

235/TIV.2-Roads Planning 10000/148/822

Planning 10000/148/822

From: Dec 143
to Oct 45

235/ 45
Letter - Billinghamurst to General Inspectorate of Civil
Motorization and Transports in Concession. - 4 August -

AC/12/174/Tn.5

"It should be borne in mind that road transport in the Campobasso area is not possible during the winter months".

1011

935/ 45
NOTES FROM MONTHLY REPORT FOR SEPTEMBER 1945

LIAISON OFFICER, BOLOGNA

The chief commercial shortages are coal, wood or lignite, POL and transport. Coal allocated to Ferrara from Porto Marghera, for industry two months ago has not been moved owing to lack of transportation.

Such forestry work as necessary in the Region has been carried out. Some supplies of wood have been brought into towns for the winter but there is still a lack of transport.

Morale of CC.RR. is not high, due to a variety of reasons, e.g. attacks in the Press, lack of uniforms, arms, transport and POL.

23.57/ 49

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No: P.R./R.T./134

1. October 1945

SUBJECT: Monthly Report September 1945

TO : Executive Officer S.O.(B) Headquarters, Piemonte Region.

1. Civilian Truck Pools:

a. ASTI Province

The Ufficio Autotrasporti continues to work well but had less work to do during the last month owing to the increased number of trucks on the road and also to the fact that the SEPRAL and the Consorzio Agrario now have their own trucks.

The U.A. controled truck owners complain that they are suffering severe competition from privately owned trucks and that these trucks have a great advantage over them as they are not subject to the U.A. tariff, which is considered to be too low taking into account the necessity of buying both tires and petrol on the black market.

Contrary to expectations the grape harvest has not brought an increase in transportation demands. This is considered to be due to the high price of grapes.

This office is still awaiting the trucks promised by Region, these trucks are urgently needed for the transportation of wood of which there is a great shortage in the Province.

There is a general complaint for the shortage of tires in the Province, particularly by those people who have received releases for new trucks but who are unable to withdraw them owing to the lack of tires.

Don't get this -
U.A. controled truck owners
complain that they are suffering
severe competition from privately
owned trucks and that these trucks
have a great advantage over them
as they are not subject to the
U.A. tariff, which is considered
to be too low taking into account
the necessity of buying both
tires and petrol on the black
market.

Note: Petrol is
bought on black
market

U.A. controled
truck owners
complain that they are
suffering severe competition
from privately owned trucks
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great advantage over them as
they are not subject to the
U.A. tariff, which is considered
to be too low taking into
account the necessity of
buying both tires and petrol
on the black market.

- 2 -

44

The position of domestic transport still remains difficult due to the shortage of cars. The AMG garage at Asti works efficiently and transport is in fairly good order.

1008

0 235/ 42
LETTER DR PIETRO TUCCIO TO A.C.C. ON I.N.T.

15 APRIL 1945

I.N.T. a creature of I.S.R.

It was the intention of the Italian Government to cut down the narrow guage service in Sicily, which was in the red and to replace it with a truck system entrusted to the I.N.T.

In fact, the rail line from Bivio Filagu to Prizzi and Palazzo Adriano was closed for the public and its traffic carried in I.N.T. facilities. The narrow guage service from Palermo to Corleone was also curtailed and supplemented with I.N.T. basis.

1007

235/ *Amfuzer TW 441*

INCOMING MESSAGE

Message Centre No: G/2558
Date Time Rec'd: NOV 011000
Precedence: ROUTINE

Originator's Reference: WOL 217253
Date/Time of Origin: OCT 312229Z

FROM: WAR FROM GCS CITE CCAC FOR CIAC
TO: ALLIED COMMISSION FOR ACTION REPD INFO; AFHQ FOR PHGEG AND UK
BASE SECTION FOR CABINET SECRETARIAT.

UNCLASSIFIED.

This is GCM 277.

Rubber companding information.

1. Letter of intent received by ALLIED COMMISSION from Italian Government signed by President of Council of Ministers PARRI and transmitted by your MOC 345 is unacceptable in present form. With following changes, however, it meets with approval here.

2. In first "whereas" paragraph of agreement, delete "manufacture" from clause beginning "Synthetic" between "Commercial and Experimental" and "rubbers". In both following places delete "experimental" in phrase concerning "results of tests conducted".

3. Make changes in paragraph number one of agreement plus a third insertion of "synthetic" in phrase "properties of commercial and experimental rubber".

4. It is assumed that phrase "thirteen secret mixing formulae" refers to information compiled by Britain. Please confirm. Pl.

5. Unwilling disclose valuable information on manufacturing of synthetic a considered inadvisable to attempt to reactivate Italian synthetic industry.

6. Please refer Italian revised document WASHINGTON for final clearance.

1006

DIST

ACTION RUC BR 10
INFO CHIEF COMMISSIONER
TY COMMISSIONER 2

HEADQUARTERS

NOV 245

This is GCM 277.

Rubber compounding information.

1. Letter of intent received by AMULI COMMISSION from Italian Government signed by President of Council of Ministers PARRI and transmitted by your MOG 345 is unacceptable in present form. With following changes, however, it meets with approval here.

2. In first "whereas" paragraph of agreement, remove "manufacture" from clause beginning "Synthetic" between "Commercial and Experimental" and "rubbers". In both following places delete "experiental" in phrase concerning "results of tests conducted".

3. Make changes in paragraph number one of agreement plus a third insertion of "synthetic" in phrase "properties of commercial and experimental rubber".

4. It is assumed that phrase "thirteen secret mixing formulae" refers to information compiled by Britain. Please confirm.

5. Unwilling disclose valuable information on manufacturing of synthetics a considered inadvisable to attempt to reactivate Italian synthetic industry.

6. Please refer Italian revised document WASHINGTON for final clearance.

1006

DIST

ACTION REC BR 10
INFO CHIEF COMMISSIONER
EX COMMISSIONER 2
SC TO BR EMB
CA TO US EMB
DOON SEC 4
TW SC 2
FINANCE SC
FILE 2
FLOAT



35

1. TIRES AND TUBES

Effective immediately no further civilian demands will be forwarded to H.Q.A.C.

The Italian Government has set up its own priority board and will receive all civilian demands thru normal channels i.e. Uffici Provinciali dell'Industria e Commercio.

2. At the meeting of the Materials Committee on 27 September, it was recommended to the AFLR(1) Board that items 5 and 6, in 1st Category of controlled materials, be decontrolled. Notification as to the Boards' decision will be communicated to you in due course.

In the event of all the recommendations made at the Committee meeting being accepted, there will be no more controlled non-subsistence materials on the list of AFLR(1)B materials, thus, with the exception of any matters pertaining to materials under special control, the main purpose for which the Manual on Materials was published will have been accomplished.

Rome, 1 October 1945.

(From Monthly Supplement to AC Manual on Materials N°6)

1805

FILE MEMO

4 October 1945

SUBJECT: Tires.

1. Reference interview with Colonel Fry, Chief Disposals Officer, British Ministry of Supply, Rome.
2. C.D.O. is transferring tires only to the Italian Government in bulk.
3. No records of tire numbers are kept by C.D.O. In fact records of transfers are kept by weight rather than by number of tires transferred and payment will be made by the Italian Government on the basis of so much per ton.
4. C.D.O. is not interested in tire control. He feels that it is inefficacious as exercised now and would be even more useless if exercised by the Italian Government.
5. C.D.O. recognizes that lack of control will make stealing of tires from the military easier, but feels that the losses incurred from stealing could be cut relatively very slightly by an expensive system of control.
6. Before control of distribution of surplus British tires passed to the C.D.O. British supply dumps sold thousands of tires to the Italian civilians on the open market.
7. Tires are transferred to the Italian Government through the Ministry of Transportation.

1004

FILE MEMO

4 October 1945

SUBJECT: Tires.

1. Letter September 7 - AC/331/87/Tn.5
Peterson to Charles Foulkes, Transportation Office, UNRRA,
Headquarters, Rome.
Capt. Price was given a block of permits with
which to cover accredited issues of tires by UNRRA to ci-
vilians.

2. Letter Upman to A.F.H.Q. - 17 September -
AC/331/74/TN.S.

1. Within next few months an estimated 200,000 -
300,000 military type tires will be made available
for release from Salvage and Ordnance Depots.
2. UNRRA receiving priority distribution of
available stocks of military tires. Those already
procured have not passed thru Allied Commission
channels.
3. War Materials Disposal Sub-Commission reports
that Industry Sub-Commission, to whom all salvage
tire releases were channelled, is terminating
salvage operations and will no longer accept said
material. Hence sale direct to civilians.
4. Personnel available to Transportation Sub-
Commission completely inadequate to undertake opera-
tion - particularly now when all controls are being
returned to Italian Government.
5. Quantity and diversity of tire releases makes
it useless for Allied Commission to continue the
itemized issue of the comparatively small number
of tires which will be passing thru the hands of
either Commerce or Transportation Sub-Commission.

Proposals:

1. Effective October 8, Allied Commission be relieved
of all responsibility for control of use of military
type tires.
2. Allied Commission be authorized to notify Italian
Government that as of October 8, it will control,

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Proposals:

1. Effective October 8, Allied Commission be relieved of all responsibility for control of use of military type tires.
2. Allied Commission be authorized to notify Italian Government that, as of October 8, it will control, as it considers desirable, tires released for civilian market.
3. A.N.L.C. and War Materials Disposal Sub-Commission be requested to file weekly reports to Allied Commission Headquarters of tires released, listing quantity and recipient, for information and transmittal to control agency of Italian Government, if such an agency is considered desirable.

Allied Commission will:

1. Instruct Italian Government that all issues, and permits originating with Allied Military or civilian

units will be considered valid.

2. Transmit all records of permits issued by Allied Commission to the control agency of the Italian Government.

3. Work with Italian Government an organizational and operational plan of the control agency and forward complete details to A.F.H.Q.

3. Letter from Maj. Gent - Commerce Sub-Commission to A.F.H.Q. - 19 September - AC/5095/Commerce.

Italian Ministry of Industry and Commerce agrees with release of 2000 salvage tires from British stocks for allocation to Italian Red Cross.

This release will disrupt all organized issue of permits authorizing Italian civilian vehicles to use military tires. Request that continued issuance of such permits be abolished.

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This release will disrupt all organized issue of permits authorizing Italian civilian vehicles to use military tires. Request that continued issuance of such permits be abolished.

1002

FILE MEMO

4 October 1945

SUBJECT: Tires.

1. Reference interview with Lt. Pinecoffin - War Materials Disposal Sub-Commission, 3 October 1945.

2. The War Materials Disposal Sub-Commission has been set up to dispose of salvage allied materials in the theatre. It is required to give the Italian Government priority over civilians in the sale of such materials. Thus far the only salvage tires that it has had at its disposal have been from British Military sources. Salvage tires from American Military sources are sold either directly or through the Rubber Section of Industry Sub-Commission.

3. War Materials Disposal Sub-Commission has found that salvage tires will be disposed of more rapidly if sold to private firms than to the Italian Government. When British depots have salvage tires, War Materials Disposal Sub-Commission is so informed and is given a limited number of days in which to dispose of them. It recently sold about 40000 tires to the Caproni car manufacturing firm after being told that if it failed to dispose of the tires within 14 days, they would be offered for sale on markets local to the depots possessing them.

4. No permits have been issued for the above tires, at least 60% of which are deemed repairable. But Caproni has agreed to photograph the mounted tires and their numbers, so that the War Materials Disposal Sub-Commission will have records of the tires put into use and the names of the original users. Should the vehicles or tires be sold to other parties, however, the War Materials Disposal Sub-Commission has made no arrangements to have the buyer's names recorded.

5. It is the opinion of Lt. Pinecoffin that to attempt to control the use of tires by any permit system is bound to fail because of the large number of tires that are being sold to the Italian Government and civilians.

FILE MEMO

3 October 1945

SUBJECT: Tires.

1. Reference interview with Mr. Hurley - A.N.L.C.,
3 October 1945.

2. Under its directive from Congress, the A.N.L.C.
must sell according to the following priorities.

1. U.S. Government Agencies.
2. U.S. sponsored charitable, religious, and
educational, non-profit, agencies.
3. The Italian Government.
4. Other Allied Governments.
5. Civilians.

It appears, therefore, that Paragraph 3 b is in error. In
any event, as Allied Commission has no funds for the
purchase of tires from A.N.L.C., it has no priority at all
on such sales.

3. All sales must be made for dollars. Under
Italian law, Italian civilians may not possess dollars in
Italy. So that, for all practicable purposes, civilian
purchases of tires may not be made directly from A.N.L.C.

4. In Mr. Hurley's judgment, A.F.H.Q. cannot set
up an Allied Commission agency to control issues of stock
by A.N.L.C. and it is, in any case, impossible for A.N.L.C.
under its directive from congress, as interpreted by the
Chairman of the Surplus Property Board to give Allied
Commission any control over what it does.

5. At present all tires sold by A.N.L.C. to the
Italian Government are sold to the I.S.R. No record is
kept in A.N.L.C. of the tire numbers on the tires sold.
He asks do not the Army depots keep such a record? If so,
could not they transmit such records directly to A.F.H.Q.?

1000

FILE MEMO

2 October 1945

SUBJECT: Tire Control.

1. Reference interview with Lt. Divine, 2 October 1945.
2. His office is closing out within a few days.
3. With the exception of the Foreign Trade Section, the Commerce Sub-Commission will very shortly discontinue its activities.
4. Therefore, he does not feel that the Commerce Sub-Commission will be in a position to liaise with an Italian Government tire control agency according to the suggestion in 4 (b).
5. The technique of control now in force with respect to tires sold thru Allied Commission to the Ministry of Industry and Commerce is unduly complicated. He feels that the Ministry is itself capable of controlling tire distribution without help from Allied Commission — if any control of tire distribution is necessary.
6. Lt. Divine's Office has issued 600 permits, each permit covering to 1 to 4 tires.

HEADQUARTERS
VENEZIE REGION
Allied Military Government
Transportation Division
APO 394

TN 5/1283
235-713
APX

8 August 45

TO : HQ Allied Commission
SUBJECT : Transport Problems - Roads - Italy
FILE No. : RKII/TN/6.4.

1. Ref. your 235/8/TN.2 dated 19 May 45 herewith returns for provinces of Vicenza, Padova, Venezia, Treviso, Udine and Bolzano.
2. Paragraph numbers are as these shown in your above quoted letter.

J. S. Woodger

J.S. WOODGER
Colonel
REGIONAL TRANSP. OFFICER

33

July 45

ENTE NAZIONALE AUTOTRASPORTI COSE

Direzione Provinciale di VICENZA

TO :- Commissione del Quartier Generale Alleato
Venezia Giulia

SUBJECT :- Relazione

2.	No. of private cars	586	
	No. of motorcycles	544	
	" " taxis	35	
	" " tram cars	--	
	" " trolley cars:	--	
	" " motor buses	32	
3.	<u>Trucks</u>		
	3 - 5 quintals	No.	134
	5 - 10	"	186
	11 - 15	"	42
	15 - 20	"	25
	21 - 30	"	42
	31 - 40	"	72
	41 - 50	"	23
	51 - 60	"	13
	61 - 65	"	14
	75-and over	"	32

4. Vehicles under repair (not employed at present)

Motor cars	No.	775
" buses	"	6
Motocycles	"	271
Trucks	"	113
Motor lorries	"	10
Haulings	"	22

5. Garages in operation: No. 15 about

6. Tyre repair plants in operation: Ditta Zambelli - Viale Verdi
Ditta Demetrio - S. Croce

397

7. Tyre factories in operation: -----

2. No. of private cars 586
 No. of motorcycles 544
 " " taxis 35
 " " tram cars --
 " " trolley cars: --
 " " motor buses 32

3. Trucks

3 - 5 quintals	No.	134
5 - 10	"	136
11 - 15	"	42
15 - 20	"	25
21 - 30	"	42
31 - 40	"	72
41 - 50	"	23
51 - 60	"	13
61 - 65	"	14
75-and over	"	32

4. Vehicles under repair (not employed at present)

Motor cars	No.	775
" buses	"	6
Motocycles	"	271
Trucks	"	113
Motor lorries	"	10
Haulings	"	22

5. Garages in operation: No. 15 about

6. Tyre repair plants in operation: Ditta Zambelli - Viale Verdi
 Ditta Demetrio - S. Croce

997

7. Tyre factories in operation: -----

8. Spare part factories in operation: -----

9. Truck manufacturing plants in operation: F.I.A.M.M.
 Montecchio Maggiore (electric trucks).

10. Battery repair plants in operation: F.I.A.M.M.
Montecchio Maggiore - Pellizzari Arzignano

11. Road Bridges out of service:
 Vicenza - Schio presso Malo (Ford)

Vicenza - Sandrigo - Passo di Riva (ford)
Pontevecchio Bassano del Grappa (jury bridge)
a) All these bridges must be rebuilt ex novo.

THE COMMISSIONER
D. ANZI

July 45

R.A.C.I.
SEDE PROVINCIALE DI PADOVA.

SUBJECT :- Consistenza rilascio permessi circolazione auto-veicoli.

2.	No. of private cars	1313	Doctors	162
			Pub. Off.	70
			Privates	1081

"	"	motorcycles	478
"	"	taxis	32
"	"	motor buses	31

3. Trucks

3	-	5 quintals	No.	462
6	-	10	"	408
11	-	15	"	135
16	-	20	"	53
21	-	30	"	75
31	-	40	"	113
41	-	50	"	58
51	-	60	"	30
61	-	75	"	63
76	-	and over	"	33
			"	2
			"	58

Haulings
Tractors

Total No. 3344
=====

IN SHORT IT FOLLOWS:

Licences of circulation for private motor cars	No.	1313
" " motorcycles	"	478
" " taxis	"	32
" " motor buses	"	31
" " trucks	"	1430
" " haulings	"	2
" " tractors	"	58
Total	No. of	3344

06921

33

VENEZIA PROVINCE
VENEZIA REGION
Allied Military Government
APO 394

23 July 45

To: REGIONAL TRANSPORTATION OFFICER
SUBJECT: Transport problems - Roads Italy
File: R XII/VEN/T. I.O.

	Reference your R XII/TN/6.4 dated 28 May 45	Venice Town	Venice Province
1) -		502	765
2) -	Private cars	19	33
	Taxis		9
3) -	Motor buses	59	119
	Trucks	57	102
		29	42
		21	38
		33	53
		41	64
		25	43
		19	33
		22	31
		15	23
			1
		20	20
5) -	Tram cars		
	Tralley cars		
	Garages in operation: Venice		Autorimessa AGIP - Piazzale Roma
	Mestre		Garage Reale - Piazza ex 28/10
			Garage Venezia - Via Piave
			Autorimessa Standard - Via Caucuccina
			Garage Vittoria - Via Capuccina
			Garage Mattiazzo - Via Carducci
			Chioggia: Autorimessa Civiero
6) -	Tyre repair plants in operation: Mestre		Officina Zanchi - Piazza ex 28 ottobre
			Ditta Molinari
			Venice: Officina Naletto - Piazzale Roma
7) -	Tyre factories in operation: NIL		
8) -	Spare part factories in operation: NIL		
9) -	Truck manufacturing plants in operation: NIL		
10) -	Battery repair plants in operation: Mestre		Ditta Modalegher Via Piave 33
			Venice: Officina Naletto Piazzale Roma

Reference your R XII/TM/6.4 dated 28 May 45

	Venice Town	Venice Province
1) - Private cars	502	765
2) - Taxis	19	33
3) - Motor buses	59	9
Trucks	57	119
3 - 5 quintals	29	102
6 - 10 "	21	42
11 - 15 "	33	38
16 - 20 "	41	53
21 - 30 "	25	64
31 - 40 "	19	43
41 - 50 "	22	33
51 - 60 "	15	31
61 - 75 "	20	23
76 - and over	1	1
Tram cars	20	20
Trrolley cars		
5) - Garages in operation: Venice : Autorimessa ACIP - Piazzale Roma		
Mestre : Garage Reale - Piazza ex 28/10		
Garage Venezia - Via Piave		
Autorimessa Standard - Via Caucuccina		
Garage Vittoria - Via Capuccina		
Garage Mattiazzo - Via Garducci		
Chioggia: Autorimessa Civiero		
6) - Tyre repair plants in operation: Mestre: Officina Zanchi -		
Piazza ex 28 ottobre		
Ditta Molinari		
Venice: Officina Maletto -		
Piazzale Roma		
7) - Tyre factories in operation : NIL		
8) - Spare part factories in operation : NIL		
9) - Truck manufacturing plants in operation: NIL		
10) - Battery repair plants in operation: Mestre: Ditta Modale		
Via Piave		
Venice: Officina Maletto		
Piazzale Roma		

10) - Road bridges out of services :

ridges out of services :
Bridges on State highways: On river Piave (Highway No.14)
" " " " " "
On Canal Grassara " "
On river Tagliamento " "

Bridges on Provincial roads: On river Adige at Cavanella
On river Bacchiglione
On Naviglio Brenta at Sandon
On river Piave at Grisolera
On Bonifica at Crepaldo
On Bonifica at Triangolo
On river Livenza at Salute
On river Lemene at Marango

Bridges on Commal roads: 12 little bridges
Information as to work required to put these bridges in operation
not yet available. Work being looked after by Genio Civile in
concert with P. W. and U. Office in Venice

11) - Reference para 4) your letter information not available.

(E. B. GORBY) Capt. RCA
Transportation Officer

TREVISO PROVINCE
VENETIA REGION
ALLIED MILITARY GOVERNMENT

26 July 45

TO : REGIONAL TRANSPORTATION OFFICER

SUBJECT: Transport problems - Roads Italy

FILE : RXII/LRE/TN

- 1) Reference your RXII.TN/6.4. dated 28 May 45 enclosed is information obtained by the Treviso Pool for your information.
- 2) Particulars of vehicles your para 4 or road bridges, your para 12, are not available at this date.

Town of Treviso	Province Treviso
-----------------	------------------

2. No. of Motorcycles
" taxis
" Motor Cars
" Motor Buses
" Tram Cars
" Trolley Cars

40	143
20	100
180	459
4	20
--	--
--	--

3. Trucks

3 - 5 quintals
6 - 10 "
11 - 15 "
16 - 20 "
21 - 30 "
31 - 40 "
41 - 50 "
51 - 60 "
61 - 75 "
76 and over

27	119
32	140
36	93
13	28
31	84
38	106
15	44
9	34
15	41
39	77

5. Garages in operation No. 22

6. Tyre repair plants in operation No. 11

8. Spare part factories in operation NIL

937

- 1) Reference your RIII.TN/6.4. dated 28 May 45 enclosed is information obtained by the Treviso Pool for your information.
- 2) Particulars of vehicles your para 4 or road bridges ; your para 12, are not available at this date.

	Town of Treviso	Province Treviso
--	-----------------	------------------

2. No. of Motocycles	40	143
" taxis	20	100
" Motor Cars	180	489
" Motor Buses	4	20
" Tram Cars	--	--
" Trolley Cars	--	--

3. Trucks		
3 - 5 quintals	27	119
6 - 10 "	32	140
11 - 15 "	36	93
16 - 20 "	13	28
21 - 30 "	31	84
31 - 40 "	38	106
41 - 50 "	15	44
51 - 60 "	9	34
61 - 75 "	15	41
76 and over	39	77

5. Garages in operation No. 22		997
6. Tyre repair plants in operation No. 11		
8. Spare part factories in operation NIL		
9. Truck manufacturing plants in operation No. 1 (hauling)		
10. Battery repair plants in operation No. 12		

SUBJECT: Transport problems Roads Italy

TO : R.T.O.

FROM : P.T.O. UDINE Province

FILE No: UD/TN/33/1

1. Your ref. RXII/TN/6.4.

2. No. of private cars : 815
 No. of taxis : 126
 " " Motor Buses 48
 " " Tram Cars 33
 " " Trolley Cars NIL

3. Trucks

3	5 quintals	173
6	10	234
11	15	75
16	20	41
21	30	121
31	40	156
41	50	101
51	60	34
61	75	90
76 and over	"	27

4. Vehicles out of service for want of:-
 Have made in inquiries and tyres seem to be the main trouble

5. Garages in operation No. 30 about

6. Tyre repair plants in operation No. 2

7. Tyre factories in operation ~~4~~. NIL

8. Spare part factories in operation NIL

9. Truck manufacturing plants in operation NIL

10. Battery repair plants in operation NIL

11. Road bridges out of service : No. 12 in repair

993

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2. No. of private cars : 815
 No. of taxis : 126
 " " Motor Buses 48
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3. Trucks

3	5 quintals	173
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21	30 "	121
31	40 "	156
41	50 "	101
51	60 "	34
61	75 "	90
76 and over	"	27

4. Vehicles out of service for want of:-
 Bebe made an inquiries and tyres seem to be the main trouble

5. Garages in operation No. 30 about

6. Tyre repair plants in operation No. 2

7. Tyre factories in operation $\sqrt{x}$. NIL

8. Spare part factories in operation NIL

9. Truck manufacturing plants in operation NIL

10. Battery repair plants in operation NIL

11. Road bridges out of service : No. 12 in repair

992

BOLZANO PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 AIO 394

REF : BXII/BZ/249

SUBJECT : Transport Problems Roads Italy

TO : Regional Transportation Officer

1. Ref. File RAIL/IV/6.4. dated 20 May 45.
 BOLZANO MERANO BRESSANONE BRUNICO TOTAL IN PROVINCE

2.No.of cars	142	15	7	6	218
taxis	33	29	-	-	66
motor buses	9	6	-	3	26
tram cars	18	22	-	-	40

3. Trucks

3-5 quintals	44	3	3	1	74
6-10 "	68	4	4	3	134
11 - 15 "	45	-	-	-	54
16 - 20 "	21	6	-	4	50
21 - 30 "	43	14	3	3	102
31 - 40 "	60	16	9	23	131
41 - 50 "	19	2	4	5	48
51 - 60 "	6	1	2	-	18
61 - 75 "	51	4	6	10	80
76 and over	1	3	-	1	6

4. Unable to make estimate of this wanted information.

5. GARAGES IN OPERATION

1. F.I.A.T. - BOLZANO
2. Tourism Garage - BOLZANO
3. Garage Stabilm - BOLZANO
4. Garage Reich - BOLZANO
5. Aeronautica Alto Atesina - BOLZANO
6. Garage Buselli - MERANO
7. Garage Bassi - MERANO

1. Ref. File RXII/IN/5.4. dated 20 May 45.

BOLZANO MERANO BRESCIANONE BRUNICO TOTAL IN PROVINCE

2.No. of cars	142	15	7	6	218
taxiis	33	29	-	-	66
motor buses	9	6	-	3	26
tram cars	18	22	-	-	40

3. Trucks

3-5 quintals	44	3	3	1	74
5-10 "	68	4	4	3	134
11 - 15 "	45	-	-	-	54
16 - 20 "	21	6	-	4	50
21 - 30 "	43	14	3	3	102
31 - 40 "	60	16	9	23	131
41 - 50 "	19	2	4	5	48
51 - 60 "	6	1	2	-	18
61 - 75 "	51	4	6	10	80
76 and over	1	3	-	1	6

4. Unable to make estimate of this wanted information.

5. A) GARAGES IN OPERATION

1. F.I.A.T. - BOLZANO
2. Tourism Garage - BOLZANO
3. Garage Stabulum - BOLZANO
4. Garage Reich - BOLZANO
5. Aeronautica Alto Adesina - BOLZANO
6. Garage Buselli - MERANO
7. Garage Biasi - MERANO
8. Garage Troier - MERANO
9. Garage Pesquazzo - LANA
10. Garage Leimer - LANA
11. Garage Costantini - BRESSANONE
12. Garage Scramin - BRESSANONE

392

6. TYRE REPAIR PLANTS IN OPERATION

1. C.R.E.F.P. Society - Bolzano

7. None
8. None

9. TRUCK MANUFACTURING PLANTS IN OPERATION

./.

1. Lancia Limited - Industrial Zone - Bolzano
2. Viberti Limited - " - Bolzano

10. None

11. All road bridges are in service.

HEADQUARTERS
 VENEZIA REGION
 Allied Military Government
 Transportation Division
 APO 394

28 May 45

TO : All P.C.'s and D.R.C. VENEZIA GIULIA

SUBJECT: Transport Problems - Roads Italy

FILE No: RXII/TN/6.4.

1. HQ Allied Commission have called for a report as under. Will you please collect the information as and when possible.

2. Big Towns, Provinces
 (these figures also to be included in provincial figures.)

No of private cars
 " " taxis
 " " motor buses
 " " tram cars
 " " trolley cars

3. Trucks 3 - 5 quintals
 6 - 10 " "
 11 - 15 " "
 16 - 20 " "
 21 - 30 " "
 31 - 40 " "
 41 - 50 " "
 51 - 60 " "
 61 - 75 " "
 76 and over.

4. Vehicles out of service for want of:-

Article

Make, type and Year
 of vehicle

991

1. HQ Allied Commission have called for a report as under. Will you please collect the information as and when possible.

2.

Big Towns, Provinces
(these figures also to be included in provincial figures.)

No of private cars
" " taxis
" " motor buses
" " tram cars
" " trolley cars

3. Trucks 3 - 5 quintals
6 - 10 " "
11 - 15 " "
16 - 20 " "
21 - 30 " "
31 - 40 " "
41 - 50 " "
51 - 60 " "
61 - 75 " "
76 and over.

4. Vehicles out of service for want of:-

<u>Article</u>	<u>Make, type and Year of vehicle.</u>
Batteries	
Tyres	
Tubes	
Spark Plugs	
Fan Belts	
Bearing and Crank Shafts	
Bearings and Connecting Rods	
Guideon Pins	
Piston Rings	
Pistons	
Bearings - Wheel	

391

Caskets
Heads
Blocks
Back Axles
Front "
Ignition
Generators

or other items which cause frequent lay-up of vehicles.
Give numbers laid up because of each :

5. Garages in operation

6. Stocks of tyres

7. Tyre repair plants in operation

8. Tyre factories in operation

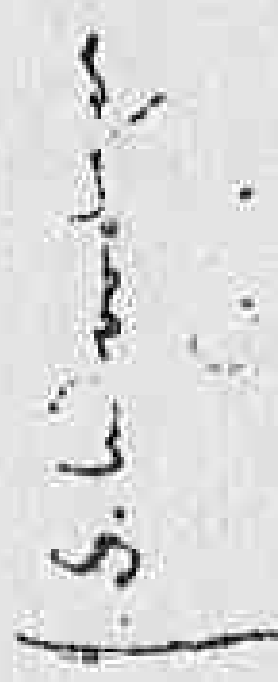
9. Spare part factories in operation

10. Truck manufacturing plants in operation

11. Battery repair plants in operation

12. Road Bridges out of service:
kindly state what is required to put them in
operation

FOR REGIONAL COMMISSIONER


J.S. WOODGER
Colonel
REGIONAL TRANSP. OFFICER

TRANSLATION

MINISTRY OF TRANSPORT

Rome - 12 July 1945

Ref: No. F.S. 2091/4.1

SUBJECT: Allocation of Trucks to the Italian Government

Dear Mr. Merritt H. Taylor:

In answer to the questions submitted at the meeting held in your office on 9 July, with the participation of the ISR General Director and the EMAC Manager -

In regard to the allocation of trucks to the Italian Government, I deem it opportune to summarize what has been agreed on the subject:

1. Reference to letter AC/348/Tn 5 of 27 June, it has been advised that:

(a) The Allies have made available to the Italian Government the number of 1860 vehicles for a total lift of 5000 tons; of these trucks:

260 will have a loading capacity of 10 tons
1600 " " " " " 1.5 tons

These trucks are going to be delivered to the ISR for services concerning the rehabilitation and for subsidiary road haulage.

2. Nearly 650 Allied trucks of Truck Pools operating in Southern Italy, in Abruzzi and Marche for the purpose of carrying civil supplies, have been made available to the Italian Government.

The delivery of said 650 trucks has been made through a Commission, composed of an Allied officer, a representative of the Ministry of Treasury, and an official of the Ministry of Transport.

The Italian Government will operate them effective 15 August.

3. On 25 June nearly 2000 captured enemy trucks have been turned over to the Italian Government; 600 of these are running and operating at present as part of the IRT, Sicily.

4. In addition to said vehicles, nearly 2044 trucks will also be turned over to the Italian Government;

1700 of these will have a loading capacity of 1.5 tons; while
500 " " " " " 2.5 or 3 tons.

Said vehicles will be distributed in the localities mentioned in said letter to be organized in Truck Pools and operate effective as of dates mentioned in the letter.

In regard to the allocation of trucks to the Italian Government, I deem it opportune to summarize what has been agreed on the subject:

1. Reference to letter AC/248/Tn 5 of 27 June, it has been advised that:
 - (a) The Allies have made available to the Italian Government the number of 1860 vehicles for a total lift of 5000 tons; of these trucks:

260 will have a loading capacity of 10 tons
 1600 " " " " " 1.5 tons

These trucks are going to be delivered to the IAN for services concerning the rehabilitation and for subsidiary road haulage.

2. Nearly 650 Allied trucks of Truck Pools operating in Southern Italy, in Abruzzi and Marche for the purpose of carrying civil supplies, have been made available to the Italian Government.

The delivery of said 650 trucks has been made through a Commission, composed of an Allied officer, a representative of the Ministry of Treasury, and an official of the Ministry of Transport.

The Italian Government will operate them effective 15 August.

3. On 25 June nearly 2000 captured enemy trucks have been turned over to the Italian Government; 600 of these are running and operating at present as part of the IAN, Sicily.

4. In addition to said vehicles, nearly 2200 trucks will also be turned over to the Italian Government;

1700 of these will have a loading capacity of 1.5 tons; while
 500 " " " " " 2.5 or 3 tons.

Said vehicles will be distributed in the localities mentioned in said 390 letter to be organized in Truck Pools and operate effective as of dates mentioned in the letter.

5. Reference to the letter AC 348/Tn 5 of 3 July, addressed to the President of the Minister's Council, the Sub-Commission confirmed that the Allied authorities had no more military vehicles to allocate to the Italian Government in excess of those mentioned in the preceding paragraph.

- - - - -

According to the above-mentioned letter, the Sub-Commission advised that the Allied authorities contemplated the allocation to the Italian Government of 4000 other trucks of a loading capacity of 2.5 or 3 tons, plus a certain number of vehicles for cannibalization;

-2-

Therefore, this Ministry points out:

I. The Italian Government accepts the offer of said 4000 vehicles besides those which are necessary for cannibalization.

II. For the reoperation of said 4000 trucks, it is possible that we could enter into contract with Eng. Saatchi, representative of the Consorzio of the Italian Air Industries.

But it must also be considered that the motor car industries which have factories and workshops located in all the national territory are in condition to undertake the same job and they will certainly request it.

Therefore, I will let you know what will be agreed with the representatives of said industries after a visit which I will soon pay to Milan, and as soon as I am informed of the localities where said vehicles will be delivered.

However, it is a definite impossibility to make an absolute engagement, it being convenient, from the economical point of view, to utilize the railway workshops and the private ones existing in the various localities.

III. State Railways are in a position to accept consignment of spare parts and tools necessary for the maintenance of trucks, either for those allocated to the Rail Administration or for those allotted to ENAC. However, you know that with regard to the spare parts for the Truck Pools, agreements have been made between an official of the Inspectorate and Captain Peterson on behalf of the Maintenance Group, while with regard to ISR, agreements are going to be made between the Principal Inspector, Mr. Salonia of ISR, and Colonel Carnes of the Motor Group. We would like this point clarified.

IV. With reference to paragraph 4, we give a positive answer.

V. State Railways will take care of the maintenance of trucks allocated to them, either in their own workshops or in those of private companies.

As ENAC does not have their own workshops, they will use private companies.

We have no objections to said workshops taking care of the maintenance of the AC and Relief Offices' vehicles under the same conditions agreed for the above-mentioned organizations.

VI. With regard to the supply of POL and its distribution, I will deal with this matter in another letter.

VII. We hope that the distribution of POL will improve in order to insure essential transport at least until the State and private railway systems will be properly reoperated.

However, the Ministry deems that the newly allocated 4000 vehicles will be utilized also to substitute those which will be out of order.

VIII. It is agreed that effective 15 July the maintenance of vehicles, operating outside the territory of the 5th Army, will be the responsibility of the AG and the Italian Government.

309

However, it is a definite impossibility to make an absolute engagement, it being convenient, from the economical point of view, to utilize the railway workshops and the private ones existing in the various localities.

III. State Railways are in a position to accept consignment of spare parts and tools necessary for the maintenance of trucks, either for those allocated to the Rail Administration or for those allotted to EMAC. However, you know that with regard to the spare parts for the Truck Pools, agreements have been made between an official of the Inspectorate and Captain Peterson on behalf of the Maintenance Group. While with regard to ISR, agreements are going to be made between the Principal Inspector, Mr. Salonia of ISR, and Colonel Gernes of the Motor Group. We would like this point clarified.

IV. With reference to paragraph 4, we give a positive answer.

V. State Railways will take care of the maintenance of trucks allocated to them, either in their own workshops or in those of private companies.

As EMAC does not have their own workshops, they will use private companies.

We have no objections to said workshops taking care of the maintenance of the AC and Relief Offices' vehicles under the same conditions agreed for the above-mentioned organizations.

VI. With regard to the supply of POL and its distribution, I will deal with this matter in another letter.

VII. We hope that the distribution of POL will improve in order to insure essential transport at least until the State and private railway systems will be properly reoperated.

However, the Ministry deems that the newly allocated 4000 vehicles will be utilized also to substitute those which will be out of order. 989

VIII. It is agreed that effective 15 July the maintenance of vehicles, operating outside the territory of the 5th Army, will be the responsibility of the AC and the Italian Government.

IX. We require the following allocation of "jeeps" and motorcycles for the ISR, EMAC, the General Inspectorate of Civil Motorization and Transport in concession, the Ministry of Public Works:

	Jeeps	Motorcycles
State Railways	40	70
EMAC	110	110
General Inspectorate of Motorization	16	20
Ministry of Public Works	25	200
TOTAL	191	400

-3-

These vehicles are necessary to transport officials, small amounts of materials, groups of workmen, and for movable controls of traffic as well as for urgent mail distribution.

X. As we have already pointed out, we will take care of the maintenance of AC and Relief Offices' vehicles through private workshops. The Italian Government will extend the contracts under the same conditions, to the workshops concerned, advising them to comply with the contract and to supervise the operation of the work.

----- all

As I must inform the Ministry of Treasury of the economic risk of the matter, I beg you to confirm that none of the vehicles mentioned in this letter will be allocated to the Italian Government in Category A, and if it is a transfer in Category B, please inform us of the costs as soon as possible.

(Signed) Ugo La Malfa
THE MINISTER

988

CONFIDENTIAL

AP/18/m

24

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

AG 451/320 D-0

8 July 1945

SUBJECT: Estimate of Vehicles Beyond Economical Repair for Military Service.

THRU: The Adjutant General
Washington 25, DC

TO: Commanding General
Army Service Forces
Washington 25, DC

1. Attached at Appendix "A" is the latest estimate of total number of vehicles to become available during 1945 in this theater and which are considered will be beyond economical repair for military use.

2. With reference to code designations given in ASF letter SPX (13 June 45) GS-S-SPOPP, it is estimated that 60% of such vehicles will be within code 4 and 40% within code 3. 75% will require repairs or rebuilding.

3. Under authority contained in WX-12178, 7500 tons of cargo capacity will be transferred to FEA for UNHRA initial requirements in this theater. FEA is placing firm order on MFOUSA for this amount. As stated in F-89485, UNHRA requirements for Balkan countries are for better type vehicles of the E-2 or 3 or O-2 or 3 codes. UNHRA will accept E-4 or O-4 code vehicles for their requirements in Italy.

4. CG/S authority has been granted in WX-18634 to transfer 4000 cargo vehicles to Allied Commission in Italy. It is proposed to transfer principally vehicles of the code 4 classification, for rebuilding by Italian industries.

5. Clarification is requested on the following:

a. It is considered that a fair overall average calculation, in transfer of vehicles on a tonnage basis, is one hundred and fifty per cent (150%) of rated cargo capacity on vehicles up to and including six (6) tons, and one hundred per cent (100%) of rated capacity for larger vehicles. This is based on the ability of the lighter vehicles to operate on good roads with a 100% overload which they do about 50% of the time. Request that War Department approve the above basis of calculation to apply on approval of transfer on a total tonnage allocation for vehicles in running condition when transferred.

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387

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Ltr Hq MFOUSA, AG 451/820 D-O, dtd 8 May 1945 (Cont'd)

b. Ordnance units will not be available to repair any of the transferred vehicles if the Army requirements are to be met. Therefore, to provide the necessary repair assemblies and parts for Italian repair establishments, it will be necessary to transfer additional trucks. Authority is requested to transfer additional vehicles for cannibalization purposes generally on the basis of 3 code B4 vehicles for each 2 roadworthy vehicles required to fill either the tonnage or quantity approved.

c. Clarification is requested on approval contained in WX-18634 to transfer 4000 cargo vehicles to Allied Commission for Italy. Requisition MGS-293-ORD, items 1 and 2, is for 2000 - 2 to 3 ton and 2000 - 6 to 7 ton vehicles. On rated capacity this totals 20,000 tons. Does the approval cover 20,000 tons of roadworthy lift or 4,000 vehicles as accepted, regardless of size?

d. Truck 1/4 ton 4 x 4 and other current types are not included in priorities listed in WX-12178. UNRRA has initial requirements for 100 - 1/4 ton 4 x 4 in Italy and 200 in the Balkans. May this requirement be met within the 7500 ton allocation to FEA authorized by WX-12178?

e. Reference is made to WX-21518, not to MFOUSA, but relayed to MFOUSA by SHWP. It is desired that all vehicles beyond economical repair for military use, and excess to approved Allied Commission and FEA requirements be reported to the War Department for disposal instructions or may the Theater Commander dispose of them by stripping for components and subsequent disposal as scrap without destruction or mutilation of all the components excess to theater requirements except those listed as critical in SB 58-1-97?

f. With reference to Paragraph 7 of WX-69485, request authority to transfer training serviceable vehicles of class O-2 or E-2 for FEA-UNRRA Balkan requirements if not required for military needs in theater and sufficient of this code designation do not develop from Appendix "A" estimates. Paragraph 5, W-37152 refers.

6. Purpose to furnish 60 days military stock of spare parts for support of Code 2 and 3 vehicles transferred to UNRRA, Balkans, and to furnish Code X vehicles as a source of spares plus such other parts as are necessary and available from stocks without jeopardy to military requirements to support Code 4 vehicles transferred to UNRRA, Italy, and the Allied Commission.

CONFIDENTIAL

29

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Ltr Hq MTOUSA, AG 451/820 D-O, dtd 8 July 1945 (Cond't)

7. Transfers both to FEA for UNHRA and to Allied Commission for Italy will be effected promptly as vehicles become available.

For the THEATRE COMMANDER:

1 Incl
Appendix "A"

EDMUND R. SHUGART
Colonel, AGD
Asst Adjutant General

DISTRIBUTION:

- 5 - Addressee
- 2 - G-4
- 1 - OED
- 1 - OAHIC
- 1 - G-5
- 1 - UNHRA (AFHQ)
- 1 - FEA (c/o AG, Rome)
- 2 - AG Recorder
- 1 - AG M & D

R.B. Dist.
Transit S/C
Industry S/C
Econ. Sect.

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985

APPENDIX "A"

29

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30 June 1945

SCHEDULE OF AVAILABILITY OF VEHICLES UNRECONSTRUCTED
TO REPAIR FOR MILITARY USE

	(1)	(2)	(3)	(4)	(5)
	July	August	Sept	Oct Nov Dec	Total Avail- able in 1945
Ambulance, 3/4 ton, hsd	56	8	8	223	295
Truck, 1/4 ton, hsd	746	129	38	2766	3679
Truck, 2 1/2 ton, 6x6 (total 2 in theater)	2	-	-	-	2
Truck, 2 1/2 ton, 6x6, 3WB w/w (total 473 in theater)	236	237	-	-	473
Truck, 2 1/2 ton, 6x6, OCB 15 ft body (total 28 in theater)	28	-	-	-	28
Truck, 2 1/2 ton, 6x6, LWB w/w	867	135	247	1886	3135
Truck, 10 ton, 6x6, OCB (total 19 in theater)	9	10	-	-	19
Truck, 2 1/2 ton, LWB, w/w	317	54	110	936	1417
Truck, 1 1/2 ton, hsd, WO, w/w	1320	16	122	695	2153
Truck, 3/4 ton, hsd, WO, w/w	-	-	-	362	362
Trailer, 1 ton, 2 wheel, cargo	1600	208	240	2315	4363
Semi-trailer, 3 ton, 2 wheel	-	-	-	-	-
Semi-trailer, 3 1/2 ton, 2 wheel	-	-	-	-	-

NOTE: 2063 trucks, 1 1/2 ton, hsd, reported on hand 25 May. These trucks are currently authorized and not excess. Substitution of other trucks on units' 3/8-E's will make these available as soon as delivery can be effected.

INCLOSURE No. 1 to ltr Hq MFOUSA, AG 451/320 D-9,
 dtd 8 July 1945.

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

9 July 1945

Ref. T-11

SUBJECT: Essential Economic Transport

TO : Headquarters, Allied Commission, APO 394
(Attn: Mr. C. RYAN, Tn. Sub-Commission)

Ref your 235/12/Tn.2 dated 6 July 1945.

1. Your letter reveals confusion. Taking your paragraphs as numbered by you, the following observations are raised.

2. A Signal Corps rule will not allow signals which have been electrically transmitted in a cipher system to be re-transmitted in their original form. Our letter T-11/28 June contains full paraphrase of the CAL signals to which you refer. Further, AC letter 200/56/Tn of 3 July (which will be answered separately) on the same subject as yours under reference, implies that these paraphrases were satisfactory and that their ^{impact} ~~impact~~ was clear.

3. This is not so. The CAL-LAC series was never intended to have AC included in the list of addressees. It is now thought desirable to change this, and WASHINGTON has been asked to include AC. This means that subject to any technical objections which the Signal Corps might raise, you will receive original CAL communications and the question of paraphrasing will not arise.

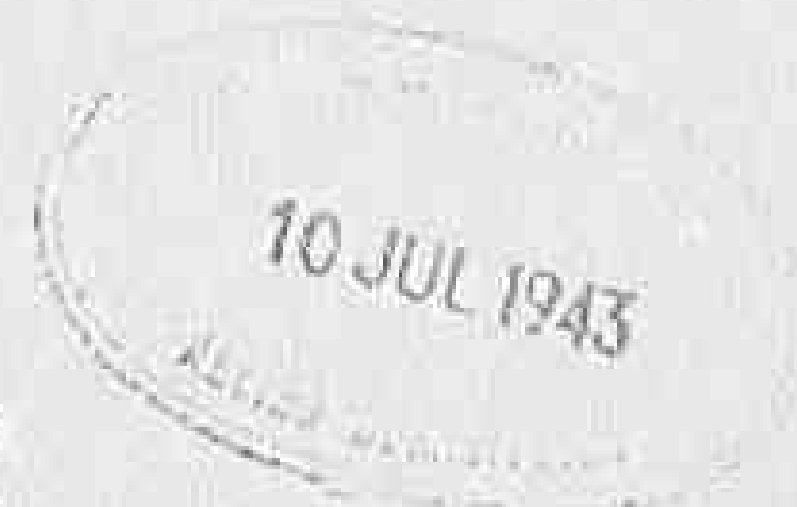
4. See last sentence para 2 above.

5. This is, of course, a domestic AC matter.

For the Assistant Chief of Staff, G-5:

M. J. Glenn

M. J. GLENN
Lt. Colonel
Economics & Supply Division.



383

28

TN 5/c 7/c
435/TN ✓
CRP
5139

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GRF/am

Ref. 235/12/M.2

6 July 1945

SUBJECT: Essential Economic Transport.

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

1. Reference is to your T-11 of 18 June 1945.
2. It is impossible to analyze reference letter without dangerous speculations unless we have the paraphrased CAL series upon which the letter is printed. SCAL's 1406, 1413 and 1416. Copies of these are not available at this Headquarters.

3. Conversation Lt. Col. Quartier, Requisition Branch/Myself and General McKinley/Myself has developed the fact that both named officers have requested that Economic Section be supplied with CAL series paraphrases. Lt. Col. Quartier mentioned that a wire has been sent to Washington requesting permission for us to be placed on information list of distribution. We are of opinion that permission outside A.F.M.A. is unnecessary.

4. You will realize that a definite degree of urgency attends prompt action on communications such as your above-mentioned T-11. Pending clarification of directive re distribution may we have CAL's mentioned Para 2 above.

5. It is suggested that a CAL file be established in Economic Section, Requisition Branch, Office of Lt. 332 Col. Quartier in order that sub-commissions concerned may have a point of information reference which dealing with supply exigencies without the dangers of depending on paraphrase excerpts which are frequently ambiguous or misleading.

FOR Acting Vice President, Economic Section

1. Reference is to your T-11 of 22 June 1945.

2. It is impossible to analyze reference letter without dangerous speculations unless we have the addressed CAL series (open which the letter is premised SCAL's 1402, 1413 and 1416). Copies of these are not available at this Headquarters.

3. Conversation Lt. Col. Quentier, Acquisition Branch/myself and General McKinley/myself has developed the fact that both named officers have requested that Economic Section be supplied with CAL series paraphrases. Lt. Col. Quentier mentioned that a wire has been sent to Washington requesting permission for us to be placed on information list of distribution. We are of opinion that permission outside A.E.H.C. is unnecessary.

4. You will realize that a definite degree of urgency attends prompt action on communications such as your above-mentioned T-11. Pending clarification of directive re distribution may we have CAL's mentioned para 2 above.

5. It is suggested that a CAL file be established in Economic Section, Acquisition Branch, office of Lt. Col. Quentier in order that Sub-Committees concerned may have a point of information reference when dealing with supply exigencies without the dangers of depending on paraphrase excerpts which are frequently ambiguous or misleading.

For Acting Vice President, Economic Section

Copies to:
General McKinley
Lt. Col. Quentier
Capt. Peterson
Industry Sub-Commission

CHARLES NIAM
Chief, Planning Staff
Transportation Sub-Commission

CONFIDENTIAL

/5B

COPY

ALLIED FORCE HEADQUARTERS

G-5 Section

APO 512

Ref: T:11

28 June 1945

SUBJECT: Essential Economic Transport

TO: Headquarters, Allied Commission, APO 394
(Att: Economic Section)

1. The CC/S in CAL 1406 approved the 4,000 trucks or acceptable substitutes covered by items 1 and 2 of requisition MGS-293-ORD, to the extent that vehicles are available without replacement from U.S. theatre stocks.

2. The CC/S in CAL 1413 further advised that the requirements of 4,000 trucks (20,000 lift tons) approved in CAL 1406 is considered to be the total civil requirement for Italy, and that any reduction of lift due to changes of supplies from Category A to Category B will be considered sufficient to meet in full your requirement of 3,000 tons stated for northeast Italy in para 1(a) LAC 1207, repeated to ALCOM. The COS intends to take no further action regarding LAC 1207 pending a restatement to them of northeast Italy requirements, and AFHQ will take no action to formulate such a restatement without a prior request from A.C.

3. We are requesting the appropriate sections of WFOUSA to declare the number of vehicles which will be available without replacement to apply against this approved requirement. Such vehicles as are released will be ultimately sold to the Italian Government under authority contained in CAL 1416, which states that any vehicles approved by the CCAC may be sold to the Italian Government.

4. It is desired to bring to your attention para 4D(2) of LAC 1207 which assures the CC/S that Italian industry will probably be in a position to rebuild vehicles and procedure spare parts. The 4,000 vehicles currently approved will require considerable repair and maintenance, and it is requested that the AC formulate plans to fully utilize industrial facilities in the north to insure the continued operation of the vehicles presently in service and the 4,000 approved by CAL 1406.

TO : Headquarters, Allied Commission, APO 394
(Att: Economic Section)

1. The CC/S in CAL 1406 approved the 4,000 trucks or acceptable substitutes covered by items 1 and 2 of requisition MOS-293-ORD, to the extent that vehicles are available without replacement from U.S. theatre stocks.
2. The CC/S in CAL 1413 further advised that the requirements of 4,000 trucks (20,000 lift tons) approved in CAL 1406 is considered to be the total civil requirement for Italy, and that any reduction of lift due to changes of supplies from Category A to Category B will be considered sufficient to meet in full your requirement of 3,000 tons stated for northeast Italy in para 1(a) LAC 1207, repeated to AICOM. The COS intends to take no further action regarding LAC 1207 pending a restatement to them of northeast Italy requirements, and AFHQ will take no action to formulate such a restatement without a prior request from A.C.

3. We are requesting the appropriate sections of MTOUSA to declare the number of vehicles which will be available without replacement to apply against this approved requirement. Such vehicles as are released will be ultimately sold to the Italian Government under authority contained in CAL 1416, which states that any vehicles approved by the CCAC may be sold to the Italian Government.

4. It is desired to bring to your attention para 4D(2) of LAC 1207 which assures the CC/S that Italian industry will probably be in a position to rebuild vehicles and procedure spare parts. The 4,000 vehicles currently approved will require considerable repair and maintenance, and it is requested that the AC formulate plans to fully utilize industrial facilities in the north to insure the continued operation of the vehicles presently in service and the 4,000 approved by CAL 1406.

For the Assistant of Staff, C-5

R.V. GRADY
Major, T.O.
Economics and Supply

Copy to :
G-4(A), AFHQ
Capt. S/C, A.C.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
A.F.O. 394

Milan, June 22nd. 1945

TN/80/88

SUBJECT : Report of Truck Pools

TO : Transportation Sub. Commission
Allied Commission A.F.O. 394
(attention Mr. Merritt Taylor)

1. In accordance with the wishes of Mr. Taylor
the attached report is submitted .

For the Regional Commissioner

J. Marion Fitzgerald
J. MARION FITZGERALD
LT. COL. - Q.M.C.
R.T.O.

JMF/ng

380

CIVILIAN TRUCK POOLS REGION LOMBARDIA

S.
SUMMARY OF MOVEMENT
ENDING 17

TRUCK REGISTRATIONS

POOL	UNDER 15 QL.			15 QL. - 50 QL.			OVER 50 QL.			No of trip tickets issued	Tonnage carried
	Effic.	not effic.	effic. capacity tons.	effic.	not effic.	effic. capacity tons.	effic.	not effic.	effic. capacity tons.		
1. COMO	995	16	723	363	6	1.093	81	6	625	NOT	RENDER
2. VARESE	348	20	450	204	18	670	91	18	830	NOT	RENDER
3. CREMONA	246	=	264	82	=	250	22	=	161	170	NOT REM
4. BERGAMO	199	29	157	102	34	326	25	7	174	62	480
5. MANTOVA	277	24	202	62	4	163	44	5	513	131	12155
6. PAVIA	109	=	79	47	=	134	36	=	260	192	1084
7. SONDRIO	1	=	7	2	=	4	=	=	=	16	175
8. MILANO CITY AND PROVINCE	4067	646	3604	1569	577	5100	261	156	1692	1534	662
9. BRESCIA	238	41	191	175	28	564	42	7	302	198	81
	6489	776	5677	2006	669	8164	662	199	4557		

CIVILIAN TRUCK POOLS REGION LOMBARDIA

SUMMARY OF MOVEMENT FOR WEEK
ENDING 17th. JUNE 1945

ATIONS

	15 QL. - 50 QL.			OVER 50 QL.					
Locality	effic.	not effic.	effic. capacity tons.	effic.	not effic.	effic. capacity tons.	No of trip tickets issued	Tonnage carried	Distance Km.
23	363	6	1.093	81	6	625	NOT	RENDERED	
10	204	18	670	91	18	830	NOT	RENDERED	
4	82	=	250	22	=	161	170	NOT RENDERED	
7	102	34	326	25	7	174	62	480	10.436 320
2	62	4	163	44	5	513	131	12155	29.804 - 75
9	47	=	134	36	=	260	192	1084	8.078 42
7	2	=	4	=	=	=	16	175	3.562
4	1569	577	5100	261	156	1692	1534	6626	360.705 61 Km. 2nd
11	175	28	564	42	7	302	198	816	46.208 10200
11	1406	667	8164	602	199	4647			

NOTES ON CONFERENCE BETWEEN MR. GROSS, ENGINEER MARINO (I.S.R.),
MR. BOMPARD (ENIAC) and MR. COLA (C.I.P.)
ON 13 JUNE 1945.

GROSS: How do you intend to operate these trucks? And does Engineer Marino understand there is a break in the railway? *Arlanda, Bologna*

MARINO: Yes. But it is rather difficult to substitute rail in that break because these trucks are very small carrying capacity.

GROSS: We are doing it with the same trucks now.

MARINO: (But the difficulty is to find installations there to maintain and to shelter these trucks.)

GROSS: Are they doing that?

MARINO: We sent some of the people down there.

GROSS: A large part of the railway between Forli (or Bologna) and Cremona is out and goods is being hauled by trucks alone that we are going to lose. Engineer Marino is going to have to look into supplementing that lift.

MARINO: The railway goes up to Bologna. That distance is very great. We need to know the tonnage.

GROSS: 1,000 tons a day.

MARINO: (We will let you have a map bearing all lines we want to establish with these trucks. Wherever the railroads are not working are going to substitute railroads by these trucks.)

GROSS: You must not lose sight of the fact that we are going to operate in North and not use all of the trucks in the South.

MARINO: Milano radio announced that 2,000 more trucks have been given to Italians in Milano.

GROSS: Do not believe anything in newspapers or radio releases -- when you get the news from this office you can believe it. At the end of the 2,000 trucks there will be no more trucks. Must supplement railroad in North.

MARINO: (We have not even thought of communicating with Bologna. Have the problem of maintaining and sheltering vehicles.)

GROSS: Doesn't I.S.R. have railroad shops?

RINO: (They have been destroyed. We don't have even one. The Bologna station had about 50 runways -- now only have 4 left. We use to have big work shops in Bologna but they have all been destroyed. (speaking about I.S.R. work shops) 18/100

-2-

GROSS: Are any steps being taken to enter that country and establish work shops for maintenance of the trucks.

MARINO: (We hadn't thought of Northern regions at all up to now.)

GROSS: It is my understanding that the greater part of truckage is in Northern Italy.

MARINO: The destruction which has been wrought in the Northern Region on railway communication is much lesser than the remainder of Italy, therefore expect to run practically on through the country in a month or two time. -- From Milano to Roma. Within the month of July to Veroni and Venice. At present time only going from Mestra to Genoa. All lines of turin are alright. Already running from Genoa to Milano. Except from Milano to Castocalevano they are in order. By the 1st of August -- expect to have a line from Bologna, Peciensa, Turin. Some lines have been inoperative for a year -- Roma -- Pescara -- Campobasso to Benivento -- Campobasso to Siena. There are some lines in Southern Italy but the military traffic is such that there is no room left for the civil traffic -- in other cases the railroad trucks are so few that you can't traffic available for civil goods.

GROSS: Do you plan on using these trucks only for emergency hauling of civil supplies or does the I.S.R. plan on making normal traffic?

MARINO: Want to make regular normal lines which will be notified to the public. We will also have a time table. For instance, start from Rome each Monday, Wednesday and Friday and from Pescara each Tuesday, Thursday and Saturday.

GROSS: There is a railroad, I understand, on down through the South. Do you intend to use these trucks down there?

MARINO: (interruption)

GROSS: What about competition with

MARINO: Will go for local transport -- do not intend to enter into competition with that. The truck pools are hauling big quantities of food stuffs -- this cannot be done with small trucks like we are going to have.

GROSS: You will have to. That is what it is for.

MARINO: There is a lot of miscellaneous goods to be hauled such as luggage.

GROSS: How is food stuffs to be hauled into Campobasso.

MARINO: Do they haul foodstuffs to Campobasso?

GROSS: I don't know of any Province that is self-contained.

977

-3-

MARINO: We will take foodstuffs to Benivento by rail, thence by truck to Campobasso.

GROSS: Have you started to establish technical and maintenance staff?

MARINO: Are looking for them. Of course, we are having difficulty in finding them. Are calling for drivers -- for instance, from I.S.R. -- those who have drivers licenses. For the time being have applied to private firms to have drivers.

GROSS: Of 2,000 trucks there will normally be 200 off the road every day.

MARINO: Have put 500 off the road each day of the trucks we now have. Present consumption for all liberated Italy -- including AMG territory to line for all civil services in Italy -- 5,000 tons. This about 25% of that figure. Need petrol.

GROSS: I grant you must have petrol to operate the trucks. We are speaking with the supposition that petrol will be forthcoming.

MARINO: Are now going to collect these trucks. When we are ready to work on these trucks we must have petrol -- where are we going to get it from?

GROSS: When that time comes we will find out about the petrol. I want to see 500 ready to go. There is a meeting on Friday -- we are working on it.

COLA: If a quantity of petrol is to be issued to these trucks we must know before hand.

GROSS: If issued you will be notified. These trucks must in no way compete with existing truck pools.

MARINO: In order to avoid any sort of competition we will have an agreement with ENAC.

About gasoline -- can we have are gasoline title from C.I.P.

GROSS: That would have to be settled by Industry and Commerce.

(conversation relative to this above subject -- statement made by all Italians present that "Industry and Commerce are extremely difficult to deal with".)

MARINO: If you had told us a month beforehand you wouldn't have had so much difficulty on this matter.

GROSS: I want you to understand operations between truck pools and I.S.R. and wish you would bear in mind break in railways that I have referred to.

MARINO: Within month of July hope to have Ancona line repaired.

0725

24

CFR/EM

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 513

Ref. 235/11/Tn.3 22 June 1945

SUBJECT : Analysis LAC 1307.
TO : Director, Transportation Sub-Commission.

NOTE : Subject wire deals with requirements, deliveries and deficiencies of road transport.

Para 1. (A). 1. Self explanatory: we are in close liason with roads division and as reports indicate possibility of change we will effect same through Requisition Branch, Economic Section.

1. (A). 2. This lift represents the reconditioned trucks (vide 4. (c) 1st item); these jobs are not all operable and the result of cannibalization leaves us about 400 - 2 1/2 Ton (or 1000 Ton lift) short.

1. (B). Self explanatory.

1. (C). Requisition for this amount (AC-ORD-82-45 for 1000 - 3 ton trucks) has been forwarded to A.F.H.Q. and is held there pending decision of CC/S on transfer (probably from theatre stocks).

1. (D). Self explanatory: see 4. (D) 1.

Para 2. Comment for information; self explanatory.

Para 3. Second sentence answers first sentence.

Para 4. (B). NOTE: Figures to be considered approximate since they reflect latest inventories.

200 - 13 ton trucks from Turkish stockpile

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Para 3. Second sentence answers first sentence.

Para 4. (B). NOTE: Figures to be considered approximate since they reflect latest inventories.

200 - 1 1/2 ton trucks from Turkish stockpile
MIDEAST requisitioned by British
Crédence and issued therefore on loan
to Allied Commission. CAL 1362 confirms authority to sell to Italian Government. 196 have been received of which 180 are operable and 16 BR. All are in Allied Commission truck pools in Italian Government territory, i.e.: Abruzzi Marche, Chieti, Poggia, Campobasso.

- 24
- 550 - 2 1/2 Ton 6 x 6 trucks. (These are American side issue of 1400 - 2 1/2 - 3 ton trucks authorized by CAL 1329 defining U.S. and U.K. procurement responsibility 550 each). May be sold to Italian Government. 377 are in 15th Army Group territory operating as 1st Truck Battalion, 11 are BLR and balance are in Allied Commission truck pools in Italian Government territory.
- 1700 - 1 1/2 Ton trucks received on requisition LAC 51. (MGS-194-ORD) and CAL 954: 1622 have been delivered to Allied Commission, all operated by MT groups in Q Co. 8 of G.I. Co. 8.
- 235 - 1 1/4 Ton control vehicles (jeeps) received against LAC 95 (MGS-252-ORD) in the amount of 200 and LAC 96 (MGS-253-ORD) in the amount of 35 - all delivered to MT Groups.
- 550 - Lorraine 3 Ton - received against CAL 1329 and assigned as follows: 203 in 15th Army Group territory operating as 1002 and 1004 Truck Battalions (B), 51 BLR and 286 in Allied Commission Truck Pools.
- 1100 - 1 1/2 Ton trucks (reconditioned) allocated against LAC 95 (MGS-252-ORD) which was in the amount of 2000 2 1/2 ton trucks and which was filled on equipment-availability basis to equal tonnage lift (5000 tons) in conjunction with two listings following. Some 776 have been received of which 380 have been ordered released by Allied Commission and over 200 collected by Italian Government. (Inoperable percentages are high in this group; see Para 1. (A). 2.
- 260 - 10 Ton trucks (reconditioned) substituted on LAC 95 see para above. No shipments have arrived on this item.
- 500 - 1 1/2 Ton (new) as above. Available February 1945 and scheduled then for shipment. 1st shipment has just arrived.
- 200 - Motorcycles; same as last item.
- 1800 - 3 to 4 Ton trucks and
- 1800 - 6 to 7 Ton trucks on LAC-ORD-93-45 (MGS-298-ORD) of which 193 - 2 1/2 ton and 315 - 1 1/2 ton have been made available for shipment from Gulf ports during month of June.

have been delivered to Allied Commission, all operated by MT groups in Q CO.S or C.T. CO.S.

435 - 1/4 Ton control vehicles (jeeps) received against LAC 95 (MGS-252-ORD) in the amount of 200 and LAC 96 (MGS-253-ORD) in the amount of 35 - all delivered to MT Groups. 550 - Lorries 3 Ton - received against CAL 1329 and assigned as follows: 203 in 15th Army Group territory operating as 1002 and 1004 Truck Battalions (B), 51 PIR and 286 in Allied Commission Truck Pools.

1100 - 1 1/2 Ton trucks (reconditioned) allocated against LAC 95 (MGS-252-ORD) which was in the amount of 2000 2 1/2 ton trucks and which was filled on equipment-availability basis to equal tonnage lift (5000 tons) in conjunction with two listings following.

Some 776 have been received of which 380 have been ordered released by Allied Commission and over 200 collected by Italian Government. (Inoperable percentages are high in this group; see Para 1. (A).2.

280 - 10 Ton trucks (reconditioned) substituted on LAC 95 see para above. No shipments have arrived on this item.

500 - 1 1/2 Ton (new) as above. Available February 1945 and scheduled then for shipment. 312 1st shipment has just arrived.

200 - Motorcycles; same as last item.

1200 - 3 to 4 Ton trucks and

1800 - 6 to 7 Ton trucks on MGS-ORD-93-45 (MGS-293-ORD) of which 198 - 2 1/2 ton and 315 - 1 1/2 ton have been made available for shipment from Gulf ports during month of June.

Para 4. (D). 1.

See 1. (B). Requisitions held by A.F.H.Q. This represents two requisitions, the first for trucks AC-ORD-82-45 and the second for 90 control vehicles (jeeps) AC-ORD-137-45.

4. (D). 2.

Category "A" 1945 programs of 2000 - 3 to 4 Ton and 2000 - 6 to 7 Ton trucks.

24

- 3 -

Possibility of supply from theatre stocks of 2 1/2 to 3 ton vehicles under consideration. Survey of industrial potentialities for spares and parts under way at present. Factors involved in revision of 1946 program apply particularly here.

Summary:

Indication of trend toward saving shipping space and meeting Italian requirements from theatre stocks. This program is an opening gun in the current program in process of preparation.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copy to:

Roads Division
(Attn. Capt. W. C. Peterson)

0730

24

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 235/11/Tn.2

14 June 1945

SUBJECT: Analysis LAC 1207.

TO : Director, Transportation Sub-Commission.

NOTE. Subject wire deals with requirements, deliveries and deficiencies of road transport. Step-by-step here it is following the paragraph numbers and subheadings of the wire.

Para 1. (A). 1. Self explanatory: we are in close liason with roads division and as reports indicate possibility of change we will effect same through Requisition Branch, Economic Section.

1. (A). 2. This lift represents the reconditioned trucks (vide 4. (c) 1st item); these jobs are not all operable and the result of cannibalization leaves us about 400 - 2 1/2 Ton (or 1000 Tons lift) short.

1. (B). Self explanatory.

1. (C). Requisition for this amount (AC-ORD-88-45 for 1000 - 3 ton trucks) has been forwarded to A.F.H.Q. and is held there pending decision of CC/S on transfer (probably from theatre stocks).

1. (D). Self explanatory: see 4. (D) 1.

Para 2. Comment for information; self explanatory.

Para 3. Second sentence answers first sentence?

Para 4. (B). NOTE: Figures to be considered approximately but very close.

200 - 1 1/2 ton trucks from Turkish stockpile MIDEAST; 196 have been received of which 180 are operable and 16 BLR. All are in Allied Commission Trust.

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Para 2. Comment for information: self explanatory.

Para 3. Second sentence answers first sentence.

Para 4. (B). NOTE: Figures to be considered approximately but very close.

200 - 1 1/2 ton trucks from Turkish stockpile MIDEAST: 196 have been received of which 180 are operable and 16 ELR. All are in Allied Commission Truck Pools in Italian Government Territory, i.e. Abruzzi-Merche, Chieti, Foggia, Campobasso.

550 - 2 1/2 ton 6 x 6 trucks: 50 of these are in Southern Italy and 350 to 370 are in 15th Army Group Territory, operating as 1st Truck Battalion MT Group. Balance (about 11) ELR.

- 2 -

1700 - Trucks 1½ tons (CAL 954): 1628 have been delivered to Allied Commission, all operated by MT group in Q. Coys or G.T. Coys.

235 - 1/4 ton: Control vehicle jeeps - all delivered to M.T. Groups.

550 - Lorries 3 ton: all in 15th Army Group, C. T. Coys.

1100 - 1½ ton, reconditioned: of the 576 delivered 180 have been released to Italian Government (though not all have been collected). Inoperable percentages are high in this group: see Para 1.(A).2.

260 - 10 ton reconditioned: these were substituted for 3 ton trucks as a result of U.S. availability.

500 - 1½ ton (new). Available February 1945 and scheduled then for shipment. Arrival date on these is imminent (see G-5 letter to Economic Section T-11 of 22 February 1945).

200- Motorcycles: Same as last item.

Para 4. (D). 1. See 1. (E). Requisitions held by A.F.H.Q. This represents two requisitions, the first for trucks AC-ORD-22-45 and the second for 90 control vehicles (Jeeps) AC-ORD-137-45.

4. (D). 2. Explanation of 4.(D).1. above in relation to Para 1.(E). and a plug for theatre stock release and local industrial maintenance program.

Para 5. Hedging on lift computations: not too important to us.

Summary: Warning re fate of "A" and "B" Category truck requirements and indication of trend toward saving shipping space and meeting Italian requirements from theatre stocks.

1100 - 11 ton, recommissioned; of the 576 delivered 180 have been released to Italian Government (though not all have been collected). Inoperable percentages are high in this group: see Para 1.(A).2.

260 - 10 ton recommissioned: these were substituted for 3 ton trucks as a result of U.S. availability.

500 - 13 ton (new). Available February 1945 and scheduled then for shipment. Arrival date on these is imminent (see G-5 letter to Economic Section T-11 of 22 February 1945).

200- Motorcycles: Same as last item.

Para 4. (D). 1. See 1. (B). Requisitions held by A.P.H.Q. This represents two requisitions, the first for trucks AC-ORD-22-45 and the second for 90 control vehicles (Jeeps) AC-ORD-137-45.

4. (D). 2. Explanation of 4.(D).1. above in relation to Para 1.(B). and a plug for theatre stock release and local industrial maintenance program.

Para 5. Hedging on lift computations: not too important to us.

Summary: Warning re fate of "A" and "B" Category truck requirements and indication of trend toward saving shipping space and meeting Italian requirements from theatre stocks.

972

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copy to:
Capt. W.G. Peterson
Roads Division

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 91949
Date/Time of Origin: JUNE 12 1735B

Message Centre No: E/4812
Date Time Rec'd: JUNE 13 1410
Precedence: ROUTINE

FROM: AFHQ SIGNED ALEXANDER CITE FHEG
TO : ACTION ALL LAC ADDRESSES TO FOR INFO: ALCON ROME.

SECRET

SECRET.

This is LAC 1207.

Civil Affairs truck requirements, ITALY. CAL 1308 and CAL 1336 refer.

1. Tonnage lift requirement, above existing approvals:

A. Central and southern ITALY and Islands.

Uooo. 1. 20000 tons as stated category "A" requirement now being discussed WASHINGTON. This subject to reductions for lift estimated for industries and activities changed to Category "B" by AFHQ and CCAC.

2. 1000 tons as replace vehicles salvaged from original 1100 vehicles transferred from USA/UK stocks. (CAL1329 refers).

B. Northwest ITALY. Present estimated requirements nil.

Believe existing approvals sufficient.

C. Northeast ITALY. 3000 tons, (subject to readjustment on completion survey).

D. Total 24000 tons.

2. Use of captured enemy vehicles and economically unrepairable Allied vehicles not considered in foregoing estimates. Information will be reported as soon as available. Present information indicates captured enemy vehicles will not exceed German forces own maintenance needs.

3. Statement in CAL 1336 ref USA Military responsibility not clearly understood.

SECRET

971

Page 2

 $A + B$

A. Total estimated lift requirement is 37187 tons, subject to reduction in para 1 A (1) plus 325 jeeps and 400 motor cycles. (Responsibility undetermined, see para 3). See however para 5 for manner in which lift calculated.

B. Total lift already imported or made available: From USA sources, read in 2 columns:

UNITS

✓ 200 - 1½ ton trucks from Turkish stockpile MIDEAST

✓ 550 each 2½ ton 6 x 6 trucks (Approved for sale to Italian Government) 350 now operable)

✓ 1700 each trucks 1½ tons approved in CAD 954 (29 still being delivered)

235 each truck 1¼ ton

Total ex USA sources, 6337. From UK sources.

✓ 550 each lorries 3 ton (approved for sale to Italian Government 350 now operable)

Total ex USA and UK stocks, 7987.

ESTIMATED ACTUAL LEFT IN TONS

(194 of which 180 operable)
16 B&R
#50

that Gov Secretary Sahyng, March - Chate, Foggia
Impresso - Touch Pools AC

50 So. Italy
350-370 1st Army Group
(approx)
operating 1st French Arm MT group.
rest (III) B&R

all sent to
AC Trans
all operated by MT group
Q Coy
GT Coy.

2062
3825
NIL

all sent to MT group

1650 ✓ 1st Army Group
GT Coy

C. Total approved but not fully delivered: From USA

<u>UNITS</u>	<u>ESTIMATED</u>	<u>ACTUAL</u>	<u>LIFT IN TONS</u>
✓ 1100 each truck 1½ ton reconditioned (575 already delivered)			
~~250 each trucks 10 ton reconditioned~~	~~2500~~		
~~500 each truck 1½ ton reconditioned (507 already delivered)~~	~~2500~~		
		2475	

*approx
not a small order
related to 1800 ton
not all collected.*

SECRET

979

SECRET

100

TIME 23

ESTIMATED ACTUAL LEFT IN TONS

Total 6299. All above on approved shipping programme, UNICUSA,

Italian Area, Part 1 - 5, Page 1.

D. Not covered by USAC approval:

1. 24000 tons lift, as limited para 1 A. (19) and (10) plus 90 control vehicles and 200 motorcycles. *NE Italy - 2000 tons lift*
AC-ORD-131-48 *Let by AFMA pending decision 7cc/s on transfer.*

2. Vehicles have been requested for 20000 tons of this lift, 50% (?) in 3 to 4 ton and 50% in 5 to 7 ton vehicles. 2 1/2 to 3 ton vehicles in the theatre considered suitable for most of this requirement. There will be quantities of still useable vehicles, both USA and British, in theater. Questionable how far economical to repair many of them to meet operational needs in view their condition. Considered unjustifiable import new or rebuilt equipment with this source at hand. Recommended that maximum use be made of vehicles not economically repairable for military service to meet civil requirements under both Category "A" and "B" rehabilitation programmes. This will necessitate provision of spare parts in adequate quantity. Should be possible for Italian Industry to rebuild these vehicles and to produce many of the spare parts. It may be necessary to consider importing spare parts to extent to which cannot be made available by Cannibalization or (for lack of fuel or similar causes) products by industry, but even this more economical than importing new vehicles; and such demands for spare parts would only be made after all local facilities investigated and tried.

5. Reference paras 4 B and C above, it is pointed out however, that in calculating these actual estimated lifts a factor of 1.5 has been used for USA 1 $\frac{1}{2}$ and ~~2~~ ⁹³⁹ previous demands and approvals.

SECRET

24

PAGE 4

SECRET

based on rated capacity. Lift of USA 10 tons and British 3 ton trucks calculated at actual rated capacity.

DIST

INFO-ACTION - IN S/C 2
INFO - CHIEF COMMISSIONER
ECON SEC
REQ BR
FILE 2
FLOAT

SECRET

368

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MINUTES OF MEETING BETWEEN REPRESENTATIVES OF ALLIED
COMMISSION AND OF ITALIAN GOVERNMENT HELD AT 11.30 HRS
ON 5 JUNE 1945 .

At a meeting held 5 June 1945 attended by

for ALLIED COMMISSION :

Col. A.B. THOMAS - Deputy Director Transportation S/C
Mr. G.G. GROSS JR - Chief Roads Division-Transportation S/C/
Major D.G. MOYLE - Maintenance Branch- Roads Division
Capt. W.G. PETERSON - Supply Branch -Roads Division

for the ITALIAN GOVERNMENT :

H.E. GERABONA - Minister of Transport
Ing. MARIN - Deputy Director General It.S.R.
Comm. DE CUPIS - Director Gen. of Civil Motorization
Sigr. MOLASSO - Interpret Minister of Transport
Dr. TRIOSI - Chief of Div. Inspect. Gen. of Motorizat/
Com/SAPONARO - Delegate of Ministry of Treasury
Com/MONTALBANO - " " " " " "

It was decided that the transfer of trucks from the Allied Government to the Italian Government would be considered in three groups . Group one being those trucks operating under I.N.T. in Sicily , group two those trucks now operating in truck pools throughout liberated Italy and group three being those trucks - 2000 in number- which are being shipped from U.S. for use by the Italian Government .

GROUP No 1

Group No 1 consists of some 1500 trucks both runners and non runners which are now being operated in Sicily under the heading of I.N.T. These trucks consist of captured German 937 Italian vehicles and are now being operated as the property of Allied Commission .

At a meeting held 5 June 1945 attended by

FOR ALLIED COMMISSION :

Col. M.P. THOMAS - Deputy Director Transportation S/C
 Mr. G.G. GROSS JR - Chief Roads Division-Transportation SC/
 Major D.G. MOYLE - Maintenance Branch- Roads Division
 Capt. W.B. PETERSON- Supply Branch -Roads Division

for the ITALIAN GOVERNMENT :

E.E. CERADONA - Minister of Transport
 Ing. MARIN - Deputy Director General It.S.R.
 Comm. DE CURIS - Director Gen. of Civil Motorization
 Signa MOLASSO - Interpret Minister of Transport
 Dr. TRIOSI - Chief of Div. Inspect. Gen. of Motorizat/
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GROUP No 1

Group No 1 consists of some 1500 trucks both runners and non runners which are now being operated in Sicily under the heading of I.N.T. These trucks consist of captured German and Italian vehicles and are now being operated as the property of Allied Commission.

It was agreed between Allied Commission and the Minister of Transport that a representative of the Minister of Transport would be ready to leave Rome for Sicily on 6 June 45 and that this representative will hand to the Transportation Sub-Commission Allied Commission a written statement signed by the Minister of Transport authorizing said representative to receipt for, in the name of the Minister of Transport, all property now belonging to the Allied Commission and in the process of being transferred

-2-

23

to the Italian Government. It was also agreed that a representative of the Minister of Treasury would leave Rome on 8 June 45 for Sicily. This representative would also have a letter signed by the Minister of the Treasury stating that he is authorized to receipt for any funds and accounts which will be transferred to the Italian Government.

It was also understood and agreed that the Italian Government or its representatives would abide by all the terms of the proposal specified in the letter from the Economic Section, Allied Commission to the Minister of Transport signed by Mr. A.C. Antolini, File 15.54/S.S./ and agreed to by the Minister of Transport.

All Allied supervision will be withdrawn from I.M.T., Sicily upon the effective date of transfer to the Italian Government.

GROUP No 2

Group No 2 consists of those trucks now being operated in what is known as truck pools in liberated Italy. This property consists of some eleven hundred trucks plus one hundred trailers.

A representative of the Minister of Transport and the Minister of the Treasury, both of whom will have written authorization, signed by the Ministers, to receipt for all property and accounts which may come within this transfer.

These representatives will report to Transportation Sub-Commission - Allied Commission on 12 June prepared to accompany an officer of the Allied Commission to each truck pool in turn for the purpose of checking all property in each truck pool which is to be transferred.

Upon receipt for property in each truck pool the Italian Government will assume entire responsibility for its operation and all Allied supervision will be withdrawn.

It was also agreed that the Italian Government would make an arrangement with the personnel of each truck pool whereby said personnel would share in the proceeds of the truck pool in which they worked.

It was understood that the Allied Governments reserved the right to place a charge against the Italian Government in dollars and pound sterling at some future date.

Section : Allied Commission to the Minister of Transport signed by Mr. A.O. Antolini, File 15.54/E.S./ and agreed to by the Minister of Transport.

All Allied supervision will be withdrawn from I.N.T., Sicily upon the effective date of transfer to the Italian Government.

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Group No 2 consists of those trucks now being operated in what is known as truck pools in liberated Italy. This property consists of some eleven hundred trucks plus one hundred trailers.

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It was understood that the Allied Governments reserved the right to place a charge against the Italian Government in dollars and pound sterling at some future date.

GROUP No 3

This group consists of 2000 new 1.1/2 ton trucks being shipped from the United States for the Italian Government. A number of these trucks are already in Italy and more are arriving every day.

It was agreed that the first of these trucks, some 200 in number, would be picked up by the Minister of Transport

- 3 -

on 17 June 45 and there after at the rate of 100 or more a week .

It was also agreed that these trucks would be operated by Italian State Railways in Italy wherever the need for their services may be .

G.G. GROSS Jr.
Chief
Roads Division

365

Ext. 613

HEADQUARTERS ALLIED COMMISSION
APC 294
TRANSPORTATION SUB-COMMISSION

CHR/cm

Ref. 235/10/Tn.2

26 May 1945

SUBJECT: Statistical Data.

TO : Mr. George G. Cross
Chief, Roads Division.

1. The accumulation and balance of figures to effect forward planning that will coordinate different modes of transport facilities is being undertaken by this division. In line with this, we request you to supply us with information known to your division.

2. We require:

- (a) Latest ENAC census of vehicles and if possible, a general idea of how they are distributed.
- (b) Tally of all vehicles other than those controlled by ENAC and an indication of the regions and provinces to which they are assigned and organizations responsible for their operation and maintenance.
- (c) Copy of requisitions, if any, submitted by your division independently of Planning Staff screening, together with any "advice of shipment" or actual receipt records pertinent thereto.

3. We should like to be supplied with copies of all reports resulting from trips or surveys made by your division concerning vehicle population changes, road conditions, transfer of motor transport, and in brief, any circumstances that tend to change the trucking picture in Italy.

981

1. The accumulation and balance of figures to effect forward planning that will coordinate different modes of transport facilities is being undertaken by this division. In line with this, we request you to supply us with information known to your division.

2. We require:

- (a) Latest ENAC census of vehicles and if possible, a general idea of how they are distributed.
- (b) Rully of all vehicles other than those controlled by ENAC and an indication of the regions and provinces to which they are assigned and organizations responsible for their operation and maintenance.
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3. We should like to be supplied with copies of all reports resulting from trips or surveys made by your division concerning vehicle population changes, road conditions, transfer of motor transport, and in brief, any circumstances that tend to change the trucking picture in Italy.

CHARLES RYAN
Planning Staff
Transportation Sub-Commission

364

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

25 Feb
CRR/em

Ref. 235/9/Tn.2

26 May 1945

FILE MEMORANDUM

1. Conversation Col. Thomas/Charlie Ryan Reference
235/7/Tn.2 16 May 1945.

2. In view of the information gathered by Col.
Thomas on **his** trip to the Region concerned, particularly
the status of 15th Army and 4th Corps occupation areas
as opposed to Regional Commission control, it is deemed
advisable to hold this matter in abeyance for the time
being. Col. Thomas discussed the matter with Regional
Transportation Officers and accord has been expressed,
pending date-line of control turn-over.

cl.
CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

copy to:
Col. Thomas.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 235/7/Tn.2

16 May 1945

SUBJECT: Civil Transportation (Roads) Program Report.
(13 May 1945 signed J.F.D. Helstead).

TO : Mr. Merritt H. Taylor
Director, Transportation Sub-Commission.

1. Attention is directed to heading 1 Milan City and Provinces, Para F, sub-heading IV.

2. It is the recommendation of this division that Traffic Control Cadres be put in force immediately and that the "delicacy" of handling the Partisan viewpoint is a trifle strained.

3. This division has spent considerable effort in aligning sources of information and would appreciate executive action to ensure implementation. Instances of delays, as represented by the above, inevitably result in gaps of information and postpone accumulation of the evidence we need in justifying our programs.

4. Can we get some action on this?

Charlie
CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

19

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

19 May 1945

Ref: 235/8/Tn.2

To : All Regional Commissioners.

Subject : Transport Problem - Roads - Italy.

1. The following information is required to get an overall position of road transport, so that equal distribution and exchanges can be made to enable all available transport to be utilised.

2. Big Towns. Provinces.
(these figures also to be included in provincial figures.)

No of private cars
" " taxis
" " motor buses
" " tram cars
" " trolley cars.

3. Trucks 3 - 5 quintals
6 - 10 " "
11 - 15 " "
16 - 20 " "
21 - 30 " "
31 - 40 " "
41 - 50 " "
51 - 60 " "
61 - 75 " "
76 & over

4. Vehicles out of service for want of :-
Make, Type and Year
of Vehicle. 301

Batteries
Tyres
Tubes

1. The following information is required to get an overall position of road transport, so that equal distribution and exchanges can be made to enable all available transport to be utilised.

2.

Big Towns. Provinces.
(these figures also to be included in provincial figures.)

No of private cars
" " taxis
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6 - 10 "
11 - 15 "
16 - 20 "
21 - 30 "
31 - 40 "
41 - 50 "
51 - 60 "
61 - 75 "
76 & over

4. Vehicles out of service for want of :-
Make, Type and Year
of Vehicle. 351

Batteries
Tyres
Tubes
Spark Plugs
Fan Belts
Bearings and Crank Shafts
Bearings and Connecting Rods
Guidecoy Pins
Piston Rings
Piston
Bearings - Wheel
Caskets
Hoods
Blocks
Back Axles

Front Axles
Ignition
Generators

or other items which cause frequent lay-up of vehicles.
Give numbers laid up because of each:

5. Garages in operation.
6. Tyre repair plants in operation.
7. Tyre factories in operation.
8. Spare part factories in operation.
9. Truck manufacturing plants in operation.
10. Battery repair plants in operation.
11. Bridges out of service:
Kindly state what is required to put them in operation.
12. Further lists similar to the above will follow concerning
Railway and Shipping positions. By this method it is
hoped to compile statistics so that information will be available
to all interested Sub Commissions.

By command of Rear Admiral STONE:

JPR

R. P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

17
CHR/em

Ref. 235/7/Tn.2

16 May 1945

SUBJECT: Civil Transportation (Roads) Program Report.
(13 May 1945 signed J.F.D. Halstead).

TO : Mr. Merritt H. Taylor
Director, Transportation Sub-Commission.

1. Attention is directed to heading 1 Milan City and Provinces, Para F, sub-heading IV.

2. It is the recommendation of this division that Traffic Control Cadres be put in force immediately and that the "delicacy" of handling the Partisan viewpoint is a trifle strained.

3. This division has spent considerable effort in aligning sources of information and would appreciate executive action to ensure implementation. Instances of delays, as represented by the above, inevitably result in gaps of information and postpone accumulation of the evidence we need in justifying our programs.

4. Can we get some action on this?

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

17

HEADQUARTERS IV CORPS
Office of the Ordnance Officer
APO #306, U. S. Army

18 May 1945

SUBJECT: CIVIL TRANSPORTATION (ROADS) PROGRESS REPORT

TO: Colonel Vennema, Ordnance Officer, IV Corps
Colonel Walker, S.O.A.S., AMB, IV Corps

1. MILAN CITY AND PROVINCE.

A. April 30th. City entered and reconnaissance made re garages; some found to be intact. Major Saunders, (A. In C, Piemonte) in charge of transportation in the absence of the Lombard Region and Provincial Officers.

B. May 1st. Civil transportation representatives contacted. RACI estimated (approx) 1,400 trucks available (Milan Province), 400 being G. A. M. and over. Type of fuel estimated at 80% diesel and 20% petrol. All heavy trucks are diesel engine. Fiat and Alfa (Ansaldo Company) garages reserved for U. S. di Milano. The latter garage is equipped for heavy repairs. German and Italian military trucks are not being used by the U. S. di Milano and are at present used by Partisans, as also are many civilian trucks.

C. May 2nd. Board of Directors formed and Managing Director appointed. Previous trucking organization, UDF, used as the foundation for U. S. di Milano. Temporary vehicle circulation permits issued, work tickets in operation. Approximately 60 vehicles available immediately. P.O. supplies UDF. UDF freight rates are being used as proposed as rates are 30% too low. The effect of the transport rates on the economic situation is being watched and will be reported on later.

D. May 3rd. Approximately 10 days supply of POL brought in through Quartermaster, IV Corps - petrol, diesel and lubrication oil. First convoy of civilian vehicles (100 ton lift) dispatched to Bernova for grain from Italian sources. AMB handling POL pending arrival of GIP representative.

E. May 4th. Major Saunders and Capt Bradeenick ordered to proceed to Turin immediately. Lt Colonel Fitzgerald (Reg Pn O), Capt Coleman (Reg Pn O) reported in and took over from Major Saunders. A Captain Piper, in the absence of Capt Runn, the City In C, took over administrative duties re U. S. di Milano and liaison with PSC. The head office of the Pirelli tyre plant was contacted. Provisional estimate of 2,000 new tyres in stock ("Prosen") - chiefly German sizes for light trucks - detailed stock list and future production capabilities are to be supplied to Colonel Crump (Road & Industry) within the next few days.

358

17

P. General Situation, May 9th. i. Transport required for an additional 200 tons of supplies daily. Regional Food Officer negotiating with Fifth Army re location of food dumps and use of Fifth Army trucks.

ii. Two orders, relating to U. A. di Milano, declaration of vehicles and "freezing" of spare parts are being posted in the city and will be distributed in the Provinces.

iii. Many additional trucks (estimated number, 400 trucks and cars) will be obtained when the Partisans are disbanded.

iv. The Traffic Control Centre has not been called for in order to avoid any friction which would certainly be caused by Partisan vehicles being stopped and checked. The Partisan question is being handled by the requisite authorities, who are expected to make a decision within the very near future.

v. Approximately 400 load carrying vehicles are now in operation and the daily tonnage carried is increasing.

vi. Capt Coleman is now operating in Milan Province and will be setting up sub-offices of the U. A. di Milano in the communes.

vii. The administrative organisation of the U. A. di Milano (head office in the City) is reported to be functioning adequately and a similar report has been received concerning the accounting and issuing of POL by ASIF.

viii. RACI have supplied (copy, Appendix "A", attached) figures showing bulk capacity of vehicles, which from their records should be available, and types of fuel used by these trucks.

2. TURIN CITY & PISTOIA REGION.

Visited Major Saunders at Turin May 9, 1945, and the situation there is as follows:

A. A civilian road transport organisation known as UDT has been operating since November, 1943. This company has its head office in Milan and a sub-office in each Province. The head office is well organized and the Managing Director is Director of the Road Section of the Italian Ministry of Communications and also cooperates with RACI. This company will now be known as U. A. di Torino.

B. The Provincial offices will be checked up in the near future.

C. The financial situation is reported to be sound and an audited financial statement has been called for.

17

D. Particulars of available trucks in Turin Province (supplied by RACI) are:

3 - 20 Quintale. 1,824: -

Petrol	875
Diesel	51
Coal	83
Wood	510
Methane	115
Electric	33

5 - 10 Quintale, 3 wheelers. . . 450: -

Petrol	397
Methane	11
Electric	33

20 - 30 Quintale, with trailers. . . . 171 Breakdown on fuel not available.

E. Inventories from spare part stores have been called for.

F. Partisans have many civilian trucks but are being requested to register same with U. A. di Torino.

G. The pre-occupational freight rates are being used pending the issue of a new rate by the Transportation Sub-commission. Proposed AC rate 50% too low for Milan and it is essential that all the three Regions, Liguria, Piemonte and Lombardia work with the same rates or vehicles will be switched from one region to another, in order to work at a higher rate.

H. POL is being handled by AGIP pending arrival of GIP representative. POL is hauled by road from Genoa, but Fifth Army has been contacted re future supplies and the setting up of AC dumps nearer Turin. The ASD (Turin) garage is at present the only petrol point in the city.

3. LIGURIA REGION.

Major James, Reg in C, contacted May 11th, 1945, and the following information obtained.

A. GENOA PROVINCE.

i. Genoa City entered 28th April 1945.

ii. U. A. di Genoa, formed by 30th April.

iii. 1,500 trucks registered up to May 10th. Breakdown of 1,225 of these vehicles is:

Public Utility (specially adapted vehicles)	134
1 to 10 Quintale	594
11 to 20 Quintale	502

356

17

21 to 50 quintals	223
Over 50 quintals	66
tractors	7

Included in the above are 165 unserviceable trucks which require repair prior to availability:

1 to 10 quintals	15
11 to 20 quintals	28
21 to 50 quintals	97
over 50 quintals	24

iv. POL has been obtained from civilian sources through the Partisans. After repeated requests, the 92nd Division arranged on May 11th to make available POL supplies for seven days. The Reg Commerce Division are in contact with Fifth Army AGC re future POL supplies. A GIP representative is in charge of distribution at the AGIP depot.

v. RAOI has been re-organized and now working efficiently. Temporary circulation permits are being issued.

vi. List of spare part stores and inventories of stocks have been called for.

vii. Estimate of wires and tubes required (in requisite sizes) will be forwarded at a later date.

viii. It is anticipated that the supply of trucks will be sufficient to meet the demand for haulage of civil supplies. 1,735 tons carried (100% food) period May 4th - 10th inclusive.

ix. AG freight rates (50 42) have been enforced and with the exception of a few minor complaints there appears to be no objection to this tariff.

3. SAVONA PROVINCE.

i. Prov In C reported for duty May 2nd, 1945.

ii. 220 trucks registered and available on May 6th.

iii. All transport bids for civil supplies have been met.

iv. POL not available from military sources. First consignment of petrol, 6,000 litres, dispatched to AGIP, Genoa, 11 May.

v. Work tickets and temporary circulation permits in use.

17

C. LA SPERIA.

- i. Prov in C reported for duty April 30th.
- ii. 38 trucks registered and available May 2nd.
- iii. All transport bids for civil supplies have been met.
- iv. POL available.
- v. Work tickets and temporary circulation permits in use.

A. GENERAL SITUATION.

- A. Civilian companies are being formed on standard lines as laid down by the Sub-commission.
- B. The question of a uniform freight rate will, I hope, be settled within the next few hours.
- C. POL supplies are difficult now, but should improve within a few days.
- D. Vehicles generally seem to be in a fair condition.
- E. Two important plants, the FIAT works at Turin, which is still producing small vehicles and the Pirelli tyre plant at Milan, which requires fuel and raw materials, should be a considerable asset to civilian transport in the future.

J. F. D. Ralstead Capt.

J. F. D. RALSTEAD
Captain, R.A.S.C.
Transportation Officer
A.M.G., IV Corps

Copies to: The Director, Transportation Sub-Commission, S.C., Allied Commission
Movements Section " " " "
✓ Lt Colonel Harris " " " "
File (3)

354

SPEDIZIONE RIMBORSATA AUTOSANZI CIRCOLANTE A TUTTO IL 30/4/55
CON PORTATA SUP. AL 30 Q. II

CATEGORIA	NUMERO	Q. II
Benzina	155	5407
Gas	275	2360
Gas Liquo	200	6540
Gas Carbonio	252	1040
Metano	204	3614
Elettrico	90	5702
Totale	<u>N. 1314</u>	<u>Q. II 42523</u>

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

5 May 1945

Ref. T-12

SUBJECT: Tires, Tubes, Batteries and Repair Kits
TO : Headquarters, Allied Commission, APO 394
(Transportation Sub-Commission)

Your 235/6/Tn.2 of 2nd May acknowledged and contents noted.

For the Assistant Chief of Staff, G-5:

F. G. Jeffery
F. G. JEFFERY, Captain, R.E.,
Economics & Supply Division.

Copy to:

Commerce Sub-Commission, AC (Attn: Lt. Divine). Request that information asked for in the Hq memorandum Ref T-12 of 28 Apr 45 (copy enclosed for easy reference) be submitted immediately your Tallys-in are complete.

Incl:

G-5 ltr as above.

CONFIDENTIAL

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-12

5 May 1945

SUBJECT: Tires, Tubes, Batteries and Repair Kits

TO : Headquarters, Allied Commission, APO 394
(Transportation Sub-Commission)

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For the Assistant Chief of Staff, G-5:

F. G. Jeffery

Copy to:

F. G. JEFFERY, Captain, R.E.,
Economics & Supply Division.

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Incl:

G-5 ltr as above.

931

CONFIDENTIAL

14

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 194
TRANSPORTATION SUB-COMMISSION

CRB/em

Ref: 35/6/Tn.2

2 May 1945

SUBJECT: Tires, Tubes, Batteries and Repair Kits.

TO : Allied Forces Headquarters
Economics and Supply
(Attn. Maj. R. V. Grady).

1. Reference your T-12 of 16 April 1945.
2. We are advised by Lt. Divine, Commerce Sub-Commission that 1471 tires and 1541 tubes 750 X 20, listed on S/O PC-532 are now being shipped to his warehouse. Until such time as his tally-ins are complete, it is not possible to advise you of undelivered balance or suggest disposition of the items listed para 2 of your letter.
3. We have contacted Roads Division this Sub-Commission promise to expedite delivery to Commerce Sub-Commission and complete information should be available soon.
4. All questions pertaining to this transaction may be directed by you to Commerce Sub-Commission, Attn. Lt. Divine, Telephone 489001 ext. 512 who will take the deal from this moment.

CHARLES RYAN
Planning Staff
Transportation Sub-Commission

Copies to:
Lt. Col. Quarter, Economic Section
Lt. Divine, Commerce Sub-Commission
Mr. Gross, Roads Division, Tn.5

950

CONFIDENTIAL

Ref: RB-400/167-ES

1st Ind.

HCQ:cl

Hq, ALCOM, Economic Section, Requisition Branch, 30 April 1945

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

1. Attention is invited to basic communication particularly para 4.
2. Request your reply direct to AFHQ and forward a copy thereof to this office.

H. C. Grier
H. C. Grier
Lt. Col., U. S. A.
Economic Section

Return adv. P/c-632

Tracy?

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ECON. SEC

8665

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-12

28 April 1945

SUBJECT: Tires, Tubes, Batteries and Repair Kits

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section)

1. We are advised by Ordnance (A) the following shipments have been floated against requisition MGS-187-ORD (Revised).

UCS-87 BA-167

Ord. Reqn.	Article	Quantity
HH-361	Tire, 900 x 20, 10 ply, Regular - 514440	576
"	*Tire, 750 x 20, 8 ply, Regular - 514230	178
"	*Tire, 750 x 20, 8 ply, M&S - 514240	371
"	Battery - H0150500909 - (substitute for 17-B-8900-50)	61
"	Tire, 600 x 16, 6 ply, Regular - 511230	1904
"	Tire, 1100 x 20, 12 ply, Regular - 514620	75
"	*Tube, 750 x 20 - 519436	184
"	Tire, 1200 x 24, 14 ply, Regular - 516020	41

* Ordnance advises that these items were shipped in error, as they were requested cancelled due to the release of 1,471 tires and 1,581 tubes, 750 x 20, from U.S. Army depot stocks on S/O PC-632.

2. The above information is agreed by this section, however our records still indicate an outstanding "due out" to the AC of 1471 tires and 1581 tubes of the above size covered by Ordnance requisition ORD-II Y-331.

3. If the tires and tubes in para 2 above have not been delivered to the AC, we intend to request Ordnance to apply the overage in UCS-87 as a credit to the due out to the AC.

4. Request advice if there is an undelivered balance of 1471 tires and 1581 tubes, size 750 x 20. Please treat this matter as urgent.

For the Assistant Chief of Staff, G-5:

R. V. GRADY,
Major, T.C.,
Economics & Supply.

Copy to:
Transportation Sub-Commission, AD

318

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ALLIED FORCE HEADQUARTERS

LAC AIRGRAM 93, 7 January 1945

From : FHCEG (Concurred: FHGHS, FHCAE)

To : Combined Civil Affairs Committee,
30-886 Pentagon Building,
Washington, D.C.

(15 copies)

Subject: TIRE/TUBE PRODUCTION MATERIAL FOR PIRILLI PLANT, TIVOLI

Requisition No: HGS-250-ORD.

Ship to : See Delivery Instructions below, for Transportation Sub-Commission, Allied Commission. (The serial number of each consignment must include the letters TOG. Packages must be marked with standard approved markings of green dots on crossed white tape).

It is requested that the following items be approved, allocated and procurement initiated; and that AFH cite FHCEG be advised of action taken.

Item No.	Article	Unit	Required
1	Rubber, Natural	lbs.	41,964
2	Rubber, Synthetic	"	588,468
3	Carbon, blk, American, Active	"	21,909
4	Carbon, Black, National	"	13,224
5	Mercapto benzotiazol	"	3,087
6	Mercapto Disulphide	"	1,456
7	Ureka H. R.	"	441
8	Neozone D	"	430
9	Naftolen Z.D. (Gesell)	"	265
		"	8,595
		"	21,080
		"	175,213
		"	317
		"	22,591

Fabric, rayon cord for carcasses 52/3 twisted threads, maximum load on threads 18.70 lbs., tensile strength 12%, 90 threads per 4 inches square.

Fabric, rayon cord, for external parts 52/3 twisted threads, maximum load on threads 18.70 lbs., tensile strength 12%, 70 threads per 4 inches square.

Fabric, cotton, square, light American cotton, warp 120 threads per 10.76 sq. ft. (sq. in.), thickness (0.75 mm).03 in., weight 17 ounces per 10.76 sq. ft. tensile strength 12%, 90 threads per 4 inches square.

Ship to : See Delivery Instructions below, for Transportation Sub-Commission, Allied Commission. (The serial number of each consignment must include the letters TOG. Packages must be marked with standard approved markings of green dots on crossed white tape).

It is requested that the following items be approved, allocated and procurement initiated; and that AFH cite PHGEG be advised of action taken.

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5	Mercapto benzotiazol	"	3,087
6	Difenilguanidine	"	1,455
7	Mercapto Disulphide	"	441
8	Ureka H. R.	"	430
9	Neozene D	"	265
10	Naftolen Z.D. (Gesell)	"	8,595
11	Fabric, rayon cord for carcasses 52/3 twisted threads, maximum load on threads 18,70 lbs., tensile strength 12%, 90 threads per 4 inches square.	"	175,218
12	Fabric, rayon cord, for external parts 52/3 twisted threads, maximum load on threads 18,70 lbs., tensile strength 12%, 70 threads per 4 inches square.	"	22,591
13	Fabric, cotton, square, light American cotton, warp 120 threads per 10.76 sq. ft. (sq. in.), thickness (0.75 mm) .03 in., weight 11.1 ounces per 10.76 sq. ft., tensile strength one ton warp, one ton web, warp stretching 30%, web 16%, composition of twisting 14/3.	"	4,540
14	Fabric, cotton, square, heavy, (same as item 9) but twisting 14/6 with corresponding strengths.	"	5,600
15	Benzin	"	144,141
16	New Valve Stems, in sizes indicated, and suitable for new tire manufacture: 42 x 9, 38 x 9, 34 x 7, 32 x 6, 750 x 20	ea.	23,980

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DELIVERY:

Ship to DUKO

- a. Durable items to arrive by 1 March 1945.
b. Perishable items to arrive in 6 monthly shipments beginning 1 March 1945.

BASIS :

1. Items requested on this requisition are for the production of tires and tubes in Italy, for a six-month period.
2. An extensive survey has been made of the Pirelli plant located at Tivoli, Rome Province. This plant was constructed in 1941, with a production capacity of 200 tires and 200 inner tubes per day, and miscellaneous other rubber products.
3. As a result of bombings the plant suffered considerable damage. However, on the initiative of the management, work of reconstructing the plant began in July 1944, and it is assured that the plant can be made ready for production during February 1945, provided certain materials and equipment are made available.
4. Materials necessary for repairing damaged buildings are available from local sources and will be utilized for this purpose.
5. A monthly schedule of production has been established which is as follows:

<u>Month</u>	<u>Tires</u>	<u>Tubes</u>
First	800	800
Second	2,500	2,500
Third	3,500	3,500
Fourth	5,000	5,000
Fifth	5,000	5,000
Sixth	5,000	5,000
Total	21,800	21,800

6. An inventory has been made of raw material stocks on hand necessary for production of tires and tubes. These stocks have been frozen awaiting for delivery of supplies on this requisition in order to commence production.

7. There are set forth in the Table below statistics showing the materials and quantities necessary for manufacturing tires and tubes as indicated in Paragraph 6 above and the quantities now on hand.

<u>Material</u>	<u>Total Requirements</u> (Metric Tons)	<u>Stocks on Hand</u> (Metric Tons)
Natural Rubber	22	3.38
Synthetic Rubber	275.15	3.25
Carbon Black American Active	5.40	60.
Carbon Black National	16.16	10.
Zinc Oxide	--	90.
Calcium Carbonate	6.14	0.40
Talc	32.70	--
Baryte	0.23	0.55
Caolin	--	4.

4. Materials necessary for repairing damaged buildings are available from local sources and will be utilized for this purpose.

5. A monthly schedule of production has been established which is as follows:

Month	Tires	Tubes
First	800	800
Second	2,500	2,500
Third	3,500	3,500
Fourth	5,000	5,000
Fifth	5,000	5,000
Sixth	5,000	5,000
Total	21,800	21,800

6. An inventory has been made of raw material stocks on hand necessary for production of tires and tubes. These stocks have been frozen awaiting for delivery of supplies on this requisition in order to commence production.

7. There are set forth in the Table below statistics showing the materials and quantities necessary for manufacturing tires and tubes as indicated in Paragraph 6 above and the quantities now on hand.

Material	Total Requirements (Metric Tons)	Stocks on Hand (Metric Tons)
Natural Rubber	22	3.38
Synthetic Rubber	275.15	8.25
Carbon Black American Active	5.40	60.
Carbon Black National	16.16	10.
Zinc Oxide	--	90.
Calcium Carbonate	6.14	0.40
Talc	32.70	--
Baryte	0.23	0.55
Caolin	--	4.
Sulphur (Super-Refined) 98/99%	10.02	--
Mercaptobenzotiazol	1.20	1.4
Mercapto Disulphide	--	0.65
Vulcacite A. Z.	--	1.10
Aldolalfaraftilamine	--	2.25
Difenilguanidine	0.67	0.02
Esmetilentetramine	--	0.94
Noezone D	--	5.
Ureka H R	0.19	0.7
Stearic Acid	6.72	2
Naftolen Z D (Naftolen Gesell)	9.56	5.7
Colophony	1.2	1.5
Eura 32 (Buna N) (Molecular Weight 32,000)	1.8	--

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Material

	Total Requirements (Metric Tons)	Stocks on Hand (Metric Tons)
Coal Tar	--	1.3
Tar Oil	--	1.65
Norwegian Tar	--	0.09
Koresin (Genti S.A.)	0.08	0.17
Bitumen 80	0.04	0.47
Bitumen A 30r 140 (Bretnar)	--	0.60
Paraffin	--	0.45
Dried Gas Tar	0.39	--
Rayon Cord Fabrics for Carcasses	83.	3.5
Rayon Cord Fabrics for External Parts	12.76	2.5
Square Cotton Fabric, Light	2.12	0.06
American Cotton	4.54	2.
Square Cotton Fabric, Heavy	65.40	--
Benzin	21.80	--
Benzol	--	--

8. All items listed in Paragraph 7 except those for which procurement is requested are available locally. Sources of supply of the various items have been located and necessary procurement and transportation will be effected prior to initial production.

9. From equipment available, it is proposed to produce tires and tubes of the following sizes:

Tires	Inner Tubes
42 x 9	42 x 9
38 x 9	38 x 9
34 x 7	34 x 7
32 x 6	32 x 6
30 x 5	750 x 20
750 x 20	
600 x 20	
550 x 15	

10. The Tivoli plant has sufficient fabricating equipment for the sizes listed in Paragraph 9 for a minimum of four months operation. However, it has been pointed out to the management that the following sizes are much more in demand and that effort should be made to produce them:

400 x 15	140 x 40	550 x 17
425 x 17	500 x 16	700 x 18
500 x 15	1275 x 20	219 x 20
600 x 16	350 x 19	270 x 20
600 x 18	15 x 45	1050 x 20
525 x 18	165 x 400	36 x 8

11. The Pirelli Company which operates the Tivoli plant has indicated that the sizes indicated in Paragraph 10 can be produced if it were possible to send a representative to their plant located at Marresa, near Barcelona, Spain, for the purpose of obtaining drawings and technical data with respect to fabrication of moulds in Italy.

American Cotton	2.12	0.06
Square Cotton Fabric, Heavy	4.54	2.
Benzin	65.40	--
Benzol	21.80	---

8. All items listed in Paragraph 7 except those for which procurement is requested are available locally. Sources of supply of the various items have been located and necessary procurement and transportation will be effected prior to initial production.

9. From equipment available, it is proposed to produce tires and tubes of the following sizes:

<u>Tires</u>	<u>Inner Tubes</u>
42 x 9	42 x 9
38 x 9	38 x 9
34 x 7	34 x 7
32 x 6	32 x 6
30 x 5	750 x 20
750 x 20	
600 x 20	
550 x 15	

10. The Tivoli plant has sufficient fabricating equipment for the sizes listed in Paragraph 9 for a minimum of four months operation. However, it has been pointed out to the management that the following sizes are much more in demand and that effort should be made to produce them:

400 x 15	140 x 40	550 x 17
425 x 17	500 x 16	700 x 18
500 x 15	1275 x 20	210 x 20
600 x 16	350 x 19	270 x 20
600 x 18	15 x 45	1050 x 20
525 x 18	165 x 400	36 x 8

346

11. The Pirelli Company which operates the Tivoli plant has indicated that the sizes indicated in Paragraph 10 can be produced if it were possible to send a representative to their plant located at Manresa, near Barcelona, Spain, for the purpose of obtaining drawings and technical data with respect to fabrication of moulds in Italy.

12. Application has been made for minimum essential electrical requirements. Assurance has been given that the necessary power will be made available.

13. It is estimated that 1,270 tons of coal will be required to carry on operations for six months. Sardinian coal is to be used for this purpose and arrangements are being made for transporting the necessary tonnage from Sardinia.

14. From the point of view of employment, reactivation of this plant will result in more than 600 people being gainfully employed. It is expected to have the plant operating on a 24 hour basis within two weeks of receipt of supplies.

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15. It is planned to have the Pirelli Company assume the responsibility for reactivation and production of the Tivoli plant. The Allied Commission will supervise the allocation and prices of tires and tubes; as well as the supply of controlled and imported materials.

16. Reference is made to LGS-187-ORD. LAC AIRGRAM 58, dated 30 August 1944. A partial solution to the problem of internal transportation lies in the availability of tires and tubes. The production of tires and tubes locally will not only be beneficial to this end, but will also lessen the burden of importation, thereby bringing about a reduction in shipping.

17. The recommendation of the SAC Med. is that supply responsibility be divided on the basis of 50% U.S. and 50% UK.

RATING: TWO

LANDED COSTS: It is requested landed costs be despatched to arrive before receipt of shipment.

AGREED: M & TN

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ORD. AFHQ (A)

ORD. AFHQ (B)

Q(AE) AFHQ

Director of Freight Movements,
War Office, Q.I.2,
LONDON.

LANDED COSTS: It is requested landed costs be despatched to arrive before receipt of shipment.

AGREED: M & TI

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Q(AE) AFHQ Director of Freight Movements, War Office, G.M.9, LONDON.	

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ALLIED FORCE HEADQUARTERS

LAC AIRGRAM 94, 7 January 1945

FROM : FHGEG (Concurred: FHGDS, FHQAE)

TO : Combined Civil Affairs Committee,
EC-886 Pentagon Building,
Washington, D.C.

SUBJECT: Raw Materials and Supplies for the Repairing and Retreading of Tires and Tubes.

Requisition No. WGS-251-ORD

SHIP TO: DUKO consigned to A.C. Transportation Sub-Commission.
(The serial number of each consignment must include the letters TOG. Packages must be marked with standard approved marking of green dots on crossed white tape.)

BASIS : 1. Items on this requisition cover tire and tube repair material.

2. The Commanding Officer 429 Ordnance Tire Company, 125 Ordnance Battalion has made a physical inspection of tire and tube repair facilities throughout presently liberated Italy. This requisition is based upon his recommendations, concurred in by G-4 and Q(AE) and covers six months repair supplies for the plants listed below:

Pirelli	Via Assis 41	Rome
Santantoni Virgilio	Via Principe di Piemonte 210	Rome
Greco Augusto	Via Ludovico de Savoia 12	Rome
Zaccari Paolo	Vicolo del Mandrione 55	Rome

3. Production summary retreading and repairing of used unserviceable tires and tubes:

	ZACCARI TIRES	GRECO TIRES	SANTANTONI TIRES	PIRELLI TIRES	TOTAL TIRES
Average production per (24) hour day	105	70	60	240	475
Retreading:					5
Average production per (24) hour day	20	15	10	60	105
Repair:					
Average production per (24) hour day:	100	150	--	100	350
	TUBES	TUBES	TUBES	TUBES	TOTAL TUBES

4. The AC will control all material and check tally-in of unserviceable and tally-out of serviceable tires and tubes.

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CHIEF OF MISSION

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SHIP TO: DUKO consigned to A.C. Transportation Sub-Commission.
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Greco Arnusto	Via Ludovico de Savoia 12	Rome
Zaccari Paolo	Vicolo del Mandrione 55	Rome

3. Production summary retreading and repairing of used unserviceable tires and tubes:

ZACCARI TIRES	GRECO TIRES	SANTANTONI TIRES	PIRELLI TIRES	TOTAL TIRES
105	70	60	240	475
				325

Average production per (24) hour day
Retreading:

Average production per (24) hour day
Repair:

TUBES	TUBES	TUBES	TUBES	TOTAL TUBES
100	150	100	60	350

4. The AC will control all material and check tally-in of unserviceable and tally-out of serviceable tires and tubes.

5. It is planned to have all plants on a 24 hour per day, 7 day a week production schedule within two weeks of receipt of supplies.

6. These requirements are supplementary to the approved amounts in LAC Airgram 81, and refer to additional plants.

7. It is requested that the items in column (H) of the attachment be approved for supply under the procedure established in CCAC (S) 8/6, supply to be effected to the extent of 50% through U.S. channels and 50% through U.K. channels, subject to availability.

8 Jan 25

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DELIVERIES: Durable items required 1 March 1945, Perishable items required phased into 6 equal monthly shipments beginning 1 March 1945.

RATING: II (Two)

LANDED COSTS: It is requested landed costs be dispatched to arrive before receipt of shipment.

AGREED: M&TN

Information Copies to:

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Director of Freight Movements,
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London.

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RA MATERIALS AND SUPPLIES FOR REPAIRING AND RETREADING TIRES AND TUBES.

Item No. (A)	Stock No. (B)	Article (C)	Unit (D)	IAC Airgram 81 (E)	Supplementary Requirements (F)
1.	52-C-1515	CEMENT, (bag) rubber vulcanizing, air cure, cold process (rubber content, 0.25 pounds to the gal.), 1 qt can	ea	-	400
2.	52-C-1550	CEMENT, rubber, vulcanizing, natural, hot process, fast drying, black, (rubber content 0.65 lbs to gal), gal	ea	1000	9000
3.	33-F-10	FABRIC, cord, lb	lb	-	17100
4.	14-I-192	LUBRICANT, tire mold, glycerine base; Dupont Aquarex "D" or equal, 10 oz box	ea	-	120
5.	33-R-129	RUBBER, capping, tire vulcanizing, full capping, wing type black, non-blooming, "C" grade tread, compound with 1/32" layer "B" friction compound. Die Size 70-102-16, Tire Size 750-16-20.	lb	45000	1053500
6.	33-R-186	RUBBER, gum, sheet, tube stock, semi-cured, cured back, uncured face, 3/64" thick, 19" wide	lb	500	270
7.	33-R-192	RUBBER, gum, sheet, tube stock, uncured, 3/64" thick, 19" wide	lb	-	240
8.	33-R-119	RUBBER, capping, tire vulcanizing, cushion stock, 1/32" thick, 18" wide	lb	2000	5800
9.	33-R-159	RUBBER, capping, tire vulcanizing, tread stock, black, 1/16" thick, 18" wide	lb	1500	2100
10.	51-S-4728	SOLVENT, rubber	gal	1000	6000

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ATTACHMENT TO I.C. AIRGRAM 94

RA" MATERIALS AND SUPPLIES FOR REPAIRING AND RETREADING TIRES AND TUBES.

Article (C)	Unit (D)	LAC Airgram 81 (E)	Supplementary Requirements (F)	Theatre stocks (G)	To Be Allocated (H)
MENT, (bag) rubber vulcanizing, air re, cold process (rubber content, 25 pounds to the gal.), 1 qt can	ea	-	400	400	-
MENT, rubber, vulcanizing, natural, process, fast drying, black, rubber content 0.65 lbs to gal), gal	ea	1000	9000	600	8400
RIC, cord, lb	lb	-	17100	-	17100
RICANT, tire mold, glycerine base; ont Aquarex "D" or equal, 10 oz box	ea	-	120	4	116
BER, capping, tire vulcanizing, full ping, wing type black, non-blooming, grade tread, compound with 1/32" er "B" friction compound. Die Size 102-16, Tire Size 750-16-20.	lb	45000	1053500	-	1053500
BER, gum, sheet, tube stock, semi- ed, cured back, uncured face, 3/64" ck, 19" wide	lb	500	270	20	250
BER, gum, sheet, tube stock, un- ed, 3/64" thick, 19" wide	lb	-	240	-	240
BER, capping, tire vulcanizing, ion stock, 1/32" thick, 18" wide	lb	2000	5800	80	5720
ER, capping, tire vulcanizing, d stock, black, 1/16" thick, wide	lb	1500	2100	400	1700
MENT, rubber	gal	1000	6000	120	5880

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RAWMATERIALS AND SUPPLIES FOR REPAIRING AND RETREADING TIRES AND TUBES (cont.)

Item No. (A)	Stock No. (B)	Article (C)	Unit (D)	LAC Airgram 81 (E)	Supplementary Requirements (F)	Theatre Stocks (G)
11.	51-T-4340	TALCUM, technical (soapstone) powder	lb	3000	4800	20
12.	8-C-6750	CORE, valve	ea	-	64200	-
13.	8-V-191	VALVES, tire, cured on rubber base replacement valves, w/removable and replaceable valve core and air sealing cap, for divided and flat base rims w/flaps, straight. Fits tube sizes for: Divided rim Mounting - 75x20, 800x16, 825x20. Flat Base Rim Mountings 750x18, 750x20, 750x24, 825x15, 825x20.	ea	-	3150	-
14.	8-V-198	VALVES, Eger, for bead lock E-12 Second Bend. U.S.R. Co. No. TR-177A Eger	ea	-	15000	-
15.	8-V-245	VALVES, tire, metal repair valves, convertible screw-on type, w/removable and replaceable valve core and air sealing cap, for divided and flat base rims w/flaps, single bent. Fits tube sizes for: Divided Rim Mountings - 750x20, 800x16, 825x20. Flat Base Rim Mounting - 750x18, 750x24, 825x20, 750x20, 825x15	ea	6000	15750	-
16.	8-V-310	VALVES, tire, rubber vulcanize-on type, rubber covered w/removable and replaceable valve core and air sealing cap, straight. Fits tube sizes for: divided Rim Mountings - 600x16 Prop Center Mountings- 600x16, 750x15, 650x16	ea	-	3150	-
17.	33-R-123	RUBBER, capping, tire vulcanizing, filler or padding stock, 1/16" thick 3" wide	lb	1000	-	40

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AND SUPPLIES FOR REPAIRING AND RETREADING TIRES AND TUBES (cont.)

	Unit (D)	LAC Airgram 81 (E)	Supplementary Requirements (F)	Theatre Stocks (G)	To Be Allocated (H)
al (Soapstone) powder	lb	3000	4800	20	4780
	ea	-	64200	-	64200
ured on rubber base ves, w/removable and re- core and air sealing d and flat base rims ht. Fits tube sizes in Mounting - 75x20, Flat Base Rim Mount- 50x20, 750x24, 825x15,	ea	-	3150	-	3150
For bead lock E-12 Second e. No. TR-177A Eger	ea	-	15000	-	15000
metal repair valves, con- on type, w/removable and lve core and air sealing ed and flat base rims e bent. Fits tube sizes Rim Mountings - 750x20, Flat Base Rim Mounting - 825x20, 750x20, 825x15	ea	6000	15750	-	15750
rubber vulcanize-on type, w/removable and replace- re and air sealing cap, s tube sizes for: divided - 600x16 Drop Center x16, 750x15, 650x16	ea	-	3150	-	3150
ng, tire vulcanizing, ding stock, 1/16" thick	lb	1000	-	40	-

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S.G.M.A. - 3-44 - 1450 - \$50,000

12

RA" MATERIALS AND SUPPLIES FOR REPAIRING AND RETREADING TIRES AND TUBES (cont.)						
Item No. (A)	Stock No. (B)	Article (C)	Unit (D)	LAC Airgram 81 (E)	Supplementary Requirements (F)	Theat Stoc (G)
18.	33-R-127	RUBBER, capping, tire vulcanizing, full capping, wing type black, non-blooming, "C" grade tread, compound with 1/32" layer "B" friction compound. Die size 50-80-14. Tire size 600x16	lb	55000	400000	-
19.	33-P-4675	PATCH, 6 ply patch, 2" to 4" hole, 8 ply tire	ea	10000	-	-
20.	33-P-4679	PATCH, 8 ply patch, 4" to 6" hole, 10 to 12 ply tire	ea	10000	-	-
21.	33-P-4672	PATCH, 4 ply patch, 2" to 4" hole, 6 ply tire	ea	500	-	-
22.	8-V-240	VALVES, tire, metal repair valves, convertible screw on type with removable and replaceable valve core and air sealing cap.	ea	6000	-	-
23.	10-S-2590	SPREADER, tire, air operated, full circle, pd. type, pass. car and truck tires; Branick Model F (DEHAKS Model No. 36 or equal).	ea	1	-	-

NOTES: Column E is tabulated for information and amounts in this column are not to be deducted from the supply requirements in Column F.
Column F indicates the total material necessary to operate the listed plants for six months.
Column G - amounts in this column are to be released from U.S. Ordnance stocks. These items are not theatre but are released on the basis of operational expediency so that plants may begin production. will be deducted from the U.S. portion of the supply responsibility on this requisition.
Column H represents portion of the supplementary demand upon which CC/S approval is requested.

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MATERIALS AND SUPPLIES FOR REPAIRING AND RETREADING TIRES AND TUBES (cont.)

Article (C)	Unit (D)	LAC Airgram 81 (E)	Supplementary requirements (F)	Theatre Stocks (G)	To be Allocated (H)
apping, tire vulcanizing, full ing type black, non-blooming, tread, compound with 1/32" friction compound. Die size Tire size 600x16	lb	55000	400000	-	400000
ply patch, 2" to 4" hole, e	ea	10000	-	-	-
ply patch, 4" to 6" hole, ply tire	ea	10000	-	-	-
ply patch, 2" to 4" hole, e	ea	500	-	-	-
ire, metal repair valves, ile screw on type with and replaceable valve core sealing cap.	ea	6000	-	-	-
tire, air operated, full od. type, pass. car and truck anick Model F (BEHAKS Model equal).	ea	1	-	-	-

for information and amounts in this column are not to be deducted from the supplementary
F.

total material necessary to operate the listed plants for six months.
this column are to be released from U.S. Ordnance stocks. These items are not excess in the
ed on the basis of operational expediency so that plants may begin production. These amounts
the U.S. portion of the supply responsibility on this requisition.
ortion of the supplementary demand upon which CC/S approval is requested.

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Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

INTER OFFICE MEMORANDUM

Ref. 235/5/Tn.2

10 April 1945

TO : Col. Thomas, Deputy Director
Transportation Sub-Commission.

The attached letter is the result of Economic Section RB-400/167-BB 24 March inquiry prompted by Industry Sub-Commission AC/5632/IND 20 March demand upon Requisition Division, Headquarters, Allied Commission. It should be returned to Economic Section for forwarding to Industry Sub-Commission.

I have noted all information in which we are interested and attach suggested letter showing only point requiring clarification. Suggest routing through Capt. Bullock, Tire Division, Industry Sub-Commission.

CHARLIE RYAN
Planning Staff

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

RB-400/167-ES

10 April 1945

SUBJECT: Your T-12 dated 6 April 1945.

TO : A.F.R.Q. G-5 Section?
(Attn. Maj. R. V. Grady).

1. Above received and noted reference LAC Airgram 81.
2. Under Para 3 (b) reference is made to shipment of "33-R-128-75 Rubber 22,534 lbs." s/s J. A. SUTTER. We fail to find mention of this item in our MGS-230-ORD and believe it may be a typing error intended to refer to item 2 stock number 33-R-129.
3. Please advise.

For the Chief Commissioner

ETC, ETC,

CONFIDENTIALALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

6 April 1945

Ref. T-12

SUBJECT: Status of Requisitions for Tire
Repair and Production Material.TO : Headquarters, Allied Commission, APO 394
(Attn. Economic Section)

1. In reply to your HQ-400/167-22 of 24 March. The status of requisitions forwarded by LAC Airgram 81, 93 and 94 is as follows.

2. HQS-280-ORD/LAC Airgram 93 and HQS-251-ORD/LAC Airgram 94.

Our letter T-12 of 23 March refers. We have nothing further to add at this time.

3. HQS-230-ORD/LAC Airgram 81.

a. Our letter T-12 of 22 Dec. refers advising you of division of supply responsibility. (50% of items 1 thru 14 and all of item 15 thru regular U.S. military supply channels, and remaining 50% of items 1-14 thru regular U.K. military channels.

b. All of the items of U.S. supply responsibility were ordered from the U.S. by requisition WITE-ORD-II-FOG-STD-PM-331 and the following shipments have been made to date:

J. A. SMITH. Period 27 March - 5 April. For AIGL

33-2-127-75	Rubber	27,568 lbs.
33-2-128-75	Rubber	22,534 lbs.
32-2-1350-50	Cement	533 galls.

F. S. YOUNG. Period 6-15 April. For HAPDM or on routing to LHMCM.

40-2-2590-25	Spreader	1 each
19-2-119	Rubber	1,078 lbs.
33-2-159	Rubber	500 lbs.
33-2-196	Rubber	1,298 lbs.
33-2-4679	Patches	5,000 each

c. The War Department has advised that none of the items will be marked with the special symbol of TUG.

d. We have requested the appropriate British Service to acquaint us with the exact status of their side of the requisition and when known this information will be passed to you.

For the Assistant Chief of Staff, G-5:

P. J. Grady
P. J. GRADY
Major, TC
Economics & Supply Div.

Copies to: G-4 AFHQ, G(AS) AFHQ,
Transportation Sub-Com AG
Industry Sub-Com AG

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

FFR/vb

Tel: Ext. 513 10th March, 1945.

240/45/Tn.2.

SUBJECT: Civilian Rehabilitation Vehicles Requirements.

TO : AFHQ, G-5 Section.
(Attn. Col. Butterworth)

1. Reference your T-11 of 9th and 19th January and 1st February, 1945.

2. Attached hereto is translated copy of letter from Italian Ministry giving their estimate of the number of W.D. vehicles which will be required for civilian rehabilitation after cessation of hostilities in Italy. The translation is sent in full that you may follow the reasoning upon which the request is based.

3. The following figures have not been taken into consideration by the Italian Ministry, their figure shows total requirements of trucks to meet the lift of 18 billion ton/kilos after deducting assumed rail, road and sea haulage. There were approximately 80,000 trucks mostly of the Diesel 8 ton type operating in Italy in 1942 plus 10,000 trailers of 6 to 8 tons capacity.

4. At the present time south of the Pisa Rimini line E.N.A.C. has already registered 21,000 trucks. 17,000 are operating with an average carrying capacity of 2 tons, more are expected to register as the organisation expands.

Trucks formed into G.T. and "C" Coys with	
ATA Drivers	900
New trucks on requisition are	2,700
Plus 11 Ton	1,700
Plus those on list in preparation included in	939
the present rehabilitation plan 1945	40,000
Expectation of vehicles to be found north	
Pisa Rimini line	17,000

Estimated available trucks at cessation of
hostilities 79,500

5. The assumption is that it will take three years' rehabilitation before trucks can be again manufactured in Italy; meanwhile road vehicles must maintain the major portion of the existing road and rehabilitation, particularly in the north until the

February, 1945.

2. Attached hereto is translated copy of letter from Italian Ministry giving their estimate of the number of W.D. vehicles which will be required for civilian rehabilitation after cessation of hostilities in Italy. The translation is sent in full that you may follow the reasoning upon which the request is based.

3. The following figures have not been taken into consideration by the Italian Ministry, their figure shows total requirements of trucks to meet the lift of 18 billion ton/kms after deducting assumed rail, road and sea haulage. There were approximately 80,000 trucks mostly of the Diesel 8 ton type operating in Italy in 1942 plus 10,000 trailers of 6 to 8 tons capacity.

4. At the present time south of the Pisa Rimini line E.N.A.C. has already registered 21,000 trucks. 17,000 are operating with an average carrying capacity of 2 tons, more are expected to register as the organisation expands.

Trucks formed into G.T. and "M" Goye with	
ENIA drivers	900
New trucks on requisition are	2,700
Plus 1 1/2 Ton	1,700
Plus those on list in preparation included in	
the present rehabilitation plan 1945	40,000
Expected of vehicles to be found north	
Pisa Rimini line	17,000
	939

Estimated available trucks at cessation of hostilities 79,300

5. The assumption is that it will take three years' rehabilitation before trucks can be again manufactured in Italy; meanwhile road vehicles must maintain the major portion of supplies and rehabilitation, particularly in the north until the railways are functioning again.

6. 15 per cent casualties in 1945 with 25 per cent in 1946 are based on the lack of tyres, spare parts and general depreciation of these military vehicles at that time.

For the Chief Commissioner:


MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-11

1 February 1945

SUBJECT: Civilian Rehabilitation Vehicle Requirements.

TO : Headquarters, Allied Commission, APO 394
(Economics Section)

Reference our T-11 of 19 January and 9 January.

1. May we be advised of your estimate as to the number of W.D. vehicles which will be required for civilian rehabilitation after cessation of hostilities in Italy.

For the Acting Assistant Chief of Staff, G-5:

*Placed Capt Grady, G5 1010 21/2.
Pointed out that we are pressing him for
but gave us a week to 10 days for info.
28/2 - 3/3 J.P.R.*

R. V. GRADY,
Captain, TC,
Economics & Supply.

*Planned
Prova*

*40000
20000
20000*

*354 TNS: 70 000
607 TNS: 130 000
500 000*

total 200,000 TNS.

338

*N. Italy.**60,000*

*{ 35000 6 x 9 TNS 227 500
25 354 - 87 500
315 000*

*total 5***CONFIDENTIAL***TNS 515,000*

COPY

Tel: 558

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

CWA/he

12 January 1945

15.07/ES

SUBJECT : Civilian Rehabilitation Vehicle Requirements.

TO : Transportation Sub-Commission.

1. Reference the attached T/11 dated 9 Jan. '45
from A.F.H.Q., G-5.

2. Will you please prepare an answer, giving the
information required in Para 2, for the signature of the
ADCOS at your earliest.

(signed) HARLAN CLEVELAND,
Executive Director,
Economic Section.

CC: Supply & Resources Division.

337

COPY

SECRET

ALLIED FORCE HEADQUARTERS
G-5 SECTION
APO 512

Ref: T-11

9 January 1945

SUBJECT : Civilian Rehabilitation Vehicle Requirements.

TO : Headquarters, Allied Commission, APO 394.
(Attn: Economic Section).

1. We are advised by the U.S. Army Ordnance Officer, AFHQ, that the Ordnance redeployment plan will be materially affected by the demand for general purpose vehicles for civilian rehabilitation purposes.

2. It is requested that we be furnished an estimate as to the number W.D. general purpose vehicles required for civilian rehabilitation purposes after cessation of hostilities in Italy.

3. It is realized that precise appraisals cannot be furnished; however, for purposes of forward planning please submit as soon as practicable your anticipated requirements.

For the Acting Assistant Chief of Staff,
G-5:

(signed) J.E. BUTTERWORTH,
Colonel, G.S.C.,
Chief, Economics & Supply.

SECRET

SECRET

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-11

19 January 1945

SUBJECT: Civilian Rehabilitation Vehicle Requirements.

TO : Headquarters, Allied Commission, APO 394.
(Attn. Economic Section)

Reference your AC/R/1/Tn/5 of 16 January.

1. Your a/q letter has been discussed with the Ordnance Section AFHQ in relation to our basic inquiry contained in T-11 of 9 January 1945.

2. As you may realize it is impossible to determine at this time what vehicles will be available to meet Italian civil requirements at the time of the cessation of hostilities and their expected status of repair. However, it is assumed that all will be runners.

3. It was understood from Mr. Villa, before his departure to the U.S. that a plan of Italian vehicle requirements in the immediate post hostilities period was in preparation, and would be completed by mid-January 1945.

For the Acting Assistant Chief of Staff, G-5:

H. V. GRADY,
Captain, TC,
Economics & Supply.

SECRET

335

Tel. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GGG/rb

Ref. 15/Tn.2

27 January 1945

SUBJECT: Civilian Rehabilitation Vehicle Requirements.

TO : Industry Sub-Commission.

1. A plan of Italian vehicle requirements in the immediate post hostilities period is being prepared by the Ministry of Transport.

2. The data concerning the transportation requirements for Industry are still lacking. It is requested that your Sub-Commission obtain the data required from the Ministry of Industry, Labour and Commerce and transmit them to us as soon as they will be available.

3. The above data should indicate the following:

1st Phase: Transportation requirements for Industry for the first six months after the cessation of hostilities.

2nd Phase: Transportation requirements for Industry for one year following the first six-month period.

MERRITT H. TAYLOR,
Director,
Transportation S/C.

934

HEADQUARTERS ALLIED COMMISSION
AFC 394
Transportation Sub-Commission

FPR/vb

Tel: Ext. 513 10th March, 1945.

240/AC/Tn.2.

SUBJECT: Civilian Rehabilitation Vehicles Requirements.

TO : AFHQ, G-5 Section.
(Attn. Col. Butterworth)

1. Reference your T-11 of 9th and 19th January and 1st February, 1945.

2. Attached hereto is translated copy of letter from Italian Ministry giving their estimate of the number of W.D. vehicles which will be required for civilian rehabilitation after cessation of hostilities in Italy. The translation is sent in full that you may follow the reasoning upon which the request is based.

3. The following figures have not been taken into consideration by the Italian Ministry, their figure shows total requirements of trucks to meet the lift of 16 billion ton/kms after deducting assumed rail, road and sea haulage. There were approximately 80,000 trucks mostly of the Diesel 8 ton type operating in Italy in 1942 plus 10,000 trailers of 6 to 8 tons capacity.

4. At the present time south of the Pisa Rimini line S.N.A.C. has already registered 21,000 trucks. 17,000 are operating with an average carrying capacity of 2 tons, more are expected to register as the organisation expands.

Trucks formed into G.T. and "C" Coys with	
AMIA drivers	900
New trucks on requisition are	2,700
Plus 1 1/2 Ton	1,700
Plus those on list in preparation included in	
the present rehabilitation plan 1945	40,000
Expectation of vehicles to be found north	
Pisa Rimini line	17,000

Retained available trucks at cessation of	79,300
hostilities	
	<u>933</u>

5. The assumption is that it will take three years' rehabilitation before trucks can be again manufactured in Italy; meanwhile road vehicles must maintain the major portion of

February, 1945.

2. Attached hereto is translated copy of letter from Italian Ministry giving their estimate of the number of W.D. vehicles which will be required for civilian rehabilitation after cessation of hostilities in Italy. The translation is sent in full that you may follow the reasoning upon which the request is based.

3. The following figures have not been taken into consideration by the Italian Ministry, their figure shows total requirements of trucks to meet the lift of 13 billion ton/kilos after deducting assumed rail, road and sea haulage. There were approximately 80,000 trucks mostly of the Diesel 8 ton type operating in Italy in 1942 plus 10,000 trailers of 6 to 8 tons capacity.

4. At the present time south of the Pisa Rimini line E.N.A.C. has already registered 21,000 trucks. 17,000 are operating with an average carrying capacity of 2 tons, more are expected to register as the organization expands.

Trucks formed into G.T. and "ow Coys with	
WIA drivers	900
New trucks on requisition are	2,700
Plus 1 1/2 ton	1,700
Plus those on list in preparation included in	
the present rehabilitation plan 1945	40,000
Expectation of vehicles to be found north	
Pisa Rimini line	17,000
Estimated available trucks at cessation of	79,300
hostilities	933

5. The assumption is that it will take three years' rehabilitation before trucks can be again manufactured in Italy; meanwhile road vehicles must maintain the major portion of supplies and rehabilitation, particularly in the north until the railways are functioning again.

6. 15 per cent casualties in 1945 with 25 per cent in 1946 are based on the lack of tyres, spare parts and general depreciation of these military vehicles at that time.

For the Chief Commissioner:

M.H.P.
APPRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

INTER OFFICE MEMORANDUM

6
FPR/ld

Ref: 240/AO/Tn.2

27 February 1945

SUBJECT: Transport Problem - Italy.

TO : Merritt H. Taylor,
Director, Transportation Sub Commission.

1. The purpose of this report is to indicate the difference between pre-war available transport and existing transport in Liberated Italy to facilitate the rehabilitation of the Rail, Road and Sea transport to prevent disease and unrest, south of the Pisa-Rimini Line.

2. Attached are lists of information available and of requirements submitted by the Italian Government, lack of documents within the Ministries prevents the completed report anticipated.

3. It has not been possible to ascertain from military sources ton miles of freight carried by rail or road, or civic freight by road.

4. Commodity figures covering the six months' of a war period were received too late to break down; no departure or destination were given.

F.P. RICHARDSON,
Major, R.E.,
Planning Staff,
Transportation Sub Commission.

Enclosures:

1. I.S.R. Materials required for six months operation 332
Appendix A
2. Ready-reckoner in miles between the ports of Italy and Sardinia
Appendix B
3. Tariff for freight of goods
Appendix C

- 2 -

REHABILITATION OF RAILROADS.

The rebuilding of the following Rail Sections of the Italian State Railways has been authorized and work is in progress under A.C. supervision.

Line	Section	Date reconstruction will be completed.
(a) 86 Ancona-Ortona	Ortona-Pescara	31 March 1945
	Pescara-Giulianova	14 April 1945
	Giulianova-Civitanova	30 April 1945
	Civitanova-Ancona	30 April 1945
	Pescara River Bridge	30 April 1945
(b) 213 Pisa-Pistoia-Prato	(D.M.R.S.)	20 April 1945
(c) 219 Pisa-Empoli-Florence		15 April 1945
(d) 65 Rome-Orte	Laying second track	10 April 1945
(e) 283 Benevento-Avellino		25 July 1945
(f) 294 Avellino-Rocchetta		25 July 1945
(g) 279 Campobasso-Teroli		15 April 1945
(h) Private Rome-Viterbo (Priv. Ford Roma)	Finished & operating	
(i) 257 Rome-Viterbo (I.S.R.)		30 March 1945
(j) 88 Rome-Avezzano	Rome-Mandela	Finished & operating
	Mandela-Roviano	31 May 1945
	Roviano-Avezzano	Uncertain
(k) 92 Petrace Bridge (Calabria)		30 June 1945
(l) 244 Bastia-Ellera		30 May 1945
(m) 50 Vado-Rosignano		5 March 1945
(n) - Port of Civitavecchia (First Section)		31 March 1945
(o) 65 Arezzo-Florence	Work on this section is being covered in two phases. Phase (I) is in operation of clearing permanent way and stations and building the piers of bridges to springing level only owing to the considerable amount of cement required to complete. Phase (II) complete reconstruction.	

Sections under construction by Military D.M.R.S.

86 Rimini-Bologna	Open and operating to Forlì
213 Pisa-Pistoia-Florence	Open and operating to Montecatini.

- 3 -

Line

65 Prato-Bologna

Finished to Grizzana. Can be operated as soon as Line 213 is completed to Prato through Pistoia.

ELO Pistoia-Bologna

not being reconstructed to date by D.M.R.S. or A.C.

D.M.R.S. and A.C. find reconstruction is considerably curtailed owing to great difficulty being experienced in securing sufficient cement and timber. An additional delay to A.C. is caused owing to lack of tyres. I.S.R. engineers and contractors' vehicles of all kinds are continually being held up for this reason.

Recovery and Repair of Freight Cars.

Considerable progress is shown in the recovery of freight cars. An A.C. Transportation officer in liaison with D.M.R.S. are daily releasing vehicles throughout liberated Italy. Wrecker cars are systematically clearing line by line. As example, 108 cars in good condition were released on the Rome-Tivoli line and 70 from the Rome-Viterbo.

Rail Freight Cars are now being repaired at some 18 repair sheds equally distributed over Liberated Italy, opened for this purpose.

Recovery and Repairs of Locomotives.

The recovery of locomotives is almost completed. Pre-war loco repair sheds are working to present day capacity. These are equally spread over Liberated Italy. Boilers from the mainland are now being repaired in the Naval Yard at Palermo.

Fire box steel and essential repair materials are expected in the near future which will enable these locomotives to be put back into service. Electric locomotives are being repaired in Calabria, Naples and Littorio (Rome)

Comparison of facilities in October 1944 with those available in 1936, south of the Pisa-Rimini Line.

a. Rail Facilities

Italian State Railways 30

- 4 -

Comparison of facilities in October 1944 with those available in 1936, south of the Pisa-Rimini Line.

a. <u>Rail Facilities</u>	<u>Italian State Railways</u>	
	1936	1944
Miles of line in operation	16,889	6,700
Miles of second track in operation	4,360	137
Miles of yard track	8,210	3,000
Rail wagons in operation	11,853	2,804
(a) Flat	53,038	7,672
(b) Box	54,267	7,365
(c) Gondola	1,735	1,009
(d) Tankers	3,767	1,221
(e) Refrigerator, Guards' Van, etc.		
Engines in operation	436	118
Steam Type A	847	474
" " B	2,247	325
" " C	750	211
Shifting		
Diesel Type A 650 V	38	-
" " B	185	72
Shifting		
Electric Type A 3 phase curr. 16.7 p. 551	23	-
" " B " " 45 " "	321	135
" " C direct curr. 3000 V	19	-
" " D " " 650 V	-	-
Shifting		
Electric Trains (Littorina) 3000V	2	30
Diesel Electric 650V	38	-
Diesel (Littorina)	185	72
Narrow Gauge	117	35
Steam		
Electric	14	929

- 5 -

	1936	1944
No. of Electric Locomotives in running order which cannot operate for lack of power or other facilities	-	105
Miles of railway operated electr- ically	km. 3,242	699
Capacity of locomotive shops	4,449	126
Capacity of ~~locomotive~~ repair shop	245,775	14,182
Number of signal blocks (automatic)	km. 397	8
Number of bridges : steel	3,253	1,176
	km. 88	29
brick	10,836	3,226
	km. 247	78
Miles of Line Telephone	km. 37,189	11,194
Miles of Line Telegraph	km. 49,649	6,906
Miles of Tunnel	km. 912	476
Number of stations, Telephone	12,800	2,639
Number of stations, Telegraph	7,800	773
<u>Work performed in month of October</u>		
Ton-Miles of Freight Carried Civilian and A.C.	148,627,596	26,383,000
Military	-	83,788,854
Passengers Civilian and A.C. (approx)	7,658,797	2,938,500
Military	-	-
List Military facilities which may be withdrawn and must be replaced	-	328

- 6 -

6

Private Railways

	1936	1944
<u>Normal Service</u>		
Miles of line in operation	639	323
not electric	419	273
electric		
Miles of second track in operation	25	13
electric	-	-
non electric		
Rolling stock in operation		
passenger cars	370	232
freight open cars	387	174
freight box cars	439	312
tankers	130	100
Engines in operation		
Steam type	32	38
Diesel type	8	7
Electric type	72	36
No. of electric locomotives in running order which cannot operate for lack of power or other facilities	10	14
Work performed in month of October		
passengers carried	8,600,000	1,836,000
ton-km. of freight	11,600,000	3,136,000

Express Service

Miles of line in operation		
non electric	2,163	1,346
electric	701	251
Miles of second track in operation	5	3
electric		
Rolling stock in operation		
passenger cars	721	463
freight open cars	2,050	1,369
freight box cars	1,138	712
tankers	200	160

327

- 7 -

Engines in operation
 Steam type
 Diesel engines
 Electric engines

	1936	1944
Engines in operation	243	205
Steam type	67	58
Diesel engines	149	49
Electric engines		

Work performed in month of October
 Civilians carried
 Ton-km. of freight

	1936	1944
Work performed in month of October	2,238,780	4,761,800
Civilians carried	3,040,800	2,820,000
Ton-km. of freight		

b. Highway Facilities

Vehicles in operation
 October

Passenger Cars
 Motor Buses
 Street Cars

	1936	1944
Passenger Cars	243,330	-
Motor Buses	7,865	-
Street Cars	4,863	-

Tracks up to 10 quistals

" 29,020

" from 10 " to 35

" 10,400

" " 35 " " 76 & beyond

" 6,680

Garages in operation

" 7,500

Tyre repair plants in operation

" 6,000

Tyre factories in operation

" 6

Battery manufacturing plants in operation

" 15

Battery repair plants in operation

" 2,000

Miles of Highways in operation

km. 550

Autostrade

" 25,000

State

" 40,000

Provincial

Highway Bridges out of service, 3 meters span 830
 larger span than 3 meters 725
 1,555

5,000
(1) 3,000
(2) 5

(3) 500

150
12,000
20,000

Ton-miles of freight carried
 Number of passengers carried
 Miles of bus line operating

1,876,000
no 255,680,400
66,048

No. of Horses
 " " Donkeys
 " " Oxen
 " " Mules

324,615
455,334
283,764
246,234

(1) garages (2) military (3) garages

326

- 8 -

c. Coastal Shipping

	1936	1944
No. of schooners in operation	No. 2,093	651
Gross tonnage	138,000	31,000
No. of Coasters in operation	-	23
up to 2,000 tons	-	11
from 2,000 " to 7,000 tons	-	16
" 7,000 " up	-	-
No. of Schooners awaiting repairs	-	74
Gross tonnage	-	4,350
No. of Coasters awaiting repairs	-	4
up to 2,000 tons	-	3
from 2,000 " to 7,000 tons	-	12
" 7,000 " up	-	-
No. of Schooners available without engines including half-finished, new constructions and sailing vessels already in operation and which could be motorized	-	about 85
Barges and tugs (including those under repair)	-	5,000
Estimated number of Schooners sunk which can be raised	-	100
Gross tonnage	-	10,000
Total Gross Tonnage of Schooners and Coasters in operation	438,000	84,500
Yards in operation for production of Schooners	145	166
No. of plants in operation for manu- facture of engines	-	-
No. of shipyards in operation for building of coasters	6	6
No. of shipyards in operation for repair of coasters	10	325 10

- 9 -

Ton-km. of traffic carried by Schooners Civilian and A.O. tonnage Military	1936	1944
		Ton-km.
	-	1,311,600
	-	-

Imports requirements for special material needed to make
schooner production possible.

(1) Materials for wooden motor vessels, sailing vessels
with auxiliary motor, Tugs, etc.

Pitch	Tons	250
Vegetal bitumen - stockholm tar	"	150
Paints		
a) submarine for - any colour wooden hulls	"	150
b) for out-board	"	150
c) for water line	"	30
Flexible steel cables		
a) for kedge anchor diameter		
23 mm.	Meters	6,500
19	"	7,000
19	"	7,000
18	"	1,200
15	"	1,200
b) for derricks diameter		
10 mm.	"	3,000
c) for rigging diameter		
12,7 mm.	"	60,000
9,5	"	25,000
8	"	10,000
d) for towing diameter		
22 mm.	"	7,000
20	"	10,000
18	"	9,000
17	"	1,500

924

- 10 -

(for towing cont'd.)

16 mm.	meters	1,500
Motor-driven windlasses for stud link chains for schooners and tugs		
<u>diameter</u>		
17,5	ft	15
20,5	"	15
22	"	100
24	"	90
28,5	"	60
Motor-driven cargo winches of 1,5 tons		
		500
Liquid ship compasses (small size) for 100-300 gross tonnage		
		500
Machinery for pontoon cranes for pontoon of 20 tons lifting capacity		
- machinery complete including boilers		20
- warping steam winches with two drums		20
for 40 to 50 tons lifting capacity pontoons		
- machinery complete including boilers		6
- warping steam winches with two drums		6

(11) Propelling machinery, auxiliary machinery and accessories for wooden motor vessels, sailing vessels with aux. motor, tugs, etc.

Propulsion motors with shafts
(without propellers) stern
tubes and spare parts. Motors
to be complete with starting
air bottles, piping for air,
fuel, lubricant, exhaust, filters,
valves, etc.

923

B.H.P. Distance from forward end of
motor to propeller cone.

15-20	4	meters (approx)	no.	200
30-60	5,50	" "	"	100

B.H.P.	Distance from forward end of motor to propeller cone. (cont'd)				
110-130	7,50 meters (approx)			no.	100
175-200	8	"	"	"	100
250-300	8,50	"	"	"	50
400-450	9	"	"	"	60

2. Propelling machinery & auxiliary machinery for tugs - fitted for salvage - Propulsion steam engines complete with boilers, auxiliaries, line of shafts I.H.P.

I.H.P.	Distance from end of motor to propeller cone.				
150	8			no.	12
350	10			"	12

Steam-driven electric generators					
3 Kw 110 V D.C.				no.	12
5 " " "				"	12

Steam-driven fire pumps					
capacity 50 tons per hour				no.	12
" 100 " " "				"	12

Steam-driven exhaust pumps (for salvage)					
capacity 150 tons per hour				no.	12
" 250 " " "				"	12

Steam-windlasses					
for chains of 17,5 mm.				no.	12
" " " 20,5 "				"	12

322

or
Internal combustion propelling motors complete with auxiliaries & line of shafts, etc. as under 2.

B.H.P.					
140/150				no.	12
300/320				"	12

- 12 -

6

Diesel electric generators
(as above)

3 Kw 110 V D.C.

no. 12

5 " 110 V D.C.

" 12

Motor-driven fire pumps
capacity 50 tons per hour

no. 12

Motor-driven fire pumps
capacity 100 tons per hour

no. 12

Motor-driven exhaust pumps (for salvage)
capacity 150 tons per hour
" 250 " " "

no. 12

" 12

Motor-driven windlasses
for chains of 17,5 mm.
" " 20,5 "

no. 12

" 12

921

- 13 -

Movements of commodities required during the next six months
of a war period.

Grain	540,000 tons
Fertiliser	144,003 "
Coal	1,024,220 "
Pol	600,000 "
Sulphur	132,000 "
Cement and lime	180,000 "
General foods	1,272,250 "
Supplies and equipment	664,200 "
Raw materials	2,494,386 "
Total	<u>7,061,039 "</u>

Monthly Movements Estimate.

1,150,000 tons ⁹²⁵

Estimated Civil rail traffic	514,000
Estimated G.T.Coy and Civil Road traffic	145,000
Estimated Coastwise Shipping	<u>50,000</u>
	509,000 "
	<u>641,000 "</u>

To complete haulage estimating a
3 ton truck 100 T.P.M. =
10% addition trucks to maintain
daily lift

6,410 Trucks

641

7,050

Total 3 Ton Trucks required

=====

- 14 -

Presuming that civilian local haulage is available to and from stations the above figure of Trucks required could be reduced, but it can be assumed that 3% of these civilian trucks each month will become complete casualties due to lack of repair shops, spare parts for maintenance or tyre shortage.

319

APPENDIX A 6

LIST OF I.S.R. MATERIALS REQUIRED FOR SIX MONTHS OPERATION

Item

xxx

1	Steel in unwelded pipes <u>Outside dia.</u> various sizes	<u>Inside dia.</u> various sizes	Total Tonnage Tons	1459
2	Steel in pipes for gas <u>Inside dia.</u> various sizes		Total Tonnage Tons	141
<u>NOTE:</u> The pipes must be between 14 and 20 ft. long, excluding those marked by an asterisk that must be <u>no less</u> than 20 ft. long. The pipes marked by an asterisk will be used as flues for locomotives. The others will be used as accessories for locomotives (as compressed air piping brakes, sand boxes, etc.) for the manufacture of ferrule and other workshop uses.				
3	Steel plates R. between 50.8 and 71.1 lbs. x sq inch. <u>Thin plates</u> various sizes		Total Tonnage Tons	100
4	<u>Thick plates</u> various sizes		Total Tonnage Tons	400
5	Plates for locomotives fire boxes various sizes		Total Number No.	456

NOTE: These plates will be used for the construction of locomotives fire boxes. The characteristics of the steel should be equivalent of that produced by "Società Acciaierie Perriere Lombarda Falck" at Sesto S. Giovanni (Milano).

Item
xxxMechanical characteristics:

Tensile strenght Lbs x sq. inch 45.472/56.896
 Elastic limit: Lbs. x sq. inch 28.448
 Elongation: 24% on 10 diameters (concerning plates between 25/64 and 25/32").

Chemical characteristics:

Carbon between 0.06 and 0.10
 Manganese " 0.25 and 0.60
 Phosphorous 0.040
 Sulphur 0.040
 Silicium 0.10

- 6 High speed steel for lathes fit for a speed of work of 118 ft. per minute on pieces with R. 71,200 to 85,000 lbs. x sq. inch.
 46 feet per minute on pieces with R. 113,612 to 128,128 lbs. x sq. inch.

Diameter in.
 various sizes

Total weight
 Lbs. 1800

Square in.
 various sizes

Total weight
 Lbs. 1800

Rectangular in.
 various size

Total weight
 Lbs. 2700

- 7 High speed steel for lathes (I.S.R. Type A.2) fit for a speed of work per minute equal to feet:
 95 on pieces with R. 71,120 to 85,344 lbs. x sq. inch
 29 " " " " 113,612 " 128,128 " " " "

Diameter in.
 various sizes

Total weight
 Lbs. 3080

Square in.
 various sizes

Total weight
 Lbs. 1320

Rectangular in.
 various sizes

Total weight
 Lbs. 1540

Item
xxx

NOTE: The above mentioned steel will be used for the construction of lathe tools. Item 6 for high speed work of construction of parts of locomotives (strong steels) to be made at less speed.

- 8 Chrom wolfram Steel fit for making chisels, punches, (not thru heating) pneumatic tools, "punching" shears.

Diameter in.
various sizes

Total weight
lbs. 4,400

NOTE: This steel will be used for the manufacture of the above mentioned tools or other of the same kind.

- 9 Silicious manganese rolled steel for cambered of semielliptical springs of I.S.R. cars.

Plain rolled rectangular in bars:

Commercial length: Total Tonnage
Tons 25

- 10 Ribbed steel rectangular bars of
Commercial length

Total Tonnage
Tons 1075

- 11 Plain rolled steel (rectangular) for manufacture of volute springs for cars:

in.	5	1/8 x 0.2955	length of bars inches	89	Tons	100
"	5	1/8 x 0.3545	" " " "	60	"	1,200
"	5	1/8 x 0.4135	" " " "	82	"	300
"	5	3/4 x 0.594	" " " "	65	"	100

NOTE: The bars can be supplied also in lengths multiple of those shown.

- 12 Flux coated electrodes for arc welding:
various sizes

Total Number
No. 600,000

- 13 Iron rods, Swedish type, for oxy-acetylene welding:

916

- 4 -

6

Item
xxx

	Various sizes	Total Number No.	300,000
14	Small silicious cast iron rods for oxy-acetylene welding: Various sizes	Total Number No.	100,000
15	Extra soft steel in wire for oxy-acetylene welding: various sizes	Total Tonnage Tons	50
16	<u>Steel screws for metal with whitworth thread</u> Hexagonal head various sizes	Total Number No.	337,000
17	Cylindrical head bored: various sizes	Total Number No.	12,000
18	Half cup, countersunk in. 5/16 x 29/32 Round head Various sizes	Ea. Total Number No.	3,000 353,000
19	Countersunk in. Various sizes	Total Number No.	250,000
20	<u>Lag screws:</u> Hexagonal head various sizes	Total Number No.	41,000
21	Square Head Various sizes	Total Number No.	53,000
22	Countersunk head Various sizes	Total Number Gr.	30,900

- 5 -

6

Item
xxx

23	Half Cup Countersunk various sizes	Total Number Gr.	9,500
24	Monkey Wrenches (Upright Jaws) Various lengths	Total Number No.	2,000
25	Blades for Mechanical Hack Saws Various lengths (10 teeth for inch)	Total Number Dz.	2,000
26	Blades for Hack Saws Various lengths	Total Number Dz.	6,000
27	Rail Saws, 13 63/64 x 1 13/16 x 19/32	Dz.	250
28	Wood Band Saw Blades Various widths	Total Ft.	32,810
29	Twist Drills with parallel Shank Dia. in. Various sizes	Total Number No.	17,000
30	Twist Drills with Morse Taper shank Dia. in. Various sizes	Total Number No.	30,000
31	Flat Files Smooth inches Various sizes	Total Number No.	10,000
	2nd cut Various sizes	Total Number No.	20,000
	Bastard inches Various sizes	Total Number No.	18,000

912

- 6 -

6

Item
xxx

32	Half Round Files		
	Smooth inches	Total Number	10,000
	Various sizes		
	2nd cut inches	Total Number	
	Various sizes	No.	20,000
	Bastard inches	Total Number	
	Various sizes	No.	20,000
33	Square Files		
	Smooth inches	Total Number	
	Various sizes	No.	6,000
	2nd cut inches	Total Number	
	Various sizes	No.	12,000
	Bastard inches	Total Number	
	Various sizes	No.	12,000
34	Triangular Files		
	Smooth inches	Total Number	
	Various sizes	No.	20,000
	2nd cut inches	Total Number	
	Various sizes	No.	25,000
	Bastard inches	Total Number	
	Various sizes	No.	25,000
34A	Black steel netting with wire 0.0079, with mesh 25 per inch	Tons	10
34B	Varnished galvanized steel mosquito netting.	Tons	15
35	Seamless Copper tubes inches: Various sizes	Total Tonnage Tons	100
36	Aluminium in sheets inches: Various Sizes	Total Tonnage Tons	913 10

6

Item
XXX

37	Arsenicus Copper per loco Fire-boxes inches: Various sizes	Total Number No.	31
38	Zinc in Sheets inches: Various sizes	Total Tonnage Tons	5
39	Babbitt metal.	Tons	30
40	Copper in ingots.	Tons	100
41	Tin in ingots.	Tons	50
42	Arsenic in metal or alloy rich in AS for copper materials for loco. Fire boxes	Tons	5
39.	NOTE: It is used for the manufacture of bearings for rolling stock (locomotives and vehicles). The type used is composed as follows: 15% Sn, 14% Sb, 1.5% Cu, 69.5 Pb.		
40.	It is used for the manufacture of alloys (copper and bronze tin and brass) for vehicles (welding alloys), etc.; to make conductors of electric lines, and for the construction of flue sheets for locomotives, etc.		
41.	For the manufacture of alloys (as above) and for the tinning of wires and plated.		
42.	The copper materials for locomotive fire boxes contain sundry percentages of AS. To make the metal more resisting to the action of the fire. The percentage is between 0.15 and no more than 0.35 for stay bolts; and between 0.25 and no more than 0.50 for sheets.		
43	Glass and emery paper of Various Numbers	Total Sh.	29,500
44	Emery cloth of Various Numbers	Total Sh.	30,000

312

Item
XXX

Tons

25

45 Manganeseite

Steel in blooms - ultimate strength 53,000Total Tonnage
Tons

1,600

46 Square
Various sizesTotal Tonnage
Tons

1,000

47 Rectangular
Various sizes48 Steel in bloom for forging - alternate strength - lbs. x sq.
inches between 60,000 to 70,000
Elongation 24%
Yield point lbs. x sq. inch. 33,000Square inches
Various sizesTotal Tonnage
Tons

200

49 Steel in blooms for forging - ultimate strength - lbs. x sq.
inch. 85,000 to 100,000
Elongation 15%
Yield point lbs. x sq. inch. 43,000Square inches
Various sizesTotal Tonnage
Tons

300

50 Cast iron in ingots
for sundry parts of loco-
motives, vehicles and various
equipment

Tons

10,350

52 Oxygen cylinders
geometric capacity U.S. gal-
lons 11 1/2 to 13

Ea.

500

- 9 -

6

Item
xxx

53 Acetylene cylinders
geometric capacity U.S. gal-
lons 8 1/2 to 15 Ea. 500

NOTE: Such cylinders to be supplied with all their accessories,
(reducing and closing valves).

54 Half hard steel
for the manufacture of tires
and axles of locomotives,
having the following
characteristics:

For axles: Breaking load between 71,000 and 85,000 lbs. x sq.
inch.
Elongation 18% on long small bars
25% on short " "
Sulphur 0.05 - phosphorous 0.05 - S - P - 0.09

For tires: Breaking load between 106,000 and 120,000 lbs. x
sq. inch.
Elongation 12% on short small bars
Sulphur 0.04 - phosphorous 0.04 - S - P - 0.07

Steel for manufacturing axles	Tons	700
Steel for manufacturing tires	"	600

MATERIALS AND MECHANISMS FOR RAY, SIGNALLING, LIGHTING,
POWER AND M. R. TELEGRAPH.

Raw Materials

55 Insulating oil for electric cables impregnating powders for insulating electric mate- rials (Bakelite and the like)	Tons	120
	"	20
56 <u>Semi-worked materials</u> Insulating paper for cables	"	50

- 10 -

6

Item
xxx

Galvanized iron wire
0.11811" for telegraph
Sheets for constructing cores
for electromagnet. For telephones
and telegraphs, thickness:
0.01377" - less 1.3 watt" for
2 ounces - 1 weber per 0.03937" sq.

Tons

500

57

Finished Products

Telephonic armored cable
fitted with 7 pair of conductors
- 0.05906 in dia. - insulated in
impregnated paper
Telephonic cables,
in impregnated paper, covered
in tarred canvas - 0.03937
in diameter:

Miles

80

3 pairs
7 "
12 "
19 "
24 "
30 "

" 4
" 5
" 15
" 14
" 11
" 7

58 Telephonic cables, lead covered
in impregnated paper,
conductor dia. 0.03937":

3 pairs
7 "
12 "
19 "
24 "
30 "

" 19
" 22
" 77
" 60
" 34
" 26

59 Telegraphic cables
with double insulation and
special protection:

-20 pairs
3 double-pairs, dia. 0.05116"
14 pairs " 0.05906
-24 pairs
4 double-pairs, dia. 0.05112"
14 pairs " 0.05906"

" 3
" 309⁴
"

- 11 -

6

Item
xxx

-23 pairs			
3 double-pairs, dia. 0.05118"	miles	24	
3 pairs " 0.05118"			
14 pairs " 0.05906"			
-27 pairs			
4 double-pairs, dia. 0.05118"	"	18	
5 pairs " 0.05118"			
14 pairs " 0.05906"			
-28 pairs			
6 double-pairs, dia. 0.05118"	"	7	
16 " " " 0.05906"			
-29 pairs			
4 double-pairs, dia. 0.05118"	"	16	
5 pairs " 0.05118"			
16 pairs " 0.05906"			
-33 pairs			
12 double-pairs, dia. 0.05118"	"	2	
19 pairs " 0.05906"			
-Small cable (military type), a one pair item, with accessories for gripping and coupling, for semi-permanent connections, section 0.24175" square	"	94	
-Insulating conductor (military type) for temporary telephonic connections, 0.01575" in dia.	"	750	
-Small bipolar cable, with metallic cover, for inter- nal lighting installations, 0.07874 area sq. in.	"	51	
-Cable with lead cover for lighting, with special protec- tion, for 500 Volts:			
unipolar 0.015748 sq. inch	"	3	
bipolar 0.05748 " "	"	19	
" 0.23622 " "	"	38	
" 0.23622 " "	"	19	
tripolar 0.23622 " "	"	13	
" 0.15748 " "			

60 Insulators for telegraph-
as per drawing annexed (Encl.
a. 1)

Ea. 100,000

- 12 -

5

Item
XXXMaterials for Fixed Elec-
tric Lighting Installations
and for Charming of Regula-
tors.

- 61 Switches, plug connections, etc.
(Encl. L) according to drawing
L1

Ditto	"	"	L2	Pc.	500
"	"	"	L3	"	500
"	"	"	L4	"	500
"	"	"	L5	"	1,000
"	"	"	L6	"	1,000
"	"	"	L7	"	1,500
				"	1,250

62	Edison lampholders, external	Ra.	15,000
63	Edison lampholders, internal	Ra.	5,000
64	Ditto, with wall fittings	Ra.	1,300
65	Low tension lines insulators See Encl. I and drawing N L2.	Ra.	10,000
"	" K " " K1	"	3,000
"	" K " " K2	"	2,000
"	" K " " K3	"	10,000

Materials for Substations
and Electric Traction Lines.

66	Cap and pivot insulators for high tension conductors and contact conductors. See annexed drawing N.	"	60,000
67	Suspension insulators for contact conductors and for feeders. See annexed drawing P I 489 as per drawing P1	"	2,500
	I 489 " " " P2	"	2,500

907

- 13 -

6

Item
XXXVarious Insulating Materials
for Electric Traction Eng-
ines.

68	Bakelite cardboard	Lbs.	5,350
69	Electro-thermic insulating sheets for electric apparatuses	"	6,700
70	Incombustible insulating mixture to be used near electric arcs	"	4,500
71	Sterling tape	Yds	55,000
72	Sterling tubes	Lbs.	6,700
73	Mica in sheets	"	2,250
74	Asbestos, for fittings	"	4,500
75	Asbestos in rope simply twisted Various diameters	Total Weight Lbs.	5,100
76	Asbestos in rope covered with graphite, square section, having the following dimensions, in. Various dimensions	Total Weight Lbs.	10,300
77	Asbestos in rope covered with graphite, square section Various dimensions	Total Weight Lbs.	6,050
78	Asbestos in sheets Various thickness	Total Weight Lbs.	22,850
	Cardboard (Bristol Board) 0.05906 inches thick	"	29,000

906

- 14 -

5

Item
xxx

79	White adhesive gummed tape	Yds	35,000
80	Black " " "	"	75,000
81	Aluminium - steel cable of twenty-six 0.12036 inch aluminium strands and seven 0.09396 inch galvanized steel strands (0.76296 total dia.) for H.T. electric lines (Primary)	Tons	200
82	Trolley copper wire, 0.4675 inch. in dia. Resistance: 0.176 Ohm. ultimate strength lbs. x sq. inch 54,000/60,000. See annexed drawing A for contact lines	Tons	200
83	Electrolytic copper cable of 19 strands 0.1105 inch each (0.551 inches total dia.) Resistance: 0.176 Ohm ultimate strength lbs. x sq. inch 55,000/60,000. Minimum elongation 1%	Tons	100
84	Phosphorous bronze wire 0.118 inch. in dia., having electric resistance not above 1.01 microhms at 15° C temperature? Ultimate strength lbs. per sq. inch: 71,000 maximum elongation 1.3%	Tons	500
<u>VARNISHES, COLORING MATERIALS, BRUSHES, FLAT PAINT</u> <u>BRUSHES (for varnishing of wood parts of cars)</u>			
85	Turpentine essential	Tons	100
86	Crude and boiled linseed oil (for varnishing and waterproofing of canvas cloth for car roofs)	Tons	250 305

Item
xxx

87	Mineral turpentine	Tons	50
88	Zinc white	"	25
89	Snaw zinc white	"	5
90	Red Lead	"	15
91	Wagon red paint	"	40
92	Lampblack	"	5
93	Varnish remover	"	15
94	Shellac (used to prepare insulating varnishes)	"	2
95	Bristle brushes Various type and size	Total Number No.	3,300
96	Horse hair brushes, for glue and gum Various types and sizes		1,700

LEATHER BELTS

(used in railway workshops for transmission of power to
tool machine)

Single

97	Various width and thickness	Total Length Yds.	6,000
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98 Double

	Various width and thickness	Total Length Yds.	1,500
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LEATHERS AND THIN LEATHERS

(used at railway workshops for the manufacture of various
packings for locomotives, hydraulic pumps, etc.)

904

- 16 -

6

Item
xxx

99	Dorsal dry leather thickness between 1/8" & 1/4"	Tons	3
	Dorsal greasy leather thickness between 1/8" & 1/4"	"	2
	Thin leather uniform thickness 3/16"	"	2
	Thin leather uniform thickness 3/32"	"	3

CHEMICALS

100	Common glue for joinery work	Tons	2.5
101	Gunning paste for labelling of cars	"	25
102	Refined borax for workshops and welding	"	2.5
103	Ammonium chloride for workshops and cells	"	60
104	Ferrocyanide of potassium for workshops	"	5
105	Colophony for workshops and electric insulators	"	65
106	Torpedoes for signalling	EA.	500,000
107	Sulphuric Acid for batteries and workshops	Tons	5
108	Hydrochloric acid 20% Be ¹ for workshops	"	2.5
		"	1
109	Nitric acid 56/43 Be ¹	"	
110	Material for filtering low pressure acetylene gas	"	5
111	Soft common soap for lubricating machine tools	"	10

908

- 17 -

6

Item
xxxCLOTHS AND YARNS

112	Wool and horse hair for locomotive journals	Lbs.	4,000
	Spun wool for locomotive journals	"	5,000
	Flat wick, for petroleum lamps		
	Various sizes	Total Length Yds	60,000
	Canvas cloth of cotton or hemp		
	Various width for car roofs	Total Length Yds	26,500
	Cotton rags for cleaning machines	Tons	55
	Cotton waste for cleaning machines, locomotives etc.	"	300
	Lamp wicks, Standard	"	5
	White spun and twisted cotton for sewing in spools of 400 yards		
	Various types	Total Number Spools	13,000
	Black spun and twisted cotton for sewing in spools of 400 yards		
	Various types	Total Number Spools	16,500

LAMPS

113	Acetylene lamps between 500 and 1,000 candle-power (they are necessary for work in tunnels)	Each	50
	Acetylene lamps between 3,000 and 5,000 candle-power (they are necessary for work in tunnels)	"	50
	Brass burners (type a.3) for oil lamps (Incl. d A)	"	10,000
	Burners, for portable acetylene lamps (3 gallons capacity) U.S. Standard (°)	"	30,000
	Burners, for portable acetylene lamps (4 gallons capacity) U.S. Standard (°)	"	20,000

(°) Tapered thread connection 3/8" to 1/4"

302

- 18 -

6

.021
CHXOIL

114	Grease oil to be used for treatment of sleepers and other timbers	Tons	750
115	Engine oil For oil boxes of steam and electric locomotives, electric railway motor cars, mechanical parts of steam and electric locomotives and workshop	"	1,250
116	Cylinder oil for steam cylinders	"	60
117	Superheat oil for steam cylinders	"	210
118	Transformer oil, electrical	"	275
119	SAE 30 Motor Oil	"	135
120	SAE 50 Motor Oil	"	75
121	Extradense Transmission Oil for gears and motor cars	"	6
122	Transmission soluble cutting oil - for machine tools	"	6
123	Glycerine (or substitute Prestone) For hydrodynamic apparatus, jacks, etc.	"	70
124	Mineral grease. For lubricating Westinghouse brakes, gears of electric locomotives and railway motor cars	"	30
125	Liquid vaseline For lubricating tachometers, commutators with metallic brushes, for photo-electric searchlights and other delicate rigging of steamers. For the preservation of the leather of railway car bellows, etc.	"	1

205

- 19 -

6

Item
xxx

126	Paraffin Wax For the treatment with solid paraffin of timber and other material in electric work	Tons	1
127	Pitch-pine-Oregon-pine, or Spruce (beams 6" x 10" x 12' (feet) and up or boards 1" x 6" x 10' (feet) and up) For repair and rebuilding of railway coaches and cars	MB Ft.	2,200
128	Timber for construction of railway cars (Beach-oak-etc.) Sizes as in 127	MB Ft.	1,100

MOTOR VEHICLES AND RUBBER MATERIALS

129	Trucks, capacity of 4-5 tons	Ea.	30
	" " " 1-1 1/2 tons	"	150

NOTE: For transporting of maintenance materials to railway
lines.

130	<u>Tires/Tubes for motor vehicles:</u> Various sizes	Total Number No.	920
-----	---	---------------------	-----

NOTE: To be used on eighty three I.S.R. vehicles indispensable
to operation purposes.
The tires on most of these vehicles are already in a very
bad state and cannot be repaired.

131	<u>Tires/Tubes for trucks</u> Various sizes	Total Number No.	1,460
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900

- 20 -

6

Item
xxx

132	Rubber sheets with matt surface Various sizes	Total weight lbs.	3,800
	having smooth surface Various sizes	Total weight lbs.	700
	with canvas inserted into them Various sizes	Total weight lbs.	3,800
133	Canvas and rubber hose 29/32" x 33/64", 33 ft. long. For pneumatic device and for compressed air and gas (oxygen excluded)	Yds.	3,000
134	Canvas and rubber hose 43/64" x 9/32", 33 ft. long. For acetylene gas and oxygen	"	4,500
135	Canvas and rubber hose containing galvanized spiral steel wire, 2 5/8" x 1 25/32", 13 feet long for hot washing of boilers	"	2,000
136	Canvas and rubber hose, 19/32" x 5/8" for conveying soaped water to machine tools, for dampening coal and for transmitting gas to lamps.	"	3,500
137	Canvas and rubber hose 1" x 19/32" for transmitting soaped water to machine tools, for dampening coal and conveying gas to lamps	"	2,500
138	Canvas and rubber hose, 1 9/64" x 1/3" for protecting fastening parts of electric motor cables.	"	350
139	Rubber hose reinforced with canvas 5/16" x 19/32" for transmitting air for braking system	"	2,600 299

- 21 -

6

Item
XXX

140	Canvas and rubber hose, 2 3/8" x 2 49/64" in diameter, for piping of cooling water to Diesel engines.	Yds.	100
141	Para rubber solution	Lbs.	250
142	White friction tape	Yds.	100,000
143	Black friction tape	"	90,000
144	Rubber tubes with four layers of canvas inserted into them for compressed air conduit to testing-house brake:		
	1" x 1 7/8"	"	1,500
	1 7/8" x 1 3/4"	"	4,550

GLASS PANES AND GLASS MATERIALS

145	Plano-convex Lenses for signalling calotte-shaped Various base diameters and rise	Total Number No.	16,300
146	Glass chimneys for kerosene lamps, base dia. 1 17/32" and 9 41/64" high	No.	150,000
147	Clear glass for hand lanterns 1/16" to 3/32" thick	Sq. Yds.	900
148	Clear glass for signal lamps 3/32" to 1/8" thick	"	5,400
149	Red glass for hand lanterns 1/16" to 3/32" thick	"	600
150	Red glass for signal lamps 3/32" to 1/8" thick	"	360
151	Green-blue glass for hand lanterns 1/16" to 3/32" thick	"	2600

- 22 -

6

Item
XXX

152	Green-blue glass for signal lamps 3/32" to 1/8" thick	Sq. Yds	340
153	Blue-violet glass - 3/32" to 1/8" thick	"	240
154	White opaque glass for signal lamps 3/32" to 1/8" thick	"	360
155	Yellow colored glass for signal lamps 3/32" to 1/8" thick	"	480

NOTE: Items 147 to 153 are to be supplied in sheets of about one sq. yard.
Items 154 and 155 to be supplied in sheets of about 1 1/4 sq. yard.

156	Sepia paper (basic)	Tons	1 1/2
	Cyanographic paper	"	3 1/2
	Heliographic paper	"	5

NOTE: Paper for sensitization in Italy. Mixture: Rags (about 25% cellulose-wood pulp excluded). Glue content: must be such as to allow absorption of sensitizing solution. Supply: In rollers, 1 yard 4 inches wide, 550 yards long in one piece. They may also be accepted if they are in two pieces provided they are connected with glue so as not to offer any impediment to the passing of paper thru the rollers of the sensitizing machine. Paper to be wound on wood rollers having a square opening thru them to let in the machine shaft, whose square section is 2 inches. Weight: per square meter: 2 ounces (sepia); 2.5 ounces (cyanographic); 3.5 ounces (heliographic).

157	Glossy drawing paper in rollers (6' x 22 yds)	Tons	1 1/2
	<u>NOTE:</u> For reproduction of drawings concerning I.S.R. structures and installations.		

158	Small cards for forms for "Gates" machine	Tons	25
-----	---	------	----

897

- 23 -

6

Item
No.

159	Small cards for railway tickets (to be printed with Gaebel machine)	Tons	50
160	Paper in rolls for Morse telegraphic machine. Standard specification.	"	19
161	Gummed Morse Teletype Paper Standard specification	"	3

SUNDY MATERIALS

162	Large padlocks 2 33/64" x 1 13/16"	Ea.	3,000
	Small padlocks 2 1/64" x 1 1/2"		
		"	12,000

RAIL

The track materials are for maintenance of 6700 km of single
track equivalent in Liberated Italy.

163	Type A.R.A.-height per yd 90 lbs - Section 9820 as rolled by U.S. STEEL Corp. 39 ft; lengths Drilling 2 21/32" x 5 1/2" for 5 1/2" x 5 1/2" x 5 1/2" joints. Holes 19	Tons	18,000
164	Rail joints - 4 holes 24" long Head free and Skirtless - Hole spacing 5 1/2" x 5 1/2" x 5 1/2"	"	1,200
165	Bolts and nuts 7/8" x 5 1/2" Oil treated U.S. Std. thread	"	150
166	Tie plates 7 1/2" x 10 1/2" cast 1" in 28.4 hole per plate holes for 7/8" sawnspikes	"	4,800
167	Rail anchors - Modified Fair 90 lb. 400,000	"	400,000

396

- 24 -

6

Item
xxx

168	Screw spikes size 7/8" x 6" - threads U.S. Std for screwspikes	Tons	100
169	15/16" Lock Washers - Hy - Chrome Ballamoe - Hy Chrome - Spring Washers Standard - "Hy Chrome" or equal. As mfg. by Eaton Mfg. Co., Massillon, Ohio	"	20
170	(9030) Section Insulated Rail Joints - complete with insulation - Hole spacing 5 1/2" x 5 1/2" x 5 1/2" - 1" hole	Ea.	1,000
171	90 lb. turnouts complete with switch plates, 16 1/2 ft. Switch points, rail braces, switch rods, connecting rods and main track, low switch stands, with switch lamps, red and green targets.	"	100
	R.H.	"	100
	L.H.	"	100
172	90 lb. No. 10 Rigid O.R. Steel frogs 17 ft. long, 11 ft. 90 lb. guard rails complete with plates, fillers, blocks and bolts.	"	200

MATERIALS AND MACHINES FOR MAINTENANCE OF
ELECTRIC TRACTION
AND REACTIVATION OF ELECTRIC POWER TO NIT-
LISE ELECTRIC LOCOMOTIVES AND RAILROAD

173	Three-phase transformers (oil cooled) 15,000 KVA. frequency 50 cycles. 3 windings for 120/60/10 KV	Ea.	6
174	Three-phase transformers (oil cooled) 12,000 KVA - 2 windings for 120/10 KV with regulating unit, frequency 50 cycles.	"	395

- 25 -

6

Item
XXI

175	Three-phase 12 phases transformers (oil cooled) for rectifier cylinders 2850 KVA - 120/6x2 (2.5) KV).	EA.	20
176	Transformers as above 60/6x2 (2.5) KV - frequency 50 cycles	"	12
177	Three-phase "Y" connected transformers (oil cooled) Primary: 10,000 V - Secondary 250/150 V frequency 50 cycles:		
	KVA 2,000	"	2
	" 1,500	"	2
	" 1,000	"	2
	" 800	"	2
	" 500	"	5
	" 400	"	10
	" 200	"	15
	" 100	"	10
	" 50	"	10
	" 20	"	
180	Transformers as above, for insulating on poles	"	20
	KVA 100	"	20
	" 50	"	
181	Constant current self regulating monophase transformers (air cooled) Primary 10,000 V - Secondary current 9.6A. - Frequency 50 cycles.		
	KVA 60	"	16
	" 40	"	20
	" 20	"	24
	" 10	"	40
182	12 Anode Mercury Arc rectifier for 670 A at 3,000 V complete with all accesso- ries and spare parts	"	30
183	Movable substations Mercury Arc rectifiers for 670 A at 3000 V and transformer for 120 and 60 KV primary voltage	"	88 8

- 26 -

Item
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REQUIREMENTS FOR ACCUMULATORS FOR AUXILIARIES OF
D.C. LOCOMOTIVES, FOR LIGHTING OF STEAM LOCOMOTI-
VES, AND GENERAL RAILWAY SERVICE.

184	Batteries for auxiliaries on electric and steam locomotives (type A) - 12 volts, 150 Amp. hours (see Encl. II)	Qa.	7,000
185	Batteries for telephone and telegraph (type B) 4 volts, 50 Amp hours, dimension of space occupied: height 10 15/32" 6 11/16" x 4 5/8"	"	4,000
186	Batteries for railway Diesel cars (in ebonite box) 6 volts, 112 Amp. hours (Type C) dimension of space occupied: height 8 1/4" base 10 13/32 x 7 9/32"	"	2,000
187	Batteries for railway Diesel cars, in ebonite cases - contained in wooden boxes type 3Y 14, 6 Volt, 224 Amp. hours (Type C) dimension of space occupied: height 3 1/4" base 23 9/8 x 10 5/8"	"	1,000

ASSORTED MALLEABLE CAST IRON CONNECTIONS FOR GAS AND WATER
PIPES FOR RAILROAD

188	One end male, Other Female Various Sizes	Total Number Qa.	7,100
189	As above, both female Various Sizes	Total Number Qa.	2,350

- 27 -

Item
XXX

191	Curves 45° One end male, other female Various sizes	Total Number Ea.	2,350
192	Elbows 90° Various sizes	Total Number Ea.	4,600
193	As above reducing Various sizes	Total Number Ea.	1,650
194	Elbows at 90° with one end threaded: Various sizes	Total Number Ea.	2,750
195	Tee 90° Various sizes	Total Number Ea.	3,200
196	Tee 90° reducers Various sizes	Total Number Ea.	2,250
197	Tee 45° Various sizes	Total Number Ea.	1,400
198	Curved Tee 90° One curve various sizes	Total Number Ea.	1,650
199	Curved Tee 90° One curve various sizes Two curves various sizes	Total Number Ea. Total Number Ea.	150 1,800
200	Gross connection 90° Various sizes	Total Number Ea.	39,150

Item
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201	Cross Connection 90° reducers Various sizes	Total Number Ea.	1,400
202	Unions Various sizes	Total Number Ea.	9,650
203	Union reducers Various sizes	Total Number Ea.	10,750
204	Couplings Various sizes	Total Number Ea.	5,950
205	Double nipples with bolt head Various sizes	Total Number Ea.	15,000
206	Nipple reducers male and female Various sizes	Total Number Ea.	12,150
207	Double nipple reducers with bolt head Various sizes	Total Number Ea.	10,950
208	Hexagonal Lock nut Various sizes	Total Number Ea.	13,000
209	Plugs (Female) with Hex. head Various sizes	Total Number Ea.	1,150
210	Plugs (male) with Square head Various sizes	Total Number Ea.	1,150
211	Flanges Various sizes	Total Number Ea.	4,700

Amount Weight Approx. Tons 25 (Items 188 to 211)

892

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