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10000/148/2266

TECHNIO

APR-MAY

0478

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

4 10000/148/2266

TECHNICAL DATA AND INFORMATION
APR.-MAY 1944

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183/6

ADD STRATEGIC

23 May 1944

BOMB STRIKE PHOTOS
OF HEAVY ATTACKS

Bomb strike photos taken during yesterday's 15th AAF attacks in northern Italy show the following damage:

AVEZZANO - several hits in the railroad yards probably severing the through track.

LA SPEZIA commercial port and oil depots - hits on shipbuilding, oil storage tanks, electrical works and a naval building installation were shown by the photos. Gas works in the storage tank area received hits and many railroad buildings in the yards were set afire.

MARINA DI CARRE supply and ammunition dumps - a concentration of bombs hit the supply warehouses. A loading spur was damaged by hits. Railroad station and several warehouses adjacent to the tracks were damaged.

PIOMBINO port and harbor installations - concentrated pattern of bombs damaged a blast furnace, coke ovens, fuel storage tanks, power station, tin plate and steel mill. Train and motor vessels in the docks were hit. In the industrial area numerous fires were burning.

Railroad and highway bridge over river TRONTO - several hits on the bridge and road installations in this area are shown by the bomb strike photos.

RIMINI-PESCARA railroad - railroad line was hit and damaged in several places. The line to the approach of the bridge one mile south of GIULIANOVA was damaged by hits.

Railroad near MONTESILVANO - bombs hit midway between the railroad and highway, damaging the bridge across PIOMBO river.

VALMONTONE - several hits on the railroad line six miles south of VALMONTONE town damaged some tracks. Also a few hits damaged the highway in this area.

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TO SEE	
Name	Initials
Col. Adams	
Major Sharp	
Major Thompson	
Major Washer	
Capt. Fry	<i>hmf</i>
Capt. Hind Smith	<i>HS</i>
Chief Clerk	
Remark:	

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TACTICAL (Contd)

Sgt. Andrew Alden, of 1203 Fourth Street, Lagrange, Ga., a turret gunner, said: "We went over one German barracks so low the Jerries were trying to hit us with rocks, but they sure scattered when we opened up."

B-26 Marauders attacked enemy communications southeast of ROME, although hampered by bad weather.

The Marauders attacked a road south of VALLONTONE, 20 miles southeast of ROME, but only one flight bombed, owing to poor visibility. Results were unobserved.

Another formation of B-26s missed the road bridge at FONTANA LIRE, 15 miles east of TRASCINE.

WIDESPREAD ATTACKS
BY THUNDERBOLTS

Thunderbolts closed the west entrance of a road tunnel northeast of CINIGLINO, damaged a railway tunnel, and cut tracks southeast of VICCHIO, 15 miles northeast of FLORENCE, and blocked the south entrance of a tunnel south of ROCCASTRADA, 50 miles east of FIORENTINO.

A direct hit damaged a 75 foot concrete rail bridge south of PONTEDERA, and also cut tracks.

Bombs, which fell on BASTIA bridge, ten miles southeast of PERUGIA, cut tracks to east and west.

A dive-bombing attack on a rail bridge on the FLORENCE-PISTOIA line failed in its primary object, but cut tracks.

Tracks were also cut in two places south of CSESNA, 30 miles northwest of RIMINI. The south end of a highway bridge southwest of GUBBIO, northeast of PERUGIA, was hit, and bombs also fell on the road.

Bombs hit a radio installation at POINT ALI, SARVIERO, opposite Elba, and buildings in the vicinity were destroyed by strafing.

In attacks on buildings and jetties at LEGHORN, tracks were cut, and three buildings set on fire. A factory at PALLANCE was damaged by bombs that fell among buildings.

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Tracks were also cut in two places south of CERRA, 30 miles northwest of RIMINI. The south end of a highway bridge southwest of GUBBIO, northeast of PERUGIA, was hit, and bombs also fell on the road.

Bombs hit a radio installation at POINT ALA, SPARVIERO, opposite Alba, and buildings in the vicinity were destroyed by strafing.

In attacks on buildings and jetties at LEGHORN, tracks were cut, and three buildings set on fire. A factory at POLLANCE was damaged by bombs that fell among buildings.

Spitfires on a sweep of the BOLOGNA-FLORENCE area strafed 20 cars of an electric train, and in a sweep of the SPALLA-CALC FLORENCE-CECILIA region, a stationary train was strafed, causing damage to the locomotive and nine cars.

Attacking railway communications east of ALLANDOLA, Spitfires strafed two passenger coaches and a diesel engine. Pieces flew off the engine, and one of the coaches was left smoking. Spitfires also cut the railway north of PORTO RECANATI, and damaged a platform in a siding. A locomotive was riddled by Spitfires on the CIVITANOVA-TOLLENTINO line.

Marauders, escorted by Spitfires, strafed two motor-boats north of ANCONA. One of the boats blew up, and the other was left with a list to starboard.

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SECRET

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"SISTER" PORTS
BOILED AGAIN

PORTO FERRAJO, the little port on the north coast of Elba, heard the roar of R.A.F. night bombers, and the bursting of 4,000 pound block-busters again last night and early this morning. Wellingtons bombed both PORTO FERRAJO and PIOMBINO, on the west coast of Italy, 130 miles northwest of Rome.

The night bombers attacked in waves over most of the dark hours, their object being to keep dockers loading and unloading stores for the German armies awake but unemployed.

The Wellington crews have been to these two ports (with SAN STEFANO) so often that they now know them as "The three Sisters."

"As long as the Huns go on trying to get supplies in by sea, we must not let up on our harassing visits to the Ports. Every ton we destroy or delay is important," said a Squadron leader.

PIOMBINO has been bombed ten times at night, in addition to the 15th A.F. attacks by day. PORTO FERRAJO was night bombed for the fourth time.

Fleeing with no opposition, the Wellingtons straddled the dock installation with bombs, and explosions were seen in the town area. The bursts of well-aimed 4,000 pounders were also recorded by the crews.

All the Wellingtons returned safely.

COASTAL

Bomb-carrying French Spitfires attacked dockside buildings at MARINA DI VISA, getting hits on two large structures. Hurricanes, over the same target, damaged two 40 foot barges in the harbour.

An enemy radio installation at ANTIBES, west of NICE, was strafed. Hurricanes destroyed a major part of a radio installation at POINT ALA, SARVIERO, opposite Elba.

Reports have been received that a German General, who was riding in a motor car, was killed by a Wellington bomber.

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An enemy radio installation at ANTIBES, west of NICE, was strafed. Hurricanes destroyed a major part of a radio installation at POINT ALLA, SARVIERO, opposite Elba.

Reports have been received that a German General, who was riding in a motor-cycle combination on a coastal road in Yugoslavia was killed by an Allied aircraft, which strafed the road.

It is believed that the General fell to the cannon-fire of S/Ldr. Arthur Watson, of Chester-le-Street, Co. Durham. Recalling a recent strafing attack, S/Ldr. Watson said: "I saw the motor-cycle, and let it have a short burst of cannon-fire. We did not think much more about it. Some of the others saw it pull into the side of the road."

Time and location where it is reported the General was killed, make it clear that the Allied aircraft concerned was the Spitfire piloted by S/Ldr. Watson.

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T A C T I C A L

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FIGHTER BOMBERS
HIT BRITISH TARGETS

Fighter-bombers and fighters of Maj. Gen. John K. Cannon's First Tactical Air Force flew hundreds of sorties through overcast yesterday to continue their hammering of enemy installations and communications between ROME and the battle fronts.

Chief targets for the day were highways and road traffic, and early reports indicated that at least 40 German trucks were destroyed and about 70 damaged.

Many formations selected their targets through gaps in clouds that covered the battle area most of the day. After dropping their bombs, the aircraft swept along roads leading to the front, strafing troops and road movement.

Early reports stated that not a single enemy aircraft challenged the Allied aircraft.

Warhawks attacked highways in the vicinity of CEGGANO, bombing roads and bridges and strafing traffic. A-36 Invaders bombed communications near TERRACINA, and a hit was reported on a tunnel at the edge of the town.

P-47 Thunderbolts went north of ROME to bomb the highway leading to BRACCIANO, and pilots reported 15 hits on the road.

B-25 Mitchells attacked a road target at CIVI, 20 miles east of ROME. Despite cloudy weather they dropped a heavy concentration of bombs into the town, dumping tons of debris from blasted buildings into the road. Black smoke was pouring from the target as the bombers turned for home.

The attack was believed to have blocked an important route for German supplies to the front, where the road narrows to cross a small bridge. Until the road is repaired enemy vehicles must either use a long and crowded detour or make a difficult fording of the stream.

A Fifth Army officer flying as an observer in one of the bombers as part of the exchange of personnel between air and ground forces for educational purposes, Capt. Floyd G. Hatch, of 1300 Butler Ave., Salt Lake City, said: "A great mass of bombs fell on the edge of the town, blocking the road".

B-26 Marauders and A-20 Bostons did not operate owing to bad weather over target areas.

WIDESPREAD BLITZ
ON COMMUNICATIONS

Thunderbolts continued their attacks on enemy rail and road communications across Italy **814** extending east from LEGHORN and PIOMBINO. Strafing road and rail traffic after each dive-bombing mission the Thunderbolts destroyed a total of one locomotive and seven trucks and damaged 15 rail cars and 13 trucks.

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Warhawks attacked highways in the vicinity of CECANO, bombing roads and bridges and strafing traffic. A-36 Invaders bombed communications near TRACINA, and a hit was reported on a tunnel at the edge of the town.

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Outstanding job of the day was the destruction of a highway overpass and a rail bridge east of EMPOLI. Pilots reported rail tracks cut at GUALDO TADINO, 20 miles east of PERUGIA; at MONTEVERDE, 10 miles south of LEGHORN; southeast of ROCCASTREDA; north of Lake Trasimeno near CORONA; and west of PISA.

Spitfires strafed a locomotive and four cars southwest of PERUGIA, the locomotive blowing up in a cloud of steam. The cars were all damaged. The same squadron destroyed an enemy truck southwest of BASILIA, and damaged three more northwest of Lake TRASIMENO.

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TACTICAL (cont'd)

In a sweep of the PIOMINO-CRIVETO area Spitfires destroyed one truck and damaged three others. Another motor vehicle was destroyed and two damaged in the TIRRI-LAKE BOLSENO area.

French Spitfires bombed the harbour at PORTO FERRARO, Elba, getting two hits on docks and damaging a large launch.

Kittyhawks, Marauders and Spitfires were engaged in road blocking and cutting railway lines. For the second day in succession Spitfires went for railways in the CIVITANOVA-ROLENTO area, smashing three level crossings.

Spitfires also hit a building against which five enemy motor transport vehicles were drawn up.

Crews of Baltimores which bombed roads on the night of May 21/22 saw three large flashes as a result of their attack south of the GIULIANOVA road junction.

C.O.A.S.T.A.L

A big concentration of lorries laden with ammunition, in a wood near LUCISKI, between SPLIT and MOSTAR was bombed and strafed by Spitfires. At least two of the lorries were left flaming. Returning to the attack later the Spitfire pilots claimed four more lorries wiped off with direct hits.

Other Spitfires attacked German troops at KLIS, about 5 miles northeast of SPLIT. A Fieseler Storch was shot down near MCS KRUPA, 15 miles east of BIHAC by Lieut. Johannes Conradie, of Cape Town.

Hurricanes attacked a 1,500-ton coaster off KRK Island, south of FIUME at the north end of the Adriatic, and left it blazing with a heavy list.

ADD STRATEGICNIGHT BOMBERS ON HIGHWAY SIX

R.A.F. Wellingtons and Liberators attacked two towns on Highway Six last night and early to-day - FERENTINO, northwest of FROSINONE, and VALLONTONE, ten miles further along the road towards ROMA.

This is the third time in a week that the heavies and mediums of the R.A.F. have been engaged at night against road targets in support of the Allied ground forces.

At VALLONTONE the Wellingtons and Liberators had good illumination for attacking the target, and crews saw bursts across the highway and in the centre of the town, which is only a little more than 20 miles from ROMA. The town was partly

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ADD STRATEGIC

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At VALLONTONE the Wellingtons and Liberators had good illumination for attacking the target, and crews saw bursts across the highway and in the centre of the town, which is only a little more than 20 miles from ROMA. The town was partly obscured by dust and smoke. Some crews went down below the cloud to bomb, but full observation of the bursts was difficult. Reports show that the bombers straddle the highway at many points.

At FERENTINO visibility was not so good, but the roads in and around the town were well covered. Crews said 4,000 pounders fell near the Highway, and one of the block busters fell on the west part of the town. Other sticks straddled the road between FERENTINO and AGGIANI, three or four miles away.

All Wellingtons and Liberators returned safely.

END.

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20 May 1944

RECCE PHOTOS

REVEAL GREAT DAMAGE

TAGLIAMENTO-CASARA railroad bridge--three spans totalling 150 feet in length have collapsed. The bridge received several hits at a point 500 feet from the west bank of the TAGLIAMENTO river. The north section of the span, previously bombed, remained down.

SPEZIA harbor--a number of hits visible in a large oil refinery area, with several storage tanks burning and one large building almost totally destroyed. Cloud cover prevents further interpretation of photos.

FABRZA railroad yards--all through tracks have been cut by hits across center of yards. The center section of the locomotive repair shed has been destroyed. A hit on the station destroyed the center section. Ten freight cars and passenger cars were destroyed, damaged or derailed, and an electric locomotive was damaged. A steam locomotive was turned over. A small factory was set afire near the choke point of the yard.

FORLI railroad yards--all through tracks were cut by at least 25 hits across the center of the yards. A fire is shown at the east end of the covered passenger platform of the station. Several freight cars were damaged on sidings, and a large industrial building south of the yards suffered severe damage from at least three hits.

BOMB STRIKE PHOTOS...

LATISANO railroad bridge--hits scored on track at east and west ends of bridge and many hits on highway bridge to the south of the railroad bridge

RIMINI railroad bridges--hits on north and south railroad bridges.

LA SPEZIA port--oil storage and railroad yards--hits on south and east side of oil storage and gasworks area. Several oil tanks destroyed and others damaged. 15 strikes visible in northeast railroad yards and 4 hits on repair shops at southwest end of railroad yards. Another railroad yard southwest of oil storage area received at least 25 strikes, several near the northeast choke point. An overpass was also hit. The main mole was hit as was oil depot nearby, resulting in explosions and fires. Warehouses and roads were hit. Several barges were hit and left burning. Bombs fell across harbor facilities, ship buildings and repair installations in the naval harbor, where hits were scored on small boats.

BOLOGNA rail yards--hits covered the center of the west yards and the center choke point. Bursts were shown across the west end of the center yards where some tracks were still under construction. Several bursts are shown on rolling stock and on buildings at the east end of the yards.

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PARMA railroad yards--all through tracks have been cut by hits across center of yards. The center section of the locomotive repair shed has been destroyed. A hit on the station destroyed the center section. Ten freight cars and passenger cars were damaged, damaged or derailed, and an electric locomotive was set afire. A steam locomotive was turned over. A small factory was set afire near the choke point of the yard.

FORLI railroad yards--all through tracks were cut by at least 25 hits across the center of the yards. A fire is shown at the east end of the covered passenger platform of the station. Several freight cars were damaged on sidings, and a large industrial building south of the yards suffered severe damage from at least three hits.

BOMB STRIKE PHOTOS...

LATISANO railroad bridge--hits scored on track at east and west ends of bridge and many hits on highway bridge to the south of the railroad bridge

RIMINI railroad bridges--hits on north and south railroad bridges.

LA SPEZIA port--oil storage and railroad yards--hits on south and east side of oil storage and gasworks area. Several oil tanks destroyed and others damaged. 15 strikes visible in northeast railroad yards and 4 hits on repair shops at southwest end of railroad yards. Another railroad yard southwest of oil storage area received at least 25 strikes, several near the northeast choke point. An overpass was also hit. The main mole was hit as was oil depot nearby, resulting in explosions and fires. Warehouses and roads were hit. Several barges were hit and left burning. Bombs fell across harbor facilities, ship buildings and repair installations in the naval harbor, where hits were scored on small boats.

BOLOGNA rail yards--hits covered the center of the west yards and the center choke point. Bursts were shown across the west end of the center yards where some tracks were still under construction. Several bursts are shown on rolling stock and on buildings at the east end of the yards.

LEGHORN harbor--concentration of hits on east side of inner harbor causing added damage to piers hit previously, the iron works and power station suffered hits. An "F" boat at a large dock was hit several times and bombs carried across the industrial area and the main railroad line to PISA. Hits were also scored on the railroad line to CECINA.

GENOA harbor and rail installations--cloud cover obscured detail interpretation but fires were started on the east side of the harbor.

(MORE)

20 May 1944

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RECCO viaduct--the railroad team near the southern entrance to the tunnel was severed and two hits were scored as they entered the entrance of the arched bridge 1000 feet north of the viaduct.

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INFORMATION DIVISION

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INFORMATION DIVISION

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Form 46 10-1-46 "Provision"

TACTICALAIRBORNE HIT
RAILROAD BRIDGES

B-26 Marauders of the First Tactical Air Force yesterday continued their attacks on railroad bridges in the FLORENCE area.

The GRIZZARD north railroad bridge, on the main double-track FLORENCE-BOLCKA line, was bombed successfully by a formation led by Captain Janis R. Dilling, of Route 4, Box 231, Tulare, Calif.

Sgt. Julian J. Luczak, 19 years old waist gunner, of Route 4, Bath, N.Y., said: "The formation hit right on the button. The bridge went down under a barrage of bombs, and didn't come up."

At the 12-span steel VADO river bridge, on the main FLORENCE-BOLCKA route, photographs taken after a Marauder attack showed good coverage. The formation was led by Capt. Laurence E. Probace, 26, of Ackley, Ohio.

Lt. Vaughan T. Allen, bombardier, of Westfield, Maine, said: "The bombs not only covered the bridge but blocked the tunnel next to it. I saw three hits on the bridge before it was obscured by the smoke of other bombs exploding."

The south GRIZZARD bridge, south of PISCIA, on the PISTOLA-LUCCA railroad, and the LISSOLA viaduct, midway between BOLCKA and PISTOLA, were also attacked.

Spitfires and P-47 Thunderbolts escorted the Marauders.

B-25 Mitchells attacked two viaducts and the rail tracks in between at BORGO SAN LORNZO, 10 miles north of FLORENCE, on the single track line to ROMA. Bomb-strike photographs showed heavy concentrations of hits on both viaducts and cuts on the track. Lead pilot of the mission was Capt. Victor E. Wilson, Jr., Camden, Tex., while the lead bombardier was 1st Lt. Francis Scofield, 11 Washington Street, Newton, Mass.

Another Mitchells formation dropped a string of bombs across the rail yards near PONTASSIEVE, six miles east of FLORENCE, on the main line to ROMA. The bombs cut the tracks and severed a bridge approach in the same area.

Mitchells attacked the rail bridges at RIGNANO, 10 miles east of FLORENCE, and at LUCCA, fifteen miles south of FLORENCE, Captain J.D. Douglas, of Porterfield, Calif, led the attack.

Bomb-carrying French fighter planes destroyed a rail bridge at CORTONA with direct bomb hits, and also severed the

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Tulare, Calif.

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The south GRIZZLY bridge, south of PESCI, on the PISTOLA-LUCCA railroad, and the LISSON viaduct, midway between BOLCGNA and PISTOLA, were also attacked.

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Bomb-carrying French fighter planes destroyed a rail bridge at CORONA with direct bomb hits, and also severed the tracks both north and south of the structure. 212

Thunderbolts cut one span in the long rail bridge at MONTE CARLO, east of LUCCA, and knocked out a smaller bridge 300 yards to the north. Tracks were cut by bomb hits between MONTE SAVINO and SINALUNGA, west of LAKE TRASIMENO, and a railroad station in the same area was destroyed. An overpass and rail tracks at SAN CASCIANO, 15 miles southeast of FLORENCE, were rendered temporarily impassable.

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T A C T I C A L (Contd.)

Thunderbolts also strafed 27 railway cars south of FLORIANO, damaging most of them. A building occupied by German troops at POINT ALI, opposite the island of Elba, was destroyed by strafing.

The Spitfire-escorted Mitchell's met no enemy aircraft, and flak was moderate.

Spitfire-escorted Marauders attacked a fuel dump at ANCONA. Several explosions were seen, and the bombers left a heavy pall of smoke over the target area. Kittyhawks also attacked ANCONA, starting a fire on the quay.

Other Kittyhawks operating in the battle area scored a direct hit on a military bridge, cutting it at the east end, and two hits on a road. Seventy feet of the north approach of a Bailey-type bridge were blown away. PONTICORVO was also bombed by Kittyhawks.

Spitfires bombed and strafed railway trucks in a siding near TOLLENTINO, southwest of ANCONA, and the line was cut at one point, 12 wagons being riddled. Direct hits by other Spitfires cut the line at points in the PORTO RECANTI-ROSETO area. A locomotive at FABRIANO was strafed and riddled by Spitfires.

At CATTOLICO Marauder bombs straddled the tracks south of the railway bridge. At CERVINO, the south portion of the railway bridge was scuttled.

During the night of May 18/19 heavy transport movements on the roads south of ROME were seen by Boston's, and scattered groups of vehicles going south were bombed. At one point fires were started, and traffic was forced to stop. Baltimore also bombed transport during the night.

Enemy motor transport on the roads from the battle front north to ROME continued to bear the brunt of attacks by fighters and fighter-bombers yesterday. Operations were restricted by bad weather.

Scores of enemy vehicles were destroyed or damaged by P-47 Thunderbolts, A-36 Invaders, and Warhawks, and bombs were dropped on road intersections between TERRACINA, on the west coast, and FROSINONE, on Highway Six.

Major Lee Fielder, of Hamlin, Texas, led a flight of A-20 Boston's in an attack on an ammunition dump northeast of ROME. He reported encountering very little flak, and no enemy aircraft.

ANCONA. Several explosions were seen, and the bombers left a heavy pall of smoke over the target area. Kittyhawks also attacked ANCONA, starting a fire on the quay.

Other Kittyhawks operating in the battle area scored a direct hit on a military bridge, cutting it at the east end, and two hits on a road. Seventy feet of the north approach of a Bailey-type bridge were blown away. PORTUGARVO was also bombed by Kittyhawks.

Spitfires bombed and strafed railway trucks in a siding near TOLUNTINO, southwest of ANCONA, and the line was cut at one point, 12 wagons being riddled. Direct hits by other Spitfires cut the line at points in the PORTO RECANATI-ROSETO area. A locomotive at FABRIANO was strafed and riddled by Spitfires.

At CATTOLICO Icarander bombs straddled the tracks south of the railway bridge. At CESAANO, the south portion of the railway bridge was scuttled.

During the night of May 18/19 heavy transport movements on the roads south of ROMA were seen by Bostons, and scattered groups of vehicles going south were bombed. At one point fires were started, and traffic was forced to stop. Baltimore also bombed transport during the night.

Enemy motor transport on the roads from the battle front north to ROMA continued to bear the brunt of attacks by fighters and fighter-bombers yesterday. Operations were restricted by bad weather.

Scores of enemy vehicles were destroyed or damaged by P-47 Thunderbolts, A-36 Invaders, and Warhawks, and bombs were dropped on road intersections between TERRACINA, on the West coast, and FROSINONE, on Highway Six.

Major Leo Fielder, of Hamlin, Texas, led a flight of A-20 Bostons in an attack on an ammunition dump northeast of ROMA. He reported encountering very little flak, and no enemy aircraft.

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French Spitfires of Coastal Air Force damaged a 5,000 ton enemy cargo ship in the harbor at GAVINARA. Other French Spitfires bombed a medium-sized cargo vessel in LIGNON harbor but bad weather prevented observation of results.

Radio station on CAP GALLIUM, between Cannes and Monaco, in the south of France, was attacked by Bom-fighters.

During an attack by Spitfires on DIEMO harbor, Algeria, all ships found under a large camouflage net were bombed and hits were also scored on the jetty. An oil fire was started which gave off large clouds of black smoke.

Six barges attacked near VIGEV were damaged.

END

INFORMATION DIVISION

ACC

Form 46 Jan 1950 45 Original

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (Rear Admech),
C.M.F.

Our reference: ACC Tn/183/2.

Date : 24 April 44.

TO : H.Q., ACC, Economic Section.

SUBJECT : Technical Data and Information.

1. Reference your letter RPK/sen dated 14 April 44.
2. As instructed, lists, catalogues, and reference works have been compiled and are attached herewith as Appendices A, B & C.
3. Appendix A is a list of manufacturers catalogues for railway supplies and stores and it is requested that 2 copies of each catalogue be supplied.
4. Appendix B deals with special handbooks and technical books, one copy of each publication is requested.
5. Appendix C covers the requirements for road transport maintenance and 10 copies of each manual are necessary.


S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

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APPENDIX A.

ITEM	AMERICAN CO.	BRITISH CO.
Material or Machine		
Acetylene Appliances & Welding Equipment.	Air Reduction Sales Co.	British Oxygen Co. Ltd. Wembley, Middlesex.
Air Brakes & Fittings.	(Automatic Vacuum Brake) (for 2-8-0 Locomotives.) (New York Air Brake Co.)	Westinghouse Brake & Signal Co. Ltd. Pew Hill House, Chippenham, Wilts.
	Westinghouse Air Brake Co.	
Air Compressors.	Brake Equipment & Supply Co. (Air Compressors, Hoists etc.) (Ingersoll - Rand.)	Ingersoll Rand Ltd.
Arc Welding & Electric Welding Equipment.	General Electric Co. Lincoln Electric Co., Cleveland, Ohio. Johns - Manville	Air Pumps Ltd. Murex Welding Processes Ltd. Waltham Cross, Herts.
Asbestos Products.		Turner Newells, Trafford Park, Manchester.
		Bells Asbestos Products Ltd. Southwark Street, London.
Axles - Car & Locomotive.	American Car & Foundry Co.	Darlington Forge Ltd.
	American Locomotive Co.	Vickers Armstrong.
	Baldwin Locomotive Co.	United Steel Corporation, (Sheffield).
	Bethlehem Steel Co.	John Baker & Bessemer Ltd. Rotherham.
Ball Bearings & Roller Bearings.	S.K.F. Industries Inc.	S.K.F. Luton, Bedfordshire.
Belling.	Goodyear Tire & Rubber Co.	
Boilers & Fire Box Plates.	U.S. Steel Co.	Dorman Long Ltd.
	Bethlehem Steel Co.	Vickers Armstrong Ltd.
Boiler & Pipe Coverings.	Emmet Magnesia Co.	United Steel Corporation.
	Valley Forge Pa.	
	Johns Manville	
Boiler Feeders & Injectors.	W. Sellers & Co. Hancock Insp. Co. (Nathan Manufacturing Co.) (Loco Lubricators, Inject) (ors, Check Valves.)	Davis Metcalpe Ltd. Romley, England. Gresham & Craven Ltd. Salford, Manchester.
	Ohio Injector Co.	
Boilers & Boiler Tubes.	Midvale Steel Co.	Stewart & Lloyds Ltd. Glasgow.

Arc Welding & Electric Welding Equipment.	General Electric Co.	Air Pumps Ltd.
	Lincoln Electric Co., Cleveland, Ohio.	Murex Welding Processes Ltd. Ealham Cross, Herts.
Asbestos Products.	Johns - Manville	Turnor Newells, Trafford Park, Manchester.
		Bells Asbestos Products Ltd. Southwark Street, London.
Axles - Car & Locomotive.	American Car & Foundry Co.	Darlington Forge Ltd.
	American Locomotive Co.	Vickers Armstrong.
	Baldwin Locomotive Co.	United Steel Corporation, (Sheffield).
	Bethlehem Steel Co.	John Baker & Bessemer Ltd. Rotherham.
	S.K.F. Industries Inc.	S.K.F. Luton, Bedfordshire.
Bell Bearings & Roller Bearings.	Goodyear Tire & Rubber Co.	Dorman Long Ltd.
Belling.	U.S. Steel Co.	Vickers Armstrong Ltd.
Boilers & Fire Box Plates.	Bethlehem Steel Co.	United Steel Corporation.
Boiler & Pipe Coverings.	Emet Magnesia Co.	
	Valley Forge Fa.	
Boiler Feeders & Injectors.	Johns Manville	Davis Metcalpe Ltd. Romiley, England.
	W. Sellers & Co.	Gresham & Craven Ltd. Salford, Manchester.
	Hancock Insp. Co.	
	(Nathan Manufacturing Co.) (Loco Lubricators, Injectors, Check Valves.)	
Boilers & Boiler Tubes.	Ohio Injector Co.	Stewart & Lloyds Ltd. Glasgow.
	Midvale Steel Co.	North British Loco Co.
	U.S. Steel Co.	Babcock & Wilcox.
	Babcock & Wilcox.	Vickers Armstrong.
	Baldwin Loco Co.	Darlington Forge Co.
	Vulcan Iron Works	Vulcan Foundry Ltd.
	American Loco Co.	Robert Stephenson & Hawthorns Ltd.
	H.K. Porter Co. Pittsburgh.	

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ITEM	AMERICAN CO.	BRITISH CO.
Material or Machine	Bethlehem Steel Co.	Guest, Keen & Nettelfolds Ltd.
Bolts, Nuts & Rivets.	U.S. Steel Co.	Birmingham.
	National Bolt & Nut, Cleveland.	
Brakes, Forgings & Blocks.	American Car & Foundry Co.	Westinghouse Brake & Signal Co. Ltd
	Schafer Equipment Co.	Ferod Ltd. Chapel-en-le-Brith.
	American Brake Shoe Cp. N.Y.	Vacuum Brake Co. Ltd. 157 Abbey House, Westminster, London.
Cables & Wire Ropes.	Bethlehem Steel Co. Hazard, Wilks. Pa.	United Steel Corporation.
Compressors.	General Electric Co.	General Electric Co.
	Ingersol Rand.	Westinghouse.
Concrete Reinforcement.	Westinghouse Co. U.S. Steel Co.	Ingersol Rand. Dormen Long & Co. Ltd.
Culvert Pipes.	Bethlehem Steel Co.	British Reinforced Concrete Co. Ltd.
Electric Wire & Cables.	Armco R.R. Sales Co. Anaconda Co.	Callinders Ltd.
	Hazard Co.	Johnson & Phillips Ltd.
Gaskets & Packings.	General Electric Co. Johns Manville Co.	British Insulator Cables Ltd.
	Garlock Co.	
	Westinghouse Co.	
Locomotive & Car Bearings.	Gustin - Bacon Mfg. Co.	
Loco Wheels & Tires.	Ohio Brass Co. U.S. Steel Co.	N. British Loco Co. Ltd.
Loco Valve Gear.	Bethlehem Steel Co. Baldwin Loco Co.	Vulcan Foundry Ltd. Caproli Valve Gear Ltd. Worcester.
	Alco Valve Co.	P.L. Ross & Co. Ltd. Stockport.
Loco Water Conditioners.	H.K. Potter Co.	
Locomotives Diesel.	Dearborn Chemical Co. Baldwin Locomotive Works.	Allens, Ltd. Queens Works, Bedford.
	Vulcan Iron Works, Davenport.	8109
Machine Tools, Small Tools	Brown & Sharpe Co.	Vickers Armstrong.

Schafer Equipment Co.	Ferod Ltd. Chapel-en-le-Whith.
American Brake Shoe Co.	Vacuum Brake Co. Ltd. 157 Abbey House, Westminster, London.
N.Y.	United Steel Corporation.
Bethlehem Steel Co.	General Electric Co.
Hazard, Wilks. Pa.	
General Electric Co.	
Ingersol Rand.	Westinghouse.
Westinghouse Co.	Ingersol Rand.
U.S. Steel Co.	Dorman Long & Co. Ltd.
Bethlehem Steel Co.	British Reinforced Concrete Co. Ltd.
Armco R.R. Sales Co.	Callinders Ltd.
Anaconda Co.	Johnson & Phillips Ltd.
Hazard Co.	
General Electric Co.	British Insulator Cables Ltd.
Johns Manville Co.	
Carlock Co.	
Westinghouse Co.	
Gustin - Bacon Mfg. Co.	
Ohio Brass Co.	N. British Loco Co. Ltd.
U.S. Steel Co.	
Bethlehem Steel Co.	Vulcan Foundry Ltd.
Baldwin Loco Co.	Caproli Valve Gear Ltd. Worcester.
Alco Valve Co.	P.L. Ross & Co. Ltd. Stockport.
H.K. Pater Co.	
Dearborn Chemical Co.	
Baldwin Locomotive Works.	Allens, Ltd. Queens Works, Bedford.
Vulcan Iron Works, Davenport.	8109
Brown & Sharpe Co.	Vickers Armstrong.
L.S. Starret Co.	English Steel Corporation Ltd.
Cleveland Twist Drill Co.	Coventry Machine Tool Works Ltd.
Buda Co. (Jacks & Tools)	Firths.
Card S.W. Mfg. Co.	Hadfield.
(McMaster-Carr Co.)	
(Misc. Tools (all kinds))	
(HDWE etc.)	
(Pratt Whitney Co.)	
(Reamers, Drills, Chucks)	
(etc.)	

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ITEM		AMERICAN CO.		BRITISH CO.	
Material or Machine.		Manning, Maxwell & Moore (General Catalogues of American machine Manu- facturers required).		Alfred Herbert Ltd. Coventry.	
Machines (for Loco Works, Lathes (Screw cutting, Caps- tan, Turret).				Craven Brothers Ltd. Reddich, Stockport.	
Drilling				H.W. Ward & Co. Ltd. Birming- ham.	
Milling				Archdale & Co. Ltd. Birmingham	
Boring					
Planers					
Metallic Packings.		Paxton-Mitchell Co. (Packings, Rings etc)		Comac, Coventry.	
Motors, Electric.		General Electric Co.		General Electric Co.	
		Westinghouse.		Crompton Electric Co. Chelmsford, Essex.	
		Century.			
Motors, Diesel.		Lincoln. Alco.		Gardiners Ltd.	
		Electromotive.		Allens Ltd, Bedford.	
Motor & Generator Brushes.		General Electric Co.		Morgan Crucible Co. Ltd. Battersea, London.	
		Spreague Electric Co. N.Y.			
Piling Drivers & Steel Drivers. Sections		Graybar Electric Co. Industrial Brownhorst Co.		Frdingham Steel Co. Ltd.	
		Bethlehem Steel Co.		Larsen Steel Filing Co. Ltd.	
Piston Rings.		U.S. Steel Co. Baldwin Loco Co.		Dorman Long Ltd. Coventry Machine Tool Works Ltd.	
		Loco Finished Piston Ring Co.			
Pneumatic Tools.		Commonwealth Steel Co. Ingersol Rand.		Ingersol Rand.	
Rails & fittings for same.		Chicago Pneumatic Tool Co.			
Anchor Plates		U.S. Steel Co.		Dorman Long & Co. Ltd.	
Bolts.		Bethlehem Steel Co.		Williams & Williams.	
Crossovers		Carnegie Steel Co.		Merl of Dudley Steel Works Ltd. Hedfields Ltd. Sheffield.	
Flap plates		All possible handbooks required.			
Fastenings					
Shims					
Sole Plates					
Switches					
Special Castings.					

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Planers	Paxton-Mitchell Co.	Comac, Coventry.
Metallic Packings.	(Packings, Rings etc)	
	General Electric Co.	General Electric Co.
Motors, Electric.	Westinghouse.	Crompton Electric Co. Chelmsford, Essex.
	Century.	
Motors, Diesel.	Lincoln.	Gardiners Ltd.
	Alco.	
Motor & Generator Brushes.	Electromotive.	Allens Ltd. Bedford.
	General Electric Co.	Morgan Crucible Co. Ltd. Battersea, London.
	Sprague Electric Co. N.Y.	
Piling Drivers & Steel Drivers. Sections	Craybar Electric Co.	Frederingham Steel Co. Ltd.
	Industrial Brownhorst Co.	Larsen Steel Filling Co. Ltd.
	Bethlehem Steel Co.	
Piston Rings.	U.S. Steel Co.	Dorman Long Ltd.
	Baldwin Loco Co.	Coventry Machine Tool Works Ltd.
	Loco Finished Piston Ring Co.	
	Commonwealth Steel Co.	Ingersol Rand.
Pneumatic Tools.	Ingersol Rand.	
	Chicago Pneumatic Tool Co.	
Rails & fittings for same.	U.S. Steel Co.	Dorman Long & Co. Ltd.
Anchor Plates	Bethlehem Steel Co.	Williams & Williams.
Bolts.	Carnegie Steel Co.	Larl of Dudley Steel Works Ltd. Hedfields Ltd. Sheffield.
Crossovers		
Fishplates		
Pastenings		
Shims		
Sole Plates		
Switches		
Special Castings.		
Steel Sheets	U.S. Steel Co.	Dorman Long & Co. Ltd.
Plates	Bethlehem Steel Co.	Redpath Brown & Co. Ltd.
Rolled Sections	Carnegie Steel Co.	Dawneys, Battersea, London.
Bars	All possible Hand-books required.	Hedfields Ltd. Sheffield.
Billets		Vickers Armstrong Ltd.
Special Alloys		Firth Brown & Co. Ltd.
		United Steel Corporation
		All possible handbooks required.
Superheaters	Superheater Co. Ltd. N.Y.	Superheater Co. Ltd. 2 Norfolk Street, Strand, London.
Staybolts.	American Locomotive Co.	
Steam Joints & Fittings.	Barco Mfg. Co.	
	Crane Co.	

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MISCELLANEOUS ITEMS AND PUBLICATIONS OF STORES OF AMERICAN
ORIGIN.

1. Steam operating parts for 2-8-2 locos.
2. Parts for adjustable gauge motor cars Model R.1.
3. Parts for Burro Cranes Model 30.
4. Parts for 3" Loco Safety Valves.
5. Loco Air & Steam Gauges.
6. Arch Tube Cleaners.
7. Parts for multi-gauge motor cars class A 5 2 u A-2.
8. Miscellaneous Electrical Appliances.
9. Miscellaneous Electrical Supplies.
10. Telephone Supplies.
11. Parts for Grates Tuyere Type.
12. Blow Off valves.
13. Parts for No. 6 ET Loco Brake Equipment 2-8-0 Loco.
14. Catalogue of Train Dispatching Equipment.
15. Flue Expanders, flue beading tools etc.

American Brake Division of West-
inghouse Air Brake Co.
Buda Co.

Cullen - Priestedt Co.
Coak Muffler & Safety Valve Co.
Consolidated Ashcroft Hancock Co.
Elliot Co.
Fairmount Railway Motors Co.

General Electric Supply Corporation.
Greybar Electric Co.
Greybar Electric Co.
Hulson Grate Co.
Okadee Mfg. Co.
Westinghouse Brake Co.

Western Electric.

Wiedeke, Gustave Co. 6107

APPENDIX "B"

- | | |
|---|--|
| 1. Car Builders Cyclopedic. | Simmons-Borrdman Pub. Co. |
| 2. Locomotive Cyclopedic. | " " " |
| 3. Track & Way Cyclopedic. | " " " |
| 4. Bridge & Building Cyclopedic. | " " " |
| 5. Bethlehem Steel Co. | Bridge Handbook. |
| 6. U.S. Steel Co. | " " |
| 7. Electric Railway Power Stations. | Westinghouse & General Electric Co. |
| 8. USS Carbon Steel Bars & Special Sections. | Carnegie - Illinois Steel Corporation. |
| 9. Rails and Angle Bars. | Illinois Steel Co. |
| 10. Pocket Companion. | Carnegie - Illinois Steel Co. |
| 11. Camps Railroad Manual. | |
| 12. Jordans Tacheometric Tables. | |
| 13. 7 Figure Logarithm Tables (Chamber) | |
| 14. Camps Engineering Handbook (British). | |
| 15. Molesworth Pocket Handbook, Civil, Mechanical & Electrical (B). | |
| 16. Permanent Way Engineers & Signalling Handbook (B). | |
| 17. American Bridge Co. Handbook. | |
| 18. Sir William Arrols Bridge Handbook (B). | |
| 19. Text Books on Masonry & Reinforced Concrete Bridges & Structures. Many good publications by Mc.Graw Hill Publishing Co. Titles and authors not certain. | |

APPENDIX "C"

MANUALS COVERING THE FOLLOWING UNITS OF FIAT & LANCIA (ITALIAN) TRUCKS:

Front Axle Assembly
 Rear " "
 Body Assembly
 Frame
 Clutch
 Cooling System
 Starting Motor
 Batteries
 Distributor
 Generator
 Ignition System (wiring)
 Engine
 Fuel System (Carburetor & Fuel pump)
 Transmission
 Differential (Rear end)
 Springs
 Steering Gear
 Wheels and Bearings
 Universal Joints and Drive Shaft

Parts and maintenance manuals covering the following British 3 Ton Trucks:

Dodge, Ford, Bedford, and Austin.

The only manual needed for American vehicles is:

TM 10 - 1562 (GMC 2½ Ton 6x6).

180/1

HEADQUARTERS
ALLIED CENTRAL COMMISSION
ECONOMIC SECTION
APO 324

RHY/asm

14 April 1944

RS/77

SUBJECT: Technical Data and Information.

TO :	Agriculture Sub-commission	Labor Sub-commission
	Finance Sub-commission	Mining Division
	Food Sub-commission	Public Works and Utilities S.O.
	Industry and Commerce Sub-commission	Transportation Sub-commission -

1. It is becoming increasingly evident that the maintenance and re-habilitation of the Italian economy will require, among other things, the furnishing of a multitude of spare parts and replacements for the many diverse machines and other physical properties which enter into the integrated life of Italy.

2. In order to prepare proper requisitions for these items it is necessary to describe them in terms understandable to purchasing personnel in the United States, or, to a lesser extent, the United Kingdom. This will require that all Italian or metric standards be converted into American and English units and accepted standards. In all cases where special items are desired it is almost essential that catalog numbers of manufacturers be referred to.

3. Therefore, it is directed that a list, in quadruplicate, be furnished this section by not later than 1600 hrs., 19 April, 1944 of the following items which each sub-commission or division of this section requires for the orderly preparation of requisitions:

a. Engineering handbooks and other referenced works, giving title, author, and publisher, if possible.

b. Manufacturers' catalogs, giving type of equipment or supplies, name and address of manufacturer.

c. Any other data or technical information desired in order to achieve the above objective in respect to requisitions.

4. In all cases, the minimum number of copies of each item that is desired should be stated.

5. In the event both American and British handbooks and catalogs are desired, it is requested that the lists be furnished in two separate parts in order to facilitate the compilation by this section of the data to be obtained from each of these sources.

L. S. Adams
L. S. ADAMS
Colonel, G. S.
Executive Officer
Economic Section

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