these lines are located in presently liberated Italy, especially in the south. They are not only an important element in providing passenger lift, but were in pre-1939 days and important means of transportation for timber, saws, charcoal, etc.

MATERIALS FOR SALVAGE.

19. It is estimated that the items demanded will enable full salvage operations to be undertaken in ports of liberated Italy and would also be adequate to cover the port of Genoa. There are believed to be approximately 25,000 tons of coastal shipping sunk in or near the ports of liberated Italy, which can be salvaged and will be in a reasonable condition for repair.

PORT EQUIPMENT.

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PORT EQUIPMENT.

20. The cranes demanded, together with those supplied in Category "A" should bring the ports of liberated Italy and Genoa up to approximately 45 per cent of the 1938 crane standard. ⁸²

21. With the exception of highway trucks, existing capacity plus the delivery of Category "A" and "B" programmes will not in any case equal the 1938 level of transportation. For the purpose of calculation all existing Italian locomotives and rolling stock, whether employed on military or civilian lines, have been taken into consideration, when estimating rail capacities: no allowance, however, has been made for the possibility of turning over Allied Nations' M.T., port gear, or salvage equipment, at present utilised by the military services, to the Italians, when hostilities cease.

Copy to:
Planning Staff,
Tas. S/C.

W. B. Thomas, Colonel
Deputy Director
Transportation Sub Commission

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. S-51

13 March 1945

Following are notes on meeting held 1100 hrs 12 March 1945 at Services Area MTOUSA for the purpose of considering requisitions submitted by A.C. for Category A supplies.

The following officers were present:

Col. Butterworth	G-5
Col. Libby	G-4 (Civ)
Col. Lastayo	CCT
Col. Leese	Tn (Er)
Lt. Col. Ackermann	G-4 (A)
Lt. Col. Sheldon	G-4 (B)
Lt. Col. John	Q.M. (Coal Sec)
Lt. Col. Barnes	M.R.S.
Maj. Goodspeed	Ord (A)
Capt. Allison	Tn (A)

1. A steering committee, consisting of Col. Butterworth, G-5, and Lt. Cols. Ackermann, G-4(A) and Sheldon, G-4(B), was created to review for justification each group of requisitions submitted by A.C. for Category A supplies, submit them to the Technical Services for study, and then consider them in joint session. Assuming that the requisitions have been justified, the services will screen to ascertain whether they are excessive, adequate or inadequate to carry out the objective. This meeting will consider Transportation requirements. It will assume that the monthly lift of 1,200,000 tons is a reasonable objective for Liberated Italy and criticize accordingly.

2. General discussion.

Cols. Lastayo, Libby, Leese, Barnes and Maj. Goodspeed and Capt. Allison pointed out that:

a. Rail reconstruction might not progress rapidly enough to carry the anticipated increase in imports.

b. Necessary lift depended on "how far" and "from where to

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G-4(A)
 G-4(B)
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 M.R.S.
 Ord(A)
 Tn(A)

1. A steering committee, consisting of Col. Butterworth, G-5, and Lt. Cols. Ackermann, G-4(A) and Sheldon, G-4(B), was created to review for justification each group of requisitions submitted by A.C. for Category A supplies, submit them to the Technical Services for study, and then consider them in joint session. Assuming that the requisitions have been justified, the services will screen to ascertain whether they are excessive, adequate or inadequate to carry out the objective. This meeting will consider Transportation requirements. It will assume that the monthly lift of 1,200,000 tons is a reasonable objective for Liberated Italy and criticize accordingly.

2. General discussion.

Cols. Lastayo, Libby, Leese, Barnes and Maj. Goodspeed and Capt. Allison pointed out that:

- a. Rail reconstruction might not progress rapidly enough to carry the anticipated increase in imports.
- b. Necessary lift depended on "how far" and "from where to where" it was desired to transport the tonnage. Overall demand much below peace time requirements. Radical change will have taken place by time requirements can be imported.
- c. Military traffic moving North will take rolling stock with it.
- d. Road lift should be based on requirements. Far greater tonnage than that stated would need to be moved.
- e. Two different bases had been used at different times by A.C. in figuring truck loads -- which was correct.
- f. Replacement factor for vehicles should be 20% rather than stated 33-1/3% since they were not being subjected to combat.
- g. Provision should be made for tank trucks and vans for hauling petroleum products.

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3. AC-ORD-90-45. Tires for cars circulating in Liberated Italy.

a. Col. Libby stated that since the shortage in the U.S. was in plant capacity rather than raw materials, perhaps instead of requisitioning tires we should push production here with imports of materials. Col. Butterworth replied that a lot of material had been ordered for use in plants available here, and estimated production had been subtracted from requirements. There is now available only one plant, with a manufacturing capacity of 200 tires on a 24 hour basis. If itation is machinery capacities. At this rate material requisitioned for three months will carry the plant twelve months. Agreed that tires were needed initially and that additional plant capacity was warranted.

b. Col. Ackermann said requisition for passenger car tires not justified by load carrying capacity of passenger cars. Favored provision of buses. Agreed it is necessary to compute how many trucks would be needed to replace presently established passenger car lift. Not practical to remove passenger cars from circulation.

c. It was questioned whether it is desirable to keep small tonnage vehicles on the road or whether the total number of heavier vehicles could be increased to provide an equivalent lift and take some of these others off the road. Agreed that small vehicles were needed for certain phases of lift. They would be controlled by Ministry of Transportation, thru licensing.

d. If small vehicles are replaced by heavier trucks, the need for small tires will dry up, provided they are taken off the road. These vehicles may be forced off the road by lack of parts.

e. Requisition was approved without change. (7,420 D/LT).

4. AC-ORD-32-45. Material required for the manufacture of 60,000 tires and inner tubes.

a. For the plant at Tivoli to be available Items 34 and 35 (two extruders to replace two that REE are using) should be given the highest priority.

b. Additional tire capacity in plant at Florence (now being operated solely by the military) not possible now as Germans removed tire repair equipment.

c. Requisition includes equipment for a complete raw plant.

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d. If small vehicles are replaced by heavier trucks, the need for small tires will dry up, provided they are taken off the road. These vehicles may be forced off the road by lack of parts.

e. Requisition was approved without change. (7,420 DMLT).

4. AC-ORD-92-45. Material required for the manufacture of 60,000 tires and inner tubes.

a. For the plant at Tivoli to be available Items 34 and 35 (two extruders to replace two that REME are using) should be given the highest priority.

b. Additional tire capacity in plant at Florence (now being operated solely by the military) not possible now as Germans removed tire repair equipment.

c. Requisition includes equipment for a complete new plant. Buildings are available.

d. DMLT for this requisition is 3,200.

e. Requisition approved.

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5. AC-ORD-93-45. Import requirements of highway rolling stock.

a. Tonnage for requisition - 78,000 DMLT.

b. 4,000 trucks and 900 buses. Question basis on which this was arrived at and basis of figuring truck carrying capacity.

c. If the 3700 vehicles now phased in should be applied against the needs of liberated area of Italy, we would have a requirement over and above the requirements now given of 201,000 tons.

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d. Col. Libby pointed out that there is no reserve for northern Italy. Premise that war will go on forever and slowly will work against us. Agreed that to include statement in c. in comments to C.C.S. would be misleading.

e. Raise question on Items 6 and 7 (trolley bus) to check against electric power requisitions with A.C. In the event that they cannot show where power is coming from, ask for revision to diesel or gasoline motor. Also suggest that the C.C.S. consider the replacement of electric trolley bus equipment by gasoline or diesel engines. Power for industry should come first.

f. Item 5 should be reviewed with A.C. to see if it belongs in Category A or B.

g. Approval withheld pending answers to questions above.

6. AC-ORD-94-45. Spare parts and specific materials for motor car and truck engines.

a. Approval withheld until Major Goodspeed and British representative review this with A.C.

7. AC-IC-66-45. Specific import requirements of Italian State Railways.

a. Col. Libby asked if steel requirements should not be grouped together. All the steel on this requisition is specialized spring steel. Agreed to retain in this requisition.

b. Item 55 - not clear as to unit of length of rail. See Ken

c. AC-ORD-97-45 for maintenance materials has been approved by G-4. Will be transmitted with complete program.

d. Ask A.C. to state whether the basis was on short, medium or long hauls and what percentage of each.

e. Ask whether a ton-mile study was made and secure copy from A.C.

f. Locomotives are to be equipped for coal firing but convertible to oil. Since all fuel is most critical, the decision whether these locomotives should be oil or coal would be left to C.C.S.

g. Agreed to refer requisition back to A.C. with request: (1) to pull out or justify as Category A the signal equipment in Items 16 - 50 and (2) to give more complete justification together with basis on which requisition

7. AC-TC-96-45. Specific import requirements of Italian State Railways.

a. Col. Libby asked if steel requirements should not be grouped together. All the steel on this requisition is specialized spring steel. Agreed to retain in this requisition.

b. Item 86 - not clear as to unit of length of rail. 500 km

c. AC-ORD-87-45 for maintenance materials has been approved by G-4. Will be transmitted with complete program.

d. Ask A.C. to state whether the basis was on short, medium or long hauls and what percentage of each.

e. Ask whether a ton-mile study was made and secure copy from A.C.

f. Locomotives are to be equipped for coal firing but convertible to oil. Since all fuel is most critical, the decision whether these locomotives should be oil or coal would be left to C.C.S.

g. Agreed to refer requisition back to A.C. with request: (1) to pull out or justify as Category A the signal equipment in Items 18 - 50 and (2) to give more complete justification together with basis on which requisition was put out. Agreed that requisition is very small part of total country requirement.

h. Approval withheld pending answer to questions.

8. AC-TC-98-45. Specific material needed for Maritime transport.

a. To be referred to WSA and MMT for screening.

9. AC-TC-99-45. Materials needed for the equipment of ports.

a. Agreed A.C. should review Item 1 with view to substituting mobile crawler port cranes for fixed cranes. Also consider substituting floating cranes for heavy fixed cranes in Items 2 - 5.

b. Item 7 - have they the storage space for grain necessary if they use these unloaders.

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- c. Consider using more of Item 11 as against Items 2, 3, and 4.
 - d. Approval withheld pending answer to questions.
10. Col/POL. Have requisitions been planned for these fuels.
11. As a result of the meeting the Steering Committee decided to visit S.C. and discuss the problems raised. Trip arranged for 13 March.

J. E. Butterworth

J. E. BUTTERWORTH
Colonel, G.S.C.
Chief, Economics & Supply Division

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