

ACC

AC/377/T.O.5

10000/142/2840

S
D

10000/40/2843

SCALE PARTS-PRODUCTION UNITS
DEC. 1944-JUL. 1945

Tel. 572

SDB/SP

19 July 1945

Ref. AC/5694/IND

SUBJECT : Motor Valves.

TO : Transportation Sub-Commission
(Attn.: Road Section - Maintenance
& Supply Division)

FROM : Industry Sub-Commission.

This is to inform you that the following Italian plants have in stock or are able to supply motor valves and other spares for trucks and autos :

a) Officine Meccaniche ZANZI, Ivrea (Aosta)

Fully equipped plant for making any type of valves, and has necessary prime materials in stock.
Output of valves : 30,000 p/month.

b) S.A. Fratelli Garrone, Via Mantova 11, Torino.

The plant has in stock up-to 15,000 valves for old model cars. Output of valves : 10,000 p/month.
In addition the plant produces : wrist pins, bearings, and special bolts for autovehicles.

c) Officina Sant'Ambrogio S.A. - Torino.

The plant has in stock several hundreds of each :
Valve guides for FIAT # 626N, 626 BIM; Alfa Romeo-800
Valves " FIAT # 626 BLM, Lancia-3 RO, Alfa Romeo - 800
as well as valves for injectors used in Diesel powered
trucks : Alfa Romeo # 800; Bianchi-68; FIAT # 634/105,
634/108, 626-N; Lancia-3 RO; OM-130HP.

d) Officina Giustina & Co., Via G. Servais 125, Torino

The plant is equipped to manufacture from 1,000 to 4,000 poppet valves per day.

Copy to :-
Economic Section.

Virgilio S. Broetzkoos

S.D. BROOTZKOOS

1664

for A.H. GLENDINNING
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

16 July 1945

SUBJECT: Estimated Material Requirements for Vehicle &
Spare Parts Manufacture over a six months period.

MATERIALS	QUANTITY
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	" 3750
Aluminium 1st smelting 99,5/99%	" 600
" 2nd "	" 900
Electrolytic copper in bars & cathodes	" 600
Nickel in cathodes and grains	" 150
Electrolytic & 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
Naphta for furnaces and boilers	" 5000
Petrol	Lt. 750000
Gas oil	" 900000
Petroleum	" 100000
Denatured alcohol	" 30000
Mineral oils B1 and B2 types standard, selected, distilled	Ton. 1263
Oil for transformers	" 24

MATERIALS	QUANTITY
Bright stock	Ton. 100
Cylinder Oils	" 35
Foundry mineral oils	" 83
Linseed oil	" 200
Colza seed oil, Rapsoil, Corn oil	" 125
Castor oil	" 5
Animal oils	" 18
Oleine	" 16
Timber in plants and boards, resinous and latifolius	m3 18000
Ply wood	m2 70000
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
Avebone collignol	" 100
Fire proof materials	" 3400
Graphite or graphited electrodes	" 470
Electrode paste	" 400
Graphite melting-pots	" 20
Spathfluor	" 175
Sodium silicate	" 35
Theesodic 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

Annex N° 1

VARIOUS IRON ALLOYS FOR STEEL WORKS & FOUNDRY
FOR THE PERIOD*Breakdown of "Sundry Alloys" item on main list.*

Manganese iron 10 + 12%	Ton.	1.660
Silico 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 C 0,5/2%	"	430
" " " 60%	"	30
Vanadium iron	"	5
Tungsten iron	"	27
Chromite	"	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° demulsionabi- lity max 210°	"	5
Linseed Oil	"	200
Maize, Colza, and sundry Seed Oils	"	125
Caster Oil	"	166 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	"	26.000
Plasticisers	"	10.000
Drying vegetable oils	"	30.000
Castor Oil	"	800
Aliphatic Solvents	"	42.000
Turpentin spirit	"	4.000
Benzole	"	80.000
Xylole	"	30.000
Acetates	"	140.000
Heavy Solvents for H.C.	"	8.000
Ethyl Alcohol	"	10.000
Metal Salts Pb., Co, Mn	"	1.000

Tel. 572

SDE/mla

Ref. AC/ 5694/IND

17 July 1945

SUBJECT : Spark Plugs.

TO : Transportation Sub-Commission
(Attn.: Road Division - Maintenance
& Supply Branches)

FROM : Industry Sub-Commission.

1. This is to inform you that the F.C.M. Savant S/A has in stock at their plant Borgomanero (Novara) the following spark plugs.

2579 - Type 232 for autos Balilla, Augusta, 1500 and Aprilia using gasoline

3859 - Type 2 - ditto - using methane (gasogene)

295 - Type 246 for autos 1100 and Aprilia of low compression

2. In addition their exclusive representative at Milan: S.A. Com. Succ. G. Corbetta, Via Spartaco 3, has in stock about 10,000 spark plugs of various types used on Italian motor vehicles.

Copy to :-
Economic Section

S. D. Broetzkoos
S.D. BROETZKOOS,

for A.H. GLENDINNING
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

1659

Tel. 489081, Ext. 572

379
np
SDB/hh

Ref. AC/5694/IND

27 June 1945

SUBJECT : Spares for Motor Vehicles

TO : Transportation Sub-Commission ✓
(Attn.: Roads Division, Supply Section -
Capt. Petersen)

FROM : Industry Sub-Commission
Mechanical & Automotive Industries Div.

1. Enclosed find a list of automotive parts plants which have in stock the most critical spares.

2. We would suggest your contacting these plants through the Industry and Commerce Divisions in the offices of the Regional Commissioners of the regions where these plants are located.

Copy to : -
Economic Section

Encl. : -
as per para 1

S. D. Brootzkoo

Mr. S. D. BROOTZKOOS

for W. J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

1658

L I S T
of
Automotive Spare Parts
in Stock.

A. Injectors pumps, valves etc. for Diesels.
=====

1. O.M.T. Officina Meccanica Torino,
Via Bianze 34, Torino;
2. Ditta I. BELMONDO,
Strada Lionetto 8, Torino;
3. F.E.R.A. Costr. Mecc. Alta Precisione,
Corso G. Marconi 3, Torino;
4. Fratelli BOSCIO,
Via Barili 9, Torino;
5. S.A. G.CORBETTA,
Via Spartaco 3, Milano;
6. COSTRUZIONI MECCANICHE MAGNAGHI,
Via Valtorta 38, Milano;
7. Ditta NASSETTI ETTORE,
Via della Torre 24, Milano

B. Valves for auto engines.
=====

1. Ing. ANGELO AMBROSINI & C.
Viale Maino 19, Milano;
2. Ditta NASSETTI ETTORE,
Via del Torre 24, Milano;
3. COSTRUZIONI MECCANICHE MAGNAGHI
Via Valtorta 38, Milano;

C. Spark plugs.
=====

1. MASERATI, S.A.
Via Gen. Paolucci, Modena;
2. "B-B" BREVETTI BARONCINI S.A.,
Via Mascarella 121, Bologna
3. FABBRICA ITALIANA MAGNETI MARELLI
Corso Venezia 2-2, Sesto S. Giovanni, Milano.

W 6
Tel. 572

up
379
SDB/ep

Ref. AC/5611/IND

14 June 1945

SUBJECT : Rivets and Bolts

TO : Transportation Sub-Commission
(Attn.: Roads Division -
Supply and Maintenance Branch)

FROM : Industry Sub-Commission

1. This is to inform you that the

Officine Meccaniche S.A.
Via Mameli 29 rosso
Firenze

is fully equipped and is ready to supply up to 30,000
bolts or rivets from 1/8 to 1/2 size both of plain and
ground types.

The necessary wire and rods must be supplied
by the customers.

Copy to :-
Economic Section.

W.J. Maskrey
W.J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

Tel. 572

3DB/as

Ref. AG/5694/IND

19 May 45

SUBJECT : Spare Parts for Motor Vehicles.

TO : Acting Director Industry Sub-Commission.

FROM : S.D. Broetzkoos Chief Mechanical & Automotive Industries Division.

1. It is a truism that the lives and the social structure of the regions ravaged by the Germans, depend now on the proper functioning of the auto-transport since the railroads are inoperative.

2. The functioning of the auto-transport in turn is controlled by the availability of the trucks, the replacement (spare) parts, tires, petrol and lubrication oils.

3. The duty of the Mechanical and Auto-active Industries Division of the Industry Sub-Commission is to assist and encourage the production of motor vehicles and especially, of the auto-spare parts and to direct their flow into the hands of the actual users and consumers.

4. Since all motor and auto spare parts plants are located in the Northern Italy no plans for manufacturing and distribution of their products can be formulated by the Mechanical and Automotive Division without a complete investigation of the conditions at these plants in respect to:

- a. stocks of spare parts on hand.
- b. physical conditions of the plants which were subjected to air bombardments and pilaging of machine tools and materials by Germans.
- c. amounts of prime materials still available in the plants.

1655

- d. amounts of prime materials to be imported from U.K.-U.S.
- e. existing distribution outlets and means for the prevention of falling their produced parts into the hands of speculators.
- f. pricing policies.

5. These matters cannot be formulated from an office located 400-500 miles from the plants where these articles are manufactured. The available statistical data are useless because they are based on peace time conditions in the plants and the military reports (none reached me yet) are often written by officers who haven't either automotive or mechanical engineering background.

6. The policy for automotive industry in the whole must be laid out on the basis of my personal visits and study of the conditions at the most important plants (Fiat, Lancia, S.P.A., O.P., Bianchi, etc.); by meetings and talks with the managers and engineers of the plants and with the representatives of the Automotive Chambers of Commerce.

7. It would be even advisable to visit all these plants, which are still functioning, with a representative of the F.R.I. - Produzione Ricambi Automobili - an organization sponsored by the Italian Government for the production and distribution of auto-spares in the earlier liberated areas of Italy. This organization, while somewhat still born, had nevertheless made studies of the conditions with auto-spares in the previously liberated regions and its opinion will be useful in formulating general plans for the automotive industry of Italy. In fact this organization had already approached this Sub-Commission for a permission for its directors to visit automotive plants in the Northern Italy.

8. In conclusion I must state that the auto-spares from Mideast in the shipment of which to Italy I was instrumental will not reach this country before the end of the month of June and, furthermore, a major part of them will be undoubtedly reserved for the Italian Army as these parts are consigned to the Military Mission to the Italian Army (AMIA).

1654

9. Without the knowledge of the prospects for getting auto-spares from the Northern automotive plants it is impossible to predict the coming situation of the Italian auto-transport. The addition of 28,000,000 people to be fed and supplied with 300 gr. of flour will further aggravate the conditions of the existing means of transportation.

Copy to:
Economic Section
Transportation S/C. ✓

V. D. Brodykov
S.D. BRODYKOV
Chief Mechanical &
Automotive Industries Div.
Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 194
INDUSTRY SUB-COMMISSION

MAIL/14

10 MAY 1945

Ref. 237

Ref. 101/5677/IND.

SUBJECT: German Occupied Works
Sec. Italian Mining, MILAS

TO: Allied Forces Control Resources Section
R.A.C. S.A.P.

1. Your letter 101/21931/10 of 6th of May 1945 is subject.

2. Your letter conf. as the points raised at the last meeting of the Industrial Coordination Committee and the instructions to the subject company have already been given by this headquarters.

3. Enclosed herewith is copy of a letter addressed to O. G. 30 Vehicle Coy, confirming the offer of assistance given to the company for the transfer of essential equipment from the area now occupied by 30 Vehicle Coy. to the area which will be operated by Messrs. Dupire.

For the Chief Commissioner:

(S) W. J. MACKENZIE

W. J. MACKENZIE,
Lt. Colonel,
Acting Director
Industry Sub-Commission

Copy to:-
Headquarters, Italy
(Action - Supply - by agreement) ✓
Transportation Sub-Commission
Executive Commissioner
(Your 5003/450/23 of 7 May 1945 refers)

1 Incl.:-
Copy of letter 101/5677/IND., 4 May 1945,
from Industry Sub-Commission, A.C.

1 3 5 5

C O P Y

HEADQUARTERS ALLIED COMMISSION
LEO 394
INDUSTRY SUB-COMMISSION

MEM/wh

4 May 1945

Ref. 237

Ref. AG/5672/IND.

SUBJECT : Assistance to S.A. Ruoping in Rehabilitation of Overseeing
Plant, Via Taddeo da Sesso, N A F L B S.

TO : O. C. 33 Vehicle Coy., C.M.F.

1. The overseeing plant of the above-named firm, workshops, saw-mill, etc. have been released to the owners by N.A.F.S. as a result of the recommendations made by the Investigating sub-committee (Brig. B.U.S. Griggs) appointed under the Industrial Co-ordination Committee, A.F.V. (I) B.
2. It is understood that, at the meeting arranged on the ground by Brig. Griggs on 19th April 1945 you agreed to assist the management in transferring a locomotive, some rails, heavy machinery and Decauville trucks from the A.F.V. park to the overseeing section, by the use of tanks, labour to be supplied by the management.
3. If this is your understanding of the agreement made it would be appreciated if the necessary orders could be given to the M.C.O. in charge of the A.F.V. park, as Messrs Griggs have been instructed to commence restoration work without delay.

For the Chief Commissioner:

Cow to : -
Area Commr. 56 Area, C.M.F.
Romeo Section, A.C.
H.Q. A.M.C. Commissioner,
Naples
C.A. Ruoping

W. G. MARSH
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

*file WP
336*

NRHM/11

Tel. 227

19 April 1945

Ref. AC/5615/50/IND

SUBJECT : Partial de-requisition of the
Ansaldo S.A. Works, Pozzuoli, Naples

TO : Area Commander, SC Area, C.M.F.

1. Representations have been made to this Headquarters by the subject firm, supported by the Italian Ministry of Industry, Commerce and Labour, the Ministry of Marine, and the Ministry of Communications, for the release of a portion of their premises, at the above address, now requisitioned by 823 Base Hq. Wap. A.F.M.E.
2. These proposals made by the Ansaldo Company have been designed to cause no interruption to the present activity of the rest of the plant, and envisage the walling off of the section it is proposed to reactivate.
3. This section was severely damaged by bombing and demolitions, and it is anticipated that it would require 6 - 8 months to effect the necessary repairs.
4. In addition the possibilities for operation, if released and repaired will depend upon the quantity of raw material and coal remaining from the stocks which are reported to have been carried prior to the requisitioning.
5. Prior to any action for de-requisitioning being initiated by this Headquarters, it will be necessary for a survey to be carried out on the premises, and it would, therefore, be appreciated if permission could be granted for the necessary inspection to be carried out by a representative of the owners accompanied by an official of the Naples DPIC.

For the Chief Commissioner:

Copy to:

G.O.C. 3 District
A.F.M.E., A.A.A.C., C.M.F.
Economic Section, A.C.
Transportation Sub-Commission, A.C.
Naples Commune, CMF
Ministry of Industry, Commerce and Labour

Sgt. M. Reeve
Wap
for W. J. HARRIS
Lt. Colonel,
Deputy Director,
Industry Sub-Commission

1650

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

File WP
336

Tel. 328

SKR/djw

Ref. AC/5625/IND

16 April 1946

SUBJECT: Dry Cells and Batteries

TO : ~~H. E. Gronchi~~
Ministry of Industry, Commerce and Labour

1. The firm of Bellesoni Italiana Soc. An., of Rome, previously utilized by the British Armed Forces, through C.A.P.C.S. Central Purchase and Production, Italy, 29 via Regina Elena, Rome, has been released by them to AC and, under the directive of the combined Chiefs of Staff, will be released immediately for the benefit of the Italian civil economy. A full statement of the situation of this plant is attached to this letter for your interia information.

2. Attached also is a request from the company for exemption of employees from liability for military service. Your Excellency may consider it of great importance that these employees be allowed to remain with the company, whose products will be of great service to the Italian civilian population and particularly to the Italian State Railways.

(signed)

W. J. MASKREY, LT. COL.
for Director
Industry Sub-Commission

Incl.: 2

Statement on situation of above plant.
Letter from Bellesoni Co. to Industry S/O

Copies to:

Economic Section
Bellesoni Italiana Soc. An.
Transportation S/O
Labour S/O

HELLESENS ITALIANA S.A.
Head Office Via Frattina 10, Rome.
WORKS formerly Via Ostiense 75, 75 B
now Via Pretoriani 3

This factory was damaged by air attack, but after requisition by D.A.D.P. (Central Purchase and Production) A.F.R.P., was transferred to the present location. Materials to completely rebuild the plant were supplied by the British Army. The plant is thus well equipped and ready to start production.

The British Army has now no further use for this plant for the production of dry batteries and wishes to be relieved of the three months' contract placed with Messrs. Hellekens.

The factory is not at the moment producing but the Ministry of Posts and Telegraphs has placed an order. Industry Sub-Commission has assisted the firm in the preparation of lists of necessary raw materials for six months' production the requirements have been screened and MAT 10 forms prepared and lodged with AFRL Board (Engineering Materials Section). It is thus hoped that production can be started almost immediately.

The factory is Italian property requisitioned by ^{the} British War Department and is being derequisitioned to permit the full use of its productive facilities for the benefit of the civilian economy.

The responsibility for the further supply of raw materials to this plant now passes to the Italian Government. Any further arrangements as to the disposition of the product of this plant likewise becomes a responsibility of the Italian Government.

HEILBRUNN ITALIANA SOC. AN.

Fabbrica di Pile e Batterie
e secco

Roma March 29th 1945

Reparto Employment-Dept.

EF/E/
CI/ 46087

INDUSTRY SUB - COMMISSION
A.C.
Rome

Attention: Major W.B. Hyland

Referring to our conversation a few days ago we take
the liberty to confirm:

- 1) Our Company stipulated a contract with the W.D.
(through D.A.D.G.S. Central Purchase and Production,
Italy, 29 Via Regina Elena, Rome) on August 14th,
1944, according to which we were partly to rebuild
and instal a factory here in Rome for the production
of Drycells and Batteries for the British and
American Armed Forces.
 - 2) About one month after the factory was ready to go
into production (end of February 1945) we were
advised, that the W.D. did not require our Batteries,
and that we would be transferred to A.C. Industry
Sub-Commission Col. Mackrey.
 - 3) Through D.A.D.G.S. we had secured the exemption from
Military Service for the following 4 Italian workers
representing our key men:

a) Paoloni, Angelo	exemption expires:	18/3/1945
b) Bazzu, Giovanni	" "	27/4/1945
c) Ricciardi, Armando	" "	9/5/1945
d) Boria Bruno	" "	9/5/1945
- We enclose herewith 4 separate lists giving full

details of the men concerned with copies of exemptions already granted by the Command of the Military District of Rome Area. We may add, that we requested an extension of Paoloni, Angelo's exemption through B.A.D.C.S. on March 22nd, 1945.

- 4) Our Company is - as far as we know to date - going to be included in the A.C. Rehabilitation Scheme, and as a/m 4 men represented "key" workers, specially trained for our production, we ask you please to secure from the proper Authorities an extension of 6 months of present exemption for all 4 men.
- If not will be extremely difficult for us to fulfil the engagements of supplies, which we have already tendered for various Public Administrations.
- We foresee, that if present restrictions should prevail at the expiration of the requested exemptions, we shall be obliged to apply again for a further period of exemption for these 4 men.

" Mollescop"
Managing Director

/s/ R. Fife

8 Enclosures

File - up

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WGP/ls

REF: AC/336/2/TB.5

16 April 1945.

SUBJECT: Spark Plug Porcelain.

TO : Richard Ginori Co.,
Naples, Italy.

1. Is your firm in a position to manufacture porcelain for spark plug construction?
2. Please forward all pertinent data as to possibilities for this type of production and also present status of factory and supplies.
3. If the information of para 2 has already been filed with this headquarters, kindly give sufficient reference information to enable us to locate the office with which you were previously in contact.

By Command of Rear Admiral STONE.

W.B. THOMAS, Colonel
Deputy Director

1645

Tel. 391

Ref. AC/5611/IND

AMW/6P
4 April 1945

SUBJECT : Repair of Crane - Rome Gas Works.

TO : Coal Division
(Attn: Lt. Col. Oxley)

FROM : Maj. A. MacNaughton - Wright.

1. Ref. your AC/IND/CD/44/89 dated 30 March 1945.
2. Eng. Pandolfi of Rome Gas Works has been informed that the "Ternum" foundry situated in Rome can manufacture the spare parts required, and we understand that orders are being placed for manufacture.

Copy to:-
Economic Section
Transportation S/C.

Amw.
A. MACNAUGHTON - WRIGHT
Major,
Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

*File-WF
336*

NRHM/fi.

Tel. 237

Ref. AG/5615/42/IND

26 March 1945

SUBJECT: Machinery of Fratelli Condroni
Via Benedetto Brin, 23, Naples.

TO: Commanding General
Peninsular Base Section
APO 702

1. Your AG 601/BAWFO, of 17 March 1945, is subject.
2. It is appreciated by this H.Q. that you anticipate favorable action with regard to the release of this machinery.
3. Owing to reductions in personnel, it will not be possible for an officer of Allied Commission to make contact with Capt. Leeper but with your approval, a director of the Naples branch of the firm has been requested to discuss the necessary details.
4. It should be pointed out that in view of the release of Allied Commission warehouses to the newly established I.C.S. of the Italian Government, Messrs. Condroni have been entrusted with the servicing of these warehouses and may therefore be considered as accepted Government contractors.

For the Chief Commissioner: (Signed)

W. L. MASKREY, LT. COL.
for
W.S. VAUGHAN
Director,
Industry Sub-Commission

Copy to:-
AFHQ, Rome
Economic Section, A.C.
Transportation Sub-Commission, A.C.
Headquarters Bureau
19 via ...

file WP.

INTER OFFICE MEMO

ROP/ls

Ref: AC/335/1/11.5

13 March 1945

SUBJECT: Cecchetti Railroad Shops, Porto Civitanova.

TO : Lt. Col. Fennough.

1. Following a detailed inspection of this plant and machinery it was recommended that the forge and spring shops be brought into production first and expanded to produce large tolerance truck and car parts. The plant was not considered adequately tested or equipped for close tolerance interchangeable precision work.

2. Repair work of RR rolling stock was suggested as immediately possible after power was obtained. Rail was informed and I believe sent an inspector to the works.

3. Present Status.-

The first current allocation (100 VM to March 15, 1945) requested was approved and line to plant activated the latter part of Feb. 1945. An increase to 200 VM, as work expands, has also been granted.

4. The plant is now actively engaged in RR car repair work and is capable of accepting orders for rough forgings and rough parts work as material is allocated.

HAROLD G. PETERSON
Roads Division

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator/Reference: BEAT 1165
 Date/Time of Origin: MAR 10/1200

Message Centre No: D/4775
 Date/Time Rec'd: MAR 11/1100
 Precedence: ROUTINE

FROM: BEMA TRIPOLIAREA
 TO: ALLIED COMMISSION CMT

*File AC 336/204/Tm 5
 WP.*

RESTRICTED

RESTRICTED.

For WUSH for BELL.

Vehicle spare parts understood available from CARLO NUNZIATA.

Address 69 PARCO MARGHERITA in NAPLES.

*Received 1720, 11/2/95. Unless Major
 Price understood that I don't know
 it's of interest I prefer s/c.*

Action:
 Info:

DIST

TH S/C

A/PRESIDENT

CHIEF COMMISSIONER

ECON SEC

TH S/C

FILE

ACTION**RESTRICTED**

1641

HEADQUARTERS
SOUTHERN DISTRICT
PENINSULAR BASE SECTION
APO 782

7 March 1945

AG 411.9 BSENG

SUBJECT: Asbestos Fibre Sheets.

TO : Chief Commissioner, Allied Commission, APO 394,
(Attn: Transportation Sub-Commission)

1. Reference your letter Tn/SP/90, dated 28 February 1945, subject asbestos sheets are not available locally through the resources of this Headquarters.

2. Suggestion is made that your office contact the Local Resources (Italian) Board in regard to availability of this material elsewhere.

For the Commanding Officer:

A. J. Marshall Jr
A. J. MARSHALL JR
2nd Lt., FA
Actg Asst. Adj Gen



ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

MP
336

E-L

20 Feb. 1945.

SUBJECT: AC Eng 80-45 - Asbestos Fibre Sheets and Resisting Cloth.

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section, Supply & Resources Division)

1. It is our understanding that the asbestos sheet packing, or a suitable substitute may be locally. It is suggested that Major Foster, Local Procurement Officer, Pensouth, (Naples 11100) be contacted for more specific information.

2. In this connection your attention is also invited to our letter T-12 of January regarding requisition AC-ORD-60-45.

3. Heat resisting cloth is not available in Enginner stores. If it is necessary to requisition this on the U.S. or U.K. detailed specifications are needed, including a description of end use, acceptable substitutes, and method of computation.

For the Assistant Chief of Staff, G-5:

D.E. LATHROPE
1st Lt., CAC
Economics & Supply Division.

COPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-12

8 January 1945

SUBJECT: Requisition AC-ORD-60-45 Asbestos Sheets

TO : Headquarters, Allied Commission, APO 394
(Attn: Requisition Division)

1. Investigation by this section has revealed that Asbestos is available in CORSICA as shown in the attached report. If plants are available in CORSICA or ITALY to process this into sheets, this may meet requirements.

2. In view of this no further action will be taken on the above requisition pending further advise from you.

3. For your information, the requisition was submitted for screening by the technical services of this Headquarters. However, they were unable to pass on its validity because the justification does not contain sufficient information. The suitability of the material requested could not be judged because the exact purposes of the gaskets were not specified. The quantity could not be approved because the number of vehicles involved or number of gaskets needed was not given, nor could the feasibility of production be decided because no indication was given that the specialized equipment and personnel were available to make satisfactory gaskets.

4. For your further information no stocks of this are available from British/U.S. sources within the theatre.

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

DONALD LATHROPE
1st Lt. C.A.C.
Economics & Supply Division.

Incl: Report on Asbestos Production in CORSICA.

1628

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

AC/356/Tn5
File WP.

MHT/h1

200/31/TN 1

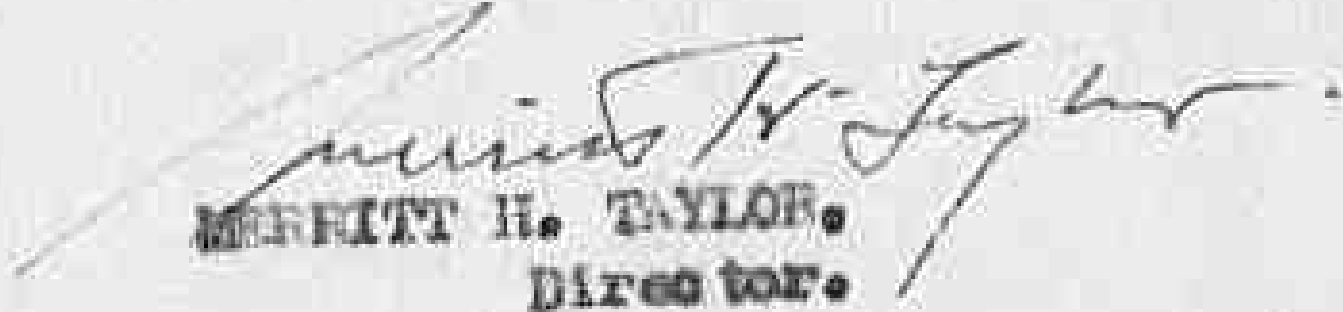
13 Feb. '45

Tel: 220

SUBJECT: Caschetti Railroad Shops,
Porto Civitanova

TO : Director, Industry Sub-Commission

1. Attached restricted report of PWB is forwarded for your information and is a matter of primary interest.
2. It will be possible for Italian transportation system to absorb all possible production of this plant, and it is recommended that this plant be activated at the earliest practical date.
3. Detailed lists of transport requirements will be submitted to your sub-commission at an early date.


MERRITT H. TAYLOR.
Director.

copy to: Rail Division, Tn. S/C - Attn: Major Long
Road Division, Tn. S/C - Attn: Capt. Peterson
Lt. Col. Feamyhough, Tn. S/C

incl: (1) Report.

1637

SECRETRECONSTRUCTIONC
O
P
YThe Cecchetti Railroad Shops, Porto Civitanova (Marche)

The normal, prewar business of the company was the construction of railway cars, including freight, tank cars and certain types of passenger cars. Some 2500 workmen in 1943 built in excess of 500 cars a month - among them up to 50 tank cars. Everything except the wheels was made on the premises. Combined with the business was a shipyard which during the war built 500 ton tank boats for supply seaplanes, and sub-chasers. The rail shops also produced air bombs and large shells.

The company was founded more than 50 years ago by Andrea Cecchetti, a simple workman, who started with a foot-powered lathe and the help of 4 or 5 boys. It was, and still is, the only industry of its type in this typically agricultural region.

Previous to liberation, the plant was heavily bombed, and the majority of the buildings destroyed. The machinery, however, suffered only superficial damage, for the roofs that fell on the machinery protected it from further damage. On the other hand, the Germans not only removed some 60 carloads of machine tools and equipment (presumably used in making V-1 and V-2 parts) but also mined and demolished some of the heavy equipment.

On the day of liberation, June 30, 1944, the huge plant was a complete shambles; Practically all the roofs had caved in; twisted girders and tons of debris blocked every passage; many walls had collapsed; 158 railroad cars, on the premises for repairs, had in part been burned out, bent, and thrown all over the lot. Not an office room, not a single shed or shop was fit to be used.

The following day, on July 1st, Cecchetti, with his foremen and some 200 workmen came back - to begin the job of cleaning and reconstruction. They have been at it ever since, with hulking, 73 year old Cecchetti on the job from early morning till sunset. Thus far 7 million lire have been spent. The present payroll amounts to about 50,000 lire a day for 410 workmen, of whom some 350 are said to be exclusively used for reconstruction. Today, most of the debris has disappeared; walls and roofs of the office buildings and possibly half the workshops and sheds have been restored. Heat treatment and annealing furnaces have been rebuilt and repaired; salvaged machine tools are stored in one large shop where they were taken apart, repaired and rebuilt; the forge has been completely rebuilt and so have the stamping presses, the model shop and foundry; the transmission lines for electric power are ready, waiting for the current.

Practically all of the plant's repairs have been effected from what was found on the premises. For instance, salvaged roofing tiles now cover the restored buildings. Bricks to rebuild the walls have come from the debris; special bricks for repairing the furnaces are made from ground-up old material. Machine tools are repaired with the help of those less damaged or intact. In one corner electricians are busy repairing motors. In another three small steel furnaces are being built up from scratch. Already some machinery has been received from others for repair, including a pasta-making machine, parts of pumps, small turbo generators, etc. Notably laid out on large tables are a few dozen parts for railroad cars and locomotives which Cecchetti explains could be produced with the equipment now ready for immediate use. The shipyard is not destroyed is fully working. It has just completed a 250 ton barge, diesel-powered; numerous wooden fishing vessels are under construction.

SECRET

- 2 -

In order to employ as much of the salvaged material and as many hands as possible, the restored shops and machine tools are, where possible, used for make-shift production. In the absence of electricity, a 15 HP diesel motor supplies the power, the most of the work is done by hand. Thus pulleys are made for use in the repair of railroad bridges now under way nearby. Shovels and spades are stamped out of old sheet iron; perforated sheets, formerly parts of machine guns, are now made into convenient boxes for a charcoaltype coffee roaster; salvaged drain pipes are cut up and transformed into deep-well water buckets; other sheet scrap is made into freight car lamps; aluminum scrap is cast to become soup spoons, frying pans; the housing of small hand-operated ventilators, whose blades and other parts are made from steel scrap; wooden wheel barrows are being handmade in the pattern shop.

The work has gone forward in the face of many disheartening difficulties. For one, Cecchetti states that raw materials, equipment and machinery valued in excess of 10 million lire, have been requisitioned by military authorities without regard for their need in reconstruction or their use in the repair of rolling stock. Likewise, no sooner has a building, an office or shed been repaired or rebuilt, than it is usually taken over by the Royal Engineers which maintain a truck garage and maintenance shop on the premises. Even Cecchetti's private dwelling, repaired by him and at his expense, was immediately requisitioned - after the work had been done. In addition, there have been reported cases of outright vandalism. For instance, a soldier had to be stopped by direct appeal to the Commanding Colonel, miles away, from taking beams off the roof of a shed and cutting them up into firewood; he did a good job while he was at it. Other soldiers removed from 40 to 50 wardrobes, salvaged and carefully stored away, only to smash them into firewood. Some wooden patterns are said to have suffered the same fate.

Cecchetti and his experts claim that they are ready to begin operations now at a moment's notice. However, they will need electric power, and freedom both from occupation and future requisitions. Every day lost in getting started, they say, means a day lost in terms of the contribution they could make to the war effort by:

- a) Making rolling stock parts (nothing more urgently needed, according to the railway people)
- b) Repairing the 158 freight cars now on the premises in time for the re-opening of the Pescara-Ancona rail line (contract for the repair of the rail bridges has been let for completion within 90 days).
- c) Making parts for the repair of civilian trucks for the whole of NE Italy from Foggia to Ancona (according to AC Industry S/C, this is the only plant now available in liberated Italy for making certain forgings, and springs for trucks).
- d) Preparing for the repair and reconstruction of below standard military trucks, if and when these will be put at the disposal of the civilian economy (efforts to this end are now being made by AC Tpn. S/C).

Beyond these purely strategic and economic needs, is the social and political problem of upwards of 2,000 idle artisans in the small community of Civitanova. These people have for years depended on Cecchetti for their livelihood; they are today without any income. But they could be producers of the most vitally important goods - needed not only to help win the war, but prepare for the reconstruction of Italy. Their own understanding of the nature of their work tells them this. They may increasingly tend to believe that but for a similarly clear understanding on the part of the Allies, they would already be back on their jobs. For they do not necessarily

SECRET

- 3 -

know that the Provincial Commissioner of Macerata for instance is making every possible effort to get the plant into full production; and that he is sure to find other suitable space for the R.E. now occupying the premises, should they be ordered to vacate them. Nor do the jobless Cecchetti workers realize that Allied Railway and Truck Transportation officials are only waiting for Cecchetti to be ready, to put him to work. Tho he claims, of course, that he is ready now, and could have been ready long before this had he been given the wholehearted cooperation of the powers that be.

Cecchetti's is a good example of strong local initiative, despite real handicaps - handicaps which improved liaison between the Army and the technical experts of AC should be able to overcome, to the benefit of both the Army and Italy's economic situation.

1634

Tel. 447

SDB/ci

Ref. AC/5612/IND.

25 February 1945

SUBJECT : Plant of the Adriano Cecchetti S.A.
Costruzioni Meccaniche.

TO : Transportation Sub-Commission.

FROM : Industry Sub-Commission.

1. Enclosed find a copy of the report by Mr. S.D. Broetzkoos of his visit together with Capt. Peterson of your Sub-Commission to the a/m. plant.

2. This report is sent for your information and because of your interest in the reactivation of this plant the specialty of which is the building and repairing of R.R. rolling stock.

3. The Industry Sub-Commission ^{has} already started proceedings for the derequisitioning of the plant which is now partially occupied by the military forces.

4. Furthermore, we are informed by the Engineering Division Abruzzi-Marche Region HQ. AMG/AC that the plant was granted an allocation of 100 KW. up to March 15th when it will be increased to 300 KW.

5. This will permit to start their forge and spring departments on forging repair parts for Italian R.R. rolling stock as well as for the orders from the interested parties.

Incl.:
As per para.1.
above.

Copy to:
Economic Section.

W. S. VAUGHAN
W. S. VAUGHAN
Director,
Industry Sub-Commission.

1633

SDB/as

REPORT OF A VISIT BY BROOKINGS TO
THE SOCIETA' ANONIMA COSTRUZIONI MECCANICHE
ADRIANO CECCHETTI
PORTO CIVITANOVA, MARCHE, (Macerata)

February 1st, 1945

The visit to this plant disclosed that it was heavily damaged by aerial bombardment and by German demolition squads. The latter paid special attention to the ammunition making end of the plant, mining machines which were too heavy to be carried away, and to the destruction of all power installations both electric and hydraulic. The buildings suffered more from air bombardment but the Germans done they share also.

The equipment of the plant is of the World War I vintage. All machines are, nevertheless, provided with individual overhead belted motor drives. Several small sensitive drills and few single spindle screw machines of modern construction were, however, noticed in various places of the plant. The management stated that all modern machines which were mostly used for the ammunition making, were carried away by Germans, 65 carloads altogether.

The whole layout of the plant is for building RR rolling stock - freight and tank cars and bodies for motor driven RR passenger cars.

The assembly shops of the plant are interconnected by a motor driven traveling platform for transferring semifinished cars from one shop to another during their assembly work.

Except for car axles and wheels the plant was a self-contained unit for building RR freight cars.

The following conditions were observed during the visit.

FORGE SHOP

The forge shop was found in order, with a repaired roof and all hammers well greased against rust. Rows of neatly greased dies for forging parts for R.R. rolling stock were

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FORGE SHOP

The forge shop was found in order, with a repaired roof and all hammers well greased against rust. Rows of neatly greased dies for forging parts for R.R. rolling stock were neatly stocked near the walls and in the storage room.

The hammers in the shop are of the air lift drop type of Brett, Massey and their own make. The falling weights of these hammers are as follows:

1 - 3500 Kg.	2 - 300 Kg.
1 - 2000 "	1 - 600 "
1 - 1500 "	2 - 800 "
2 - "Hazel" type (self-contained)	700 Kg pneumatic hammers.

For the number of drops it seems that the forge shop is somewhat short of heating facilities.

The general impression of this shop is that it was under conservation for a long time and that the heating facilities were either removed to another shop or were cannibalized.

Neither the air compressor nor air receiver of this shop is destroyed, and, therefore, the shop may be placed in operation at a short notice.

PRESS SHOP

The press shop contains many power and hydraulic presses some in a damaged condition. The hydraulic presses are connected to the main hydraulic system of the plant which is demolished by the Germans. The presses are, therefore, out of commission. The general aspect of the shop makes an impression that it wasn't in operation for a long time and that the hydraulic power was diverted to other uses.

SPRING SHOP

The spring shop is in somewhat better shape than the adjoining press shop. It may be because during the visit it was in partial operation making some parts for the reconstruction of the plant. It has necessary cutting-off trimming, bending and eye curling presses, spring hardening furnaces of somewhat antiquated type and a beam type spring testing machine.

The hydraulic system of this shop is connected to their old weight accumulator lines which escaped demolition by the Germans. The two pumps were, however, standing without fly wheels, pulleys and motors and the accumulator was resting on its supports.

FOUNDRY

The foundry is in a stage of final reconstruction. It has three small cupolas of about 10-12 ton total capacity. The metal bodies of these cupolas are ready for brick lining and for connection to the air blowers which are not yet installed. The building is being repaired and a crane way is being laid out.

MACHINE SHOPS

All salvaged metal cutting machine tools are assembled in one undamaged shed. Majority of them are engine lathes of medium to heavy type with few milling, thread cutting and grinding machines. All machines with few exceptions require complete reconditioning.

The machines which the management already reconditioned are placed to work in a shop making repair parts for other

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The machines which the management already ¹⁶⁸reconditioned are placed to work in a shop making repair parts for other machine tools. Some of them are used for turning coffee rosters, pots, dies for tableware etc. for which the management succeeded in securing orders. The machines are driven by a small oil engine installed in a corner of the shop.

SHELL SHOP

The shell shop is stripped of all machines with the heavy hydraulic press, draw press and compressor installation blasted by enemy.

The electric furnace used for heating the shells did not suffer much damage and is being repaired. All temperature measuring instruments however are missing but the management states that they had succeeded in saving them from the enemy.

In the plate shop are two-times roll plate bending machines, two multiple head shapers, a heavy combination shear and punch as well as a number of punches shears and butt welders. A "pela" type punch and shear of plate type construction is being repaired as well as the crane ways of the shop.

of the shop.

During the war the Company was building all welded submarine chasers and patrol boats. Three of them could be seen on the premises.

The management of the plant is energetic and resourceful as it is shown by the amount of the repair work done in spite of the adverse war conditions. Everywhere can be seen signs of the repairs being done: Water and electric lines being repaired, foundry being completely rebuilt, machine tools being repaired and reconditioned etc. The management states that it is ready to start work as soon as the power, some coal and raw materials are available to them.

The plant is most suitable, experienced and specialized in repairing RR rolling stock. It is the only shop on the Adriatic shores of Central Italy which exists for this type of work. It can also produce many parts for trucks which don't require close tolerance. It can be used for making flat springs for trucks and many forged parts some of which can be machined in the plant or more advantageously, in shops better equipped and accustomed to interchangeable precision work.

The plant should be gradually revitalized by starting with the forge and spring shops for making parts both for RR and motor transport; this work to be expanded by including the machining of the parts for RR cars and by repairing the available rolling stock in and around Civitanova. About 150 derelict cars are ~~now~~ on the premises of the plant.

SHIPYARD

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CONCLUSION

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SHIPYARD

The above Company has a shipyard in Civitanova ¹⁰²⁴ ~~the~~ a Diesel powered wooden barge has been ready for launching as well as several fishing sailing boats.

DEREQUISITIONING PROCEEDINGS

Two or three sheds of the plant are taken over by a British Army truck company which uses them as a garage.

The Industry Sub-Commission is already started proceedings for derequisitioning them.

20 Feb. 1945.

HEADQUARTERS ALLIED COMMISSION
M.Q. TRANSPORTATION OFFICER
LANCIA WORKS

Tn/SP/90

To : Maj. FOSTER. Local Procurement
officer. PENSOUTH. NAPLES.
Subj. : Asbestos fibre sheets.
Date : 28th February 1945.

- 1) G-5 Supply Division, AF HQ write on 20 FEB 45 that asbestos fibre sheet may be procured locally thru you.
- 2) This asbestos sheet is required for the manufacture of head and other gaskets for motor cars and should be $1\frac{1}{2}$ to 2 m.m in thickness.
- 3) I have tried both in NAPLES and ROME to procure this sheet asbestos but without success. I am now using hard cardboard for the manufacture of head gaskets and it is standing up well.
- 4) Will you please say if any supplies of asbestos sheets of the required thickness are available locally.

M. Hay
M. HAY
Capt. R.A.
Supply Officer (Roads)
TRANSPORTATION SUB-COMMISSION AGC

Copy to Roads Sect. Tpn S/C.

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5, Section.
APO 512

20 February 1945.

E-1

SUBJECT: AC Eng 80-45 - Asbestos Fibre Sheets and Heat Resisting Cloth.

TO : Headquarters, Allied Commission, APO 394.
(Attn: Economic Section, Supply & Resources Division.)

No copy
1. It is our understanding that the asbestos sheet packing, or a suitable substitute may be available locally. It is suggested that Major Foster, Local Procurement Officer, Pensouth, (Naples 11100) be contacted for more specific information.

2. In this connection your attention is also invited to our letter T-12 of 8 January regarding requisition AC-Ord-60-45.

3. Heat resisting cloth is not available in Engineer stores. If it is necessary to requisition this on the U.S. or U.K. detailed specifications are needed, including a description of end use, acceptable substitutes, and method of computation.

For the Assistant Chief of Staff, G-5:

D. E. LATHROPE
1st Lt., CAC
Economics & Supply Division.

CONFIDENTIAL

16-8

SPARE

wp 336

AFHQ - G-5 Section

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1

AC-ORD-60-45

7 December 1944

SPECIAL

DURO - Consign to AC Transportation Sub-Commission

HORST A. MARTINO
Lt. Colonel, S. R.
Chief, Requisition Division

A. G. ANTONINI
Acting Deputy, Chief of Staff
Economic Section

None SHEET, asbestos.

Size in Thickness:

(a) .059 inches (1 1/2 mm)
(b) .079 inches (2 mm)

Sq. Ft.
Sq. Ft.

3,000
4,000

////////////////////////////////////END OF ITEMS////////////////////////////////////

DELIVERY: Ship to DURO as indicated above. If from theatre stocks ship immediately; otherwise, on or before 15 February 1945.

BASIS: (1) Item on this requisition is urgently required for the production of gaskets for automotive purposes.

(2) A vigorous search has been made in Naples, Rome and other places for stocks of asbestos sheets, but without success.

(3) Motors on many civilian vehicles are rapidly failing in service due to blowing of gaskets. Present stocks are being exhausted and unless asbestos sheets from which gaskets can be made are made available, many vehicles will be forced to lie idle, thereby, bringing about additional difficulties to the present problem of transportation.

(4) It is requested that item in quantities specified be procured from theatre stocks, if possible.

RATING: III

167

////////////////////////////////////END OF REQUISITION////////////////////////////////////

1383