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AC/304/TNS

10000/148/2719



4/TNS 10000/148/2719

INTERNAL MONTHLY  
APR DEC. 1945 REPORTS



HEADQUARTERS ALLIED COMMISSION  
APO 394

WGP/lb

## Transportation and Shipping Sub-Commission

Ref: AC/304/8/TN.5

10 Dec. 1945

SUBJECT: Monthly report for November, 1945.

TO : Chief, Roads Division, TN S/C.

Following is the consolidated report of vehicles received and transferred to the Italian Government to 30 November 1945.

A.- Imported vehicles.

1. 255 Trucks - 10 ton 6x4 cargo (civilian type) ex U.S.
2. 3290 " - 1½ " cargo (civilian type) ex U.S.
3. 194 " - 1½ " cargo (civilian type) ex  
Mideast
4. 242 " - 1/4 " (Jeep) ex U.S.
5. 200 Motorcycles - ex U.S.

B.- U.S. and British military vehicles originally placed on loan for civil supply operations and subsequently transferred to the Italian Government.

1. 888 Trucks - British 3 ton cargo
2. 747 " - U.S. 2½ ton G.M.C. cargo.

C.- Surplus vehicle releases ex U.S. Ordnance and Salvage.

1. 84 Trucks - 6 to 10 ton cap. (incl.)
2. 6015 " 1½ to 5 " " "
3. 5062 " 1/4 to 1 " " "
4. 3285 Trailers - 1/4 to 4 ton cap. (incl.)
5. Miscellaneous
  - a. 1 - Prime Mover - 40 ton
  - b. 170 - Motorcycles
  - c. 15 - Side cars (Motorcycle)

Vehicles transferred under para C were ~~45~~ approximately



60% operational as transferred. Balance are to be conditioned for operation or cannibalized for parts.

D.- 1600 (Approximate figure) captured enemy vehicles of all types.

E.- Spare Parts.

- ✓ 1. Truck - 1½ and 10 ton civilian type cargo - 300 tons - ex U.S.
- ✓ 2. 1/4 ton Truck - (Jeep) 9 tons ex U.S.
3. Motorcycle - 11 tons ex U.S.
4. Truck - 60 day scaling for 357 British cargo has been authorized and is in process of collection - ex British Army Ordnance.
- ✓ 5. Truck - 2½ ton G.M.C. - 60 days supply for 550 vehicles - ex U.S. Army Ordnance. ✓

F.- Maintenance Equipment.

1. 292 tool sets, 1st 2nd and 3rd echelon - ex U.S. Army Ordnance.
2. The approximate equivalent of 6 L.A.D. sets (S.E.L. N°308/1) ex British Army Ordnance.
3. Miscellaneous items of equipment from both British and U.S. Ordnance have been released to supplement 1 and 2 and enable the Italian Government to operate the necessary maintenance and assembly shops.

WARNER G. PETERSON  
Capt.C.A.C.  
Roads Division.



*File.*  
*Quib.*

INTER OFFICE MEMORANDUM

Ref: AC/304/7/TN.5

13 Nov. 1945

SUBJECT: Monthly Report for October 1945.

TO : Chief, Roads Division, TN S/C.

A.- Vehicles received in Oct. 1945.  
1. 70 trucks 10 ton 6x4.

B.- Spare Parts received in October 1945.  
1. Truck (all type cargo) 42 ton (865 cases)

C.- Vehicles transferred to Italian Government in October 1945.  
1. 74 -Trucks 10 ton 6x4.  
2. 41 -Trucks 1½ ton 4x4. (Imported commercial type vehicles for employment on Italian civil supply service)  
3. 49 (Jeeps) 1/4 ton trucks.

GEO.W. BARRUS, 1st Lt.  
for WARNER G. PETERSON  
Capt. C.A.C.  
Roads Division.



INTER OFFICE MEMORANDUM

WGP/lb

Ref: AC/304/6/TN.5

8 Oct. 1945

SUBJECT: Monthly Report for September 1945.

TO : Chief, Roads Division, Tn S/C.

A.- Vehicles received in September 1945.

1. 50 trucks 10 ton 6x4

B.- Spare parts received in September 1945.

1. Truck (all types cargo) 12 tons (233 cases)

C.- Vehicles transferred to Italian Government in September 1945.

1. 81- Trucks 10 ton 6x4.
2. 722- Truck 1½ ton 4x4 (Imported commercial type vehicles for employment on Italian civil supply services)
3. 338- 3 ton British cargo vehicles from theatre stocks.
4. 30- 1/4 ton trucks (Jeeps)

WARNER G. PETERSON  
Capt. C.A.C.  
Roads Division.



INTER OFFICE MEMORANDUM

WGP/lb

Ref: AC/304/5/TN.5

8 Sept. 1945

SUBJECT: Monthly Report for August 1945.

TO : Chief, Roads Division, TN S/O.

A.- Vehicles received through Aug. 31, 1945.

1. 3272 Trucks, 1½ ton 4 x 4 -(This includes correction of error in monthly report for July wherein figure of total receipts for this type vehicle should have been 3195 instead of 3295.
2. 136 Trucks, 10 ton 6x4
3. 260 Trucks, 1/4 ton (Jeeps)
4. 200 Motorcycles

B.- Spare parts received through Aug. 31, 1945.

1. Truck (all types cargo)-246 tons +42 +12 = 300
2. 1/4 ton truck (Jeep)-9 tons - 9 tons
3. Motorcycle-11 tons - 11 tons

C.- Vehicles transferred to the Italian Government through Aug. 31, 1945.

1. 1600-Capture enemy vehicles of all types.
2. 2500-1½ ton 4x4- The balance of 772 imported vehicles of this type are in the process of being transferred and will be entirely in Italian Governmental hands by Oct. 1, 1945.
3. 700- 2½ ton G.M.C. from theatre stocks.

450



4. 550- 3 ton British cargo vehicles from theatre stocks.
5. 100-10 ton 6x4 - Shipments received against 260 total scheduled for import require maintenance and repair work and are being conditioned for operation prior to handover.
6. 125- 1/4 ton trucks(Jeep)-

D.- In addition to transfers covered in para C 1225 War Department vehicles of various types and conditions have been released to the Italian Government from U.S. vehicle depots. This is the first consignment to be released for rebuilding and salvage operations and a sufficient quantity is authorized to produce a 20,000 ton roadworthy lift.

WARNER G. PETERSON  
Capt. C.A.C.  
Roads Division.



INTER OFFICE MEMORANDUM*File -m*

Ref: AC/304/4.TN.5

8 August 1945

SUBJECT: Monthly report for July 1945.

TO : Chief, Roads Division, TN S/C.

## A.- Vehicles received to 30 July 1945.

1. 3295 Trucks, 1 1/2 ton, 4x4.

2076 of these were received cased, have been assembled and are now in operation. The balance were imported on wheels and have been conditioned and placed in civil supply service.

2. 47 Trucks, 10 ton 6x4, reconditioned.

These are the first consignments of large capacity vehicles of which 260 are scheduled for import.

3. 200 Motorcycles, new, cased.

These have been transferred to the Italian Government as received.

## B. Spare Parts received to 30 July 1945.

1. Truck spares -233 tons
2. Motorcycle spares -321 cases
3. 1/4 ton truck spares -9 tons.

WARNER G. PETERSON,  
Capt. C.A.C.  
Roads Division



*Capt. Peterson*

Roads Division

CE/ep

Ref: AG/2/5/mb

51 July 1945.

SUBJECT: Revised Requirements Programme - Italy (Road Transport).

TO : Director, Tydn. S/C  
(Tyre Planning Staff)

1. In accordance with your directions the following report is submitted on the above subject. The report deals with requirements of trucks, tyres, tyre manufacture materials, tyre repair materials, raw materials and coal for the manufacture of trucks and spare parts.

TRUCKS.

2. Existing C.O./S. trucks.

Existing C.O./S. approvals and shipping programmes cover the provision of the following trucks:

(a) Central Southern Italy and Islands.

|                                    | Lift (tons) | Cal. or LAD | Source |
|------------------------------------|-------------|-------------|--------|
| 500 x 5 ton (400 operable)         | 1650        | CAL 1300    | U.K.   |
| 500 x 2½ " (350 operable)          | 900         | CAL 1300    | U.S.A. |
| 500 x 1½ " (on Turkish stock-pile) | 450         | CAL 1300    | U.S.A. |
| <u>1500</u>                        | <u>4162</u> |             |        |

(b) Northwest Italy.

|                             |               |         |        |
|-----------------------------|---------------|---------|--------|
| 1700 x 1½ ton (new)         | 3005          | CAL 954 | U.S.A. |
| 1100 x 1½ " (reconditioned) | 2490          | LAD 95  | U.S.A. |
| 500 x 1½ " (new)            | 1125          | "       |        |
| 250 x 10 " (reconditioned)  | 2500          | "       | U.S.A. |
| <u>1500</u>                 | <u>10,000</u> |         |        |

(c) Total Italy

4062 14,167



1. In accordance with your directions the following report is submitted on the above subject. The report contains with requirements of trucks, tyres, tyre manufacture materials, tyre repair materials, raw materials and coal for the manufacture of trucks and spare parts.

### TRUCKS.

#### 2. Existing C.G./S. approvals.

Existing C.G./S. approvals and shipping programmes cover the provision of the following trucks:

##### (a) Central Southern Italy and Islands.

|                                        | Lift (tons) | Cal of L&O | Source |
|----------------------------------------|-------------|------------|--------|
| 550 x 2 ton (400 operable)             | 1650        | CAL 1359   | U.S.A. |
| 550 x 2 1/2 " (250 operable)           | 2052        | CAL 1359   | U.S.A. |
| 500 x 1 1/2 " (ex. Italian stock-pile) | 450         | CAL 1358   | U.S.A. |
|                                        | <u>4152</u> |            |        |
| 1300                                   |             |            |        |

##### (b) Northwest Italy.

|                                |               |         |        |
|--------------------------------|---------------|---------|--------|
| 1700 x 1 1/2 ton (new)         | 3525          | CAL 954 | U.S.A. |
| 1100 x 1 1/2 " (reconditioned) | 2475          | L&O 95  | U.S.A. |
| 500 x 1 1/2 " (new)            | 1125          | "       |        |
| 550 x 1 1/2 " (reconditioned)  | 5500          | "       | U.S.A. |
|                                | <u>10,025</u> |         |        |

##### (c) Total Italy

4850  
14,157

Above lifts are calculated on a factor of 1.5 for U.S. 1 1/2 and 2 1/2 ton trucks.

#### 3. Additional Requirements above Existing Approvals.

##### (a) Central Southern Italy and Islands.

- (1) "Programme of Essential Italian Imports 1945" dated 25 March 1945, submitted to C.G./S., contained a request for an additional 20,000 tons road lift in Category A. This is subject to reduction for lift estimates for industries and activities changed to Category B.

- (11) 1,000 tons required as replacement vehicles salvaged from original 1100 vehicles transferred from USA/UK stocks: (CAL 1359, 50 x 3 ton (40) -- 150 tons and 500 x 2 1/2 (20) tons -- 750 tons. Total 900 tons released from theatre stocks).



(b) Northeast Italy.

Present estimated requirements RIL. Existing approvals sufficient.

(c) Northeast Italy.

8,000 tons.

(d) Total Category A Requirement.

Total requirement is now 84,000 tons less 808 tons released from theatre stocks -- 83,192 tons.

4. C.C./S. approved the release of 4,000 x 2 1/2 ton "over heavy" trucks from theatre stocks in GAL 1406. This will provide a lift of 15,000 tons based on a factor of 1.5. A balance of 8,096 tons still remains to be approved.

5. In GAL 1413 (Items 1 and 2 of requisition 100 000 ord) C.C./S. advised that the 4,000 trucks approved in GAL 1406 are considered to meet total lift requirement above existing approvals for Italy. Any reduction of lift due to changes in supplies from Category A to Category B is considered by C.C./S. to meet in full requirement of 8,000 tons for R.A. Italy (see para 1(a) LAC 1207). It is now understood from A.F.H.Q. that C.C./S. have approved release of sufficient trucks to provide a 20,000 ton lift after cannibalization and rebuild.

6. To produce the 20,000 ton lift A.F.H.Q. proposes to release on a basis of 8 trucks to produce 2 trailers after cannibalization and rebuild by Italian Industry. It should be possible for Italian Industry to rebuild these vehicles and to produce many of the spare parts. It may be necessary to import certain parts which cannot be manufactured or obtained by cannibalization. This procedure would be more economical than importing new trucks.

7. Total lift requirement was previously stated as 87,197 tons. Against this a total of 84,197 tons has been approved. In view of the number of civilian trucks available in North Italy and anticipated transfer of captured enemy vehicles, which will be transferred to the Italian Government, it is considered that existing approvals will satisfy in full the essential economic transport requirements of Italy provided that:

- (a) Sufficient tyres and axles parts are forthcoming for civilian trucks now available in Italy. (see paras. 10, 11, 12 and 13)
- (b) An adequate supply of coal and raw materials is made available for the manufacture of trucks, parts, tyres and for tyre repair in Italy. (see paras. 11, 12 and 13)
- (c) Trucks to meet the 20,000 tons lift can be rebuilt and put into service. (see para. 9(e).



(d) Total Category A Requirement.

Total requirement in new 34,000 tons less 906 tons re-issued from theatre stocks -- 33,094 tons.

4. C.C./3. approved the release of 4,300 x 2 1/2 ton "over weight" trucks from theatre stocks in GEL 1403. This will provide a lift of 10,000 tons based on a factor of 1.0. A balance of 9,094 tons still remains to be approved.

5. In GEL 1412 (Items 1 and 2 of requisition was 250 are) C.C./3. advised that the 4,000 trucks approved in GEL 1403 are considered to meet total lift requirement above existing approvals for Italy. Any reduction of lift due to changes in supplies from Category A to Category B is considered by C.C./3. to meet in full requirement of 3,000 tons for H.A. Italy (see para 1(a) LAC 1567). It is now understood from A.F.H. that C.C./3. have approved release of sufficient trucks to provide a 30,000 ton lift after cannibalization and rebuild.

6. To produce the 30,000 ton lift A.F.H. proposes to release on a basis of 3 trucks to produce 2 runners after cannibalization and rebuild by Italian industry. It should be possible for Italian industry to rebuild these vehicles and to produce many of the spare parts. It may be necessary to import certain parts which cannot be manufactured or obtained by cannibalization. This procedure would be more economical than importing new trucks.

7. Total lift requirement was previously stated as 37,187 tons. Against this a total of 34,187 tons has been approved. In view of the number of civilian trucks available in North Italy and anticipated transfer of captured enemy vehicles, which will be transferred to the Italian Government, it is considered that existing approvals will satisfy in full the essential economic transport requirements of Italy provided that:

- (a) Sufficient tyres and spare parts are forthcoming for civilian trucks now available in Italy. (see paras. 10, 11, 12 and 13)
- (b) An adequate supply of coal and raw materials is made available for the manufacture of trucks, parts, tyres and for tyre repair in Italy. (see paras. 11, 12 and 13)
- (c) Trucks to meet the 30,000 tons lift can be rebuilt and put into service. (see para. 9(c)).
- (d) Supplies of spare parts for all trucks sold to the Italian Govt., beyond the capacity of Italian industry to manufacture, are made available for purchase by the Italian Government through commercial channels. (see para. 9)

CONTROL VEHICLES.

8. Requisitions for 325 jeeps and 200 motorcycles were approved by C.C./3. in LAC 95 and 96 and have arrived in Italy. Balance of 33 jeeps and



500 motorcycles are not yet covered by C.O./S. approval. These vehicles are considered essential to efficient control of civilian transport by the Italian Government.

#### SPARE PARTS.

#### 9. Vehicles from U.S.A. and British sources.

- (a) 550 x 3 ton trucks (Br.) A 60 day cache will be made available by A.F.M.S. After consumption of this stock trucks will be virtually worn out and Italian industry must produce any further parts required.
- (b) 550 x 2 1/2 ton trucks (U.S.) A 60 day limited cache will be made available by A.F.M.S. After consumption same principle as in sub para. (a) above applies.
- (c) 300 x 1 1/2 ton (ex Turkish stockpile)

A 6 month's supply has been received in Italy and partially consumed. The Italian Govt. must place requisitions for any further needs with C.O./S. for supply on a commercial basis.

#### (d) Imported Trucks.

A 6 months supply of parts for the 550 imported trucks was approved by C.O./S. and is being imported. Requisitions for a further 6 months supply will be submitted to C.O./S. for approval, by the Truck Maintenance Group. Any further supplies should be imported on a commercial basis or manufactured in Italy.

#### 10. Civilian Trucks.

Limited stocks are held by manufacturers in the North. Existing stocks of raw materials and present supply of coal will permit an additional limited quantity to be manufactured. To enable new trucks and parts to be manufactured in the quantities necessary to maintaining the existing number of trucks in service, an additional supply of coal and raw materials is required by Italian industry. An estimate by Industry sub-commission of requirements for a six months period is given at Appendix A.

#### TIRES.

#### 11. Vehicles from U.S. British sources.

- (a) 550 x 3 ton (Br.), 550 x 2 1/2 ton (US) and 300 x 1 1/2 ton (ex-Turkish stockpile)

Source of supply will now be from releases of tyres made to the Italian Government or from manufacture by Italian industry.



available by C.C./C. After consumption of this stock trucks will be virtually worn out and Italian industry must produce any further parts required.

(b) 550 x 1 1/2 ton trucks (U.S.) A 60 day limited release will be made available by C.C./C. After consumption same principles as in sub para. (a) above applies.

(c) 200 x 1 1/2 ton (ex Turkish stockpile)

A 3 months supply has been received in Italy and partially consumed. The Italian Govt. must place requisitions for any further needs with C.C./C. for supply. On a commercial basis.

#### (d) Imported Trucks.

A 6 months supply of parts for the 5550 imported trucks was approved by C.C./C. and is being imported. Requisitions for a further 6 months supply will be submitted to C.C./C. for approval, by the Truck Maintenance Group. Any further supplies should be imported on a commercial basis or manufactured in Italy.

#### 10. Civilian Trucks.

Limited stocks are held by manufacturers in the North. Existing stocks of raw materials and present supply of coal will permit an additional limited quantity to be manufactured. To enable new trucks and parts to be manufactured in the quantities necessary to maintaining the existing number of trucks in service, an additional supply of coal and raw materials is required by Italian industry. An estimate by Industry Sub-Commission of requirements for a six months period is given at Appendix A.

#### TYRES.

#### 11. Vehicles from U.S. British Sources.

(a) 950 x 3 ton (Br.), 550 x 2 1/2 ton (US) and 200 x 1 1/2 ton (ex-Turkish stockpile)

Source of supply will now be from releases of tyres made to the Italian Government or from manufacture by Italian industry.

#### (b) Imported Trucks.

1050 tyres, received against SCARA 071, have been released for use ~~on~~ the 1200 x 1 1/2 ton trucks. Further needs must be met from supplies approved by C.C./C. for release to the Italian Government or from manufacture from Italian industry.

(c) 4,000 "new heavy" trucks.

All needs must be met from supplies approved by C.C./C. for release to the Italian Government or from manufacture by Italian industry.

545



(4) Jeeps and Motorcycles.

100 tyres have been supplied ex 22,103 tyres released under IAC 49 and LAC 08. No tyres have been released for motorcycles. Additional requirements to be met as in para. (c) above.

18. Civilian Requirements for Italian Government Territory.

(a) Programs of essential Italian imports 1943 - materials for Tyre Industry -- Programs 1-b dated 24 March 1943 contains justification for new tyres and materials already requisitioned. Included in the Programs are requisitions AC-QHD-02-45 and H22-883 Ord. providing materials for the manufacture of 90,000 tyres Sept. to Dec. 45.

(b) The civilian tyre programs may be summarized as follows: (page 18 of a/m Imports Programs)

Total Tyre Requirements to 31 Dec. 45 - 529,000

Production in Italian Government Territory

|                  |        |
|------------------|--------|
| New tyres        | 51,500 |
| Re-treaded tyres | 90,000 |

171,500

Finished tyres -- "First Aid" programs

205,500

TOTAL

469,100

Deficit on Requirements.

59,900

The deficiency of 59,900 tyres will be supplied by the new tyre repair plant, for which material and machinery are requisitioned in AC-QHD-02-45.

(c) Approval of AC-QHD-50-45, which requisitions 296,500 tyres, and immediate shipment to Italy are urgently required. These tyres are urgently required to put only essential tracks and cars on the road which are now or will be off the road before new tyres produced in Italy or re-treaded tyres are available.

(d) 22,103 tyres were requisitioned in LAC 49/7-7-44 and LAC 08. 30.8.44 for all of Italy and apportioned 80% to AMG and 20% to Italian Government Territory. 11,000 have been received and have been issued both to AMG for organic transport and to the Italian Govt. for civilian vehicles. These tyres are not included in 1943 requirements.

(e) The civilian tyre and materials are required for Italian Government.



# 12. Civilian Requirements for Italian Government Territory.

(a) Programs of essential Italian imports 1945 - materials for Tyre Industry - Program 1-b dated 24 March 1945 - contains justification for new tyres and materials already requisitioned. Included in the programs are requisitions AC-ORD-92-45 and AC-ORD-882 Ord. providing materials for the manufacture of 60,000 tyres Sept. to Dec. 45.

(b) The Civilian Tyre Programs may be summarized as follows:  
(from 12 of a/m Imports Programs)

|                                            |         |
|--------------------------------------------|---------|
| Total Tyre Requirements to 31 Dec. 45      | 538,000 |
| Production in Italian Government Territory |         |
| New tyres                                  | 81,000  |
| Re-treaded tyres                           | 90,000  |
| Finished tyres -- "First Aid" programs     | 171,000 |
|                                            | 294,000 |
|                                            | 489,100 |
| Deficit on Requirements.                   | 69,900  |

The deficiency of 69,900 tyres will be supplied by the new tyre repair plant, for which material and machinery are requisitioned in AC-ORD-92-45.

(c) Approval of AC-ORD-90-45, which requisitions 296,500 tyres, and immediate shipment to Italy are urgently required. These tyres are urgently required to put only essential trucks and cars on the road which are now or will be off the road before new tyres produced in Italy or re-treaded tyres are available.

(d) 28,100 tyres were requisitioned in LAC 467-7-44 and LAC 28. 30.4.44 for all of Italy and apportioned 90% to AMG and 10% to Italian Government Territory. 11,000 have been received and have been issued both to A.C. for organic transport and to the Italian Govt. for civilian vehicles. These tyres are not included in 1945 requirements.

(e) No further tyres or materials are required for Italian Government Territory in 1945 (until existing requisitions have been met and production commenced it is not considered useful to estimate 1945 requirements at this stage.)

## 13. Civilian Requirements for Maritime Italy.

(a) The Requirements.

(1) It is estimated that 30,000 civilian trucks exist in North Italy (Piedmont, Lombardy, Emilia, Veneto, Liguria). Pirelli estimate that tyre requirements for a 6 mo. period will be 80,000 tyres and 75,000 tubes.



(11) Production of tyres in N. Italy is at present nil. Pirelli and Michelin cannot commence to manufacture tyres on an industrial scale due to lack of coal and raw materials. Pirelli can produce 1,000 tyres with existing small stocks of materials on receipt of coal allotted.

Michelin cannot commence any production due to lack of raw materials.

(11) Under normal conditions the monthly production of truck tyres in the Pirelli and Michelin plants totals about 45,000 tyres and 40,000 tubes. 6 months production would amount to 270,000 tyres and 240,000 tubes. Requirements of raw materials for this scale production is given in APPENDIX B, Part I.

Present requirements for civilian trucks are 60,000 tyres and 75,000 tubes for 6 months or a little under 1/3 of potential production. In addition to civilian trucks, however, tyres will be required for some 3500 trucks sold to the Italian Govt. from U.S. and British sources. Approximately 1/4 of tyres and tubes needed for 50,000 civilian trucks will be required for the 3500 trucks or 11,000 tyres and 13,750 tubes.

(17) Total needs for 50,000 and 5500 trucks are approximately 105,000 tyres and 94,000 tubes or about 40% of potential production. It is therefore recommended that requisitions should now be placed on the basis of 40% of amounts given in Appendix B, Part I.

#### (b) Tyre Repair and Retread.

(1) It is estimated that Pirelli and Michelin plus smaller repair shops could repair and retread, about 25,500 - 30,000 tyres in 6 months. Materials required for repair and retread of 1,000 tyres are set out in APPENDIX B, Part II.

(11) Due to the very large number of tyres now in need of repair in the North, it is recommended that sufficient material, based on Appendix B, Part II, be requisitioned for at least 25,500 tyres.

#### 14. Conclusions.

A recent survey of tyre production facilities by Industry S/G indicates that large scale operations can begin immediately. Production



Michelin cannot commence any production due to lack of raw materials.

(111) Under normal conditions the monthly production of truck tyres in the Pirelli and Michelin plants totals about 45,000 tyres and 40,000 tubes. 6 months production would amount to 270,000 tyres and 240,000 tubes. Requirements of raw materials for this scale production is given in APPENDIX B, Part I.

Present requirements for civilian trucks are 85,000 tyres and 75,000 tubes for 6 months or a little under 1/3 of potential production. In addition to civilian trucks, however, tyres will be required for some 8500 trucks sold to the Italian Govt. from U.S. and British sources. Approximately 1/4 of tyres and tubes needed for 50,000 civilian trucks will be required for the 2500 trucks of 41,250 tyres and 16,750 tubes.

(117) Total needs for 50,000 and 2500 trucks are approximately 105,000 tyres and 94,000 tubes or about 40% of potential production. It is therefore recommended that requisitions should now be placed on the basis of 40% of amounts given in Appendix B, Part I.

#### (b) Tyre Repairs and Retread.

(1) It is estimated that Pirelli and Michelin plus smaller repair shops could repair and retread, about 22,500 - 30,000 tyres in 6 months. Materials required for repair and retread of 1,000 tyres are set out in APPENDIX B, Part II.

(11) Due to the very large number of tyres now in need of repair in the North, it is recommended that sufficient material, based on Appendix B, Part II, be requisitioned for at least 22,500 tyres.

#### 14. Conclusions.

A recent survey of tyre production facilities by Industry S/C indicates that large scale operations can begin immediately. Production capacity of 4,000 tyres and tubes per day is possible when materials are supplied.

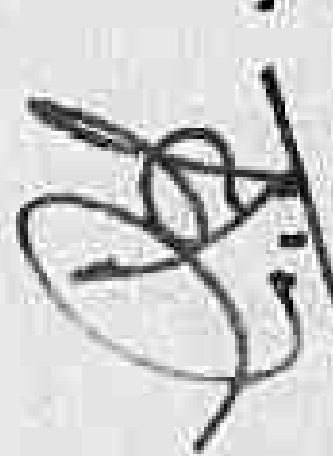
Commerce S/C state that present demands for tyres amount to 100,000. Raw material as requisitioned is sufficient to put 171,000 tyres at A.C. disposal. No further requisitioning of materials is planned by Commerce S/C until first production with materials now on requisition is completed.

It is assumed that part of the materials requisitioned for the South will on arrival be diverted for use in the North. To enable maximum possible production to commence by the end of 1946, it is recommended that materials mentioned in paras. 13 (a) (111) and 13(b) (1) be requisitioned immediately in view of the delay experienced in shipment of materials for which requisitions have already been approved.



Until existing requisitions have been met and production commenced it is not considered useful to estimate 1946 requirements at this stage.

For the Chief:



C. FENNEL  
Lt. Colonel, R.A.

is not considered useful to estimate 1500 requirements

For the Chief:



C. FERNANDEZ  
Lt. Colonel, R.A.

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## APPENDIX "A"

ESTIMATED MATERIAL REQUIREMENTS FOR VEHICLE & SPARE PARTS  
MANUFACTURE OVER A SIX MONTHS PERIOD

| <u>MATERIALS</u>                                           | <u>QUANTITY</u> |
|------------------------------------------------------------|-----------------|
| Iron scrap for steelworks                                  | Ton. 43000      |
| Pig iron for steelworks                                    | " 20000         |
| Hematite pig iron for foundry                              | " 5000          |
| Phosphoric pig iron for foundry                            | " 300           |
| Sundry iron alloys for steelworks & foundry                | " 3700          |
| Aluminium 1st smelting 99,5/99%                            | " 600           |
| " 2nd "                                                    | " 900           |
| Electrolitic copper in bars & cathodes                     | " 600           |
| Nickel in cathodes and grains                              | " 150           |
| Electrolitic & finest zinc                                 | " 200           |
| Tin                                                        | " 60            |
| Pig lead                                                   | " 850           |
| Antimony                                                   | " 70            |
| Cadmium                                                    | " 1,5           |
| Polished iron sheets for drawing                           | " 3000          |
| Magnetic tin plate                                         | " 200           |
| Block steel for moulds                                     | " 200           |
| High speed steel for tools                                 | " 75            |
| Nickel-Chrome alloy for electric resistors                 | " 10            |
| Gas coal                                                   | " 36000         |
| Steam coal                                                 | " 30000         |
| Primary anthracite                                         | " 3000          |
| Blast furnace and gas coke                                 | " 20000         |
| Tar                                                        | " 120           |
| Naphtha for furnaces and boilers                           | " 5000          |
| Petrol                                                     | Lt. 750000      |
| Gasoil                                                     | Lt. 900000      |
| Petroleum                                                  | " 100000        |
| Denatured alcohol                                          | " 30000         |
| Mineral oils B1 and B2 types standard, selected, distilled | Ton. 742        |
| Oil for transformers                                       | " 24            |
| Bright stock                                               | " 100           |
| Cylinder Oils                                              | " 35            |
| Foundry mineral oils                                       | " 23            |
| Linseed oil                                                | " 200           |
| Colza seed oil, Rapsoil, Corn oil                          | " 125           |
| Castor oil                                                 | " 5             |
| Animal oils                                                | " 18            |
| Oleine                                                     | 441 16          |
| Ti-ber in plants and boards, resinous and latifolius       | m3 18000        |
| Ply Wood                                                   | m2 70000        |



MATERIALSQUANTITY

|                                               |        |        |
|-----------------------------------------------|--------|--------|
| Cellulose                                     | Ton.   | 80     |
| Wool                                          | "      | 15     |
| Cotton                                        | "      | 50     |
| Flock Silk                                    | "      | 35     |
| Hemp                                          | "      | 140    |
| Jute                                          | "      | 30     |
| Animal Hair                                   | "      | 50     |
| Tanned leather, raw                           | "      | 50     |
| Leather, sides                                | "      | 25     |
| Fibrous asbestos                              | "      | 50     |
| Mica                                          | "      | 5      |
| Buna & Para Rubber                            | "      | 60     |
| Avebene collignol                             | "      | 100    |
| Fire proof materials                          | "      | 3400   |
| Graphite or graphited electrodes              | "      | 470    |
| Electrode paste                               | "      | 400    |
| Graphite melting-pots                         | "      | 20     |
| Spathflour                                    | "      | 175    |
| Sodium silicate                               | "      | 35     |
| Thesodic phosphate                            | "      | 5      |
| Sodium cyanide                                | "      | 10     |
| Caustic soda                                  | "      | 25     |
| Solvay Soda                                   | "      | 70     |
| Emery, Alundum, and Carborundum grinding whls | "      | 50     |
| Abrasive cloth                                | m2     | 15000  |
| " paper                                       | sheets | 200000 |
| Glass                                         | m2     | 20000  |
| Coal                                          | ton.   | 60000  |

VARIOUS IRON ALLOYS FOR STEEL WORKS & FOUNDRY  
FOR THE PERIOD

BREAKDOWN OF "SUNDRY ALLOYS" ITEM ON MAIN LIST

|                                 |      |      |
|---------------------------------|------|------|
| Manganese iron 10 + 12%         | Ton. | 1660 |
| Silco Manganese 45 + 50%        | "    | 510  |
| Refined manganese iron 80 + 90% | "    | 32   |
| Manganese iron 75 + 80%         | "    | 230  |
| " " 25 + 50%                    | "    | 40   |
| " " for foundry 18 + 20%        | "    | 130  |
| Silicium " " 75 + 80%           | "    | 140  |
| " " " 45 %                      | "    | 20   |
| " " " 10 + 12%                  | "    | 310  |
| Refined chrome iron 0 0,5/2%    | "    | 430  |
| " " " 60%                       | "    | 30   |
| Vanadium iron                   | "    | 5    |
| Tungsten iron                   | "    | 27   |
| Chromite                        | 440  | 180  |
| Titanium                        | "    | 6    |

## RAW MATERIAL FOR LUBRICANTS FOR THE PERIOD

|                                                                                                        |     |     |
|--------------------------------------------------------------------------------------------------------|-----|-----|
| Normal Oil B1                                                                                          | Ton | 367 |
| " " B2                                                                                                 | "   | 173 |
| Selected Oil B1                                                                                        | "   | 50  |
| " " B2                                                                                                 | "   | 62  |
| Distilled Oil B1                                                                                       | "   | 58  |
| " " B2                                                                                                 | "   | 32  |
| Oil for transformers                                                                                   | "   | 24  |
| Bright stock - cat. 1                                                                                  | "   | 35  |
| " " "                                                                                                  | "   | 65  |
| Saturated steam cylinder oil                                                                           | "   | 35  |
| Bush oil                                                                                               | "   | 11  |
| Frostproof Oil                                                                                         | "   | 4   |
| Petroleum                                                                                              | "   | 2   |
| Steam turbine oil viscosity 50° Engler 4.8/5 inflammability P.M. not under 170° demulsibility max 210° | "   | 6   |
| Linseed Oil                                                                                            | "   | 200 |
| Maize, Colza, and sundry Seed Oils                                                                     | "   | 125 |
| Castor Oil                                                                                             | "   | 5   |
| Neats-foot Oil                                                                                         | "   | 13  |
| Fish oil                                                                                               | "   | 3   |
| Wool grease                                                                                            | "   | 2   |
| Olein                                                                                                  | "   | 16  |

## RAW MATERIALS FOR LACQUERS FOR THE PERIOD

|                              |     |         |
|------------------------------|-----|---------|
| Natural and synthetic Resins | kg. | 20.000  |
| Nitrocellulose               | "   | 25.000  |
| Plasticizers                 | "   | 10.000  |
| Drying vegetable oils        | "   | 30.000  |
| Castor Oil                   | "   | 800     |
| Aliphatic Solvents           | "   | 42.000  |
| Turpentin spirit             | "   | 4.000   |
| Benzole                      | "   | 80.000  |
| Xylol                        | "   | 30.000  |
| Acetates                     | "   | 140.000 |
| Heavy Solvents for N.C.      | "   | 8.000   |
| Ethyl Alcohol                | "   | 10.000  |
| Metal Salts Pb., Co, Mn      | "   | 1.000   |



APPENDIX "B" -  
Part IPRINCIPAL MATERIALS REQUIRED FOR ONE MONTH PRODUCTION  
( 45,000 truck tyres and 40,000 inner tubes )  
(quantities expressed in tons)

| <u>materials to be imported</u>                          | <u>Approximate quantities</u> |
|----------------------------------------------------------|-------------------------------|
| Natural rubber                                           | 117                           |
| Synthetic rubber, Buna S3 or S (+)                       | 693                           |
| Synthetic rubber, Buna S R (+)                           | 7                             |
| Dry latex (natural latex or synthetic latex Igetex S)(+) | 16                            |
| Resorcin                                                 | 2                             |
| Plastikator 32                                           | 16                            |
| Kautschol                                                | 16                            |
| Naphtholene                                              | 72                            |
| Curarone Resins, softening point 64°-65°                 | 16                            |
| Paraffin, m.p. 52°-54°                                   | 5                             |
| Pine tar                                                 | 5                             |
| Carbon black, type OK 4 or Micronex                      | 138                           |
| Soft carbon black, P. 1250                               | 29                            |
| Lamp black                                               | 2                             |
| Petrol and benzole                                       | 81                            |
| Cotton fibre                                             | 23                            |
| Coal                                                     | 1800                          |
| <u>Materials of national production</u>                  |                               |
| Raw sulphur                                              | 18                            |
| Zinc oxide                                               | 32                            |
| Formaldehyde                                             | 5                             |
| Aldolalfanastyamine                                      | 2                             |
| Neozone D                                                | 5                             |
| Stearic acid                                             | 16                            |
| Reclaimed rubber                                         | 7                             |
| <u>(Materials of national production - Contd.)</u>       |                               |
| Rayon staple fibre (raw)                                 | 9                             |
| High strength rayon (°°)                                 | 288                           |
| Steel wire for bead rings                                | 45                            |
| Brass for valves                                         | 4                             |

(+) Should it not be possible to receive synthetic rubber and latex from Germany, similar quantities would have to be imported from the U.S.A.

(°°) For the production of the above quantity of high strength rayon about 350 tons of cellulose, type Super V S (Alpha cellulose content 89/90%) have to be imported.

## APPENDIX "B"

## Part II

AVERAGE REQUIREMENTS OF THE PRINCIPAL RAW MATERIALS NECESSARY  
FOR RETREADING OR REPAIRING 1000 TRUCK TYRES

(Quantities expressed in tons)

| <u>Materials to be imported</u>                                          | <u>Approximate<br/>Quantities</u> |
|--------------------------------------------------------------------------|-----------------------------------|
| Natural rubber                                                           | 0.280                             |
| Synthetic rubber, Buna S3 or S (+)                                       | 3.800                             |
| Carbon black, type CK 4 or Micronex                                      | 2.000                             |
| Soft carbon black, P. 1250                                               | 0.100                             |
| Plastikator                                                              | 0.160                             |
| Naphtholene                                                              | 0.310                             |
| Solvent benzine                                                          | 0.700                             |
| <u>Materials which in normal conditions can be<br/>obtained in Italy</u> |                                   |
| Reclaimed rubber                                                         | 1.400                             |

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(+) Should it not be possible to receive synthetic rubber from Germany, similar quality would have to be imported from the U.S.A.



## ALLIED COMMISSION

Inter Office Memorandum

WGP/ls

Ref: AC/304/4/TN.5

7 July 1945

SUBJECT: Monthly Report for July 1945.

TO : Chief, Roads Division Tn S/C.

A.- Vehicles received to 30 June 1945.

i. 2076 new 1½ ton trucks, cased. Approximately 1800 of these have been assembled and are in operation for civil supply.

ii. 1152-1½ ton trucks, reconditioned and new;  
These are being overhauled prior to transfer to the Italian Government. As was the case with early shipments, these are arriving with considerable initial shortages in batteries bodies and minor parts.

iii. 100 Motorcycles, new, cased. It is planned to allocate these to various departments of the Italian Government for inspection and control purposes. Since they have just arrived, no breakdown has as yet been made.

B.- Spare Parts received to 30 June 1945.

i. Truck Spares- Dodge and Ford-129 tons. Some of the spares imported for the latter are not for use on the particular model vehicle received and must be modified or replaced. Complete report on this will be filed when parts survey is complete.

ii. Motorcycle Spares- 11 tons.

iii. 1/4 Ton Truck spares- 9 tons.

The Truck Maintenance Group has established central parts depots

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iii. 1/4 Ton Truck spares- 9 tons.

The Truck Maintenance Group has established central parts depots for receipt, stockage and controlled issue of these items.

C.- Tires - 1025 tires and tubes have been obtained specifically for equipping the vehicles being transferred to the Italian Government. The majority of imported vehicles arrived without spares and a proportionate release of tires is being made so the trucks may be immediately operational.

D.- 575 1½ ton re conditioned trucks have been transferred to the Italian Government. These are being operated by the Italian State Railway to supplement existing facilities and replace damaged installations.

Transfer of all civil supply vehicles (either from imported or theatre stocks) available for sale to the Italian Government is being effected as rapidly as the Italian Ministry of Transport can assure the responsibility for their maintenance and operation.

WARNER G. PETERSON  
Capt. C.A.C.  
Roads Division.



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

WARNER G. PETERSON  
Capt. C.A.C.  
Roads Division.

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

WGF/ls

Ref: AC/304/3/TN.5

7 June 1945

SUBJECT: Monthly Report for May 1945.

TO : Director, Roads Division.

a. The control vehicle situation is progressively improving. 2601/4 ton trucks have been received and about 2/3 of these have been placed in operation, 25 on Public Works supervision and the remainder on trucks control and operation. These were all reconditioned vehicles and arrived in very bad condition, in many cases necessitating complete overhaul.

b. 1620 new 11/2 ton trucks have been received cased and have been assembled and placed in operation on civil supply services.

c. Shipments of reconditioned 11/2 ton trucks are arriving regularly, 214 have been tallied in and are being prepared for transfer to the Italian Government. As was the case with the control vehicles many of these were non-runners when landed; many being minus batteries, bodies and numerous minor parts in addition to having suffered considerable damage en route. They are being overhauled by the Truck Maintenance Group and will be conditioned for operation prior to transfer.

d. 27 tons of spare parts for imported vehicles have landed and are being stocked at the central warehouse of the Truck Maintenance Group for controlled issue to operation units. The first shipment of parts for Italian Civilian vehicles imported from Africa under the control of MMIA has been received and with proper distribution should enable many more commercial vehicles to return to the road. Over 1000 tons of spares are scheduled to arrive from this source.

e. The tire problem is still critical. All of the control vehicles and many of the imported trucks came minus spare tires and this deficiency has not yet been made up by issues from theatre stocks. The supply of tires and tubes for indigenous Italian transport is still far below the minimum transport requirements.

WARNER G. PETERSON  
Capt.C.A.C.  
Roads Division.

INTER OFFICE MEMO.

GP/ls

Ref: AC/310/2/Tn.5

10 May 1945

SUBJECT: Monthly Report.

TO : Director Roads Division.

1. 1544 1½ ton civilian load carrying vehicles have been received to date.
2. 149 control vehicles (4 ton trucks) have arrived and are being conditioned and dispatched for operation with the Motor Transport Group.
3. The spare parts problem as regards the above is critical since the 6 months scaling requested did not accompany the vehicle shipments.
4. Higher echelon maintenance equipment situation is extremely unsatisfactory. Practically nothing has been forthcoming against requisitioning and both the Motor Transport Group and AC truck pools are forced to operate with inadequate and makeshift facilities for repair and maintenance operations.

BARNER G. PETERSON,  
Capt. C. A. C.  
Roads Division.



INTER OFFICE MEMO

WGP/lr

REF: AC/310/1/TN.5

6 April 1945

SUBJECT: Monthly Report

TO : Director Road Section

1. (a) Standard form tire permits have been issued to all Regions. The replacement of varied types with the standard form is proceeding. All future issues of War Department tires from Regional Transportation Officers to civilian car operators will be made via the new form.

(b) A total of 1396 civilian load carrying vehicles 1½ ton capacity have been received.

(c) 416 of the above mentioned vehicles have been assembled and released to operating units of the Motor Transport Group.

(d) 241 tires and 232 tubes were released to Regions.

(e) 72 cases spare parts received and stocked in central parts Warehouse ,via Prenestina, Rome.

WARNER G. PETERSON

Capt. C.A.C.

Roads Section.



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