Declassified E.O. 12356 Section 3.3/NND No. 785020

ACC 10000|120|881 EME

Dec

Declassified E.O. 12356 Section 3.3/NND No. 785020

10000|120|881 EME/1400 "M.T. POLICY"

Dec 1945

FILMED AS FOUND
IN COLLECTION

SECRET.

[illegible] Forces Sub Comm.
A.C [illegible] (M.M.I.A.)
ROM [illegible]
SD/ 2400
[illegible] December.45.

To : Director.

FILE

Repair Services - Italian Army.

1. There are in the Italian Army at present two distinct systems of repairing equipment and it is felt that this situation must be ended as soon as possible by the adoption of a system which is suitable to the circumstances existing now and to those that may arise in the near future.

2. The system existing in the Infantry Divisions is outlined in Appx 'A1' to this letter, and Appx 'A2' outlines the system if the proposals in our SD/109 of 6 Dec.45. are adopted. Appx 'B1' outlines the system existing in the rest of the Italian Army, and Appx 'B2' shows the proposed system which includes Carabinieri Units.
Appx 'C' tabulates the difference between the present and the proposed organisation.

3. In order that the repair services of the Italian Army may be organised on British lines and trained to British standards it is recommended that the Italian system in Appx 'B1' be superseded by the proposals outlined in Appx 'A2','B2','D', and 'E'.

These proposals envisage

(a) the formation of a Directorate of Mechanical Engineers in the War Ministry.

(b) the creation of a Corps of Mechanical Engineers.

(c) the transfer to the Directorate of Mechanical Engineers of the responsibility for carrying out technical inspections on and all classes of repair to small arms, guns, instruments, and telecommunication equipment, together with the holding of the necessary stores.

(d) the formation of a Repair Training Centre to instruct suitable officers in their Corps duties, and to train [illegible]

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(b) the creation of a Corps of Mechanical Engineers.

(c) the transfer to the Directorate of Mechanical Engineers of the responsibility for carrying out technical inspections on and all classes of repair to small arms, guns, instruments, and telecommunication equipment, together with the holding of the necessary stores.

(d) the formation of a Repair Training Centre to instruct suitable officers in their Corps duties, and to train tradesmen for the Corps.

3249

4. These proposals embody the re-organisation suggested by my predecessor and it is requested that they be considered with a view to their adoption by the War Ministry as it feared now that direct British control no longer exists of the Italian repair services, that there will be a tendency to revert to the pre-war Italian system with its disadvantages of divided control, waste of manpower and incompatibility with British organisation.

A Blunt

Lt Col.
A.D.M.E.
Land Forces Sub Comm.A.C.(MMIA)

AB/fr

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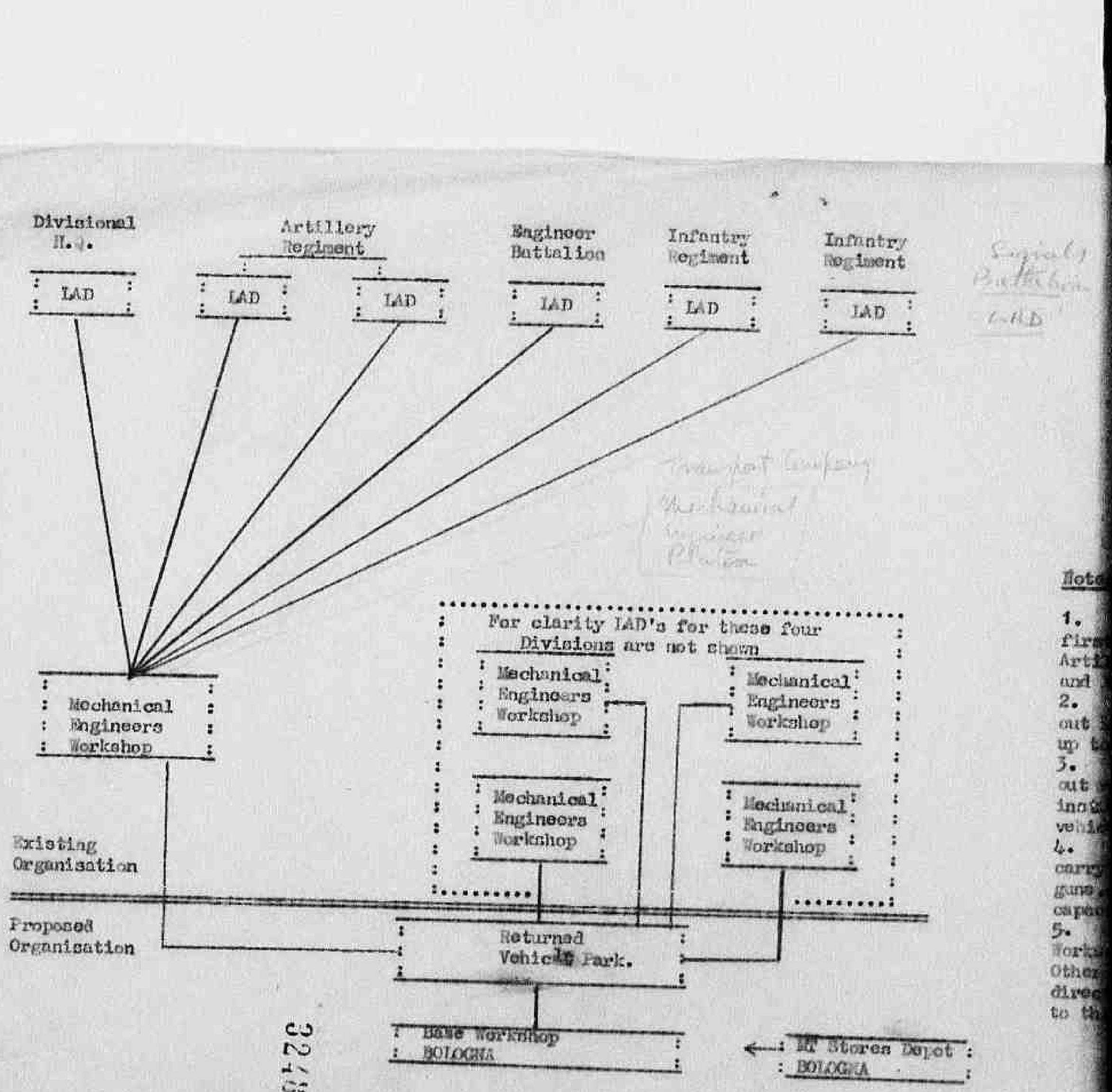

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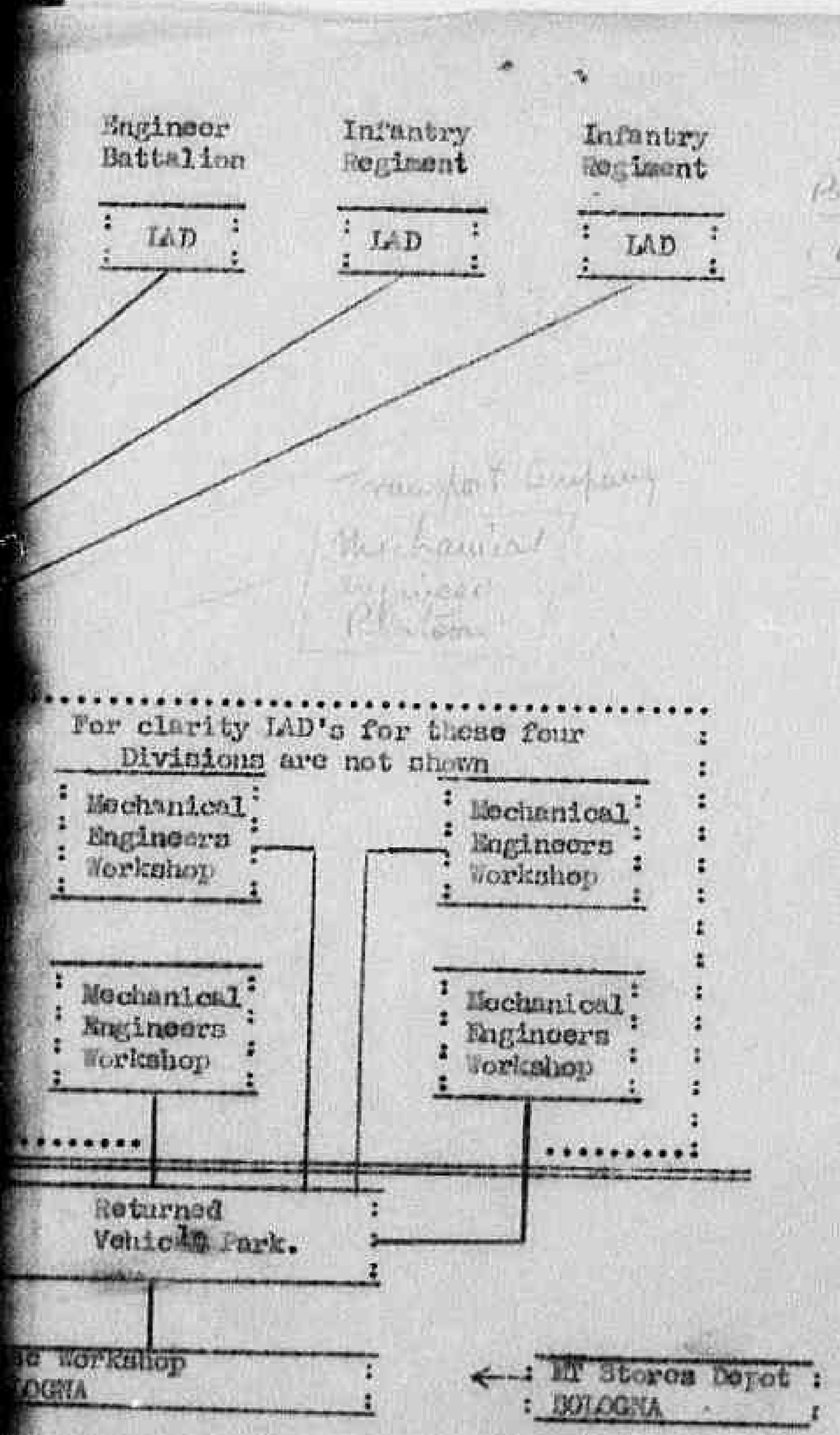
Annex 'A1' SECRET.

Existing Organisation for Repair Services for Infantry Divisions.



Notes :-

1. All LAD's carry out inspection and first echelon repair to vehicles. LAD's with Artillery Regiments also carry out inspection and light repairs to guns.
2. Mechanical Engineers Platoon carries out inspection and repairs to Company vehicles up to and including 2nd echelon repair.
3. Mechanical Engineers Workshop carries out repair to small arms, wireless, guns, instruments, as well as 2nd echelon repair to vehicles.
4. Base Workshop when formed will carry out repairs to small arms, wireless, guns, instruments, and vehicles beyond the capacity of Mechanical Engineers Workshop.
5. Only vehicles would be fed into Base Workshop through the Returned Vehicle Park. Other categories of equipment would go direct from the Mechanical Engineers Workshop to the Base Workshop.

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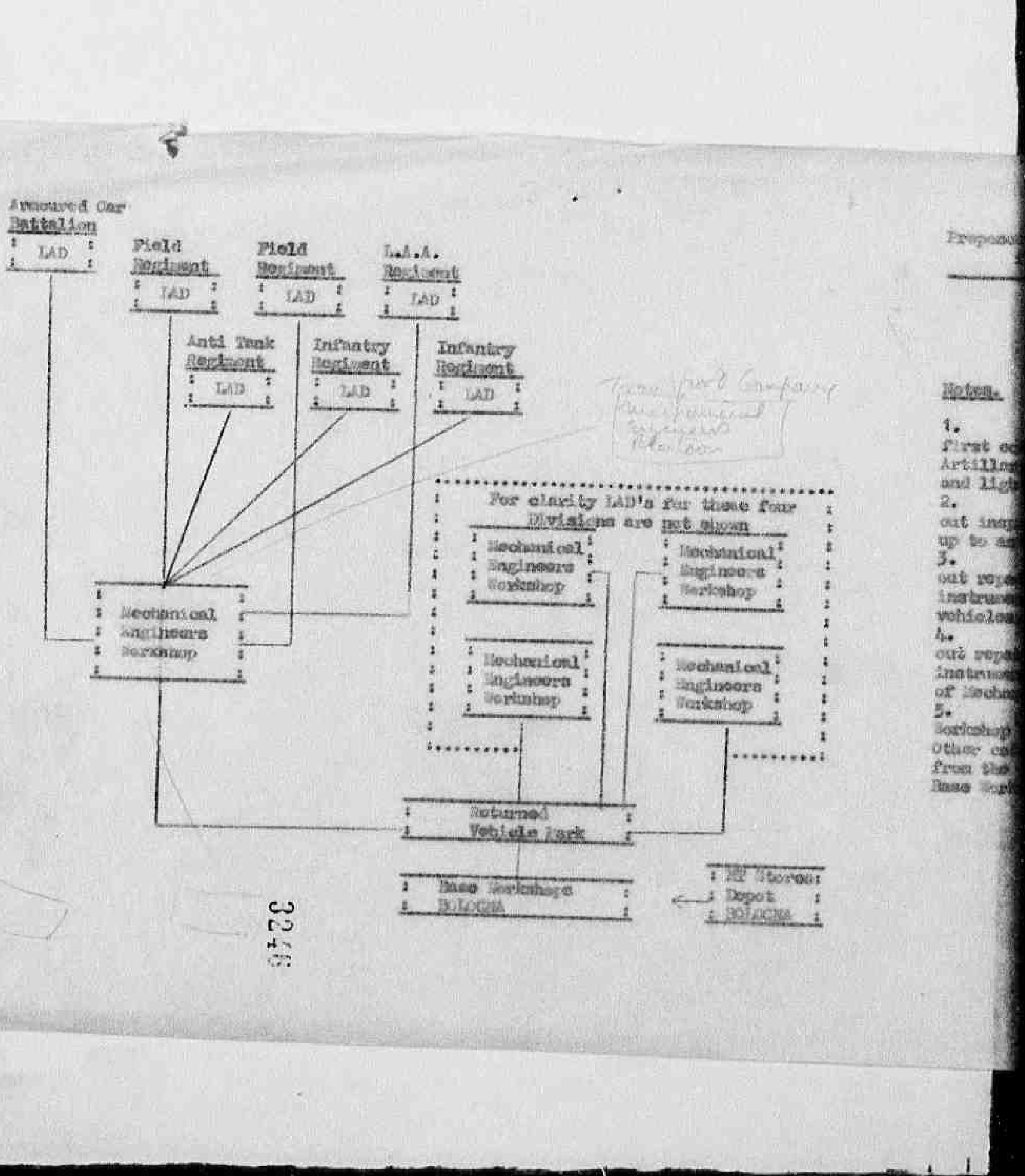

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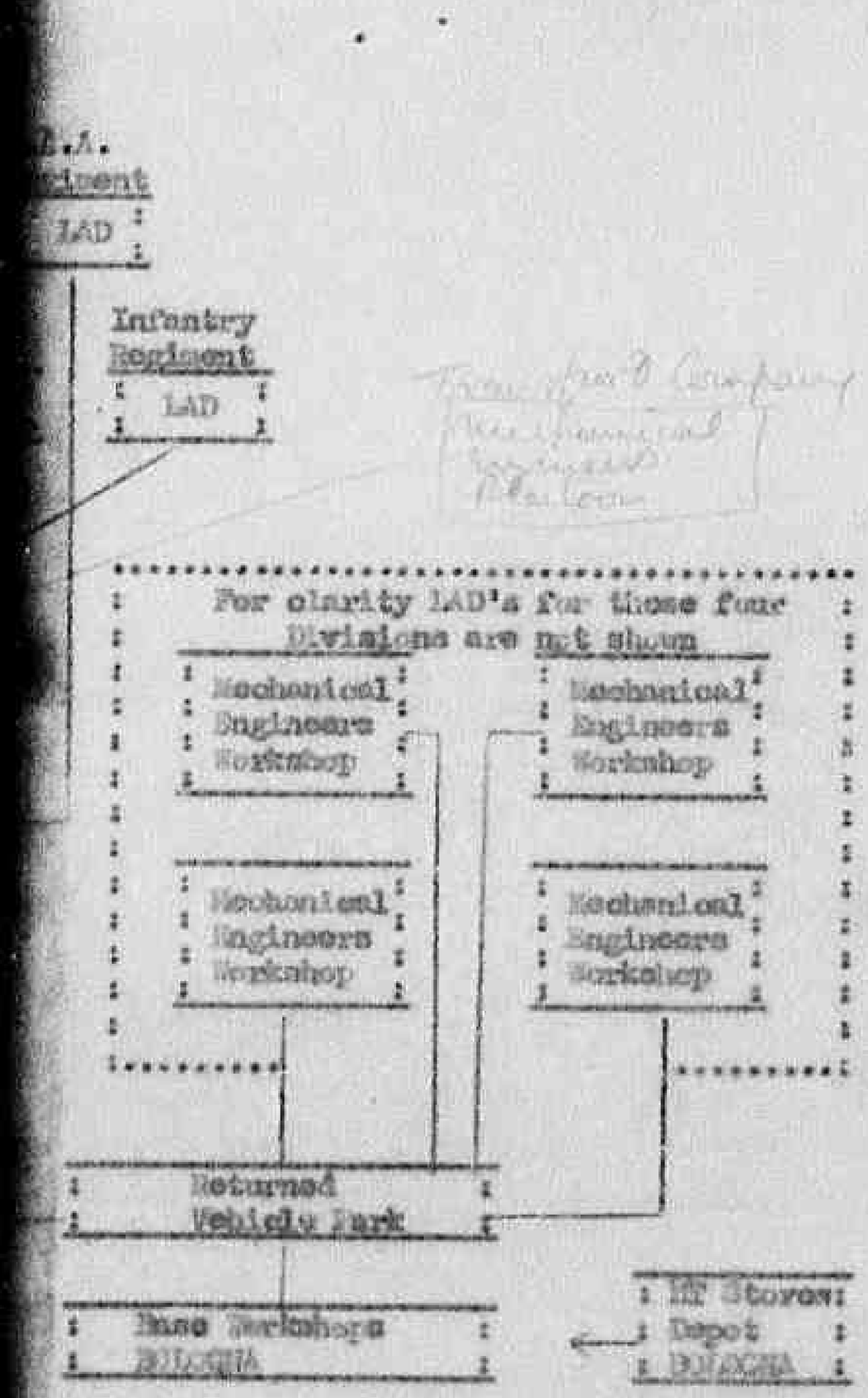
Annex 'A2' SECRET.

Proposed Organisation for Repair Services for Infantry Divisions



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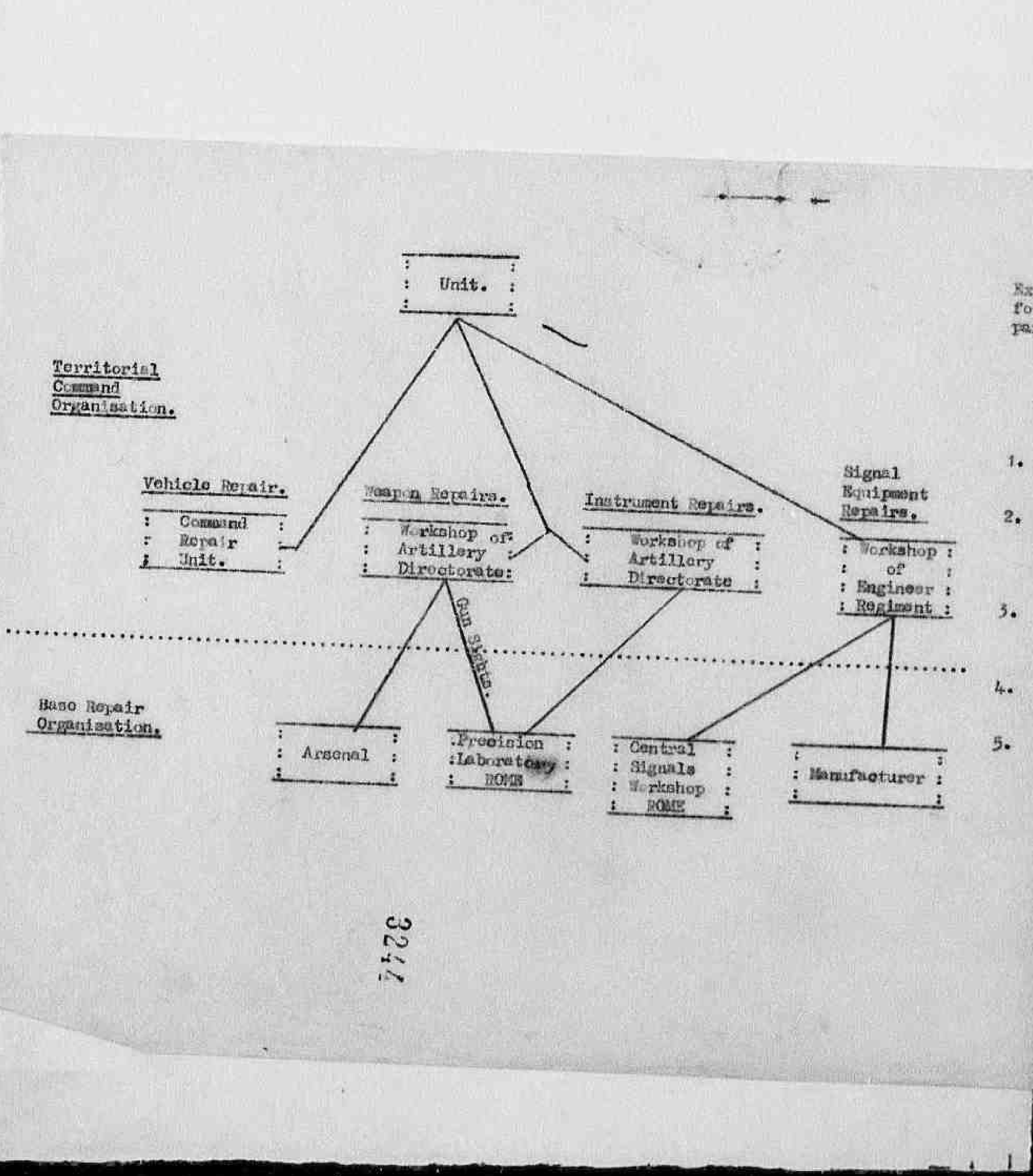
Declassified E.O. 12356 Section 3.3/NND No. 785020



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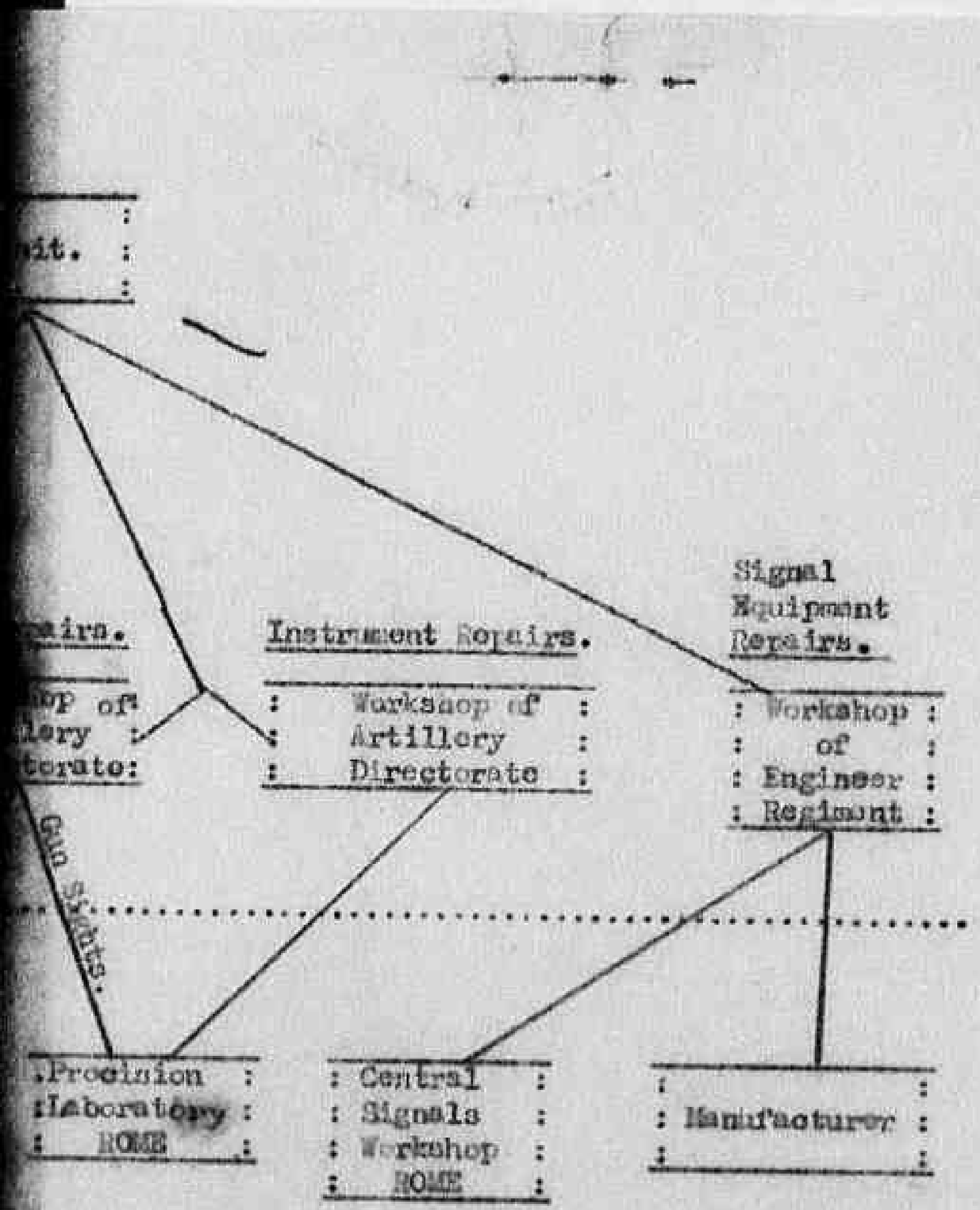
SECRET.

Appx 'D.1'

Existing Organisation for Repair Services for Units (incl Carabinieri) not Forming part of Infantry Divisions.



Notes.

1. Large units have an armourer for repairs and adjustments to weapons.
2. Workshop of Directorate of Artillery in each command employs 100 - 150 civilians with no military element but Officers.
3. Technical inspections of weapons are carried out by specialists sent out from Arsenals.
4. Wireless sets are normally repaired by the manufacturer.
5. It is proposed that Mobile Battalions of Carabinieri should have a Light Workshop.

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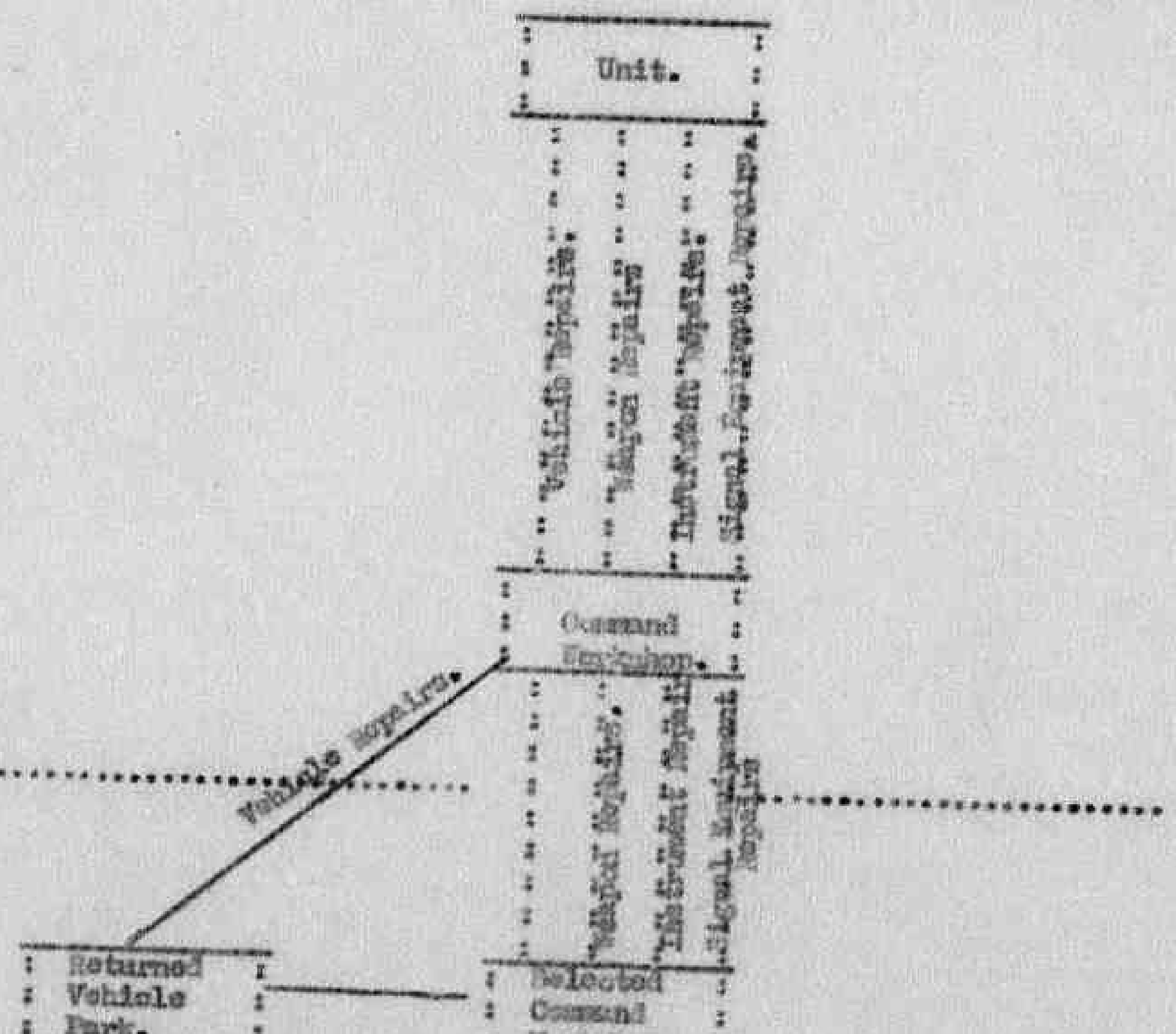
Territorial Command Organization.



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SECRET.

Annex 'B2'.

Proposed organisation for Repair Services for Units (including Carabinieri) not forming part of Infantry Divisions.

Unit.	Command Workshop.	Selected Command Workshop.
Field Artillery Brigade.	Light Workshop with Transport Companies and Mobile Battalions of Carabinieri are omitted for sake of clarity.	Light Workshop with Transport Companies and Mobile Battalions of Carabinieri are omitted for sake of clarity.
Field Artillery Regiment.	Light Workshop with Transport Companies and Mobile Battalions of Carabinieri are omitted for sake of clarity.	Light Workshop with Transport Companies and Mobile Battalions of Carabinieri are omitted for sake of clarity.
Field Artillery Battalion.	Light Workshop with Transport Companies and Mobile Battalions of Carabinieri are omitted for sake of clarity.	Light Workshop with Transport Companies and Mobile Battalions of Carabinieri are omitted for sake of clarity.

Notes.

1. All Command workshops [illegible] controlled by military with a labour force half military and half civilian.

2. Selected Command Workshops to be those at MILAN, ROME, and eventually NAPLES.

3. Light Workshops with Transport Companies and Mobile Battalions of Carabinieri are omitted for sake of clarity.

11139

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1. Serial	2. Subject.	3. Directorate and Type of Installation concerned. Under Italian System.	4. Under proposed System.
1.	1st Echelon repairs to vehicles	Director of Motorization Command Repairs Unit	LAD or Mechanical Engineer platoon or Command Workshop
2.	2nd Echelon repairs to vehicles	Director of Motorization Command Repairs Unit	Mechanical Engineers plln Mech.Eng.Wksp. or Quad Unit
3.	3rd and 4th Echelon repair to vehicles	Director of Motorization Command Repairs Unit	Base Wksp or selected Inter Wksp depending on type of
4.	Holding and issue of spares for vehicle repairs	Director of Motorization M.T. Stores	M.T. Stores Depot
5.	Control of Inefficient Vehicle Parks	Director of Motorization Inefficient Vehicle Park	Returned Vehicle Park
6.	Provision of Workshop personnel	Director of Corps Automobilization	Officer i/c Records Corps of Mechanical Engineers
7.	Repairs to guns Technical inspection of guns	Director General of Artillery	LAD's or armament section workshops
8.	Repairs to small arms Technical inspection of small arms	Director General of Artillery	Armourer section of unit and armourers attached to
9.	Holding of stores for repair of guns and small arms	Director General of Artillery	Workshops
10.	Repairs to signal equipments and instruments and their inspection	Director General of Engineers	Instrument and telecom section of workshops
11.	Holding of stores for repair of signal equipts & instruments	Director General of Engineers	Workshops
12.	Technical inspection of vehicles	Director General of Artillery Ufficio Ispezioni.	Unit Maintenance Inspectors

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Appx 'C'

	5. Directorate and Type of Installation concerned.	
	Under Italian System.	Under proposed System.
...ce	Director of Motorisation Command Repairs Unit	LAD or Mechanical Engineers platoon of Command Workshop
...s	Director of Motorisation Command Repairs Unit	Mechanical Engineers pltn or Mech.Eng.Wksp. or Comd Wksp
	Director of Motorisation Command Repairs Unit	Base Wksp or selected large Comd Wksp depending on type of veh.
	Director of Motorisation M.T. Stores	M.T. Stores Depot
	Director of Motorisation Inefficient Vehicle Park	Returned Vehicle Park
...l	Director of Corps Automobilistico	Officer i/c Records Corps of Mechanical Engineers
	Director General of Artillery	LAD's or armament section of workshops
...ments	Director General of Artillery	Armourer section of workshops and armourers attached to units
...d	Director General of Artillery	Workshops
...and ...ing	Director General of Engineers	Instrument and telecommunication sections of workshops
...s of	Director General of Engineers	Workshops
...s	Director General of Artillery Ufficio Ispezioni.	Unit Maintenance Inspectorate.

6. Remarks
Director General of Mechanical Engineers would control all activities in col.4.

SECRET.

Annx. 'D'

Organisation of a Directorate of Mechanical Engineers.

1. As the state of motorisation in the Italian Army increases, matters concerned with the provision and maintenance of its vehicles assume a greater importance; for should the Army not maintain a high standard of mobility it would lose much of its potential effectiveness to repel a threatened attack on this country or to suppress internal disorder. Further, should the Army be deployed in action it is important that the supply services be possessed of adequate efficient transport to keep it supplied with its requirements.

2. It is felt that the responsibility resting onthe present Divisione Motorizzazione for maintaining an adequate supply of efficient vehicles is inadequately represented by its being organised as one of five divisions of the Direzione Generale Artiglieria e Motorizzazione. Under present organisation important projects of the Divisione Motorizzazione can be delayed or vetoed by the Director General, who is not necessarily intimately acquainted with the problems of Mechanical Transport; or an impracticable system can be imposed upon the divisions by the Director General, in virtue of its being under his control.

3. It is considered that the responsibility of the Divisione Motorizzazione for repairing vehicles is so important that it should be taken from the control of the Director General Artiglieria e Motorizzazione, and that a new Directorate to be called Directorate of Mechanical Engineers should be formed to handle this responsibility. It is recommended that this Directorate should be on a level with the Artillery Engineer, and Commissariat directorates, and that it should be headed by a Director General who is possessed of initiative and who is familiar with the problems of repair of large quantities of vehicles.

At the same time, as a step towards organising the Italian Army on British lines, it is recommended that the responsibility for the technical inspection and execution of all classes of repairs should be transferred to this Directorate in respect of vehicles,small arms,guns,instruments and(except for minor repairs in situ) telecommunication equipment together with the responsibility for obtaining and holding the necessary stores with which to carry out these repairs.

Such a re-organisation would entail minor adjustments in the Territorial Commands.

4. It is not proposed that the duties of this Directorate should include the movement of vehicles, or the supplying of fuel and lubricants which are at present all handled by the Divisione Motorizzazione.

5. It is pointed out that the repair services within the Infantry Divisions are organised on the British system, and it is important that these Divisions as a nucleus of the Italian Army should be allowed to retain this system. It is foreseen now that they are under Italian administration that attempts will be made to re-organise their repair services, proved in action, on to the pre-war Italian system outlined in Appx B. Such attempts would destroy the good start

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3239

6. It is understood that so recently as 31 Jan.45, the Direzione General Motorizzazione lost its independent status on a level with the Directorates mentioned in para 3, and was reduced to the status of a Division of the Artillery Directorate.

The reasons for this re-organisation are not known.

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SECRET.

Appx 'E'

Creation of a Corps of Mechanical Engineers.

1. The repairs to the different categories of equipment in the hands of units are at present executed by personnel under the control of the Direzione Generale del Genio for signal equipment, and the Direzione Generale Artiglieria e Motorizzazione (Divisione Motorizzazione for vehicle repairs, and 1st Divisione Administrativa for weapon repairs.)

A unit has thus to deal with three distinct organisations regarding repairs to its equipment, each of whose workshops has its own administrative staff. There also exists competition between these organisations over employment of skilled labour, training of tradesmen, recruitment of technical officers, and supply of materials. It is also possible that dissension could arise over the allocation of expenditure on new projects in the future.

2. To economise in manpower, to eliminate internal competition and to provide the Italian Army with one repair agency for units equipment it is considered that a Corps of Mechanical Engineers should be formed under the control of the Director General of Mechanical Engineers to supervise and to staff workshops and stores depots for the repair of units equipment, to provide such recovery facilities as the Army requires, to provide technical inspectorates for inspection of equipment, and to act as technical advisers to the staff on design of equipments to be handled by their workshops.

3. The Director of this Corps should be given representation in the selection, training, posting, and promotion of officers and other ranks for this Corps, and should be allowed subject to review to prepare War Establishments and Tables of Equipment for his units. Officers, NO's and NCO's should be employed to exercise direct control over men in their own units, and not be treated simply as technical experts acting in an advisory capacity.

4. This Corps could be formed by the amalgamation of the repair personnel concerned with weapon repair, with the repair personnel concerned with vehicle repair, and those concerned with signal equipment repair (together with the appropiate storemen) into one Corps. It is most desirable that it should control its own training establishment or Repair Training Centre.

5. It is remarked here that the existing Corps Automobilistico does not meet the case as it is composed largely of drivers of transport vehicles with small proportion of repair personnel, etc. Furthermore only a small proportion of its officers are mechanical engineers, and these are in the Sezione Tecnico e Motorizzazione. The War Ministry are considering increasing the Sezione Tecnico e Motorizzazione by sending there a number of Artillery Officers who have passed an Artillery course, but it is thought that since these officers are not trained in M.T. they will be out of place in the Sezione or in vehicle workshops. They could well take charge of weapon repairs however.

3237

6. It is felt that because of the present predominant importance of vehicle repair over other kinds of repair that personnel [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785020

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3237

6. It is felt that because of the present predominant importance of vehicle repair over other kinds of repair that personnel conversant with vehicle matters should be given representation in the Corps commensurate with their responsibilities.

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Strength of Engineer Workshops

1400

(1) According to Orbat of Italian army + CCOR of 6 Dec 45

Unit	No of Units	Offrs.	ORs	Remarks
Engr Workshop Type A	3	54	102	Pavia, Rome(2)
" " " B	3	12	78	Pizzighettone, Caserta, Pesthera

File - Org

(2) according to Italian army Strength State of 15 Nov 45

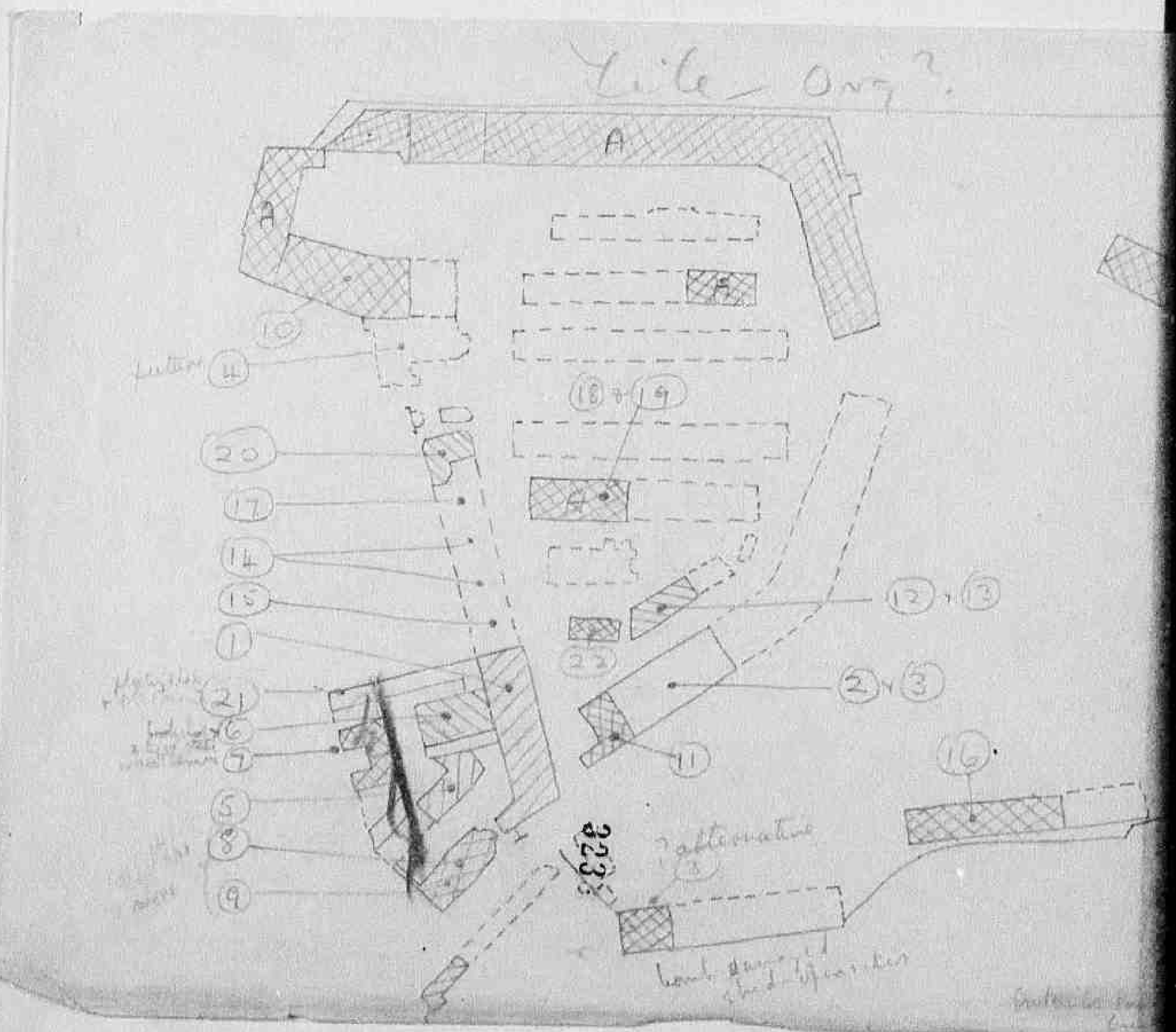
Unit	Location	WE Strength			actual Strength		
		Offrs.	ORs	Total	Offrs	ORs	Total
21 Engrs Repair Shops (Type A)	Rome	3	25	28	10	14	24
22 " " " (" B)	Pavia	15	33	48	5	12	17
23 " " " (" A)	Peschiera	3	25	28	3	2	5
24 " " " (" C)	Pizzighettone	2	16	18	2	14	16
25 " " " (" C)	Caserta	2	16	18	1	9	10
26 " " " (" A)	Villa Vicentina	3	25	28	3	5	8
27 " " " (" A)	Rocca de' Baldi	3	25	28.	—	—	—

Being formed.

Major Copplestone out, hence can't check for moment which is true, if ~~one~~ one is true at all.

???

Declassified E.O. 12356 Section 3.3/NND No. 785020



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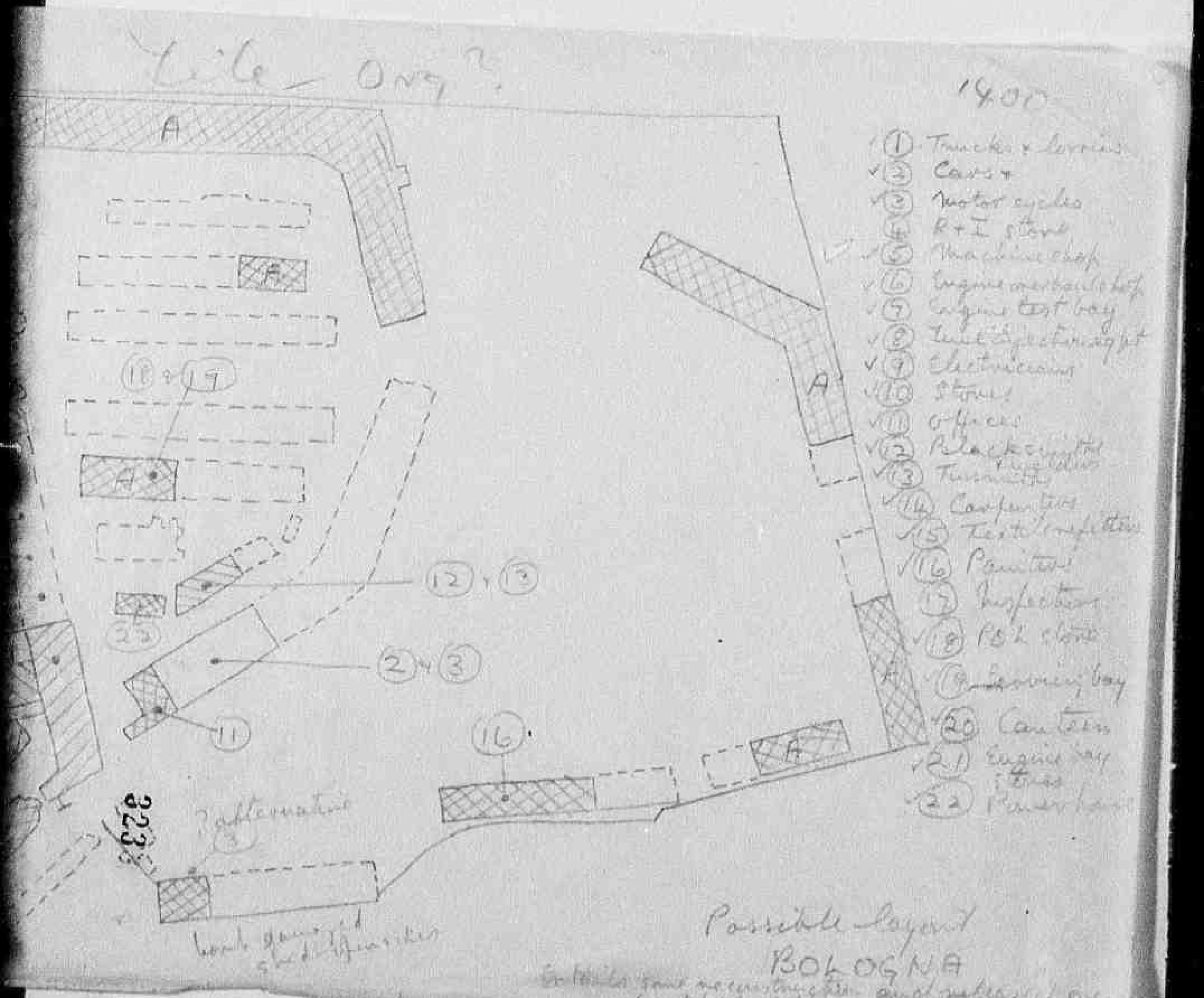

Subject:- Receipt of Vehicles from A.R.A.R.

Land Forces Sub Comd,
A.C.(M.M.I.A.)
ROME
EME/1400

22 Jan.4c.

To : Direzione Generale Artiglierie e
Motorizzazione.

(37)

I have to advise you urgently that the condition of the vehicles being handed over at No1 Efficient Vehicle Park from A.R.A.R. to the Army is alarming. These vehicle are apparently not re-conditioned(one in fact was towed there without a distributor or plug leads), and I am informed that they are deficient of spare wheels and tools.

I would urge you to protest to higher authority at the condition of the vehicles received, as it is understood that these vehicles were to be re-conditioned before handing over to the Italian Army.

This HQ is very concerned that the vehicles you receive should be in good condition. Of those seen so far, the majority require workshop attention and re-conditioning.

3231

Declassified E.O. 12356 Section 3.3/NND No. 785020

To : Direzione Generale Artiglieria e

Motorizzazione.

37

I have to advise you urgently that the condition of the vehicles being handed over at No! Efficient Vehicle Park from A.M.A.R. to the Army is alarming. These vehicle are apparently not re-conditioned(one infact was towed there without e distributor or plug leads), and I am informed that they are deficient of spare wheels and tools.

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3231

AB/fr

Copy to : 'Q'

Lt.Col.
A.D.M.E.
M.M.I.A.

R
22/1/46

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Repair Services - Italian Army.

Land Forces Sub Comm,
A.C.(M.M.I.A.)
ROME
EMB/1400
22 Jan.46.

To : D.M.T.
G.H.Q.
C.M.F.

36

Ref your MB/D1/1605/1 of 18 Jan.46.

The responsibilities borne by the R.A.O.C. in the British Army are shared in the Italian Army by the Artillery and the Commissariat directorates. At present ORD are not proposing that a similar service to the R.A.O.C. should be introduced in the Italian Army.

Food is supplied under Commissariat arrangements from whose depots units draw their requirements, whilst clothing is supplied by the Artillery through their stores side which handles the Vote 7 and 8 commitment of R.A.O.C. in the British Army.

Although I am anxious that the new Corps(of Mechanical Engineers)should control the equivalent of Vote 9 items, I do not consider that they should concern themselves with the provision and holding of fit vehicles as that would be alien to their repair function. On this point, opinion at this HQ is not entirely agreed, as the viewpoint is advanced that it is better to have one organisation controlling everything connected with the provision and maintenance of vehicles.

The staff are inclined to the opinion that the British allocation of service responsibilities is by no means perfect; that in the Italian Army, supplies should be dissociated from transport; that the stores(RAOC) side of the Artillery should not deal in provision of vehicles or parts; and that therefore Motorisation should provide and maintain all vehicles and mechanical equipments. They are exploring the situation on those lines, leaving the question of gun, small arms, wireless and instrument repair until later.

3229

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3229

In commenting on the situation I would point out that the organisation of the War Ministry differs greatly from our own War Office and that the allocation of responsibilities in consequence is different. It is possible that the decision may be taken to re-organise all sections of the War Ministry and that the proposals embodied in my [illegible]/1400 of 29 Dec may have to await this decision. On the other hand I think that the proposals can be put into effect without waiting for such a great re-organisation, but I would welcome your views on this.

AB

Lt.Col.
A.D.M.E.
M.M.L.A.

AB/fr

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1400 REME

GENERAL HEADQUARTERS
Central Mediterranean Force
FEMIS

RECEIVED 21 JAN 46
614

FREEDOM 382

Subject:- Repair Services - Italian Army

ME/D1/1605/1

To:- ADME Land Forces Sub Commission
AC (MMTA) CMF

18 Jan 46

35

Reference EME/1400 dated 29 Dec 45.

1. The proposals outlined in your a/q letter regarding the formation of a Directorate of Mechanical Engineers in the War Ministry and the creation of a Corps of Mechanical Engineers are agreed in the main but a few points require clarification.

2. There appears to be no existing service in the Italian Army equivalent to the RAOC. (shared by Artl. command.

A and B vehicles and their spares are, at present held by the Director of Motorisation. Is it your intention that these responsibilities should be taken over by the proposed Corps of Mechanical Engineers or whether CRD are proposing that similar service to the RAOC should be introduced.? yes no.

In the latter case, whilst I agree that the new corps should control the equivalent of VOTE 9 items, I doubt whether it would be wise proposing that it should hold fit and repairable vehicles.

3. What is the present system for the supply of food and clothing ? — command — Artl (Ord)

4. It is agreed that the duties of the new Directorate should not include movement of vehicles or the supply of fuel and lubricants. Also that if this Directorate is to have any effective say in the administration of the army that the senior officer should be on the same level of those in the Artillery and Engineers. yes yes.

5. Please let me have your further comments and also let me know what reaction your staff showed toward the proposals.

3227

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3227

R.A. HOLT, Brigadier,
Director of Mechanical Engineering.

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1400

SUBJECT :- Value of British manufacture in possession of Italian Army.

WE/4001

21st Jan 46

Land Forces Sub Comm A.C. (MMIA)
MCRC
Tel : Rome 490021 Ext 526

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To :- S.M.E.E., Ufficio Automobilismo.

Reference telephone conversation Col. AGOZA - Dept CMRC.

1. Please forward to this HQ within seven days the full wing information regarding vehicles of British manufacture in possession of Infantry Divisions that had British WD numbers prior to the transfer of these Divisions to III-VII category on 15 Nov 45.

(a) Original WD number.
(b) New Italian Targa number.
(c) Make of Vehicle.
(d) Type.
(e) Engine No.
(f) Chassis No.
(g) Formation in possession of Vehicle.

2. A consolidated list similar to the above of ALL British vehicles now in possession of the Italian Army excluding those referred to in para 1 is required as soon as possible.

3. It is understood that the issue of Targa numbers to all vehicles referred to in para 1 and 2 above will be completed within 3 days, please confirm. British WD numbers will be removed immediately Targa numbers are affixed, since considerable confusion is being caused in the case of traffic accident.

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Lt. Col. ADJT.,
Land Forces Sub Comm A.C. (M.M.I.A.)

AC/sg

Copy to :- 'Q'.
MMAC.

21/1/46

Policy 1400

Subject:- REME Re-organisation
(British - Italian)

SC REME
British Liaison Unit
c/o 421 FSS.
Tel. BERGAMO 4065 Office
4039 Billet

ADME
HQ Land Forces Sub-Com AC (MMIA)

Ref No: EME/9/

Date:- 1 JAN 46

33

Ref Italian War Office Directive (3 Territorial Command)
020/1300/3 dated 22 Dec 45.

1. This Directive has been received by the LEGNANO Inf Division from 3 Territorial Command and lays down the procedure and administration required for the change-over to full Italian control to be effected by 1 JAN 46. This Directive is based on and refers to obsolete and impracticable Italian Army Regulations of an 1828 'vintage' e.g. Workshop Repair Procedure is to be governed by "REGOLAMENTO PER L'AMMINISTRAZIONE E LA CONTABILITA DEI CORPI, ISTITUTE E STABLIMENTI MILITARI" originally printed in 1828 with the latest revised edition dated 1927.

2. In the case of the Arms i.e. Infantry, Artillery etc., the proposed change will not result in too serious repercussions due to the fact that in this direction the Italian Army was not so far behind the times and as a result of efforts on the part of MMIA, the principal training pamphlets, manuals etc. have already been replaced by direct translations of their British equivalents. Unfortunately however due to lack of representation of the Services at MMIA in the case of RE&S and ORDNANCE, no such translations have been made (except at Divisional level) and consequently supply and repair as governed by the above Directive is still based on the requirements of a pre-war Italian Division in which the extent of mechanisation was in the region of approximately 100 vehicles per division, and which for mobility had to rely upon the services of a completely independent Transport Company normally situated in the Corps Area.

3. The seriousness of the above proposals and the urgent need of immediate action on the part of MMIA to obtain a complete revision and modernisation of the above regulations will be appreciated from the fact that during the world trend towards increased mechanisation, the Italian Army had prior to 1942 formed a few motorised Divisions in which the degree of mechanisation had approached our own but it was found impossible for these Divisions to operate efficiently under the antiquated and impracticable method of administration now being proposed by the above Italian War Office Directive.

4. The above situation is in fact a rather more serious replica of that which existed in England in 1938-40 which once again had resulted from the rapid mechanisation and technical development of modern warfare and it is obvious that if we are honest in our intentions to organise an efficient Italian Army (and due to the restricted size of this Army, its technical efficiency is of primary importance), it is absolutely essential that

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revised edition dated 1927.

2. In the case of the Arms i.e. Infantry, Artillery etc., the proposed change will not result in too serious repercussions due to the fact that in this direction the Italian Army was not so far behind the times and as a result of efforts on the part of MMIA, the principal training pamphlets, manuals etc. have already been replaced by direct translations of their British equivalents. Unfortunately however due to lack of representation of the Services at MMIA in the case of REME and ORDNANCE, no such translations have been made (except at Divisional level) and consequently supply and repair as governed by the above Directive is still based on the requirements of a pre-war Italian Division in which the extent of mechanisation was in the region of approximately 100 vehicles per division, and which for mobility had to rely upon the services of a completely independent Transport Company normally situated in the Corps Area.

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4. The above situation is in fact a rather more serious replica of that which existed in England in 1938-40 which once again had resulted from the rapid mechanisation and technical development of modern warfare and it is obvious that if we are honest in our intentions to organise an efficient Italian Army (and due to the restricted size of this Army, its technical efficiency is of primary importance), it is absolutely essential that its foundations and general administration be made as sound and efficient as practicably possible.

If on the other hand the policy is to adopt the purely liaison attitude and allow the Italian Army to muddle through on its own, then no further purpose can be obtained by leaving British Officers with Italian Divisions or Territorial Commands and I, for one, would appreciate my immediate posting to other work where I can be of more practical use and I wish to stress that I have no desire to remain in the vicinity of an Italian Division and witness a year's hard work rendered redundant, British prestige sadly impaired and the Italian Divisions now reasonably efficient reduced to the unco-ordinated mass of soldiery that the B.L.Us took over in 1944. This time however conditions will be made far worse by the complete loss of 'esprit de Corps' generated in the Italian Divisions during the past year.

5. In the question of re-organisation, it is not considered by this HQ that the present Territorial Commands and their Workshops can be regarded in any way as efficient Units. Their Commands are hopelessly staffed by incompetent Officers trained in the old Italian system of Army organisation and living in a pre-war non-technical world of their own and it is considered that any change

Contd/sheet 2.

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5. (Contd/ must be made to them, and at least as far as REME is concerned they should be made to fall in line with British system now operating in the 5 Italian Divisions.

It is not known whether the above Directive has the support of MMIA but if so we feel sure that its consequences as far as the organisation of Repair and Supply is concerned, have been overlooked and now ask that immediate action be taken.

6. The Italian War Office Directive has not been fully translated into English but in order to afford some idea of its contents as it effects REME organisation, a brief summary of the principle effects of its adoption is given below.

(a) The CME relinquishes all Technical Control of Divisional ME Units and becomes purely a Technical Advisor on transport matters to the Divisional HQ, thus all technical co-ordination and efficiency so essential in a fully mechanised Division is lost.

(b) The whole system of Divisional REME Services and LADs and Divisional Workshops are to be administered and directed by the 3rd Line Territorial Workshop, each ME Unit coming under its corresponding larger Unit, thus defeating the principle object of British REME organisation and completely devorcing LADs from parent Units and removing essential Divisional control of Divisional Workshops.

(c) Formation of separate Workshops for individual equipments i.e. M.T., Artillery, Wireless etc. with a consequent decrease in efficiency due to de-centralisation of the repair services.

(d) Officers, NCOs and ORs now after a considerable effort on the part of British Training Teams, trained in the British system, to be retrained in the Italian system which due to its impracticability and general inefficiency has for the past year been the cause of the vast majority of the work of the British Training Team, and on the complete elimination of which depended the efficiency of the Italian Divisional ME Units.

(e) Catalogues and Spare Parts Lists for British Equipments are to be re-numbered in line with the old Italian system, similarly British Army Forms, Workshop Cards etc. are to be discarded and an obsolete Italian system of 19th century 'vintage' established in lieu.

(f) Local purchase is to be only possible through the Territorial HQ. HQs who at the present have no conception of either British equipments or a fully mechanised Division. This removal of authority in the question of local purchase will also destroy the initiative on the part of Divisional personnel and in view of the change-over to Italian supplies and the consequent need for increase in powers of local purchase and manufacture serious reperussionn can be expected.

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P.H. Nelson SC REME

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CME Comments — Maj. Cataldo

Subject:- "Organisation and Administration of Military Units

1. The 3rd Territorial HQ, Administrative Directive, in accordance with the orders issued by the WD with letter No. 020/1300/3 dated 22 Dec 45. has issued the new administrating rules for peace time which will come into force on 1 JAN 46.

2. No. 4 para (a) of the letter is as follows:-
"The MT repairing Units of 1st, 2nd and 3rd class will be administrated w... the WE personnel, after having brought eventual changes of duties etc." (that is they should be self-administrating). Therefore the Wksp (2nd Line) should be self-administrating. On the contrary Appendix 2 of the same letter states that the "LEGNANO" Wksp and 250 S & T Coy must act like detachments from the Depot of 3rd Autom. Regt. This means that the Wksp will be under the a/m Depot and therefore, everything Capt Nelson stated in the meeting in my Office (looking for firms for contracts for spare parts etc) falls through completely. The Wksp will be under the Depot which has the authy to give any order.

3. No. 5 para 3rd states that the administration of the Units must be in accordance with the "Regs for Administration and Account of Regts" (issued 1927), the rules of which differ totally from those in use until now, and for what concerns the repairs, the last para of the article 398 states. "The repairs of Artillery and Engineer Equipments will be made at the Regts of the Corps and those for the M.T. at the Transport Units, with the rules fixed in the particular Regs".
Without considering the fact that the "LEGNANO" Wksp should repair only M.T., also for these repairs will fall through the whole of the British rules, for the reason that the Italian Regs fixes an administration, an organisation, an account, the use of Army Forms altogether different from the British ones.

4. What has been mentioned, shows that with a letter it has been destroyed all what had been done in the new Italian Army (Combat Groups) with great efforts. This fact does not take me unawares. On the it confirms all what I am notifying since a long time without any result. The main point is that the central HQs of the WD, having been always outside and far away from the organisation given to the Groups by the Allied Authorities, have been unable to judge or to know anything, or to give out orders referring to rules unknown to them.
The Allied Authorities should have taken over the organisation not only of the Groups but also of the WD and this could have been done only in the following way:-
To create at the AFHQ or MMIA an organisation which should have looked after the evolution of the Groups and should have prepared new regs in accordance with the new system.

5. To complain about the past is useless, and now, if really the Italian Army must be reformed like a modern one, like the British one, the only

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5. To complain about the past is useless, and now, if really the Italian Army must be reformed like a modern one, like the British one, the only way is the following:-

(a) Stop the order for the 5 Divisions. Their administration should go on in the same system as at present.

(b) The Wksp of BOLOGNA should be directly under the WD which should give to this Wksp the job of preparing and to spread the new rules every time one is completed.
These rules should be used not only for the 5 Divisions but for all the Units.

(c) To form a British Increment under Capt Nelson at BOLOGNA.

(b) Give to MAJ. CATALANA the Direction of the Wksp at BOLOGNA.

(c) Form at the Wksp a Translation Office (under Lt. FRANCIOSE) with the job of translating all the regs, publications, Army Forms etc. which should be introduced in the Italian Army. Connected with this Office should work a Technical Officer to correct the translations, give to them a technical form and form the rules and publish them.

(e) To form and keep them in contact with the Wksp of BOLOGNA Schools for
Officers and NCOs for M.T.
Drivers (especially for maintenance system)
Chiefs of tradesmen (for the practical knowledge of the new org of Wksp
Tradesmen (to learn the system of work)

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Resume of the Development in the Mechanisation of the Italian Army during the period 1914 - 1942

1. Now that the size and role of the New Italian Army has been decided and we have taken on the job of assisting and advising the Italian War Office in the development and organisation of this Army, it is considered advisable to review briefly the trend in mechanisation of the Italian Army during the period 1914-1942. This is considered advisable in order to familiarise ourselves with the defects and faults in administration and organisation which will have to be overcome and eliminated if we are to produce a sound and technical mechanised modern Army, an Army whose restricted size makes technical efficiency of paramount importance.

This review will also enable us to analyse the mental attitudes and technical qualifications of the old regular Italian Army Officers who now hold all responsible positions and on whose efficiency the success of our efforts will depend.

2. The Extent of Mechanisation

At the end of the 1914-1918 World War, the Italian Army was mechanised to a very light degree, horse-drawn vehicles had been replaced by light mechanisedc trucks principally concerned with supply and also a few trucks and cars had been added for particular purposes but as yet no troop-carrying vehicles had been added and the Divisions still moved on foot.

An Infantry Division for all the above purposes had less than 100 vehicles and could not therefore in any way be considered mechanized. The Artillery on the other hand had due to the nature of their duties i.e. transportation of munitions and guns, received a far greater degree of mechanisation and it was for this reason that the Artillery Officers and personnel have always been more technically advanced than other Arms and was the principal reason for the choice of Artillery personnel for the formation of the Automobilistic Corps formed after the last war (approx 1925).

During the period 1930-40 specialised types of Divisions were formed and in each new development mechanisation was increasing but only in one type i.e. "Motorizzata Division" did the mechanisation approach that of the British and it is interesting to note that only 3 of these Divisions were ever formed. To further illustrate this point the 4 principal Italian Divisions are tabulated below with brief notes on their extent of mechanisation.

(a) Auto Trasportato Div.

Similar to the normal Infantry Division but for mobility a Transport Unit consisting of 100-200 vehicles was included and the function of this Unit was the transportation of troops on Divisional moves. It must be stressed however that the degree of mechanisation was still very slight and the Transport Unit could only at the most transport 2 battalions.

(b) Celere Div

This Division was a light reconnaissance Div and as in the Auto Trasportato possessed a Transport Unit but in addition light Reconnaissance

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This Division was a light reconnaissance Div and as in the Auto Trasportato possessed a Transport Unit but in addition light Reconnaissance Cars were issued to the single Units for carrying personnel on reconnaissance duties This Division was not however a 'line' Unit being as its name implies designed principally for reconnaissance duties.

NOTE: Only 5 of the above 2 Divisions were formed in the period 1930-40.

(c) Motorizza Div

2 of these Divisions were formed and were fully mechanised and equivalent to the normal British Infantry Div. The total number of vehicles was in the region of 1300 and principally consisted of heavy types ranging from 3½6 tonners. The first of these Divisions was formed in 1935 and the CME of my own Gruppo "LEGNANO" played a principal part in its formation. It was principally based on the British and French equivalents and the French incorporated the French system of motorisation and the British system of mechanisation.

(d) Corazzata Div

2 of these were formed and were principally formed for use in N. Africa and Albania. They were Armoured Divs and fully mechanised.

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It is interesting to note that of the above 4 types of Divisions only the last two, Motorizza & Corazzata Divs, were fully mechanized and only amounted to 4 actual Divisions, also being formed between the period 1935-42 Insufficient time and experience of these Divisions was obtained for the Italian War Office and Army personnel to obtain the necessary experience and principles of modern mechanisation and consequently they now have very little conception of what is meant by a fully mechanised Division and the troubles to be expected in its administration and control.

3. Arms & Services - Technical Characteristics.

(a) Artillery & Engineers & Automobilistic Corps

Both these Corps were divided into 2 branches (i) Troops Branch (ii) Technical Branch. The qualifications required in branch (ii), the branch which particularly effects REME were as follows:- Corps of Engineers, Civil & Graduate Engineers.
Artillery - Industrial Engineers & Industrial Graduates.
Corps of Signals - Electrical Engineers & Electrical Graduates.
Automobilistic Corps - Any Non-Technical University Graduate with driving experience. No technical qualifications required.
Note:- After a 6 months course at their respective Corps Academy, 90% of the above automatically became Officers.

The above applies only to Officers and in the case of O.Rs, they merely specified their civilian occupation on enlistment and were then sent to their respective Corps. Obviously in the case of the latter due to the absence of trade pay and specialist grading, many experienced tradesmen drifted into the Infantry etc and were therefore lost to the Services.

(i) Qualifications of Regular Officers

To be eligible for a regular Commission, a University or Technical School Degree is required and the potential Officer is sent to the Academy of the Corps in which he desires to enlist. His choice of Corps is slightly affected by his University Degree but the standard required is not very high and he need not be specialised. He is eligible for enlistment from 17-20 years of age and after 2 years obtains the rank of 2/Lieut. and then passes on to the "School of Application" and becomes a full Lieut after a further 2 years. A Regular 1st Lieut could enlist in the Infantry, Artillery or Engineers and being a Regular was senior to any Reserve Officers of similar rank, consequently he was usually automatically made C.O. of a Coy. or 2 i/c. The best officers in the Academy Courses could apply to be sent into the Services and if accepted were first sent to Civilian Universities and after 1 year's Course with very few examinations were able to obtain a Civilian Engineering Degree and thereby qualify for a Service Commission. This meant that a Regular Officer could with a very concentrated and inadequate University Course and no industrial experience become an administrative Technical Officer in any one of the Services.

(ii) Reserve Officers

These were civilians conscripted at the age 20/21 but if they were still studying the age limit could be increased to 30 years. Conscripts with a Technical or University Degree were then sent direct to their

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3219

(iii) Duties of Technical Officers

Technical Officers of Artillery, Engineers & Automobilistic Corps were attached to Regtl HQs in a Technical advisory capacity only and could carry out Inspections on behalf of the OC Unit only after the correct authority had been received and their responsibilities were in fact the same as those given to Unit Officers at the initial commencement of motorisation and the fact that Technical Regulations were obsolete and out-of-date rendered their duties ineffective.

Thus the present question of returning to Italian Tech Administration is not so much a question of a British to Italian system but from a modernised and highly developed technical system to an obsolete and inefficient one.

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4. Comparison Between British & Italian Administration

It is interesting to note that in the question of training, although the Italian Infantry, Artillery etc were in comparison with the more technical side of the Army, not so far behind the times considerable effort was taken by MMIA to thoroughly modernise the training of all Arms and detailed translations of British Training Manuals were issued through the Italian War Office which abolished completely all previous Italian equivalents. This we feel sure has been entirely due to the lack of Service representation in MMIA who in spite of our frequent requests for technical translations of REME Regs have failed to take action and have left this work in preparation to SC REMEs at Divisional level. This fact is made even more amazing when one retraces the troubles and difficulties of the British Army during the past War, difficulties which were caused entirely by a similar lack of appreciation of the all important point, the Technical Organisation of Supply & Repair.

Similarly very little attention has been made to the selection and training of technical ~~and~~ Officer & OR personnel, a task which was made more difficult by the drift to the North of all technical personnel during the Allied advance in Italy. This systematic removal of Wksps and technicians by the Germans in their retreat Northwards resulted in an acute shortage of technicians and after the liberation of ROME practically no Tech Officer personnel was available to the Ital War Office. Consequently the Artillery who as previously pointed out have always been strongest in Technicians were given the responsibility of organising Italian REME and due to lack of appreciation of the importance of mechanisation, very little results have been achieved.

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ROME

1400

Subject:- Vehicle documentation on transfer of Units from BR-ITI to ITI-ITI Categories.

Land Forces Sub Commission A.C.
(M. M. I. A.) ROME.
Q.027
2 November, 1945.

To:- Ministry of War.

1. On the transfer to the Italian Army of the Combat Divisions and various other units formerly of "Gruppi Tail Unit" or "Service" category, Allied vehicles in possession of such units will become the property of the Italian Army.

2. You are therefore requested to instruct Territorial Commands and Combat Divisions concerned that, with effect from the date on which BR-ITI units are transferred, no further returns in respect of Allied vehicles in their possession will be required by CHQ CMF, and that vehicles will be accounted for to the War Ministry, S.M.E. by the submission of a monthly vehicle return similar to that which is at present rendered by ITI-ITI units.

3. In addition, will you please provide Territorial Commands and Combat Divisions with "blocks" of Italian Army Registration numbers (targa numbers) and arrange for the W.D. numbers at present displayed by the Allied vehicles to be replaced by the new numbers immediately the units concerned are transferred from BR-ITI category.

Lists showing the makes, types, original W.D. numbers, engine and chassis numbers of all Allied type vehicles held by each of the units concerned on the date of their transfer should be obtained by you and forwarded to this H.Q. It is important that this information should reach this H.Q. within 14 days of the date of transfer.

4. Further instructions will follow regarding the procedure to be adopted by such units for the evacuation and replacement of vehicles, and for obtaining vehicle spares of Allied manufacture.

R.A. CURTIES Lt. Col.
for Major General,
M. M. I. A.

AB

3215

Declassified E.O. 12356 Section 3.3/NND No. 785020

various other units formerly of "Gruppi Tail Unit" or "Service" category. Allied vehicles in possession of such units will become the property of the Italian Army.

2. You are therefore requested to instruct Territorial Commands and Combat Divisions concerned that, with effect from the date on which BR-ITI units are transferred, no further returns in respect of Allied vehicles in their possession will be required by GHQ CMF, and that vehicles will be accounted for to the War Ministry, S.M.E. by the submission of a monthly vehicle return similar to that which is at present rendered by ITI-ITI units.

3. In addition, will you please provide Territorial Commands and Combat Divisions with "blocks" of Italian Army Registration numbers (targa numbers) and arrange for the W.D. numbers at present displayed by the Allied vehicles to be replaced by the new numbers immediately the units concerned are transferred from BR-ITI category.

Lists showing the makes, types, original W.D. numbers, engine and chassis numbers of all Allied type vehicles held by each of the units concerned on the date of their transfer should be obtained by you and forwarded to this H.Q. It is important that this information should reach this H.Q. within 14 days of the date of transfer.

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R.A. CURTIES Lt. Col.
for Major General,
M. M. I. A.

AB 3215

RAC/fem

Copy to: GHQ for G(AG)
2 District
3 District
R.A.A.C.
All B.L.Us.
All M.M.I.A. L.Os.
SMRE Ufficio Servizi

Internal: S.T. (3)
R.E.M.E.

R 21/11/46

Declassified E.O. 12356 Section 3.3/NND No. 785020

REME

1400

SUBJECT : SUPPLY OF ORD STORES TO THE ITALIAN ARMY

LAND FORCES SUB COMMISSION, A.C.
(M.M.L.A.) R O M E
Q/OS/11/8
18 January 1946

TO :

List B - (2 copies each addressee).

Ministry of War - (2 copies).

31

1. The Italian War Ministry is now solely responsible for the supply of all Ord Stores, MT Spares, Signal Stores, Gun parts etc., and the method of indenting, system of supply etc has been laid down in directives issued by the Ministry of War to all Terr. Commands.

2. With a view to enabling the Ministry of War to maintain such British Equipments and Vehicles as are in possession of the Italian Army at present, AFHQ have instructed 557 British Ord Depot, NAPLES, to select and prepare for issue a 60 day Maintenance pack of all available MT spares and connected Gun spares etc for all Vehicles and Equipments reported as being in possession of the Italian Army. This instruction was issued to 557 B.O.D. on 14th January 1946 and the Depot is acting on it immediately.

3. It will necessarily take some time before the Maintenance pack reaches the issueing stage from the Italian Depots and British Vehicles will be going off the road at an alarming rate. At the same time however, the War Ministry are in the process of transferring to BOLOGNA U/S vehicles for repair and cannibalisation on a small scale, and some spares are becoming available already from this source.

Numerous requests have, from time to time, been made to AFHQ for permission to continue submitting indents for Ord Stores on the system containing prior to Nov 15th, but such requests have been turned down.

3214

Declassified E.O. 12356 Section 3.3/NND No. 785020

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2. With a view to enabling the Ministry of War to maintain such British Equipments and Vehicles as are in possession of the Italian Army at present, AFHQ have instructed 557 British Ord Depot, NAPLES, to select and prepare for issue a 60 day Maintenance pack of all available MT spares and connected Gun spares etc for all Vehicles and Equipments reported as being in possession of the Italian Army. This instruction was issued to 557 B.O.D. on 14th January 1946 and the Depot is acting on it immediately.

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Numerous requests have, from time to time, been made to AFHQ for permission to continue submitting indents for Ord Stores on the system containing prior to Nov 15th, but such requests have been turned down.

3214

Whilst it is regretted that there is no source of supply from which vehicles etc can be maintained and kept on the road, it is emphasised that strong measures must be taken to ensure that when vehicles do become V.O.R. they are not tampered with nor cannibelised, pending receipt of spares etc from the 60 days Maintenance Pack.

In conclusion it is pointed out that

(a) the method of obtaining ordnance stores is by indent from unit to Territorial HQ, who either meets the demand from stocks under their administration or passes the demand to the Ministry of War.

...../2

21/1/46

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(b) Items of clothing, boots and personal equipment are in reasonable supply, whilst MT spares, Gun parts etc at the present are practically non-existent, although it is expected that the position will improve in the near future.

W. M. Army

~~Lt-Col.~~ ADCS.
M. M. I. A.

Internal : 'Q' (2)
REME
File Q/08/11/8

Declassified E.O. 12356 Section 3.3/NND No. 785020

Folio 28 DT
File 0003
To Be Signed

MINISTERO DELLA GUERRA
DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE
- Divisione Motorizzaz.-Sez.II^ -

1400

N^ 29200/TM di prot. Roma, lì 15 dicembre 1945

OGGETTO: - Riparazione autoveicoli alleati delle Divisioni di Fanteria.-

AL COMANDO MILITARE TERRITORIALE
Ufficio Servizi — BOLOGNA
AL COMANDO MILITARE TERRITORIALE
DIREZIONE RIPARAZIONI — BOLOGNA
AL COMANDO DIVISIONE FANTERIA "CREMONA" — TORINO
" " " " "FRIULI" — LEVICO
" " " " "LA SPEZIA" — VARAZZE
" " " " "FOLGORE" — BRESCIA
" " " " "LEGNANO" — BERGAMO
" " " " "PICENO" — CESANO

e, per conoscenza.
AL GABINETTO - Ufficio II^ - — SEDE
ALLO S.M.R.E. - Ufficio Servizi - — SEDE
AL COMANDO MILITARE TERR.LE
- Uff. Serv. - I.R.M.P.Auto- — MILANO
" " " " — TORINO
" " " " — GENOVA
" " " " — BOLZANO
" " " " — UDINE
AL 6° DEPOSITO RIPARAZIONI (C.A.R.A.) — ROMA
— BOLOGNA

In seguito ad accordi intercorsi con la Land Forces Sub-Commission (L.F.S.C. (M.M.I.A.) e come preannunciato al n.7 della circolare 29000 in data 13 c.m. sta per essere concretato il trasferimento all'Esercito Italiano degli automezzi alleati in dotazione alle Divisioni di Fanteria ed in attesa di tale perfezionamento si dispone che la riparazioni degli automezzi predetti, avvenga nel modo seguente:

1°) - Per le piccole e medie riparazioni provvederanno direttamente le officine delle divisioni di Fanteria.-

2°) - Per le grandi riparazioni (3^ linea) sarà riorganizzata a Bologna l'O.A.R.A. nei locali dell'attuale 6° Deposito

TRANSLATION
No. 0816
Date 21/

Principal
Ext Rem

69 Sec 28 BT 0f Q.003

30

3209

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION

Q.003

AL COMANDO DIVISIONE FANTERIA "CREMONA" TORINO
" " " " "FRIULI" LEVICO
" " " " "LA SPEZIA" VARAZZE
" " " " "FOLGORE" BRESSANONE
" " " " "LEGNANO" BERGAMO
" " " " "PICENO" CESANO

e, per conoscenza.

AL GABINETTO - Ufficio II° - SEDE
ALLO S.M.R.E. - Ufficio Servizi - SEDE
AL COMANDO MILITARE TERRITORIALE
- Uff. Serv. - L. r. Dip. Auto- MILANO
" " " " TORINO
" " " " GENOVA
" " " " BOLZANO
" " " " UDINE
" " " " ROMA
AL 6° REPARTO RIPARAZIONI (O.A.R.E.) BOLOGNA

In seguito ad accordi intercorsi con la Land Forces Sub Commission A.C. (M.M.I.A.) e come preannunciato al n.7 della circolare 20000 in data 13 c.m. sta per essere concretato il trasferimento all'Esercito Italiano degli automezzi alleati in dotazione alle Divisioni di Fanteria ed in attesa di tale perfezionamento si dispone che la riparazione degli automezzi predetti, avvenga nel modo seguente:

1°) - Per le piccole e medie riparazioni provvederanno direttamente le officine delle divisioni di fanteria.- 3209

2°) - Per le grandi riparazioni (3ª linea) sarà riorganizzata a Bologna l'O.A.R.E., nei locali dell'attuale 6° Reparto Riparazioni, che dovrà spostarsi.-

3°) - Per lo sgombero dei locali dell'O.A.R.E. attualmente occupati dagli alleati sono state già interessate le competenti autorità.-

4°) - Per i ricambi occorrenti all'O.A.R.E. dovrà essere organizzato un nuovo magazzino ricambi con la trasformazione del 6° magazzino, affidandolo esclusivamente a materiale alleato già preventivato nella misura di 1500 ton. circa 15000 forme assortite.-

21/11/42

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5°) - Per il momento le Divisioni continueranno a rifornirsi con lo stesso sistema in vigore prima del 15 novembre u.s. e ciò in base all'autorizzazione data dall'A.F.H.Q., con telescritto C/41261 del 26 novembre u.s..-

6°) - Gli ufficiali addetti alle Divisioni dovranno prendere contatto con il personale dell'Ordnance del BLU aggregato al Comando Territoriale nel quale le Divisioni sono dislocate..
Il personale dell'Ordnance coadiuverà con i predetti ufficiali nella compilazione delle domande e prelevamento dei materiali.-

7°) - Allo scopo di istruire il personale italiano la M.M.I.A. ha ottenuto che degli ausiliari per addestramento R.E.M.E. vengano temporaneamente trattenuti.-

8°) - La Direzione Riparazioni di Bologna dovrà provvedere alla organizzazione del nuovo 6° Reparto Riparazioni nei locali del Pirotecnico R.E..-
Il Comandante sarà il ten.col. NESTORE NOTARI.-
I quadri essenziali delle maestranze saranno tratti dall'O.A.R.E.: per il completamento potranno essere utilizzati ex operai dell'O.A.R.E. (non ancora riassunti per motivi vari, pur trattandosi di ottimo specializzati) e, se necessario operai del Pirotecnico.-
Le attrezzature saranno fornite dall'O.A.R.E. che provvederà subito a prepararle.-

9°) - A cura della Direzione Riparazioni di Bologna dovrà essere organizzato il Parco di Budrio presso il quale affluiranno tutti gli automezzi alleati abbisognevoli di grandi riparazioni..
Il primo lotto di 180 autoveicoli affluirà da Trento come preannunciato con foglio n. 30097/025699 del 21.12.1945.-

10°) - Le officine riparazioni auto delle Divisioni in indirizzo dovranno distaccare; ciascuna presso l'O.A.R.E. di Bologna, un magazziniere specializzato, conoscitore dei ricambi alleati e della procedura per il loro prelevamento dai magazzini alleati, allo scopo di facilitare l'avviamento del delicato servizio ricambi.-
Altro magazziniere specializzato dovrà essere distaccato a Napoli presso il 557 Base Ordnance Depot, per costituire una squadra di esperti per la identificazione delle parti ricambio che verranno richiesto dall'O.A.R.E..-
La Divisione Legnano fornirà anche un graduato capo squadra.

Prima di inviare questi ultimi uomini, prendere accordi con i rispettivi BLU, facendo

3207

Declassified E.O. 12356 Section 3.3/NND No. 785020

ganizzazione del nuovo 6° Reparto Riparazioni nei locali del Pirotecnico R.E..-

Il Comandante sarà il ten.col. NESTORE NOTARI.-

I quadri essenziali delle maestranze saranno tratti dall'O. A.R.E.: per il completamento potranno essere utilizzati ex operai dell'O.A.R.E. (non ancora riassunti per motivi vari, pur trattandosi di ottimo specializzati) e, se necessario operai del Pirotecnico.-

Le attrezzature saranno fornite dall'O.A.R.E. che provvederà subito a prepararle.-

9°) - A cura della Direzione Riparazioni di Bologna dovrà essere organizzato il Parco di Budrio presso il quale affluiranno tutti gli automezzi alleati abbisognevoli di grandi riparazioni.-

il primo lotto di 180 autoveicoli affluirà da Trento come preannunciato con foglio n. 30097/025699 del 21.12.1945.-

10°) - Le officine riparazioni auto delle Divisioni in indirizzo dovranno distaccare, ciascuna presso l'O.A.R.E. di Bologna, un magazziniere specializzato, conoscitore dei ricambi alleati e della procedura per il loro prelevamento dai magazzini alleati, allo scopo di facilitare l'avviamento del delicato servizio ricambi.-

Altro magazziniere specializzato dovrà essere distaccato a Napoli presso il 557 Base Ordnance Depot, per costituire una squadra di esperti per la identificazione delle parti ricambio che verranno richieste dall'O.A.R.E..-

La Divisione Legnano fornirà anche un graduato capo squadra. 3207

Prima di inviare questi ultimi uomini, prendere accordi con i rispettivi BLU, facendo loro presente che tale squadra è stata richiesta allo scrivente, dalla R.E.M.E. Branch della M.M.I.A..-

11°) - Poichè la M.M.I.A. ha fatto presente di non poter prontamente fornire i cataloghi p.r. dei veicoli alleati, le Divisione in indirizzo sono pregate di inviare all'O.A.R.E. le copie dei cataloghi esuberanti, tenendo presente che ciò favorirà il celere avviamento del servizio riparazioni da organizzarsi presso l'O.A.R.E..-

Declassified E.O. 12356 Section 3.3/NND No. 795030

12°) - Analogamente poichè la M.M.I.A. ha dichiarato non essere disponibili presso i magazzino alleati le attrezzature speciali d'officina (cavalletti, estrattori, chiavi ecc.) per autoveicoli Alleati, le Divisioni in indirizzo sono pregate di cedere all'O.A.R.E. le attrezzature speciali che avessero esuberanti o, dare in prestito qualche attrezzo speciale, affinchè l'O.A.R.E. possa costruirne altri esemplari per le proprie necessità.-

13°) - Le nuova organizzazione O.A.R.E. dovrebbe incominciare a funzionare col I° gennaio p.v..-
I Comandi in indirizzo sono pregati qui comunicare per tale data quanto è stato fatto in merito.-

p.IL M I N I S T R O
f.to Gen. P.G.Properzj

P. C. C.
IL DIRETTORE CAPO DIVISIONE
(col.G.Balsamo)

3203

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- Workshop Repairs -
Italian Army Equipment.

To:- A.D.M.E.,
Military Mission to Italian Army,
Land Forces Sub-Commission A.C.

Headquarters.
R.E.M.E. Branch.
Tel : 66513
& 66515
REME/64
16 Jan '46.

1. Constant applications are being received in R.E.M.E. L of C Workshops for repair assistance by Italian Army units and personnel.

2. May I be advised please, to whom such applicants should be directed.

RECEIVED 17 Jan 46. 510

Major,
D.A.D.M.E.
Rome Area Allied Command
(A.C. SORRELL) 3203

Subject: Deputation to Italian Infantry Divisions.

H. 4 B.I.A.D.,
Bolzano.
Ref: G5/10.
11 Jan 46.

To: AAG, H, Land Forces Sub Comd,
A.C. (H.Q.A.I.), ROME.

1. Will you please let me have some definite information about the source of future supplies for the Infantry Divisions, so it is most embarrassing when Italian officers, under instructions from the Italian War Office, contact me seeking information and I am unable to help them.

2. Yesterday a deputation arrived from the Friuli Division and my information was so confused that I was able to give them no satisfaction.

3. (A.G. Ltr Signal 25519) dated 3 Dec 45 ruled that an apparent shortage of spares for British Equipment from 30th June would cease on 31st December and that conditions of paras 11 & 12 AGO 9171(AG) - O dated 2nd November would apply. It was pointed out by [illegible] that copy of this letter was not available but that it was the basis of Air Letter AGO 720) dated 5th November. This letter states that from 14th November maintenance of Combat Groups would be an Italian responsibility.

4. On 5th December A/HQ L.R.C., Ad, [illegible] letter AGO 1545 addressed to Ministry of War stated:

"We have recently been advised that the Gruppi will continue to be supplied with spares for Allied vehicles in the same manner as that which was in force before 15 November. This arrangement will continue for the present, under authority of Signal C 41261 of 26 November from AFHQ.

Workshop officers with Gruppi workshops should contact the AMG staff at the HQ attached to the HQ of Territorial Command in which the Gruppi are situated. The AMG staff will assist them with preparation of demands and obtaining of stores."

5. On 15th December G.S. 3 A.L.O. passed on the following instruction:-

" That all MT spares be imported for as of aid on British sources via 2 District and RE Dpt including Engines and Covers and Tubes which will be released by RE instead of 2 District but the same return will be used. Supply of MT spares etc will not close down on Dec 31st but will continue until the Italians have fixed up their own depot."

3202

6. On 4th January a special request was made to AMG for a suspension spring to put back on the road two Breshkian Vehicles. AMG letter G.S. 3004 dated 7th January returned the special spring it should be dealt with in accordance with QM letter [illegible] of 2nd November 1945, 11.

(28)

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first recording and that contained at Para 11 a - 12 file 97/HQ(SD) - D dated 2nd November would apply. It was pointed out by D.D.S. Dieppe that copy of this letter was not available but that it was the basis of Dir. letter No 720; dated 8th November. This letter states that from 14th November maintenance of Combat Groups would be an Italian responsibility.

4. On 5th December A.M.G. H.Q., A.G., M.M.A. letter No 1340 addressed to Ministry of War stated:

"We have recently been advised that the Armed will continue to be supplied with spares for Allied vehicles in the same manner as that which was in force before 15 November. This arrangement will continue for the present, under authority of Signal C 41251 of 26 November from A.F.H.Q.

Military officers with Armed workshops should contact the A.M.G. staff at the H.Q. attached to the H.Q. of Territorial Command in which the Armed are situated. The A.M.G. staff will assist them with preparation of demands and obtaining of stores."

5. On 15th December G.S. 3 A.M.G. passed on the following instruction:-

" That all M.T. spares be indented for as of old on British sources via 2 District and the G.H.Q. including Taranto and Bovere and those which will be released by A.M.G. instead of 2 District but the same return will be used. Supply of M.T. spares who will not close down on 31st but will continue until the Italians have fixed up their own depot."

3202

6. On 4th January a special request was made to D.D.S. for a suspension spring to put back on the road two Breakdown Vehicles. D.D.S. letter G.S.D. 3001 dated 7th January returned the demand saying it should be dealt with in accordance with G.H.Q. letter AG 091.711.(SD) - D of 2nd November para 11.

7. As it appears this G.H.Q. letter gives instructions vital to D.D.S. of A.M.G. could copies please be circulated.

Capt., A.M.G.,
Ordnance Officer.

Copy to: D.D.S. H.Q. No.2 District - telephone conversation
A.M.G. - A.M.G.A. refers.
A.M.G. - No. 1340 dated 5 Dec 43 refers.
G.S. 3 A.M.G. - G.S.3 dated 15 Dec 43 refers.
H. Q. Armed Inf. Div.

K
18/1/44

Declassified E.O. 12356 Section 3.3/NND No. 785020

Col Blunt, ADMG. MMIA

Police TEMF/1400

TRANSLATION

III TERRITORIAL MILITARY COMMAND OF MILAN
Direction of Administration;

N° 020/1300/3 of prot. Milan, 22 December 1945

Administrative Bulletin N° 1.

(27)

TO ALL ADMINISTRATIVE UNITS UNDER COMMAND.
and for information:

TO THE III ENGINEERS MILITARY HEADQUARTER - MILAN

TO THE III ARTILLERY MILITARY HEADQUARTERS - MILAN

TO THE TERRITORIAL LEGION OF CC. RR. - ROME

TO THE DIRECTOR OF THE COMMISSARIATO
VETERINARY REMOUNT
MOTOR TRANSPORT
MEDICAL SERVICES FOR MILITARY HEADQUARTER } MILAN

SUBJECT: Organisation and Administrative Management of Military Units.

4 - The Motor Transport Sections will comply, until the service is definitely organised, with the following rules:

a) The M.T. repairs Units of 1st, 2nd and 3rd ~~xxix~~ line, will be administered with the personnel on establishment.

- The Commander of the Unit (Superior Officer) will also take up the job of reporter; the civilian Personnel Head Officer that of Director of accounts; the junior Officer of inefficient vehicles park that of Paying Officer. The duties of consignee will continue to be carried out by the present Artillery Accountant on establishment, while the duties od recruiting Officer will be given, in the 1st, and 2nd ~~xxxxxx~~ line units, to the subaltern Officer attached to the Headquarter or, in the 3rd line Unit, to the Regimental Head Office.

b) On the other hand the Motor Repair Units will be formed as detachments of the above.

2. FUNCTIONS OF THE CORPS COMMANDER AND ADMINISTRATIVE DUTIES.

Declassified E.O. 12356 Section 3.3/NND No. 785020

TO THE DIRECTOR OF THE COMMISSARIATO
VETERINARY REMOUNT
MOTOR TRANSPORT
MEDICAL SERVICES FOR MILITARY HEADQUARTER } MILAN

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b) On the other hand the Motor Repair Units will be formed as detachments of the above.

2. FUNCTIONS OF THE CORPS COMMANDER AND ADMINISTRATIVE DUTIES.

As the Ministry of War has specified, the Units having an independent peace administration (see columns 1 and 3 of Annexe 1) will have to use the personnel on establishment for the distribution of the duties forseen by the administrative regulation (reporter, director of accounts, paying officer etc.)

The functions of Corps Commanders and the administrative responsibilities regarding the above-mentioned duties are forseen by Book I, Chapters I & II of the E.A. and by the circular 979 g.m. 1935.

P.T.O.

18/1/40

Declassified E.O. 12356 Section 3.3/NND No. 785020

We will mention the principal ones:

Corps Commander is entrusted with the supervision of the administrative management of the Corps. He can, therefore, decide whether some special action may be taken or not, and all such decisions should be immediately referred to the Territorial Command for their approval. (art. 15 R.A.).

In case of urgency he may, however, take decisions on his personal responsibility.

He must provide for :

a) the appointment of the Officers for the functions of directory of accounts, paying officer, recruiting officer, supplies Officer, when such Officers are not nominated by the Ministry, or not otherwise nominated;

b) for the custody of strong boxes and the security of storehouses;

c) the regulation of the Senior N.C.O. and Musicians' mess and the billeting and rationing for the Corporals and Soldiers.

d) any other action regarding discipline, education, instruction and hygiene of troops. The actions under para a) and b) and in so far as it may be necessary, to para d) are prepared in accordance to the reporter's instructions.

WRITER - It is the duty of the writer to :

a) ask for the necessary funds;

b) provide for the execution of the work, the supplies, tests and acceptance of materials according to present rules;

c) delegate the Officers for the reception and acknowledgment of goods coming from other storehouses;

d) see to the sale of our of order material and unserviceable horses;

e) assign permanent funds for Commanders of Units and Officers assigned to special services;

Declassified E.O. 12356 Section 3.3/NND No. 785020

or storehouses;

c) the regulation of the Senior N.C.O. and Musicians' mess and the billeting and rationing for the Corporals and Soldiers.

d) any other action regarding discipline, education, instruction and hygiene of troops. The actions under para a) and b) and in so far as it may be necessary, to para d) are prepared in accordance to the reporter's instructions.

WRITER - It is the duty of the writer to :

a) ask for the necessary funds;

b) provide for the execution of the work, the supplies, tests and acceptance of materials according to present rules;

c) delegate the Officers for the reception and acknowledgment of goods coming from other storehouses;

d) see to the sale of our of order material and unserviceable horses;

e) assign permanent funds for Commanders of Units and Officers assigned to special services;

f) engage temporary workmen.

All the instructions given by the writer must be entered in an appropriate register and countersigned, for information, by the writer himself.

In the register mention must be made of the changes in the functions of writer, director of accounts, paying officer, supply officer, recruiting officer.

4. - GENERAL DISPOSITION ACTS

12. The supply service of Groups A & B, viz:

P.T.O.

Declassified E.O. 12356 Section 3.3/NND No. 785020

a) the expenses for the preservation of supplies;
b) the expenses for the maintenance of articles of equipment;
c) the giving up of unserviceable equipment or the utilisation of it;
d) the expenses for irregular packings, etc.

13. Supply Service of Group C. according to the rules of circulars 329 G.M. 1932 - 679 G.M. 1933 - 768 & 769 G.M. 1935 circ. 36000 dated 14/6/1937 (General Direction of Artillery).

14 - The services regarding quadrupedes, viz:

a) Fodder, straw for bedding, shoeing, shearing;
b) Hygiene of quadrupedes;
c) Veterinary services;
d) Disposal of dung.

15 - The execution of works of elementary maintenance.

16 - The execution of contracts.

It is obvious that such a list has not and cannot have an explicit character; therefore all Corps Commanders will add those provisions that they will judge accessary with regard to the surroundings or the conditions of the troops.

The above-mentioned Act will have to be elaborated at the beginning of the peace administration (1st January 1946), copy of which will be transmitted to this Command - Administrative Direction.

VI. DETACHMENTS.

The same rules apply as for articles 413 and the following of the R.A.

The administrative acts and the accounts operations of the Detachments are regulated and put into operation with rulings similar to those followed by the Corps (art.414 R.A.);

The funds must be requested from the detachments administratively dependent and to the same detachments a monthly report of their activity should be

Declassified E.O. 12356 Section 3.3/NND No. 785020

d) Disposal of dung.

15 - The execution of works of elementary maintenance.

16 - The execution of contracts.

It is obvious that such a list has not and cannot have an explicit character; therefore all Corps Commanders will add those provisions that they will judge necessary with regard to the surroundings or the conditions of the troops.

The above-mentioned Act will have to be elaborated at the beginning of the peace administration (1st January 1946), copy of which will be transmitted to this Command - Administrative Direction.

VI. DETACHMENTS.

The same rules apply as for articles 413 and the following of the R.A.

The administrative acts and the accounts operations of the Detachments are regulated and put into operation with rulings similar to those followed by the Corps (art.414 R.A.);

The funds must be requested from the detachments administratively dependent and to the same detachments a monthly report of their activity should be rendered.

In order to enable them to give a report of their activity, they will have to keep both an account book and a cash book 5Mod.707 of catalogue).

All the vouchers supporting cash and storehouse operations should be signed by the account Officer and by the section Commander of the battalion section, or by a superior Officer; in the section lower than battalion level the documents are held by the section Commander.

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VIII. - DELEGATION OF POWER.

On the 31st December 1945 the orders contained in I.A.F.C., Chapter VI will cease to be effective, therefore the administrative regulations ed.1927 will be taken into force from 1st Jan. 1946.

Neither the R.A. nor other peace regulations will give the Officers and N.C.O. the power to delegate the collection of part of the allowances to certain relatives.

So, beginning on the 1st Jan. 1946 the power to delegate allowances will also cease to be effective.

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Declassified E.O. 12356 Section 3.3/NND No. 785020

3199

Declassified E.O. 12356 Section 3.3/NND No. 785020

OUTGOING SIGNAL

FROM : MMIA

TO : A.F.H.Q. 08 1645 A

INFO : DISTWO, 3 BLU MILAN UNCLASSIFIED

REF : Q.765

SUBJECT DISPOSAL OF CEM STOP ITALIAN ARMY MOST URGENTLY NEEDS TRANSPORT AND WELL KNOWN THAT ADEQUATE MAINT BRITISH VEHICLES CAN NOT BE SUPPLIED ALTHOUGH MORE THAN 8,000 SUCH VEHICLES HAVE BEEN HANDED OVER STOP ITALIAN ARMY DEPRIVED OF 1,800 ARMY VEHICLES WHICH AT REQUEST ITALIAN GOVERNMENT REMAIN IN HANDS OF CIVILIANS AND ARE TO BE REPLACED BY ALLIED VEHICLES ACQUIRED BY ITALIAN GOVERNMENT STOP OF THIS NUMBER NONE HAVE YET BEEN DELIVERED TO THE ARMY STOP STRONGLY URGE THAT PRIORITY OVER ARAR BE GIVEN TO ITALIAN ARMY THROUGH MMIA AS REGARDS REMAINING CEM STOCKS MT SPARES AND TYRES MANY OF WHICH CAN BE CLAIMED UNDER PROVISIONS PARA 8 C OF AG 386.3 Q(AE) - O 2 OCT

PRECEDENCE Priority

AUTHENTICATED [illegible]

3197

INTERNAL : REME
ORD
G

Declassified E.O. 12356 Section 3.3/NND No. 785020

Brig. Taylor. ⟵

Seems OK to me - Suggest
U.M.I. make Quartermaster
at Base could do Proforma
new MI Requirements
is formal.

Allen

10/12

U.M.I. (a) reports on rates - processed by S & MRB
(b) reports on classification Evaluations, which
serves as indication of future repair load. Such
reports are needed by Quartermaster

I have placed it under Quartermaster 319.3
Repairs.

O.B. Allen
Lt Col
10 Dec.

Declassified E.O. 12356 Section 3.3/NND No. 785020

VEHICLE RELEASE NOTE.

UNIT

VEHICLES TO BE RELEASED

P. V. E.

FILES and LO's

COPIES

TRANSLATION

MEMORANDUM FOR MAJORS TAYLOR AND MILES OF THE A.M.I.A.

Copy to Lt.Col. Aloja of the S.M.R.E.

c/140
25

Subject : Command of the H.Q. Vehicle Maintenance Inspectorate -880 U.M.I.

On the 14th Nov 45,the U.M.I. of 2 District communicated verbally to the C.O. of the Vehicle Maintenance Inspectorate that,w.e.f. 15th Nov.,the latter unit would pass directly under the command of the Italian military H.Q.

Not having any precise information about the new part that such a unit would play in the organisation of the Italian Army,I consider it advisable to call the attention of your respected selves to this matter,in order that its position may be exactly defined.

In view of that which,concerning future commands,was laid down on the 17 May 45,by Lt.Col. Lord DE CLIFFORD,chief of the Maintenance Inspectorate (ER-ITI),and to bear out our argument (see enclosure), we beg to point out that the Directorate General,Artillery and Motorisation - M.T. Corps Division,which takes complete care of the organisation and technical regulations relating to the training and employment of personnel,had duly arranged for a special service (within the limits of the section to which had been assigned the above-mentioned tasks),for the staffing and development of the relative new work. This service,in fact,along the lines pointed out in the information received at the end of July,1945,and contained in the inspection reports,copies of which were sent for due information,has carried out,within the powers granted to it,the necessary control action.

3194

Having now to proceed with the reorganisation of the service, extending the inspections to all formations and units of the Italian Army,we beg you kindly,and without delay,to instruct that,in passing

Declassified E.O. 12356 Section 3.3/NND No. 785020

matter,in order that its position may be exactly defined.

In view of that which,concerning future commands,was laid down on the 17 May 45,by Lt.Col. Lord DE CLIFFORD,chief of the Maintenance Inspectorate (BR-ITI),and to bear out our argument (see enclosure), we beg to point out that the Directorate General,Artillery and Motorisation - M.T. Corps Division,which takes complete care of the organisation and technical regulations relating to the training and employment of personnel,had duly arranged for a special service (within the limits of the section to which had been assigned the above-mentioned tasks),for the staffing and development of the relative new work. This service,in fact,along the lines pointed out in the information received at the end of July,1945,and contained in the inspection reports,copies of which were sent for due information,has carried out,within the powers granted to it,the necessary control action.

3194

Having now to proceed with the reorganisation of the service, extending the inspections to all formations and units of the Italian Army,we beg you kindly,and without delay,to instruct that,in passing over to the Italian Army,the M.V. Vehicle Maintenance Inspectorate should,with all its present estimated establishment in personnel,be placed under the direct command of the Directorate General,Artillery and Motorisation - M.T. Corps Division - 2nd Section. The S.M.R.E. is favourably disposed towards the above.

Sgd. Lt. Col. Antonio Morani

Rome
26 Nov 45

Major Mike
What do you feel about this?

B/S. Viney.

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION

Enclosure to Memorandum

From :

Subjects dealt with in the meeting held on 17 May 45 at the office of Col. Faronato. Those present were:-

-Col. Faronato of the M. of War - Directorate General, Artillery and Motorisation, M.T. Corps Division.

-Lt. Col. The Lord DE CLIFFORD of the R.E.M.E. (Chief Inspector of the Vehicle Maintenance Inspectorate - A.F.H.Q.)

-Captain Moore of the said Inspectorate.

---

1)-We request 1 Major as chief of the Maintenance Section for Allied Vehicles issued to the Italian Units.

2)-This Section, 4 squads of which, composed of Italian personnel, are already formed, must be the liaison unit with the M.T. Corps Division for all matters regarding the employment and maintenance of Allied Vehicles.

3)-For the time being, the Section is under the direct command of the Allied Inspectorate-Later it must become part of the M.T. Corps Division.

4)-The Section's temporary location is in the North.

5)-It has been promised that the appointment of a major, as chief of the Maintenance Section will be made within two days.
The Allied Inspectorate would have nominated Major Catalano.

B/S. Vinay

3192

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Translation please 4/11

PROMEMORIA PER I SEGG.MAGGIORI TAYLOR E MILES DELLA M.M.I.A.

e; per conoscenza:

AL TEN.COL. ALOJA - STATO MAGGIORE R.ESERCITO - Ufficio Servizi

OGGETTO: Dipendenze del comando ispettorato manutenzione automezzi 880 UMI

L'U.M.I. del 2° distretto ha verbalmente comunicato, il 14 novembre c.a., al comandante dell'Ispettorato manutenzione automezzi che quest'ultimo ente dalla data 15 corr. passa alle dirette dipendenze del comando militare italiano.-

Non essendo stata fatta alcuna precisazione circa le nuove dipendenze che tale ente avrebbe nel quadro dell'esercito italiano, ritengo opportuno richiamare sull'argomento l'attenzione delle LL.SS. allo scopo di poter definire esattamente tali dipendenze.-

In considerazione di quanto in data 17/5 c.a. aveva stabilito il sig.ten.colonnello Lord DE CLIFFORD T.D., capo dell'Ispettorato della Manutenzione (BRITI-ITI), in merito alle future dipendenze, oggi in argomento (vedi allegato), si fa presente che la direzione generale artiglieria e motorizzazione - divisione corpo automobilistico - che si interessa di tutta la questione e norme tecniche relative all'addestramento ed impiego del personale, aveva già predisposto apposito servizio, nell'interno della sezione alla quale sono affidati i compiti sopradetti, per l'inquadramento e lo sviluppo del relativo nuovo lavoro.- Esso infatti, in base alle segnalazioni che qui sono pervenute, fin mese di luglio c.a., nei rapporti delle ispesioni che, come noto, venivano inviate per conoscenza 3/99 esplicato, nei limiti sin oggi ad esso consentiti la relativa azione di controllo.-

Dovendosi ora procedere alla riorganizzazione del servizio estendendo l'azione ispettiva a tutte le unità e reparti dell'[illegible]

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Declassified E.O. 12356 Section 3.3/NND No. 785020

Roma, 11 25 novembre 1945

Ten.Col.Antonio MORAMI

T.Col. A. Moroni.

Dovendosi ora procedere alla riorganizzazione del servizio estenden
do l'azione isperativa a tutte le unità e reparti dell'Esercito Italiano,
si prega voler disporre perchè venga esse'sitro stabilito che il comando
ispettorato Manutenzione autoveicoli nel passaggio di alpendanse all'Eser
cito Italiano venga posto alle stretta dipendenze della Direzione generale
Artiglieria e Motorizzazione - Divisione Corpo Automobilistico - 2° setto
re, con tutto il suo ettuale previsto organico di personale.- Lo S.M.R.E.
da parere favorevole a quanto sopra.-

Dovendosi ora procedere alla riorganizzazione del servizio estenden
do l'azione isperativa a tutte le unità e reparti dell'Esercito Italiano,
si prega voler disporre perchè venga esse'sitro stabilito che il comando
ispettorato Manutenzione autoveicoli nel passaggio all'Eser
cito Italiano venga posto alle stretta dipendenze della Direzione generale
Artiglieria e Motorizzazione - Divisione Corpo Automobilistico - 2° setto
re, con tutto il suo ettuale previsto organico di personale.- Lo S.M.R.E.
da parere favorevole a quanto sopra.-

Ten.Col.Antonio MORAMI

T.Col. A. Moroni.

Roma, 11 25 novembre 1945

Dovendosi ora procedere alla riorganizzazione del servizio estendendo l'azione isperativa a tutte le unità e reparti dell'Esercito Italiano, si prega voler disporre perchè venga esse'sitro stabilito che il comando ispettorato Manutenzione autoveicoli nel passaggio all'Esercito Italiano venga posto alle stretta dipendenze della Direzione generale Artiglieria e Motorizzazione - Divisione Corpo Automobilistico - 2° settore, con tutto il suo ettuale previsto organico di personale.- Lo S.M.R.E.

Allegato al foglio .....

Argomenti trattati nella riunione del 17/5/45 nell'ufficio del Col. Faronato presenti:

- col. Faronato del Ministero Guerra - Direz.Gen.Art.e Motorizz.- Div. Corpo Aut.
- Ten.col. The Lord. De Clifford. del R E M E ;(ispettore capo dell'ispettorato manutenzione automezzi A.F.H.Q);
- capitano Moore dello stesso ispettorato.-

****

1)- Si richiede 1 maggiore quale capo della sezione manutenzione automezzi alleati in distribuzione alle unità italiane.-

2)- Questa sezione, le di cui squadre, composte di personale italiano, sono già costituite, deve essere organo di collegamento con la Divisione Corpo Automobilistico per tutto ciò che concerne le questioni d'impiego e manutenzione degli automezzi alleati.-

3)- Per ora la sezione è alle dirette dipendenze dell'ispettorato alleato- In seguito dovrà far parte della Divisione Corpo Automobilistico.-

4)- La sede temporanea della sezione è al Nord.-

5)- E' stata fatta riserva di comunicare il nominativo del maggiore, designato capo della sezione manutenzione, entro due giorni.- L'ispettorato alleato avrebbe fatto il nome del maggiore Catalano.-

3189

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2)- Questa sezione, le di cui squadre, composte di personale italiano, sono già costituite, deve essere organo di collegamento con la Divisione Corpo Automobilistico per tutto ciò che concerne le questioni d'impiego e manutenzione degli automezzi alleati.-

3)- Per ora la sezione è alle dirette dipendenze dell'Ispettorato alleato- In seguito dovrà far parte della Divisione Corpo Automobilistico.-

4)- La sede temporanea della sezione è al Nord.-

5)- E' stata fatta riserva di comunicare il nominativo del maggiore, designato capo della sezione manutenzione, entro due giorni.-
L'ispettorato alleato avrebbe fatto il nome del maggiore Catalano.-

3189

T.Cr. alm.

TRANS...

1130

Date 23/11

Ann

Time 25/4

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Return of Defective Engines to Base Depot - Jeep and Austin.

Land Forces Sub Comm,
A.Q.(M.I.A.)
HQ MAF
AAI/1100

5 Jan.46.

To : ELS's,

1,2,4,7,10, BIU's.

Herewith copy of my letter forwarded to you for information.

W.J. Reid
Capt.
R.A.M.C.
for A.D.M.S.
Land Forces Sub Comm.A.Q.(M.I.A.)

Ref/xx

GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES
Rear

Subject :- Return of Defective Engines to Base Depot - Jeep and Austin.

AA/AAI/545
AA/30/3476/1
30 Dec.45.

Further to our AA/A/3/3476/1 dated 3 Dec 45 para 2 (a).

1. In future defective Jeep and Austin engines(all types will be returned to AEWK Inspectorate, ETT 3 Sub Depot, 13 Base Depot AEWK, irrespective of the details given on the engine overhaul data plate.

3187

J.H.Hawkins.Capt.
for Major-General,
Director of Mechanical Engineering.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- Organisation Field Workshops.

Land Forces Sub Commission A.C.
(M. M. I. A.) ROME.
Q.209
3 January 1946.

To:- Ministry of War.

1. It is understood that under reference 020/1300/3 dated 22 December 45, the Ministry has issued instructions to Combat Divisions through Territorial Commands that the present system of maintenance and organisation of the Field Workshops shall be changed with effect from 1 January 1946.

2. As this is an important policy decision, you are required to forward without delay, a copy of your instructions and an explanation of the system which it is proposed to introduce.

3. In view of the importance of this subject, and the correspondence and verbal discussions which has taken place between the Ministry and M.M.I.A., it is not understood why this change (if, in fact, such a change has been made)was introduced without informing this H.Q. of your intentions.

W Pidley Colonel
for Major General,
M. M. I. A.

Copy to:- R.E.M.E.
CRD
"G"

3185

AC/fcm

Declassified E.O. 12356 Section 3.3/NND No. 785020

GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCE
REAR

FREEDOM 522

Subject: Return of Defective Engines to Base Wksps - Jeep and Austin

ME/3P/3476/1

To: DDME HQ BTA - 100 copies
List F
less A9(1)
Q(AE)
BTA Units
OC Tyre Repair Wksps REME
OC 620 Medical Eqpt Wksps REME
OC Chemical and Metallurgical Lab
OC 711 L of C Wksps REME
OC Civil Labour Office REME

20 Dec 45

Further to our ME/N/3/3476/1 dated 5 Dec 45 Para 2(c).

1. In future defective Jeep and Austin engines (all types) will be returned to REME Inspectorate, att 3 Sub-Wksps, 10 Base Wksps REME, irrespective of the details given on the engine overhaul data plate.

J.E. MITCHELL. Capt.
for Major-General,
Director of Mechanical Engineering.

Copy to: CDMT R SC CMF

REME 5
1
3
5
10
4

To EME's & BLUs for info.
(don't copy above distribution)
3184
R
5/1/46

Declassified E.O. 12356 Section 3.3/NND No. 785020

RECEIVED 24 DEC 45
528

GENERAL HEADQUARTERS
Central Mediterranean Force
REME

FREEDOM 505
ME/A2/2841
20 Dec 45

Subject:- Classification of 'A' and 'B' Vehicles

To:- List 'F'

1. Personnel who have recently arrived in this theatre from other commands are in many instances familiar with the UK Vehicle classifications given in ACIs 2164/42, 215/44 and 735/44 which differ from those in use in CMF.

2. The only recognised classification for 'A' and 'B' Vehicles in CMF are those laid down in GRO 688/44 and classification according to the a/m ACIs has not been adopted in this theatre.

3. Will you ensure that all REME officers and other ranks under your command, who are in any way associated with vehicle repair or classification, are aware of the above, and with the terms of GRO 688/44.

D.R. HAYLER, Major,
DADME,
for Major General,
Director of Mechanical Engineering.

Copy to:- Q(AE) GHQ CMF.
Ord GHQ CMF.

3182

1203

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Classification of 'A' and 'B' Vehicles.

(20)

Land Forces Sub Comm,
A.C.(M.M.I.A.)
HQMS
WSB/1400
3 JAN. 46

To : MMI's

1, 3, 4, 5, and 10 SIO's.

Copy letter attached is passed for your information.

W.J. Bill

Capt,
M.M.I.4,
for Lt Col,
Land Forces Sub Comm.A.C.(MMIA)

WSB/fr

1204

Declassified E.O. 12356 Section 3.3/NND No. 785020

Copy.

GENERAL HEADQUARTERS
Central Mediterranean Force
RAMA.

FREEDOM 505

Subject :- Classification of 'A' and 'B' Vehicles. AG/A2/404

To :- List 'F' 20 Dec.45.

1. Personnel who have recently arrived in this theatre from other commands are in many instances familiar with the UK Vehicle classifications given in AGIs 264/42, 215/44 and 735/44 which differ from those in use in CMF.

2. The only recognised classification for 'A' and 'B' Vehicles in CMF are those laid down in GHQ 688/44 and classification according to the a/m AGIs has not been adopted in this theatre.

3. Will you ensure that all RAMC officers and other ranks under your command, who are in any way associated with vehicle repair or classification, are aware of the above, and with the terms of GHQ 688/44.

D.R. NAYLOR, Major,
DADME,
for Major General,
Director of Mechanical Engineering.

Copy to :- 4(AB) GHQ CMF.
Ord GHQ CMF.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Repair Services - Italian Army.

SECRET.

17

Land Forces Sub Comm,
A.C.(M.M.I.A.)
ROME.
EME/1400
29 Dec.45.

To : D.M.E.
G.H.Q.

I forward herewith for your information proposals submitted to this H.Q. for the re-organisation of the repair services of the Italian Army.

It would be appreciated if your views could be obtained regarding these proposals and the introduction of any further ideas you consider desirable.

AB
3177
Lt Col.
A.D.M.E.
Land Forces Sub Comm.A.C.(MMIA)

AB/fr

R
1/3/46

TRANSLATION

Policy - Training

~~MEMORANDUM~~ FOR MAJOR TAYLOR OF THE AMIA CONCERNING THE ORGANISATION OF M.T. TRAINING FOR THE ITALIAN ARMY.

We consider it advisable, in view of the present circumstances, to propose that all the M.T. training should be concentrated in one ~~school~~. This is in view of the following circumstances:

-the present lack of good instructors suitable to carry out the work entrusted to them. For this reason, we consider it necessary to unite such personnel in one single group, which, well-directed, would undoubtedly be able to carry out with greater success, the training even of large numbers.

-the advisability of ensuring a unity of training principle intended to create that new M.T. mentality, especially among the personnel of the staff, which is necessary, besides meeting the present situation, to give it that serenity of purpose, which forms the moral basis for reaching the final aims, also of a technical nature, both in the new organisation and by the changed principles of the M.T. regulations.

In order that the above may be opportunely realised, it is, furthermore, necessary that the school should be placed directly under the technical commands of the central technical department without any interference from H.Q's or other intermediary formations. (MT Corps Div of the Directorate Gen. Artillery and Armament)

Tasks of the school and organisation of courses.

The school should carry out the following training tasks:

a) courses for drivers of vehicles of various types, both Allied and Italian;

b) courses for mechanics in the maintenance of vehicles, both Allied and Italian;

c) courses for Artillery mechanics and tradesmen;

d) courses for specialists for the M.T. [illegible]

3176

FMC/1400

(18)

(1)

Declassified E.O. 12356 Section 3.3/NND No. 785020

create that new M.T. mentality, especially among the personnel of the staff, which is necessary, besides meeting the present situation, to give it that serenity of purpose, which forms the moral basis for reaching the final aims, which have been imposed also of a technical nature, both in the new organisation and by the changed principles of the M.T. regulations.

In order that the above may be opportunely realised, it is, furthermore, necessary that the school should be placed directly under the technical commands of the central technical department (MT Corps D.V of the Directorate Gen. Artillery and Armaments) without any interference from HQ's or other intermediary formations. (1)

Tasks of the school and organisation of courses.

The school should carry out the following training tasks:

a) courses for drivers of vehicles of various types, both Allied and Italian;

b) courses for mechanics in the maintenance of vehicles, both Allied and Italian;

c) courses for Artillery mechanics and tradesmen;

d) courses for specialists for the M.T. Repair workshops;

e) courses for M.T. Section NCO's;

f) advanced courses for Specialist NCO's for the MT Repair Workshops;

g) preliminary courses for officers of the MT units or of the various arms of the service which may have on issue MT vehicles;

h) refresher courses for officers of the MT units or of the various arms of the service which may be supplied with MT vehicles;

i) higher training courses for officers, of a largely technical nature.

3176

3176

Declassified E.O. 12356 Section 3.3/NND No. 785020

Details of the courses are as follows:-

a) must guarantee the training of personnel,who,although arriving at the school without any,or with very little,knowledge of M.T. matters(as will be the case among the young members of the classes next to be called-up)must be able to acquire such degree of knowledge and practice as to permit them to drive,with confidence,the normal types of Italian or Allied vehicles. For such a course an adequate assignment of vehicles must be estimated (not more than 8 pupils to each vehicle).

Duration of the course - 2 months; Number of pupils attending - 1000

b) must guarantee the training of personnel,who, although having the said M.T. training described against letter a), must acquire such a degree of knowledge and practice as to permit them to carry out,with the necessary competence,all the work required for the normal maintenance of vehicles.

Duration of the course - 2 months; Number of pupils attending - 200

c) must guarantee the training of personnel,who,whether or not they already possess mechanical knowledge,must be able to acquire that knowledge of arms and arms repairs which will permit them to carry out their work with safety.

Duration of the course - 4 months;Number of pupils attending - 500

d) must guarantee the training of personnel who,although arriving at the school with only a little mechanical knowledge or,with a satisfactory school diploma (not lower than the 5th Form-Elementary for those who have no mechanical knowledge),upon completion of the course will be able to carry out the repair works executed in the M.T. Workshops.

Duration of the course - 6 months;Number of pupils attending - 150

e) must guarantee training relative to carrying out the duties of driving instructor and those duties of command required in NCO's (i/c's sections).

During the last phase of the course,the NCC's will be called-upon to

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Duration of the course - 2 months; Number of pupils attending - 200

c) must guarantee the training of personnel, who, whether or not they already possess mechanical knowledge, must be able to acquire that knowledge of arms and arms repairs which will permit them to carry out their work with safety.

Duration of the course - 4 months; Number of pupils attending - 500

d) must guarantee the training of personnel who, although arriving at the school with only a little mechanical knowledge or with a satisfactory school diploma (not lower than the 5th Form-Elementary for those who have no mechanical knowledge), upon completion of the course will, [illegible], for each of the respective trades, carry out the repair works executed in the M.T. Workshops.

Duration of the course - 6 months; Number of pupils attending - 150

e) must guarantee [illegible] training in MT driving, [illegible] duties of driving instructor, and those duties of command required in NCOs (i/c's sections).

During the last phase of the course, the NCO's will be called-upon to act as auxiliary instructors to the pupils attending the courses described in a) and b).

Duration of the course - 4 months; Number of pupils attending - 100

f) will give advanced workshop training to NCOs who have acquired theoretical and practical knowledge from the courses which they will have attended at one of the Royal Industrial Institutes under the care of the Ministry of Education, for which negotiations are now in progress. This first course should be of a duration of no less than 6 months. The duration of the advanced course is established at 2 months, and therefore the pupil, in order to reach his full qualification of " Specialist NCO", in a certain category, must attend for a total period of 8 months.

Number of Pupils attending the course - 50.

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g) will give a complete "preliminary" training to junior officers who are to be transferred to MT units, or to units which MXXX are supplied with vehicles. They must be given the opportunity of perfecting their knowledge by exercising their command.

Duration of the course - 6 months. Number of pupils attending - 50

h) will disseminate general MT knowledge to officers of various ranks, in relation to recent technical innovations, and further new training principles for personnel, as well as further changes in regulations.

Duration of the course - 2 months. Number of pupils attending - 50

i) will train officers who, because of having special qualifications and higher scholarship diplomas, may be given the opportunity of solving constructive problems. Thus they will be able to prospect new materials or modify those already existing, and dedicate themselves to the study of problems concerning repair of materials, machinery, and the organisation of workshops etc.

Duration of course - 12 months. Pupils attending - 20

The total number of pupils who would be able contemporarily, to attend the school is estimated at 2120.

(2)

TRAINING OF SPECIALIST PERSONNEL.

The training of specialist personnel of the various categories necessary to the MT Repair Workshops would also be carried out at the Royal Industrial Schools and Institutes under the care of the Ministry of Education, and also with the following civilian establishments :- FIAT - ANSALDO - ARELLI - RACI.

Negotiations are in progress both with the said Ministry and the aforementioned establishments and society, in order to arrive at agreement as to organisation. Such an organisation, which was formerly effected by the now disbanded Inspectorate of MT Corps, had reached highly satisfactory results.

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The agreements and

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or Modify those already existing, and dedicate themselves to the study of problems concerning repair of materials, machinery, and the organisation of workshops etc.

Duration of course - 12 months. Pupils attending - 20
The total number of pupils who would be able contemporarily, to attend the school is estimated at 2120,

TRAINING OF SPECIALIST PERSONNEL.

(72) The training of specialist personnel of the various categories necessary to the MT Repair Workshops would also be carried out at the Royal Industrial Schools and Institutes under the care of the Ministry of Education, and also with the following civilian establishments :- FIAT - ANSALDO - MARELLI - RACI.

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Negotiations are in progress both with the said Ministry and the aforementioned establishments and society, in order to arrive at agreement as to organisation. Such an organisation, which was formerly effected by the now disbanded Inspectorate of MT Corps, had reached highly satisfactory results.

The agreements and negotiations now being undertaken, have the aim of furnishing the courses with experienced teaching personnel, sufficient vehicles and equipment, and with programmes and principles drawn up by the central technical formation. Thus they may, as in the past, guarantee results, both as regards quantity and quality, to an extent warranted by requirements.

The Royal Industrial Schools and Institutes can hold the following specialisation courses:
motor mechanics - fitters - turners - smiths - electricians and magneto mechanics - carpenters - electric welders.

The Fiat [redacted] :
motor mechanics - fitters - electricians and magneto mechs. injection

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pump mechs.

The Ansaldo Firm:

turners - smiths - electric welders.

The Marelli Firm :

electricians and magneto mechs.

The R.A.C.I.:

motor mechs. - fitters.

The Royal Industrial Schools would be able, generally speaking, to carry out the courses in the following localities:

Turin - Milan - Vicenza - Alessandria - Bolzano - Udine - Genoa - Florence Rome - Naples - Bari - Palermo - (total no. of sites : 12)

The Fiat firm:

Milan - Turin - Rome (total no. of sites :3)

The Ansaldo firm :

Genoa Sestri

The Marelli Firm :

Milan (Sesto S. Giovanni)

The R.A.C.I.:

Rome

Total no. of sites for courses, about 18.

Upon agreements, the possibility would exist, of training at each site, an approximate number of between 50 and 70 pupils. This would make possible a turnover (for each course of a duration of 6 months) of between 900 and 1260 pupils, to which should be added the 150 pupils trained at the military school.

We would thus arrive at an approximate total turnover of 3107 men every 6 months.

At the military school, trades could be taught, for which facilities existed neither at the Royal Industrial Schools nor at the manufacturing firms and the RACI. These trades are: [illegible]

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Genoa Sestri

The Marelli Firm :

Milan (Sesto S. Giovanni)

The R.A.C.I.:

Rome

Total no. of sites for courses, about 18.

Upon agreements, the possibility would exist, of training at each site, an approximate number of between 50 and 70 pupils. This would make possible a turnover (for each course of a duration of 6 months) of between 900 and 1260 pupils, to which should be added the 150 pupils trained at the military school.

We would thus arrive at an approximate total turnover of ~~xxxxxx~~ 3107 men every 6 months.

At the military school, trades could be taught, for which facilities ~~xxixxxr~~ existed neither at the Royal Industrial Schools nor at the manufacturing firms and the RACI. These trades are: vulcanizer - storeman upholsterer etc.

With reference to the above and in the interests of the training of ~~xxixx~~the "military specialists" and the advanced training for the "NCO specialists", it is necessary to stipulate that there should be, at the military school, a repair workshops, besides that used for training. Such a workshops in addition to serving for repairs of M.T. materials used by the school, would act as a unit workshop for the practical and advanced training for Specialist NCO's and men.

(3) FORMATION OF A SPECIALIST CORPS.

In order to be able to form a corps of military specialists, below NCO's rank, it is necessary to award them some form of trade pay.

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The matter is still under review, and nothing has yet been resolved.

It is necessary to hasten this matter, submitting for the advisability of an adequate payment being made, comparing favourably that made to civilians, to the specialist personnel, who thus would wish to sign for a period of not less than 5 years. The creation of a corps of military specialists, in addition to guaranteeing a technical independence to the Italian Army, would also enable it to employ elements of a secure competence, thereby meeting the requirements without having to recourse to civilian labour. This latter as shown by the present situation, does not generally fulfill the necessary demands in specialisation

In order to meet the enormous demands for work of the repair services, we have had to employ the civilian specialist personnel, offered to us in the normal way, but in view of the modest pay offered by the Military Administration, especially with regard to experienced specialists, in comparison with that paid by civilian firms, we have been forced to employ a larger number of personnel to that estimated in order to be able to ensure quality by using quantity.

In this manner, there has been created an establishment, which in many cases is elephantine, the cost of which is, for the Army, enormous, and far above that which would be necessary for the small group of suitable and well-trained military personnel required by the repair services.

In this way, a large economy could be realised in the training phases of the military specialists, who if they have not signed on to stay in the Army, would have to be changed yearly with the disadvantage of being available only for a period of 4 months, for each class, since personnel, in order to reach the qualification of specialists, must undergo an 8 months' period of training.

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the Military Administration, especially with regard to experienced specialists, in comparison with that paid by civilian firms, we have been forced to employ a larger number of personnel to that estimated in order to be able to ensure quality by using quantity.

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Sgd. Lt. Col. Antonio Morani.

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URGENT Translation

Please
Lt Taylor
Major

PRO-MEMORIA PER IL SIG.MAGGIORE TAYLOR DELLA M.M.I.A.
RELATIVO ALL'ORGANIZZAZIONE DELL'ADDESTRAMENTO
AUTOMOBILISTICO PER IL R. ESERCITO

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In relazione alle attuali contingenze si ritiene opportuno proporre che tutto l'addestramento automobilistico venga accentrato in un unica scuola.

Ciò in considerazione:

- all'odierna carenza di buoni istruttori militari idonei a disimpegnare il loro incarico.Per tale motivo si rende necessario riunire tale personale in unico nucleo,che ben diretto,può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare quella nuova mentalità automobilistica,specie nel personale d'inquadramento, necessaria,oltre che a fronteggiare l'attuale situazione, a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità,anche di carattere tecnico,imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi 316
enti intermedi.

Compiti della scuola e organizzazione dei corsi

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- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare quella nuova mentalità automobilistica,specie nel personale d'inquadramento, necessaria,oltre che a fronteggiare l'attuale situazione, a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità,anche di carattere tecnico,imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comando di enti intermedi.

Compiti della scuola e organizzazione dei corsi

La scuola dovrebbe assolvere i seguenti compiti addestrativi:

a) corsi per conduttori di automezzi dei vari tipi sia alleati che italiani;

b) corsi per meccanici per la manutenzione dei mezzi sia alleati che italiani;

c) corsi per meccanici ed operai di artiglieria;

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d) corsi per operai specializzati per le officine di riparazioni automobilistiche;

e) corsi per sottufficiali automobilisti di squadra;

f) corsi applicativi per sottufficiali specializzati per le officine di riparazione automobilistiche;

g) corsi formativi per ufficiali automobilisti o delle varie armi che abbiano comunque in dotazione i mezzi automobilistici del R. Esercito;

h) corsi informativi per ufficiali automobilisti e delle varie armi che abbiano in dotazione mezzi automobilistici;

i) corsi di addestramento superiore a carattere eminentemente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistoche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alla prossima classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxxxxx~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1CCO

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

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Durata del corso mesi 2 - allievi frequentatori N° 200

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In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alle prossime classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxxxxx~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

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Durata del corso mesi 2 - allievi frequentatori N°. 200

c) deve poter provvedere all'addestramento di personale il quale pur essendo in possesso o meno di qualche cognizione meccanica possa acquisire quella conoscenza delle armi e delle riparazioni che deve saper compiere con sicurezza.

Durata del corso mesi. 4 ...allievi frequentatori N°. 500..

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d) deve poter conseguire l'addestramento del personale il quale, pur giungendo alla scuola soltanto con qualche cognizione meccanica o con adeguato titolo di studio (non inferiore alla 5 classe elementare per coloro che non hanno cognizioni meccaniche), gli consenta di eseguire per ciascuna specializzazione quelle operazioni di riparazioni che vengono compiute nelle officine automobilistiche.

Durata del corso mesi 6 - allievi frequentatori N°. 150

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli, applicazione delle funzioni di istruttore di guida e di quelle di comando, attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°. 100

f) provvederà all'applicazione in officina dei sottufficiali i quali avendo già le cognizioni teorico - pratiche acquisite ~~dai sottufficiali~~ nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione, ~~con~~ il quale sono in corso trattative. Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8 di corso.

allievi frequentatori N°. 50

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di veicoli, applicazione delle funzioni di istruttore di guida e di quelle di comando, attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°. 100

f) provvederà all'applicazione in officina dei sottufficiali i quali avendo [redacted] le cognizioni teorico - pratiche acquisite [redacted] nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione, per il quale sono in corso trattative. Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8 di corso.

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allievi frequentatori N°. 50

g) provvederà all'addestramento "formativo" completo degli ufficiali inferiori i quali debbono essere trasferiti in reparti automobilistici, in quelli aventi comunque in dotazione auto carri, debbono essere messi in grado di conoscere perfettamente quanto ha fatto con l'adempimento della loro azione di comando.

durata del corso mesi 6 - allievi frequentatori N. 50

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h) provvederà alla divulgazione della cultura generica automobilistica agli ufficiali dei vari gradi in relazione alle recenti innovazioni della tecnica e delle eventuali nuovi indirizzi addestrativi del personale nonchè delle eventuali varianti regolamentaristiche.

Durata del corso mesi 2 - allievi frequentatori N.50

i) provvederà all'addestramento di ufficiali i quali per essere in possesso di particolari requisiti e titoli di studio superiori possano essere messi in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale, del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero, di massima, frequentare contemporaneamente la scuola N. 2120..

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie, necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - RACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suddetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi. Tale organizzazione che era stata già attuata dal disciolto Ispettorato del Corpo Automobilistico

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del materiale,del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero,di massima,frequentare contemporaneamente la scuola N. 2120...

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie,necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - BACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suddetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi.Tale organizzazione che era stata già attuata dal disciolto Ispettorato del Corpo Automobilistico aveva raggiunto risultati quanto mai soddisfacenti.

Gli accordi in atto tendono alla possibilità di attuare i seguenti corsi di specializzazione i quali per essere svolti da provetto personale insegnante, con adeguati mezzi ed attrezzature e con indirizzo e programmi compilati dall'ente tecnico centrale, possono,come è stato attuato nel passato,assicurare risultati quantitativi e qualitativi adeguati alla bisogna.

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Le R.R.Scuole ed istituti industriali possono svolgere i seguenti corsi di specializzazione :

- motoristi - aggiustatori - tornitori - fabbri - elettricisti magnetisti - falegnami - saldatori autogeni - .

La Fiat :

motoristi - aggiustatori - elettricisti magnetisti - verificatori pompe iniezioni - .

D'Ansaldo:

tornitori - fabbri - saldatori autogeni.

La Marelli:

elettricisti magnetisti -.

Il R.A.C.I.:

motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:

Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:

Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:

Genova Sestri -

La Marelli:

Milano - (Sesto S.Giovanni)

Il R.A.C.I.:

Roma -

Totale delle sedi dei corsi circa ne

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elettricisti magnetisti -.

Il R.A.C.I.:
motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:
Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:
Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:
Genova Sestri -

La Marelli:
Milano - (Sesto S.Giovanni)

Il R.A.C.I.:
Roma -

Totale delle sedi dei corsi, circa, N°. 18

Dagli accordi intercorsi emergerebbe la possibilità di addestrare in ciascuna sede un numero approssimativo di circa 60 ÷ 70 allievi il che porterebbe ad un gettito,per ciascun corso della durata di mesi 6,di 900 ÷ 1260 allievi circa al quale dovrebbe essere aggiunto il numero di 150 allievi addestrati dalla scuola militare.

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Si avrebbe così un gettito totale approssimativo di N°.1500 elementi ogni 6 mesi .

Presso la scuola militare verrebbe svolto l'addestramento di quelle specializzazioni che non possono essere eseguite nè presso le R.N.scuole industriali nè dalle ditte costruttrici e dal Raci e precisamente :vulcanizzatori - magazzinieri - tappezzieri - ecc.

Per quanto sopra detto nei riguardi dell'addestramento sia dei " militari specializzati" che per quello applicativo dei "sottufficiali specializzati" è necessario prevedere presso la Scuola militare la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

COSTITUZIONE CORPO SPECIALIZZATI

Per poter formare un corpo di militari specializzati di grado inferiore a quello di sottufficiale, è necessario che venga attuato un adeguamento della loro retribuzione. La questione è allo studio e non è stata quindi ancora risolta.

E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate, rispetto a quelle civili, al personale specializzato che così involontariamente potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare

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ne di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

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Per fronteggiare l'enorme richiesta di lavoro del servizio riparazioni si è dovuto assumere il personale civile specializzato che offre la piazza, ma in considerazione delle modeste paghe offerte dall'amministrazione militare, specie per i provetti specializzati, rispetto a quelle pagate dalle ditte civili, si è stati costretti assumere un numero di personale superiore a quello previsto onde poter sopperire con la quantità le scarse singole possibilità tecniche di rendimento.

Si è creata in tal modo una situazione organica, in molti casi elefantiaca, il di cui costo, per l'Erario, è enorme e di gran lunga superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati, dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva, di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Moroni

T.Col. [illegible]

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modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati, dovrebbero totalmente essere costituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva, di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Morani

T.Col. Antonio Morani

Spoken to Col. Alloia and SMRE Training.

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PRO-MEMORIA PER IL MAGGIORE TAYLOR DELLA M.A.A.I.A.
RELATIVO ALL'ORGANIZZAZIONE DELL'ADDESTRAMENTO
AUTOMOBILISTICO PER IL R. ESERCITO

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In relazione alle attuali contingenze si ritiene opportuno proporre che tutto l'addestramento automobilistico venga accentrato in un unica scuola.

Ciò in considerazione:

- all'odierna carenza di nuovi istruttori militari idonei a disimpegnare il loro incarico. Per tale motivo si rende necessario riunire tale personale in unico nucleo, che ben diretto, può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare quella nuova mentalità automobilistica, specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità, anche di carattere tecnico, insite sia nella nuova organizzazione che dai nuovi indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi od enti intermedi. Direzione Corpo Auto della Direzione Gen. #7 e motorizzazione -

Compiti della scuola e organizzazione dei corsi

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gere il loro incarico. Per tale motivo si rende necessario riunire tale personale in unico nucleo, che ben diretto, può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare quella nuova mentalità automobilistica, specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porle in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità, anche di carattere tecnico, imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

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Compiti della scuola e organizzazione dei corsi

La scuola dovrebbe assolvere i seguenti compiti addestrativi:

a) corsi per conduttori di automezzi dei vari tipi sia alleati che italiani;

b) corsi per meccanici per la manutenzione dei mezzi sia alleati che italiani;

c) corsi per meccanici ed operai di artiglieria;

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d) corsi per [illegible]rali specializzati per le officine di riparazioni automobilistiche;

e) corsi per sottufficiali automobilisti di squadra;

f) corsi applicativi per sottufficiali specializzati per le officine di riparazione automobilistiche;

g) corsi formativi per ufficiali automobilisti o delle varie armi che abbiamo comunque in dotazione i mezzi automobilistici del E. Esercito;

h) corsi informativi per ufficiali automobilisti e delle varie armi che abbiamo in dotazione mezzi automobilistici;

i) corsi di addestramento superiore a carattere eminentemente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alle prossime classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxxxxxx~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

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i) corsi di addestramento superiore a carattere eminentemente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alle prossime classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà provvedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxxxxxx~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

Durata del corso mesi 2 - allievi frequentatori N°. 200

c) deve poter provvedere all'addestramento di personale il quale pur avendo in possesso o meno di qualche cognizione meccanica possa acquisire quella conoscenza delle avi e delle riparazioni che deve saper compiere con sicurezza.

Durata del corso mesi..4....allievi frequentatori N°..500..

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d) dete[illegible]nseguire l'addestramento del personale il quale, pur giungendo alla scuola soltanto con qualche cognizione meccanica e con adeguato titolo di studio (non inferiore alla 5 classe elementare)per coloro che non hanno cognizioni meccaniche), gli consenta di eseguire per ciascuna specializzazione quelle operazioni di riparazioni che vengono compiute nelle officine automobilistiche.

Durata del corso mesi 6 - allievi frequentatori N°.15

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli,esplicazione delle funzioni di istruttore di guida e di quelle di comando attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°.10

f) provvederà all'applicazione in officinadei sottufficiali i quali avendo [illegible]le cognizioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione per il quale sono in corso trattative.Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicative si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8 di corso -

allievi frequentatori N°. 50

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di guida e di quelle di comando attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°. 100

f) provvederà all'applicazione in officinadei sottufficiali i quali avendo alle cognizioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti del Ministero dell'Istruzione per il quale sono in corso trattative.Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8- di corso -

allievi frequentatori N°. 50

g) provvederà all'addestramento "formativo" completo degli ufficiali inferiori i quali debbono essere trasferiti in reparti automobilistici; in quelli avanti comunque in detenzione auto carri debbono essere messi in grado di conoscere perfettamente quanto hanno fatto con l'adempimento della loro azione di comando.

durata del corso mesi 6 - allievi frequentatori N°. 50

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h) provvederà alla divulgazione della cultura generica automobilistica agli ufficiali dei vari gradi in relazione alle recenti innovazioni della tecnica e delle eventuali nuovi indirizzi addestrativi del personale nonchè delle eventuali varianti regolamentaristiche.

Durata del corso mesi 2 - allievi frequentatori N.50

i) provvederà all'addestramento di ufficiali i quali per essere in possesso di particolari requisiti e tutoli di studio superiori possano essere messi in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale,del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero,di massima,frequentare contemporaneamente la scuola N. 2120...

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie,necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - RACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suindetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi.Tale organizzazione che era sta-

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possano essere messi in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale,del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero,di massima,frequentare contemporaneamente la scuola N. 2120...

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie,necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - RICI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suddetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi.Tale organizzazione che era stata già attuata dal disciolto Ispettorato del Corpo Automobilistico aveva raggiunto risultati quanto mai soddisfacenti.

Gli accordi in atto tendono alla possibilità di attuare i seguenti corsi di specializzazione i quali per essere svolti da provetto personale insegnante, con adeguati mezzi ed attrezzature e con indirizzo e programmi compilati dall'ente tecnico centrale, possono come è stato attuato nel passato assicurare risultati quantitativi e qualitativi adeguati alla bisogna.

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Le R.R.Scuole ad istituti industriali possono svolgere i seguenti corsi di specializzazione :
- motoristi - aggiustatori - tornitori - fabbri - elettricisti magnetisti - falegnami - saldatori autogeni - .

La Fiat :
motoristi - aggiustatori - elettricisti magnetisti - verificatori pompe iniezioni - .

L'Ansaldo:
tornitori - fabbri - saldatori autogeni.

La Marelli:
elettricisti magnetisti -.

Il R.A.C.I.:
motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:
Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.10)

La Fiat:
Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:
Genova Sestri -

La Marelli:
Milano - (Sesto S.Giovanni)

Il R.A.C.I.:

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L'Ansaldo:

tornitori - fabbri - saldatori autogeni.

La Marelli:

elettricisti magnetisti -.

Il R.A.C.I.:

motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:

Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:

Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:

Genova Sestri -

La Marelli:

Milano - (Sesto S.Giovanni)

Il R.A.C.I.:

Roma -

Totale delle sedi dei corsi, circa, N°. 18

Dagli accordi intercorsi emergerebbe la possibilità di addestrare in ciascuna sede un numero approssimativo di circa 50 ÷ 70 allievi il che porterebbe ad un gettito,per ciascun corso della durata di mesi 6,di 900 ÷ 1260 allievi circa al quale dovrebbe essere aggiunto il numero di 150 allievi addestrati dalla scuola militare.

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Si avrebbe così un gettito totale approssimativo di N°.1500 elementi ogni 6 mesi .

Presso la scuola militare verrebbe svolto l'addestramento di quelle specializzazioni che non possono essere eseguite nè presso le R.M.scuole industriali nè dalle ditte costruttrici e dal Naci e precisamente :vulcanizzatori - magazzinieri - sellai - ecc.

Per quanto sopra detto nei riguardi dell'addestramento sia dei " militari specializzati" che per quello applicativo dei "sottufficiali specializzati" è necessario prevedere la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

COSTITUZIONE CORPO SPECIALIZZATI

Per poter formare un corpo di militari specializzati di grado inferiore a quello di sottufficiale, è necessario che venga attuato un adeguamento della loro retribuzione. La questione è allo studio e non è stata quindi ancora risolta.

E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate rispetto a quelle civili,al personale specializzato che così invogliato potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare

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Per quanto sopra detto [illegible]

dei militari specializzati" che per quello applicativo dei "sottufficiali specializzati" e necessario prevedere la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

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E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate rispetto a quelle civili, al personale specializzato che così invogliato potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare all'Esercito possibilità di autonomia tecnica gli darebbe modo di disporre di elementi di sicura competenza con i quali poter provvedere al proprio fabbisogno senza ricorrere alla mano d'opera civile che, come è dimostrato dalla situazione in atto, non corrisponde, di massima, a quei requisiti di specializzazione necessaria.

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Per fronteggiare l'enorme richiesta di lavoro del servizio riparazioni si è dovuto assumere il personale civile specializzato che offre la piazza, ma in considerazione delle modeste paghe offerte dall'amministrazione militare, specie per i provetti specializzati, rispetto a quelle pagate dalle ditte civili, si è stati costretti assumere un numero di personale superiore a quello previsto onde poter sopperire con la quantità le scarse singole possibilità tecniche di rendimento

Si è creata in tal modo una situazione organica, in molti casi elefantiaca, il di cui costo, per l'Erario, è enorme e di gran lunga superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non rafformati, dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL T.Col. COLONNELLO
Antonio Morsani

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Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati,dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Moreni

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PRO-MEMORIA PER IL SIG.MAGGIORE TAYLOR DELLA M.A.A.I.A.
RELATIVO ALL'ORGANIZZAZIONE DELL'ADDESTRAMENTO
AUTOMOBILISTICO PER IL R. ESERCITO

In relazione alle attuali contingenze si ritiene opportuno proporre che tutto l'addestramento automobilistico venga accentrato in un unica scuola.

Ciò in considerazione:

- all'odierna carenza di nuovi istruttori militari idonei a disimpegnare il loro incarico.Per tale motivo si rende necessario riunire tale personale in unico nucleo,che ben diretto,può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare quella nuova mentalità automobilistica,specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porle in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità,anche di carattere tecnico,imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi od enti intermedi.

Compiti della scuola e organizzazione dei corsi

La scuola dovrebbe accogliere i seguenti corsi addestrativi:

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- all'odierna carenza di nuovi istruttori militari idonei a disimpegnare il loro incarico. Per tale motivo si rende necessario riunire tale personale in unico nucleo, che ben diretto, può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare quella nuova mentalità automobilistica, specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità, anche di carattere tecnico, imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi od enti intermedi.

Compiti della scuola e organizzazione dei corsi

La scuola dovrebbe assolvere i seguenti compiti addestrativi:

a) corsi per conduttori di automezzi dei vari tipi sia alleati che italiani;

b) corsi per meccanici per la manutenzione dei mezzi sia alleati che italiani;

c) corsi per meccanici ed operai di artiglieria;

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d) corsi per [illegible]orsi specializzati per le officine di riparazioni automobilistiche;

e) corsi per sottufficiali automobilisti di squadra;

f) corsi applicativi per sottufficiali specializzati per le officine di riparazione automobilistiche;

g) corsi formativi per ufficiali automobilisti o delle varie armi che abbiano comunque in dotazione i mezzi automobilistici del R. Esercito;

h) corsi informativi per ufficiali automobilisti e delle varie armi che abbiano in dotazione mezzi automobilistici;

i) corsi di addestramento superiore a carattere esclusivamente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alla prossima classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxixxkax~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

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i) corsi di addestramento superiore a carattere eminentemente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola nuova o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alla prossima classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxiaxiax~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

Durata del corso mesi 2 - allievi frequentatori N°. 200

c) deve poter provvedere all'addestramento di personale il quale pur essendo in possesso o meno di qualche cognizione meccanica possa acquisire quella conoscenza delle armi e delle riparazioni che deve saper compiere con sicurezza.

Durata del corso mesi 4 ...allievi frequentatori N°. 500

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d) deve poter conseguire l'addestramento del personale il quale, pur giunga alla scuola soltanto con qualche cognisione meccanica o con adeguato titolo di studio (non inferiore alla 5 classe elementare)per coloro che non hanno cognizioni meccaniche), gli consenta di eseguire per ciascuna specializzazione quelle operazioni di riparazioni che vengono compiute nelle officine automobilistiche.

Durata del corso mesi 6 - allievi frequantatori N°.150

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli,esplicazione delle funzioni di istruttore di guida e di quelle di comando attribuito al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°.100

f) provvederà all'applicazione in officinadei sottufficiali i quali avendo dalle cognisioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione per il quale sono in corso trattative.Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8

allievi frequentatori N°. 50

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Durata del corso mesi 6 - allievi frequentatori N°.150

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli, esplicazione delle funzioni di istruttore di guida e di quelle di comando attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°.100

f) provvederà all'applicazione in officinadei sottufficiali i quali avendo dalle cognizioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione per il quale sono in corso trattative. Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8 in corso

allievi frequentatori N°. 50

g) provvederà all'addestramento "formativo" completo degli ufficiali inferiori i quali debbono essere trasferiti in reparti automobilistici o in quelli aventi comunque in dotazione auto carri debbono essere messi in grado di conoscere perfettamente quanto ha attinente con l'adempimento della loro azione di comando.

durata del corso mesi 6 - allievi frequentatori N. 50

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h) provvederà alla divulgazione della cultura generica automobilistica agli ufficiali dei vari gradi in relazione alle recenti innovazioni della tecnica e delle eventuali nuovi indirizzi addestrativi del personale nonchè delle eventuali varianti regolamentaristiche.

Durata del corso mesi 3 - allievi frequentatori N.50

i) provvederà all'addestramento di ufficiali i quali per essere in possesso di particolari requisiti e tutoli di studio superiori possano essere messi in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale, del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero, di massima, frequentare contemporaneamente la scuola N. .2120....

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie, necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - RACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente anzidetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi. Tale organizzazione che era sta-

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progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale,del macchinario e dall'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero,di massima,frequentare contemporaneamente la scuola N. 2120...

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Sia con il predetto Ministero che con le fabbriche e l'ente anzidetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi.Tale organizzazione che era stata già attuata dal disciolto Ispettorato del Corpo Automobilistico aveva raggiunto risultati quanto mai soddisfacenti.

Gli accordi in atto tendono alla possibilità di attuare i seguenti corsi di specializzazione i quali per essere svolti da provetto personale insegnante, con adeguati mezzi ed attrezzature e con indirizzo e programmi compilati dall'ente tecnico centrale, possono come è stato attuato nel passato assicurare risultati quantitativi e qualitativi adeguati alla bisogna.

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Le R.R.Scuole ed istituti industriali possono svolgere i seguenti corsi di specializzazione :
- motoristi - aggiustatori - tornitori - fabbri - elettricisti magnetisti - falegnami - saldatori autogeni - .

La Fiat :
motoristi - aggiustatori - elettricisti magnetisti - verificatori pompe iniezioni - .

L'Ansaldo:
tornitori - fabbri - saldatori autogeni.

La Marelli:
elettricisti magnetisti -.

Il R.A.C.I.:
motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:
Torino - Milano - Vicenza - Alessandria - Solmano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:
Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:
Genova Sestri -

La Marelli:
Milano - (Sesto S.Giovanni)

Il R.A.C.I.:
Roma -

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tornitori - fabbri - saldatori autogeni.

La Marelli:

elettricisti magnetisti -.

Il R.A.C.I.:

motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:

Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:

Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:

Genova Sestri -

La Marelli:

Milano - (Sesto S.Giovanni)

Il R.A.C.I.:

Roma -

Totale delle sedi dei corsi, circa, N°. 18

Dagli accordi intercorsi emergerebbe la possibilità di addestrare in ciascuna sede un numero approssimativo di circa 50 ÷ 70 allievi il che porterebbe ad un gettito,per ciascun corso della durata di mesi 6,di 900 ÷ 1260 allievi circa al quale dovrebbe essere aggiunto il numero di 150 allievi addestrati dalla scuola militare.

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Si avrebbe così un gettito totale approssimative di N°.1500 elementi ogni 6 mesi .

Presso la scuola militare verrebbe svolto l'addestramento di quelle specializzazioni che non possono essere eseguite nè presso le E.F.scuole industriali nè dalle ditte costruttrici e dal Raci e precisamente :vulcanizzatori - magazzinieri - tappezzieri - ecc.

Per quanto sopra detto nei riguardi dell'addestramento sia dei " militari specializzati" che per quello applicativo dei "sottufficiali specializzati" è necessario prevedere presso la scuola militare la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

COSTITUZIONE CORPO SPECIALIZZATI

Per poter formare un corpo di militari specializzati di grado inferiore a quello di sottufficiale, è necessario che venga attuato un adeguamento della loro retribuzione. La questione è allo studio e non è stata quindi ancora risolta.

E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate rispetto a quelle civili, al personale specializzato che così invogliato potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare

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dei militari specializzati" che per quello applicativo dei "sottufficiali specializzati" e necessario prevedere la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

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E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate rispetto a quelle civili, al personale specializzato che così invogliato potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare all'Esercito possibilità di autonomia tecnica gli darebbe modo di disporre di elementi di sicura competenza con i quali poter provvedere al proprio fabbisogno senza ricorrere alla mano d'opera civile che, come è dimostrato dalla situazione in atto, non corrisponde, di massima, a quei requisiti di specializzazione necessaria.

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Per fronteggiare l'enorme richiesta di lavoro del servizio riparazioni si è dovuto assumere il personale civile specializzato che offre la piazza, ma in considerazione delle modeste paghe offerte dall'amministrazione militare, specie per i provetti specializzati, rispetto a quelle pagate dalle ditte civili, si è stati costretti assumere un numero di personale superiore a quello previsto onde poter sopperire con la quantità le scarse singole possibilità tecniche di rendimento

Si è creata in tal modo una situazione organica, in molti casi elefantiaca, il di cui costo,per l'Erario,è enorme e di gran lunga superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati,dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL T.M. COLONNELLO
Antonio Morani

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superiore ex quella del p[illegible]

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IL TEN. COLONNELLO
Antonio Morani

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Subject : Attaches to R.A.M.C. Officers.

Land Forces Sub Comm.A.C.
(M.M.I.A.) R O M E
MMA/1400

22 December 45

7 B.L.U.

Reference this HQ signals A/1379 of 19 Dec and G/7 of 21 Dec (Amdt N°2 to MMIA Directive N°2).

It is the intention that Capt. Nelson give the major portion of his time with your BLU to assisting the Italian authorities in Bologna. As you are probably aware, they intend to install there a Base Workshop for the repair of Allied types of equipment BLR by Divisional Workshops. It is most important that they receive all possible assistance in the layout and installation of this project which is intended ultimately to employ about 800 men and is to have a MT Stores Depot affiliated to it.

It is hoped that too much of his time will not be taken up with the workshops of FOLGORE Division or N°7 Repair Unit, and that he will be free to speed up the re-organisation at BOLOGNA.

Attached for your information is a copy of the proposals regarding BOLOGNA which are expected to be commenced soon.

Lt.Col. R.A.M.C.
ADMS, Land Forces Sub Comm.A.C.(MMI

Copy to : Col. A/Q/
MMK. 7 BLU.

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TRANSLATION

AB 1400

(16)

THE TECHNICAL MOTORIZATION SERVICE

At the end of World War I the transportation service was carried out by the "Gruppi Treno" (Train Groups) which, besides animal drawn transportation units, had mechanical transport units.

The technical side of supply and maintenance of mechanical transport was the responsibility of the "Direzione Centrale Automobilistica" at Turin, which was subsequently transformed into the "Direzione Superiore del materiale automobilistico" (Superior Direction of Motor material) while the administrative side was the responsibility of the "Direzione Generale artiglieria e automobilismo" (Direction General of Artillery and Motor Transport) at the Ministry of War.

The increased importance of mechanical transport and the declining of animal drawn transport led to the suppression of the "Gruppi Treno" and to the creation of units called first "Raggruppamenti Trasporti"(Transport Groups) and then "Centri Automobilistici" (Motor Tpt. Centres) in the number of 13, one for each Territorial Army Corps, which were responsible for general purpose transportation, while the single units had to provide for special transport, such as artillery drawing and hauling of bridge equipage.

For the same reason, for the rapid progress of the motor technique, and for the rivalry between technical bodies (Superior Direction of the Motor Materiel) and administrative bodies (Direction General of Artillery and Motor Transport) which resulted in delays of production and supplies, in 1930 it was decided to consolidate into one body belonging to the Central Administration both technical and administrative functions.

The "Ispettorato del Materiale Automobilistico" (Inspectorate of the

and Motor Transport) at the Ministry of War.

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The "Ispettorato del Materiale Automobilistico" (Inspectorate of the Motor Tpt. Materiel), subsequently called "Ispettorato della Motorizzazione" was thus established, having under it three Establishments or Institutes, namely :

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1) "Centro Studi Motorizzazione" (Center for Studies on Motorization), Rome which was responsible for experimentation of prototypes of all motor vehicles of new construction and preparation of data for their homologation. The Centre experimented on all modification to be made to vehicles already in operation, tested and judged the consumption materials, carried out the training courses for the Officers belonging to motorized Units (Superior, and Information Courses, Specialization Courses for Officers of Tank and Armored Cars Units etc.)

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2) "Officina Autmobilistica R.E." (Royal Army Motor Workshops) at Bologna The resonsibilitie[illegible] the Officina included major repairs to Army vehicles, administration of purchase contracts, carrying out Specialization Courses for N.C.O.s and military workers, supply, administration and distribution of spare parts, also through the special Warehouse at Piacenza.

3) "Ufficio Autonomo Approvigionamenti Automobilistici R.E." (Royal Army Motor Supplies Autonomous Office) at Turin. This Office exerted supervision over construction of Army vehicles in the factories, and carried out the testing of all motor equipment (including tractors and A.F.V.s)

Also under the "Ispettorato delle Motorizzazione" were the "Centri Automobilistici" and the same had functions of supervision over equipment belonging to Artillery, Engineers and Tank Units.

Contemporarily to the Ispettorato della Motorizzazione" the "Servizio Tecnico della Motorizzazione" was created for the purpose of preparing a staff of technical Officers specially trained in the motor transport field.

The procedure for the recruiting of these Officers was modified several times, and was definitively established as follows in 1942 : Every year "viene bandito un concorso per titoli per l'ammissione di Ufficiali al Servizio Tecnico della Motorizzazione" (Untranslatable expression which approximately means that vacancies are opened in the Technical Services, which are filled by Officers who apply for it, in accordance with their professional qualifications). The following subaltern Regular Officers may apply :

a. Officers in the Artillery and Engineer Corps who have completed the regular studies prescribed for their Corps (Accademia e Scuola di Applicazione).

b. Officers in the Motor Bgt. Corps who have been transferred in 313[illegible]
Corps from the Artillery and Engineer [illegible]

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a. Officers in the Artillery and Engineer Corps who have completed the regular studies prescribed for their Corps (Accademia e Scuola di Applicazione) ;

b. Officers in the Motor Tpt. Corps who have been transferred in 3136 Corps from the Artillery and Engineer Corps, and who have completed the regular studies prescribed for their Corps ;

c. Officers in the other Corps holding a Degree in Engineering or Chemistry.

So far as Officers at a) and b), priority is given to those who hold a Degree in Engineering or Chemistry.

The selected Officers must attend the "Corso Superiore per Ufficiali in Servizio Tecnico della Motorizzazione" (Superior Course for Officers in the Technical Motorization Service) which has a duration of six months with the programme as indicated at Appendix "A"

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The Course wi is completed by visits to the leading Factories producing materials concerning m rization (Vehicles, ball bearings, electric equipment, tyres, refineries, fuel hydrogenation plants etc.).

At the end of the Course the Officers xxx declared efficient are attached to the Technical Motorization Service, and, as such, are ordered to duty for one year with the Service's Establishments.

The Officers who, during the probation period, have shewn to be qualified for carrying out technical functions are put on duty for one year with the "Corso di Costruzioni Automobilistiche" (Motor Transport Construction Course) at the Royal Engineering School in Turin. The programme of this perfectioning course is as shewn at Appendix "B".

The Officers who have satisfactorily completed the two courses and the probation period with the Military Establishments are permanently assigned to the Technical Motorization Service, obtaining the career facilities granted to that Service.

It is to be noted that all xxx regular officers in the Artillery and Engineer Corps who have completed the regular recruiting courses and have been on duty for at least 4 years with the Technical Motorization Service, when retiring from the active service in the Army, are given the title of Engineers and entitled to exert the profession thereof.

During the years preceeding World War II the organization of the Inspectorate of Motorization appeared to be too heavy and complicate, and consequently it was modifyied as follows :

1) Institution of the "Direzione Superiore del Servizio Tecnico della Motorizzazione" (Superior Direction of the Technical Motorization Service) having technical functions similar to those formerly carried out by the Superior Direction of the Motor Tpt. Equipment ;

2) Institution of the "Direzione Generale della Motorizzazione" (Direction

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1) Institution of the "Direzione Superiore del Servizio Tecnico della Motorizzazione" (Superior Direction of the Technical Motorization Service) having technical functions similar to those formerly carried out by the Superior Direction of the Motor Tpt. Equipment ;
2) Institution of the "Direzione Generale della Motorizzazione" (Direction General of the Motorization) with administrative and supply functions ;
3) Institution of the "Corpo Automobilistico" (Motor Tpt. Corps) which was made responsible for all general service transport ;
3) Institution of the "Ispettorato del Corpo Automobilistico" (Inspectorate of Motor Corps) which supervises, in peacetime and wartime, over the operation of the Motor Tpt. Corps, similarly to the other Corps Inspectorates

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APPENDIX "A"

G E N E R A L P R O G R A M M E

of the "Corso Superiore per Ufficiali del Servizio Tecnico Motorizzazione"

MOTOR THEORY - Detailed study of the laws governing functioning of the internal combustion motors.

MOTOR PRACTICE - Detailed description of elements of internal combustion motors - Assembling and disassembling of motors - Repairs.

THEORY OF FRAMES - Detailed study of frame elements.

PRACTICE OF FRAMES - Detailed description of motor frame elements - Assembling, disassembling and repairs.

MOTOR TRACTION - Detailed study of the laws governing movement of motor vehicles

CONSUMPTION MATERIALS - Study of all consumption materials interesting the motor traction (fuels, lubricants, tyres, paints etc.)

MECHANICAL TECHNOLOGY - Study of raw materials used in motor vehicle construction Fabrication systems.

PRACTICAL DRIVING - The Officers learn to drive perfectly all military vehicles, wheeled and on tracks.

General Programme
of the 'Corso di Costruzioni Automobilistiche'

APPENDIX "B"

Motor Calculation

Particular problems in motor vehicle construction

Motor Vehicle construction

Performence and special use of vehicles

Special technologies in motor vehicle construction

Electricity in motor vehicles

3134

The purpose of the Course is to enabling persons holding a degree in

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MOTOR TRACTION - Detailed study of the laws governing movement of motor vehicles

CONSUMPTION MATERIALS - Study of all consumption materials interesting the motor traction (Fuels, lubricants, tyres, paints etc.)

MECHANICAL TECHNOLOGY - Study of raw materials used in motor vehicle construction Fabrication systems.

PRACTICAL DRIVING - The Officers learn to drive perfectly all military vehicles, wheeled and on tracks.

General Programme

If the "Ispettorato di Costruzioni Automobilistiche"

APPENDIX "B"

Motor Calculation

Particular problems in motor vehicle construction

Motor Vehicle construction

Performance and special use of vehicles

Special technologies in motor vehicle construction

Electricity in motor vehicles

3134

The purpose of the Course is to enabling persons holding a degree in Engineering to design any type of motor vehicle, and to follow and supervise its construction at the factory.

The Officers in the three technical Services (Artillery, Engineers and Motorization) are going through studies, and carrying out activities basically different ~~xxxxxxxxx~~ in each service.

It is most strongly emphasized that the Officers cannot be advantageously transferred from one Service to another, or deal with arguments particularly concerning each Service. This is due to the fact that in Italy the Officers in the technical Services are persons holding both the particular features and qualifications of the military expert and of the specialist in his field.

It is also to be excluded that the three Services can be possibly put under a single direction held by a persons outside the Services.

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An experience along these lines, attempted by instituting the Inspectorate of Technical Services, was a complete failure, and the Inspectorate had to be inactivated after few months of operation.

It would not seem that an organization similar to the R.E.M.E. or to the Ordnance Corps can correspond to the Consolidated Technical Services, on the other hand, even if if it should be so, it is to be remarked that an organization giving good results in one country, with a given frame of mind and a given military and industrial organization, cannot be adapted to another country having different frame of mind and organizations.

Judging from the experiment carried out before and after the institution of the Inspectorate of Motorization, it can be concluded that the most efficient organization in the field of motorization is still constituted by a Body responsible both for technical and administrative functions. This body should provide, as for the past, not only to the requirements of the Motor Tpt. Corps but also to those of all Arms and Corps which employ motor equipment.

3133

Subject : Repair of Allied Types of Vehicles.

Land [illegible] Corps.
A.C. (A.A.I.A.)
R O M E.

NND/1400 / 20 Dec. 45.

To : Director General,
Artiglieria e Munizionamento.

1. With reference to your letter [illegible] of 10 Dec. 45 and in continuance of my letter NND/1345 of 15 Dec. 45.

2. It seems that a solution to the problem of setting up a Base Workshops at BOLOGNA may be found in this way :-

(a) Commence the repair of Italian type vehicles at the Pyrotecnico under the control of the Divisione Motorizzazione using a few selected personnel from the C.A.E.S. as a nucleus, and re-employing at their former trades some suitable turners, blacksmiths, carpenters etc. from among those formerly employed by the Pyrotecnico.

A suitable building with space for eighty vehicles is that adjoining the Viale Centrale and Viale A. In addition buildings 121, 122 and 123 on Viale Centrale could be used as machine shops for manufacture of spares, etc.

It will be necessary to transfer stores for these vehicles from the storehouses at C.A.E.S. to a storehouse to be found in the Pyrotecnico, but this should not present great difficulty. A vehicle electricians department must also be set up in a building in the Pyrotecnico.

All the above should be possible without using buildings in the Pyrotecnico used by the Allies.

(b) Establish at Deposito San Felice, via del Gelo in BOLOGNA a Returned Vehicle Park for vehicles beyond repair by workshops of Infantry Divisions. There will all be Allied types.

(c) As space is available in the workshops of the C.A.E.S., take there from the Deposito San Felice Allied types of vehicles for repair. For a time at C.A.E.S. there will be both Italian and Allied types of vehicle being repaired, but if no more Italian type vehicles are moved into C.A.E.S. workshops, C.A.E.S. will automatically be transformed into a workshop for repair of Allied

(15)

3131

Declassified E.O. 12356 Section 3.3/NND No. 785020

(a) Commence the repair of Italian type vehicles at the Pyrotecnico under the control of the Divisione Motorizzazione using a few selected personnel from the G.A.R.N. as a nucleus, and re-employing at their former trades some suitable turners, blacksmiths, carpenters etc. from among those formerly employed by the Pyrotecnico.

A suitable building with space for eighty vehicles is that adjoining the Viale Centrale and Viale A. In addition buildings 121, 122 and 123 on Viale Centrale could be used as machine shops for manufacture of spares, etc.

It will be necessary to transfer spares for these vehicles from the storehouse at G.A.R.N. to a storehouse to be found in the Pyrotecnico, but this should not present great difficulty. A vehicle electricians department must also be set up in a building in the Pyrotecnico.

All the above should be possible without using buildings in the Pyrotecnico used by the Allies.

(b) Establish at Deposito San Felice, via del Chio in Siena a Returned Vehicle Park for vehicles beyond repair of workshops of Infantry Divisions. These will all be Allied types.

(c) As space is available in the workshops of the G.A.R.N., take there from the Deposito San Felice Allied types of vehicle for repair. For a time at G.A.R.N. there will be both Italian and Allied types of vehicle being repaired, but if no more Italian type vehicles are moved into G.A.R.N. workshops, G.A.R.N. will automatically be transformed into a workshop for repair of Allied vehicles.

This of course is our object and for the good of the Italian Army.

It is proposed that the stores for repair of Allied vehicles should be held in the G.A.R.N. storehouse when the Italian type spares have been moved to the Pyrotecnico. In addition I recommend that the Caserma Taglamento adjoining the G.A.R.N. be used as a storehouse for stores for Allied vehicles.

3. The above proposals were discussed with the Commander 6 Territorial Command, General [redacted], his Chief of Staff Col. [redacted] and the Director of repairs, Col. [redacted], on Tuesday 17th December, and they agreed that these proposals were practical and would await your confirmation.

4. I learn that there is little chance of the Allies seeing more accomodation in the G.A.R.N. in the near future, but I am keeping in touch with the situation. The proposals above will allow of eighty vehicles of Allied types being repaired at one time.

/5. .....

by 3137

Declassified E.O. 12356 Section 3.3/NND No. 785080

5. Doubtless you have already heard that the R.A.F. of Bikaner are in possession of some 25 machine tools from the G.A.E.F., and about 50 workmen formerly employed by the G.A.E.F. If possession could be obtained of these tools and workmen, the proposals in para. 2 would be greatly facilitated.

6. I should welcome an opportunity of discussing with you the rebuilding of the G.A.E.F., as I understand that the financial powers of the Territorial General will shortly be reduced and that requests must be made by your office for the necessary money.

Lieut.Colonel.,
A.D.M.S.
Land Forces Sub Com. A.C. (S.E.I.A.)

AB/Mgr

Copy to : War Diary (2)
"
G S.E.I.A.
HQS S S.E.I.A.
- - - - - - - - -

3130

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

IMPORTANT

EME/1400

6749 MMIA 8/19 SIGNALS

Rome.

LROF V MELG NR 2 IMPORTANT

FROM EME 1 BLU 191120A
TO MMIA ROME

VQSH GR29 BT

EMEH83 D/C ~~EMEM83(.) U/;:.) LORC~~ WORK

~~S~~ N O T REPEAT N O T STARTED ON CLEARING SITE OR REPAIR TO WORKSHOPS AT T U R I N & DESPITE

RE PEATED APPLICATIONS STRONG ACTION WITH ~~WW/ 12 4 .8,8546 2877 TS~~ WAR MINISTRY WILL BE

GREATLY APPRECIATED

BT
CCNGC REPEATED APPLICATIONS
SENT NR1) 191340 HEM

14

1B

IR
20/12/45

3129

EME/1400

Subject:- Import Vehicles for the Italian Army.

Land Forces Sub Commission A.C.
(M. M. I. A.) RCMP.
G.004.
17 December 1945.

(13)

To:- A.C. (for Economic Section)

1. Responsibility for the provision and maintenance of transport for the new Italian Army rests, as you know, with the Italian Government.

2. The Italian Government may obtain their requirements from one of the following sources:-

(a) Italian Motor Industry.
(b) The purchase of Allied motor vehicles surplus to Allied needs.
(c) Through the Government import programme.

3. The policy of the War Ministry is:-

(a) To re-condition in Italian Army Workshops and certain selected civilian firms, the most suitable Italian vehicles from the 14,000 now held in Inefficient Vehicle Parks. With these it is hoped to maintain for the next 12 months, those units of the Italian Army and C.C.R.P. Vehicles of obsolescent type are to be offered for sale and funds thus realised, set aside for the purchase of new vehicles, as soon as the latter are available.

(b) In the Army Workshops at Bologna, to recondition vehicles of Allied manufacture and with these to maintain the 5 Combat Divisions, until they also can be re-equipped with new Italian transport.

(c) To gradually reduce the number of different types of vehicles employed by the Army, and retain in the service selected types for which an adequate reserve of spare parts can be accumulated.

4. The future organisation and equipment of the Italian Army is at present under review at A.F.H.Q. In order that this Sub-Commission may prepare an appreciation on the degree of standardisation of transport which can be attained and the ability of the War Ministry to obtain the quantity of motor vehicles of new Italian manufacture, you are requested to furnish the following information at an early date:-

3178

Declassified E.O. 12356 Section 3.3/NND No. 785020

(a) Italian Motor Industry.
(b) The purchase of Allied motor vehicles surplus to Allied needs.
(c) Through the Government import programme.

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(a) An outline of the Italian Government plan for re-activating the Italian motor industry.

(b) The raw materials required to be imported.

(c) An estimate of the out-put in new vehicles which may be anticipated by the 31 December 1946.

R.A. CURTIS Lt. Col.
for Major General,
M. M. I. A.

Copy to: S. & T.
P.B.M.M.

PAC/fem

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

SUBJECT:- Supply, Transport and POL Liaison.

Land Forces Sub Comm. AC.
(M.M.I.A.).
ST/292

1st Jan 46.

No. 3 BLU (2 copies)
No. 4 BLU (2 copies)
No. 5 BLU (1 copy)
No. 7 BLU (2 copies)
No. 8 BLU (1 copy)

Copy to:- No. 1 BLU
" 2 BLU
" 6 BLU
" 9 BLU
" 10 BLU
" 11 BLU
" 12 BLU
Ministry of War (Commissariat Directorate)
Ministry of War (Divisione Corpo Automobilistico)
S.M.R.E. (Ufficio Servizi - Sezione Automobilismo)

1. Consequent upon move of FOLGORE Inf Division from 2 District into 3 District and re-deployment of BLUs, please cancel appendix 'A' to ST/292 dated 21 Nov 45 and substitute attached appendix 'A' which will come into effect 1 Jan 1946.

2. SD/3093 signal dated 13 Dec 45 refers.

3127

for Assistant Adjutant.

Et.Col. R.A.S.C.
ADST, Land Forces Sub Comm. AC.(MMIA).

WHB/amo

INTERNAL:- 'G'
'A'
'Q'
'Q1' (Accounts)
MED
CRD
[illegible]
File
War Diary (2)

APPENDIX 'A'
Land Forces Sub Comm. AC.
(MMLA) ltr ST/292 of 21 Nov 45.

AREAS IN WHICH SUPPLY AND TRANSPORT UNITS ARE LOCATED

Para 1.

B.L.U. TURIN (No. 1 BLU).

(a) TURIN Territorial Command Sup & Tpt Units.

No. 1 Distribution Depot
No. 1 Supply Coy
No. 1 Increment Mily Bky
No. 1 Terr Admin Tpt Coy
No. 1 Amb Car Sec
"A" E.V.P.

(b) GENOA Territorial Command Sup & Tpt Units.

No. 2 Distribution Depot
No. 2 Supply Coy
No. 2 Increment Mily Bky
No. 2 Port Detachment
No. 2 Terr Admin Tpt Coy
No. 2 Amb Car Sec

(c) CREMONA Inf Div Sup & Tpt Units.

44 Tpt and Sup Coy
317 Fd Bky

(d) MANTOVA Inf Div Sup and Tpt Units.

104 Tpt and Sup Coy
518 Fd Bky
3 G.T. Coy (Att for adm)

Para 2.

B.L.U. MILAN (No. 3 BLU).

3125

(a) MILAN Territorial Command Sup & Tpt Units.

No. 2 Bulk Food Depot
No. 3 Supply Coy
No. 3 Distribution Depot
No. 3 Military Bakery
No. 75 Distribution Depot (PIACENZA)
No. 3 Terr Admin Tpt Coy

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 2 Supply Coy
No. 2 Increment Mily Bky
No. 2 Port Detachment
No. 2 Terr Admin Tpt Coy
No. 2 Amb Car Sec

(c) CREMONA Inf Div Sup & Tpt Units.

44 Tpt and Sup Coy
317 Fd Bky

(d) MANTOVA Inf Div Sup and Tpt Units.

104 Tpt and Sup Coy
518 Fd Bky
3 G.T. Coy (Att for adm)

Para 2.

B.L.U. MILAN (No. 3 BLU).

3125

(a) MILAN Territorial Command Sup & Tpt Units.

No. 2 Bulk Food Depot
No. 3 Supply Coy
No. 3 Distribution Depot
No. 3 Military Bakery
No.75 Distribution Depot (PIACENZA)
No. 3 Terr Admin Tpt Coy
No. 3 Amb Car Sec
No. 7 E.V.P.

(b) BOLOGNA Territorial Command Sup & Tpt Units.

No. 6 Distribution Depot
No. 6 Supply Coy
No. 6 Increment Mily Bky
No.76 Distribution Depot (ANCONA)
No.77 Distribution Depot (FORLI)
No. 6 Terr Admin Tpt Coy
No.62 Amb Car Sec
No. 5 E.V.P.

(c) LEGHANO Inf Div Sup & Tpt Units.

No. 51 Tpt and Sup Coy
No. 1 Fd Bky

Declassified E.O. 12356 Section 3.3/NND No. 785080

Para 3.

B.L.U. BOLZANO (No. 4 BLU).

(a) BOLZANO Territorial Command Sup & Tpt Units.

No. 4 Distribution Depot
No. 4 Supply Coy
No. 4 Increment Mily Bakery
No.74 Distribution Depot (VERONA)
No. 4 Terr Admin Tpt Coy
No. 4 Amb Car Sec
No. 6 E.V.P. (VERONA)

(b) FRIULI Inf Div Sup & Tpt Units.

No. 20 Tpt & Sup Coy
No.316 Fd Bakery

(c) UDINE Territorial Command Sup & Tpt Units.

No. 5 Distribution Depot
No. 5 Supply Coy
No. 5 Increment Mily Bky
No. 5 Bulk Food Depot (MESTRE)
No.73 Distribution Depot (MESTRE)
No. 5 Port Detachment (VENICE)
No. 5 Terr Admin Tpt Coy
No. 5 Amb Car Sec
"B" E.V.P.

Para 4.

B.L.U. FLORENCE (No. 7 BLU).

(a) FLORENCE Territorial Command Sup & Tpt Units.

No. 7 Distribution Depot
No. 7 Supply Coy
No. 7 Increment Mily Bakery
No. 7 Terr Admin Tpt Coy
No. 4 E.V.P.
No. 1182 Amb Car Sec
No. 7 Bulk Food Depot (LEGHORN)
No.78 Distribution Depot (LEGHORN)
No. 3 Port Detachment (LEGHORN)

3123

(b) BOLOGNE Inf Div Sup & Tpt Units.

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 5 Distribution Depot
No. 5 Supply Coy
No. 5 Increment Mily Bky
No. 5 Bulk Food Depot (MESTRE)
No.73 Distribution Depot (MESTRE)
No. 5 Port Detachment (VENICE)
No. 5 Terr Admin Tpt Coy
No. 5 Amb Car Sec
"B" E.V.P.

Para 4.

B.L.U. FLORENCE (No. 7 BLU).

(a) FLORENCE Territorial Command Sup & Tpt Units.

No. 7 Distribution Depot
No. 7 Supply Coy
No. 7 Increment Mily Bakery
No. 7 Terr Admin Tpt Coy
No. 4 E.V.P.
No. 1182 Amb Car Sec
No. 7 Bulk Food Depot (LEGHORN)
No.78 Distribution Depot (LEGHORN)
No. 3 Port Detachment (LEGHORN)

(b) FOLGORE Inf Div Sup & Tpt Units.

No. 184 Tpt and Sup Coy
No. 2 Fd Bakery

3123

Para 5.

B.L.U. NAPLES (No. 10 BLU).

(a) NAPLES Territorial Command Sup & Tpt Units.

No.10 Bulk Food Depot
No.10 Supply Coy
No.10 Distribution Depot
No.10 Mily Bky

...../3

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 1 Port Detachment
No. 63 Distribution Depot (S. LEPNO)
No. 64 " " (CATANZARO)
No. 67 " " (COSENZA)
No. 68 " " (REGGIO CALABRIA)
No. 10 Terr Admin Tpt Coy
No. 2 E.V.P.
No. 85 Amb Car Sec

(b) BARI Territorial Command Sup & Tpt Units.

No. 9 Bulk Food Depot
No. 9 Supply Coy
No. 9 Distribution Depot
No. 9 Mily Bky
No. 4 Port Detachment
No.57 Distribution Depot (PESCARA)
No.55 " " (FOGGIA)
No.53 " " (BRINDISI)
No.51 " " (TARANTO)
No. 9 Terr Admin Tpt Coy
No. 3 E.V.P.
No.84 Amb Car Sec
No.21 P.O.L. Depot (MONOPOLI)

(c) PALERMO Territorial Command Sup & Tpt Units.

No. 11 Distribution Depot
No. 11 Supply Coy
No. 11 Mily Bky
No. 65 Distribution Depot (CATANIA)
No. 66 " " (CALTANISSETTA)
No. 11 Terr Admin Tpt Coy
No. 37 Amb Car Sec

3122

Form 6.

HQ., M.N.I.A., ROME.

(a) ROME Territorial Command Sup & Tpt Units.

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 9 Supply Coy
No. 9 Distribution Depot
No. 9 Mily Bky
No. 4 Port Detachment
No.57 Distribution Depot (PESCARA)
No.55 " " (FOGGIA)
No.53 " " (BRINDISI)
No.51 " " (TARANTO)
No. 9 Terr Admin Tpt Coy
No. 3 E.V.P.
No.84 Amb Car Sec
No.21 P.O.L. Depot (MONOPOLI)

(c) PALERMO Territorial Command Sup & Tpt Units.

No. 11 Distribution Depot
No. 11 Supply Coy
No. 11 Mily Bky
No. 65 Distribution Depot (CATANIA)
No. 66 " " (CALTANISSETTA)
No. 11 Terr Admin Tpt Coy
No. 37 Amb Car Sec

3122

Para 6.

HQ., M.M.I.A., ROME.

(a) ROME Territorial Command Sup & Tpt Units.

No. 8 Distribution Depot
No. 8 Supply Coy
No. 8 Mily Bky
Ministry of War Admin Tpt Coy
No. 1 Spec Tpt Coy
No. 8 Terr Admin Tpt Coy
No. 1 E.V.P.
No.61 Amb Car Sec
No.14 Distribution Depot (CAGLIARI)
No.71 " " (SASSARI)
No.72 " " (NUORO)
No.14 Supply Coy (CAGLIARI) } SARDINIA
No.14 Mily Bakery (CAGLIARI) }
No.14 Terr Admin Tpt Coy (CAGLIARI) }
No.36 Amb Car Sec (CAGLIARI) }
No. 1 Refrigerator Unit (CASTELLA) }
No. 2 " " ----------

...../4

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Para. 7.

CRS/NO District (No. 12 BLU).

319 Fd Bakery
152 Ration, P.O.L., Clothing Store
C.F. Coy

Para 8.

UNALLOTTED UNITS.

No. 266	Pack Tpt Coy	not yet allotted
No. 267	" " "	
No. 268	" " "	

No. 86	Distribution Depot	not yet implemented and locations still to be decided upon.
No. 87	" "	
No. 88	" "	
No. 89	" "	
No. 90	" "	
No. 91	" "	

1 M.A.C. Final location not yet decided.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Q/AE C'H letter ref 6453/6/Q(AE)
of 13 Dec. 45 - Minutes of Meeting held
at Q(AE) C'HQ on 11 Dec. 45

Forwarded Re. CSM ROBINSON
of 'Q' Path 20 Dec 45
for REMS/PORTSMOUTH

(11)

1 cpl

3120

11283

Declassified E.O. 12356 Section 3.3/NND No. 785020

PARTITO FASCISTA REPUBBLICANO

FEDERAZIONE DI ROMA

UFFICIO TESSERAMENTO

Posizione N. .....

Al Procuratore di Stato
presso il Tribunale Giudiziario di
ROMA

RICHIESTA DI CERTIFICATO GENERALE

Al nome di ..... *di o fu* .....

e di o fu ..... *nato il* .....

in .....

Motivo: Iscrizione al P. F. R.

Si dichiara che da ricerche effettuate in questo Casellario Giudiziario .....

.....

.....

Roma, li ..... 194.... - A. XXII

IL SOTTUFFICIALE DELLA G. N. R.
ADDETTO ALLE INFORMAZIONI.

.....

Declassified E.O. 12356 Section 3.3/NND No. 785020

MESSAGE FORM.

DATE TIME OF ORIGIN

FROM : AMIA

TO : 1 BLU

REF : EMS/1400

UNCLASSIFIED

FOR ME (.) YOUR 1/EME/13/1 OF 12 DEC ALARMING REGARDING INACTION IN CLEARING SITE AT TURIN (.) REQUEST YOU SIGNAL WHETHER WORK YET STARTED (.) IF NOT WILL CONTACT WAR MINISTRY AT ONCE (.) IMPORTANT THAT ITALIAN WORKSHOPS BE ORGANISED WITH ALL POSSIBLE SPEED

PRECEDENCE IMPORTANT

AUTHENTICATION 3119

Subject:- Progress Report No. 1.

To:- ADRE
Land Forces Sub Commission A.C.
MMIA Rome.

G.1.
1 BLU.

1/ENG/13/1

12th. December 1945

RECEIVED 13/12/45 126

Rome FMH/1400

Commando Territoriale W/shops Turin.

A letter was sent to Commando Territoriale on 29/11/45 requesting that the Genio carry out certain work in the workshops including the clearing of rubble from the "square". An Officer from Commando Territoriale visited the Wshops and inspected the work required on 1st. Dec. Since that date no further news regarding this work has been received. If there is no sign of any action by 16th. inst this matter will be pressed by this office through Command Territoriale.

Vehicles for sale have been sorted into lots and engines put into chassis. This was completed by 10th. I am assured that notices will be put in local newspapers during the coming week, inviting tenders for these vehicles.

All civilian organisations repairing R.E. vehicles have been visited. Without exception none of these vehicles was being worked on, the answer being lack of spares. One vehicle a 626 in Fiats was ready for collection except for one item, according to the paper work in the office. This item proved to be a cylinder head stud, and no attempt had been made to manufacture this stud, the mere fact that this item was not available in the stores was the excuse to stop work. On inspection of the vehicle it was found to be stripped to the chassis. No excuse was offered for this and this matter was taken up immediately with the Repairs Office who promised that this would not occurr again. Time will tell.

In future an Italian Officer will visit each civilian Wshop at least once a week and will report to me the state of vehicles in for repair. Some of these vehicles have been in for repair for four months.

Commando Territoriale Genoa

A two day visit to Genoa was made to take over 56 BLU REME Tng Inc. from Capt. C. Jones. R.E.M.E. This Inc. was still at Mantove Gruppo W/sh. but are now being called in to Genoa to work with the Commando Territoriale.

Apparently no 2nd line W/shop has been started in Genoa as R.E. vehicles are having minor repairs done to them in civilian W/shops.

A further visit to Genoa is being made from 12-16 Dec and the Commando Territoriale will be contacted, and the W/shop situation will be looked into. Further information regarding the position at Genoa will be given in the next Progress Report.

3117

General.

Owing to releases both REME Tng Inc. will have [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785020

put in local newspapers during the coming week, inviting tenders for these vehicles.

All civilian organisations repairing R.E. vehicles have been visited. Without exception none of these vehicles was being worked on, the answer being lack of spares. One vehicle a 626 in Fiats was ready for collection except for one item, according to the paper work in the office. This item proved to be a cylinder head stud, and no attempt had been made to manufacture this stud, the mere fact that this item was not available in the stores was the excuse to stop work. On inspection of the vehicle it was found to be stripped to the chassis. No excuse was offered for this and this matter was taken up immediately with the Repairs Office who promised that this would not occurr again. Time will tell.

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3117

General.

Owing to releases both REME Tng Inc. will have dwindled to approx 6 men each by the New Year, and it is proposed to leave the ex 56 BLU men at Genoa to supervise the W/shops etc in that area, and the ex 51 BLU men will operate in Turin.

12-12-45

Captain REME
M.M.I.A.L.O.
1 B.L.U.

17/12/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION

From : M of War

Ref : 28729
024316

(8)

To : M of Transport.

Dtd : 10 Dec 45

Subject : Assignment of Vehicles of Allied Origin.

AB EME/1400
Fraser Jocket

Further to our 27308/022770 dtd 26 Nov 45, subject as above.

With reference to orders received from the MMIA, this Ministry must draw vehicles ~~xx~~ to a total of 528 tons.

The 193 trucks, referred to in letter No. 27308, which are being drawn, amount to a total of 318 tons.

The above being the case, and with reference to agreements already made over the telephone with Engineer VOLPINI of your Ministry, this Ministry must, for the remaining tonnage (210 tons), make withdrawals in addition to the 193 trucks mentioned above, of the following:-

-84 (eighty-four) trucks, G.M.C. (possibly) of 2 and 5 tons, from Pontedera.

The withdrawal of the said trucks will be made under the care of the MT Repair Directorate of the Military Territorial Hq, Florence, which will arrange ~~quickly~~ to examine them, givem them licence numbers, and then to pass them on to the Serviceable Vehicle Park, informing us of their availibility as soon as they are ready.

The above mentioned details must, at the same time, be forwarded to the Services Office of the SmRE, through the offices of the Florence MT Repair Directorate.

For the Minister,
Sgd. Gen P.G. Properzj.

From : M of War

To : MMIA (for Maj. Taylor's special attention)

3116

Declassified E.O. 12356 Section 3.3/NND No. 785020

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For the Minister,
Sgd. Gen P.G. Properzj.

From : M of War

To : AMIA (for Maj. Taylor's special attention)

3116

The above is forwarded for your information, and follows information contained in this Directorate General, artillery and Motorisation's letter No. 28495 dtd 6 Dec 45.

sgd. Col. G. Balanzino.

P
15/12/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

TU/Tr.

Ministero della Guerra
dir.gen.mrt. e mot.

Roma, 10 DIC 945

MINISTERO DEI TRASPORTI
Uff.Residuati di Guerra
ROMA

Divisione mot. Sez. I^a
Fasc. N.° - Allegati
Risposta al Foglio del 91

OGGETTO: Assegnazione autocarri di provenienza alleata.-

024316 Assignment of Allied Vehicles Rome

e, per conoscenza:
AL COMANDO MILITARE TERRITORIALE
DIREZ.RIPARAZ.AUTO
FIRENZE

Si fa seguito alla lettera 27308/02770 in data 26/11/45 pari oggetto.-

In relazione alle disposizioni ricevute dalla L.F.S.C. A.C. M.M.I.A questo Ministero deve ritirare autocarri per un tonnellaggio totale di 529 tonnellate.-

I 193 autocarri, di cui alla citata lettera 27308 pari oggetto, in corso di ritiro, raggiungono tonnellate 318.-

Ciò premesso, ed in relazione alle intese telefoniche già prese con l'Ing. VOLPINI di codesto Dicastero, per il rimanente tonnellaggio (tonn. 210), questo Ministero deve ritirare anche in aggiunta ai 193 autocarri di cui sopra, ancora i seguenti:

- 84 (ottantaquattro) autocarri tipo G.M.C.(possibilmente da tonnellate 2 a 5) da Pontedera.-

Il ritiro dei detti autocarri sarà fatto a cura della direzione riparazioni auto del comando militare territoriale di Firenze, che provvederà a farli celermente rivedere, targarli e quindi passarli al P.V.S. qui segnalando appena pronti.-

I dati di cui sopra, a cura della stessa Diriparauto di Firenze, dovranno essere contemporaneamente trasmessi alla S.M.R.E. - Ufficio Servizi.-

p.IL MINISTRO
(Gen.R.C.Pregnolato)

3115

Declassified E.O. 12356 Section 3.3/NND No. 785020

DIREZ.RIPARAZ.AUTO

FIRENZE

Si fa seguito alla lettera 27308/022770 in data 26/11/45 pari oggetto.-

In relazione alle disposizioni ricevute dalla L.F.S.C. A.C. M.M.I.A questo Ministero deve ritirare autocarri per un tonnellaggio totale di 526 tonnellate.-

I 193 autocarri, di cui alla citata lettera 27308 pari oggetto, in corso di ritiro, raggiungono tonnellate 316.-

Ciò premesso, ed in relazione alle intese telefoniche già prese con l'Ing. VOLPINI di codesto Dicastero, per il rimanente tonnellaggio (tonn. 210), questo Ministero deve ritirare anche in aggiunta ai 193 autocarri di cui sopra, ~~ritirare~~ i seguenti:

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I dati di cui sopra, a cura della stessa Diriparauto di Firenze, dovranno essere contemporaneamente trasmessi allo S.M.R.E. - Ufficio Servizi.-

p.IL MINISTRO
(Gen.P.C.Properzj)

3115

ALLA LAND FORCES SUB COMMAND A.C. (DIA
(alla particolare attenzione del magg. Taylor)
ROMA

In riferimento ed a seguito dell'atto preg.to n.28495 del 6 corrente di questa Direzione Generale Artiglierie e Motorizzazione.-

IL DIRETTORE CAPO DIVISIONE
(Col. [illegible])

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- V.T. Roller.

Land Forces Sub Commission A.C.
(M. M. I. A.)
S.O.S.
13 December 1943.

To: Ministry of War.

1. You are requested to obtain and forward to this H.Q. as soon as possible, detailed information as under, concerning all British tracked vehicles held by the Italian Army:

TYPE (1)	DATE (2)	A.F. No. (3)	CONTRACT No. (4)

NOTE:
(3) - On the outside of the vehicle - floor or bonnet and back, on the A.B. 412 and A.B. 406.
(4) - In the cab - usually on the dashboard.

2. The above information should be submitted separately under each of the following headings:

(1) The five Infantry Divs.
(2) Training Establishments.
(3) Army Reserve.

R.A. CURTIS Lt. Col.
for Major General,
M. M. I. A.

Copy to: S. & T.
R.E.M.E.

MAC/fem

3114

FILE

Land Forces Sub Comm.
A.C.(M.M.I.A.)
ROME

EME/140
12 Dec.45.

To : Col. A/Q.

(6)

Present Organisation of Repair Services - Italian Army.

1. Each Territorial Command is to have a wksp of appropiate size for repair of Italian vehicles.

2. Wksps already existing are :-

Palermo (2nd class)
Cagliari (2nd class)
Bari (1st class - to be reduced to 2nd class)
Naples (2nd class - to be increased to 1st class)
Rome (1st class)
Florence (2nd class)
Bologna (1st class)
Piacenza (3rd class)
Milan (1st class)
Turin (2nd class)
Verona (3rd class)

3. These wksps repair vehicles held by units and also allot a part of their capacity to repair of vehicles from Inefficient Vehicle Parks. Spares are obtained from stocks held at Rome, Piacenza, Milan and Bologna.

4. N°2 Mobile Park at Afragola is employed on the repair of vehicles in the Inefficient Vehicle Park there. It is working entirely in the open pending a move to a slightly better site in Naples.

5. Wksps projected for repair of Italian vehicles but awaiting release of accommodation are :-

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2. Wksps already existing are :-

Palermo (2nd class)
Cagliari (2nd class)
Bari (1st class - to be reduced to 2nd class)
Naples (2nd class - to be increased to 1st class)
Rome (1st class)
Florence (2nd class)
Bologna (1st class)
Piacenza (3rd class)
Milan (1st class)
Turin (2nd class)
Verona (3rd class)

3. These wksps repair vehicles held by units and also allot a part of their capacity to repair of vehicles from Inefficient Vehicle Parks. Spares are obtained from stocks held at Rome, Piacenza, Milan and Bologna.

4. No2 Mobile Park at Afragola is employed on the repair of vehicles in the Inefficient Vehicle Park there. It is working entirely in the open pending a move to a slightly better site in Naples.

5. Wksps projected for repair of Italian vehicles but awaiting release of accommodation are :-

Genoa (2nd class)
Bolzano (2nd class)
Udine (2nd class)

3112

6. Each Tpt Coy is to have a Light Workshop allotted to it. These Light Workshops are not yet formed.

7. There are six Recovery Commissions sited at :-

Genoa
Turin
Bolzano (two)
Milan
Tarvisio

2/.....

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8. Repairs to guns and small arms(outside the Gruppi) are carried out by the Artillery.

9. Each Gruppo has six LAD's to serve major units of the Gruppo,carrying out first echelon repairs. The Tpt Coy has a Mech.Engrs platoon to do their first and second echelon repairs. There is a Mech.Engrs Wksp to carry out second echelon repairs for the remainder of the Gruppo on M.T, guns, small arms, wireless and instruments.

10. At present there are no 3rd line facilities for repair of eqpt.BLR by Gruppi wksps.
A 3rd line vehicle wksp. is projected at Bologna and an inefficient vehicle park for Allied vehicles ex Gruppi is projected at Budrio near Bologna.

11. RTC Wksp.at Cesano repairs Allied vehicles stationed at Cesano.

Lt Col.
A.D.M.E.
Land Forces Sub Comm.A.C.(AMLA)

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repair of sqpt.Bns by Gruppi Wksps.

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Lt Col.
A.D.M.E.
Land Forces Sub Comm.A.C.(MMIA)

AB/fr

311

Declassified E.O. 12356 Section 3.3/NND No. 785020

Extract of report by No.23 Recovery Comission to No 3 Terr. Command.

ALLEGATO "B"

TRANSLATION

FROM: 23rd Salvage Commission.

- 1402

(5)

During the month, the research and identification of vehicles belonging to the Italian Army and at present used by firms of transport Cooperatives, has continued.
The investigations require a great deal of time, much tact and circumspection, as much as the vehicles are very seldom to be found with the firms, but on the contrary are in circulation for transport service. Furthermore it is evident that the holders oppose any form of identification of the vehicles and on several occasions the opposition has been enphasized by threats made to those in charge of carring out the check up.
That not withstanding, the ascertaining has been carried out for a great deal of vehicles, a list of which is shown in enclosure No 4.- According to circular M.of W.- Cabinet- No.216700/II dated 3/8/1945 Milano M.M.I.A. has intervened in the matter which ,from information obtained, has requested instruction to Rome on the procedure to be adopted for the recovery, bearing in mind that the said vehicles appears to be assigned by the A.M.G. to persons with a regular permit in which, however, it is pointed out that the said assignement is only for administrative purposes, and therefore, the vehicle can not be issued, nor sold to another person.
Considering:

=That the vehicles are detained, (a large part of them) by Partisans, formed into transport coperatives.
=That the vehicles have been recovered by said partisans during the days of the liberation of Northern Italy, and subsequently returned to running order by same, that is the reasonfor the opposition, to whoever intervence to deprive them of said vehicles.
=That the vehicles represent to day work, and gain for the holders;
=Of the present political situation;
For the time being, it would be advisable to avoid requisitioning by force and to await the return of Lombardy to the Italian administration. After this the return of vehicles to the Italian Army, should be gradual (concerning time and quantity of vehicles) in order not to hamper transportation of supplies for the population, who owing to the lack of railway transport would be deprived of any means of communication in many Communes.

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cation in many Communes.

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COMMAND	G. O. C.	CAPO S.M.R.E.	CAPO UFF. SERVIZI
FLORENCE	Gen. DE SIMONE	Col. PICCININI	Lt. Col. CAPITANI
GENOA	Gen. FRATTINI	Col. CHIAVARINO	Lt. Col. MONACO
TURIN	Gen. DI PRALORMO	Col. BERTI	Lt. Col. BARBARINO
MILAN	Gen. MARRAS	Col. CERNEVALE	Ten.Col. PARISI
BOLZANO	Gen. NEGRONI	Col. DURANTI	Magg. ANDREIS
UDINE	Gen. ARMELLINI	Col. PASQUINI	Col. OLIVIERI
BOLOGNA	Gen. CERICA	Col. PETRONI	Magg. PERGOLA

1299

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CAPO S.M.F.E.	CAPO UFF. SERVIZI	DIR. REPAIRS	M.of W. TPT L.O.
Col. PICCININI	Lt. Col. CAPITANI	Col. FARONATO	Magg. NINI
Col. CHIAVARINO	Lt. Col. MONACO	Magg. PIRANI	Magg. CORNERO
Col. BERTI	Lt. Col. BARBARINO	Magg. LONG	Magg. CORNERO
Col. CERMEVALE	Ten.Col. PARISI	Col. ZUCO	Magg. VITA
Col. DURANTI	Magg. ANDREIS	Lt.Col. MACCARI	Magg. VITA
Col. PASQUINI	Col. OLIVIERI	Ten.Col. PAVESI	Magg. VITA
Col. PETRONI	Magg. PERGOLA	Col. RAMPA	Magg. NINI

EME/1400

SUBJECT : Italian Army M.T.

Land Forces Sub Commission A.C.
(M.M.I.A.) ROME
Q.031
6 December 1945

TO : A.C.
for Transportation and Shipping Sub Comm. (4)

Reference your AC62/89/Tn.5. of 1 Dec 45.

1. Confirmation has now been received from the Ministry of War that arrangements are being completed to take over from the Ministry of Transport, Allied vehicles as under:

(a) 82 at Ponte Dora
(b) 61 at Aversa.

2. As agreed verbally, this Sub Commission will keep you informed of any difficulty experienced by the Ministry of War in obtaining delivery of the equivalent tonnage promised by the Ministry of Transport. Provided the Ministry of Transport keep to their verbal agreement with the War Ministry, it is preferable the matter should be left in Italian hands. It is, however, considered that your Sub Commission will be required to render the Minister of Transport support in obtaining the solution of difficulties in obtaining the adequate number of reconditioned Allied vehicles, to meet their obligations.

3. This transaction is of great importance to the Italian Army for the following reasons:-

(a) A proportion of Italian Army units are equipped with Allied transport, which has now been taken over by the Italian Government.

(b) The War Ministry are faced with the complex problem of providing workshop space and personnel needed to maintain these Allied vehicles.

(c) They rely on the delivery of reconditioned Allied Vehicles to replace wastage in the units referred to above.

(d) They have lost under this agreement a total of 1,666 vehicles as listed by AMG/AC, many of which are in operation and are thus obviously road-worthy. This has reduced the Italian Army holding of efficient vehicles and must be offset by delivery

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(d) They have lost under this agreement a total of 1,666 vehicles as listed by AMG/AC, many of which are in operation and are thus obviously road-worthy. This has reduced the Italian Army holding of efficient vehicles and must be offset by delivery of efficient Allied vehicles.

3106

4. It is urgently requested that you will endeavour to ensure the Ministry of Transport does provide for the Italian Army a monthly quota of reconditioned vehicles as large as circumstances permit. It will be of assistance if a forecast can be given at least one month ahead of the number and types of vehicles which can be made available.

R.A. CURTIES Lt.Col.
for Major General,
M.M.I.A.

Copy to: War Ministry —
MMIB.
S & T.

R
7/2/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION

FROM: Ministry of War

REF: 27308/DM

TO: Transport Ministry

DATE: 26.11.45

SUBJECT: Assignment of Allied trucks.

Further to telephonic agreement reached between Engineer Volpini of your Ministry and Colonel Balanzino of this Ministry - M.T. and Artillery Directorate General.

The 153 trucks - referred to in letter 6/11132 of 21/1145 of the Services Office of the S.M.R.E. - notified as available by your Ministry, must be withdrawn as follows:

a) - 82 - type O.M.C., 2.5 tons - from Pontedera by the Repair Directorate of Florence Military Territorial Commandwhich will arrange for their speedy checking, number plating, and handing over to the Servicable Vehicle Park, notifying us as soon as they are ready.

b) - 71 of a type not specified by your Ministry (Engineer Volpini) from Aversa and of which we request, if possible:

- one third 2.5 tons
- one third 1.5 tons
- one third 0.75 tons

Artillery Directorate General.

The 153 trucks - referred to in letter 6/11132 of 21/1145 of the Services Office of the S.M.R.E. - notified as available by your Ministry, must be withdrawn as follows:

a) - 82 - type O.M.C., 2.5 tons - from Pontedera by the Repair Directorate of Florence Military Territorial Commandwhich will arrange for their speedy checking, number plating, and handing over to the Servicable Vehicle Park, notifying us as soon as they are ready.

b) - 71 of a type not specified by your Ministry (Engineer Volpini) from Aversa and of which we request, if possible:

- one third 2.5 tons
- one third 1.5 tons
- one third 0.75 tons

by the Repair Directorate of the Naples Military Territorial Command, which will arrange in the same way as orderdd above in the case of Florence, for their speedy checking, number plating, and handing over to the Serviceable Vehicle Park, notifying us as soon as they are ready.

The data requested above must also be forwarded, by the Repair Directorates addressed, to the S.M.R.E. - Services Office - Auto Section.

Sgd. Properzj Gen.

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To Major Taylor for info. and further to phone conversation.
O.Danin Cpl.

Col. Balanzino

Declassified E.O. 12356 Section 3.3/NND No. 785020

AR/fm

Roma

MINISTERO DELLA GUERRA
DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE
- Divisione Motorizzazione Sezione 1ª -

N° 27308 /DM di prot.
022770

P.M.3800, li 26 novembre 1945.

OGGETTO: assegnazione di autocarri di provenienza Alleate.-

AL MINISTERO DEI TRASPORTI-Uff.Residuati di Guerra = ROMA =
e,per conoscenza:
ALLO S.M.R.E.-Ufficio Servizi Sezione Auto- = P.M.3800 =
(Rif.6/11132 del 21-11-945)
AL COM.MIL.TERR.LE DI FIRENZE -Direz.Rip.Auto- = P.M. 219 =
AL COM.MIL.TERR.LE DI NAPOLI -Direz.Rip.Auto- = P.M.3400 =

****

Fa seguito alle intese telefoniche già prese tra l'Ing.Volpini di codesto Dicastero ed il Colonnello BALANZINO di questo Ministero - Direz. Gen. Art.E Motorizzazione.-

I 153 autocarri,- di cui al foglio n°6/11132 del 21/11/945 dello S.M.R.E.-Ufficio Servizi,- segnalati disponibili da codesto Ministero, devono essere ritirati.-

a)- 82 (ottantadue) - tipo O.M.C. da tonnellate 2,5- da Pontedera a cura della Direz.Rip.del Com.Mil.Terr.le di Firenze; che provvederà a farli celermente rivedere - targarli ed a passarli al P.V.E., qui segnalandoli appena pronti;

b)- 71 (settantuno) di tipo non precisato da codesto Dicastero (Ing.Volpini/da Aversa) e di cui si chiede,ove possibile:

- un terzo da tonnellate 2,5
- un terzo " " 1,5
- un terzo " " 0,75

a cura della Direz.Rip.del Comando Mil.Terr.le di Napoli, che provvederà, in modo analogo a quanto sopra disposto per Firenze, a farli celermente rivedere - targare ed a passarli al P.V.E., qui segnalandoli appena pronti.-

I dati sopra richiesti, a cura delle Direzioni Riparazioni in indirizzo dovranno essere trasmessi anche allo S.M.R.E. - Ufficio Sezione Auto.-

1000 8/12

1100 12/12

Declassified E.O. 12356 Section 3.3/NND No. 785020

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Fa seguito alle intese telefoniche già prese tra l'Ing.Volpini di codesto Dicastero ed il Colonnello BALANZINO di questo Ministero - Direz. Gen. Art.E Motorizzazione.-

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b)- 71 (settantuno) di tipo non precisato da codesto Dicastero (Ing.Volpini/da Aversa) e di cui si chiede, ove possibile:

- un terzo da tonnellate 2,5
- un terzo " " 1,5
- un terzo " " 0,75

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I dati sopra richiesti, a cura delle Direzioni Riparazioni in indirizzo dovranno essere trasmessi anche allo S.M.R.E.- Ufficio Servizi - Sezione Auto.-

3167

p.IL M I N I S T R O
F/to:(Gen.P.G.Properzj)

N° 28495 /DM di prot. Roma, li - 6 DIC

023926

ALLA LAND FORCES SUB COMMISSION -A.C.-(M.M.I.A.)
(alla particolare attenzione del Magg.TAYLOR)
= R O M A =

..... per conoscenza e a seguito della comunicazione telefonica già avuta con codesta L.F.S.C..-

IL DIRETTORE CAPO DIVISIONE
(Col.G.Balanzino)

Declassified E.O. 12356 Section 3.3/NND No. 785080

EME/1600

CONFIDENTIAL

SUBJECT: Org of the Interim Army - Adm Tps.

(2)

attached LSR. 14 Jan 46.

LAND FORCES SUB COM. A.C. (MGIL.)

SD/92/3

8 Dec 45

TO : MINISTRY OF WAR (3 Copies)

Ref your 18819/Ord/11 dated 26 Nov 45.

1. The proposals contained in above-quoted letter have been considered by this HQ, and have been agreed , with the exception of the following:-

(a) Petrol Reserve Post - strength 9 all ranks.

(b) Transfer of Ministry of War ELS Coy to MT Service.

2. The following amendments are therefore necessary to this HQ letter SD/92/3 dated 13 Nov 45:-

(a) Para 1 - After Appx 'P' (Transit Camps)
Insert:- "Appx 'Q' - Screening and Recovery Units"

(b) Appx 'A' - Destroy existing Appx 'A' and substitute new Appx 'A' (attached)

(c) Appx 'B' - Destroy existing Appx 'B' and substitute new Appx 'B' (attached)

(d) Appx 'C' - Destroy existing Appx 'C' (a) and substitute new Appx (a)Supplies. 'C' (a) (attached)

(e) Appx 'D' - (i) Delete serial 14
(ii) Amend Totals to read:- 140, 427, 567

(f) Appx 'E' - Destroy existing Appx 'E' (a) and substitute new Appx (a) Tpt Unit 'E' (a) (attached)

(g) Appx 'E' - (i) Add new serial 37A as under:-
(b) MT Repair Units 37A A Veh Repair Wksp for RTC CRSAMC - 3, 96, 99
(ii) Amend Totals to read:- 178, 2083, 2261

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(b) MT Repair Units
37A A Veh Repair Wksp for RTC CMANO - 3, 96, 99
(ii) Amend Totals to read:- 178, 2083, 2261

(h) Appx 'F' - Destroy existing Appx 'F' and substitute new Appx 'F' (attached)

(j) Appx 'G' - (i) Serial 2 - delete 420 and substitute 378.
(ii) Amend Total to read:- 3 1800 378.

(k) Appx 'H' - (i) Serial 10 - amend to read:- - , 31, 31,
(ii) Amend Total to read:- - 128 , 389, 517.

(l) Appx 'L' - Total to read 669 instead of 712

(m) Add new Appx 'Q' attached

10/12/45

for Major General,
M. M. I. A.

TPL/jw

Internal: PA to GOC, C of S, Int, Trg, A (Three), Q (Three), RE, Sigs, ST (Three), MED, REME, SD/106, SD/94.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- Italian Army Transport.

BMM/1400

Land Forces Sub Commission A.C.
(M. M. I. A.) RSHQ.
C.004.
7 December 1945.

(1)

To: War Ministry.

Reference your 50852/G.T.N. dated 4 Dec 45.

1. Responsibility for the provision and maintenance of transport for the new Italian army rests, as you know, with the Italian Government.

2. The Italian Government may obtain their requirements from one of the following sources:

(a) Italian Motor Industry.

(b) The Purchase of Allied motor vehicles surplus to Allied needs.

(c) Through the Government import programme.

3. In/er your letter quoted above you invite approval to the policy which provides for the disposal of inefficient or useless Italian vehicles surplus to the Army's requirements, with the object of obtaining by purchase, the latest products of the Italian Motor Industry. This policy is approved provided ■ vehicles, parts of vehicles or tyres of Allied Military origin are not so disposed of.

4. This M. . letter G/S/10 of the 23 Oct 45, to which you refer, was intended to afford you the maximum support in continuing to take such recovery action as you consider necessary in the interests of the Italian Army.

The undertaking given by the Minister of Transport to M.M.I.A. through Transportation Sub Commission will be insisted upon, and it is to be hoped that the Allied vehicles so recovered will enable the Ministry to maintain efficiently the transport needs of those units at present equipped with Allied transport.

2. The Italian Government may obtain its requirements from one of the following sources:

(a) Italian Motor Industry.

(b) The purchase of Allied motor vehicles surplus to Allied needs.

(c) Through the Government import programme.

3. Under your letter quoted above you invite approval to the policy which provides for the disposal of inefficient or useless Italian vehicles surplus to the Army's requirements, with the object of obtaining by exchange, the latest products of the Italian Motor Industry. This policy is approved provided no vehicles, parts of vehicles or tyres of Allied Military origin are not so disposed of.

4. This H. . letter Q/S/10 of the 23 Oct 45, to which you refer, was intended to afford you the maximum support in continuing to take such recovery action as you consider necessary in the interests of the Italian Army.

The undertaking given by the Minister of Transport to M.S.I.A. through Transportation Sub Commission will be insisted upon, and it is to be hoped that the Allied vehicles so recovered will enable the Ministry to maintain efficiently the transport needs of those units at present equipped with Allied transport.

W. Pidsley Col

Major General,
M. M. I. A.

3102

Copy to: S. A. T.
M.M.I.A.

10/12/45

RMG/rem

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Per fronteggiare l'enorme richiesta di lavoro del servizio riparazioni si è dovuto assumere il personale civile specializzato che offre la piazza, ma in considerazione delle modeste paghe offerte dall'amministrazione militare, specie per i provetti specializzati, rispetto a quelle pagate dalle ditte civili, si è stati costretti assumere un numero di personale superiore a quello previsto onde poter sopperire con la quantità le scarse singole possibilità tecniche di rendimento

Si è creata in tal modo una situazione organica, in molti casi elefantiaca, il di cui costo, per l'Erario, è enorme e di gran lunga superiore di quello che potrebbe essere dato dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati, dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva, di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Morani

T. Col. Quartermaster

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superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati, dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva, di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Moreni

T.Col. Antonio Moreni

Spoken to Col. Alloia and SMRE Training -

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PRO-MEMO[illegible] PER IL GEN. MAGGIORE TAYLOR DELLA M.A.I.A.
RELAZ[illegible] ALL'ORGANIZZAZIONE DELL'ADDESTRAMENTO
AUTOMOBILISTICO PER IL R. ESERCITO

24

In relazione alle attuali contingenze si ritiene opportuno proporre che tutto l'addestramento automobilistico venga accentrato in un unico scuola.

Ciò in considerazione:

- all'odierna carenza di nuovi istruttori militari idonei a disimpegnare il loro incarico. Per tale motivo si rende necessario riunire tale personale in unico nucleo, che ben diretto, può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare nella nuova mentalità automobilistica, specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità, anche di carattere tecnico, imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi od enti intermedi.

Dipendenze Comando Autob. della Direzione Gen. M.T. e mobilitazione -

Compiti della scuola e organizzazione dei corsi

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- all'atto della nomina di nuovi istruttori militari tecnici a disimpegnare il loro incarico. Per tale motivo si rende necessario riunire tale personale in unico nucleo, che ben diretto, può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare nella nuova mentalità automobilistica, specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base sorale per il raggiungimento delle finalità, anche di carattere tecnico, imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi od enti intermedi. Dipendenza Corpo Auto dalla Direzione Gen. MT e motorizzazione -

Compiti della scuola e organizzazione dei corsi

La scuola dovrebbe assolvere i seguenti compiti addestrativi:

a) corsi per conduttori di automezzi dei vari tipi sia alleati che italiani;

b) corsi per meccanici per la manutenzione dei mezzi sia alleati che italiani;

c) corsi per meccanici ed operai di artiglieria;

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OUT Time

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d) corsi per gli ufficiali specializzati per le officine di riparazioni automobilistiche;

e) corsi per sottufficiali automobilisti di squadra;

f) corsi applicativi per sottufficiali specializzati per le officine di riparazione automobilistiche;

g) corsi formativi per ufficiali automobilisti o delle varie armi che abbiano comunque in dotazione i mezzi automobilistici del R. Esercito;

h) corsi informativi per ufficiali automobilisti e delle varie armi che abbiano in dotazione mezzi automobilistici;

i) corsi di addestramento superiore a carattere eminentemente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alla prossima classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati ed italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 6 allievi per ogni ~~xxxxxxx~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

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che abbiano in dotazione mezzi automobilistici;

i) corsi di addestramento superiore a carattere esclusivamente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alle prescritte classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxxxxxx~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter eseguire, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

Durata del corso mesi 2 - allievi frequentatori N°. 200

c) deve poter provvedere all'addestramento di personale il quale pur avendo in possesso o meno di qualche cognizione meccanica possa acquisire quella conoscenza delle armi e delle riparazioni che deve saper compiere con sicurezza.

Durata del corso mesi..4....allievi frequentatori N°..500...

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d) deve poter [illegible]eguire l'addestramento del personale il quale, pur giungendo alla scuola soltanto con qualche cognizione meccanica e con adeguato titolo di studio (non inferiore alla 5 classe elementare)per coloro che non hanno cognizioni meccaniche), gli consenta di eseguire per ciascuna specializzazione quelle operazioni di riparazioni che vengono compiute nelle officine automobilistiche.

Durata del corso mesi 6 - allievi frequentatori N°.150

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli,esplicazione delle funzioni di istruttore di guida e di quelle di comando attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°.100

f) provvederà all'applicazione in officinadei sottufficiali i quali avendo [illegible]le cognizioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione per il quale sono in corso trattative.Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8- di corso -

allievi frequentatori N°. 50

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automobilistiche.

Durata del corso mesi 6 - allievi frequentatori N°.150

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli, esplicazione delle funzioni di istruttore di guida e di quelle di comando attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°.100

f) provvederà all'applicazione in officinadei sottufficiali i quali avendo delle cognizioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione per il quale sono in corso trattative. Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8 di corso -

allievi frequentatori N°. 50

g) provvederà all'addestramento "formativo" completo degli ufficiali inferiori i quali debbono essere trasferiti in reparti automobilistici in quelli aventi comunque in dotazione auto curri debbono essere messi in grado di conoscere perfettamente quanto hanno fatto con l'adempimento della loro azione di comando.

durata del corso mesi 6 - allievi frequentatori N°.50

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h) provvederà alla divulgazione della cultura generica automobilistica agli ufficiali dei vari gradi in relazione alle recenti innovazioni della tecnica e delle eventuali nuovi indirizzi addestrativi del personale nonchè delle eventuali varianti regolamentaristiche.

Durata del corso mesi 2 - allievi frequentatori N.50

i) provvederà all'addestramento di ufficiali i quali per essere in possesso di particolari requisiti e tutoli di studio superiori possano essere messi in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale,del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero,di massima,frequentare contemporaneamente la scuola N. 2120....

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie,necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - RACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suindicato sono in corso delle trattative onde definire nei particolari gli accordi organizzativi.Tale organizzazione che era stata già attuata dal

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possesso di particolari requisiti e tutoli di studio superiori possano essere messi in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale, del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero, di massima, frequentare contemporaneamente la scuola N. 2120...

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie, necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ARGALDO - MARELLI - RACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suindicato sono in corso delle trattative onde definire nei particolari gli accordi organizzativi. Tale organizzazione che era stata già attuata dal disciolto Ispettorato del Corpo Automobilistico aveva raggiunto risultati quanto mai soddisfacenti.

Gli accordi in atto tendono alla possibilità di attuare i seguenti corsi di specializzazione i quali per essere svolti da provetto personale insegnante, con adeguati mezzi ed attrezzature e con indirizzo e programmi compilati dall'ente tecnico centrale, possono come è stato attuato nel passato assicurare risultati quantitativi e qualitativi adeguati alla bisogna.

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Le R.R.Scuole ed istituti industriali possono svolgere i seguenti corsi di specializzazione :

- motoristi - aggiustatori - tornitori - fabbri - elettricisti magnetisti - falegnami - saldatori autogeni - .

La Fiat :

motoristi - aggiustatori - elettricisti magnetisti - verificatori pompe iniezioni - .

L'Ansaldo:

tornitori - fabbri - saldatori autogeni.

La Marelli:

elettricisti magnetisti -.

Il R.A.C.I.:

motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:

Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:

Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:

Genova Sestri -

La Marelli:

Milano - (Sesto S.Giovanni)

Il R.A.C.I.:

Roma -

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tornitori - fabbri - saldatori autogeni.

La Marelli:

elettricisti magnetisti -.

Il R.A.C.I.:

motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:

Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:

Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:

Genova Sestri -

La Marelli:

Milano - (Sesto S.Giovanni)

Il R.A.C.I.:

Roma -

Totale delle sedi dei corsi, circa, N°. 18

Dagli accordi intercorsi emergerebbe la possibilità di addestrare in ciascuna sede un numero approssimativo di circa 50 + 70 allievi il che porterebbe ad un gettito, per ciascun corso della durata di mesi 6, di 900 + 1260 allievi circa al quale dovrebbe essere aggiunto il numero di 150 allievi addestrati dalla scuola militare.

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Si avrebbe così un gettito totale approssimative di N°.1500 elementi ogni 6 mesi .

Presso la scuola militare verrebbe svolto l'addestramento di quelle specializzazioni che non possono essere eseguite nè presso le N.N.scuole industriali nè dalle ditte costruttrici e dal Baci e precisamente :vulcanizzatori - magazzinieri - tappezzieri - ecc.

Per quanto sopra detto nei riguardi dell'addestramento sia dei " militari specializzati" che per quello applicativo dei "sottufficiali specializzati" è necessario prevedere, presso la scuola unitar, la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico delle scuole anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

COSTITUZIONE CORPO SPECIALIZZATI

Per poter formare un corpo di militari specializzati di grado inferiore a quello di sottufficiale, è necessario che venga attuato un adeguamento della loro retribuzione. La questione è allo studio e non è stata quindi ancora risolta.

E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate rispetto a quelle civili, al personale specializzato che così invogliato potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare

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dei [illegible] militari specializzati [illegible] prevedere la costituzione
"sottufficiali specializzati" e necessario prevedere la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

COSTITUZIONE CORPO SPECIALIZZATI

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Per fronteggiare l'enorme richiesta di lavoro del servizio riparazioni si è dovuto assumere il personale civile specializzato che offre la piazza, ma in considerazione delle modeste paghe offerte dall'amministrazione militare, specie per i provetti specializzati, rispetto a quelle pagate dalle ditte civili, si è stati costretti assumere un numero di personale superiore a quello previsto onde poter sopperire con la quantità le scarse singole possibilità tecniche di rendimento

Si è creata in tal modo una situazione organica, in molti casi elefantiaca, il di cui costo,per l'Erario,è enorme e di gran lunga superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati,dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Moreni

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superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati, dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disperre che per solo 4 mesi, per ciascuna classe di leva di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Morani

3150

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PRO-MEMORIA PER IL SIG.MAGGIORE TAYLOR DELLA M.A.A.I.A.
RELATIVO ALL'ORGANIZZAZIONE DELL'ADDESTRAMENTO
AUTOMOBILISTICO PER IL R. ESERCITO

****

In relazione alle attuali contingenze si ritiene opportuno proporre che tutto l'addestramento automobilistico venga accentrato in un unica scuola.

Ciò in considerazione:

- all'odierna carenza di nuovi istruttori militari idonei a disimpegnare il loro incarico. Per tale motivo si rende necessario riunire tale personale in unico nucleo, che ben diretto, può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrative atte a creare quella nuova mentalità automobilistica, specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità, anche di carattere tecnico, imposte sia nella nuova organizzazione che dai mutati indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi od enti intermedi.

Compiti della scuola e organizzazione dei corsi

La scuola dovrà svolgere i seguenti compiti addestrativi:

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- all'odierna carenza di nuovi istruttori militari idonei a disimpegnare il loro incarico. Per tale motivo si rende necessario riunire tale personale in unico nucleo, che ben diretto, può indubbiamente assolvere, con maggior rendimento, gli incarichi addestrativi anche di ingenti masse.

- della opportunità che venga assicurata l'unità di indirizzo addestrativo atto a creare quella nuova mentalità automobilistica, specie nel personale d'inquadramento, necessaria oltre che a fronteggiare l'attuale situazione a porla in quell'ambiente di cosciente serenità d'intenti che costituisce la base morale per il raggiungimento delle finalità, anche di carattere tecnico, imposte sia nella nuova organizzazione che dai nuovi indirizzi della regolamentazione automobilistica.

Perchè tutto ciò possa essere opportunamente perseguito è altresì necessario che la scuola venga posta alle dirette dipendenze tecniche dell'organo tecnico centrale senza alcuna interferenza di comandi od enti intermedi.

Compiti della scuola e organizzazione dei corsi

La scuola dovrebbe assolvere i seguenti compiti addestrativi:

a) corsi per conduttori di automezzi dei vari tipi sia alleati che italiani;

b) corsi per meccanici per la manutenzione dei mezzi sia alleati che italiani;

c) corsi per meccanici ed operai di artiglieria;

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d) corsi per ufficiali specializzati per le officine di riparazioni automobilistiche;

e) corsi per sottufficiali automobilisti di squadra;

f) corsi applicativi per sottufficiali specializzati per le officine di riparazione automobilistiche;

g) corsi formativi per ufficiali automobilisti o delle varie armi che abbiano comunque in dotazione i mezzi automobilistici del R. Esercito;

h) corsi informativi per ufficiali automobilisti e delle varie armi che abbiano in dotazione mezzi automobilistici;

i) corsi di addestramento superiore a carattere eminentemente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alle prossime classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxiaskax~~ autoveicolo).

Durata del corso mesi 2 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

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a) corsi informativi per ufficiali automobilisti e delle varie armi che abbiano in dotazione mezzi automobilistici;

i) corsi di addestramento superiore a carattere esinentemente tecnico per ufficiali.

In particolare il corso di cui alla lettera:

a) deve poter provvedere all'addestramento di personale il quale pur giungendo alla scuola senza o con modeste cognizioni automobilistiche (ciò che sarà rappresentato dalla massa dei giovani appartenenti alle prossime classe di leva) deve conseguire un livello di istruzione tale che gli consenta di condurre con disinvoltura i normali tipi di veicoli alleati od italiani. Per tale corso dovrà prevedersi un'adeguata assegnazione di mezzi (non più di 8 allievi per ogni ~~xxiaxiax~~ autoveicolo).

Durata del corso mesi 3 - allievi frequentatori N°.1000

b) deve poter provvedere all'addestramento del personale il quale pur avendo la stessa preparazione automobilistica di quella di cui alla lettera a) possa conseguire un livello di istruzione tale che gli consenta di poter compiere, con la necessaria competenza, tutte le operazioni previste per la normale manutenzione dei mezzi.

Durata del corso mesi 2 - allievi frequentatori N°. 200

c) deve poter provvedere all'addestramento di personale il quale pur essendo in possesso o meno di qualche cognizione meccanica possa acquisire quella conoscenza delle sue e delle riparazioni che deve saper compiere con sicurezza.

Durata del corso mesi..4...allievi frequentatori N°.500..

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d) deve poter conseguire l'addestramento del personale il quale, pur giungendo alla scuola soltanto con qualche cognizione meccanica o con adeguato titolo di studio (non inferiore alla 5 classe elementare)per coloro che non hanno cognizioni meccaniche), gli consenta di eseguire per ciascuna specializzazione quelle operazioni di riparazioni che vengono compiute nelle officine automobilistiche.

Durata del corso mesi 6 - allievi frequentatori N°. 150

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli,esplicazione delle funzioni di istruttore di guida e di quelle di comando attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°. 100

f) provvederà all'applicazione in officinadei sottufficiali i quali avendo delle cognizioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione per il quale sono in corso trattative.Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8.

allievi frequentatori N°. 50

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Durata del corso mesi 6 - allievi frequentatori N°.12

e) deve provvedere all'addestramento automobilistico relativo alla guida dei veicoli, esplicazione delle funzioni di istruttore di guida e di quelle di comando attribuite al sottufficiale di squadra.

Durante l'ultimo periodo di svolgimento del corso i sottufficiali saranno chiamati a svolgere incarichi quali aiutanti istruttori agli allievi del corso di cui alle lettere a) e b).

Durata del corso mesi 4 - allievi frequentatori N°.16

f) provvederà all'applicazione in officina dei sottufficiali i quali avendo dalle cognizioni teorico - pratiche acquisite dai sottufficiali nei corsi che avranno frequentato presso uno dei R.Istituti industriali dipendenti dal Ministero dell'Istruzione per il quale sono in corso trattative. Tale primo corso dovrebbe aver una durata non inferiore a mesi 6

La durata del corso applicativo si stabilisce in mesi due e quindi l'allievo per raggiungere la sua completa idoneità di "sottufficiale specializzato" in una determinata categoria dovrà compiere complessivamente mesi 8

allievi frequentatori N°. 50

g) provvederà all'addestramento "formativo" completo degli ufficiali inferiori i quali debbono essere trasferiti in reparti automobilistici in quelli aventi comunque in dotazione auto carri debbono essere messi in grado di conoscere perfettamente quanto ha fatto con l'adempimento della loro azione di comando.

durata del corso mesi 6 - allievi frequentatori N. 50

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h) provvederà alla divulgazione della cultura generica automobilistica agli ufficiali dei vari gradi in relazione alle recenti innovazioni della tecnica e delle eventuali nuovi indirizzi addestrativi del personale nonchè delle eventuali varianti regolamentaristiche.

Durata del corso mesi 3 - allievi frequentatori N.50

i) provvederà all'addestramento di ufficiali i quali per essere in possesso di particolari requisiti e tutoli di studio superiori possano essere messi in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale,del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero,di massima,frequentare contemporaneamente la scuola N. .2120.....

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie,necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - RACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suzidetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi.Tale organizzazione che era stata già attuata dal disciolto Istituto

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possano essere adatti in grado di risolvere problemi costruttivi progettando eventuali nuovi materiali o modificando quelli esistenti, dedicarsi allo studio dei problemi inerenti le riparazioni del materiale, del macchinario e dell'organizzazione dei laboratori ecc.

Durata del corso mesi 12 - allievi frequentatori N.20

Totale degli allievi che potrebbero, di massima, frequentare contemporaneamente la scuola N. 2120...

ADDESTRAMENTO DEL PERSONALE SPECIALIZZATO

L'addestramento del personale specializzato delle varie categorie, necessario alle officine di riparazione automobilistiche verrebbe svolto anche presso le R.R.Scuole ed Istituti Industriali dipendenti dal Ministero dell'Istruzione nonchè presso le seguenti fabbriche civili: FIAT - ANSALDO - MARELLI - RACI -.

Sia con il predetto Ministero che con le fabbriche e l'ente suddetto sono in corso delle trattative onde definire nei particolari gli accordi organizzativi. Tale organizzazione che era stata già attuata dal disciolto Ispettorato del Corpo Automobilistico aveva raggiunto risultati quanto mai soddisfacenti.

Gli accordi in atto tendono alla possibilità di attuare i seguenti corsi di specializzazione i quali per essere svolti da provetto personale insegnante, con adeguati mezzi ed attrezzature e con indirizzo e programmi compilati dall'ente tecnico centrale, possono come è stato attuato nel passato assicurare risultati quantitativi e qualitativi adeguati alla bisogna.

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Le R.R.Scuole ed istituti industriali possono svolgere i seguenti corsi di specializzazione :
- motoristi - aggiustatori - tornitori - fabbri - elettricisti magnetisti - falegnami - saldatori autogeni - .

La Fiat :
motoristi - aggiustatori - elettricisti magnetisti - verificatori pompe iniezioni - .

L'Ansaldo:
tornitori - fabbri - saldatori autogeni.

La Marelli:
elettricisti magnetisti -.

Il R.A.C.I.:
motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:
Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:
Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:
Genova Sestri -

La Marelli:
Milano - (Sesto S.Giovanni)

Il R.A.C.I.:
Roma -

totale delle sedi dei corsi circa N°. 18

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L'Ansaldo:
tornitori - fabbri - saldatori autogeni.

La Marelli:
elettricisti magnetisti -.

Il R.A.C.I.:
motoristi - aggiustatori -.

Le R.R.Scuole industriali potrebbero svolgere di massima i corsi nelle seguenti località:
Torino - Milano - Vicenza - Alessandria - Bolzano - Udine - Genova - Firenze - Roma - Napoli - Bari - Palermo - (totale sedi N°.12)

La Fiat:
Milano - Torino - Roma - (sedi N°.3)

l'Ansaldo:
Genova Sestri -

La Marelli:
Milano - (Sesto S.Giovanni)

Il R.A.C.I.:
Roma -

Totale delle sedi dei corsi, circa, N°. 18

Dagli accordi intercorsi emergerebbe la possibilità di addestrare in ciascuna sede un numero approssimativo di circa 50 ÷ 70 allievi il che porterebbe ad un gettito, per ciascun corso della durata di mesi 6, di 900 ÷ 1000 allievi circa al quale dovrebbe essere aggiunto il numero di 150 allievi addestrati dalla scuola militare.

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Si avrebbe così un gettito totale approssimativo di N°.1500 elementi ogni 6 mesi .

Presso la scuola militare verrebbe svolto l'addestramento di quelle specializzazioni che non possono essere eseguite nè presso le R.S. scuole industriali nè dalle ditte costruttrici e dal Raci e precisamente :vulcanizzatori - magazzinieri - tappezzieri - ecc.

Per quanto sopra detto nei riguardi dell'addestramento sia dei "militari specializzati" che per quello applicativo dei "sottufficiali specializzati" è necessario prevedere presso la scuola militare la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativo per i militari ed i sottufficiali specializzati.

COSTITUZIONE CORPO SPECIALIZZATI

Per poter formare un corpo di militari specializzati di grado inferiore a quello di sottufficiale, è necessario che venga attuato un adeguamento della loro retribuzione. La questione è allo studio e non è stata quindi ancora risolta.

E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate rispetto a quelle civili, al personale specializzato che così invogliato potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare

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Per quanto sopra detto [illegible] dei militari specializzati" che per quello applicativo dei "sottufficiali specializzati" e necessario prever la costituzione di un officina riparazioni oltre che del laboratorio di addestramento. Tale officina pertanto dovrebbe poter eseguire oltre che tutte le riparazioni al materiale automobilistico della scuola anche le funzioni di reparto per l'addestramento pratico ed applicativa per i militari ed i sottufficiali specializzati.

COSTITUZIONE CORPO SPECIALIZZATI

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E' necessario sollecitarla mettendo in evidenza l'opportunità che vengano effettivamente corrisposte delle paghe adeguate rispetto a quelle civili, al personale specializzato che così invogliato potrà contrarre ferme non inferiori ai 5 anni. La creazione di un corpo di militari specializzati oltre che assicurare all'Esercito possibilità di autonomia tecnica gli darebbe modo di disporre di elementi di sicura competenza con i quali poter provvedere al proprio fabbisogno senza ricorrere alla mano d'opera civile che, come è dimostrato dalla situazione in atto, non corrisponde, di massima, a quei requisiti di specializzazione necessaria.

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Per fronteggiare l'enorme richiesta di lavoro del servizio riparazioni si è dovuto assumere il personale civile specializzato che offre la piazza, ma in considerazione delle modeste paghe offerte dall'amministrazione militare, specie per i provetti specializzati, rispetto a quelle pagate dalle ditte civili, si è stati costretti assumere un numero di personale superiore a quello previsto onde poter sopperire con la quantità le scarse singole possibilità tecniche di rendimento

Si è creata in tal modo una situazione organica, in molti casi elefantiaca, il di cui costo,per l'Erario,è enorme e di gran lunga superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

Altra forte economia verrebbe realizzata in fase di addestramento di militari specializzati che, se non raffermati,dovrebbero totalmente essere sostituiti annualmente con lo svantaggio di non poter disporre che per solo 4 mesi, per ciascuna classe di leva di personale che per giungere al grado di specializzazione necessaria si è dovuto addestrare per 8 mesi.

IL TEN. COLONNELLO
Antonio Morani

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Si è creata in tal modo una situazione organica, in molti casi elefantiaca, il di cui costo,per l'Erario,è enorme e di gran lunga superiore di quella che potrebbe essere data dal mantenimento di un modesto nucleo di personale militare idoneo e ben preparato necessario al servizio riparazioni.

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IL TEN. COLONNELLO
Antonio Moreni

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Subject : Attnchmt : 2 R.A.M.C. Officers.

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Land Forces Sub Comm.A.C.
(M.M.I.A.) R O M E
MME/1400

7 B.L.U.

22 December 45

Reference this HQ signals A/1379 of 19 Dec and G/7 of 21 Dec (Amdt N°2 to MMIA Directive N°2).

It is the intention that Capt. Nelson give the major portion of his time with your BLU to assisting the Italian authorities in Bologna. As you are probably aware, they intend to install there a Base Workshop for the repair of Allied types of equipment BLR by Divisional Workshops. It is most important that they receive all possible assistance in the layout and installation of this project which is intended ultimately to employ about 800 men and is to have a MT Stores Depot affiliated to it.

It is hoped that too much of his time will not be taken up with the workshops of FOLGORE Division or N°7 Repair Unit, and that he will be free to speed up the re-organisation at BOLOGNA.

Attached for your information is a copy of the proposals regarding BOLOGNA which are expected to be commenced soon.

AB

Lt.Col.R[illegible]
ADMS, Land Forces Sub Comm.A.C.(MMI

3138

Copy to : Col. A/Q
MME. 7 BLU.

TRANSLATION

AB 1400

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THE TECHNICAL MOTORIZATION SERVICE

At the end of World War I the transportation service was carried out by the "Gruppi Treno" (Train Groups) which, besides animal drawn transportation units, had mechanical transport units.

The technical side of supply and maintenance of mechanical transport was the responsibility of the "Direzione Centrale Automobilistica" at Turin, which was subsequently transformed into the "Direzione Superiore del materiale automobilistico" (Superior Direction of Motor materiel) while the administrative side was the responsibility of the "Direzione Generale artiglieria e automobilismo" (Direction General of Artillery and Motor Transport) at the Ministry of War.

The increased importance of mechanical transport and the declining of animal drawn transport led to the suppression of the "Gruppi Treno" and to the creation of units called first "Raggruppamenti Trasporti"(Transport Groups) and then "Centri Automobilistici" (Motor Tpt. Centres) in the number of 13, one for each Territorial Army Corps, which were responsible for general purpose transportation, while the single units had to provide direct for special transport, such as artillery drawing and hauling of bridge equipage.

For the same reason, for the rapid progress of the motor technique, and for the rivalry between technical bodies (Superior Direction of the Motor Materiel) and administrative bodies (Direction General of Artillery and Motor Transport) which resulted in delays of production and supplies, in 1930 it was decided to consolidate into one body belonging to the Central Administration both technical and administrative functions.

The "Ispettorato del Materiale Automobilistico" (Inspectorate of the Motor Tpt. Materiel), subsequently called "Ispettorato della Motorizzazione" was thus established, having under it three Establishments or Institutes,

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and Motor Transport) at the Ministry of War.

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The "Ispettorato del Materiale Automobilistico" (Inspectorate of the Motor Tpt. Materiel), subsequently called "Ispettorato della Motorizzazione" was thus established, having under it three Establishments or Institutes, namely :

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1) "Centro Studi Motorizzazione" (Center for Studies on Motorization), Rome which was responsible for experimentation of prototypes of all motor vehicles of new construction and preparation of data for their homologation. The Centre experimented on all modification to be made to vehicles already in operation, tested and judged the consumption materials, carried out the training courses for the Officers belonging to motorized Units (Superior, and Information Courses, Specialization Courses for Officers of Tank and Armored Cars Units etc.)

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2) "Officina Automobilistica R.E." (Royal Army Motor Workshops) at Bologna The responsibilities of the Officina included major repairs to Army vehicles, administration of purchase contracts, carrying out Specialization Courses for N.C.O.s and military workers, supply, administration and distribution of spare parts, also through the special Warehouse at Piacenza.

3) "Ufficio Autonomo Approvigionamenti Automobilistici R.E." (Royal Army Motor Supplies Autonomous Office) at Turin. This Office exerted supervision over construction of Army vehicles in the factories, and carried out the testing of all motor equipment (including tractors and A.F.V.s)

Also under the "Ispettorato della Motorizzazione" were the "Centri Automobilistici" and the same had functions of supervision over equipment belonging to Artillery, Engineers and Tank Units.

Contemporarily to the Ispettorato della Motorizzazione" the "Servizio Tecnico della Motorizzazione" was created for the purpose of preparing a staff of technical Officers specially trained in the motor transport field.

The procedure for the recruiting of these Officers was modifyied several times, and was definitively established as follows in 1942 : Every year "viene bandito un concorso per titoli per l'ammissione di Ufficiali al Servizio Tecnico della Motorizzazione" (Untranslatable expression which approximately means that vacancies are opened in the Technical Services, which are filled by Officers who apply for it, in accordance with their professional qualifications). The following subaltern Regular Officers may apply :

a. Officers in the Artillery and Engineer Corps who have completed the regular studies prescribed for their Corps (Accademia e Scuola di Applicazione) ;

b. Officers in the Motor Tpt. Corps who have been transferred in 3136 Corps from the Artillery and Engineer Corps, and who have completed the regular studies prescribed for their Corps ;

c. Officers in the other Corps holding a Degree in Engineering or

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mobilisation" and the same had functions of supervision over equipment belonging to Artillery, Engineers and Tank Units.

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a. Officers in the Artillery and Engineer Corps who have completed the regular studies prescribed for their Corps (Accademia e Scuola di Applicazione) ;

b. Officers in the Motor Tpt. Corps who have been transferred in 3135 Corps from the Artillery and Engineer Corps, and who have completed the regular studies prescribed for their Corps ;

c. Officers in the other Corps holding a Degree in Engineering or Chemistry.

So far as Officers at a) and b), priority is given to those who hold a Degree in Engineering or Chemistry.

The selected Officers must attend the "Corso Superiore per Ufficiali in Servizio Tecnico della Motorizzazione" (Superior Course for Officers in the Technical Motorization Service) which has a duration of six months with the programme as indicated at Appendix "A"

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The Course xi is completed by visits to the leading Factories producing materials concerning m rization (Vehicles, ball bearings, electric equipment, tyres, refineries, fuel hydrogenation plants etc.).

At the end of the Course the Officers xxx declared efficient are attached to the Technical Motorization Service, and, as such, are ordered to duty for one year with the Service's Establishments.

The Officers who, during the probation period, have shewn to be qualified for carrying out technical functions are put on duty for one year with the "Corso di Costruzioni Automobilistiche" (Motor Transport Construction Course) at the Royal Engineering School in Turin. The programme of this perfectioning course is as shewn at Appendix "B".

The Officers who have satisfactorily completed the two courses and the probation period with the Military Establishments are permanently assigned to the Technical Motorization Service, obtaining the career facilities granted to that Service.

It is to be noted that all xxx regular officers in the Artillery and Engineer Corps who have completed the regular recruiting courses and have been on duty for at least 4 years with the Technical Motorization Service, when retiring from the active service in the Army, are given the title of Engineers and entitled to exeert the profession thereof.

During the years preceeding World War II the organization of the Inspectorate of Motorisation appeared to be too heavy and complicate, and consequently it was modifyied as follows :

1) Institution of the "Direzione Superiore del Servizio Tecnico della Motorizzazione" (Superior Direction of the Technical Motorization Service) having technical functions similar to those formerly carried out by the Superior Direction of the Motor Tpt. Equipment ;

2) Institution of the "Direzione Generale della Motorizzazione" (Direction General of the Motorization) with administrative and

313

Declassified E.O. 12356 Section 3.3/NND No. 785020

The Officers who have satisfactorily completed the two courses and the probation period with the Military Establishments are permanently assigned to the Technical Motorization Service, obtaining the career facilities granted to that Service.

It is to be noted that all ear regular officers in the Artillery and Engineer Corps who have completed the regular recruiting courses and have been on duty for at least 4 years with the Technical Motorization Service, when retiring from the active service in the Army, are given the title of Engineers and entitled to exeart the profession thereof.

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1) Institution of the "Direzione Superiore del Servizio Tecnico della Motorizzazione" (Superior Direction of the Technical Motorization Service) having technical functions similar to those formerly carried out by the Superior Direction of the Motor Tpt. Equipment ;
2) Institution of the "Direzione Generale della Motorizzazione" (Direction General of the Motorization) with administrative and supply functions ;
3) Institution of the "Corpo Automobilistico" (Motor Tpt. Corps) which was made responsible for all general service transport ;
3) Institution of the "Ispettorato del Corpo Automobilistico" (Inspectorate of Motor Corps) which supervises, in peacetime and wartime, over the operation of the Motor Tpt. Corps, similarly to the other Corps Inspectorates

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APPENDIX "A"

G E N E R A L P R O G R A M M E

of the "Corso Superiore per Ufficiali del Servizio Tecnico Motorizzazione"

MOTOR THEORY - Detailed study of the laws governing functioning of the internal combustion motors.

MOTOR PRACTICE - Detailed description of elements of internal combustion motors - Assembling and disassembling of motors - Repairs.

THEORY OF FRAMES - Detailed study of frame elements.

PRACTICE OF FRAMES - Detailed description of motor frame elements - Assembling, disassembling and repairs.

MOTOR TRACTION - Detailed study of the laws governing movement of motor vehicles

CONSUMPTION MATERIALS - Study of all consumption materials interesting the motor traction (Fuels, lubricants, tyres, paints etc.)

MECHANICAL TECHNOLOGY - Study of raw materials used in motor vehicle construction Fabrication systems.

PRACTICAL DRIVING - The Officers learn to drive perfectly all military vehicles, wheeled and on tracks.

General Programme

If the 'Corso di Costruzioni Automobilistiche.

APPENDIX "B"

Motor Calculation

Particular problems in motor vehicle construction

Motor Vehicle construction

Performance and special use of vehicles

Special technologies in motor vehicle construction

Electricity in motor vehicles

3134

The purpose of the Course is to enabling persons holding a degree in

Declassified E.O. 12356 Section 3.3/NND No. 785020

MOTOR TRACTION - Detailed study of the laws governing movement of motor vehicles

CONSUMPTION MATERIALS - Study of all consumption materials interesting the motor traction (Fuels, lubricants, tyres, paints etc.)

MECHANICAL TECHNOLOGY - Study of raw materials used in motor vehicle construction fabrication systems.

PRACTICAL DRIVING - The Officers learn to drive perfectly all military vehicles, wheeled and on tracks.

General Programme of the 'Corso di Costruzioni Automobilistiche.

APPENDIX "B"

Motor Calculation

Particular problems in motor vehicle construction

Motor Vehicle construction

Performance and special use of vehicles

Special technologies in motor vehicle construction

Electricity in motor vehicles

3134

The purpose of the Course is to enabling persons holding a degree in Engineering to design any type of motor vehicle, and to follow and supervise its construction at the factory.

The Officers in the three technical Services (Artillery, Engineers and Motorization) are going through studies, and carrying out activities basically different ~~xxxxxxxxx~~ in each service.

It is most strongly emphasized that the Officers cannot be advantageously transferred from one Service to another, or deal with arguments particularly concerning each Service. This is due to the fact that in Italy the Officers in the technical Services are persons holding both the particular features and qualifications of the military expert and of the specialist in his field.

It is also to be excluded that the three Services can be possibly put under a single direction held by a persons outside the Services.

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An experience along these linea, attempted by instituting the Inspectorate of Technical Services, was a complete failure, and the Inspectorate x had to be inactivated after few months of operation.

It would not seem that an organization similar to the R.E.M.E. or to the Ordnance Corps can correspond to the Consolidated Technical Services, on the other hand, even if if it should be so, it is to be remarked that an organization giving good results in one country, with a given frame of mind and a diffx given military and industrial organization, cannot be adapted to another country having different frame of mind and organizations.

Judging from the experiment carried out before and after the institution of the Inspectorate of Motorization, it can be concluded that the most efficient organization in the field of motorization is still constituted by a Body responsible both for technical and administrative functions. This body should provide, as for the past, not only to the requirements of the Motor Tpt. Corps but also to those of all Arms and Corps which employ motor equipmentx

Subject : Repair of Allied Types of Vehicles.

Land [illegible] Comm.
A.C. (A.M.L.O.)
R O M E.

128/A403 / 20 Dec. 45.

To : Director General,
Artiglieria e Motorizzazione.

1. With reference to your letter [illegible] of 10 Dec. 45 and in continuance of my letter 128/1545 of 15 Dec. 45.

2. It seems that a solution to the problem of setting up a base workshops at [illegible] may be found in this way :-

(a) Commence the repair of Italian type vehicles at the Pyrotecnico under the control of the Divisione Motorizzazione using a few selected personnel from the G.A.R.E. as a nucleus, and re-employing at their former trades some suitable turners, blacksmiths, carpenters etc. from among those formerly employed by the Pyrotecnico.

A suitable building with space for eighty vehicles is that adjoining the Viale Centrale and Viale A. In addition buildings 121, 122 and 125 on Viale Centrale could be used as machine shops for manufacture of spares, etc.

It will be necessary to transfer spares for these vehicles from the storehouses at G.A.R.E. to a storehouse to be found in the Pyrotecnico, but this should not present great difficulty. A vehicle electrician's department must also be set up in a building in the Pyrotecnico.

All the above should be possible without using buildings in the Pyrotecnico used by the Allies.

(b) Establish at Deposito San Polino, via del Olmo in Rullano a Returned Vehicle Park for vehicles beyond repair by workshops of Infantry Divisions. These will all be Allied types.

(c) As space is available in the workshops of the G.A.R.E., take there from the Deposito San Polino Allied types of vehicles for repair. For a time at G.A.R.E. there will be both Italian and Allied types of vehicle being repaired, but if no more Italian type vehicles are moved into G.A.R.E. workshops, G.A.R.E. will automatically be transformed into a workshop for repair of Allied vehicles.

This of course is our object not for the good of the Italian Army.

Declassified E.O. 12356 Section 3.3/NND No. 785020

(a) Commence the repair of Italian type vehicles at the Pyrotecnico under the control of the Divisione Motorizzazione using a few selected personnel from the C.A.R.N. as a nucleus, and re-employing at their former trades some suitable burners, blacksmiths, carpenters etc. from among those formerly employed by the Pyrotecnico.

A suitable building with space for eighty vehicles is that adjoining the Viale Centrale and Viale A. In addition buildings 121, 122 and 123 on Viale Centrale could be used as machine shops for manufacture of spares, etc.

It will be necessary to transfer spares for these vehicles from the storehouses at C.A.R.N. to a storehouse to be found in the Pyrotecnico, but this should not present great difficulty. A vehicle electricians department must also be set up in a building in the Pyrotecnico.

All the above should be possible without using buildings in the Pyrotecnico used by the Allies.

(b) Establish at Deposito San Polico, via del Olmo in Rocca a Returned Vehicle Park for vehicles beyond repair by workshops of Infantry Divisions. These will all be Allied types.

(c) As space is available in the workshops of the C.A.R.N., take there from the Deposito San Polico Allied types of vehicle for repair. For a time at C.A.R.N. there will be both Italian and Allied types of vehicle being repaired, but if no more Italian type vehicles are moved into C.A.R.N. workshops, C.A.R.N. will automatically be transformed into a workshop for repair of Allied vehicles.

This of course is our object and for the good of the Italian Army.

It is proposed that the stores for repair of Allied vehicles should be held in the C.A.R.N. storehouse when the Italian type spares have been moved to the Pyrotecnico. In addition I recommend that the Casaren Inglesento adjoining the C.A.R.N. be used as a storehouse for stores for Allied vehicles.

3. The above proposals were discussed with the Commander 6 Territorial Command, General CERRUTI, his Chief of Staff Col. PETTAGNI and the Director of repairs, Col. ROSSI, on Tuesday 17th December, and they agreed that these proposals were practical and would merit your confirmation.

4. I learn that there is little chance of the Allies ceding more accommodation in the C.A.R.N. in the near future, but I am keeping in touch with the situation. The proposals above will allow of eighty vehicles of Allied types being repaired at one time.

/ 5. .....

Declassified E.O. 12356 Section 3.3/NND No. 785020

5. Doubtless you have already heard that the G.A.F. of BALOCHS are in possession of some 25 machine tools from the C.A.S.C. and about 50 workmen formerly employed by the C.A.S.C. If possession could be obtained of these tools and workmen, the proposals in para. 2 would be greatly facilitated.

6. I should welcome an opportunity of discussing with you the rebuilding of the C.A.S.C. as I understand that the financial powers of the Territorial General will shortly be reduced and that requests must be made by your office for the necessary money.

A Blunt

Lieut.Colonel.,
A.D.M.S.
Local Forces Sub Com. A.C. (M.E.I.A.)

AB/Kgn

Copy to : War Diary (2)
"Q"
6 M.I.S.
HQS 3 M.I.S.

3130

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

IMPORTANT

EME/1400

Reme.

MIL. 6748
8/19
SIGNALS

LROF V MELG NR 2 (MPORTANT)

FROM EME 1 BLU 191120A
TO MMIA ROME

VQSH GR29 BT

EME483 U/C
~~EME483~~ (.) ~~U/;:.)~~ ~~LORC~~ WORK
~~S~~ N O T REPEAT N O T STARTED ON
CLEARING SITE OR REPAIR TO WORKSHOPS AT T U R I N & DESPITE
RE PEATED APPLICATIONS STRONG WAR MINISTRY WILL BE
ACTION WITH ~~WAR~~ ~~;2-4 .8,8546 28)) 15~~
GREATLY
APPRECIA
TED

BT
CCNGC REPEATED APPLICATIONS
SENT NR1) 191340 MEM

1/2

R
20/12/45

3129

EMF/1400

Subject:- Transport Vehicles for the Italian Army.

Land Forces Sub Commission A.C.
(M. M. I. A.)
C.004. DCAS.
17 December 1945.

To:- A.C. (for Economic Section)

13

1. Responsibility for the provision and maintenance of transport for the new Italian Army rests, as you know, with the Italian Government.

2. The Italian Government may obtain their requirements from one of the following sources:-

(a) Italian Motor Industry.
(b) The purchase of Allied motor vehicles surplus to Allied needs.
(c) Through the Government Export programme.

3. The policy of the War Ministry is:-

(a) To re-condition in Italian Army Workshops and certain selected civilian firms, the most suitable Italian vehicles from the 14,000 now held in Inefficient Vehicle Parks. With these it is hoped to maintain for the next 12 months, those units of the Italian Army and CC.RR. Vehicles of obsolescent type are to be offered for sale and funds thus realised, set aside for the purchase of new vehicles, as soon as the latter are available.

(b) In the Army Workshops at Bologna, to recondition vehicles of Allied manufacture and with these to maintain the 5 Combat Divisions, until they also can be re-equipped with new Italian transport.

(c) To gradually reduce the number of different types of vehicles employed by the Army, and retain in the service selected types for which an adequate reserve of spare parts can be accumulated.

4. The future organisation and equipment of the Italian Army is at present under review at A.F.H.Q. In order that this Sub-Commission may prepare an appreciation on the degree of standardisation of transport which can be attained and the ability of the War Ministry to obtain the quantity of motor vehicles of new Italian manufacture, you are requested to furnish the following information at an early date:-

3125

(a)

Declassified E.O. 12356 Section 3.3/NND No. 785030

of the following sources:-

(a) Italian Motor Industry.
(b) The purchase of Allied motor vehicles surplus to Allied needs.
(c) Through the Government import programme.

3. The policy of the War Ministry is:-

(a) To re-condition in Italian Army Workshops and certain selected civilian firms, the most suitable Italian vehicles from the 14,000 now held in Inefficient Vehicle Parks. With these it is hoped to maintain for the next 12 months, those units of the Italian Army and CC.RR. Vehicles of obsolescent type are to be offered for sale and funds thus realised, set aside for the purchase of new vehicles, as soon as the latter are available.

(b) In the Army Workshops at Bologna, to recondition vehicles of Allied manufacture and with these to maintain the 5 Combat Divisions, until they also can be re-equipped with new Italian transport.

(c) To gradually reduce the number of different types of vehicles employed by the Army, and retain in the service selected types for which an adequate reserve of spare parts can be accumulated.

4. The future organisation and equipment of the Italian Army is at present under review at A.F.H.Q. In order that this Sub-Commission may prepare an appreciation on the degree of standardisation of transport which can be attained and the ability of the War Ministry to obtain the quantity of motor vehicles of new Italian manufacture, you are requested to furnish the following information at an early date:-

3128

(a) An outline of the Italian Government plan for re-activating the Italian motor industry.

(b) The raw materials required to be imported.

(c) An estimate of the out-put in new vehicles which may be anticipated by the 31 December 1946.

ab

R.A. CURTIS Lt. Col.
for Major General,
M. M. I. A.

17/12/45

Copy to: S. & T.
M.M.I.A.

RAC/fem

Declassified E.O. 12356 Section 3.3/NND No. 785020

11356

Declassified E.O. 12356 Section 3.3/NND No. 785020

()

SUBJECT:- Supply, Transport and POL Liaison.

Land Forces Sub Comm. AC.
(M.M.I.A.).
ST/292

1st Dec 45.

No. 3 BLU (2 copies)
No. 4 BLU (2 copies)
No. 5 BLU (1 copy)
No. 7 BLU (2 copies)
No. 8 BLU (1 copy)

Copy to:- No. 1 BLU
" 2 BLU
" 6 BLU
" 9 BLU
" 10 BLU
" 11 BLU
" 12 BLU
Ministry of War (Commissariat Directorate)
Ministry of War (Divisione Corpo Automobilistico)
S.M.R.E. (Ufficio Servizi - Sezione Automobilismo)

1. Consequent upon move of FOLGORE Inf Division from 2 District into 3 District and re-deployment of BLUs, please cancel appendix 'A' to ST/292 dated 21 Nov 45 and substitute attached appendix 'A' which will come into effect 1 Jan 1946.

2. SD/3093 signal dated 13 Dec 45 refers.

3127

WEM/gmo

Lt.Col. RASC.
ADST, Land Forces Sub Comm. AC.(MMIA).

INTERNAL:- 'C'
'A'
'G'
'Q1' (Accounts)
MED
ORD
REME
File
War Diary (2)

APPENDIX 'A'
Land Forces Sub Comm. AC.
(MMLA) ltr ST/292 of 21 Nov 45.

AREAS IN WHICH SUPPLY AND TRANSPORT UNITS ARE LOCATED

Para 1.

B.L.U. TURIN (No. 1 BLU).

(a) TURIN Territorial Command Sup & Tpt Units.

No. 1 Distribution Depot
No. 1 Supply Coy
No. 1 Increment Mily Bky
No. 1 Terr Admin Tpt Coy
No. 1 Amb Car Sec
"A" E.V.P.

(b) GENOA Territorial Command Sup & Tpt Units.

No. 2 Distribution Depot
No. 2 Supply Coy
No. 2 Increment Mily Bky
No. 2 Port Detachment
No. 2 Terr Admin Tpt Coy
No. 2 Amb Car Sec

(c) CREMONA Inf Div Sup & Tpt Units.

44 Tpt and Sup Coy
317 Fd Bky

(d) MANTOVA Inf Div Sup and Tpt Units.

104 Tpt and Sup Coy
518 Fd Bky
3 G.T. Coy (Att for adm)

Para 2.

B.L.U. MILAN (No. 3 BLU).

3125

(a) MILAN Territorial Command Sup & Tpt Units.

No. 2 Bulk Food Depot
No. 3 Supply Coy
No. 3 Distribution Depot
No. 3 Military Bakery
No.75 Distribution Depot (PIACENZA)
No. 3 Terr Admin Tpt Coy
No. 3 Amb Car Sec

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 2 Distribution Depot
No. 2 Supply Coy
No. 2 Increment Mily Bky
No. 2 Port Detachment
No. 2 Terr Admin Tpt Coy
No. 2 Amb Car Sec

(c) CREMONA Inf Div Sup & Tpt Units.

44 Tpt and Sup Coy
317 Fd Bky

(d) MANTOVA Inf Div Sup and Tpt Units.

104 Tpt and Sup Coy
518 Fd Bky
3 G.T. Coy (Att for adm)

Para 2.

B.L.U. MILAN (No. 3 BLU).

3125

(a) MILAN Territorial Command Sup & Tpt Units.

No. 2 Bulk Food Depot
No. 3 Supply Coy
No. 3 Distribution Depot
No. 3 Military Bakery
No.75 Distribution Depot (PIACENZA)
No. 3 Terr Admin Tpt Coy
No. 3 Amb Car Sec
No. 7 E.V.P.

(b) BOLOGNA Territorial Command Sup & Tpt Units.

No. 6 Distribution Depot
No. 6 Supply Coy
No. 6 Increment Mily Bky
No.76 Distribution Depot (ANCONA)
No.77 Distribution Depot (FORLI)
No. 6 Terr Admin Tpt Coy
No.62 Amb Car Sec
No. 5 E.V.P.

(c) LEGNANO Inf Div Sup & Tpt Units.

No. 51 Tpt and Sup Coy
No. 1 Fd Bky

Declassified E.O. 12356 Section 3.3/NND No. 785020

Para 3.

B.L.U. BOLZANO (No. 4 BLU).

(a) BOLZANO Territorial Command Sup & Tpt Units.

No. 4 Distribution Depot
No. 4 Supply Coy
No. 4 Increment Mily Bakery
No.74 Distribution Depot (VERONA)
No. 4 Terr Admin Tpt Coy
No. 4 Amb Car Sec
No. 6 E.V.P. (VERONA)

(b) FRIULI Inf Div Sup & Tpt Units.

No. 20 Tpt & Sup Coy
No.316 Fd Bakery

(c) UDINE Territorial Command Sup & Tpt Units.

No. 5 Distribution Depot
No. 5 Supply Coy
No. 5 Increment Mily Bky
No. 5 Bulk Food Depot (MESTRE)
No.73 Distribution Depot (MESTRE)
No. 5 Port Detachment (VENICE)
No. 5 Terr Admin Tpt Coy
No. 5 Amb Car Sec
"B" E.V.P.

Para 4.

B.L.U. FLORENCE (No. 7 BLU).

(a) FLORENCE Territorial Command Sup & Tpt Units.

No. 7 Distribution Depot
No. 7 Supply Coy
No. 7 Increment Mily Bakery
No. 7 Terr Admin Tpt Coy
No. 4 E.V.P.
No. 1182 Amb Car Sec
No. 7 Bulk Food Depot (LEGHORN)
No.78 Distribution Depot (LEGHORN)
No. 3 Port Detachment (LEGHORN)

3123

(b) BOLOGNA L of C Div Sup & Tpt Units.

Declassified E.O. 12356 Section 3.3/NND No. 785020

(c) UDINE Territorial Command Sup & Tpt Units.

No. 5 Distribution Depot
No. 5 Supply Coy
No. 5 Increment Mily Bky
No. 5 Bulk Food Depot (MESTRE)
No.73 Distribution Depot (MESTRE)
No. 5 Port Detachment (VENICE)
No. 5 Terr Admin Tpt Coy
No. 5 Amb Car Sec
"B" E.V.P.

Para 4.

B.L.U. FLORENCE (No. 7 BLU).

(a) FLORENCE Territorial Command Sup & Tpt Units.

No. 7 Distribution Depot
No. 7 Supply Coy
No. 7 Increment Mily Bakery
No. 7 Terr Admin Tpt Coy
No. 4 E.V.P.
No. 1182 Amb Car Sec
No. 7 Bulk Food Depot (LEGHORN)
No.78 Distribution Depot (LEGHORN)
No. 3 Port Detachment (LEGHORN)

3123

(b) FANCORE Inf Div Sup & Tpt Units.

No. 184 Tpt and Sup Coy
No. 2 Fd Bakery

Para 5.

B.L.U. NAPLES (No. 10 BLU).

(a) NAPLES Territorial Command Sup & Tpt Units.

No.10 Bulk Food Depot
No.10 Supply Coy
No.10 Distribution Depot
No.10 Mily Bky

...../3

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 1 Port Detachment
No. 63 Distribution Depot (SALERNO)
No. 64 " " (CATANZARO)
No. 67 " " (COSENZA)
No. 68 " " (REGGIO CALABRIA)
No. 10 Terr Admin Tpt Coy
No. 2 E.V.P.
No. 85 Amb Car Sec

(b) BARI Territorial Command Sup & Tpt Units.

No. 9 Bulk Food Depot
No. 9 Supply Coy
No. 9 Distribution Depot
No. 9 Mily Bky
No. 4 Port Detachment
No.57 Distribution Depot (PESCARA)
No.55 " " (FOGGIA)
No.53 " " (BRINDISI)
No.51 " " (TARANTO)
No. 9 Terr Admin Tpt Coy
No. 3 E.V.P.
No.84 Amb Car Sec
No.21 P.O.L. Depot (MONOPOLI)

(c) PALERMO Territorial Command Sup & Tpt Units.

No. 11 Distribution Depot
No. 11 Supply Coy
No. 11 Mily Bky
No. 65 Distribution Depot (CATANIA)
No. 66 " " (CALTANISSETTA)
No. 11 Terr Admin Tpt Coy
No. 37 Amb Car Sec

Para 6.

HQ., M.M.I.A., ROME.

(a) ROME Territorial Command Sup & Tpt Units.

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 9 Supply Coy
No. 9 Distribution Depot
No. 9 Mily Bky
No. 4 Port Detachment
No.57 Distribution Depot (PESCARA)
No.55 " " (FOGGIA)
No.53 " " (BRINDISI)
No.51 " " (TARANTO)
No. 9 Terr Admin Tpt Coy
No. 3 E.V.P.
No.84 Amb Car Sec
No.21 P.O.L. Depot (MONOPOLI)

(c) PALERMO Territorial Command Sup & Tpt Units.

No. 11 Distribution Depot
No. 11 Supply Coy
No. 11 Mily Bky
No. 65 Distribution Depot (CATANIA)
No. 66 " " (CALTANISSETTA)
No. 11 Terr Admin Tpt Coy
No. 37 Amb Car Sec

3122

Para 6.

HQ., M.M.L.A., ROMT.

(a) ROME Territorial Command Sup & Tpt Units.

No. 8 Distribution Depot
No. 8 Supply Coy
No. 8 Mily Bky
Ministry of War Admin Tpt Coy
No. 1 Spec Tpt Coy
No. 8 Terr Admin Tpt Coy
No. 1 E.V.P.
No.61 Amb Car Sec
No.14 Distribution Depot (CAGLIARI)
No.71 " " (SASSARI)
No.72 " " (NUORO)
No.14 Supply Coy (CAGLIARI)
No.14 Mily Bakery (CAGLIARI)
No.14 Terr Admin Tpt Coy (CAGLIARI)
No.36 Amb Car Sec (CAGLIARI)
No. 1 Refrigerator Unit (CAGLIARI)
No. 2 " " ----------

} SARDINIA

...../4

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Para. 7.

CEGANO District (No. 12 BLU).

319 Fd Bakery
152 Ration, P.O.L., Clothing Store
G.T. Coy

Para 8.

UNALLOTTED UNITS.

No. 266 Pack Tpt Coy
No. 267 " " "
No. 268 " " "
} not yet allotted

No. 86 Distribution Depot
No. 87 " "
No. 88 " "
No. 89 " "
No. 90 " "
No. 91 " "
} not yet implemented and locations still to be decided upon.

1 M.A.C. Final location not yet decided.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Q/AE C'H/E/1 letter ref 6453/6/Q(AE)
of 13 Dec. 45 - Minutes of Meeting held
at Q(AE) C'HQ on 11 Dec. 45

No. 11 [illegible]

[illegible] C SM ROBERTSON

1 'Q' Edn 20 Dec 45

for RETAIN/DESTROY

(11)

cpl

11365

Declassified E.O. 12356 Section 3.3/NND No. 785020

PARTITO FASCISTA REPUBBLICANO

FEDERAZIONE DI ROMA

UFFICIO TESSERAMENTO

Posizione N. .....

Al Procuratore di Stato
presso il Tribunale Giudiziario di
ROMA

RICHIESTA DI CERTIFICATO GENERALE

Al nome di ..... *di o fu* .....

e di o fu ..... *nato il* .....

in .....

Motivo: Iscrizione al P. F. R.

Si dichiara che da ricerche effettuate in questo Casellario Giudiziario .....

.....

.....

Roma, li ..... 194.. - A. XXII

IL SOTTUFFICIALE DELLA G. N. R.
ADDETTO ALLE INFORMAZIONI

.....

Declassified E.O. 12356 Section 3.3/NND No. 785020

MESSAGE FORM.

DATE TIME OF ORIGIN

FROM : NIA

TO : 1 ELU

REF : EMB/1400

UNCLASSIFIED

FOR ME (.) YOUR 1/EMB/13/1 OF 12 DEC ALARMING REGARDING INACTION IN CLEARING SITE AT TURIN (.) REQUEST YOU SIGNAL WHETHER WORK YET STARTED (.) IF NOT WILL CONTACT WAR MINISTRY AT ONCE (.) IMPORTANT THAT ITALIAN WORKSHOPS BE ORGANISED WITH ALL POSSIBLE SPEED

PRECEDENCE IMPORTANT

3119

AUTHENTICATION

Subject:- Progress Report No.1.

To:- AMGE
Land Forces Sub Commission A.C.
MMIA Rome.

G.1.
1 BLU.

1/EME/13/1

12th. December 1945

RECEIVED 15/12/45 186

Reme EME/1400

Commando Territoriale W/shops Turin.

A letter was sent to Commando Territoriale on 23/11/45 requesting that the Genio carry out certain work in the workshops including the clearing of rubble from the "square". An Officer from Commando Territoriale visited the W/shops and inspected the work required on 1st. Dec. Since that date no further news regarding this work has been received. If there is no sign of any action by 16th. inst this matter will be pressed by this office through Commend Territoriale.

Vehicles for sale have been sorted into lots and engines put into chassis. This was completed by 10th. I am assured that notices will be put in local newspapers during the coming week, inviting tenders for these vehicles.

All civilian organisations repairing R.E. vehicles have been visited. Without exception none of these vehicles was being worked on, the answer being lack of spares. One vehicle a 626 in Fiats was ready for collection except for one item, according to the paper work in the office. This item proved to be a cylinder head stud, and no attempt had been made to manufacture this stud, the mere fact that this item was not available in the stores was the excuse to stop work. On inspection of the vehicle it was found to be stripped to the chassis. No excuse was offered for this and this matter was taken up immediately with the Repairs Office who promised that this would not occurr again. Time will tell.

In future an Italian Officer will visit each civilian W/shop at least once a week and will report to me the state of vehicles in for repair. Some of these vehicles have been in for repair for four months.

Commando Territoriale Genoa

A two day visit to Genoa was made to take over 56 BLU REME Tng Inc. from Capt. C. Jones. R.E.M.E. This Inc. was still at Mantove Gruppo W/sh. but are now being called in to Genoa to work with the Commando Territoriale.

Apparently no 2nd line W/shop has been started in Genoa as R.E. vehicles are having minor repairs done to them in civilian W/shops.

A further visit to Genoa is being made from 12-16 Dec and the Commando Territoriale will be contacted, and the W/shop situation will be looked into. Further information regarding the position at Genoa will be given in the next Progress Report.

3117

General.

Declassified E.O. 12356 Section 3.3/NND No. 785020

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3117

General.

Owing to releases both REME Tng Inc. will have dwindled to approx 6 men each by the New Year, and it is proposed to leave the ex 56 BLU men at Genoa to supervise the W/shops etc in that area, and the ex 51 BLU men will operate in Turin.

12-12-45

Captain REME
M.M.I.A.L.O.
1 B.L.U.

17/12/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION

From : M of War

Ref : 28729
024316

(8)

To : M of Transport

Dtd : 10 Dec 45

Subject : Assignment of Vehicles of Allied Origin.

OB ENC/1400
SEE F JACKET

Further to our 27308/022770 dtd 26 Nov 45, subject as above.

With reference to orders received from the MMIA, this Ministry must draw vehicles xx to a total of 528 tons.

The 193 trucks, referred to in letter No. 27308, which are being drawn, amount to a total of 318 tons.

The above being the case, and with reference to agreements already made over the telephone with Engineer VOLPINI of your Ministry, this Ministry must, for the remaining tonnage (210 tons), make withdrawals in addition to the 193 trucks mentioned above, of the following:-

-84 (eighty-four) trucks, G.M.C. (possibly) of 2 and 5 tons, from Pontedera.

The withdrawal of the said trucks will be made under the care of the MT Repair Directorate of the Military Territorial Nr, Florence, which will arrange quickly to examine them, givem them licenee numbers, and then to pass them on to the Serviceable Vehicle Park, informing us of their availibility as soon as they are ready.

The above mentioned details must, at the same time, be forwarded to the Services Office of the SMRE, through the offices of the Florence MT Repair Directorate.

For the Minister,
Sgd. Gen P.C. Properzj.

From : M of War

To : AMI (for Maj. Taylor's special attention)

Declassified E.O. 12356 Section 3.3/NND No. 785020

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The above mentioned details must, at the same time, be forwarded to the Services Office of the 3mRE, through the offices of the Florence MT Repair Directorate.

For the Minister,
Sgd. Gen P.G. Properzj.

From : M of War

To : AMI4 (for Maj. Taylor's special attention)

3116

The above is forwarded for your information, and follows information contained in this Directorate General, Artillery and Motorisation's letter No. 28495 dtd 6 Dec 45.

sgd. Col. G. Balanzino.

P
15/12/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

TO/Tr.

Ministero della Guerra
dir.gen.mot. e mot.

Roma, 10 DIC 1945

MINISTERO DEI TRASPORTI
Al Uff.Residuati di Guerra
ROMA

Divisione mot. Sez. I°
Prot. N.° 23729 Allegati
Risposta al Foglio del 91

OGGETTO: 1 assegnazione autoveicoli di provenienza alleata.-

024316

c. per conoscenza:
AL COMANDO MILITARE TERRITORIALE
DIREZ.RIPARAZ.AUTO
FIRENZE

Si fa seguito alla lettera 27308/022770 in data 26/11/45 pari oggetto.-

In relazione alle disposizioni ricevute dalla L.F.S.C. A.C. M.M.I.A questo Ministero deve ritirare autoveicoli per un tonnellaggio totale di 528 tonnellate.-

I 193 autocarri, di cui alla citata lettera 27308 pari oggetto, in corso di ritiro, raggiungono tonnellate 318.-

Ciò premesso, ed in relazione alle intese telefoniche già prese con l'Ing. VOLPINI di codesto Dicastero, per il rimanente tonnellaggio (tonn. 210), questo Ministero deve ritirare anche in aggiunta ai 193 autocarri di cui sopra, ripartiti i seguenti:

- 84 (ottantaquattro) autocarri tipo G.M.C.(possibilmente)da tonnellate 2 . 5) da Pontedera.-

Il ritiro dei detti autocarri sarà fatto a cura delle direzione riparazioni auto del comando militare territoriale di Firenze, che provvederà a farli coloramente rivedere, targarli e quindi pesarli al P.V.F. qui segnalando appena pronti.-

I dati di cui sopra, a cura della stessa Diriparauto di Firenze, dovranno essere contemporaneamente trasmessi allo S.M.R.E. - Ufficio Servizi.-

P.IL MINISTRO
(Gen.F.G.Frugoni)

3115

Declassified E.O. 12356 Section 3.3/NND No. 785020

0243[illegible]

e, per conoscenza:
AL COMANDO MILITARE TERRITORIALE
DIREZ.RIPARAZ.AUTO
FIRENZE

Si fa seguito alla lettera 27308/022770 in data 26/11/45 pari oggetto.-

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I 183 autocarri, di cui alla citata lettera 27308 pari oggetto, in corso di ritiro, raggiungono tonnellate 318.-

Ciò premesso, ed in relazione alle intese telefoniche già prese con l'Ing. VOLPINI di codesto Dicastero, per il rimanente tonnellaggio (tonn. 210), questo Ministero deve ritirare anche in aggiunta ai 183 autocarri di cui sopra, ~~ritira~~ i seguenti:

- 84 (ottantaquattro) autocarri tipo G.M.C.(possibilmente)da tonnellate 2 . 5) da Pontedera.-

Il ritiro dei detti autocarri sarà fatto a cura della direzione riparazioni auto del comando militare territoriale di Firenze, che provvederà a farli celermente rivedere, targarli e quindi passarli al P.V.E. qui segnalando appena pronti.-

I dati di cui sopra, a cura della stessa Diriparauto di Firenze, dovranno essere contemporaneamente trasmessi alla S.M.R.E. - Ufficio Servizi.-

p.IL MINISTRO 3115
(Gen.P.G.Properj)

[illegible]
Date 17/12.
Tit. 1115
Oggetto:

ALLA LAND FORCES SUB COMMISSION A.C. MMIA
(alla particolare attenzione del magg. Taylor)
ROMA

In seguito all'atto legato n.28495 del 6 corrente di questa Direzione Generale Artiglierie e Motorizzazione.-

IL DIRETTORE CAPO DIVISIONE
(Col.G.Balbarino)

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- M.T. Policy. AMP 16116/140

(7)

Land Forces Sub Commission A.C.
(M. M. I. A.) ACMS.
C.006.
13 December 1943.

To: Ministry of War.

1. You are requested to obtain and forward to this H.Q. as soon as possible, detailed information as under, concerning all British transport vehicles held by the Italian Army:

TYPE (1)	MAKE (2)	E.P. No. (3)	CHASSIS No. (4)

NOTE:
(3) - On the outside of the vehicle - door or bonnet and back, on the A.B. 412 and A.B. 406.
(4) - In the cab - usually on the dashboard.

2. The above information should be submitted separately under each of the following headings:

(1) The five Infantry Divs.
(2) Training Establishments.
(3) Army Reserve.

R.A.C.

R.A. CURTIS Lt. Col.
for Major General,
M. M. I. A.

14/12/43

Copy to: S. & T.
R.A.M.C. ✓

3114

TAC/Tom

FILE

Land Forces Sub Comm.
A.C.(M.M.I.A.)
ROME

EMB/14[illegible]0
12 Dec.45.

To : Col. A/G.

(6)

Present Organisation of Repair Services - Italian Army.

1. Each Territorial Command is to have a wksp of appropiate size for repair of Italian vehicles.

2. Wksps already existing are :-

Palermo (2nd class)
Cagliari (2nd class)
Bari (1st class - to be reduced to 2nd class)
Naples (2nd class - to be increased to 1st class)
Rome (1st class)
Florence (2nd class)
Bologna (1st class)
Piacenza (3rd class)
Milan (1st class)
Turin (2nd class)
Verona (3rd class)

3. These wksps repair vehicles held by units and also allot a part of their capacity to repair of vehicles from Inefficient Vehicle Parks. Spares are obtained from stocks held at Rome, Piacenza, Milan and Bologna.

4. N°2 Mobile Park at Afragola is employed on the repair of vehicles in the Inefficient Vehicle Park there. It is working entirely in the open pending a move to a slightly better site in Naples.

5. Wksps projected for repair of Italian vehicles but awaiting release of accommodation are :-

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Bologna (1st class)
Piacenza (3rd class)
Milan (1st class)
Turin (2nd class)
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5. Wksps projected for repair of Italian vehicles but awaiting release of accommodation are :-

Genoa (2nd class)
Bolzano (2nd class)
Udine (2nd class)

3112

6. Each Tpt Coy is to have a Light Workshop allotted to it. These Light Workshops are not yet formed.

7. There are six Recovery Commissions sited at :-

Genoa
Turin
Bolzano (two)
Milan
Tervisio

R
12/12/43

2/.....

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8. Repairs to guns and small arms(outside the Gruppi) are carried out by the Artillery.

9. Each Gruppo has six LAD's to serve major units of the Gruppo,carrying out first echelon repairs. The Tpt Coy has a Mech.Engrs platoon to do their first and second echelon repairs. There is a Mech.Engrs Wksp to carry out second echelon repairs for the remainder of the Gruppo on M.T, guns, small arms, wireless and instruments.

10. At present there are no 3rd line facilities for repair of eqpt.BLR by Gruppi wksps.
A 3rd line vehicle wksp. is projected at Bologna and an inefficient vehicle park for Allied vehicles ex Gruppi is projected at Budrio near Bologna.

11. RTC Wksp.at Cesano repairs Allied vehicles stationed at Cesano.

Lt Col.
A.D.M.S.
Land Forces Sub Comm.A.C.(MMIA)

AB/gt

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Lt Col.
A.D.M.S.
Land Forces Sub Comm.A.C.(MMIA)

AB/fr

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Extract of report by Nº 23 Recovery Commission to Nº 3 Terr. Command.

ALLEGATO "B"

TRANSLATION

FROM: 23rd Salvage Commission.

During the month, the research and identification of vehicles belonging to the Italian Army and at present used by firms of transport Cooperatives, has continued.
The investigations require a great deal of time, much tact and circumspection, as much as the vehicles are very seldom to be found with the firms, but on the contrary are in circulation for transport service.
Furthermore it is evident that the holders oppose any form of identification of the vehicles and on several occasions the opposition has been emphasized by threats made to those in charge of carring out the check up.
That not withstanding, the ascertaining has been carried out for a great deal of vehicles, a list of which is shown in enclosure Nº 4.-
According to circular M.of W.- Cabinet- Nº.216700/II dated 3/8/1945 Milano M.M.I.A. has intervened in the matter which ,from information obtained, has requested instruction to Rome on the procedure to be adopted for the recovery, bearing in mind that the said vehicles appears to be assigned by the A.M.G. to persons with a regular permit in which, however, it is pointed out that the said assignement is only for administrative purposes, and therefore, the vehicle can not be issued, nor sold to another person.
Considering:

=That the vehicles are detained, (a large part of them) by Partisans, formed into transport coperatives.
=That the vehicles have been recovered by said partisans during the days of the liberation of Northern Italy, and subsequently returned to running order by same, that is the reasonfor the opposition, to whoever intervenes to deprive them of said vehicles.
=That the vehicles represent to day work, and gain for the holders;
=Of the present political situation;
For the time being, it would be advissable to avoid requisitioning by force and to await the return of Lombardy to the Itslian administration. After this the return of vehicles to the Italian Army, should be gradual (concerning time and quantity of vehicles) in order not to hamper transportation of supplies for the population, who owing to the lack of railway transport would be deprived of any means of communication in many Communes.

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According to circular M.of W.- Gabinetto- N°.210/00/ dated 3/8/1945
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3109

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COMMAND	G. O. C.	CAPO S.M.R.E.	CAPO UFF. SERVIZI	C
FLORENCE	Gen. DE SIMONE	Col. PICCININI	Lt. Col. CAPITANI	
GENOA	Gen. FRATTINI	Col. CHIAVARINO	Lt. Col. MONACO	
TURIN	Gen. DI PRALORMO	Col. BERTI	Lt. Col. BARBARINO	
MILAN	Gen. MARRAS	Col. CERMEVALE	Ten.Col. PARISI	
BOLZANO	Gen. NEGRONI	Col. DURANTI	Magg. ANDREIS	
UDINE	Gen. ARMELLINI	Col. PASQUINI	Col. OLIVIERI	
BOLOGNA	Gen. CERICA	Col. PETRONI	Magg. PERGOLA	

3116

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CAPO S.M.P.E.	CAPO UFF. SERVIZI	DIR. REPARTI	M.of W. TPT L.O.
Col. PICCININI	Lt. Col. CAPITANI	Col. FARONATO	Magg. NINI
Col. CHIAVARINO	Lt. Col. MONACO	Magg. PIRANI	Magg. CORNERO
Col. BERTI	Lt. Col. BARBARINO	Magg. LONG	Magg. CORNERO
Col. CERNEVALE	Ten.Col. PARISI	Col. ZUCO	Magg. VITA
Col. DURANTI	Magg. ANDREIS	Lt.Col. MACCARI	Magg. VITA
Col. PASQUINI	Col. OLIVIERI	Ten.Col. PAVESI	Magg. VITA
Col. PETRONI	Magg. PERGOLA	Col. RAMPA	Magg. NINI

EME/1400

SUBJECT : Italian Army M.T.

Land Forces Sub Commission A.C.
(M.M.I.A.) ROME
Q.031
6 December 1945

TO : A.C.
for Transportation and Shipping Sub Comm. (4)

(4)

Reference your AC62/89/Tn.5. of 1 Dec 45.

1. Confirmation has now been received from the Ministry of War that arrangements are being completed to take over from the Ministry of Transport, Allied vehicles as under:

(a) 82 at Ponte Dora
(b) 61 at Aversa.

2. As agreed verbally, this Sub Commission will keep you informed of any difficulty experienced by the Ministry of War in obtaining delivery of the equivalent tonnage promised by the Ministry of Transport. Provided the Ministry of Transport keep to their verbal agreement with the War Ministry, it is preferable the matter should be left in Italian hands. It is, however, considered that your Sub Commission will be required to render the Minister of Transport support in obtaining the solution of difficulties in obtaining the adequate number of reconditioned Allied vehicles, to meet their obligations.

3. This transaction is of great importance to the Italian Army for the following reasons:-

(a) A proportion of Italian Army units are equipped with Allied transport, which has now been taken over by the Italian Government.

(b) The War Ministry are faced with the complex problem of providing workshop space and personnel needed to maintain these Allied vehicles.

(c) They rely on the delivery of reconditioned Allied Vehicles to replace wastage in the units referred to above.

(d) They have lost under this agreement a total of 1,666 vehicles as listed by AMG/AC, many of which are in operation and are thus obviously road-worthy. This has reduced the Italian Army holding of efficient vehicles and must be offset by delivery

Declassified E.O. 12356 Section 3.3/NND No. 785020

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(d) They have lost under this agreement a total of 1,666 vehicles as listed by AMG/AC, many of which are in operation and are thus obviously road-worthy. This has reduced the Italian Army holding of efficient vehicles and must be offset by delivery of efficient Allied vehicles.

3105

4. It is urgently requested that you will endeavour to ensure the Ministry of Transport does provide for the Italian Army a monthly quota of reconditioned vehicles as large as circumstances permit. It will be of assistance if a forecast can be given at least one month ahead of the number and types of vehicles which can be made available.

R.A. CURTIES Lt.Col.
for Major General,
M.M.I.A.

Copy to: War Ministry —
REME.
S & T.

R
17/2/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

AB

14000

TRANSLATION

FROM: Ministry of War

REF: 27308/DM

TO: Transport Ministry

DATE: 26.11.45

(3)

SUBJECT: Assignment of Allied trucks.

Further to telephonic agreement reached between Engineer Volpini of your Ministry and Colonel Balanzino of this Ministry - M.T. and Artillery Directorate General.

The 153 trucks - referred to in letter 6/11132 of 21/1145 of the Services Office of the S.M.R.E. - notified as available by your Ministry, must be withdrawn as follows:

a) - 82 - type O.M.C., 2.5 tons - from Pontedera by the Repair Directorate of Florence Military Territorial Commandwhich will arrange for their speedy checking, number plating, and handing over to the Servicable Vehicle Park, notifying us as soon as they are ready.

b) - 71 of a type not specified by your Ministry (Engineer Volpini) from Aversa and of which we request, if possible:

- one third 2.5 tons
- one third 1.5 tons

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Artillery Directorate General.

The 153 trucks - referred to in letter 6/11132 of 21/1145 of the Services Office of the S.M.R.E. - notified as available by your Ministry, must be withdrawn as follows:

a) - 82 - type O.M.C., 2.5 tons - from Pontedera by the Repair Directorate of Florence Military Territorial Commandwhich will arrange for their speedy checking, number plating, and handing over to the Servicable Vehicle Park, notifying us as soon as they are ready.

b) - 71 of a type not specified by your Ministry (Engineer Volpini) from Aversa and of which we request, if possible:

- one third 2.5 tons
- one third 1.5 tons
- one third 0.75 tons

by the Repair Directorate of the Naples Military Territorial Command, which will arrange in the same way as orderdd above in the case of Florence, for their speedy checking, number plating, and handing over to the Serviceable Vehicle Park, notifying us as soon as they are ready.

The data requested above must also be forwarded, by the Repair Directorates addressed, to the S.M.R.E. - Services Office - Auto Section.

Sgd. Properzj Gen.

To Major Taylor for info. and further to phone conversation.
C. Danin Cpl.
Col. Balanzino

Declassified E.O. 12356 Section 3.3/NND No. 785020

AR/fa

Roma

MINISTERO DELLA GUERRA
DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE
- Divisione Motorizzazione Sezione 1^ -

N° 27306 /DM di prot.
022770

P.M.3800, li 26 novembre 1945.

OGGETTO: assegnazione di autocarri di provenienza Alleata.-

AL MINISTERO DEI TRASPORTI-Uff.Residuati di Guerra = ROMA =
e,per conoscenza:
ALLO S.M.R.E.-Ufficio Servizi Sezione Auto- = P.M.3800 =
(Rif.6/11132 del 21-11-945)
AL COM.MIL.TERR.LE DI FIRENZE -Direz.Rip.Auto- = P.M. 219 =
AL COM.MIL.TERR.LE DI NAPOLI -Direz.Rip.Auto- = P.M.3400 =

****

Fa seguito alle intese telefoniche già prese tra l'Ing.Volpini di codesto Dicastero ed il Colonnello BALANZINO di questo Ministero - Direz. Gen. Art.E Motorizzazione.-

I 153 autocarri,- di cui al foglio n°6/11132 del 21/11/945 dello S.M.R.E.-Ufficio Servizi,- segnalati disponibili da codesto Ministero, devono essere ritirati.-

a)- 82 (ottantadue) - tipo C.M.C. da tonnellate 2,5- da Pontedera a cura della Direz.Rip.del Com.Mil.Terr.le di Firenze; che provvederà a farli celermente rivedere - targarli ed a passarli al P.V.E., qui segnalandoli appena pronti;

b)- 71 (settantuno) di tipo non precisato da codesto Dicastero (Ing. Volpini/da Aversa) e di cui si chiede,ove possibile:

- un terzo da tonnellate 2,5
- un terzo " " 1,5
- un terzo " " 0,75

a cura della Direz.Rip.del Comando Mil.Terr.le di Napoli, che provvederà, in modo analogo a quanto sopra disposto per Firenze, a farli celermente rivedere - targare ed a passarli al P.V.E., qui segnalandoli appena pronti.-

I dati sopra richiesti, a cura delle Direzioni Riparazioni in indirizzo dovranno essere trasmessi anche allo S.M.R.E.- Ufficio Servizi -

Declassified E.O. 12356 Section 3.3/NND No. 785020

Fa seguito alle intese telefoniche già prese tra l'Ing.Volpini di codesto Dicastero ed il Colonnello BALANZINO di questo Ministero - Direz. Gen. Art.E Motorizzazione.-

I 153 autocarri,- di cui al foglio n°6/11132 del 21/11/945 dello S.M.R.E.-Ufficio Servizi,- segnalati disponibili da codesto Ministero, devono essere ritirati.-

a)- 82 (ottantadue) - tipo O.M.C. da tonnellate 2,5- da Pontedera a cura della Direz.Rip.del Com.Mil.Terr.le di Firenze; che provvederà a farli celermente rivedere - targarli ed a passarli al P.V.E., qui segnalandoli appena pronti;

b)- 71 (settantuno) di tipo non precisato da codesto Dicastero (Ing.Volpini/da Aversa) e di cui si chiede, ove possibile:

- un terzo da tonnellate 2,5
- un terzo " " 1,5
- un terzo " " 0,75

a cura della Direz.Rip.del Comando Mil.Terr.le di Napoli, che provvederà, in modo analogo a quanto sopra disposto per Firenze, a farli celermente rivedere - targare ed a passarli al P.V.E., qui segnalandoli appena pronti.-

I dati sopra richiesti, a cura delle Direzioni Riparazioni in indirizzo dovranno essere trasmessi anche allo S.M.R.E.- Ufficio Servizi - Sezione Auto.-

3104

p. IL MINISTRO
F/to:(Gen.P.G.Properzj)

N° 28495 /DM di prot. Roma, li - 6 DIC 945

02926

ALLA LAND FORCES SUB COMMISSION -A.C.-(M.M.I.A.)
(alla particolare attenzione del Magg.TAYLOR)
= R O M A =

..... per conoscenza e a seguito della comunicazione telefonica già avuta con codesta L.F.S.C..-

IL DIRETTORE CAPO DIVISIONE
(Col.G.Balanzino)

Declassified E.O. 12356 Section 3.3/NND No. 785020

EME/1400

CONFIDENTIAL

SUBJECT: Org of the Interim Army - Adm Tps.

(2)

allocated LSR. 1st Jan 46.

LAND FORCES SUB COM. A.C. (MMIL.)

SD/92/3

8 Dec 45

TO : MINISTRY OF WAR (3 Copies)

Ref your 18819/Ord/11 dated 26 Nov 45.

1. The proposals contained in above-quoted letter have been considered by this HQ, and have been agreed , with the exception of the following:-

(a) Petrol Reserve Post - strength 9 all ranks.

(b) Transfer of Ministry of War ELS Coy to MT Service.

2. The following amendments are therefore necessary to this HQ letter SD/92/3 dated 13 Nov 45:-

(a) Para 1 - After Appx 'P' (Transit Camps)
Insert:- "Appx 'Q' - Screening and Recovery Units"

(b) Appx 'A' - Destroy existing Appx 'A' and substitute new Appx 'A' (attached)

(c) Appx 'B' - Destroy existing Appx 'B' and substitute new Appx 'B' (attached)

(d) Appx 'C' - Destroy existing Appx 'C' (a) and substitute new Appx (a) Supplies. 'C' (a) (attached)

(e) Appx 'D' - (i) Delete serial 14
(ii) Amend Totals to read:- 140, 427, 567

(f) Appx 'E' - Destroy existing Appx 'E' (a) and substitute new Appx (a) Tpt Units 'E' (a) (attached)

(g) Appx 'E' - (i) Add new serial 37A as under:-
(b) MT Repair Units 37A A Veh Repair Wksp for RTC CEBANO - 3, 96, 99
(ii) Amend Totals to read:- 178, 2083, 2261

Declassified E.O. 12356 Section 3.3/NND No. 785020

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(ii) Amend Totals to read:- 178, 2083, 2261

(h) Appx 'F' - Destroy existing Appx 'F' and substitute new Appx 'F' (attached)

(j) Appx 'G' - (i) Serial 2 - delete 420 and substitute 378.
(ii) Amend Total to read:- 3 1800

(k) Appx 'H' - (i) Serial 10 - amend to read:- - , 31, 31,
(ii) Amend Total to read:- - 128 , 389, 517.

(l) Appx 'L' - Total to read 669 instead of 712

(m) Add new Appx 'Q' attached

10/12/45

for Major General,
M. M. I. A.

TPL/jw

Internal: PA to GOC, C of S, Int, Trg, A (Three), Q (Three), RE, Sigs, ST (Three), MED, REME, SD/105, SD/94.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- Italian Army Transport.

BM/1400

(1)

Land Forces Sub Commission A.C.
(M. M. I. A.) MSS.
9.00h.
7 December 1945.

To: War Ministry.

Reference your 50832/M.T.S. dated 4 Dec 45.

1. Responsibility for the provision and maintenance of transport for the new Italian Army rests, as you know, with the Italian Government.

2. The Italian Government may obtain their requirements from one of the following sources:

(a) Italian Motor Industry.

(b) The Purchase of Allied motor vehicles surplus to Allied needs.

(c) Through the Government import programme.

3. Under your letter quoted above you invite approval to the policy which provides for the disposal of inefficient or useless Italian vehicles surplus to the Army's requirements, with the object of obtaining by purchase, the latest products of the Italian Motor Industry. This policy is approved provided [redacted] vehicles, parts of vehicles or tyres of Allied Military origin are not so disposed of.

4. This M. . letter Q/T/10 of the 23 Oct 45, to which you refer, was intended to afford you the maximum support in continuing to take such recovery action as you consider necessary in the interests of the Italian Army.

The undertaking given by the Minister of Transport to M.M.I.A. through Transportation Sub Commission will be insisted upon, and it is to be hoped that the Allied vehicles so recovered will enable the Ministry to maintain efficiently the transport needs of those units at present equipped with Allied transport.

W Pedley.

Declassified E.O. 12356 Section 3.3/NND No. 785020

WO 204/3600

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4. This H. . letter G/S/10 of the 23 Oct 45, to which you refer, was intended to afford you the maximum support in continuing to take such recovery action as you consider necessary in the interests of the Italian Army.

The undertaking given by the Minister of Transport to A.F.H.Q. through Transportation Sub Commission will be insisted upon, and it is to be hoped that the Allied vehicles so recovered will enable the Ministry to maintain efficiently the transport needs of those units at present equipped with Allied transport.

W Pidsley Col

Major General,
A. H. I. A.

OK

3102

Copy to: A. & E.
A.F.H.Q.

10/12/45

R.A.O./Tec

Declassified E.O. 12356 Section 3.3/NND No. 785020

1392