

Requisitions

10000/148/ 1452
1 Feb 45

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSIONTel. 394
Ref. AC/7/15/Tn6GWH/Int
24 March 1945

SUBJECT : Port Rehabilitation

TO : Movements Division
(Attention: Col. M. J. Sieff)

1. Reference enclosed letter of the 28th ult. and attached buckslips. AFHQ are calling for the list covering the programme for the provision for port handling gear for the operation of ports handed over to the Italian Government. The plans outlined in the letter are clear and this Division has no comments to make.

2. During the early part of February a list of port requirements was prepared and the Italian Government was asked to prepare a similar list.

3. On the 19th of February a meeting was held between members of the Planning Staff, Port & Warehouse Division and the Italian Government and port equipment was discussed in detail. At the time of the meeting it was understood that Genoa should not be included in the lists, but the representative of this Division considered that the quantities agreed upon were sufficiently generous to allow a diversion to meet the requirements of Genoa.

4. Since compiling the list AFHQ has confirmed (see attached letter) that Genoa should be included in the initial programme.

5. It is understood that list "A" has been returned to this Headquarters by AFHQ for certain alterations and that the opportunity has been taken to amend the list to cover Genoa's possible requirements. List "B" is still in this Headquarters awaiting completion. Local resources are now being investigated with view to supplying necessary stevedoring gear to meet requirements of Genoa.

R. E. RAZZANIELLA

Chief, Port & Warehouse Division
Transportation Sub-Commission

1120

Attachment:
As stated in
Para. 1.

SECRET

ECON SEC

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

1412

6.00

28 February 1945

Ref. C-32

SUBJECT: Port Rehabilitation

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

1. The provision of port handling gear and allied equipment necessary for the operation of maintenance of ports handed over to the Italian Government has been the subject of considerable discussion at this Hq.

2. For your information and guidance, G-4 (M & Tn) have expressed the following opinion:

- "(a) The provision of port facilities for the importation of essential civil supplies through ports required for the furtherance of military operations is the responsibility of G-4 (Mov & Tn).
- (b) When the ports are no longer needed for the handling of supplies in direct support of the armies, they should be handed over to AC and the Italian Govt with such cargo handling gear as is required to enable these authorities to handle essential civil traffic.
- (c) The provision of stores and equipment required to expand such ports after handing over, and to replace expendable gear, in so far as this is necessary to enable civil supplies essential for the prevention of disease and unrest, to be imported, is a Category 'A' task. Responsibility for such provision must rest with G-5, as AC, the Italian Govt and themselves are the only people who are in a position to properly assess the requirement which is as much a part of the essential civil programme as the provision of the wheat itself."

3. It is agreed that the provision of sufficient port gear to permit efficient operation is a matter of military responsibility and concern.

4. It is considered that the most efficient way of providing the requisite equipment is as follows:

- (a) That the AC initiate a project including sufficient gear to permit the operation of all ports being operated by the AC or which the AC have been advised will be evacuated by the military.

SECRET

SECRET

(b) Letter AG 323/061 GDS-P of 25 January states that the Military Authorities will rehabilitate the port of GENOA to enable 8,000 tons per day to be handled through it, while, at the same time, they will provide resources to discharge and clear 2,000 tons per day. This latter amount will substantially be military maintenance. It is, therefore, suggested that the AC include within this project, equipment sufficient to clear 6,000 tons per day from GENOA.

(c) It is further suggested, in order that this may be a complete programme, that it include equipment necessary for the efficient operation of port warehouses.

(d) That no equipment for ports, excepting GENOA, in enemy occupied territory be included in this initial project.

4. It is essential that the project contain complete and convincing justification of the requirements, and, in particular, it should be stressed that the provision of port warehouse equipment is necessary to the efficient operation of the port which it services.

5. All requirements now outstanding, including those advised to this Hq. upon which action has not been completed, should be included.

6. Upon receipt of this programme it is intended to request immediate release from Theatre stocks of any items advised by you as being required as a matter of urgent operational necessity. The remainder of the project, and that portion not approved for immediate release from military stocks, will be screened and forwarded to the CCAC for consideration. Upon advice of the approval of this programme by the CCAC release will be effected under the terms of AFHQ letter AG 400.312/031 GEO-0 of 22 February.

7. It is essential that this programme be received by this Hq. with the minimum of delay.

For the Assistant Chief of Staff, G-5:

R.V. Grady
R.V. GRADY
Major, T.C.
Econ & Supply Div.

1118

SECRET

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

20th March, 1945.

Tel: Ext. 318

822/3/10.3.

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

TO : Economic Section
(For Mr. Marian Cleveland)

HIGHWAY ROLLING STOCK, BUSES, ETC.

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

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

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

RAILWAY EQUIPMENT FOR THE I.S.R.

4. Locos: The delivery of the locos detailed in item 1 of Category "B" would give a total steam loco capacity of 73 per cent compared with the 1938 level. This 73 per cent capacity would be made up of (a) existing Italian steam locos hauling military and civil traffic, plus (b) the delivery of locos requisitioned in Category "A". It does not make allowance for locos imported by

1112

HIGHWAY ROLLING STOCK, BUSES, ETC.

1. Trucks: It is estimated that the supply of the trucks demanded in items 1 and 2 of Category "B" list, plus the fulfillment of Category "A" demands and existing 4.T., will provide a highway lift equivalent to that which existed in liberated Italy south of the Pisa-Rimini line in 1950. Delivery of the numbers demanded in Category "B" will quadruple the lift capacity covered by existing transport and Category "A" requisitions.

2. Motor Buses: Existing buses, together with those requisitioned in Category "A", will give a passenger lift equivalent to approximately 66 per cent of the lift available in 1950; the fulfillment of the Category "B" demands will give a lift equal to approximately 80 per cent of the 1950 level. This should, however, be taken in conjunction with the railway passenger lift, discussed in paras 5 and 10 below: it will be seen that, taken in conjunction with the railway lift, the passenger capacity is far below the 1950 level.

3. Motor Cycles: This figure is very small and represents only a very small percentage of the number available in 1950. Only 200 were requisitioned in Category "A", all being for the use of the Public Works Ministry.

RAILWAY EQUIPMENT FOR THE I.S.R.

1112

4. Locos: The delivery of the locos detailed in item 1 of Category "B" would give a total steam loco capacity of 73 per cent compared with the 1950 level. This 73 per cent capacity would be made up of (a) existing Italian steam locos hauling military and civil traffic, plus (b) the delivery of locos requisitioned in Category "A". It does not make allowance for locos imported by the U.S.A. or scheduled to arrive. Locos imported by the U.S.A. and those scheduled to arrive in 1946 would give an additional 15 per cent on the 1950 capacity. These figures make no allowance for recovery of existing locos which are damaged, but it is considered that the general state of Italian locos at present in operation is such that they will go out of operation as quickly as others are recovered.

5. Coaches - Item 2, Category "B": Existing coaches employed on military and civil passenger traffic equal approximately

19 per cent of the 1938 capacity; those requisitioned in Category "A" will give a total capacity equivalent to 25 per cent of the 1938 standard. The supply of those requested in Category "B" will bring the total up to 37 per cent of the 1938 capacity.

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

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

8. Electric Railways - Items 49 to 54, Category "B": The delivery of this electrical equipment should enable the electric railways to be brought up to approximately 50 per cent of the 1938 standard.

9. Gross Ties and Special Timber for Switches - Items 55 to 61: It is considered that these items are justified providing that general requisitions are met.

10. Items 31, 53, 56, 58, and 69: It is considered that it would be far more economic to recover these items of steel and Decauville track from equipment which exists but is damaged. Reports indicate considerable quantities of this type of equipment available for recovery. */bally*

11. Items 44, 55, 57, 59 to 64, and 70: These are justified on the basis that they will be required providing general requisitions for Category "A" and "B" items are met.

12. Item 71: It is believed that there are considerable quantities of these machines available from private sources.

13. Clothing: Items 72 to 81 will be justified on the number of staff the I.S.S. employ; no clothing has been requisitioned in Category "A".

14. Items 82, 83, 85, and 86: These are considered reasonable. **1116**

15. Items 88, 87, 89, 90: These are considered reasonable.

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

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

8. Electric Railways - Items 9 to 40, Category "B": The delivery of this electrical equipment should enable the electric railways to be brought up to approximately 50 per cent of the 1939 standard.

9. Groze Ties and Special Timber for Switches - Items 50 to 61: It is considered that these items are justified providing that general requisitions are met.

10. Items 51, 53, 56, 58, and 60: It is considered that it would be far more economic to recover these items of steel and Decauville track from equipment which exists ^{/locally} but is damaged. Reports indicate considerable quantities of this type of equipment available for recovery.

11. Items 54, 55, 57, 59 to 63, and 70: These are justified on the basis that they will be required providing general requisitions for Category "A" and "B" items are met.

12. Item 71: It is believed that there are considerable quantities of these machines available from private sources.

13. Clothing: Items 72 to 81 will be justified on the number of staff the I.S.B. employ; no clothing has been requisitioned in Category "A".

14. Items 82, 83, 85, and 86: These are considered ¹¹¹⁶reasonable.

15. Items 84, 87, 88, 90: These are considered reasonable.

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

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

SUPPLY OF EQUIPMENT FOR PRIVATE RAILWAYS (RAILWAYS OF SHANTUNG, CHINA, AND COUNTRY TRAMWAY LINES).

18. No requisitions were made for this type of transport in the Category "A" programme. These lines have been badly damaged; it is estimated that the delivery of the items detailed

in Category "B" will enable these lines to operate up to 25/30 per cent of the 1938 standard. A considerable number of these lines are located in presently liberated Italy, especially in the south. They are not only an important element in providing passenger lift, but were in pre 1939 days an important means of transportation for timber, saws (from which olive oil is obtained), charcoal, etc.

MATERIALS FOR SALVAGE.

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

PORT EQUIPMENT.

20. The cranes demanded, together with those supplied in Category "A", should bring the ports of liberated Italy and Genoa up to approximately 43 per cent of the 1938 crane standard.

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

Myself

for ARTHUR H. TAYLOR, 4
Director,
Transportation Sub-Committee.

1115

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

PORT EQUIPMENT.

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

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

My Bell to

for
 HENRY H. TAYLOR, 4
 Director,
 Transportation Sub-Commission.

1115

Copy to: Planning Staff, Transportation S/C.

URGENT

EJS/vb

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

17th March, 1945.

Tel. 318

Ref. 822/2/Tn.3.

SUBJECT : Requisitions for Signal Equipment.

TO : Planning Staff, Transportation S/C.
(For Attention of Mr. Ryan)

1. Reference conversation Mr. Ryan/Col. Sieff of even date.

2. The signal equipment in items 18 to 50 is necessary to implement the rail program. The utilisation of the locomotives, rolling stock, and other rail material demanded in Category A, requisitions for which have been approved, would be largely nullified if the signal equipment is not made available at the same time. Present signal equipment is inadequate, and is partially responsible for some of the poor working at present occurring on the railways in liberated Italy.

M. J. Sieff

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

1114

Encls.

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

MJS/vb

Tel: 318

45/6/Tn.3.

15th March, 1945.

MEMORANDUM

TO: Planning Staff,
Transportation Sub-Commission.

Justification for Number of Long Distance Buses Requested:

1. Five hundred long distance buses are required, capable of transporting 20,000 passengers daily, to provide service to the many points in Italy which have no passenger service by rail and to which no service can be provided because of the limited rail capacity for movement of military and essential civilian supply, as well as to those points where all rail service has been interrupted due to enemy action.

2. This long distance travel is necessary to enable the liberated areas to be properly administered and for the resumption of such industrial and commercial activity and rehabilitation necessary to meet Allied demands and the programme which the Combined Chiefs of Staff ~~estimated to be essential~~. These buses will be a major factor in providing transport for the following services:-

- (a) Necessary movement of Government officers from Rome to the Provinces and vice versa, for administrative purposes.
- (b) Facilities for people who must attend Courts of Justice.
- (c) Facilities for engineers and technicians to move to those areas where their supervision of industrial rehabilitation is essential.
- (d) Enable minimum necessary resumption of business to be carried out, such as adequate development of sulphur mines, the lignite industry, sugar beet re-activation, etc.
- (e) Enable arrangements to be made for the more adequate and

TO: Planning Staff,
Transportation Sub-Commission.

Justification for Number of Long Distance Buses Requested:

1. Five hundred long distance buses are required, capable of transporting 20,000 passengers daily, to provide service to the many points in Italy which have no passenger service by rail and to which no service can be provided because of the limited rail capacity for movement of military and essential civilian supply, as well as to those points where all rail service has been interrupted due to enemy action.

2. This long distance travel is necessary to enable the liberated areas to be properly administered and for the resumption of such industrial and commercial activity and rehabilitation necessary to meet Allied demands and the program which the Combined Chiefs of Staff ^{of the Allied Forces in Europe} ~~require~~. These buses will be a major factor in providing transport for the following services:-

- (a) Necessary movement of Government officers from Rome to the Provinces and vice versa, for administrative purposes.
- (b) Facilities for people who must attend Courts of Justice.
- (c) Facilities for engineers and technicians to move to those areas where their supervision of industrial rehabilitation is essential.
- (d) Enable minimum necessary resumption of business to be carried out, such as adequate development of sulphur mines, the lignite industry, sugar beet re-activation, etc.
- (e) Enable arrangements to be made for the more adequate and efficient distribution of imports.
- (f) Assist in major movements of refugees and the movement of personnel to industries which are at present inadequately staffed, e.g. the Sardinian coal mines.

3. The present deficiency of approximately 5,500 buses in Liberated Italy should be considered in this connection along with the much larger diminution in rail service as well as the diminution of passenger automobiles. Many passenger automobiles were

- 2 -

removed by the enemy, worn out, and nearly half of these remaining have been converted to load-carrying vehicles.

Port Equipment:

4. The substitution of mobile cranes for the fixed Portal type crane does not meet the purpose for which these Portals were demanded, unless the crawler cranes substituted are able to plumb ships' holds in the quay. The only type of crawler crane which is in use in Italy able to do this is the Lima type crawler with a 40 ton capacity. The object of the Portal crane was to speed up ships' discharge by working both the Portals and the ship's gear directly from the ship's holds. Two cranes of the Portal type working on a ship, in addition to ship's gear, will speed up a ship's discharge at least 25 per cent. It is suggested that if AFHQ are prepared to accept a slower turn-round of ships there is no need for these Portal cranes. There is no objection to the substitution of floating cranes for fixed cranes, but floating cranes are more difficult and more expensive to erect.

5. The number of heavy lift fixed cranes and pontoon sheerlegs was based on providing a sufficient spread through Italian ports to enable heavy lifts to be discharged without delay, particularly heavy lifts which may be necessary in connection with industrial re-activation. The provision of pontoon sheerlegs instead of fixed cranes would meet requirements, provided that the pontoon sheerlegs could plumb ships' hatches. Of the three types of heavy lift cranes, floating, fixed, and pontoon sheerlegs, the last named are the cheapest and easiest to erect.

1112

M. J. SIEFF

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

1863