

TRANSPORTATION COLLAPSE LOOMS NATION WARNED

Replacement Program Must
Start Now Says Truman
Committee in Review.

Washington, Dec. 16.—(U.P.)—The Truman committee warned the nation today that it has coasted to the limit on its "prewar reserves of transportation facilities and that replacement programs must be launched immediately if a disastrous collapse is to be avoided.

"If we act now, an impending crisis may be avoided by means more satisfactory than any measures which could be taken once the crisis is actually upon us," the senate's special war investigating committee declared in a report on transportation problems.

Fine So Far
The report paid high tribute to the transportation job so far accomplished, and said it couldn't have been done if there hadn't been prewar reserves as well as splendid war-time conservation and utilization.

But, it added, the transportation is increasing. Equipment is

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Displaying souvenirs just brought back from the front lines, men of the U. S. 165th Infantry, formerly New York's "Fighting 69th," gather 'round for a U. S. Army Signal Corps photographer to snap their picture after fighting at Butaritari Grove on Makin Island. Note the Jap flag and enemy marine insignia the boys "found."

wearing out. Manpower is growing scarcer.

"An indication of the seriousness of the situation lies in the fact that experts in forecasting the 1944 transportation burden have based their figures, not upon estimated demand, but on estimated maximum capacity," the report pointed out.

Point by point, the committee reviewed the situation affecting all types of transportation facilities—rail, highway, air, barge and pipeline.

Pipeline Plan Lauded
It found the rail, highway and air transport outlook most critical. The barge program, conceived in emergency, was found to have been "so delayed by endless conferences" that its benefits were negligible. Only the pipeline program received plaudits.

The committee found that railroads have received during 1942 and will receive during 1943 only a fraction of their estimated equipment requirements. It blamed War Production Board priority ratings for the fact that locomotive production reached only 165, instead of the scheduled 724, in the first nine months of this year. WPB since has lifted delaying restrictions.

WPB Blamed
Freight cars present a similar problem, and the committee lashed out at the WPB for stopping without notice freight car production on April 14, 1942. The WPB order restricted freight car production to only two types. The committee said "production was delayed several months before railroads discovered which builders would be permitted to build what types of cars."

As for passenger cars, the committee said the public "will have to accept the discomforts of rail passenger travel as one of the burdens of war and should plan to travel as little as possible."

Lack New Trucks
Lack of new trucks and the shortage of replacement parts and tires constitute the biggest drawback to adequate highway transportation, the committee said.

The WPB approved production of 7,500 heavy trucks during the last half of 1943, but none of them had been completed by the end of October. The committee

President's Latest Conference



Seated with President Roosevelt is President Ismet Inonu of Turkey who arrived in Cairo to confer with the President on the general situation. Present also was Prime Minister Churchill.

estimated that 450 will be built by the end of the year, but the 7,500 will not be ready before the middle of 1944 and then only if schedules for component parts such as engines, axles and transmissions can be revised.

The committee blamed the WPB scrap drive in 1942 for part of the replacement parts shortage. The drive resulted in 4,000,000 motor vehicles being broken up and shipped to steel mills, the committee said.

"A tremendous number of serviceable parts, which in normal times would have been fed back into the motor transport system, were destroyed, and the civilian market was deprived of these reserves," the report added.

WPB Acts Late
WPB didn't act to correct the situation until May 19, 1943, when it prohibited the scrapping of serviceable parts.

"The situation with respect to tires is extremely critical," the committee reported. "Military and civilian truck and bus requirements for 1944 total in the neighborhood of 21,000,000 tires. The most recent survey indicates a production capacity of only 18,000,000. This leaves a deficiency of approximately 3,000,000 tires . . . because of this deficiency, the trucks scheduled in the 1944 truck production program will be equipped with no spare tires, except for the military trucks to be used in combat areas and the trucks provided for Russia."

A 10 per cent reduction by consumers in the use of coal for heating, electricity, and manufacturing gas could save, respectively, 20 million tons of coal, four million tons of coal and 75 million lamp bulbs, and 1½ million barrels of fuel oil annually.

DELAY ON PATTON ALSO HITS OTHER ARMY PROMOTIONS

Senate Committee Action
Holds Up Generalships
For Four Additional Men.

Washington, Dec. 16.—(U.P.)—A senate military affairs subcommittee today formally decided to defer "temporarily" action on the promotion of Lieut. Gen. George S. Patton, Jr., whose treatment of enlisted men has been the subject of controversy.

Patton's permanent rank is colonel. President Roosevelt's nomination of Patton to be a major general on the permanent list has been pending before the subcommittee.

The formal decision for further postponement of action was announced by Sen. Albert B. Chandler, D., Ky., subcommittee chairman, after a poll of members.

Slappings Confined
Chandler said the committee was influenced by War department confirmation that Patton slapped two soldiers in Sicilian field hospitals during August and berated a third, whose ankles were swollen, for failure to wear leggings. Chandler said it was possible that there may have been other similar but unreported incidents.

The subcommittee decision, he said, "leaves Patton available for service in the field without rewarding his conduct with a promotion in permanent rank."

The decision also holds up permanent major generalship promotions for four others who were on the same nomination list which President Roosevelt sent to the senate Oct. 1. They are Lieut. Gens. Jonathan M. Wainwright, Joseph W. Stilwell, Brehon B. Somervell and Joseph T. McNarney.

Nine Brigadier Generals
In addition, the list contains the names of nine others nominated to permanent rank of brigadier general. They are George C. Kenny, Carl Spaatz, Omar Nelson Bradley, Ira C. Eaker, Millard F. Harmon, Robert L. Eichelberger, Thomas Troy Handy, Walter Bedell Smith and Wayne Mark Clark—all now serving in the temporary rank of lieutenant general.

Chandler said the committee decided to hold them all up temporarily rather than single out Patton from the list.

Earlier, Sen. William Langer, R., N. D., said in a statement that he wanted to know whether it was true that Patton pulled out his revolver when he upbraided the soldier for not wearing his leggings, and whether the eight, other soldiers who were

nearby put their rifles in condition to use because Patton was "so abusive."

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