

ACC

AC/TN/R 62

10000/148/2618

PIRE
35 PT.

10000/148/2618

PIRELLI TIRE PLANT-ROME
SEPT. 1944 - JAN. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

To: Transportation 2/4
R/62 *File*
WDP *WRLM/ESP*
27 January 1945

Tel. 237

Ref. AC/5645/IND

SUBJECT : De-requisitioning of Pirelli Tire Repair Plant -
Via Assisi 41, Rome.

TO : Allied Forces Headquarters, 3-5 Section.

1. The re-activation of this plant is a vital factor towards the solution of transportation problems in liberated Italy.

2. It should not be necessary to stress the importance of road transportation in the present critical period which the country is undergoing, but certain facts cannot be sufficiently emphasized in their effects on the whole question of economic rehabilitation.

1265

3. For lack of adequate transportation a number of industrial activities essential to the maintenance of a minimum standard of life are fast coming to a standstill (App. 3, Para. 4).

4. Of the 20,000 highway trucks remaining from the pre-war normal of 40,000 over 5,000 are immobilized for lack of tires and tubes (App. 4, Para. 4).

5. There is a large stock-pile of battle damaged tires, and tires in need of retreading in liberated Italy, which could be processed at the Pirelli Tire Repair Plant so that vital transport could be placed in operation, and the rapid deterioration of the existing road worthy vehicles could be arrested. This quantity is, at present, 3,000 tires on hand, and approximately 30,000 which are available from the Armed Forces.

6. The retreading section is at present inactive, owing to lack of raw material, and the only work being carried out is the patching of some tires for a sub-transport. HQ : Adv. Base Wesp. REAR, and the production of rubber heels by REAR personnel for AC.

7. Although the total output of tires and tubes refueled and repaired was only 28% of the possible output from the plant, 80% of this output was devoted to AC requirements.

8. Furthermore, under REME control the section devoted to rubber soles and heels produces only 20,000 pairs per month as compared with a possible 100,000 pairs per month which can be produced with available material, a fact of distinct importance owing to the critical shortage of shoe leather, due in turn to the requisitioning by the British D.M. of the only tanning extract plant in liberated Italy capable of supplying extracts for the available hides (see Application for De-regulation of Tanning Extract Factory at Atribalde - Avellino). (Refer to our AC/5915/INT of 10 Jan addressed to AFH, G-5).

9. If the Pirelli plant were de-regulationed AC is confident that it could be operated by Pirelli under AC supervision for Allied Commission at 100% capacity, and at the same time release valuable REME personnel for other duties, while amply catering for REME's requirements as the average normal output of this factory is 6,000 tires and 1,000 inner tubes per month.

10. In accordance with established procedure REME is not permitted to repair tires below a given standard and tires above that standard cannot be released for civilian use. Thus only tires which could be released for civilian use are not made available to assist in solving the acute shortage which exists (App. 5 Para 2.)

11. This plant worked as a complementary unit with the Pirelli Tire Factory at Tivoli pre-war, which plant is in process of re-activation by AC and will eventually produce sizes of tires in great demand by the Armed Forces. 1204

12. The Via Assisi Plant could thus be used as a focal point for all other civilian tire repair plants to be established in Italy (App. 5, Para. 1).

13. Skilled civilian personnel to the number of 125 are available and raw materials are on requisition and due to arrive from the United States. It is estimated that in one week after the evacuation by REME the plant would be in pre-war operating condition (App. 5, Para. 3). The first consignment of

of raw materials from the United States is due to arrive on 1st March 1945. The supply of raw materials will be furnished as to 50% from local resources and 50% from Great Britain and the United States.

14. After several unsuccessful attempts by Allied Commission to arrive at satisfactory working arrangements with HQ. 7 Adv. Base Workshop, application was made on 14th December 1944 to the Commanding General RAAG, for the de-requisitioning of the premises and their return to civilian management (App.4).

15. RAAG replied on 16th December 1944 stating that as the plant was operated directly under AFHQ this application had been forwarded to that Headquarters and that their reply when received would be communicated to Industry Sub-Commission (App.3). No reply has yet been received to this request.

16. In view of the above circumstances and the vital need for the fullest output from this plant, the immediate de-requisitioning of these premises is most urgently recommended. The recommendation from the Italian Ministry for Industry, Commerce and Labour is appended (App.1).

For the Chief Commissioner:

Incls.:-

Appendices (1), (2), (3),
(4), (5), (6).

Copy to:-

✓ Transportation S/C

L.D. Densmore
L.D. DENSMORE,
Colonel, F.A.,
Acting Deputy Chief of Staff,
Economic Section.

1203

APPROVED :

H.R.L. MacDonald
H.R.L. MACDONALD,
Captain,
Industry Sub-Commission.

Appendix No 1
of letter 3615/11/IND
dtd. January 1945

MINISTRY OF INDUSTRY,
COMMERCE AND LABOUR

Rome, 13 December 1944

Opinion on the application for derequisition
made by the Pirelli Company

The derequisition asked by the Pirelli Company for their
factory in Via Assisi 41, Rome, of which the buildings and the
plants are in perfect condition, is necessary :

1) for retreading and repair of tires that obviously are
of an exceptional importance for the vehicular transport generally,
as the greater part of the vehicles now available are inactive
either for absolute lack of tires and tubes or because they are
damaged without possibility of repairing them.

2) for the manufacture of stamped and wire-drawn articles
such as soles and heels for shoes of which the population is in
great need due to the very limited supplies of leather, which is
very difficult to manufacture due to absolute lack of tanning ma-
terials which results in prohibitive prices on the black market.

For the above considerations this Ministry gives its fully
favourable opinion taking into account that the Company intends
to fully employ the plants i.e. utilising them not only to assure
the actual output needed by the Allied Military Authorities, but
also for the Italian Armed Forces and for the civilian population.

1202

The Chief of the Office
signed Bogianckino

Vise: The Director General

2567

Appendix H. 2
of Ltr. 5615/11/IND
dtc. January 1945

HEADQUARTERS ALLIED COMMISSION
APO 134
INTER-ALLIED SUB-COMMISSION

WJH/NO

14 December 1944

Ref. 126

Ref. 40/5615/IND

SUBJECT : Tyre Production - Derequisition of
Factory Premises.

TO : Commanding General RAAC CWP.

1. The Tyre Repair and Retreading Plant of Messrs. Pirelli located at Vin Assisi - Rome, is at present operated by B Sub Group. No. 1 Adv. Base Wesp. RMZ for inter alia the retreading of tyres for military vehicles.

2. It is maintained by Transportation Sub-Commission AD that the plant is operating at approximately 25% only of its capacity.

3. Extract from a letter dated 12 Dec. 44 from Transportation S/C to this S/C is attached as appendix "A".

1201

4. For lack of adequate transportation a number of industrial activities essential to the maintenance of a minimum standard of life in liberated Italy, are fast coming to a standstill. It is obvious that without the prospect of importation, and lacking domestic production of tyres the situation will become increasingly critical. The yearly programme of olive oil processing, which involves the road transportation of 400,000 tons of raw material for olive oil, soap manufacturers which call for 50,000 tons, and, above all, the need of moving imported food to distribution centres, are of enormous importance. Owing to rail difficulties and lack of trucks, cement is being stock-piled in various plants although urgently needed for rehabilitation. These stockpiles will shortly stop production.

5. The above are instances of only a fraction of the difficulties existing in regard to lack of transportation in liberated Italy. The need for every type which can be produced or retreated should, therefore, be abundantly clear.

6. Under the circumstances mentioned above, it is requested that the premises and plant be released to AC for operation by the civilian management under AC control with the minimum delay possible. ROME liaison in the planning of production and the protection of military interests would be welcomed.

For the Chief Commissioner:

Encl:-

Appendix "A"

Copy to:

DWE AFHQ
AFHQ KANG CNY
File 5503

W.S. VAUGHAN
Director,
Industry Sub Commission

1200

COPY

"APPENDIX 4"

to letter AG/5615/11/IND

Dated January 1945.

HEADQUARTERS ALLIED COMMISSION

APC 394

TRANSPORTATION SUB-COMMISSION

WNT/h1

Tel. 220

AG/TK/GRS

12 Dec 44

SUBJECT: Derequisitioning of Pirelli
Tire Repair Plant, Rome.

TO : Industry Sub-Commission

1. Pirelli Tire Repair Plant, Rome, is at present operating under requisition of REME at approximately 25% capacity.

2. If this plant be derequisitioned, it could be operated by Pirelli for AC at 100% capacity and would make possible the activation of an additional tire repair plant in Rome which would further materially expand the production of the Pirelli plant.

3. Necessary tire repair materials are on requisition from the U.S. and expected to arrive in Italy in the near future.

4. Approximately 20,000 highway trucks are available in liberated Italy against a prewar normal of 40,000 vehicles. Of this 20,000 vehicles available within liberated Italy, over 5,000 vehicles are immobilized for lack of tires and tubes.

1199

5. There is a large stockpile of battle damaged tires and tires in need of retreading in liberated Italy which could be processed at the Pirelli Tire Repair Plant and the additional plant mentioned above so that additional vital transport could be placed in operation and the rapid deterioration of the existing road-worthy vehicles could be arrested.

6. This matter is of vital concern because the Railroad lifts available for civilian supplies after military commitments have been fulfilled is only 90% of the minimum requirements to sustain the civilian population.

WHERITT H. TAYLOR

Director, Tn. S/O

2570

APPENDIX 5

COPY

HEADQUARTERS UNITED COMMISSION

APC 304

TIRE SECTION TRANSPORTATION SUB-COMMISSION

2B/ee

28 December 1944

Tel. 774041

Ta/T/451.8555/B

SUBJECT: Repair of Tires C-1

TO: Director, Industry Sub-Commission
(Attn: Maj. Rosenbaum)

1. Tires C-1 as received from Penbase stocks are classified by U.S. Army Ordnance and are declared as repairable for civilian use.

2. This Section has on hand 2312 such tires awaiting repairs. These have not been repaired for the B.E.M.E. unit now operating the repair plant at 41 Via Assisi, claims that they are not repairable according to their standards.

3. Civilian inspectors also claim that these tires are repairable for civilian use.

4. The above information is forwarded to you in reference to the derequisitioning of the Pirelli plant at 41 Via Assisi.

1198

/s/ Richard B. Bullock
/c/ RICHARD B. BULLOCK
Captain Infantry
Director

A L E X

pg. "6" to letter
AD/5816/11/IND, dtd
January 1945.

Tel. 323

JR/AM

Ref. AD/5603/IND

14 Dec. 1944

SUBJECT : Derequisitioning of Pirelli Tire
Repair Plant - Rome

TO : Director, Industry Sub-Commission.

1. It is the opinion of the undersigned that a coordination of the manufacturing facilities of the above plant with the Pirelli plant of Pirelli would result in a sufficient supply of raw materials and finished products to aid materially in solving:

- a) Production of tires.
- b) Repair of tires
- c) Production of rubber soles and heels
- d) Production of specialty items such as rubber medical and auto parts and accessories.

Attention is invited to the fact that the above named plants worked as complementary units in pre-war times and could be used as a focal point for all other tire repair plants to be established in Italy.

2. At present it is estimated that the Pirelli Tire Repair Plant, Rome, is operated at 55% capacity under requisition of RMK. If the plant were requisitioned it could be used by Pirelli for AC at 100% capacity and at the same time release valuable RMK personnel for other duties.

3. In accordance with established procedure RMK is not permitted to repair tires below a given standard and tires above that standard cannot be released for civilian use. Thus many tires that could be repaired for civilian use are not made available to help solve the acute shortage of tires.

4. Army personnel, at present, are billeted in the plant using valuable office and warehousing space.

5. Approximately one half the normal pre-war number of highway trucks are available in liberated Italy. However one quarter of these are immobilized for lack of tires and tubes. Derequisitioning of the plant for the reason mentioned in para 3 above would make available a large stockpile of battle damaged tires in need of retreading in liberated Italy.

4197

SUBJECT : Perquisitioning of Pirelli Tire
Repair Plant - Rome

TO : Director, Industry Sub-Commission.

1. It is the opinion of the undersigned that a coordination of the manufacturing facilities of the above plant with the Pirelli plant of Pirelli would result in a sufficient supply of raw materials and finished products to aid materially in solving:

- a) Production of tires.
- b) Repair of tires
- c) Production of rubber soles and heels
- d) Production of specialty items such as rubber medical and auto parts and accessories.

Attention is invited to the fact that the above named plants worked as complementary units in pre-war times and could be used as a focal point for all other tire repair plants to be established in Italy.

2. At present it is estimated that the Pirelli Tire Repair Plant, Rome, is operated at 25% capacity under requisition of RMAS. If the plant were requisitioned it could be used by Pirelli for 100% capacity and at the same time release valuable RMAS personnel for other duties.

1197

3. In accordance with established procedure RMAS is not permitted to repair tires below a given standard and tires above that standard cannot be released for civilian use. Thus many tires that could be repaired for civilian use are not made available to help solve the acute shortage of tires.

4. Army personnel, at present, are billeted in the plant using valuable office and warehousing space.

5. Approximately one half the normal pre-war number of highway trucks are available in liberated Italy. However one quarter of these are immobilized for lack of tires and tubes. Perquisitioning of the plant for the reason mentioned in para 3 above would make available a large stockpile of battle damaged tires in need of retreading in liberated Italy.

6. Railway lifts available for civilian supplies after military commitments have been fulfilled is only 50% of the

minimum requirement to sustain the civilian population.

7. Necessary tire repair materials are on requisition from the U.S. for immediate requirements and further requisition of raw materials are now under consideration. It would appear that raw materials are more readily available in the U.S. than finished tires and easier transport.

8. It is estimated that in one week after evacuation of the premises by U.S., the plant would be in pre-war operating condition.

9. The W 2/C concurs with the undersigned in the opinion that it would be most advantageous to the Italian economy to derequisition the above named plant.

/s/ Joel Rosenberg

/s/ J. ROSENBERG,

Major,

Industry Subcommittee.

1196

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

Thompson
File
Chlor

Tel. 237

R/bz

NRLS/eg

Ref. AO/5603/IND

24 January 1945

SUBJECT : Reactivation of Pirelli Tyre Repair
Plant, Via Assisi 41, Rome.

To : Brigadier Alban Low,
Commanding R.A.A.C.

1. Following upon the conversations which have taken place between officers of this Sub-Commission and your Headquarters on the subject of the de-requisitioning of the above-named premises, it would appear to be necessary for the present to copy the machines now in possession of No. 1 Adv. Base Workshop R.E.M.E..
2. This is for the reason that the machinery in question is absolutely essential for the repair of tyres needed for the thousands of Italian motor trucks which are at present immobilized for lack of tyres.
3. To this end, it would be appreciated if permission could be given by your Headquarters for technicians of the Pirelli Coy. to enter the buildings for the purpose of making drawings of the machines.
4. An application by this Headquarters to No. 1 Adv. Base Workshop R.E.M.E. under date of 16th January 1945 for this purpose has been without result.

1195

For the Chief Commissioner:

(Signed)

W. S. VAUGHAN

Copy to:-
Economic Section
Transportation S/O.

B

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

HEADQUARTERS ALLIED COMMISSION
APC 394
INDUSTRY SUB-COMMISSION

R/62 MRH/ac

Tel. 237

Ref. NO/5603/IHD

File 20 January 45
CWS

SUBJECT : Release of Tire Production Machinery

TO : Brigadier Alban-Low,
Commanding R.A.M.C.

1. Your attention has already been drawn to the steps which have been taken by this Headquarters towards the reactivation of the Pirelli Tire Factory at Tivoli.
2. A prerequisite to this reactivation was the return of the plasticising oven, extruding mill and cutting tables removed from the plant by R.A.M.C. and installed in the Pirelli Tyre Repair Plant at 41, Via Assisi.
3. A qualified order for the release of these machines was issued by D.A.D.M.E. to No. 1 Adv. Base Workshop, R.A.M.C. (the occupants of the Via Assisi Plant) on 21 November 1944 (App. 1).
4. As these machines are essential to the reactivation of the plant and as the plan for reactivation under AC control includes the manufacture of tires urgently required by the Armed Forces, G-5 A.F.H.Q. acting on the assurance that the machines would be released secured requisitions of the necessary raw materials for tire manufacture from the United States.
5. In addition an engineer of the firm is to be sent to Spain for the purpose of securing designs for moulds as well as technical data required for the production of tires in demand by the Armed Forces.
6. On 16th January 1945, transportation for the machines arrived at the Via Assisi plant to carry out the removal. 1194
7. This was opposed by the G.O.M. 1 Adv. Base Workshop and a copy of his objection to the release of the extruding mill, addressed to D.A.D.M.E., A.F.H.Q., dated 28th November 1944 (App. 2) was produced.
8. As the extruders of the Pirelli Coy. are the only ones in liberated Italy and cannot be duplicated under present conditions, the lack of this machine will effectively prevent the operation of the Tire Factory at Tivoli.

- 2 -

9. Under these circumstances it is requested that the necessary orders for the release of the essential machinery be issued to the unit commander.

For the Chief Commissioner:

(Signed) W. S. VAUGHAN
W. S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to:-

G-5, A.F.M.C.
Economic Section
Transportation S/C.

2 Encls.

Appendices (1), (2).

1193

C O P Y

APP. 1

to 1tr. AC/5603/IND
dt. 18.1.45

ALLIED FORCE HEADQUARTERS

REME

FREEDOM 386

ME/20/2954/2

Subject:- Tyre repair Equipment.To:- CEME 1 Adv. Base Wksp. REME.

21 Nov. 44

1. It was agreed at the recent visit of Lt. Col. FIELD that the following items of equipment can be released from use at the PIRELLI works, and returned to the PIRELLI factory.

- | | |
|--------------------------------------|----------|
| (a) Plasticising Oven for Synthetics | - Qty. 1 |
| (b) Extruding Mill (4" Capacity) | - " 1 |
| (c) Cutting Tables | - " 3. |

2. It is understood that the items in question were originally part of the TIVOLI plant, and you are aware of their identity, but if there should be any doubt as to which individual equipments are involved, you should request that HQ, AC, RAAC, supply details of the machine numbers, or other identification particulars.

3. When you have identified the five equipments that can be released without seriously affecting the balance of the plant at PIRELLI you will arrange to return these to the TIVOLI works, obtaining the usual receipt for same.

4. Should there be any difficulty, please get into touch with this office at once. It is thought that if item (b) is not immediately required at the TIVOLI Factory, you might make local arrangements to retain this in use until repair work there has been completed.

1192

D.R. NAYLOR, Major
DADME,
for Major General,

Subject:- Tyre repair Equipment.

To:- CEME 1 Adv. Base Wksp. REME.

21 Nov. 44

1. It was agreed at the recent visit of Lt. Col. FIELD that the following items of equipment can be released from use at the PIRELLI works, and returned to the PIRELLI factory.

(a) Plasticising Oven for Synthetics	- Qty. 1
(b) Extruding Mill (4" Capacity)	- " 1
(c) Cutting Tables	- " 3.

2. It is understood that the items in question were originally part of the TIVOLI plant, and you are aware of their identity, but if there should be any doubt as to which individual equipments are involved, you should request that HQ, AC, RAAC, supply details of the machine numbers, or other identification particulars.

3. When you have identified the five equipments that can be released without seriously affecting the balance of the plant at PIRELLI you will arrange to return these to the TIVOLI works, obtaining the usual receipt for same.

4. Should there be any difficulty, please get into touch with this office at once. It is thought that if item (b) is not immediately required at the TIVOLI Factory, you might make local arrangements to retain this in use until repair work there has been completed.

1192

D.E. NAYLOR, Major
DAIME,
for Major General,
Director of Mechanical Engineering.

Copy to:- Q (AE) (for G-5 Brit)
Transportation Sub-Commission, HQ, AC, RAAC
DAIME, ROME Allied Area Command
OC HQ Tyre Repair Wksp REME.

HEADQUARTERS ALLIED COMMISSION
APO 394
TIRE SECTION TRANSPORTATION SUB-COMMISSION

RB/em

Tele: 774031

23 November 1944

ACC Tn/451.9251

SUBJECT : See letter attached.

TO : Economic Section, Headquarters, Allied Commission.
Thru Channels.

1. This Section is attempting to reactivate the
Pirelli organization intact with the mission of their
being able to again produce and distribute finished rubber
products for Italy.

2. This cannot be accomplished unless the Pirelli
stocks and equipment are left available to them and to
our control.

3. It is requested that some arrangements be made
by higher authorities to prevent requisitioning of Pirelli
material and accessories.

1191

RICHARD B. BULLOCK
Captain Infantry
Director Tire Section
Transportation Sub-Commission

1 Incl. - Pirelli letter.

C O P Y

PIRELLI

Roma

U R G E N T

Rome, November 21st, 1944

NOTE FOR A.C., TRANSPORTATION SUB-COMMISSION

TYRES SECTION

Subjects: Requisitioning of storehouse implements at Catania.

- 1). We have been informed that the metal racks of our storehouse of Catania are presently being disassembled by order of the local R.A.F. Command. The racks, according to the informations received, should be requisitioned.
- 2). Apart from the money value, which is today very high, the damage of such a requisition would mainly be felt in the distribution of tyres which we have promised to carry out under supervision of A.C., Transportation Sub-Commission (in our Catania storehouse there is room for about 5000 tyres).
- 3). We would therefore be most grateful if A.C. would kindly and urgently interfere with the Catania Command of R.A.F., in order to stop the disassembling and the requisitioning of the above mentioned materials.

/s/

for Pirelli:

S Clementi

1190

Tel. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

R/62 MHT/eh

ESPM/5.06

22 November 1944

SUBJECT: Derequisitioning Rome Tire Repair Plant, Pirelli
TO : Industry Sub-Commission

1. Reference AC/5615/IND.

2. Attached questionnaire in triplicate is submitted for appropriate action so that derequisitioning of this plant may be accomplished at the earliest possible date.

MERRIT H. TAYLOR
Chief, Priorities & Movements Div.
Economic Section

1189

1 Incl.
Questionnaire (in tripl.)

Info. CO's:
Transportation Sub-Commission
Executive Director, Economic Section

QUESTIONNAIRE

1. Article or product to be manufactured.

Ans. Repair of tires and tubes for civilian and A. C. needs.

2. Name of Factory proposed. (Town, Province, Compartment)

Ans. Pirelli Tire Repair Plant
41 Via Assisi, Rome
Rome Compartment
Lazio Province

3. Quantities required per month.

Ans. More than maximum out-put of several plants this size.

4. Medium out-put of factory per month.

Ans. 5000 tires and 1000 tubes.

5. Is factory occupied by military.

Ans. Yes.

(a) Who are operating it

or

(b) For storage or accommodation

Ans. Operated by "B" Sub Wksp, N° 1 Advanced Base Wksp R.Z.M.E.

6. Is factory in working order. If not, state estimate date on which production could commence.

Ans. Factory is in working order.

(a) Will materials be required to put factory into operation; if so, specify quantities.

Ans. Requisition for raw material was submitted and approved
3 November 1944 - LAC Airgram 91 (Authorized AFHQ).

7. Is factory working.

Ans. Yes.

(a) By military or (b) by civilians

Ans. (a) By R.Z.M.E. control. This plant could be very efficiently operated by the civilian staff who operated it before the war. This section would supervise its operations. (Tire Section, Transportation Sub-Commission)

Ans. Pirelli Tire Repair Plant
41 Via Assisi, Rome
Rome Compartment
Lazio Province

3. Quantities required per month.

Ans. More than maximum out-put of several plants this size.

4. Medium out-put of factory per month.

Ans. 5000 tires and 1000 tubes.

5. Is factory occupied by military.

Ans. Yes.

(a) Who are operating it

or

(b) For storage or accommodation

Ans. Operated by "B" Sub Wkep, No 1 Advanced Base Wkep R.E.M.E.

6. Is factory in working order. If not, state estimate date on which production could commence.

Ans. Factory is in working order.

(a) Will materials be required to put factory into operation; if so, specify quantities.

Ans. Requisition for raw material was submitted and approved 3 November 1944 - LAC Airgram 91 (Authorized AFHQ).

7. Is factory working.

Ans. Yes.

(a) By military or (b) by civilians

Ans. (a) By R.E.M.E. control. This plant could be very efficiently operated by the civilian staff who operated it before the war. This section would supervise its operations. (Tire Section, Transportation Sub-Commission)

8. How long will factory be required.

Ans. Indefinitely.

9. What tonnage and types of raw materials are required per month from

(a) Mainland
(b) Imported.

(Ans. next page)

1188

Ans. (question # 9) Imported:
 50 tons tread compound
 7 1/2 tons cushion compound
 4 1/2 tons solvent
 0.05 tons inner tube compound
 200 valves complete
 1000 valve cores
 1000 valve caps

and what stocks of these materials are held in the factory at present

Ans. Stocks on hand by A.C. - None

10. Can you guarantee their import on military tonnage

Ans. Yes.

11. Coal requirements in tons per month

(a) ex Sardinia
 (b) imported

Ans. 80 tons of coal - ex Sardinia

12. Fuel oil requirements in tons per month.

Ans. None

13. (a) Power required in K.W.
 (b) Power required in H.P. with a peak load of.....
 a graph showing estimated peak loads over 24 hours to be attached.

Ans. (a) 200 K.W.
 (b) 300 K.W.

14. Estimated energy consumption in KWH per week.

Ans. 3000 KWH

15. Is there any electrical generating plant in working order (give details).

Ans. No. Some power facilities to be used.

16. Is sufficient local labor available to run plant efficiently.

Ans. Yes.

17. Where is the nearest alternative factory in Italy (in another town)

1187

- at present
- Ans. Stocks on hand by A.C. - None
10. Can you guarantee their import on military tonnage
- Ans. Yes.
11. Coal requirements in tons per month
- (a) ex Sardinia
(b) Imported
- Ans. 80 tons of coal - ex Sardinia
12. Fuel oil requirements in tons per month.
- Ans. None
13. (a) Power required in K.W.
(b) power required in K.W. with a peak load of.....
a graph showing estimated peak loads over 24 hours to
be attached.
- Ans. (a) 200 K.W.
(b) 300 K.W.
14. Estimated energy consumption in KWH per week.
- Ans. 3000 KWH
15. Is there any electrical generating plant in working order
(give details).
- Ans. No. None power facilities to be used.
16. Is sufficient local labor available to run plant efficiently.
- Ans. Yes.
17. Where is the nearest alternative factory in Italy (in another
town)
- Ans. Unknown.
18. Is sufficient transport for needs of factory available from
(a) civilian sources
(b) military sources.
- Ans. (a) Civilian.
19. Priority of industry.
- Ans. Top

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
TIRE SECTION

FEB/41

451-9291

9 Nov. '44

SUBJECT: RE-ACTIVATION OF PIRELLI S.A.
TIVOLI PLANT - ROMA PROVINCE.

TO : Director, Transportation Sub-Commission,
HQ AC, APO 394 (Thru Channels)

1. General Situation:

The Pirelli Plant at the above address was constructed in 1941, with a production capacity of 200 tires and 200 inner tubes per day, and other rubber products. Said plant and equipment suffered considerable damage as a result of Allied aerial bombardment. On its own initiative the Pirelli Company engaged some 150 workmen beginning in July, 1944, to carry out necessary salvage and partial re-construction. On the basis of information and assurances received from the Pirelli Company, it would appear that the plant can be ready for production within approximately 3 months, subject to conditions stated in para. 2, 3, and 4.

2. Building Materials:

Appendix A is a list of minimum requirements for rehabilitation of buildings as shown on Plot Plan, Appendix B attached, and suggested sources of supply in liberated Italy.

3. Equipment and Machinery:

Appendix B is a list of essential Equipment and Machinery to produce the output mentioned in para. 1.

It is to be noted that all machines are in situ at Tivoli with the exception of the under-mentioned

1 Plastification Oven	complete
3 Cutting Machines for Preparation of Synthetic Rubber	complete
1 Extruder 4"	complete

These machines were removed from the Tivoli Plant to the Pirelli Via Assisi Plant in Rome under the direction of No. 1 Adv. Base work-shop NEMA.

It is recommended that the above machines be re-installed at the place of maximum demand (Tivoli). It is known that there would be sufficient surplus output from these machines to supply the Roma Plant at Via Assisi, Rome, and other repair plants as may be established.

1186

Re-Activation of Pirelli Plant

- 2 -

9 November 1944

4. Raw Materials:

Appendix C is a list of raw materials and requirements, suggested sources of supply and progressive requirements based on a six months production, having regard to the consumption of Pirelli raw materials stock on hand.

5. Electric Power Supply:

Formal application was made on 6 Oct. 44 for minimum electrical requirements and it is believed that the power will be made available.

6. Description of Product:

It is proposed to produce the tires and inner tubes in the following sizes:

<u>Tires</u>		<u>Inner Tubes</u>
42 x 9	30 x 5	42 x 9
38 x 9	7.50 x 20	38 x 9
34 x 7	6.00 x 20	34 x 7
32 x 6	5.50 x 15	32 x 6
		7.50 x 20

as the Pirelli Company has sufficient fabricating equipment for the above named sizes on hand for a minimum of 4 months operation.

It has been pointed out to the Pirelli Company that the under-mentioned sizes are of great importance:

400 x 15	140 x 40	550 x 17
425 x 17	500 x 16	700 x 18
500 x 15	1275 x 20	210 x 20
600 x 16	350 x 19	270 x 20
600 x 18	15 x 45	1050 x 20
525 x 18	165 x 400	36 x 8

1185

The Pirelli Company has indicated that these sizes can be made if opportunity was afforded them to send a representative to their Spanish Plant situated at MANRESA near Barcelona, for the purpose of collecting the drawings and technical data for the preparation of moulds in Italy.

7. Recommendation:

In accordance with recent broad policy it would seem desirable that the Pirelli Company assume the responsibility for re-activation and production of the Tivoli Plant; the Allied Commission to supervise the allocation and price of the finished product and the supply of controlled and imported materials. With the initial re-activation of this important Italian industry some 600 people can be gainfully employed.

Re-Activation of Firelli Plant

- 3 -

9 November 1944

Finally, production in this plant is also a step in solving the internal transportation problem and lessening the burden of overseas shipment.

8. This report and data have been compiled jointly by this Section and the Industry Division, Region IV, AG.

RICHARD B. BULLOCK.
Capt., Infantry.
Director- Tire Section

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1184

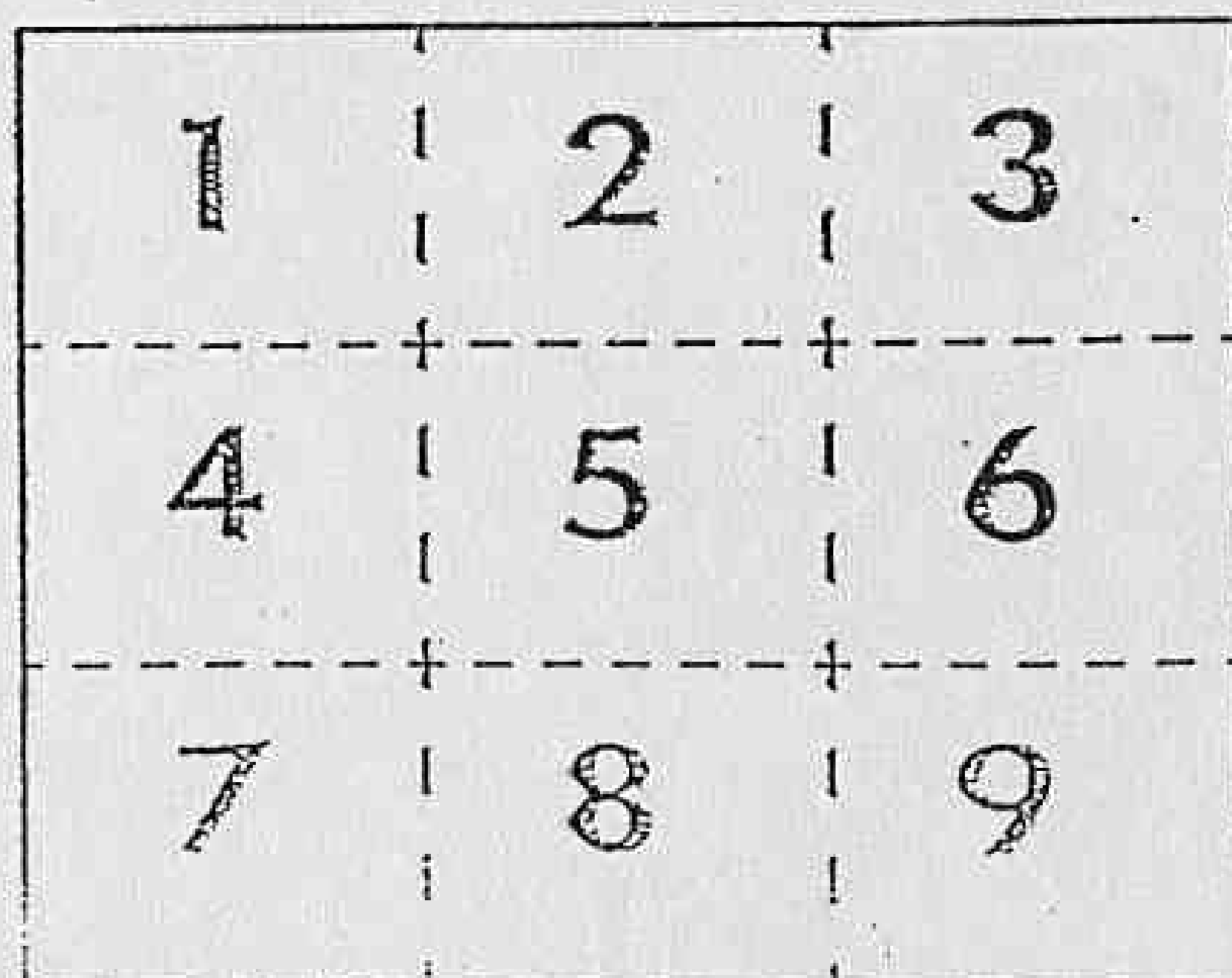
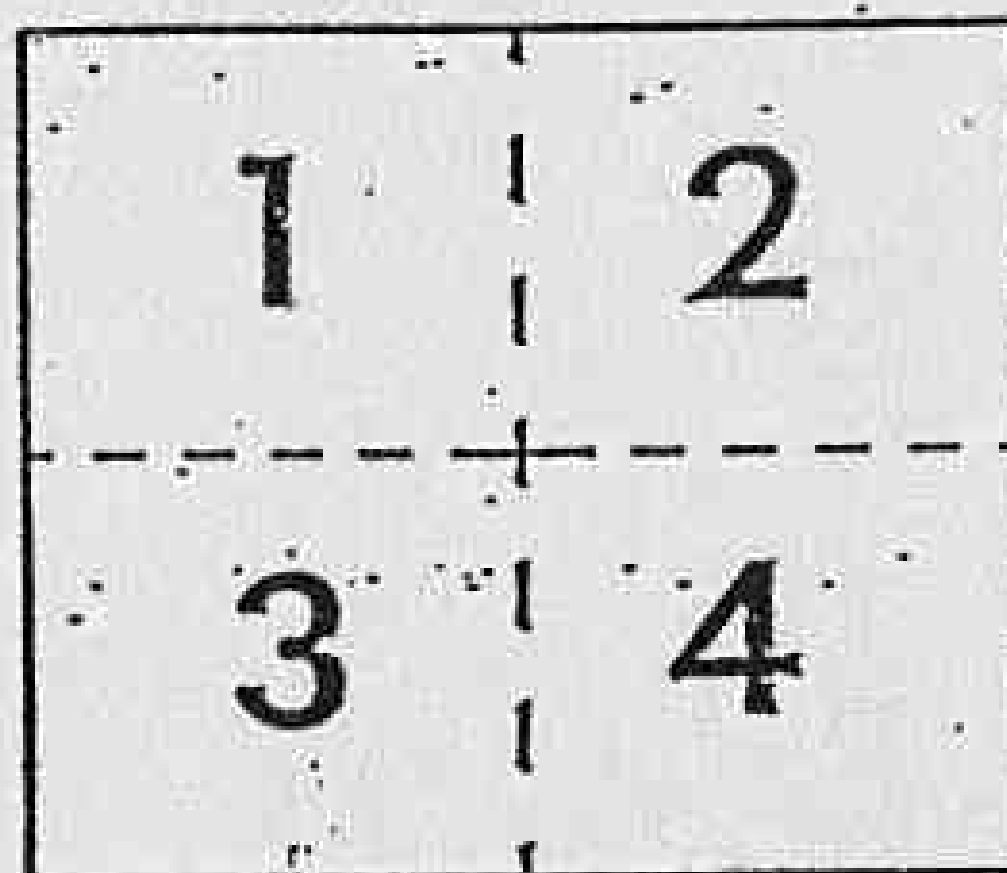
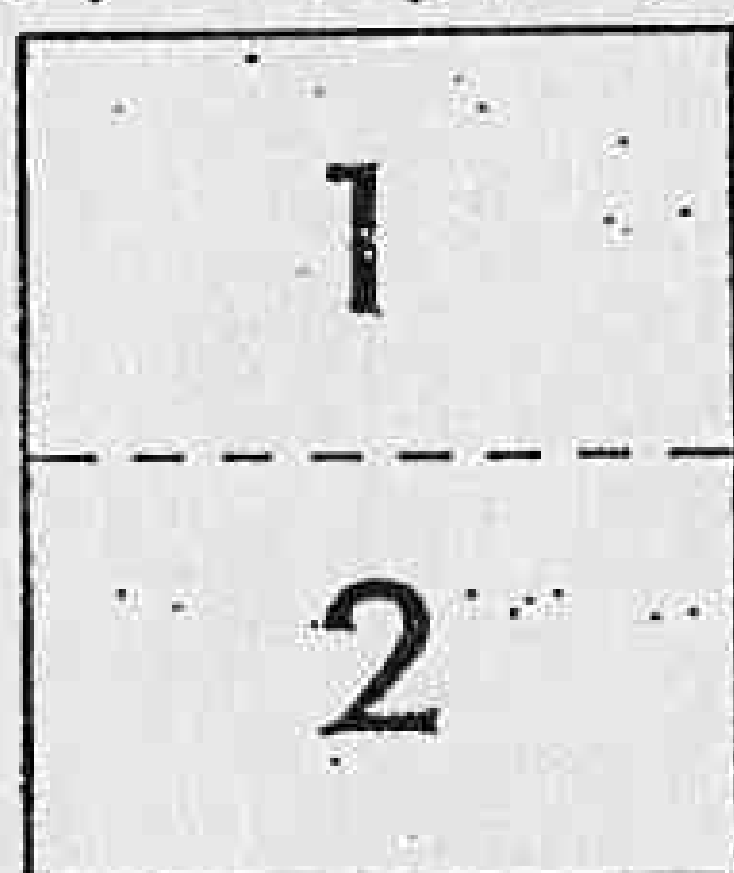
2389

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1182

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



REQUIREMENTS OF BUILDING

(Minimum requirements for production of 20

Referred to app V 2 - 1997 -

MATERIALS REQUIRED	SIZES AND QUANTITIES	TOTAL QUANTITY	
1). <u>FIR - WOOD</u>			
Compass board	No. 300 (4.00x0.40x0.05) c.m.	64	(C.L.
Woodboards	" 3450 (4.00x0.20x0.025) "	69	)Fore
"	" 3500 (4.00x0.20x0.03) "	84	(Adri
Beams	" 500 (6.00x0.18x0.16) "	103	(Quac
"	" 200 (8.00x0.20x0.22) "	70	)Chie
		C.m. 390	(Ing
2). <u>CHESTNUT-WOOD</u>			
Woodboards	No. 500 (4.00 average x 0.30 aver. x 0.05) c.m.	30	(
"	" 500 (6.00 aver. x 0.30 aver. x 0.08) "	72	(
oriwoodboards	" 1000 (3.00x0.30 aver. x 0.08) (		(
"	" 300 (3.00x0.30 aver. x 0.10) "	27	(
		" " 129	(
3). <u>CEMENT</u> ("R" Type=500 Kgms. per sq. cm.)		Tons. 200	) I
4). <u>CEMENT</u> ("R" Type=680 Kgms. per sq. cm.)		" 60	(
5). <u>TILES</u>		No. 50,000	See
6). <u>AIR-DRYER FOR "FERRITE"</u>			

OF BUILDINGS

APPENDIX "A"

production of 200 Tyres & 200 inner tubes per day)

199 10 Sep 57 - 1697 - marked red

TOTAL QUANTITY	SOURCES OF SUPPLY	Time required for the reparation of buildings, after receipt of the indicated materials .
C.m. 390	(C.L.B.C.I. (V. Donna Olimpia, 88)) Forestale Romana (V. Liberta 7) (Adriani S.A. (V. le Pinturicchio, 31) (Guadagni S.A. (Via del Re, 64)) Chiesa Bruno (V. della Vite, 3) (Ing. Ghira (V. Francesco Crispi, 20)	Building No. 26 (Manufacture of tyres) 2 months Building No. 57 (Storehouse) 1 month Building No. 58 (Storehouse) 1 month Building No. 14 (Willing & Calander 1 month Building No. 9 (Waterproofing) 1 month Building No. 4 (Funneling) 1183 1 month Building No. 10 (Mech. Workshop) 1 month Building No. 8 (Printing) 1 month Building No. 26 (Chem. Laboratory) 1 month Building No. 2 (Storage of inflam- mable materials) 1 month Building No. 13 (Preparation & Maintenance of cloths) 1 month Building No. 25 (Offices) 1 month Building No. 31 (Coal storage) 1 month
" " 129	() ()) as above ((	
Fons. 200	) Italcementi Roma (V. del Tritone 13) (" - Civitavecchia) Soc. Istriana Cemento - Gaiola (when reactivated)	
" 60	As above	
No. 50,000	Soc. An. Ind. Comen Sintetica - Terni	

2). CHESTNUT-WOOD

Woodboards

No. 500 (4.00 aver. x 0.30 aver. x
x 0.05) c.m. 30" 300 (6.00 aver. x 0.30
aver. x 0.08) " 72

oriwoodboards

" 1000 (3.00 x 0.30 aver. x
x 0.08) (" 300 (3.00 x 0.30 aver. x
x 0.10) " 27

" " 129

3). CEMENT ("R" Type-500 Kgms.
per sq. cm.)

Tons. 200

4). CEMENT ("R" Type-680 Kgms.
per sq. cm.)

" 60

5). FILMS

No. 50,000

6). AIR-DRIGGS FOR "PERPET"
CEILINGS

0.40 x 0.25 x 0.93

" 10,000

7). ASPHALT BLOCKS

Tons. 63,000

8). LINSEED OIL

Kgms. 250

9). GLASS

Various sizes

Sq. Ft. 2000

10). IRON PLATE

" " 500

11). NAILS

16x60 mm. = Tons 4,000

17x70 " " " 6,000

18x80 " " " 6,000

20x100 " " " 10,000

Tons. 26,000

1 month
 Building No. 14 (Milling & Calander
 1 month
 Building No. 9 (Waterproofing)
 1 month
 Building No. 4 (Funnelling) 1183
 1 month
 Building No. 10 (Each Workshop)
 1 month
 Building No. 8 (Printing)
 1 month
 Building No. 26 (Chem. Laboratory)
 1 month
 Building No. 2 (Storage of inflamm-
 able materials) 1 month
 Building No. 13 (Preparation &
 Maintenance of cloths) 1 month
 Building No. 28 (Offices)
 1 month
 Building No. 31 (Coal storage)
 1 month
 Building No. 50 (Central Pump &
 Presser plant - Electric cabin
 1 month

MAIN MACHINERY IN USED IN THE FACTORY, FOR THE PRODUCTION OF
 TYPE-005-000 AND OTHER TYPES (200 TYPES) AND 100 IN THE TYPE
 A DAY

1181

MACHINERY	MOTOR (HP)	Time required for reparation	NOTE
1 set of 2 milling machines, 54"	350	efficient	
1 " " 4 " " 60"	250	"	
1 " " 2 " " 40"	105	"	
1 " " 3 " " 40"		"	
and 2 purifiers	123	"	
1 plastication oven	2,5 ~ 2,4	"	Has to be taken to Firelli plant of
1 milling machine, 60"	92	"	
1 extruder 4"	8,4		As above
1 " 6"	30		
3 cutting machines for prepa- ration of synthetic rubber	1,5 ~ 1,5 ~ 1,5	"	Have to be taken serial
1 Converter from a.c. to d.c. for calender	245	"	
1 Calender, 4 cylinder, one of which offset		2 months	
1 Calender, 4 cylinder in di- rect line	60, variable speed (not in working order)	3 months	The main gear has perhaps it could the workshop of Terni. However the of this calender the work.

APPENDIX "B"

MAIN MACHINERY ON HAND IN THE FACTORY, FOR THE PRODUCTION OF
 FIRE-POWER AND LIGHT TUNING (200 TUNING AND 200 LIGHT TUNING)

A. 30X

ITEM	MOTOR (HP)	Time required for reparation	NOTES
filling machines, 30"	350	efficient	
" " 60"	350	"	
" " 40"	109	"	
" " 40"	143	"	
tion oven	2.2 - 2.4	"	Has to be taken back from the Firelli plant of V. Ascoli, 41
chine, 60"	92	"	
"	6.4	"	As above
"	30	"	
chines for prepa-synthetic rubber	1.5 - 1.5 - 1.5	"	Have to be taken back from V. Ascoli
from a.c. to d.c. or	245	"	
cylinder, one of set		2 months	
cylinder in di-	60, variable speed (not in working order)	3 months	The main gear has been broken; perhaps it could be remade in the workshop of Officina Basso, Terni. However the inefficiency of this calender does not hamper the work.

- 2 -

1430

EQUIPMENT	HOURS (HR)	Time required for operation	REMARKS
1 small calendar, 4 cylinders	50	efficient	
1 cloth-cutting machine horizontal,	1.2 + 0.3 + 1.5	"	
1 couple of spreading machines for rubberizing fabrics with synthetic rubber	1.33	"	
1 shaker, horizontal	4.45	"	
1 " " "	4.5	"	
2 " " "	1.5 + 1.5	3 days	
1 " " ,vertical	0.5	3 days	
1 " " "	0.5	3 days	
2 "Utility" machines for preparing of bands, with table	2.37 + 2.37	efficient	
1 as above, with drum	1.5	"	
1 Machine for preparing of breakers	1.0	"	
1 "Aldorfer" extruder set for preparing of rice	6.0	2 months	
2 Machines for fitting of flippers	1 + 1	efficient	
2 Machines for fitting of filling strips	0.3 + 0.3	"	
1 Casing machine, "Aldorfer"	1.1		
1 Machine for casing of rice	1.0		

1430

EQUIPMENT	Horsepower (HP)	Time required for operation	Notes
calendar, 4 cylinders	90	efficient	
-cutting machine horizontal	1.2 + 0.5 + 1.5	"	
of spreading machines		"	
rubbering fabrics with	1.25	"	
netic rubber	6.45	"	
er, horizontal	4.5	"	
"	1.5 + 1.5	3 days	
"	0.5	3 days	
vertical	0.5	5 days	
"			
"lity" machines for processing of bands, with table	2.37 + 2.37	efficient	
above, with drum	1.5	"	
line for preparing of	1.0	"	
here	6.0	2 months	
"erfer" extruder set for processing of rice	1 + 1	efficient	
lines for fitting of	0.5 + 0.5	"	
ing strips	1.1		
ing machine, "laderfer"	1.0		
line for casing of rice			

- 3 -

1179

M A C H I N E R Y	NOTES (HP)	Time required for reparation	NOTES
4 flat tyre building machine 2, 1, 2, 1, 1, 2, 1		efficient	
3 Giant tyre " " "		"	
small-core	3, 2, 3, 2, 3, 2 c.c.		
2 as above	3, 2 = 3, 2	1 month	
3 Converters from a.c. to d.c.	33 - 75 - 18	efficient	
1 Shaper for giant tyres	-	"	
1 Liners retooling machine	1, 2	"	
1 Shaper for small tyres	-	"	
2 Hydraulic presses for fitting of rings to the bead	-	"	
3 Vertical boilers with hydraulic pistons for vulcanization	-	1 month	
1 Boiler for preparing hot water to curing bags	15 - 3, 5	15 days	
1 Steam pump, 10 atm.	-	efficient	
2 machines for extraction of curing bags	1, 2	"	

- 34 -

1179

PRIMARY	REVISED (BY)	Time Required for repetition	NOTES
tyre building machine	2,1m,1m,1m 2,1	efficient	
tyre " "	1,1m,1m,1m c.c.	"	
ore	1,1 = 1,2	1 month	
ore	1,1 = 1,2	1 month	
ore from a.c. to	33 - 75 - 18	efficient	
for giant tyres	-	"	
rewinding machine	1,1	"	
for small tyres	-	"	
this process for	-	"	
of rings to the	-	"	
oil boilers with hy-	-	1 Month	
to piston for valua-	-	"	
ion	-	"	
for preparing hot	15 + 3,5	15 days	
to curing bags	-	efficient	
pump, 10 atm.	-	"	
for extraction	1,1	"	
ing bags	-	"	

- 4 -

1178

MACHINERY	MOTOR (HP)	Time required for reparation	NOTE
1 Vacuum pump, with lung	17	2 days	
3 Hot plate presses	-	efficient	
1 watch-case for flap curing	-	"	
5 watch-cases for curing of inner tubes	-	"	
5 boilers, for production of steam	44	"	
1 h. p. water pump	49,5	"	
2 l. p. " pumps, 30 atm.	58 - 58	"	
3 air presses, 6 atm.	65 + 65 + 35	"	
1 " " 150 "	7	10 days	
3 speeding machines for rubberization of fabric	9,5	efficient	
2 presses for printing of matricules and metal tools	3	"	
5 Sewing machines	1,5	"	
11 Parallel lathe machines	26	"	
1 Universal milling machine			

- 4 -

1178

MACHINERY	MOTOR (HP)	Time required for reparation	NOTES
ump, with lung	17	2 days	
presses	-	efficient	
for flap curing	-	"	
for curing of inner tubes	-	"	
for production of steam	44	"	
er pump	49,5	"	
pumps, 30 atm.	58 - 58	"	
ers, 5 atm.	65 + 65 + 35	"	
250 "	7	10 days	
machines for rubberization	5,5	efficient	
for printing of catricules and	3	"	
ols	1,5	"	
achines	26	"	
lathe machines			
1 milling machine			

- 2 -

M A C H I N E R Y	HP	Time required for operation	REMARKS
1 Universal milling machine	3.9	4 months	
1 drill, radial	3.3	efficient	
1 drill, vertical	0.9 + 0.5 + 0.5	"	
1 filing machine	1.9	"	
2 pantographs	0.5 + 0.5	"	
1 adjuster	1.5	"	
1 air presser, portable	1.7	"	
2 grinders	2 + 2	"	
2 special milling machines, for models of motorcar types	1 + 1	"	
1 band saw	6.3	"	
1 circular saw	3.75	"	
1 planing machine	7.9	"	
1 plane	3.75	"	
1 hand sharpener	0.5	"	

2604

1171

2805

AT ANKHALD COAL AND SINOPIRIS PORT

REQUIREMENTS (TONS) FOR THE FIRST SIX-MONTHLY PERIOD

ACCORDING TO PROGRAM

(Tyre-covers & Inner - Tubes

RAW MATERIALS AND THEIR CHARACTERISTICS	SOURCES OF SUPPLY	I E Q U I (Taking into account)		
		1st month estimated product. 200	2nd month estm. product. 2,500	3rd month estm. product. 3,500
		Tons.	Tons.	Tons.
Natural rubber	U.S.A. or England	-	0,580	4,200
Synthetic Rubber	" " "	2,120	32,500	45,500
Carbon black American active	" " "	-	-	-
" " National	Obtained on burning Oil tar	-	-	-
Zinc Oxide	On hand in our warehouses	-	-	-
Calcium carbonate	To be probably found in Italy. Supplier will be indicated.	-	0,590	1,050
Talc	Firm Tron - Leghorn	1,200	3,750	5,250
Baryta	Tuscany - Supplier will be indicated	-	-	-
Caolin	On hand in our warehouses	-	-	-
Sulphur (super-refined) 98/99%	Soc.An.Industria Sideraria - Altevilla Iripina (Avellino)	0,368	1,120	1,610
Mercaptobenzotiazol	Captak R.F. of Vanderbilt Co. or Valeafer R.B.F. of I.C.I.	-	-	-

COAL AND GASOLINE POWER

APPENDIX "C"

FIRST SIX-MONTHLY PERIOD OF BYRA PRODUCTION

BRING TO PROGRAM

Cover 4 Inner - Tables)

REQUIREMENTS (Taking into account stocks on hand)						TOTAL REQUIREMENTS	TOTAL REQUIREMENTS FOR 6000 TIRE-60 VANS AND 6000 TIRER	STOCKS ON HAND IN THE WAREHOUSES OF PIRILLI
1st month estimated product. 800	2nd month estim. product. 2,500	3rd month estim. product. 3,500	4th month estim. product. 5,000	5th m. estim. product. 5,000	6th month estim. product. 5,000			
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
-	0,580	4,200	6,000	6,000	6,000	22,700	6,000	3,380
1,150	12,500	35,500	65,000	65,000	65,000	275,150	65,000	5,250
-	-	-	-	-	9,400	9,400	15,000	60,000
-	-	-	4,160	6,000	8,000	16,160	6,000	10,000
-	-	-	-	-	-	-	9,000	90,000
-	0,590	1,050	1,500	1,500	1,500	6,140	1,500	0,400
1,200	3,750	5,250	7,500	7,500	7,500	32,700	7,500	-
-	-	-	-	0,055	0,180	0,235	0,180	0,550
-	-	-	-	-	-	-	0,360	4,000
0,368	1,150	1,610	2,300	2,300	2,300	10,085	2,300	-
-	-	+	0,016	0,500	0,600	1,200	0,600	1,400

1176

Synthetic Rubber	" " "	2,150	32,500	25,500
Carbon black American active	" " "	-	-	-
" " National	Obtained on burning Oil Tar	-	-	-
Zinc Oxide	On hand in our warehouses	-	-	-
Calcium carbonate	To be probably found in Italy. Supplier will be indicated.	-	0,550	1,050
Talc	Firm Tren - Leghorn	1,200	3,750	5,250
Baryta	Tuscany - Supplier will be indicated	-	-	-
Caolin	On hand in our warehouses	-	-	-
Sulphur (Super-refined) 98/99%	Soc. An. Industria Mineraria - Altevilla Irpina (Avellino)	0,368	1,150	1,610
Mercaptobenzotiazol	Captak M.T. of Vanderbilt Co. or Vulcanor M.B.T. of I.G.I.	-	-	+
Merapto Disulphide	On hand in our warehouses	-	-	-
Vulcanite A.Z.	" " " "	-	-	-
Alcelfasftilamine	" " " "	-	-	-
Difenilguanidine	(Accelerator M.12 - De Pont de Nevers (Vulcanor M20 - I.G.I. - London)	-	-	0,937
Escentilentetramine	On hand in our warehouses	-	-	-
Neozone D	" " " "	-	-	-
Ureka H R	R.S.L. Co. Akron (Ohio)	-	-	-
Stearic acid-(soluble in alcohol at 95° - Acidity between 200/ 210 - only small traces of hu- midity - Solidification at 54/ 55°	Ditta Carosusa - Palermo Ditta Bersini - Prato	-	-	0,720

130	32,500	15,500	65,000	65,000	65,000	275,150	65,000	5,250
-	-	-	-	-	9,400	5,400	15,000	60,000
-	-	-	4,100	6,000	6,000	16,100	6,000	10,000
-	-	-	-	-	-	-	3,000	30,000
-	0,590	1,050	1,500	1,500	1,500	6,140	1,500	0,400
200	3,750	5,290	7,500	7,500	7,500	32,700	7,500	-
-	-	-	-	0,055	0,180	0,235	0,180	0,550
-	-	-	-	-	-	-	0,160	4,000
368	1,150	1,610	2,300	2,300	2,300	10,025	2,300	-
-	-	-	0,016	0,500	0,500	1,200	0,600	1,400
-	-	-	-	-	-	-	0,120	0,650
-	-	-	-	-	-	-	0,165	1,100
-	-	-	-	-	-	-	0,130	2,260
-	-	0,007	0,020	0,020	0,020	0,067	0,020	0,020
-	-	-	-	-	-	-	0,010	0,046
-	-	-	-	-	-	-	0,750	5,000
-	-	-	-	-	0,195	0,195	0,220	0,765
-	-	0,720	2,000	2,000	2,000	6,720	2,000	2,000

1176

2609

1172

RAW MATERIALS AND THEIR CHARACTERISTICS	SOURCES OF SUPPLY	REQUIRE (Taking into account)		
		1st month estimated product. 800	2nd month estimated product. 2,500	3rd month estimated product. 3,500
		Tons.	Tons.	Tons.
Naftolen Z D (Naftolen Gesell.)	Du Pont de Nemours (ask for equivalent)	-	-	-
Celephony	To be found in Rome (Sec. Mira Lanza Agreement already fixed)	-	-	-
Buna 32 (Buna Werke) (Molecular weight 32,000)	Du Pont de Nemours (Ask for equivalent)	-	-	-
Coal Tar	On hand in our warehouses	-	-	-
Tar Oil	" " " " "	-	-	-
Norwegian Tar	" " " " "	-	-	-
Koresin (Genti S.A.)	Du Pont de Nemours Cobal resinate (1,5% of 00)	-	-	-
Bitumen 60	Firm Bombrini Parodi Belfino - Colleferre	-	-	-
Bitumen A 307 140 (Bretner)	On hand in our warehouses	-	-	-
Paraffin	" " " " "	-	-	-
Dried Gas Tar - Density 1,2/1, ashes not exceeding 0,5% - no volatile materials between	Officine Gas Roma	0,014	0,045	0,053

REQUIREMENTS (Taking into account stocks on hand)						TOTAL REQUIREMENTS	TOTAL REQUIREMENTS FOR 5000 TYPE- COVERS AND 5000 INHER- TUBES	STOCKS ON HAND IN THE WAREHOUSES OF P I R E L L I
1st month estimated product.	2nd month estimated product.	3rd month estim. product.	4th month estim. product.	5th month estim. product.	6th month estim. product.	Tons.	Tons.	Tons.
2.500	2.500	3.500	5.000	5.000	5.000	9,560	3,500	5,700
-	-	-	-	0,600	0,600	1,200	0,600	1,500
-	-	-	-	0,400	1,400	1,800	1,400	4,300
-	-	-	-	-	-	-	0,050	1,300
-	-	-	-	-	-	-	0,400	1,650
-	-	-	-	-	-	-	0,020	0,095
-	-	-	-	0,024	0,060	0,084	0,060	0,175
-	-	-	-	-	0,046	0,046	0,120	0,478
-	-	-	-	-	-	-	0,030	0,600
-	-	-	-	-	-	-	0,060	0,450
0,014	0,045	0,063	0,090	0,090	0,090	0,392	0,090	-

1175

Coal Tar	On hand in our warehouses	-	-	-
Tar Oil	" " " " "	-	-	-
Norwegian Tar.	" " " " "	-	-	-
Koresin (Genti S.A.)	De Font de Nemours	-	-	-
	Gobal resinate (1,6% of Co)	-	-	-
Bitumen 80	Firma Bombrini Farodi Belfino - Colleferre	-	-	-
Bitumen A Ser 140 (Bretnex)	On hand in our warehouses	-	-	-
Paraffin	" " " " "	-	-	-
Dried Gas tar - Density 1,2/1, ashes not exceeding 0,5% - no volatile materials between 100/105° - melting point not under 80° and not over 100°	Officine Gas Roma	0,014	0,045	0,063
Rayon cord fabrics for carcasses (title 52/3 twisted threads) (maxim. load on the threads - 8,5 Kgs. - tensile strength 12% - 90 threads per sq.dm.)	U.S.A. or England	-	9,700	14,000
Rayon cord fabrics for external parts (same characteristics of twisting - 70 threads per sq. dm.)	U.S.A. or England	-	-	2,260

-	-	-	-	-	-	-	0,050	1,300	1175
-	-	-	-	-	-	-	0,400	1,650	
-	-	-	-	-	-	-	0,020	0,095	
-	-	-	0,024	0,060	0,084	0,060	0,178	0,178	
-	-	-	-	0,046	0,046	0,120	0,478	0,478	
-	-	-	-	-	-	0,030	0,600	0,600	
-	-	-	-	-	-	0,060	0,450	0,450	
9,014	0,045	0,063	0,090	0,090	0,090	0,392	0,090	-	
-	9,700	14,000	20,000	20,000	20,000	83,700	20,000	3,500	
-	-	2,260	3,500	3,500	3,500	12,760	3,500	2,500	

RAW MATERIALS AND THEIR CHARACTERISTICS	SOURCES OF SUPPLY	RAAUI (Taking into account)		
		1st month estimated production 300	2nd month estim. product. 2.500	3rd month estim. product. 3.500
		Tons.	Tons.	Tons.
Square cotton fabric, light (America cotton - Warp 120 threads per sq. mt. - Weft 120 - Thickness 0,75 mm. - Weight 325 grams. per sq. mt. - Tensile strength 100 kg. warp, 100 kg. weft - warp stretching 10%, weft 16% - composition of twisting 14/3-)	U.S.A. or England	0,020	0,250	0,350
Square cotton fabric, heavy - (same as for the light, but twisting 14/6 - corresponding strengths)	U.S.A. or England	-	-	0,040
Steel wire for rims: 9/10 13/10 15 1/2 / 10 30/10 35/10	Probably Terna	-	-	2,000 1,420 0,170 0,265 0,125
Valves for inner tubes				4,000

REQUIREMENTS (Taking into account stocks on hand)						TOTAL REQUIREMENTS	TOTAL REQUIREMENTS FOR 5000 COVER 5000 INNER TUBES	STOCKS ON HAND IN THE WAREHOUSES OF FIRELLI
1st month estimated production	2nd month estim. product.	3rd month estim. product.	4th m. estim. product.	5th m. estim. prod.	6th m. estim. prod.	Tons.	Tons.	Tons.
300	2,500	3,500	5,000	5,000	5,000			
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
0,020	0,250	0,350	0,900	0,500	0,500	2,120	0,500	0,060
-	-	0,040	1,300	1,500	1,500	4,540	1,500	2,000
-	-	2,000	3,500	3,500	3,500	12,500	3,500	1,900
-	-	1,420	2,500	2,500	2,500	8,920	2,500	1,350
-	-	0,170	0,300	0,300	0,300	1,070	0,300	0,150
-	-	0,285	0,500	0,500	0,500	1,785	0,500	0,240
-	-	0,125	0,200	0,200	0,200	0,525	0,200	0,110
		4,000	7,000	7,000	7,000	25,000	7,000	3,750

1174

Square cotton fabric, heavy -
(same as for the light, but
twisting 14/6 - corresponding
strengths)

Steel wire for rims:

9/10

11/10

15 $\frac{1}{2}$ /10

30/10

35/10

U.S.A. or England

Probably Terni

Valves for inner tubes
(Various sizes)

Benzin

Benzol

Coal

Electric power

U.S.A. or England

" " "

Officine Gas - Rome

Sardinia "Sulcis" (75%)-

Elgon Lignite of Ribolla (25%)(

Soc. Romana di Eletticit 

No. 330

2,400

0,800

100,=

Kw. 500

Kwh.

125.000

No. 2750 No. 3850

7,500 10,500

2,500 3,500

200,= 220,=

Kw. 500 Kw. 800

Kwh.

200.000 300.000

0,040

2,000

1,420

0,170

0,285

0,125

4,000

	-	0,040	1,500	1,500	1,500	4,540	1,500	2,000	1174
	-	2,000	3,500	3,500	3,500	12,500	3,500	1,900	
	-	1,420	2,500	2,500	2,500	8,920	2,500	1,350	
	-	0,170	0,300	0,300	0,300	1,070	0,300	0,150	
	-	0,285	0,500	0,500	0,500	1,785	0,500	0,240	
	-	0,125	0,200	0,200	0,200	0,675	0,200	0,110	
	-	4,000	7,000	7,000	7,000	28,000	7,000	3,750	
530	No. 2750	No. 3850	No. 5500	No. 5500	No. 5500	No. 23,980	No. 5,500	-	
400	7,500	10,500	15,000	15,000	15,000	65,400	15,000	-	
300	2,500	3,500	5,000	5,000	5,000	21,800	5,000	-	
	200,=	220,=	250,=	250,=	250,=	1,270,=	-	-	
500	Kwh. 500	Kwh. 800	Kwh. 800	Kwh. 800	Kwh. 800	-	-	-	
5,000	Kwh. 200,000	Kwh. 300,000	Kwh. 300,000	Kwh. 300,000	Kwh. 300,000	1,525,000	-	-	

ID/161

HEADQUARTERS
ARMED MILITARY GOVERNMENT
LAZIO UMBRIA REGION

11 NOV. 44

SUBJECT: RE-ACTIVATION OF PIRELLI S.A.
TIVOLI PLANT - ROE PROVINCE

TO DIRECTOR INDUSTRY SUB-COMMISSION
HQ. AG. AFO 394 (Thru Channels)

I. On 10 Nov. 44 a meeting was held at HQ. AG. to review the position regarding the re-activation of Pirelli S.A. - Tivoli Plant - Rome Province.

Present -

1170

Col. Adams Director Transportation S/C, Mr. Vaughan
Director Industry S/C

Col. Carnes Transportation S/C

Capt. Bullock Transportation S/C,

Mr. J. Lister Industry Div.
Lazio Umbria Region

Fett. Manni (Italian assistant to Capt. Bullock)

Col. Butterworth, A.F.H.Q. 3.5, joined the meeting later and the following points were discussed.

- It was stated by Col. Butterworth that it was the desire of AFHQ to manufacture tires and inner tubes in Italy.
- The report dated 9 Nov. 44 submitted jointly by the Industry Division Region Lazio-Umbria A.G. and Fire Section - Transportation S/C was read and agreed, as showing sufficient grounds for re-activation.
- Col. Butterworth offered to investigate the possibility of sending a Pirelli representative to Spain (see para. 6 of a/m report).
- Industry Division to arrange for necessary releases from AFHQ (I) Board for controlled materials and requisitions for imported materials.
- Col. Butterworth suggested that the question of re-installation of machines at Tivoli mentioned in para 3 should be raised with AFHQ when work of re-construction had reached a more finished stage. Prior to the stage of removal it was considered that AFHQ at the Pirelli Factory Via Assisi Rome might be asked to increase production to create a stock pile to

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Director Industry S/C

Col. Garner Transportation S/C

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Maj. Lester Industry Div.
Lazio Umbria Region

Det. Manri (Italian assistant to Capt. Bullock)

Col. Butterworth, A.F.M. C.5, joined the meeting later and the following points were discussed.

a. It was stated by Col. Butterworth that it was the desire of AFHQ to manufacture tires and inner tubes in Italy.

b. The report dated 9 Nov. 44 submitted jointly by the Industry Division Region Lazio-Umbria A.C. and Tire Section - Transportation S/C was read and agreed, as showing sufficient grounds for re-activation.

c. Col. Butterworth offered to investigate the possibility of sending a Pirelli representative to Spain (see para. 6 of a/m report).

d. Industry Division to arrange for necessary releases from AFHQ (I) Board for controlled materials and requisitions for imported materials.

e. Col. Butterworth suggested that the question of re-installation of machines at Tivoli mentioned in para 3 should be raised with AFHQ when work of re-construction had reached a more finished stage. Prior to the stage of removal it was considered that REMF at the Pirelli Factory Via Assisi Rome might be asked to increase production to create a stock pile to cover requirements during change-over of these machines.

f. Col. Butterworth asked to be advised of any difficulties which could not be otherwise resolved.

Alchier
A.C. LISTER,
Major R.A.
Industry Division.

copies -

1 Col. Butterworth
1 Col. Adams
1 Col. Carnes
1 Capt. Bullock
2 File.

AFHQ G.5
Transportation S/C HQ. AC.
Transportation S/C HQ. AC.
Transportation S/C HQ. AC.

1169

ALLIED FORCE HEADQUARTERS

REME

FREEDOM 363.

ME/D/2/1011/5.

26 Sep. 44.

REPORT BY BRIG. C.G. STEWART, DEME.2, AFHQ.

To: D.M.E.

PIRELLI Tyre and Repair Workshops ROME.

I visited the Workshops with Lt.Col. SHORE and saw both Captain JACKSON and Lieut. RIDLEY, the latter O i/o Detachment has just taken over.

As a result of the meeting with these officers I visited Col. CARNES, ACC, in company with Lt.Col. SHORE, and the following points were agreed upon:-

1. Operation of Plant

I made it quite clear to Col. CARNES that DME was not prepared to give up this wksp to ACC for operation. It is required in connection with the war effort and as such must take priority to Italian re-habilitations.

2. Priorities of Work

It was agreed that Lt.Col. SHORE will arrange with Mr. CHARLES RYAN, ACC, as to the priority of tyre sizes he requires repaired, also, that ACC should keep 1000 repairable tyres on site as a cushion to permit of an adequate selection to suit moulds.

3. Training of Personnel

I offered to train six civilian tyre repair operators at a time up to Class III standard for ACC if it was only necessary to train each individual in certain limited operations 12 personnel could be accepted at a time.

Col. CARNES stated he did not want technically trained personnel but British or US supervisors. I explained that we could not provide REME personnel and that if Col. CARNES wanted supervisors for his other plants he should utilize PIRELLI supervisory personnel now employed in ROME. If, however, Col. CARNES could produce British or US personnel from ACC resources we would help as far as possible. I anticipated it would be possible to accept 1 supervisor trainee at NAPLES, BARI and ROME respectively - total 3. This number Col. CARNES considered adequate.

4. Tyre Storage for ACC.

Col. CARNES stated he did not want to oust the British Staff at present living on the premises. Sleeping accommodation

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4. Tyre Storage for ACC.

Col. CARNES stated he did not want to oust the British staff at present living on the premises. Sleeping accommodation only occupies 24 yds by 12 yds and if troops were removed it would be necessary to provide a guard.

...../2

1168

- 2 -

It was agreed that the following accommodation should be allotted to ACC for tyre storage:-

- (i) The whole of the 2nd floor.

Such PIRELLI stores as are at present there will be removed by Lt. Col. SHORE to the PIRELLI store on the ground floor.

There are approximately 200 German tyres there held by us on behalf of the Intelligence Branch (TDME to investigate whether these can be disposed of elsewhere). Approximately 300 ACC Tyres, all unserviceable, are stored on this floor. These should be removed by ACC to salvage. Col. CARNES will arrange.

- (ii) 1st Floor - Half the storage space will be allotted to ACC and the remainder retained for WD use.

Col. SHORE will arrange to partition off the portion allotted to ACC. **1167**

It was pointed out to Col. CARNES that ACC must arrange to employ personnel for storage and issue of the tyres stored on the above premises.

- (iii) The ground floor is completely used by WD & PIRELLI and no accommodation can be released.

It is considered that the storage area now allotted to ACC will accommodate 15,000 tyres approximately providing the present racking is not used and the tyres are stored 10 high. Lt. Col. SHORE will obtain a report from CRE as to whether the building is fit to accept this floor loading.

5. Employment of further PIRELLI Personnel.

Lt. Col. SHORE stated that everybody who was employed by PIRELLI (workshop and store staff) and can be employed by WD is in fact now employed.

This does not include managers and sales staff. Col. CARNES will, himself, employ such of these as he requires.

6. Standard of Repair.

All tyres sent in by ACC are selected as repairable after inspection by PBS representatives. I informed Lt. Col. SHORE that the standard of repair is not up to the standards for repair

2624

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6. Standard of Repair.

All tyres sent in by ACC are selected as repairable after inspection by PBS representatives. I informed Lt. Col. SHORE that he will not work to M of S standards for repair but will repair as many as possible of the selected tyres within the limits of the plant. 2,000 tyres which have been rejected by us will be re-inspected as a result of the above. Should Col. CARNES desire we are prepared for such tyres as are thrown out as unrepairable to be the subject of a second inspection by PBS in conjunction with the O i/o workshop.

...../3

- 3 -

Col. CARNES agreed that some of the tyres sent in as repairable were not in fact repairable. In one case he had noticed a broken bead and in another case one tyre had three concussion bursts.

7. Output.

This has been limited in the past by the following causes.

(i) Tyres have not come forward in sufficient quantities to permit of any margin for selection. The ACC position is now better. (See also Para 2.).

(ii) 557 BOP have been instructed to forward 500 per week, but none have yet arrived (DDME to take up with ORD).

(iii) The resources for tube repair are not used to capacity owing to lack of tubes. The ACC tube situation is very bad. (DDME 2 will investigate possibility of sending up more tubes from 557 BOP).

(iv) More cavity repair moulds are required to give a balanced plant. Five more are considered necessary in addition to the existing four. If these four go forward with ABW they will need to be replaced.

(v) I told Col. CARNES that I would investigate the possibility of local manufacture of cavity repair mould and be in turn stated that if we could make moulds he would approach PIRELLI with a view to the purchase of these by the firm.

M.B. Should moulds be manufactured locally the O i/o Detachment stated that it would be preferable that the design should be based on the Dunlop mould and not on M.E. pattern.

8. Provision of Material.

(Col. CARNES has demanded certain repair materials on G.-5 and will pass a copy of this to Lt. Col. SHORE. Para 25 and 26 of ME/A/2/1014/1 dated 15 July refers.

9. Additional Points.

(i) It was noted during the inspection of the factory that the metre press for manufacture of rubber insertion was not in use. I arranged with Lt. Col. SHORE to give this a hydraulic test with a view to ascertaining whether it was in

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9. Additional Points.

(i) It was noted during the inspection of the factory that the metre press for manufacture of rubber insertion was not in use. I arranged with Lt. Col. SHORE to give this a hydraulic test with a view to ascertaining whether it was in a serviceable condition or will need repair. Had it been working the material for the repair of amphibus tanks would have been completed in half the time.

(ii) I asked Lt. Col. SHORE to arrange a test to discover whether it was possible to shorten used fan belts which were being thrown out by the Engine Repair Shops due to stretch. Such shortening would be effected by cutting and splicing.

- 4 -

It was agreed to send him up 20 Bedford Belts and 20 Dodge belts for this purpose. (DDME). Running tests to be carried out on the domestic vehicles of 1 ABW and a report rendered in two months from date of commencement of trial.

C.G. STEWART, Brigadier,
DDME 2.

BRIG 4(AE) - for information.

DOS AFHQ - for favour of action on paras 7 (i) & (ii).

Copies to: Col. CARNES, ACC ROME) for action as indicated, and
CEME 1 ABW ROME CMT.) agreed.

EME 2.0 - for information and action on para 9(ii).

P.S.

Col. CARNES, ACC ROME. Reference para 7 (v). It is regretted that ROME is unable to undertake the manufacture of cavity repair moulds and suggest you give consideration to local manufacture in Rome.

Major General,
Director of Mechanical
Engineering.

26 Sept. 44.

1165

Subject:- Tires and Tubes.

To: - Transportation Sub-Commission
Hq. ACC.
CMF

Hq. 1 Advanced Base Workshop
REME CMF
AWN. 10 13 Sept. 44.

1. Tires as detailed in Appendix A have now been repaired and are awaiting collection. Will you please arrange.
2. The undermentioned tires are unserviceable.
3.

750 x 20 - 275
600 x 16 - 506

Will you please arrange for removal or forward disposal instructions.

/s/ H. Shere
Lt. Col.
CEME, 1 Adv. B. Wksp. REME

3

1164

ITEMS REQUISITIONED FROM PIRELLI FACTORY - Via Assisi - ROMEWorkshop and compounding stores requisitioned

11- 1 Kgm.	Vaseline
16 "	Zinc oxide
145 "	RBH/5 T/S
126 "	Autora compound
336-5 "	RBH/5
45-5 "	RPT/1
420 "	RBH/5
200 "	Coal tar
150 "	Mafotol ZD
45 "	Tall
205 "	Carbon black C.K.
10 "	" " A.I.
15 "	B 32
175 "	RBH/5 without sulphur
29-4 "	Mother stock V.A.
205-8 "	Flexine BS.
5.04 "	Sulphur
250 "	Pine tar
163 "	Asor/140 Bitumen
42-7 "	Brown paper (rolls)
21-5 "	White parchment
9-2 "	Zinc stearate
40-7 "	White parchment paper
252 "	Cellophane (Rolls)
19-3 "	Brown paper (Rolls)
17 "	Cellophane (Rolls)
50 "	Coal tar
9000 "	Metal clips (Zenith)
4 "	Adhesive tape
2527-5 Kgm.	C/B
172-7 "	Parchment paper
239 "	RBH/5 C/B
39-5 "	BFT/1 C/B
157-9 "	Zinc oxide
68-1 "	Stearic acid
41-5 "	Mercapto di sulphide
31-5 "	Calcium carbonate
80 "	paraffin wax
65-5 "	Sulphur
187-3 "	Flexine

1163

11-1 Kgm.	Vaseline
16 "	Zinc oxide
145 "	RBH/5 T/S
126 "	Aurora compound
336-5 "	RBH/5 "
45-5 "	RFT/1 "
420 "	RBH/5 "
200 "	Coal tar
150 "	Nafotol ZD
45 "	Tall
205 "	Carbon black C.K.
10 "	" " A.I.
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172-7 "	Parchment paper
239 "	RBH/5 C/B
39-5 "	BFT/1 C/B
157-9 "	Zinc oxide
68-1 "	Stearic acid
41-5 "	Mercepto di-sulphide
31-5 "	Calcium carbonate
80 "	paraffin wax
65-5 "	Sulphur
187-3 "	Flexine
105 "	NP/222 reclain
0-7 "	Carbon black CK.
52 "	Lead oxide
3-8 "	Mineral oil
9-7 "	Ortololilbicanidona
28 "	Anidroformalide Anoline
72 "	Iron oxide synthetic

1163

p.t.o.

Kgm.	M.B.T.
64-5	Asor/140 bitumen
1-3	Factice, white
6-7	Sulphur
10-1	D.P.G.
36-2	Stearic acid
43-9	Mag. carbonate
92-7	zinc oxide
128-8	Kaolin
161-7	Neozone
23	Ottonato acid
27-5	Flexine BS
350	Cal. Carbonate
459-1	RBH/S
642	Titanium oxide
45	

1162

Main stores (ground floor)

Kgm.	Reclaim C.G.S.R. 005/8
5185	" C.V.N. 2000
367	Flexene
880	Synthetic B/S
218	Batch tube compound
326	Reclaim NP/222
18169	BS. (G) SS
600	BS. (I) SSS
75	Smoked sheet
147	Cushion gum 20/10 and 1/1 Omm.
149	

Top floor

Kgm.	TTA 16	
126	Reclaim white (Ex Tivoli)	
156	" "	
1974	Mother stock "Candido"	
50	Reclaim Red tube	
6-9	C.A.C.R.S.	
103	Mother stock M.A.R.E.B.	
39	Bins, metal round	
8	" " Sq.	
5	Sulphur	
373.7	Mag. carbonate	
308	Titanium oxide	
996.0	Iron oxide T.P.	
765.0	Zinc oxide	
		F. Good
		" "

1162

30-2	"	Stearic acid
43-9	"	Mag. carbonate
92-7	"	zinc oxide
128-8	"	Kaolin
161-7	"	Neozone
23	"	Ottonato acid
27-5	"	Flexine BS
350	"	Cal. Carbonate
459-1	"	RBH/S
642	"	Titanium oxide
45	"	

Main stores (ground floor)

5185	Kgm.	Reclaim C.G.S.R. 005/8
367	"	" C.V.N. 2000
880	"	Fleene
218	"	Synthetic B/S
326	"	Batch tube compound
18169	"	Reclaim NP/222
600	"	BS. (G) SS
75	"	BS. (I) SSS
147	"	Smoked sheet
149	"	Cushion gum 20/10 and 1/1 Omm.

Top floor

126	Kgm.	TTA 16
156	"	Reclaim white (Ex Tivoli)
1974	"	"
50	"	Mother stock "Candido"
6-9	"	Reclaim Red tube
103	"	C.A.C.R.S.
39	"	Mother stock M.A.R.E.B.
8	"	Bins, metal round
5	"	" " Sq.
373.7	"	Sulphur
308	"	Mag. carbonate
996.0	"	Titanium oxide
765.0	"	Iron oxide T.P.
3126.0	"	Zinc oxide
1693.0	"	barytes
454.0	"	zinc stearate
653.0	"	fossil flour
1667.0	"	tall
257.0	"	Glue, bone
63.0	"	paraffin wax
292.0	"	asbestos

F. Good
" "

p.t.o.

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Main stores (top floor)

4830.0	litres	Pine tar
111.0	Kgm.	factile, black
1229.0	"	coal tar
57.0	"	carbon black "A".
395.0	"	" " "I".
3550.0	"	calcium carbonate
160.0	"	asorillo
280.0	"	D.P.G.
326.0	"	Cap. tax.
1032.0	"	P.32
40.0	"	artotolil Bicandinona
36.0	"	neozene "D"
100	"	sacks.

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Moreover, the following quantities of synthetic rubber and smoked sheet have been afterwards requisitioned from the Società "Il Pneumatico", Viale Manzoni:

Smoked sheet Kgms. 911
Synthetic rubber " 1000

The quantities now left at the said Società "Il Pneumatico" are approximately as follows:

~~1300~~ 1400 Kgms. smoked sheet
300 " synthetic rubber.

14 SET. 1944

Stocks now in existence at Pirelli Plant as quoted
me by Col. Shore - who adds that when these are
exhausted no further stocks will be forthcoming.

Compound for repairing inner tubes	26	Kilos
" camel back	820	"
" cushion	15	"
Smoke sheet	700	"
Synthetic rubber	1800	"
Zinc Oxide	3000	"
Sulphur	400	"
Mercapto Benzothiazol	290	"
Anhydrous Formaldehyde Anylene	8	"
Neozine "D"	45	"
Pine Tar	4800	"
Napthalene "ZD"	120	"
Buna "32"	1030	"
Paraffin Wax	90	"
Carbon Black	130	"
Calcium Carbonate	3300	"
Stearic Acid	36	"
Mercapto Disulphide	20	"
Coal Tar	1400	"
Vitamin Asor N°140	160	"
Carbon Black America	390	"
Magnesium Carbonate	450	"
Red Iron Oxide	800	"
Orthotolilguanidine	50	"
Talc	1600	"

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