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AC/402/MAINT/TNS

10000/148/2258

NS 10000/148/2250

CORRESPONDENCE INSTRUCTIONS
OCT. 1944-JUL 1945

TRANSPORTATION DIVISION
Roads Division

Ref: 10/9/5/105

31 July 1946.

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

TO : Director, T&N, A/S
(When Planning Staff)

1. In accordance with your directions the following request is submitted on the above subject. This request is for the purchase of trucks, type manufacture materials, type regular maintenance, and fuel for the maintenance of trucks and spare parts.

Summary.2. Division 2.0.0.0. Summary.

Planning 2.0.0.0. Summary and shipping program cover the provision of the following trucks:

(a) National Summary Italy and Islands.

	Left (sum)	Cal. of 1946	Source
500 x 2 ton (450 available)	1450	Cal. 1300	U.S.
200 x 2 1/2 " (200 available)	2000	Cal. 1500	U.S.
200 x 1 1/2 " (ex surplus stock- 1125)	400	Cal. 1500	U.S.
<u>Total</u>	<u>4150</u>		

(b) National Italy.

1700 x 1 1/2 ton (new)	3000	Cal. 3000	U.S.
1100 x 1 1/2 " (reconditioned)	2000	Cal. 2000	U.S.
500 x 1 1/2 " (new)	1100	"	U.S.
200 x 1 1/2 " (reconditioned)	2000	"	U.S.
<u>Total</u>	<u>8100</u>		

(c) National Italy

B. Existing C.A./V. Requirements

Existing C.A./V. approvals and shipping procedures govern the provision of the following trucks:

(a) Central Southern Italy and Islands

	Lift (tons)	Cal. or LAC	Category
500 x 8 tons (400 operable)	1400	Cal. 1300	C.A./V.
500 x 8 1/2 " (300 operable)	2000	Cal. 1300	C.A./V.
500 x 1 1/2 " (ex Turkish stockpile)	400	Cal. 1350	C.A./V.
<u>1300</u>	<u>4100</u>		

(b) Northwest Italy

1700 x 1 1/2 ton (new)	3600	Cal. 904	C.A./V.
1100 x 1 1/2 " (reconditioned)	3000	Cal. 90	C.A./V.
500 x 1 1/2 " (new)	1100	"	
500 x 1 1/2 " (reconditioned)	500	"	
<u>500</u>	<u>1100</u>		

(c) Total Italy

<u>4000</u>	<u>2597</u>		
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Above lifts are calculated on a factor of 1.0 per U.S. 1 1/2 and 2 1/2 ton trucks.

C. Additional Requirements above existing inventory

(a) Central Southern Italy and Islands

- (1) Requirement of essential Italian Imports 1945, dated 20 March 1945, submitted to C.A./V. specified a requirement for an additional 50,000 tons road lift in Category 1. This is subject to reduction for lift calculated for industrial and activities changed to Category 3.

- (11) 1,000 tons required as replacement vehicles salvaged from original 1100 vehicles transferred from U.S./V. stocks (Cal. 1300, 10 x 8 ton (new) -- 150 tons and 100 x 8 1/2 (old) tons -- 700 tons. Total 850 tons salvaged from theatre stocks).

(b) Italy

amount submitted requirements for, including approval
sufficient.

(c) Italy

8,000 tons.

(d) Italy

Total requirement in tons 10,000 tons less 800 tons re-
leased from business stocks -- 9,200 tons.

4. G.O./s. required the release of 4,000 in all for the year
trucks from business stocks in G.O. M.O. This will provide a list of 15,000
tons based on a factor of 1.5. A balance of 6,000 tons will remain to be
approved.

5. In G.O. 1413 (Items 1 and 2 of production are 100 tons) G.O./s.
advised that the 4,000 trucks approved in G.O. M.O. are considered to meet
total list requirements where existing approvals for Italy. Any reduction of
list due to changes in supplies from Category A to Category B is considered by
G.O./s. to meet in full requirement of 4,000 tons for G.O. Italy (see para 1(a)
and 1(b)). It is now understood from G.O. M.O. that G.O./s. have approved release
of sufficient trucks to provide a 10,000 ton list after equilibration and
rebuild.

6. To produce the 10,000 ton list G.O./s. propose to release not a
batch of 5 trucks to produce a number of trucks other than equilibration 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 some parts which cannot be manufactured or obtained by equilibration.
This procedure would be very economical than importing new trucks.

7. Total list requirement are previously stated as 17,157 tons.
Against this a total of 66,157 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 spare and spare parts are forthcoming for
civilian trucks are available in Italy. (see para. 10,
11, 12 and 13)

(b) an adequate supply of coal and gas is available for
available for the manufacture of trucks, parts, spares,
and for spare parts in Italy. (see para. 11, 12 and 13)

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total requirement is now 24,000 tons less 200 tons released from transport stocks -- 23,800 tons.

4. C.C./A. approved the release of 4,000 tons less 200 tons released from transport stocks in full. This will provide a 13% increase in the release of 4,000 tons less 200 tons still required to be approved.

5. In full, 100 tons (100 tons) C.C./A. advised that the 4,000 tons approved in full, 100 tons are assigned to meet total lift requirements shown existing approvals for Italy. Any reduction of lift due to changes in supplies from Category A to Category B is provided by C.C./A. to meet in full requirement of 4,000 tons for U.S. Italy (see para 1(a) last page). It is now understood from C.C./A. that C.C./A. have approved release of more than 100 tons to provide a 10% increase in lift after consideration and release.

6. To produce the 40,000 tons lift C.C./A. propose to release as a basis of 2 tons to produce 1 ton after consideration and approval by Italian Ministry. It should be possible for Italian Ministry to release these vehicles and to produce any of the same parts. It may be necessary to request so that parts which cannot be manufactured or obtained by contribution. This procedure would be more economical than importing new parts.

7. Total lift requirement was previously stated as 27,100 tons. Against this a total of 24,100 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 overseas transport requirements of Italy provided that:

- (a) sufficient types and spare parts are forthcoming for civilian trucks now available in Italy. (see para. 12, 11, 15 and 16)
- (b) an adequate supply of oil and non-refuelable is available for the maintenance of trucks, parts, spares and for type repair in Italy. (see para. 11, 15 and 16)
- (c) trucks to meet the 40,000 tons lift are to be released and put into service. (see para. 11)
- (d) supplies of spare parts for all trucks sold to the Italian Govt., beyond the capacity of Italian Ministry to manufacture, are made available for purchase by the Italian Government through commercial channels. (see para. 5)

CONCLUSIONS

8. The conditions for the release of the 40,000 tons were approved by C.C./A. in 1945 and 1946 and have arrived in Italy. Balance of 20 tons and

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550) motorcycles are not yet covered by C.C.F. approval. These vehicles are considered essential to efficient control of civilian transport by the Italian Government.

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

(a) 500 x 3 ton trucks (U.S.)

500 x 3 ton trucks (U.S.) - 40 day supply will be made available by C.C.F. after completion of this week. Persons will be virtually exempt from and Italian industry must produce any further parts required.

(b) 500 x 3 ton trucks (U.S.) - 40 day limited supply will be made available by C.C.F. after completion of this week. Persons will be virtually exempt from and Italian industry must produce any further parts required.

(c) 500 x 3 ton trucks (U.S.)

500 x 3 ton trucks (U.S.) - 40 day limited supply will be made available by C.C.F. after completion of this week. Persons will be virtually exempt from and Italian industry must produce any further parts required.

(d) Limited trucks

500 x 3 ton trucks (U.S.) - 40 day limited supply will be made available by C.C.F. after completion of this week. Persons will be virtually exempt from and Italian industry must produce any further parts required.

10. Civilian trucks

Limited stocks are held by manufacturers in the North. Existing stocks of the automobile and trucks supply of steel will permit an additional limited quantity to be manufactured. To enable new trucks and parts to be manufactured in the quantities necessary to maintain the existing number of trucks in service, an additional supply of steel and raw materials is required by Italian industry. A solution by industry self-financing of requirements for a six month period is shown at Appendix A.

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

(a) 500 x 3 ton (U.S.) - 40 day limited supply will be made available by C.C.F. after completion of this week.

- (b) 250 x 16 ton trucks (2,700) A 60 day limited supply will be made available by C.S./A. If the emergency needs principles as in sub para. (a) above apply.
- (c) 250 x 16 ton trucks (2,700) A 60 day limited supply will be made available by C.S./A. If the emergency needs principles as in sub para. (a) above apply.
- (d) 250 x 16 ton trucks (2,700) A 60 day limited supply will be made available by C.S./A. If the emergency needs principles as in sub para. (a) above apply.
- (e) 250 x 16 ton trucks (2,700) A 60 day limited supply will be made available by C.S./A. If the emergency needs principles as in sub para. (a) above apply.

10. Civilian Trucks

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

11. Trucks from Italy, Austria, Germany

- (a) 250 x 16 ton trucks (2,700) A 60 day limited supply will be made available by C.S./A. If the emergency needs principles as in sub para. (a) above apply.

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

(b) Imported Trucks

2500 trucks, received against receipts etc. have been released for use in the 2500 x 16 ton trucks. Further needs must be met by supplies approved by C.S./A. For release to the Italian Government or from manufacturers from Italian industry.

(c) 2500 "M" Trucks

All needs must be met from releases approved by C.S./A. For release to the Italian Government or from manufacturers by Italian industry.

(a) Space and Requirements.

200 types have been supplied on 22,100 types released under LAC 42 and LAC 43. No types have been released for replacement. Additional requirements to be met as in para. (c) above.

12. Civilian Requirements for Italian Government Territory.

(a) Program of essential Italian imports 1944 - materials for type industry -- programs 1-b dated 14 March 1944 - contains justification for new types and materials already requisitioned. Included in the programs are requisitions AC-200-20-43 and AC-200-20-43, provided materials for the manufacture of 60,000 types Sept. to Dec. 45.

(b) The civilian type programs may be summarized as follows: (para 14 of a/m Imports Program)

Total type requirements in 11 Dec. 45 - 22,100

Production in Italian Government Territory

New types 61,500

Re-released types 90,000

171,500

Required types -- "Type 110" program

194,500

23,500

430,100

Deficit on Requirements.

20,000

The deficiency of 20,000 types will be supplied by the new type repair plant, for which material and machinery are requisitioned in AC-200-20-43.

(c) Approval of AC-200-20-43, which requisitions 22,100 types, and immediate shipment to Italy are urgently required. These types are urgently required to put into operation trucks and cars on the road which are new or will be off the road before new types produced in Italy or re-released types are available.

(d) 22,100 types were requisitioned in LAC 42/43-2594 LAC 43, 50,000 for all of Italy and approximately 100,000 to 110,000 to Italian Government Territory. 11,000 have been received and have been issued both to LAC. For organic transport and to the Italian Govt. for civilian vehicles. These types are not included in 1945 program.

(ii) 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.

(iii) Under normal conditions the monthly production of truck tyres in the Pirelli and Michelin plants totals about 40,000 tyres and 40,000 tubes. 5 months production would amount to 200,000 tyres and 200,000 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 70,000 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 3000 trucks sold to the Italian Govt. from U.S. and British stocks. Approximately 1/6 of tyres and tubes needed for 60,000 civilian trucks will be required for the 3000 trucks of 21,500 tyres and 10,900 tubes.

(iv) Total needs for 60,000 and 70,000 trucks are approximately 100,000 tyres and 140,000 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) Raw Materials and Labour.

(i) It is estimated that Pirelli and Michelin plus smaller repair shops could repair and retread, about 20,000 - 30,000 tyres in 6 months. Materials required for repair and retread of 1,000 tyres are set out in APPENDIX B, Part II.

(ii) Due to the very large number of tyres now held of repair in the North, it is recommended that sufficient material, based on Appendix B, Part II, be requisitioned for at least 60,000 tyres.

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production would amount to 250,000 tubes and 100,000 tubes. Requirements of raw materials for this scale production is given at ATTACHMENT B, Part I.

Present requirements for civilian trucks are 60,000 tubes and 70,000 tubes for 6 months or a little under 1/3 of potential production. In addition to civilian trucks, however, tubes will be required for 60,000 trucks sold to the Italian Govt. from U.S. and British sources. Approximately 1/4 of tubes and tubes needed for 60,000 civilian trucks will be required for the 60,000 trucks or 11,000 tubes and 15,000 tubes.

(iv) Total needs for 60,000 and 60,000 tubes are approximately 100,000 tubes and 14,000 tubes or about 40% of potential production. It is therefore recommended that requisitions should not be placed on the basis of 40% of needs given in Appendix B, Part I.

(b) TYPE REPAIR AND REPAIRS

(i) It is estimated that Pirelli and Michelin plus another repair shops could repair and retread, about 20,000 - 30,000 tubes in 6 months. Materials required for repair and retread of 1,000 tubes are set out in ATTACHMENT B, Part II.

(ii) Due to the very large number of tubes 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 20,000 tubes.

14. CONCLUSIONS

A recent survey of type production facilities by industry AF indicates that large scale operations can begin immediately. Production capacity of 4,000 tubes and tubes per day is possible when materials are supplied.

Commerce U/S states that present demands for tubes amount to 100,000. This material as requisitioned is insufficient to put 121,000 tubes of U.S. disposal. No further replenishment of materials is planned by Commerce U/S until first production with materials now on requisition is completed.

It is assumed that part of the materials requisitioned for the North will on arrival be diverted for use in the North. To ensure maximum possible production to commence by the end of 1945, it is recommended that materials mentioned in paras. 10 (a) (iii) and 10(b) (i) be requisitioned immediately in view of the delay experienced in shipment of materials for which requisitions have already been approved.

Full administrative requirements have been met and production commenced it
is not considered useful to maintain 1943 requirements at this stage.

For the Chief:



G. THOMPSON
Lt. Colonel, R.A.

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R.T. STAFFS FOR JAPANESE R.T. VEHICLES

- 1.) I agree with the scheme in principle.
- 2.) At the present time each small unit (even provinces and Sub-Divisions) are indenting on their local Ordnance and 547 R.T. Co. In almost every case R.A. is the reply and apart from this the loss of time and the waste of transport is considerable. This also in my opinion takes care of the problems that will arise when the boys come out.
- 3.) The soldier staff could be obtained as attached (temporary) I feel sure, and Rotters could be trained to replace all but the "receipt" collecting, and issue R.T. Co.
- 4.) Presumably for all R.T. Vehicles would be obtained in the same way as the others.
- 5.) In view of the fact that the R.T. Co. staffs will be arriving in the very near future, I feel if the system is to be adopted it should be started immediately, as the staff and Rotters accommodation will take a little time to get.
- 6.) I consider that more work is a matter for Roads Division and not G-4 as higher school maintenance, especially as G-4 have not the necessary technical staff to deal with the local manufacture of spares that are not available at Ordnance. ~~and spare parts should not be~~
- 7.) Presumably the American Ordnance Officer when he arrives could make a smaller arrangement for American spares and the distribution could work under one roof with a total staff.

Capt. D. D. MEYER R.A.
Maintenance Officer,
Roads Division.

18/Oct/44

I agree entirely with the scheme
D. D. Broune
Major

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