

237/TN, 2 - Tires / Tubes Factors and
Equipment

10

charts and

10000/148/823

From: Feb -1945

To: Aug '45

12

CHU/AN

TO: DIRECTOR, AIR FORCE RESEARCH
AND DEVELOPMENT
WASHINGTON, D.C. 20330

10 August 1946

Re: 100/10/10

SUBJECT: Transport Machinery for Ferraro Synthetic
Rubber Plant.

TO: 1. Industry Sub-Commission
(Attn: Capt. H. B. Bullock).

1. Reference your AC/OTC/100 of 27 July 1946.

We are advised by Mr. Brown, Chief of Ferraro
division, that application for trucks must be made
directly to Office of Transportation by S.A.I.D.S. who will,
of course, have to hire the vehicles.

We are advising Captain Bullock (Regional
Transportation Officer - Manila Region) by copy of this
letter to give cooperative consideration to application
of S.A.I.D.S.

CHARLES HYUN
Chief, Planning Staff
Transportation Sub-Commission

Copy to:

Captain Bullock
Regional Transportation Officer
(Manila Region).

Economic Section,
S.A.I.D.S., Ferraro.

100/10/10
Attn: Planning Staff
(Attn: Planning Staff).

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1. Reference your letter of 27 July 1948.

2. We are advised by Mr. Cross, Chief of Roads Division, that application for trucks must be made locally to District Engineer by S.A.I.D.S. who will, of course, have to drive the vehicle.

3. We are advising Central Roads (Regional Transportation Officer - Kuala Lumpur) by copy of this letter to give cooperative consideration to application of S.A.I.D.S.

CHARLES RYAN
Chief, Planning Staff
Transportation Sub-Commission

Captain Col

Captain Robin
Regional Transportation Officer
(Kuala Lumpur).
Economic Section,
S.A.I.D.S., Penang.
R.O. Kuala Lumpur
(also, Industry Div.).
P.O. Penang Province.

1058

12

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

RBB/as

27 July 45

Tel. 439081 - ext. 599

Ref. AC/5773/IND

SUBJECT : Assignment of Transportation
(S.A.I.G.S. Ferrara).
TO : Transportation Sub-Commission
(Attn.: Mr. Ryan).

1. Ref. 237/1/Tn.2, same subject, dated 16 July 1945.
2. Copies of correspondence received in answer to our inquiries concerning transportation requirements of S.A.I.G.S., Ferrara, are forwarded to you (see attached) for action.
3. It will be noted that this request does not indicate the need of tank transporters as was previously advised by the Provincial Office (Maj. Fewings) Ferrara. It is evident that several items mentioned have been disassembled to facilitate shipment by normal road transport. It is suggested that the report of S.A.I.G.S. (Annex "A") be used as the guide.
4. S.A.I.G.S. has stated that pending receipt of raw materials requested, they will be ready to start production within two months after receiving machinery and equipment in question. Therefore it is desired to have this movement completed as soon as possible. Your cooperation is appreciated.
5. Request that this Division be kept informed of action taken and the progress of movements.

2 Incls.:
Annex "A"
Annex "B"

for


R.B. BULLOCK, Captain
A.H. GLENDINNING
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

Copy to:
Economic Section
S.A.I.G.S., Ferrara (w/ incl.)
R.C. Emilia Region
(Attn.: Industry Div.)
P.C. Ferrara Province.

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C O P Y

Annex "A"

12

TRANSLATION

S.A.I.G.S. - FERRARA

July 20th, 1945

TO : Capt. R.B. Bullock
HQ AC
Industry S/C
R O M E

426/Mn.

ALLOCATION OF TRANSPORTS FOR SYNTHETIC RUBBER MACHINERIES OF FERRARA

Further reference to a letter, signed by Charlie Ryan, on the same subject, received in copy by Transportation Sub-Commission, we beg to give you hereafter the indications for the release of two trucks of at least 3 tons capacity, so that you will be able to submit the matter to Colonel Fernyhough. It would be a good thing if the trucks were of even greater capacity, as you will see from the enclosed program of transport.

We are not in a position to give you the cubage, but only the places where the materials are now located and their weight. It should be advisable, however, that the trucks be allocated directly to us, so that they may start their trips from the plant to the places where the materials are stored.

As regards the materials located at Sinigo, the Regional Industry Officer is taking himself an interest in it and we have given him the indications requested at para 3 of the above mentioned letter signed by Mr. Charlie Ryan.

Signed:

S.A.I.G.S.
Stabilimento di Ferrara
The Manager

CLE/mg

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TRANSLATION

S. A. I. G. S.

FERRARA

July 13th, 1945

PROGRAM OF TRANSPORTS

(It is supposed to have trucks of three tons capacity)

1. WAREHOUSE MASI TORELLO - (DISTANCE FROM FERRARA 24 Kms.)

n. 1 Transformer	Kg. 9,000.-	N. 1 truck
" 1 Stark of tubes	" 4,000.-	" 1 "
" 1 Switch-board	" 3,500.-	" 1 "
" 1 Roller for turbine	" 1,800	" 1 "
tackle with support-beam		
	<u>Kgs. 17,300.-</u>	<u>N° 4</u>

Tons/Kms. 4152. WAREHOUSE OF DUCENTOLA - (Distance from Ferrara 19 Kms.)

Neozone	Kgs. 3,600 (	
2 Sets of large tubings for stirol-	)	3 trucks
Pyrometer - empty cylinders -	(	
thermoregulating valves - dividers -	)	
motor valves	" 5,000 (	
Mill-hopper - shaker - disaggregating	" 2,000 (	
mill	" 2,500)	
Steel tubes diam. 92 - valves	" 4,000 (	4 trucks
Lift-gates	" 2,700)	
Tubes diam. 100		
Drying stoves - mechanism for		
extruder - distillation apparatuses	" 5,000 (	
and cups	)	
Plates for pilow - cross-pieces -	(	5 trucks
round plates - covering of joints -	" 9,000)	
tubes with protection layer and others		
	<u>Kgs. 33,800.-</u>	<u>12 trucks</u>

Tons/Km. 805

11/35

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(Translation)

3. WAREHOUSE S.C.I.A. - Distance from The Factory 0,5 Kms.

Pomini Reducer, for turbine
2 Bases for turbine

Kg. 3,000.-	N° 1 truck
" 6,000.-	" 2 "
Kg. 9,000.-	N° 3 trucks

Tons/Km. 4.5

4. PIACENZA - Distance from Ferrara 190 Kms.

Cement (Firm of "Cementi Giovanni Rossi)

Kg. 30,000.- N° 10 trucks

Tons/Km. 5700

5. MODENA - Distance from Ferrara 74 Km.

Iron bars for cement

Kg. 9,000.- N° 3 trucks

Tons/Km. 660

6. LISSO - Distance from Ferrara 230 Kms.

A. 13/085-086: 4 tanks 400 c.mts. ex Terni

S.M.

D.2/186

Tubings.....

N° 1 plate-column (diam. 1000,
max. Length of sections n. 5)

S.M.

A. 13/084

C.5/153-153

C.5/201

B.2

B.2

Sundry materials }

1 motor 11 Kw. }

2 motors 80 Kw. }

1 motor 110 Kw. }

4 switchers }

1 transformer 300 KVA.....

Kg. 95,000.- 32 trucks

" 13,000.- 4 "

" 12,000.- 4 "

" 10,300.- 4 "

" 4,000.- } 3 "

" 4,100.- }

" 3,000.- 1 "

Total

Kg. 140,400 48 trucks

Tons/Km. 32,400

7. VILLADOSSOLA - Distance from Ferrara Kms. 368

S.M.

Dies (ready)

Kg. 11,000 4 trucks

Tons/Km. 4,050

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8. DALMINE - Distance from Ferrara 220 Kms.

S.M. Tubings (ready)kg. 45,500.- N° 17 trucks
ord. 12388/R.5543 UT
Tons/Km. 10,000

9. TERNI - Distance from Ferrara 362 Kms.

D.2/150 N° 16 pig-iron plates and 8 shafts
lying at the Bosco Works; Kg. 24,000.- N° 8 trucks
ord. 0768/R.0249
Tons/Km. 8,800

10 MILAN - Distance from Ferrara 350 Kms.

S.M. CablesKg. 30,000.- N° 10 trucks
S.M. Profiles " 12,000.- " 4 "
C.5/202 L.d.V. Compressor " 7,000.- " 1 (10 T.)
C.5/206 Condenser) " 11,800.- " 4 trucks
A.13/803 120 c. Mts. Pump (.....
D.2 6 pumps - 6 motors)
Kg. 50,800.- N° 19 trucks
Tons/Km. 15,000

11. SAVIGLIANO - Distance from Ferrara 384 Kms.

C.3/461 1 Condenser, 100 sq. mts. (length
mts. 5.30) Kg. 4,000.- N° 1 truck
ord. 0915/R.0194
" 12385/R.5591, change
D.2 1 Condenser " 3,200.- " 1 "
Kg. 7,200.- N° 2 trucks
Tons/Km. 3,700

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12. BRESCIA - Distance from Ferrara 160 Km.

C.3/123-124 - Coverings of columns.....Kg.	5,800.-	} 3 trucks
request 5051 (max. length mts. 3.80)		
to be ordered		
C.3/462 - Condenser of waste gas.....; "	500.-	
request 5571		
to be ordered		
D.2/185 ("Rasching" Column 600..... "	2,500.-	}
to be ordered (length of sections mts. 2.50)		
D.2./314 - Evaporator..... "	600.-	
request 5576		
to be ordered		
	Kg. 9,400.-	

Tons/km. 13500

13. NOVARA - Distance from Ferrara Km. 298

B.2 N° 2 transformers 1000 Kva Kg. 8,600.- 2 trucks
ord. 01300 ready
firm of Scotti & Brioschi
Tons/km. 2560

14. LODI - Distance from Ferrara 214 Kms.

B.2 N° 14 Panels (electric switch boards).. " 4,200.- 2 trucks
Adda - ready end of September
Tons/km. 900

15. MONTE OLIMPO (COMO) - Distance from Ferrara 270 Kms.

B.2 N° 3 batteries with cover..... Kg. 3,000.- 1 truck
G.E.C. ready 15 August.
Tons/km. 65

16. LISSO - 65 Kms. from Milan

C.5 N° 2 motors 205 kw..... " 2,500 1 truck
Tons/km. 163

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17. DAIMINE - 62 Kms. from Brescia
 Ord. 13388 Tubings, with jute and tar cover...Kg. 4,500.= 3 trucks
 R.5543 UT not yet ready
 Tons/Km. 380

18. LISSO - Distance from Ferrara 990 Kms.
 Iron bars for concrete buildings..... " 9,000.= 3 trucks
 Tons/Km. 2060

On the whole, 145 trips are needed, of which one with a 10-ton truck, four with 5-ton trucks, and the others with 3-ton trucks, for a total load pf about 430 tons and of 88,644.5 tons per Km.

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C O P Y

Annex "B"

ALLIED MILITARY GOVERNMENT
EMILIA REGION
INDUSTRY DIVISION

21 July 1945
S.L./R.A.Q.

Ref. RIX/IND/GN

Subject : Ferrara Rubber Factory S.A.I.G.S.

To : HQ AC Industry Sub-Commission.

With reference to letter AC/5773/Ind and cable 1374 dated July 7th.

Attached herewith details of material required to be transported from Senigo Factory of Montecatini "GRUPPO AMMONIA".

The machinery is to a large extent already packed and facilities exist for the loading once the transport arrives. If this Division can be advised of date that transport will report at the Senigo Factory, we shall make arrangements for a Representative of the S.A.I.G.S. to be present and supervise the loading.

Re-activation of this Plant is progressing satisfactorily.

For the Regional Commissioner:

/s/ FOR H.B. BRADBURY
MAJOR C.M.P.
SENIOR INDUSTRY OFFICER

1050

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LISTE OF MATERIALS REMOVED BY GERMANS FROM FERRARA FACTORY & NOW
LYING AT SINIGO FACTORY OF MONTECATINI "GRUPPO AMMONIA"

Following materials shall be withdrawn at Sinigo and carried
to S.A.I.G.S. factory - Ferrara -

nr. 57 chests (signed from 1 to 57) containing some control
installations (scales, load controllers, pyrometer,
registrators etc.) from 60 or 100 kg. each.

size - 36 chests m. 0,8 x 0,8 x 0,6
21 " " 0,4 x 0,4 x 0,35

Total weight kg. 5910

nr. 3 speed reducers
weight 1000 kg. each - size, 0,70 x 1,50 x 1,60

nr. 4 centrifugal pumps at high pressure "Klein"
weight kg. 340 - size 0,70 x 0,90 x 0,60

nr. 12 centrifugal pumps at low pressure "Klein"
weight kg. 230 each - size 1 x 0,4 x 0,4

nr. 4 "Elmo" pumps
weight 700 kg. each - size 1,4 x 0,75 x 1

nr. 4 Adjustable load "Balks" pumps (big)
weight kg. 1400 each - size 0,8 x 1,80 x 0,8

nr. 4 "Balke" pumps (small)
weight kg. 400 each - size 0,60 x 1 x 0,50

Total weight pumps and reducers kg. 17,000;00

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S E R I O U S S I T U A T I O N

O F M O T O R T R A N S P O R T S I N I T A L Y

F O R L A C K O F T I R E S

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1. It is now many months since the Italian producers of tires for motor-transport have ceased their production, mainly for lack of rubber and of coal.
2. Owing to the fact that the output of the tire factories had already been greatly reduced during recent years and that almost all of it had been taken away by the Germans, the Italian market does not dispose at present of any stock of tires for transports.
3. The pressing need of motor transports, due also to the unfavourable actual conditions of the railways, causes an exhausting use of the available trucks and passenger cars. The very bad conditions of their tires and of the roads make it seem that very likely they will gradually be forced to stop if new production is not made available.
4. The Italian automobile industries have already since some time restarted production and have prepared, with available materials, a remarkable program for the immediate future. However, all the motorvehicles thus produced, which would be a matter of necessity for the life of the Nation, will not be in a position to circulate owing to lack of tires.
5. The consequence of what has been shortly described above is this: lack of tires threatens to paralyze, very shortly, motor transports, with invaluable consequences for the national economy, and this apart from the interests of the industries more directly concerned. In their quality of the most important Italian producers of these highly necessary accessories, Firelli think it their duty to clearly point out the seriousness of the situation, also in view of the ensuing responsibilities.

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6. The tire producing factories have completely repaired, since many months, the damages suffered through aerial bombings and have saved their installations from the Germans: they are perfectly in condition to resume work. Actually, such factories, which have a capacity of production of more than one million tires for motor-vehicles in a year, are facing a dangerous situation of unemployment which threatens many tens of thousands of qualified workers.
7. To resume work only some raw materials are lacking; mainly, coal and rubber.
8. As regards coal, the supply problem comes into the more general problem of supplies of fuel to the Italian industries: tire factories have been put amongst those meeting the most urgent and important necessities and will therefore be given priority.
As regards rubber, there can be two solutions to the problem:
a) untile the factory of Ferrara will be put in a position to resume production of synthetic rubber as indicated at para. b) below, it should be necessary to import immediately from America at least some part of the stocks of synthetic and crude rubber shown in the programs that have been submitted to the Allies by the Central Economic Commission of C.E.N.A.I. and also directly by the producers concerned (see Annex "A").
Should imports of synthetic rubber from the U.S.A. not be possible, the possibility of importing this material from Germany should be considered, either by taking it from an eventual future production of German industry, or by getting it from stocks of synthetic or crude rubber which are certainly available in Germany, according to informations from various sources. (Part of this material was already on its way to Italy and was of Italian property)

-3-

b) resumption of synthetic rubber production in Italy. It is expected that towards the end of September next, the Ferrara plant will be able to resume work, having completed the reparations to the equipments which had suffered damages by bombings and by German withdrawals. For that time it should be necessary to dispose of the necessary raw materials, mainly alcohol and coal (see Annex "B"). Should the production of synthetic rubber be resumed in Italy, and the output of tires be limited to the availability of such rubber (sufficient to face the most important and urgent national requirements), it would be enough to import a small quantity of crude rubber, required for technical reasons.

9. If the imports mentioned at para. a), art. 8 above, could not be made, the following other solutions could be taken into consideration, and would perhaps be possible in case Italy should be shortly admitted amongst the United Nations:

- imports of forest rubber from the following South-American Countries: Brazil, Venezuela, Ecuador, Bolivia, Peru;
- imports of plantation rubber from the following regions of Africa: Tanganyika, Uganda, Kenya, Nyasaland, Rhodesia, Gold Coast, Nigeria, Portuguese African possessions, Cameroon, Belgian Congo, French Congo and Madagascar;
- agreements with the British Government for imports of plantation rubber from Ceylon;
- supplies from Russia of synthetic rubber produced in Russian plants or in German plants now in the hands of Russians.

-4-

CONCLUSION.

For the rehabilitation of the Country, the working of motor transports is absolutely necessary; motor transports cannot work without tires, lack of which is already heavily felt at present, but will become tragic in the next months; Italian plants could be in condition to produce the necessary tires, but are in need of some foreign raw materials, notably rubber; many possible sources of supply of this material are available: this vital problem, from which it is not too much to say that shortly all economic activities of the Country will depend, requires an immediate solution.

The problem being most urgent, it is hoped that the simplest and quickest solution will be reached: namely, the imports from America of synthetic rubber, according to the requests contained in the plan for the transition period and in that for 1946, made by the Central Economic Commission.

2 Enclosures.

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ANNEX "A"
=====1. Estimated requirements of tires in Italy for motorvehicles - 1946 -Tires for passenger cars:

	<u>Tire-covers</u>	<u>Tubes</u>
Spare pieces for 120.000 motorvehicles that are believed to be circulating in 1946.....	360.000	320.000
First equipment of 41.640 newly construc- ted motorvehicles, as planned by the Ital- ian automobile factories for 1946.....	208.200	208.200
	<u>568.200</u>	<u>528.200</u>
	=====	=====

Tires for trucks:

Spare pieces for 50.000 motorvehicles that are believed to be circulating in 1946.....	250.000	225.000
First equipment of 24.700 motorvehicles and 6.700 trailers.....	226.500	226.500
	<u>476.500</u>	<u>451.500</u>
	=====	=====

Aggregate amount: 1.044.700 tire covers - 979.700 inner tubes, besides
the spare pieces required for the trucks that the Allies may eventual-
ly leave in Italy.

2. Stocks now available in Italy:
practically nothing.

3. Present production of Italian Tire Factories:
practically nul.

4. Annual capacity of production of the plants:
Northern Italy: about 1.100.000 tire-covers and 1.000.000 in. tubes
Central Italy: about 50.000 tire covers and 50.000 inner tubes

5. Rubber required for 1946 by the Italian Tire industries:
Synthetic rubber: about 11000 tons.
Crude rubber: " 1700 "

ANNEX " B "

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1. Production capacity of the Synthetic Rubber Plant of Ferrara:
650 tons monthly.

2. Alcohol requirements to reach the a/m production: 30,000 heptanydres that is, 360,000 heptanydres in a year.

3. Availabilities of alcohol in Italy.

Alcohol is mostly obtained by fermentation of molasses, a residue of sugar-beets, from which sugar has been extracted. Normally the production of alcohol in Italy can be sufficient to meet the synthetic rubber production, besides that of liquors, chemicals, perfumes, etc. For 1945, in consequence of the reduced cultivation of sugar-beets and of the very poor harvest, the estimated production of molasses is calculated at approximately 80,000 quintals. To this quantity it is estimated that an available stock of a further 80,000 quintals can be added. From the above 160,000 quintals, about 48,000 heptanydres of alcohol could be obtained, but part of the molasses has to be employed for the production of barm; therefore, it is calculated that the remaining quantity of molasses will be enough to produce only about 20,000 heptanydres of alcohol from sugar-beets. To this quantity must be added the alcohol obtainable by distillation of pressed grapes: supposing a normal average harvest, about 50,000 heptanydres could be obtained; 50,000 more heptanydres may be obtained by distillation of wine (from other raw materials, such as fruits, carob-beans, dried figs, etc?), it cannot be hoped to obtain alcohol, as these will be used as fodder). On the total, therefore, in view of a normal harvest for 1946, it is estimated that in Italy there will be in 1945 a stock available of alcohol of about 130,000 heptanydres only. It is however probable that the greatest part of this stock, highly paid, will go to the more richest uses and will very unlikely be available for a production of synthetic rubber.

4. Availabilities of alcohol abroad.

	<u>Production of alcohol: heptan.</u>		
	1936	1937	1938
Czechoslovakia	834,000	1,005,000	=
Poland.....	721,000	778,000	860,000
Greece.....	174,000	202,000	214,000
Hungary.....	326,000	431,000	414,000

Data are not available for Spain for recent years, but it seems that in 1933 there has been a production of 821,000 heptanydres.

Annex "B" - Page 2)

An import of 100/150,000 heptanhydres of alcohol from the various a/m mentioned countries would therefore seem possible.

A further supply could be represented by the Egyptian molasses, remarkable stocks of which seem to be available at the producing Country.

Should the Italian production of alcohol be normal in 1946, the above mentioned imports would solve the problem of production of the national synthetic rubber, eventually also on a reduced scale, and would ensure to other consumers of alcohol a minimum of supplies.

It should be necessary to reach proper agreements with the Countries concerned and to solve the difficult problem of transports.

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Ext. 513

File

HEADQUARTERS ALLIED COMMISSION
APO 364
TRANSPORTATION SUB-COMMISSION

CHM/CM

Ref. 237/1/TN.2

10 July 1945

SUBJECT: Assignment of Transportation for Synthetic
Rubber Plant (Ferrara, S.A.I.G.S.).

TO : Industry Sub-Commission
(Attn. Capt. Richard B. Mullock).

1. Reference is to your AT/ST73/IND of 27 June
1945.

2. The importance of reactivation of this plant
has been discussed with the Director, Transportation Sub-
Commission who has concurred with the desirability of
assigning transport.

3. Major Constable (Transportation Sub-Commission,
Movements, Roads) has spoken to Captain Richert, 8th Army
Transportation Headquarters, 6th Army (Verona) who has
agreed to supply the tank transports for the heavy lift/
long haul. Capt. Richert requests pick up point and time,
consignor, weight and cube, and consignee.

4. Lt. Col. Parrybough of Transportation Sub-Com-
mission, Roads Division agrees to supply two (2) 24
vehicles or equivalent for local light lift. He requires
some information as Para 3 above.

5. Will you please supply the necessary facts and
deal directly with above officers.

CHARLES NEAN
Chief, Planning Staff
Transportation Sub-Commission

1. Reference is to your AC/5773/IND of 27 June 1945.

2. The importance of reactivation of this plant has been discussed with the Director, Transportation Sub-Commission who has concurred with the desirability of assigning transport.

3. Major Constable (Transportation Sub-Commission, Movements, Roads) has spoken to Captain Richeart, 5th Army Transportation Headquarters, 5th Army (Verona) who has agreed to supply the tank transports for the heavy lift/long haul. Capt. Richeart requests pick up point and time, consignee, weight and cube, and consignee.

4. Lt. Col. Perryhouse of Transportation Sub-Commission, Roads Division agrees to supply two (2) 2 1/2 vehicles or equivalent for local light lift. He requires same information as Para 3 above.

5. Will you please supply the necessary facts and deal directly with above officers.

CHARLES RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:

Economic Section

(Attn. Brig. D. L. Anderson).

S.A.I.C.S. - Ferrara.

Provincial Commissioner - Ferrara Province

(Emilia Region).

Roads Division

(Attn. Lt. Col. Perryhouse).

Movements Division (Roads)

(Attn. Maj. Constable)

Tel. 599

RBE/mm

Ref. AC/5773/IND.

27 June 1945

SUBJECT : Assignment of TransportationTO : Transportation Sub-Commission
Movement Division through
Planning Staff
(Attn.: Maj. Ryan)

FROM : Industry Sub-Commission

1. In our efforts to reactivate the rubber (tire) industries of Italy, the synthetic rubber production factory at Ferrara (S.A.I.G.S.) is of first importance. Upon re-activation this factory will be able to produce 650 tons of synthetic rubber (Buna S, Buna SS and latex) per month. With the raw material situation as critical as it is today, it is needless to emphasize further the importance of this production and its effects upon transportation and other industries.

2. Reconstructions of damaged installations by war is progressing rapidly. All necessary raw materials are obtainable locally.

3. Several items of machinery were confiscated by the Germans and must be recovered and reinstalled. It was first reported that this machinery was taken to Germany but later it was found that the machinery was stored at the Montecatini plant at Sinigo near Merano, Venezia Region. Heavy transport will be necessary for this movement.

4. The S.A.I.G.S. firm has no available transport of its own and the Provincial Unit at Ferrara has not been able to assign adequate transport even for local needs. If reconstruction is to continue it will be necessary to make available to the firm at least two trucks (2½ ton or larger) for transporting light machinery hidden in the vicinity of Ferrara and movement of construction materials. Assignment.

5th Army TW.
OK - Thompson
Capt. (Lieut.)
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for one month will be necessary to complete this task.

5. In view of the above the following minimum essential requirements are declared :

a) for movement of heavy machinery from Sinigo to Ferrara 3 tank transporters of 25 ton capacity for one and possibly two trips.

b) for local haulage - 2 trucks, 2½ ton or larger, to be assigned to the factory and operate under the supervision of Ferrara Province (Lt. Zimmermann). Time required : immediately for one month duration.

6. It is suggested that cooperation from the US. Army Ord. Evacuation Units may be obtained in securing immediate assignment of tank transporters. Lt. Zimmermann of Ferrara to supervise the operation.

7. Request that this office be kept informed of the action taken.

Copy to :-
Economic Section
(Attn.: Brig. D.L.
Anderson)
S.A.I.C.S. - Ferrara
Provincial Commissioner
Ferrara Province
(Emilia Region)
File 5616

R.B. Bullock
R.B. BULLOCK, Captain

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

Incl. :-
2 Bids in duplicate
No. 2 and 3 dtd.
26 June, 1945.

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

BID - REQUEST FOR ROAD TRANSPORTATION - BID (RICHIESTA PER TRASPORTO STRADALE)

Serial No. of Bid 3 Date 26 June 1945
 Numero progressivo della richiesta
 Loading Point Vicinity of Ferrara
 Luogo di carico
 Consignor S.A.I.G.S. Soc. An. Industria Gomma Sintetica - Ferrara
 Mittente
 Address Ferrara City Ferrara Tel. No.
 Indirizzo Città Num. di Tel.

Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare il carico	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	REMARKS * OSSERVAZIONI *
light machinery & supplies & fixtures weight unknown carichi importanti	immediately ZK	unknown all packed	unknown 5175	

Only one consignment to be shown on each bid
 Ogni richiesta serve per una sola destinazione

* Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.
 Per ogni collo ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4.20, larghezza m. 1.80, altezza m. 1.90, peso 1 ton.

Consignee S.A.I.G.S. Address Ferrara
 Destinatario Indirizzo
 Unloading point Ferrara Province Ferrara
 Luogo di scarico Provincia

Full reason why transportation is required transfer of machinery hidden in vicinities of Ferrara
 Ragioni complete per le quali si fa richiesta di trasporto and movement of construction materials

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto stradale deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto stradale gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Request of 2 trucks or 24 tons or larger to be

Observations of the Office forwarding the bid
 Osservazioni dell'Ufficio che inoltra la richiesta
assigned to the SALES factory immediately for one month duration. For transport
assigned to the SALES factory immediately for one month duration. For transport
assigned to the SALES factory immediately for one month duration. For transport

S.A.I.G.S. Soc. An. Industria Gomma Sintetica - Ferrara

Consignor
Mittente

Address
Indirizzo

City
Città

Tel. No.
Num. di Tel.

Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare il carico	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	REMARKS * OSSERVAZIONI *
Light machinery * equipment * weight unknown cable required	immediately im	unknown all ready	unknown 5175	

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

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Per ogni collo ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4,20, larghezza m. 1,80, altezza m. 1,80, peso 1 ton.

Consignee
Destinatario

Address
Indirizzo

Ferrara

Unloading point
Luogo di scarico

Ferrara

Province
Provincia

Ferrara

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto

transfer of machinery hidden in vicinities of Ferrara
and movement of construction materials

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto stradale deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto stradale gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
Osservazioni dell'Ufficio che inoltra la richiesta

Request of 2 trucks of 2 1/2 tons or larger to be assigned to the SALUS factory immediately for one month duration. For transport of light machinery and construction materials to factory.

Signed
Firmato

R. B. Bullock
R. B. BULLOCK, Capt. Infantry

Regional Commissioner's decision priority
Decisione del Commissario Regionale : priorità

Signed
Firmato

Date
Data

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

- 1. - Have cranes and loading labour been arranged?
Si è provveduto per le gru e per la mano d'opera per il carico? YES
- 2. - Have the necessary arrangements been made for prompt discharge?
E stato accertato che il destinatario può scaricare celermente? YES
- 3. - Who will pay freight?
Chi pagherà il prezzo del trasporto? S.A.I.B.S. - PERRERA
- 4. - When is delivery required to be complete?
Per quale epoca si richiede la consegna della merce? immediately

NOTE: Unless otherwise specially agreed, normal ENAC tariff will apply.
NOTA: Salvo speciali accordi, saranno applicati le tariffe normali ENAC

NOTES

(a) This form will in all cases be submitted by Regional Commissioners to A.C. Sub-Commission.
Questo modulo in tutti i casi dovrà essere presentato al Commissario Regionale alla Sottocommissione della Commissione Alleanza.
(b) The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.
Questo modulo sarà presentato in quadruplicato dalla Sottocommissione alla Sottocommissione per i Trasporti (Divisione dei Movimenti - Ramo strade).

This portion of the form to be left blank.

- 1. - The traffic has been rejected/accepted for the following reasons.

2. - Priority and Special Instructions.

- 3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

(Signed) _____
(Rank) _____
(Date) _____

ROADS BRANCH, MOVEMENTS DIVISION

0 8.6 31

NOTES

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- Questo modulo sarà presentato in quadruplicato alla Sottocommissione alla Sottocommissione per i Trasporti (Divisione dei Movimenti) - Ramo Strade.

This portion of the form to be left blank.

1. - The traffic has been rejected accepted for the following reasons.

2. - *Priority and Special Instructions.*

3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

(Signed) _____

(Rank) _____

(Date) _____

ROADS BRANCH, MOVEMENTS DIVISION

APPENDIX "E."

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

BID - REQUEST FOR ROAD TRANSPORTATION - BID
(RICHIESTA PER TRASPORTO STRADALE)

Serial No. of Bid 2 Date 26 June 1945
 Numero progressivo della richiesta
 Loading Point Sinigo (Merano)
 Luogo di carico
 Consignor S.A.I.G.S. Soc. An. Industria Gomma Sintetica - Ferrara
 Mittente
 Address Ferrara City Ferrara Tel. No.
 Indirizzo Città Num. di Tel.

Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare il carico	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	REMARKS * OSSERVAZIONI *
Heavy machinery weight unknown <i>noted and done 13x 0.4 1.00</i>	immediately <i>OK.</i>	unknown <i>83 Tons</i>	unknown <i>134.59</i>	

Only one consignment to be shown on each bid
 Ogni richiesta serve per una sola destinazione

* Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.
 Per ogni collo ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4.26, larghezza m. 1.80, altezza m. 1.80, peso 1 ton.

Consignee S.A.I.G.S. Address Ferrara
 Destinatario Ferrara
 Unloading point Ferrara Province Ferrara
 Luogo di scarico Ferrara Provincia Ferrara
 Full reason why transportation is required
 Ragioni complete per le quali si fa richiesta di trasporto
Transfer of machinery confiscated by Germans

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto stradale deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto stradale, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid Request of 3 tank transporters of 25 tons
 Osservazioni dell'Ufficio che inoltra la richiesta
 capacity for one and possibly 2 trips for carrying heavy machinery confiscated-
 ed by Germans and displaced at Sinigo near Merano.

Consignor
Mittente

Address
Indirizzo

City
Città

Tel. No.
Num. di Tel.

Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare il carico	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	REMARKS * OSSERVAZIONI *
Heavy machinery weight unknown <i>Noted and 137.04 tons</i>	immediately <i>ok.</i>	unknown <i>83 tons</i>	unknown <i>137.59</i>	

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

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Per ogni colto ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4.20, larghezza m. 1.80, altezza m. 1.80, peso 1 ton.

Consignee
Destinatario

Address
Indirizzo

Province
Provincia

Unloading point
Luogo di scarico

Ferrara

Ferrara

Transfer of machinery confiscated by Germans

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto stradale deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto stradale gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid Request of 3 tank transporters of 25 tons
Osservazioni dell'Ufficio che inoltra la richiesta

capacity for one and possibly 2 trips for carrying heavy machinery confiscated by Germans and displaced at Sinigo near Merano.

Signed
Firmato

[Signature]

R. E. BULLOCK, Capt. Infantry

Date
Data

Signed
Firmato

Regional Commissioner's decision priority
Decisione del Commissario Regionale - priorità

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

1. - Have cranes and loading labour been arranged?
Si è provveduto per le gru e per la mano d'opera per il carico? yes
2. - Have the necessary arrangements been made for prompt discharge?
E stato accertato che il destinatario può scaricare celermente? yes
3. - Who will pay freight?
Chi pagherà il prezzo del trasporto? S.A.I.G.S. - Ferrara
4. - When is delivery required to be complete?
Per quale epoca si richiede la consegna della merce? immediately

NOTE: Unless otherwise specially agreed, normal ENAC tariffs will apply.
NOTA: Salvo speciali accordi, saranno applicate le tariffe normali ENAC

NOTES

- (a) This form will in all cases be submitted by Regional Commissioners in quadruplicate to A.C. Sub-Commission.
- (b) The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.

This portion of the form to be left blank.

1. - The traffic has been rejected accepted for the following reasons.

2. - Priority and Special Instructions.

3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

(Signed)

(Rank)

(Date)

ROADS BRANCH, MOVEMENTS DIVISION

NOTES

- (a) This form will in all cases be submitted by Regional Commissioners to quinquaginta to A.C. Sub-Commission.
Questo modulo in tutti i casi dovrà essere presentato in quinquaginta al Commissario Regionale alla Sottocommissione della Commissione Alleanza.
- (b) The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.
Questo modulo sarà presentato in quadruplicate dalla Sottocommissione alla Sottocommissione per i Trasporti (Divisione dei Movimenti) - Ramo Stradale.

This portion of the form to be left blank.

1. - The traffic has been rejected accepted for the following reasons,

2. - *Priority and Special Instructions.*

3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

(Signed)

(Rank)

(Date)

ROADS BRANCH, MOVEMENTS DIVISION

CONFIDENTIAL

HEADQUARTERS

MEDITERRANEAN THEATER OF OPERATIONS

UNITED STATES ARMY

APO 512

JC/wtl

v37/TN/8

TN S/C

512

In reply

refer to AG 451.92/130 CRD-0

17 May 1945

SUBJECT: Return of Tires and Tubes on Loan to Allied Commission

TO: Chief Commissioner
 Allied Commission
 APO 394
 FOR: Transportation Sub-Commission.

1. Attention is invited to shipment of tires and tubes on vessel BA-167 - UGS-87, consigned to Allied Commission on requisition CRD-II-MH-361.

2. It will be noted, that the shipment includes the following:

178 each, Tire, 750x20, 8 ply, Regular -514230-
 371 each, Tire, 750x20, 8 ply, M & S -514240-
 184 each, Tube, 750x20, Pneu., T & B -519436-

3. The shipment of the above items is in error, as all Allied Commission requirements for 750x20 tires and tubes on HH-361 were released from US depot stocks, on Shipping Order PC-632.

4. The above items will therefore be returned to US depot stocks. It is desired that arrangements be made to have Peninsular Base Section pick up these items.

5. Attention is also invited to Shipping Order PC-639, which represents a loan against the tires now being unloaded from vessel BA-167 - UGS-87.

6. It is desired that arrangements be made to have Peninsular Base Section pick up quantities loaned to Allied Commission on Shipping Order PC-639.

7. A reply is requested by 26 May, indicating the release orders issued to Peninsular Base Section for the subject tires and tubes.

BY COMMAND OF GENERAL MCNARNEY:

cc: Comm. S/C
 Comm. reg. Cpy to Lt. Devine
 (in hand) JCR

Copies furnished:

CG, FBS
 CO, SD FBS

Jack Carter
 JACK CARTER
 Captain, AGC
 Asst. Adjutant General

1035

CONFIDENTIAL

COPYTELEGRAM RECEIVED FROMCOL. G. A. GREEN.dated April 11, 1945.

Current status of Italian tiremaking requirements is as follows :

1) IAG airgram 11A dated April 4th formally requests items covered by cables addressed to you with exception of motor for 1/1/2 inch extruder, 8 inch extruder and certain chemicals, moulds, curing bags and/or drawings for same.

2) Total requirements reference drawings and machinery for Tivoli per your cable 83 dated March 28th not received by War Office. However it is unlikely that any of these items are available in Spain. Even if they were it is unlikely that Spaniards could be induced to part with them.

3) In discussing Italian tire situation with Ministry of Supply, it developed that major part of information on synthetic rubber usage is of American origin and is conveyed to rubber industry there only under certain conditions specified by American Rubber Reserve Company and when passing this information to other third parties, e.g. France, Holland, etc. it is necessary to have rubber reserve agreement. This is equally necessary with Italy.

4) In view of paragraph 3 above, Ministry of Supply cable BRHM Washington for necessary clearance per their cable TAMAR 2007 dated April 5th. We also cabled SECSTATE urging that request be promptly granted per Winant's cable 3543 dated April 7th. Ministry of Supply have now been advised per BRHM Washington's cable RAMAT 2079 dated April 9th that textile bureau have refused to allocate tire cord for Pirelli Rome Factory and that in accordance with policy of not shipping rubber until other component materials are available, Combined Rubber Committee has withdrawn approval for shipment of rubber.

5) Until decision per paragraph 4 above is modified, nothing can be done to advance Italian tire production program. See our cable SUMOC 228 dated April 11th addressed to Batt, Vice Chairman War Production Board Washington urging that decision be reconsidered. This cable has been repeated to you.

6) Reference cable from AFHQ to War Office F51871 dated March 29th requesting Barker's services. At a meeting with Ministry of Supply and Production yesterday it was agreed that Barker would leave for Italy this week, but due to action taken by Combined Rubber Committee his visit must be temporarily cancelled.

+++++

1034

AFHQ G-5

4332

28 March 1945

ROUTINE

RESTRICTED PD

SUBJECT IS SERVICES OF RUBBER TECHNICIAN PD

PAREN TO AFHQ G-5 FROM ALCON CITE ACIDY PAREN

PARA ONE PD IN ACCORDANCE WITH ARRANGEMENTS MADE BY COLONEL
GEORGE ABLE GREEN CMA FOX EASY ABLE REPRESENTATIVE TO THE UNCLE
KING CMA IT IS REQUESTED THAT THE SERVICES OF A RUBBER TECHNICIAN
MISTER BARKER OF THE PIRELLI HOLDINGS AT BURTON ON TRENT CMA
ENGLAND CMA BE MADE AVAILABLE TO THE PIRELLI COMPANY ITALY FOR
A TEST PRODUCTION PERIOD USING AMERICAN SYNTHETIC RUBBER PD
PARA TWO PD FULL PARTICULARS REFERENCE MISTER BARKER CAN BE
OBTAINED FROM COLONEL GREEN

Copy to:

Economic Section
File 5603

Industry S/C

599

Capt. R.B. BULLOCK

NICHOLAS PIOMBINO
CWO, USA
ASST., ADJUTANT

1333

PARAPHRASE OF TELEGRAM RECEIVED FROM

COL. G.A. GREEN

DATED MARCH 23, 1945

1. With certain exceptions Pirelli here possesses drawings for all tire sizes listed in paragraphs 9 and 10 of IAC airgram 93. Exceptions are as follows:

4. - 17

140 x 40 12.75 - 20

15 x 45

165 - 400

2. It is stated by Pirelli that when they know AC's exact requirements for moulds and curing bags it may be possible for them to provide certain sizes from their stock and they will make enquiries from their usual suppliers for remaining sizes.

++++++

"A list of total requirements ref. drawings and machinery for Tivoli is being forwarded to AFHQ today. If these cannot be obtained from England perhaps the Pirelli Holdings at Barcellona, Spain could be contacted".

27 March 1945

Above dictated to Mr. Livengood (American Embassy) Secretary for transmission to Col. G. A. Green.

R.B.B.

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

3
JAQ/hjp

24 March 1945

TO: Economic Section, Hq A.C.
(Attention: Mr. H. Cleveland)

1. I forward herewith copy of a telegram received at the American Embassy from Colonel Green.

2. I am directed by the Chief Commissioner to request that you forward to this Office by Monday the 26th a brief statement showing how far this rubber proposal has gone and what exactly is the position which the Allied Commission has taken that is holding matters up.

/s/ J.A. QUAYLE
Major, R.A.
Staff Officer to CC

1030

TELEGRAM RECEIVED FROM COL. G.A. GREEN

DATED March 20, 1945

Have seen cable EX 44544 dated March 16 from AFHQ to War office. Position taken by AFHQ is that Barker's presence is unnecessary until equipment which has been requisitioned has arrived. Am convinced Barker's services are needed now, otherwise there will be long and unnecessary delays. Pirelli here are in a position to give valuable aid to AC and immediately Barker can state in specific terms what is needed. AC will automatically acquire backing of both Ministry of Production and War office. This will minimize red tape if AC adhere to position outlined in their cable .

There is nothing further that I can do and matters will have to take their course.

FROM : ALCON ROME

TO :

1. Motor for extruder not yet located. Request that extruder be shipped with or without motor. Motor to follow as soon as possible thereafter. Motor characteristics: 500 volt, 42 cycle, AC, 3 phase, 10-15 horse power, variable speed. Speed regulator should also be furnished.
2. Request that 6 inch extruder head and die plates be shipped by air transport immediately. Any adaptations necessary can be made locally.
3. Requisition for 4 $\frac{1}{2}$ inch extruder, 6 inch extruder head, and material has been forwarded to AFHQ.
4. Services of Barker not repeat not desired until arrival of items requested in para. 3.
5. Complete data reference requirements of molds, ~~cutting~~ bags, and/or drawings for same, as been forwarded through channels.

PARAPHRASE OF TELEGRAM RECEIVED

FROM COL. G.A. GREEN

- 1) In order to secure services of Barker, AC must take action as indicated in War Office Cable addressed to AC PAT 37 dated March 11.
- 2) With the least possible delay Baker should proceed to Italy and in advance of shipment of Firelli 6 inch extruder head and four and one half inch extruder. He can on ~~xx~~ his arrival, among other things, determine design of suitable adapter for extruder head and arrange for its manufacture in U.K. Extruder useless without motor which cannot be obtained from stock. Your current specifications for this are awaited by us.
- 3) We will check U.K. stocks on receipt of information on chemical items. If they are not available in the U.K. which seems improbable, we will contact Washington.
- 4) With Firelli we are checking to determine what moulds, curing bags and drawings are available for tires and tubes listed in paragraphs 9 and 10 LAC airgram 93, dated January 7, 1945. In paragraph 10 no tubes are listed.
- 5) Kindly cable if above-outlined procedures meet with approval of AC.

March 14, 1945

Note: Foregoing telegram makes reference to Embassy's telegram to Col. Green dated March 12, 1945, in which was transmitted to him a message drafted by Mr. W.S. Vaughan requesting Mr. Barker's services; stating that his departure from U.K. depends upon the receipt in Italy of specified materials etc.

PARAPHRASE OF TELEGRAM RECEIVED

FROM COL. G.A. GREEN

With reference to our previous telegrams:

1) In case Allied Commission are interested Pirelli four and one half inch extruder can be shipped less motor which is a 10-15 HP variable speed unit. Can a motor be obtained by AC locally? If not, please cable particulars concerning current so that we can investigate possibility of obtaining a motor either here or in U.S.. No die plates will be sent with four and one half inch extruder, since is primarily for tube manufacture.

2) With minor changes Pirelli six inch die head attached to extruder now at Tivoli. It can be shipped with twelve die plates. Additional die plates can be made by Pirelli.

3) No request has been received from AC to date by War Office for services of a technician, consequently nothing further can be done from this end. However, War Office have cabled AC that they would be willing to send a technician if requested to do so.

4) The considered opinion of Ministry of Production is that Barker should visit Italy at earliest possible date and that no plant or raw materials should go forward until Barker has had an opportunity to do this. On Barker's arrival, details can be developed enabling requisitions to be written for materials and machinery.

5) There is nothing as yet to report concerning possibility of obtaining four inch and eight inch extruders from United States.

March 13, 1945

PARAPHRASE OF TELEGRAM RECEIVED

FROM COL. G.A. GREEN

1) There is currently no four-inch extruder production in either U.S. or U.K. and while it would not be impossible to have a four-inch extruder made, it would seem better to accept Tivoli's offer of their four and one-half inch extruder.

2) The indications are at present that U.K. would require eight months to produce an eight-inch extruder. WPB have advised that, provided high priority is justified, they can produce an eight-inch extruder in five or six months after order is placed and that earlier delivery would require diversion from current orders.

3) It is my suggestion that AC either immediately requisition an eight-inch extruder from the U.S. complete with electric motor drive or await Barker's arrival for a full discussion of their facilities, program etc.

March, 13 1945

1025

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORKING SHEET

SUBJECT : Tire Manufacture and Repair Equipment.....

No.	Date	To	Remarks	From
1	25/2 45	Industry S/C — Mr. Vaughan	1. The following suggestions are made on the attached letter : (a) The enclosures dated 15 Feb and 6 Feb don't add anything to the file; and the last para of the 6 Feb letter is not something we want to say very loud. (b) It is not clear precisely what we are asking G-5 to get from Pirelli in England. Is it the drawings listed in the 12 Feb letter from Pirelli? If so, could that be indicated in the covering letter, please? 2. Suggest we send a copy of this letter as "Semi-official" correspondence to Col. Green, Mission for Economic Affairs, American Embassy, London. He may be able to help us with it. Transmittal note to Green in London should be in State Dept. letter form which Nario can tell you about. No APO Number should show in such correspondence. 3. If you agree with above suggestions, could you fix accordingly? /s/ HARLAN CLEVELAND	Ex. Dir E/S

1024

PAT 37

MAR 111200A

D/4814
MAR 120940A
IMPORTANT

75623 (CA 16) FROM TROOPERS
ACTION: HQ ALCON INFO: FREEDOM WASHINGTON FOR OCAC

RESTRICTED

COL GREEN USWD now in LONDON has raised question of visit of technical expert to investigate PIRELLI plant at TIVOLI ROME Province and to advise on materials for restarting production. Expert is Mister BARKER of PIRELLI Lt. Request confirmation you agree he makes short visit and allot air priority for passage if required.

Dist

Action - Room Sec (5)
Info - A/President
Chief Commissioner
File

1023

PARAPHRASE OF TELEGRAM RECEIVED

FROM COL. G.A. GREEN

Today the following points were developed as a result of second conference with Ministry of Production over which Mr. Harden presided:

- 1) For a limited period Pirelli are prepared to loan to AC, Mr. Barker, their departmental manager in charge of processing who appears to be thoroughly qualified to advise on all technical issues and who has had 16 years experience with Pirelli.
- 2) For extrusion of both synthetic and natural rubber, similar tread die plates are not suitable. For every width of tread a different design is required.
- 3) It is believed by Pirelli that a six inch die head which they have can be attached to extruder now at Tivoli plant. They are checking this against AC's drawings. If its adaption is feasible they are prepared to ship the head with a number of tread die plates suitable for extruding synthetic rubber.
- 4) Pirelli are prepared to ship a four and a half inch extruder which they have complete less motor, with a number of tread die plates suitable for synthetic rubber.

It will be difficult to obtain certain material shown on AC's list. Other specifications may be equally satisfactory.

Most practical approach in our opinion, is for AC to ask for Barker's services in line with paragraph two, our previous cable. Evidence indicates that War office will agree this. There are a number of detailed points on which determinations must be reached and sooner Barker is available the better.

Barker could advise on material specifications, assist in preliminary arrangements for manufacture of sample tires, assist in manufacture or procurement of necessary die tread plates, etc.

March, 5, 1945

C O P Y

Proposed answer to Col. G.A. Green's to
American Embassy, Mr. Livengood

This refers to Your cable No. Mr. Barker's
services here covering work in connection with experimental
synthetic rubber acceptable to A.C. Consider this as a
request for his services. His departure from U.K. depends
upon receiving in state of the 4½" extruder of the 6"
extruder head and tread die plates. A.C. now preparing
requisition for the above equipment. With will include the
list of experimental chemical items now in possess of Col.
Green. Can Wash furnish by air any missing chemical item?
As soon as requisition is passed by A.F.H.Q. will capable
its number.

Italy's tire production now limited to certain sizes.
Does Pirelli, U.K. have complete assortment of tire molds
& curing bags. Also does your Pirelli have complete drawings
of the items. If so, May we have copies.

Much time could be saved if Mr. Barker was able to
bring with him at an early date the 6" head with plates
and approximately 100 Kgs. of synthetic rubber.

1021

C O P Y

SUBJECT : Tire Production
TO : Col. G.A. Green.

1. It is suggested that arrangements be made so that Mr. Barker could arrive a few days after the arrival of the test material and extruders. Pirelli (Italy) would therefore be ready for the test production period supervised by Mr. Barker. His services could in this way be held to the limited period mentioned.

2. The 4 inch extruder, 6 inch extruder head and the die plates are desired. Can shipment of these and the test materials be arranged without going through the red tape of other channels. Please advise in detail.

3. Our production is limited to certain sizes. Does Pirelli (UK) have complete tons molds, curing bags or drawings for the same that could be used in Italian production.

RICHARD B. BULLOCK
Captain Infantry
Chief of Tire Division.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

RB/fl.

Tel. 348

24 February 1945

Ref. AC/5603/IND

SUBJECT : Blueprints - Extruder Head.

TO : American Embassy
Attention Col. Green

Pursuant to your request attached herewith is one set of "Blueprints" (4 sheets) reference: Drawings 1 ABW/192, 193, 195, 196 Rome for 6" extruder head.

Would you be kind enough to advise us as to whether or not this particular machine can be made in England for the Pirelli Rubber Company of Italy.

W.S. VAUGHAN
Director,
Industry Sub-Commission

Attachments

CCPY

JAQ/hjp

29 March 1945

Dear Mr. Livengood:

In connection with a series of signals from Colonel Green which the Ambassador has kindly been forwarding to Admiral Stone, I am directed to forward to you for your information this copy of a memorandum addressed to the Chief Commissioner by the Fire Division of the Industry Sub-Commission.

Yours very truly,

J.A. QUAYLE
Major, R.A.
Staff Officer to G.C.

Encl.

Mr. C.A. Livengood
The American Embassy
119 Via Vittorio Veneto
Rome

Encl: Ltr, Fire Div Industry S/C
AC/5603/IND, 26 Mar 45

cc: Economic Section
Industry Sub-Commission

1018

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel. 551

ES/

JBT/mem

15 March, 45

SUBJECT : Pirelli Plant
TO : Industry Sub-Commission

1. G-5 Section AFHQ telephoned this section on 14 March 1945 to say that a signal had been received from Troopers asking approval for a visit from Great Britain of a technical expert (Mr. Baker) to investigate the Pirelli Plant at Tivoli and advise on material for restoring production.

2. This Section informed G-5 that the visit was not approved for the moment, but should be deferred until it could be coordinated with the arrival of the extractor machine and testing materials which have recently been requisitioned.

J.B. THOMPSON,
Lt. Col.; R.A.
Economic Section

1017

CONFIDENTIAL

FA 42060
MAR 121201A

D/4843
MAR 121710A
ROUTINE

AFHQ SIGNED ALEXANDER CITE FHGBI
TROOPERS FOR MILITARY PERMIT OFFICE INFO ALCOM

CONFIDENTIAL.

MCCULLOUGH of your 44810 of 17 February is subject.

Visit not repeat not approved. ALLIED COMMISSION
state they are able to inform of availability of materials
for export and of requirements of materials for import.
Doubtful if suitable materials for export to be found in
Italy.

Dist

ACTION:Econ Sec 3
INFO:A/President
Chief Commissioner
P.Safety S/C
File 2
Float

CONFIDENTIAL

1016

INCOMING MESSAGE
Headquarters Allied Commission

PAT 37
MAR 111200A

D/4814
MAR 120940A
IMPORTANT

75623 (CA 16) FROM TROOPERS
ACTION: H2 ALCOM INFO: FREEDOM WASHINGTON FOR OCAC

RESTRICTED

Col GREEN USWD now in LONDON has raised question of visit of technical expert to investigate PIRELLI plant at Tivoli Rome Province and to advise on materials for restarting production. Expert is Mister BARKER of PIRELLI Lt. Request confirmation you agree he makes short visit and allot air priority for passage if required.

Dist

Action - Econ Sec (5)
Info - A/President
Chief Commissioner
File

RESTRICTED

1815

COPY

C O N F I D E N T I A L

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

9 April 1945

Ref. C-57

SUBJECT: Scrap Rubber

TO : Headquarters, Allied Commission, APO 394
'Attn: Economic Section)

1. Ref. MFOUSA letter AG 400.93/544 ORD-0 of 4 April 45 and further to our C-57 of 31 Mar 45.

2. Forwarded herewith are samples of experiments carried out by the Q.M., AFHQ, in the manufacture of soles and heels for shoes from scrap rubber. One pair of these shoes was repaired from scrap tires and the other from scrap airplane rubber gasoline tanks. One shoe of each pair has been whole soled.

3. In this connection we are asked to emphasize the necessity for regular collection of scrap rubber from PBS, Ordnance, at least once every ten days (vide above quoted AG letter, para 3). Otherwise it will be necessary for PBS to dispose of the material on the open market, and a valuable source of supply will be lost.

For the Assistant Chief of Staff, G-5:

J. AIKMAN SMITH, Major, G.S.
Economics & Supply Division

Copy to:- G-4, AFHQ
Q.M., AFHQ

C O N F I D E N T I A L

1016

With regard to Italian tire production:

1. There are indications that all materials required for experimental tires can be obtained from U.K. but further specification information may be necessary. Am investigating this.

2. United Kingdom technicians are available. Expect to interview a highly recommended Pirelli technician among others. Meanwhile suggest that AC contact AFHQ Caserta and that they cable Troopers GEM-MEG series requesting that a competent technician be immediately despatched from U.K. to assist in production of tires in Italy using U.S. synthetic etc.

3. There is no specific information yet concerning manufacture of Extruder head in U.K. Am advised that Extruder plate design while suitable for natural rubber may be unsuitable for U.S. synthetic. Am investigating this.

4. Concerning Extruder Wilde dates have cabled U.S. U.K. possibilities not good.

ALLIED FORCE LOCAL RESOURCES SECTION
AFHQ

Postal Address:
AFIRS, Rome Area
Allied Command,
C.M.F.
Telephone: ROME 66276

IRS593A/250

6 April 1945.

SUBJECT: Pirelli Tyre Plant at Tivoli.

TO : HQ, AC Transportation Sub-Commission (Movements Division).

1. Reference your 827/1/Tn.3, dated 2 April 1945.
2. The application by ALCOM for the de-requisition of the two extruders at the Pirelli Tyre Plant at Tivoli is being dealt with in accordance with AFHQ Administrative Memorandum Number 14, dated 7 March 1945.
3. It is the understanding of this Section that ALCOM Industry Sub-Commission have almost completed their case for de-requisition and will shortly be submitting it for consideration by the Industrial Coordination Committee.

W. B. S. Sheldon

W. B. S. SHELDON, Colonel,
Chief of Section (Br),
A.F.L.R.S.

Copies to: HQ, AC Industry Sub-Commission.
HQ, AC Economic Section.
G-5, AFHQ.
G-4 (Mov & Tn) AFHQ (for DMG (Mov & Tn)).

Ind Coordination Committee

1012

0 8 9 2