

1393
Declassified E.O. 12356 Section 3.3/NND No. 785020

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EME / 1400 M.T. POLICY 2nd Cover

Oct. - Nov. 1945

1395

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

SUBJECT :- Transfer of Allied type vehicles to the Italian Army from
Ministry of War Transport

Land Forces Sub Com A.O. (MCA)
ROME
Ref : Item A28001 Ex 526

To :- 7 EU att. Florence Terr. Com.
10 EU " Naples " "

1. Further to this office letter 4/5/40 of 23 Oct and 4/5 of 29 Oct to Ministry of War (copies to MCA HQ's), it is notified for information that the War Ministry have made arrangements to take over the first batch of Allied vehicles from the Ministry of Transport as follows :-
 - (a) 82 at Pontedera.
 - (b) 61 " Aviano.
2. These vehicles should be dealt with in accordance with the terms of above-quoted letters, under arrangements Florence and Naples Territorial Comds respectively.

3319

WMS/ag
Copy to :- Ministry of War,
Internal :- ST.
RMS. ✓

RAC
For Major General,
R.A.I.A.

5/12/45

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BEST COPY POSSIBLE

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

SUBJECT: Transfer British Equipment to
the Italian Army.

Land Forces Sub-Commission A.C.,
M.M.I.A.,
R.O.H.E.
Q.002

26 November 1945

GHQ, GUY (3 copies)

Reference is made to AMHQ AG 032.711 G (3D)-0 dated 2 Nov 45, para. 12.

1. Instructions are omitted concerning the transfer of sufficient equipment spare parts and transport to provide the Italian Government with one year's maintenance for Allied provided equipment in possession on 15 Nov 45.
2. Representations have been made through Service channels for the retention of the R.E.M.N. training increments at present with the GHEPI. The retention of the Ordnance Officer formerly on the strength of the IHI attached each GHEPI is considered essential until the transfer of the "maintenance stores" has been completed.

3. Pending a decision as to the assistance which can be given the War Ministry to maintain that part of the Italian Army equipped with British warlike stores it is recommended that

- (a) R.E.M.N. training increments be left with the GHEPI.
- (b) An Ordnance Officer with previous experience on a IHI with the Italian Army be attached to each of the following Italian Units:

No. 1 BUI	TURIN
No. 5 BUI	MILAN
No. 6 BUI	BOLZANO

- (c) Authority be given for maintenance of British warlike equipment now in possession of the GHEPI to continue as at present during the hand over period or at least until 31 Jan 46.

Robt Bunting 3313
Major General,
M.M.I.A.

3. Pending a decision as to the assistance which can be given the War Ministry to maintain that part of the Italian Army equipped with British warlike stores it is recommended that

- (a) R.E.M.E. training increments be left with the GEMPI.
- (b) An Ordnance Officer with previous experience on a BEU with the Italian Army be attached to each of the following Italian units:

No. 1 BEU	TURIN
No. 2 BEU	MILAN
No. 6 BEU	BOLAGNA

- (c) Authority be given for maintenance of British warlike equipment now in possession of the GEMPI to continue as at present during the hand over period or at least until 31 Jan 46.

Revised 4/4/46 3318
1 Major General,
M.M.I.A.

Copy to:- R.E.M.E.
Ord.

inc/ur

Major Taylor

*King Entwhistle and
son in view of the fact latter
the Officers were with R.E.M.E.
which complete of reports and
(b) is considerable loss given to the above.*

P.P.A.

London 495

22/1/46

1399

6045/1400 P/A

78

Subject: Army and Ammunition

Land Forces Sub-Commission A.C.
(M. M. I. A.)
C.125

26 November 1945.

Ministry of War.

23 Nov 45. Minutes of meeting held at M.M.I.A. on Friday
Present:

Lt. Col. Curties
Major Newton
Major Airey
Major Incecock
Lt. Col. Olivetti
Major Sergio
Major Puccio
Major Venturio

A.C.M.C. M.M.I.A.
D.A.M.C. (1) M.M.I.A.
A.D.C. M.M.I.A.
Ct. M.M.I.A. (G.2.)
M.M. Ufficio Servizi
Direzione Generale Artiglieria
Comando Generale CC.M.
Direzione Generale Artiglieria.

Object:

- (a) To allot priority to CC.M. demands for clothing, transport and equipment and decide procedure to be followed as regards relations between M.M.I.A. and the CC.M.
- (b) To decide on method by which detailed information concerning requirements of the Italian Army, as regards arms and ammunition is to be obtained.
2. Agreed that, whereas the organization of CC.M. units will be a subject for discussion direct between CC.M. and M.M.I.A. (G), demands for clothing and equipment and supplies would be decided by War Ministry direct with CC.M.
- War Ministry will obtain from M.M.I.A. (G) advice and such assistance as may be necessary in meeting demands made by the CC.M. for items not available under War Ministry control.
3. In considering the possibility of War Ministry being in a position to meet CC.M. demands as regards arms and ammunition, it is necessary to review the total requirements of the Italian Army, as well as stocks at present under control of the War Ministry.
4. While detailed adjustments to the present CC.M. organization will undoubtedly follow the examination of existing establishments being carried out, sufficient data can be obtained on present organization to estimate Italian Army deficiencies and decide to what extent the War Ministry can meet these.

1400

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Object:

- (a) To allot priority to CC.MR demands for clothing, transport and equipment and decide procedure to be followed as regards relations between M.M.I.A. and the CC.MR.
- (b) To decide on action to be taken by which detailed information concerning requirements of the Italian Italian Army, as regards arms and ammunition is to be obtained.
2. Agreed that, whereas the organization of CC.MR units will be a subject for discussion direct between CC.MR and M.M.I.A. (S), demands for clothing and equipment and supplies would be decided by War Ministry direct with CC.MR.
- War Ministry will obtain from M.M.I.A. (S) advice and such assistance as may be necessary in meeting demands made by the CC.MR for items not available under War Ministry control.
3. In considering the possibility of War Ministry being in a position to meet CC.MR demands as regards arms and ammunition, it is necessary to review the total requirements of the Italian Army, as well as stocks at present under control of the War Ministry.
4. While detailed adjustments to the present CC.MR organization will undoubtedly follow the examination of existing establishments ³³¹⁵ being carried out, sufficient data can be obtained on present organization to estimate Italian Army deficiencies and decide to what extent the War Ministry are unable to meet CC.MR demands without assistance.
5. If, as a result of comparing present stocks with estimated future requirements, the War Ministry desire to manufacture, in Italy, small arms or small arms ammunition, representations to this effect will be made to M.M.I.A. No such manufacture will be permitted until the decision of the Supreme Allied Commander has been obtained by M.M.I.A. and notified to the War Ministry.
6. Agreed that the War Ministry would furnish by 28 November figures as at 1st October, tabulated in the manner set out at Appendix 'A'.
7. A statement on exactly similar lines as in paragraph 6 is required at the earliest possible date as regards transport vehicles.

Roberts
R.A. GENTLES Lt. Col.
For Major General,
M. M. I. A.

Copy to: Sub Sec. Gen. Sec.
Inter-All: VC: CHD.
R.E.A. 11/2/45

1401

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

UNIT						
STRENGTH						
	AIMS X					
	T	Y	P	E	S	
ENTITLEMENT						
HOLDINGS						
DEFICIENCIES						

3316

NOTE:(1) Above detail will be furnished for each Serial as under:

CC.RR.

ARMY

Ser. No.

Ser. No.

1 1 Bde
2 "
3 "
4 "
5 "
6 "
7 Training Schools
8 Other Units

1 5 Coabo
2 10 Ind.
3 3 I.S.
4 Trainin
5 Service

(2) X Similar detail required on separate statement as re

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

Appendix "A"

3316

	ARMS X					AMMUNITION X				
	T	Y	P	E	S	T	Y	P	E	S

NOTE: (1) Above detail will be furnished for each Serial as under:-

CC.RR.ARMYSer. No.

1 1 Bde
 2 "
 3 "
 4 "
 5 "
 6 "
 7 Training Schools
 8 Other Units

Ser. No.

1 5 Combat Divisions
 2 10 Ind. Regts.
 3 3 I.S. Divs.
 4 Training Schools (Cesano)
 5 Service Troops not included above

(2) X Similar detail required on separate statement as regards Transport vehicles.

EME/14-000

Subject:- Issues to the Italian Armed Forces.

SC RHEM
52 British Liaison Unit

Ref No:- RHEM/9A/55.

Date: 21 Nov 45

DAIME HQ Land Forces Sub-Com AC (Medit)

Copy to:- DIME HQ 2 Dist
DAIME HQ 59 Area
DAA & QMG 52 HLU
CRD 52 HLU

1. Re: the GHD Directorate DOS/7209 dated 8 Nov 45 cancelling all supplies of MT Spares and Equipment from British sources to the Italian Combat Groups.
2. This abrupt change-over to Italian channels (at present non-existent) will have grave effects on the ex-Italian Combat Groups and although it is proposed (see para 5 of the above Directorate) to draw up a 1 year's scaling of spares for Allied vehicles held by the Italian Army, this work will obviously require considerable time and pending this the 5 Italian Divisions cannot be expected to exist without ~~spare~~ supplies.
Even when the above scaling has been drawn up and an allocation made, the Italian organisation required to deal with this work will need considerable instruction and 'schooling' before they are able to function smoothly, and unless the requirements of the Italian Divisions are covered for this period disintegration will take place and the past work put into these Divisions will be needlessly wasted.
3. It is estimated that the ME Wkps of the LEGNAO Division, who are now functioning fairly efficiently and form the 'backbone' of the Division, will be able to continue to cope with the Divisional Repair Load for approximately 3 weeks but after this if MT Spares are still unobtainable, the VOR position will revert to its previous high level and all technical efficiency will disappear. Thus, by the time the Italian channels of supply are established there will be no hopes of restoring these Divisions to any form of technical efficiency and although the 'channels' may then exist, the Divisions must certainly will not.
4. Difficulties are not only to be encountered for such MT Spares as Engines and other major assemblies but also in every day requirements of such items as Oxygen and Acetylene, Welding Electrodes, Coal for Blacksmiths Forges and Workshop to carry on.
Another important item, is Workshop Tool Scalings and 1098 Equipment and as I believe is the case with all other Italian Combat Groups, these scalings are still far from complete and serious shortages still exist in MT Fitters Kits and other Special Vehicle Kits. Most of these items have been ~~MA~~ Theatre to some time and it was hoped that with the Break-up of RHEM Wkps in this Theatre to considerably increase the efficiency of the ~~MA~~ Wkps in this

have grave effects on the ex-Italian Combat Groups and although it is proposed (see para 5 of the above Directorate) to draw up a 1 year's scaling of spares for Allied vehicles held by the Italian Army, this work will obviously require considerable time and pending this the 5 Italian Divisions cannot be expected to exist without ~~spare~~ supplies.

3. Even when the above scaling has been drawn up and an allocation made, the Italian organisation required to deal with this work will need considerable instruction and 'schooling' before they are able to function smoothly, and unless the requirements of the Italian Divisions are covered for this period disintegration will take place and the past work put into these Divisions will be needlessly wasted.
4. It is estimated that the ME Wraps of the LERNANO Division, who are now functioning fairly efficiently and form the 'backbone' of the Division, will be able to continue to cope with the Divisional Repair Load for approximately 3 weeks but after this if MT Spares are still unobtainable, the VCR position will revert to its previous high level and all technical efficiency will disappear. Thus, by the time the Italian channels of supply are established there will be no hopes of restoring these Divisions to any form of technical efficiency and although the 'channels' may then exist, the Divisions most certainly will not.
5. Difficulties are not only to be encountered for such MT Spares as Engines and other major assemblies but also in every day requirements of such items as Oxygen and Acetylene, Welding Electrodes, Coal for Blacksmiths Forges and other general expense stores without which it is quite impossible for any Workshop to carry on.
Another important item, is Workshop Tool Scalings and 1098 Equipment and as I believe is the case with all other Italian Combat Groups, these scalings are still far from complete and serious shortages still exist in MT Wrappers Kits and other Special Vehicle Kits. Most of these items have been 'NA' for some time and it was hoped that with the Break-up of REME Wraps in this Theatre to considerably increase the efficiency of the Wraps by meeting deficiencies of Tools from this source of supply but this also is presumably effected by the above CRD Directive.
6. All the above points require immediate attention and can only be satisfactorily settled by the proposed ECU Services Meeting, the date of which is awaited.

Ph. Nelson SC REME

12/1/14

1405

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

Subject:- Ordnance Personnel on B.L.U.

To:- Col. " "

(a) Several verbal requests have been made by D.A.Q.M.G. of B.L.U. to retain on the 'A' type B.L.U. an Ordnance Officer.

At present a W.O. is allowed, but it is felt that this arrangement is not satisfactory for the following reasons:

1. Both R.A.S.C. and R.E.M.E. are represented by a captain.
2. An R.A.S.C. Captain would be more in the picture and more readily accessible if living in the same Mess
3. A Warrant Officer at his best can only act as an assistant to the D.A.Q.M.G. thereby adding to the duties of this officer the full responsibilities of Ordnance.
4. The Italian Officers are more likely to accept advice given by an officer, and finally, all dealings with the Italian Army from a B.L.U. standpoint will be with officers.

(b) Regarding the type 'B' B.L.U. - No Ordnance personnel are catered for which strengthens the case for (a) above as the type 'B' are authorised to seek advice from the type 'A'.

3313

A.D.O.S.
M.M.I.A.

22 Nov 45.

R 25/11/45

Subject:-

Recovery Italian Army Material.

Land Forces Sub Commission A.C.
(C. N. I. A.)
3.154

November, 1945.

To:-

- 1 B.L.U. Turin.
- 2 B.L.U. Genoa.
- 3 B.L.U. Milan.
- 4 B.L.U. Bolzano.
- 5 B.L.U. Udine.
- 6 B.L.U. Bologna.

Further to this H.O. Adm. Instruction No. 30.

1. The following Italian Army Recovery Commissions are at present located in Northern Italy. They are at the disposal of B.L.U.s, who will assist them in their dealings with Allied authorities and ensure they are in possession of clear instructions, which should emanate from the War Ministry and be conveyed to them through Territorial Commands.

No.	Location	Territorial H.O. concerned.
21	Austria (temporary)	4 Bolzano.
22	Tarvisio	5 Udine.
23	Milan	3 Milan.
24	Austria (temporary)	5 Udine.
25	Turin	1 Turin
26	Genoa	2 Genoa

2. The location of all dumps of G.E.M. should be carefully recorded and made known to Territorial H.O.s.

Stocks released to B.L.U. under paragraph 9(c) of 2 District Adm. Instruction No. 55 of 25 October should be removed as soon as possible to Italian Army Depots.

- 2 District authority should be obtained for all dumps not so far visited to be inspected by War Ministry representatives specifically detailed by name by the Territorial H.O. concerned.

3. It is of the utmost importance that so far as possible Italian Army material is listed and claimed by War Ministry.

(76)

Further to this H.Q. Adm. Instruction No. 50.

1. The following Italian Army Recovery Commissions are at present located in Northern Italy. They are at the disposal of B.L.U.s, who will assist them in their dealings with Allied authorities and ensure they are in possession of clear instructions, which should emanate from the War Ministry and be conveyed to them through Territorial Commands.

No.	Location	Territorial H.Q. concerned.
21	Austria (temporary)	4 Bolzano.
22	Tarvisio	5 Udine.
23	Milan	3 Milan.
24	Austria (temporary)	5 Udine.
25	Turin	1 Turin.
26	Genoa	2 Genoa.

2. The location of all dumps of C.E.M. should be carefully recorded and made known to Territorial H.Q.

Stocks released to M.I.A. under paragraph 9(c) of 2 District Adm. Instruction No. 35 of 23 October should be removed as soon as possible to Italian Army Depots.

2. District authority should be obtained for all dumps not so far visited to be inspected by War Ministry representatives specifically detailed by name by the Territorial H.Q. concerned.

3. It is of the utmost importance that so far as possible Italian Army material is listed and claimed by you for the War Ministry before a dump is handed over to War Material Disposal Sub Commission. In the event, however, of 2 District handing over a dump before the Recovery Commission has been able to remove stores released by 2 District, it is essential that M.I.A. or the War Ministry are represented as well as War Material Disposal Sub Commission. M.I.A. is not a recognised organisation for dealing with Italian Army material which, in accordance with A.F.H.Q. instructions, is to be handed over to M.I.A. when released by the Allied Commander.

4. No. 3 B.L.U. Milan is requested to keep this H.Q. informed of any instructions issued by 2 District in this connection.

All B.L.U.s. are required to report as stated in paragraph (f) of M.I.A. Adm. Instruction No. 50.

Copy: 2 District
War Ministry.
Internal: REU
ST
ORD.

W. J. J. J.
R.A. CHURCHES Lt. Col.
Per Major General.
M.I.A.

Q 23/1/5

SUBJECT: Supply Transport and P.O.L. Liaison.

Land Forces Sub Comm. AG.
(M.M.I.A.).
SQ/292

Nov 45.

No.	1	BIG	(TURIN)	(2 copies)
"	2	"	(MILAN)	"
"	3	"	(BOLOGNA)	"
"	4	"	(UDINE)	"
"	5	"	(RAVENS)	"
"	10	"		"

Copy to: No. 2 RUU (GENOVA)
" 6 " (BOLOGNA)
" 7 " (FLORENCE)
" 8 " (ROME)
" 9 " (BARI)
" 11 " (PALERMO)
" P. EL and IV (CESANO)
Ministry of War (2 copies)

1. In amplification of Land Forces Sub Commission (GMA) Directive No. 2 dated 16 November 1945, adheres of influence of ST officers on RUUs are set out at Appendix 'A'.

2. 'B' Type RUUs requiring technical information or advice on Supply, Transport or P.O.L. matters should approach the ST officer of their parent RUU (see Appendix 'A').
RASC officers on 'A' Type RUUs should be in a position to be "on fait" with all Supply, Transport and P.O.L. matters within affiliated RUUs as well as their own RUU.

3. Inspection reports on Supply (Appendix 'D') and Transport units (Appendix 'C') should be taken into use.

Officers of 'B' Type RUUs when making inspection of Supply or Transport units are not expected to enter into technical service matters and should complete the form as far as it is possible indicating the general condition of the unit visited.

4. The present situation regarding the RUUs at BOLOGNA and BOLOGNA is not yet firm, but it is anticipated that BOLOGNA will become a 'B' Type RUU and BOLOGNA an 'A' Type RUU. In such event, BOLOGNA will have FLORENCE RUU affiliated.

It is understood that this change is dependent upon the outcome of the

2811

" 9 " (FARI)
 " 11 " (PALERMO)
 'P' BL and TU (CESANO)
 Ministry of War (2 copies)

1. In amplification of Land Forces Sub Commission (ALFA) Directive No. 2 dated 15 November 1949, adheres of influence of ST officers on BLUs are set out at Appendix 'A'.
2. 'B' Type BLUs requiring technical information or advice on Supply, Transport or P.O.L. matters should approach the ST officer of their parent BLU (see Appendix 'A').
 RASC officers on 'A' Type BLUs should be in a position to be "au fait" with all Supply, Transport and P.O.L. matters within affiliated BLUs as well as their own BLU.
3. Inspection reports on Supply (Appendix 'B'), and Transport units (Appendix 'C') should be taken into note.
 Officers of 'B' Type BLUs when making inspection of Supply or Transport units are not expected to enter into technical service matters and should complete the form as far as it is possible indicating the general condition of the unit visited.
4. The present situation regarding the BLUs at BOLOGNA and BOLOGNA is not yet firm, but it is anticipated that BOLOGNA will become a 'B' Type BLU and BOLOGNA an 'A' Type BLU. In such event, BOLOGNA will have the following BLU affiliated.
 It is understood that this change is dependent upon move of Inf Divs.
5. It is emphasised that ST officers no longer function in an executive or administrative capacity but now approach the Italians in an advisory capacity, at the same time giving what assistance they can, especially so when any questions involving transactions between the Italian Army and Allied Army or Allied Civil sources are involved.

INTERNAL:-
 'G'
 'A'
 'Q1' (2 copies)
 'Q2'

R. H. H. H. H.
 ADST, Land Forces Sub Comm. AG. (MIL).
 Lt. Col. RASC.

ADM -
 ORD
 FILE
 War Diary

R 23/1/5

1410

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AREAS IN WHICH SUPPLY AND TRANSPORT UNITS ARE LOCATED

F.I.U. TURIN

(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) GENOVA 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) GENOVA Inf Div Sup & Tpt Units.

44 Tpt and Sup Coy
347 Inf Bky

(d) MARIGNA Inf Div Sup and Tpt Units.

104 Tpt and Sup Coy
343 Inf Bky
3 C.T. Coy (Att for adm)

P.L.V. MILAN.

(e) MILAN Territorial Command Sup & Tpt Units.

No. 2 Bulk Feed Depot
No. 3 Supply Coy
No. 3 Distribution Depot
No. 3 Military Bakery
No. 75 Distribution Depot (BIACENZA)
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 (ARONA)

3310

(c) CHEADONA Inf Div Sup & Tpt Units.

44 Tpt and Sup Coy
517 MI Bky

(d) MANTONA Inf Div Sup and Tpt Units.

104 Tpt and Sup Coy
513 MI Bky
3 C.T. Coy (Att for adm)

B.L.V. MILAN.

(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 (PILCHUA)
No. 3 Terr Admin Tpt Coy
No. 3 Amb Car Sec
No. 7 E.V.P.

(b) BOLOCHUA Territorial Command Sup & Tpt Units.

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

3310

...../2

APPENDIX (Cont'd)

- 2 -

(c) LEGANO Inf Div Sup & Tpt Units.

No. 54 Tpt and Sup Coy
No. 1 Rd Bakery

(d) POLACHT Inf Div Sup & Tpt Units.

No. 184 Tpt and Sup Coy
No. 2 Rd Bakery

E.L.U. BOLZANO.

(e) BOLZANO Territorial Command Sup and Tpt Units.

No. 4 Distribution Depot
No. 4 Supply Coy
No. 4 Increment Milk Bakery
No. 74 Distribution Depot (VERONA)
No. 4 Terr Admin Tpt Coy
No. 4 Amb Car Sec
No. 5 E.V.P. (VERONA)

(b) FRIULL Inf Div Sup & Tpt Units.

No. 20 Tpt and Sup Coy
No. 316 Rd Bakery

E.L.U. UDINE.

UDINE Territorial Command Sup and Tpt Units.

No. 5 Distribution Depot
No. 5 Supply Coy
No. 5 Increment Milk Bakery
No. 5 Bulk Food Depot (NESTRE)
No. 73 Distribution Depot (NESTRE)
No. 5 Port Detachment (VERONA)
No. 5 Terr Admin Tpt Coy
No. 5 Amb Car Sec
"B" E.V.P.

E.L.U. NIPES.

3308

...../3

- 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) ERIULI Inf Div Sup & Tpt Units.

- No. 20 Tpt and Sup Coy
- No. 346 Fd Bakery

E.L.U. UDINE.

UDINE Territorial Command Sup and Tpt Units.

- No. 5 Distribution Depot
- No. 5 Supply Coy
- No. 5 Increment Mily Bakery
- No. 5 Bulk Food Depot (ALSTRE)
- No. 73 Distribution Depot (ALSTRE)
- No. 5 Port Detachment (VENICE)
- No. 5 Terr Admin Tpt Coy
- No. 5 Amb Car Sec
- eg. E.V.P.

E.L.U. NAPLES.

(a) NAPLES Territorial Command Sup and Tpt Units.

- No. 10 Bulk Food Depot
- No. 10 Supply Coy
- No. 10 Distribution Depot
- No. 10 Mily Bakery
- No. 1 Port Detachment
- No. 63 Distribution Depot (SALERNO)
- No. 64 " " (CAMPANARO)
- No. 67 " " (COSENZA)
- No. 66 " " (REGGIO CALABRIA)
- No. 10 Terr Admin Tpt Coy
- No. 2 E.V.P.
- No. 65 Amb Car Sec

APPENDIX III (Cont'd)

(b) SARI Territorial Command Sub and Tpt Units.

No. 9	Bulk Fuel Depot	
No. 9	Supply Coy	
No. 9	Distribution Depot	
No. 9	Mily Bakery	
No. 4	Port Detachment	
No. 57	Distribution Depot	(PESCARA)
No. 55	"	(FOGGIA)
No. 53	"	(FROSINONE)
No. 51	"	(TARANTO)
No. 9	Terr Admin Tpt Coy	
No. 3	E.V.P.	
No. 34	Auto Car Sec	
No. 24	P.O.L. Depot	(NAPOLI)

(c) PALERMO Territorial Command Sub and Tpt Units.

No. 11	Distribution Depot	
No. 11	Supply Coy	
No. 11	Mily Bakery	
No. 65	Distribution Depot	(CATANIA)
No. 66	"	(CATANIA)
No. 11	Terr Admin Tpt Coy	
No. 37	Auto Car Sec	

M.M.I. NO. 1.

(a) ROME Territorial Command Sub and Tpt Units.

No. 8	Distribution Depot	
No. 8	Supply Coy	
No. 8	Mily Bakery	
Ministry of War Admin Tpt Coy		
No. 1	Spec Tpt Coy	
No. 8	Terr Admin Tpt Coy	
No. 1	E.V.P.	
No. 61	Auto Car Sec	
No. 14	Distribution Depot	(CAGLIARI)
No. 71	"	(CAGLIARI)
No. 72	"	(CAGLIARI)
No. 14	Supply Coy	(CAGLIARI)
No. 14	Mily Bakery	(CAGLIARI)
No. 14	Terr Admin Tpt Coy	(CAGLIARI)
No. 16	Auto Car Sec	

SECRET

3306

(c) PALERMO Territorial Command Sup and Tot Units.

No. 11 Distribution Depot
 No. 11 Supply Coy
 No. 11 Mily Bakery
 No. 65 Distribution Depot (CAGLIARI)
 No. 66 " (CAGLIARI)
 No. 11 Terr Admin Tpt Coy
 No. 37 Amb Car Sec

M.M.I. HQE.

(e) RME Territorial Command Sup and Tot Units.

No. 8 Distribution Depot
 No. 8 Supply Coy
 No. 8 Mily Bakery
 Ministry of War Admin Tpt Coy
 No. 1 Spec Tpt Coy
 No. 8 Terr Admin Tpt Coy
 No. 1 S.V.P.
 No. 64 Amb Car Sec
 No. 14 Distribution Depot (CAGLIARI)
 No. 71 " (SASSARI)
 No. 72 " (LYCONE)
 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 "

SALVEM.

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(b) FLORENCE Territorial Command Sup & Tot Units.

No. 7 Distribution Depot
 No. 7 Supply Coy
 No. 7 Independent Mily Bakery
 No. 7 Terr Admin Tpt Coy
 No. 4 S.V.P.
 No. 182 Amb Car Sec
 No. 7 Bulk Food Depot (LEGNOR)
 No. 78 Distribution Depot (LEGNOR)
 No. 3 Port Detachment (LEGNOR)

...../4

APPENDIX IV (Cont'd)

- 4 -

(c) CASINO District.

349 Rd Bakery
152 Nation, F.O.L., Clothing Store
G.T. Coy

No. 265	Pack Apt 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.

No. 267	17	2	11	11	} not yet allotted
No. 268	11	1	11	11	

No.	35	Distribution Depot
No. 57	"	"
No. 58	"	"
No. 59	"	"
No. 90	"	"
No. 91	"	"

not yet implemented and locations still to be decided upon.

1 M.A.C. Pined location not yet decided.

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REPORT, LIAISON OFFICER'S REPORT
ON INSPECTION OF DEPOTS (SUPPLIES)

- (a) Name of Inspecting Officer
- (b) Date of Inspection
- (c) Name of Depot
- (d) Name of O.C.
(Other Officers)
- (e) Stock Position (No. of days)
(checks made)
- (f) Physical Warehousing
(i) Accommodation, Cover etc.
(ii) Stacking, height, etc.
(iii) Turnage
- (g) (1) Fresh Fruit & Veg method of
procurement
(2) Bread Number of bakeries
on contract.
- (h) Tally cards
- (i) Detail issue points in Depot
(number)
- (j) Fuels
(1) Wood storage
(ii) Coal "
(iii) Lignite "
- (k) Labour
Civilians employed (numbers)
- (l) Guards
- (m) Fire precautions
- (n) Anti rat precautions
- (o) RB Works outstanding
(state how long)
- (p) Depot transport

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

(checks made)

(f) Physical Warehousing (i) Accommodation, Cover etc. (ii) Stacking, height, etc. (iii) Damage	_____
(g) (i) Fresh Fruit & Veg method of procurement (ii) Bread Number of bakeries on contract.	_____
(h) Tally cards	_____
(i) Detail issue points in Depot (number)	_____
(j) Fuels (i) Wood storage (ii) Coal " (iii) Lignite "	_____
(k) Labour Civilians employed (numbers)	_____
(l) Guards	_____
(m) Fire precautions	_____
(n) Anti rat precautions	_____
(o) PE Works outstanding (state how long)	_____
(p) Depot transport	3303
(q) Feeding strengths (i) Army, Navy, Air (ii) Total number of units	_____
(r) Accountancy Allied system Italian system General remarks	_____
(s) Accommodation Sleeping quarters Dining Recreational " Cookhouse Latrine & ablutions	_____
(t) General turnout of men	_____
(u) Inspecting officer's general opinion of the depot, suggestions etc., for improvement:	_____

ST APPENDIX 'C'.

ALLISON OFFICER'S REPORT
ON INSPECTION OF TRANSPORT UNIT.

1. Unit.	
2. Date of Inspection.	
3. Name of O.C.	
4. Strength.	
a) W.P.	
b) Actual Strength	
5. Vehicles.	
a) W.P.	
b) Actual number held	
c) " " on charge	
d) Number V.O.R.	
e) " " beyond unit repair	
have they been evacuated?	
f) Have vehs in repairs Unit	
more than 7 days been	
struck or strength?	
g) Number of Daily and	
standing details.	
h) Number of vehs not in use	
on date of inspection.	
i) General condition of vehs.	
j) " " " tyres-	
number of spare tyres held	
k) What anti-frost precautions	
are taken?	
l) Are Target markers and Wind-	
screen Labels affixed and	
legible?	
m) Any special difficulties in	
obtaining spare parts, if	
so give details and date	
of demands already submitted.	

Vehicle Park.

3302

5. Vehicles.
(Loadcarriers)

- a) W.D.
- b) Actual number held
- c) " " on charge
- d) Number 7.O.R.
- e) " beyond unit repair have they been evicted?
- f) Have vehs in Repairs Unit more than 7 days been struck or strength?
- g) Number of Daily and Standing details.
- h) Number of vehs not in use on date of inspection.
- i) General condition of vehs.
- j) " " tyres - number of spare tyres held
- k) What anti-frost precautions are taken?
- l) Are Targe numbers and Windscreen Labels affixed and legible?
- m) Any special difficulties in obtaining spare parts, if so give details and date of demands already submitted.

Vehicle Park.

- a) Is it best space available? (General layout)
- b) Condition of standings.
- c) Guards and picquets.
- d) Condition of P.O.I. store.
- e) Quantities of P.O.I. held.
- f) Fire Precautions.
- g) Is place set aside for Daily Maintenance, minor repairs etc.

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...../2

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- 2 -

7. Administration.

- a) Is a record kept of all details carried out?
- b) Are all vehicles correctly signalled over to drivers?
- c) Confirm no civilians driving vehicles.
- d) Is Daily Task system carried out and understood?
- e) Are petrol and oil accounted for?
- f) Condition of 412s.
- g) Are 406 inspections regularly carried out?
- h) Personnel records - are they up to date (Bath book, Guard roster etc).
- i) Are vans on detachment visited and changed at intervals?
- j) Welfare.

8. Accommodation.

- a) Sleeping quarters. (condition)
- b) Dining quarters.
- c) Recreation "
- d) Cookhouse.
- e) Ration Store
- f) Latrines.
- g) Ablutions.

9. General Remarks.

(General turnout of men, standard of unit etc.).

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g) Are the instructions regularly carried out?

h) Personnel records - are they up to date (Bath book, guard roster etc).

i) Are vans on detachment visited and changed at intervals?

j) Welfare.

8. Accommodation.

- a) Sleeping quarters. (condition)
- b) Dining quarters.
- c) Recreation "
- d) Cockhouse.
- e) Retention Store
- f) Latrines.
- g) Ablutions.

9. General Remarks.

(General turnout of men, standard of unit etc).

3201

Signature of Intercepting Officer.

424

6146/1400
Ref. /DM
Date : 12 Nov 45

TRANSLATION

From : Min of War.

To : MCA

Subject: Transfer of Allied Vehicles to the Italian Army.

Reference to Letters: 9/5 dtd 29 Oct 45.

9/207 " 2 Nov 45.

Conversation with Major Taylor, MCA.

The transfer of Allied vehicles to the Italian Army, as compensation for the military vehicles left with civilians and for the transfer of whole divisions (Combat Groups), to the III-III units, brings into the foreground the great problem of repairs for same.

Even if for light and medium repairs in the Combat Groups, the workshops of the said Groups can provide, it is necessary to organise a large military workshop, suitable for the purpose, for repairs of the vehicles in all the other units (CC RR, Guards Battalions etc.), and for all heavy repairs, including those for the Combat Groups.

Such a workshop could be no other than the present 6th Repairs Unit, formerly O.A.A.E., Bologna, where suitable premises and long-standing organisation, and the old staff, who are capable and equipped to perform any repair works to vehicles exist.

Estimating roughly that the Allied vehicles to be issued number 5000, and supposing that each must undergo (in peace-time) a general overhaul every 12-15 months we should have to have a monthly turnover of 350-400 vehicles, i.e. from 14 to 17 general overhauls for each working day.

The above makes it necessary for an active staff from 800-1000 workmen,

The O.A.A.E. organisation can arrive at these figures, both from a point of view of directive personnel and of qualified workmen (all civilians).

However, in order that this large turnover can function, it is necessary to have available, in the most absolute manner, a Spares Stores, supplied with every part, and an assurance, on the part of the Allies, that the supply of spares will never decrease.

Should this not be possible, and owing to the fact that the workshops would be equipped exclusively for the repairing of Allied vehicles and therefore would not be able to revert to other works, in substitution, as a means of filling up time, we should create a grave crisis in the work, and a heavy load upon the Military Administration.

Even if for light and medium repairs in the Combat Groups, the workshops of the said Groups can provide, it is necessary to organise a large military workshops, suitable for the purpose, for repairs of the vehicles in all the other units (CC RR, Guards Battalions etc.), and for all heavy repairs, including those for the Combat Groups.

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Should this not be possible, and owing to the fact that the workshops would be equipped exclusively for the repairing of Allied vehicles and therefore would not be able to revert to other works, in substitution, as a means of filling up time, we should create a grave crisis in the works, and a heavy load upon the Military Administration.

The stores would be organised in Bologna itself, transforming the 6th Spares Stores and stocking it exclusively with Allied spares.

Its initial scale of issue would have to correspond to amounts allowing for about a year's supply, and for such a period we can forecast a weight of spares equal to one tenth of the weight of the chassis issued.

The assortment of spares parts to be included, should be studied by Allied experts, who know the types of vehicles being issued and the statistical figures of the stores upon consumption of each part of the various types of vehicle.

We think that the best solution of the spares problem would be to pass to the Italian Army, a complete Allied stores, which may gradually, and with due attention, in order not to disturb the works, be transferred to Bologna.

R 20/11/42

We exclude completely, the idea of issuing, as spares, vehicles to be broken up, in order to avoid the difficulty, too often encountered in the M.T. field, of having a surplus of one type of thing and a shortage of another, of higher or lower wear, which we shall find to be always either worn out or unserviceable in all the vehicles of the same type.

Since we presume that catalogues do not exist in the Italian language, but only in English, the assistance of specialised Allied storemen is necessary until the Italian storemen have acquired sufficient practice. It would be advisable to detach a few Allied storemen to the future site of the stores, so as to be able to organise patiently the reception and storing of the stores, as they gradually arrived from the Allied stores.

It is necessary also, that, together with the storemen, there should be assigned a certain number of interpreters, aware of the technical terminology, in order to be able to instruct the Italian storemen in the interpretation of the catalogues.

It would be necessary, as well, that, with the stores there should be issued also the racks, and the eventual stores equipment, there being, at present, none available at Bologna, and it having been confirmed from recent and past experience, how long it takes to construct them.

Together with the spares there should also be issued a suitable number of spare tyres, which, even though there were an availability of raw materials, could not possibly be manufactured in Italy, there being no equipment for their production.

The requirements in tyres and inner tubes for six months may be assessed, generally, as a number equal to three times the amount of the vehicles issued.

Concerning the works, we consider it necessary that, for a period of at least three months, Allied technicians should assist the Italian workmen in the workshops, in order to facilitate use of the special equipment and to speed the knowledge of the vehicles. Reckoning upon a basis of one assistant to every 20 workmen, we would arrive at a figure of about 40 instructors.

Assessing up.

The conditions necessary to ensure that the new organisation for the repairing of Allied vehicles should not fail in its aim are - for an estimated number of 5000 vehicles:

- (1) The assignment of suitable workshop equipment for the repairing of Allied vehicles: test benches, trestles for engines and mechanical groups, sets of spares extractors, tools, calipers, workshop cranes etc.
- (2) The assignment of a stores with an adequate assortment of spares, to a weight of about 1500 tons.

1427

It would be necessary, as well, that, with the stores there should be issued also the racks, and the eventual stores equipment, there being, at present, none available at Bologna, and it having been confirmed from recent and past experience, how long it takes to construct them.

Together with the spares there should also be issued a suitable number of spare tyres, which, even though there were an availability of raw materials, could not possibly be manufactured in Italy, there being no equipment for their production.

The requirements in tyres and inner tubes for six months may be assessed, generally, as a number equal to three times the amount of the vehicles issued.

Concerning the works, we consider it necessary that, for a period of at least three months, Allied technicians should assist the Italian workmen in the workshops, in order to facilitate use of the special equipment and to speed the knowledge of the vehicles. Reckoning upon a basis of one assistant to every 20 workmen, we would arrive at a figure of about 40 instructors.

Setting up.

The conditions necessary to ensure that the new organization for the repairing of Allied vehicles should not fail in its aim are- for an estimated number of 5000 vehicles:

(1) The assignment of suitable workshop equipment for the repairing of Allied vehicles: test benches, trestles, for engines and mechanical groups, sets of spares extractors, tools, calipers, workshop cranes etc.

(2) The assignment of a stores with an adequate assortment of spares, to a weight of about 1500 tons.

(3) The assignment of 15,000 assorted tyres.

(4) The assignment of adequate racks and stores equipment.

(5) The assignment of 40 Allied Instructor-mechanics to the O.A.R.E.

(6) The assignment of 10 Specialist storemen to the O.A.R.E.

(7) The assignment of 10 Technical Interpreters to the O.A.R.E.

(8) The exclusion of old vehicles as a source of spares.

(9) Assurances from the Allies, of a punctual supply of curves and tyres.

(10) The immediate evacuation of the precious sheds of the O.A.R.E., still occupied by the Allies.

For the Minister,
Gen. P.C. PROPAGAS.

TRANSLATION

From : M of War
To : MMIA

Ref : /RM
Dtd : 12 Nov 45

Subject : Transfer of Allied Vehicles to the Italian Army.

Reference to Letters : 4/5 dtd 29 Oct 45.

✓ 207 " 2 Nov 45.

Conversation with Major Taylor, MMIA.

The ~~transfer~~ of Allied vehicles to the Italian Army, as compensation for the military vehicles left with civilians and for the ~~transfer~~ of whole divisions (Combat Groups) to the ITI-ITI units, brings into the foreground the great problem of repairs for same.

Even If, for light and medium repairs in the Combat Groups, the workshops of the said Groups can provide, it is necessary to organise a large Military workshops, suitable for the purpose, for ~~many~~ repairs of ~~the~~ vehicles in all the other units (CC RR, Guards Battalions etc.), and for all heavy repairs, including those for the Combat Groups.

Such a workshops could be no other than the present 6th Repair Unit, -formerly O.A.R.E., Bologna-, where exist suitable premises, a sound and long-standing organisation, & the old staff, who are capable and well-equipped to perform any repair works to vehicles. ←

Estimating roughly that
~~Counting, in a general way,~~ the Allied vehicles, issued, as 5000, and supposing that each must undergo (in peace-time) a general overhaul every 12-15 months, we should have to have a monthly turn-over of 350-420 vehicles, i.e., from 14 to 17 general overhauls.

to be number

transfers of whole divisions () brings into the foreground the great problem of repairs for same.

Even if, for light and medium repairs in the Combat Groups, the workshops of the said Groups can provide, it is necessary to organise a large military workshops, suitable for the purpose, for ~~heavy~~ repairs of ~~the~~ vehicles in all the other units (CC ER, Guards Battalions etc.), and for all heavy repairs, including those for the Combat Groups.

Such a workshops could be no other than the present 6th Repair Unit, -formerly O.A.R.E., Bologna-, where ~~there~~ exist suitable premises, a sound and long-standing organisation, the old staff, who are capable and well-equipped to perform any repair works to vehicles. <

Estimating roughly that, to be number
~~counting, in a general way,~~ the Allied vehicles, issued, as 5000, and supposing that each must undergo (in peace-time) a general overhaul every 12-15 months, we should have to have a monthly turn-over of 350-420 vehicles, i.e., from 14 to 17 general overhauls for each working day.

3293

The above makes it necessary for an active staff of from 800-1000 workmen.

The O.A.R.E. organisation can arrive at these figures, both from a point of view of direct ~~the~~ personnel and of qualified workmen (all civilians).

However, in order that this large turnover ~~could~~ ^{can} function, it is necessary to ~~have available~~ ^{have available} in the most absolute manner, ~~the~~ a Spares Stores, supplied with every part, and ~~for~~ an assurance, on the part of the Allies,

SHEET 2.

that the supply of spares will never decrease.

Should this not be possible, and owing to the fact that the workshops would be equipped exclusively for the repairing of allied vehicles and therefore would not be able to revert to other works, in substitution, as a means of filling up time, we should create a grave crisis in the works, and a heavy load upon the Military Administration.

The stores would be organised in Bologna itself, ~~with the~~ ^{and} transforming ~~the~~ the 6th Spares Stores, stocking it exclusively with allied spares.

^{In} Its initial of issue would have to correspond to amounts allowing about a year ^{of ~~independence~~ *independence*}, and for such a period we can forecast a weight of ~~xxxxx~~ spares equal to one tenth of the weight of the chassis issued.

The assortment of spare parts to be included, should be studied by allied experts, who know the types of vehicles being issued and the statistical figures of the stores upon consumption of each part of the various types of vehicle.

We think that the best solution of the spares problem would be to pass to the Italian army, a complete allied stores, which may gradually, and with due attention, in order not to disturb the works, be transferred to Bologna.

We exclude completely, the idea of issuing, as spares, vehicles to be broken up, in order to avoid the difficulty, too often encountered in the M.T. field, of having a surplus of one type of thing and a shortage

ing, about a year, of ^{independently} ~~independently~~, and for such a period we can forecast a weight of ~~xxxxxx~~ spares equal to one tenth of the weight of the chassis issued.

The assortment of spare parts to be included, should be studied by Allied experts, who know the types of vehicles being issued and the statistical figures of the stores upon consumption of each part of the various types of vehicle.

We think that the best solution of the spares problem would be to pass to the Italian Army, a complete Allied stores, which may gradually, and with due attention, in order not to disturb the works, be transferred to Bologna.

We exclude completely, the idea of issuing, as spares, vehicles to be broken up, in order to avoid the difficulty, too often encountered in the A.T. field, of having a surplus of one type of thing and a shortage of another, of higher ^{war & peace} ~~connectivity~~, which we shall find to be always either worn out or unserviceable in all the vehicles of the same type.

Since we presume that catalogues do not exist in the Italian language, but only in English, the assistance of Specialised Allied storemen is necessary until the Italian storemen have acquired sufficient practice. It would be ^{advisable} ~~wise~~ to detach these Allied storemen to the future site of the stores, so as to be able to organise rationally the reception and storing of the spares, as they gradually arrived from the Allied stores.

It is necessary also, that, together with the storemen, there should be assigned a certain number of interpreters, aware of the technical

SHEET 3.

terminology, in order to be able to instruct the Italian stor men in the interpretation of the catalogues.

It would be necessary, as well, that, with the stores there should be issued also the racks, and the eventual stores equipment, there being, at present, none available at Bologna, and it having been confirmed from recent and past experience, how long it takes to construct them.

Together with the spares there should also be issued a suitable number of spare tyres, which, even though there were an availability of raw materials, could not possibly be manufactured in Italy, there being no equipment for their production.

The requirements in tyres and inner tubes for six months may be assessed, generally, as a number equal to three times the amount of the vehicles issued. 

Concerning the works, we consider it necessary that, ~~xxxxxx~~ for a period of at least three months, Allied technicians should assist the Italian workmen in the workshops, in order to facilitate use of the special equipment and to speed the knowledge of the vehicles. Reckoning upon a basis of one assistant to every 20 workmen, we would arrive at a figure of about 40 instructors.

Summing up
Conclusion:

The ~~xxxxxx~~ conditions necessary to ensure that the new organisation for the repairing of Allied vehicles should not fail in its aim are for an ^{estimated} ~~xxxxxx~~ number of 5000 vehicles:

- 1) the assignment of suitable workshop equipment for the repairing of Allied vehicles: ~~xxxxxx~~

The requirements in tyres and inner tubes for six months may be assessed, generally, as a number equal to three times the amount of the vehicles issued. (~~XXXXXXXXXX~~)

Concerning the works, we consider it necessary that, ~~XXXXXX~~ for a period of at least three months, Allied technicians should assist the Italian workmen in the workshops, in order to facilitate use of the special equipment and to speed the knowledge of the vehicles. Reckoning upon a basis of one assistant to every 20 workmen, we would arrive at a figure of about 40 instructors.

Summing up.
Recommendations:

The ~~XXXXXX~~ conditions necessary to ensure that the new organisation for the repairing of Allied vehicles should not fail in its aim are for an ^{estimated} ~~estimated~~ number of 5000 vehicles:

- 1) the assignment of suitable workshop equipment for the repairing of allied vehicles: test benches, trestles for engines and mechanical groups, sets of ~~open~~ extractors, tools, calibres, workshop cranes etc.;
- 2) the assignment of a stores with an adequate assortment of spares, to a weight of about 1500 tons;
- 3) the assignment of 15,000 assorted tyres;
- 4) the assignment of adequate racks and stores equipment;
- 5) the assignment of 40 Allied Instructor-mechanics to the O.A.R.E.;
- 6) the assignment of 10 Specialist storemen to the O.A.R.E.;
- 7) the assignment of 10 Technical Interpreters to the O.A.R.E.;
- 8) the exclusion of old vehicles as a source of spares;
- 9) assurance from the Allies, of a punctual supply of spares and tyres;
- 10) the immediate evacuation of the spacious sheds of the O.A.R.E., still occupied by the Allies.

For the Minister,
Gen. P. G. Peo. ³²⁹⁵

1434

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



BC/fm

Wright please
Wright

12 NOV. 1945

96

Ministero della Guerra
Direz. Gen. Art. e Motorizz.

la LAND FORCES SUB COMMISSION
A.C.-(M.M.I.A.)
- ROMA -

Divisione Motorizz. L. 1°

DM Allegato

Responsabile Ufficio del
D. G.

OGGETTO Trasferimento di automezzi alleati all'Esercito italia-
no/-

0830 Si fa riferimento a:

- f. Q/5 del 29 Ottobre u.s.
- " Q/207" 2 Novembre
- colloquio con il Magg. Taylor di codesta M.M.I.A.-

13/11

11/11

13/11

Il trasferimento di automezzi alleati all'Esercito italia-
no, per compensazione di automezzi militari lasciati ai civili e
per trasferimento di intere Divisioni (Gruppi di combattimento),
ai reparti ITI-ITI pone sul tappeto il grande problema della loro
riparazione.

Se, per i Gruppi di combattimento, e per piccole e medie
riparazioni, possono provvedere le officine dei Gruppi stessi, per
tutti gli altri reparti (RR.CC. Btg. Guardie, ecc.) e per le grandi
riparazioni di tutti i veicoli, Gruppi combattimento compresi, oc-
corre organizzare una grande officina militare idonea allo scopo.

Tale officina non può essere che l'attuale 6° Reparto Ri-
parazioni, già O.A.R.E. di Bologna, ove esistono locali idonei,
una vecchia e solida organizzazione, e le vecchie maestranze, capa-
ci e ben addestrate a qualunque lavoro di riparazione di automezzi.

Valutando grosso modo a 5000 gli automezzi alleati ceduti,
e supponendo che ogni autocarro debba subire (in tempi non di guer-
ra) una revisione generale ogni 12-15 mesi, si dovrebbe avere men-
silmente una produzione di 350-420 automezzi e cioè da 14 a 17 revi-
sioni generali per giorno lavorativo.

Cib comporta la necessità di una...

- 13/11
- f. Q/5 del 29 Ottobre u.s.
 - " Q/207" 2 Novembre
 - colloquio con il Magg. Taylor di codesta M.M.I.A.-
- 11/11

Il trasferimento di automezzi alleati all'Esercito italiano, per compensazione di automezzi militari lasciati ai civili e per trasferimento di intere Divisioni (Gruppi di combattimento), ai reparti ITI-ITI pone sul tappeto il grande problema della loro riparazione.-

Se, per i Gruppi di combattimento, e per piccole e medie riparazioni, possono provvedere le officine dei Gruppi stessi, per tutti gli altri reparti (RR.CC. Btg. Guardie, ecc.) e per le grandi riparazioni di tutti i veicoli, Gruppi combattimento compresi, occorre organizzare una grande officina militare idonea allo scopo.-

Tale officina non può essere che l'attuale 6° Reparto Riparazioni, già O.A.R.E. di Bologna, ove esistono locali idonei, una vecchia e solida organizzazione, e le vecchie maestranze, capaci e ben addestrate a qualunque lavoro di riparazione di automezzi.-

Valutando grosso modo a 5000 gli automezzi alleati ceduti, e supponendo che ogni autocarro debba subire (in tempi non di guerra) una revisione generale ogni 12-15 mesi, si dovrebbe avere mensilmente una produzione di 350-420 automezzi e cioè da 14 a 17 revisioni generali per giorno lavorativo.-

Ciò comporta la necessità di una mano d'opera attiva di 800-1000 operai.-

La organizzazione O.A.R.E. può arrivarci, sia per quadri dirigenti, sia per operai qualificati (tutti civili).-

Perchè però questa notevole produzione possa aver luogo, è necessario disporre, nel modo più assoluto, di un magazzino ricambi rifornito di ogni parte, e dell'assicurazione da parte allea-

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ta, che il rifornimento dei ricambi non verrà mai, meno.-

In caso contrario, dato che l'officina sarebbe attrezzata esclusivamente per riparazione di automezzi alleati, e non potrebbe quindi ricorrere a lavorazioni sussidiarie come riempitivo, si verrebbe a creare una crisi grave nelle lavorazioni e un peso passivo fortissimo per l'Amministrazione Militare.-

Il magazzino verrebbe organizzato in Bologna stessa, con la trasformazione del 6° magazzino ricambi, adibendolo esclusivamente a ricambi alleati.-

La sua dotazione iniziale dovrebbe corrispondere all'incirca a un anno di autonomia: e per tale periodo si può preventivare un peso di ricambi pari a un decimo del peso degli autotelaiai ceduti.-

L'assortimento di parti ricambio da includervi dovrebbe essere studiato dagli esperti alleati, che conoscono i tipi di autoveicoli che vengono ceduti e i dati statistici di magazzino sul consumo di ciascun pezzo dei vari tipi di macchine.-

Si pensa che la soluzione migliore del problema dei ricambi sarebbe quella di passare all'esercito italiano un magazzino alleato completo, che possa gradualmente e con i dovuti accorgimenti per non turbare le lavorazioni, essere trasferito a Bologna.-

Si esclude del tutto l'idea di cedere, come ricambi, autoveicoli da demolire, per non andare incontro all'inconveniente, che troppe spesso si verifica nel campo automobilistico, di avere ad esuberanza taluni particolari e di mancare di quegli altri che sono di maggior consumo e che si riscontreranno sempre legori e fuori uso in tutte le macchine dello stesso tipo.-

Poichè si presume che non esistano cataloghi in lingua italiana, ma soltanto in inglese, è necessaria l'assistenza di magazzinieri specializzati alleati fino a quando i magazzinieri italiani non avranno acquistata sufficiente pratica.- Sarebbe bene che questi magazzinieri alleati fossero distaccati nella fornitura sede del magazzino, in modo da poter organizzare razionalmente la ricezione e la scaffalatura dei ricambi man mano giungessero dal magazzino alleato.-

La sua detazione iniziale dovrebbe corrispondere all'incirca a un anno di autonomia: e per tale periodo si può preventivare un peso di ricambi pari a un decimo del peso degli autotelai ceduti.

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Occorre anche che, insieme ai magazzinieri, venga assegnato un certo numero di interpreti, al corrente della terminologia tecnica per indirizzare i magazzinieri italiani nella interpretazione dei cataloghi.

Sarebbe necessario altresì che, coi ricambi, venissero cedute anche le scaffalature, e le eventuali attrezzature di ma-

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gazzino, non essendovene attualmente di disponibili a Bologna ed avendo constatato per recente e passata esperienza, quanto tempo occorra per costruirli.-

Insieme ai ricambi dovrebbe anche essere ceduta congrua scorta di gomme, per le quali anche se ci fosse disponibilità di laterie prime, non c'è possibilità di costruzione in Italia, mancando tutte le attrezzature di produzione relative.-

Il fabbisogno di sei mesi, si può valutare grosso modo in un numero di coperture e camere d'aria pari al triplo del numero degli autoveicoli ceduti.-

Circa le lavorazioni si ritiene necessario che, almeno per un periodo di tre mesi, tecnici alleati assistano gli operai italiani in officina per facilitare l'impiego delle attrezzature speciali e rendere più celere la conoscenza delle macchine.- Calcolando un assistente ogni 20 operai, si arriverebbe ad una quarantina di istruttori.-

Concludendo:

Condizioni indispensabili perchè la nuova organizzazione della riparazione dei mezzi alleati non venga a mancare al suo scopo sono - per un previsto numero di 5000 automezzi -:

- 1) - assegnazione delle attrezzature d'officina, caratteristiche per la riparazione degli automezzi alleati: banchi prova, cavalletti per motori e gruppi meccanici, serie di chiavi, di estrattori, di attrezzi, di calibri, sollevatori ecc.
- 2) - assegnazione di un magazzino con assortimento adeguato di ricambi, per un peso di 1500 Tonn.circa;
- 3) - assegnazione di 15.000 gomme assortite;
- 4) - " " scaffalature adeguate e di attrezzature di magazzino;
- 5) - assegnazione di 40 operai alleati istruttori all'OARE;
- 6) - " " 10 magazzinieri specializzati id.id.;
- 7) - " " 10 interpreti tecnici;

numero degli autoveicoli ceduti.-

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Concludendo:

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- 1) - assegnazione delle attrezzature d'officina, caratteristiche per la riparazione degli automezzi alleati: banchi prova, cavalletti per motori e gruppi meccanici, serie di chiavi, di estrattori, di attrezzi, di calibri, sollevatori ecc.
- 2) - assegnazione di un magazzino con assortimento adeguato di ricambi, per un peso di 1500 Tonn.circa;
- 3) - assegnazione di 15.000 gomme assortite;
- 4) - " " scaffalature adeguate e di attrezzature di magazzino;
- 5) - assegnazione di 40 operai alleati istruttori all'OARE;
- 6) - " " 10 magazzinieri specializzati id.id.;
- 7) - " " 10 interpreti tecnici;
- 8) - esclusione di autoveicoli vecchi come fonte di p.r.;
- 9) - assicurazione da parte alleata di un tempestivo rifornimento dei ricambi e delle gomme;
- 10) - sgombero immediato degli ampi capannoni dell'OARE, tuttora occupati dagli Alleati.-

P. I L M I N I S T R O
(Gen. P. G. Properzj)

DRAFT

SUBJECT :- Formation of a Motor Transport Directorate.

To :- The Minister of War

1. Representations have been made by various sections of the War Ministry for the formation of a Directorate of Motor Transport.
2. In view of the added responsibilities which will devolve upon the War Ministry on the passing of the Combat Divisions to their control for all purposes, and considering that MT matters are at present dealt with by 4 separate offices, it is recommended that such a Directorate be formed immediately.
3. It is considered that the Directorate would best be formed by the amalgamation of the Ufficio Recupero, the Divisione Motorizzazioni, the Divisione Corpo Automobilistico and Sezione Automobilistica of the Ufficio Servizi S.M.R.E.
4. It is requested that you should give this matter early consideration, and forward detailed proposals to this HQ. In so doing, it should be borne in mind that a similar reorganisation will have to be reflected in Territorial Headquarters, and that the new organisation envisaged will divorce M.F. matter entirely from the Artillery Directorate.

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It is requested that you should give this matter early consideration, and forward detailed proposals to this HQ. In so doing, it should be borne in mind that a similar reorganization will have to be reflected in Territorial Headquarters, and that the new organization envisaged will divorce M.T. matter entirely from the Artillery Directorate.

for Major General,
M.M.I.A.

mmc/ag

8 Nov 45

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Director General

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Div. Intelligence

Div. Prof. Int.

Off. Personnel

Div. Finance

Administration Personnel

Div. Personnel

Div. Personnel

Div. Personnel

Div. Personnel

Div. Gen. Adm. & Mgt.

Off. Systems
ad. Personnel

Off. Systems
ad. Personnel
ad. Personnel
ad. Personnel
ad. Personnel

Div. Technical
ad. Personnel

Div. Finance
ad. Personnel

Div. Intelligence
ad. Personnel

Div. Personnel
ad. Personnel

Off. Administration
ad. Personnel

Off. Personnel
ad. Personnel

1. Div. Finance
ad. Personnel

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Director General

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Chief of Staff

Chief of Personnel

Director Administration

Chief of Logistics

Chief of Communications

Chief of Training

Director of Operations

Director of Operations
Chief of Operations

Director of Operations
Chief of Operations

Director of Operations
Chief of Operations

Director of Operations
Chief of Operations

Director of Operations
Chief of Operations

Chief of Personnel
Chief of Personnel

1-Director
(Chief)

2-Director
(Chief)

Chief of Personnel
Chief of Personnel

DRAFT

Subject:- Organisation of the Direzione Generale
Artiglieria e Motorizzazione.

Minister for War.

1. I am well aware that the following tasks are prominent among those which demand immediate attention, if the reorganisation of the Italian Army is to proceed as rapidly as we both desire:

(a) The absorption, maintenance, and future provision of warlike stores of British origin.

(b) The maintenance and provision of Mechanical Transport indispensable to the administration of a modern Army.

2. My staff are engaged in a study of the process by which the transfer of warlike material of British origin now in possession of the Gruppi is to be effected. So far as possible, maintenance facilities hitherto provided by the Allies will be continued until the Italian Army is in a position to accept this responsibility. Such interim arrangements are, however, no solution to the problem, and it is a matter of urgency to organise and perfect the system of maintaining the warlike stores with which an important part of the Italian Army is equipped.

Future provision of such equipment in greater quantity

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provision of warlike stores of British origin.

(b) The maintenance and provision of Mechanical Transport indispensable to the administration of a modern Army.

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Future provision of such equipment in greater quantity and with an adequate reserve of spare parts must await decision. For the present, the stock in hand, both British and Italian, must be carefully conserved and distributed to the best advantage.

3. The M.T. situation is not all together unsatisfactory. Large quantities of vehicles of Italian origin have been recovered. Owing to political considerations, an agreement has been reached which will provide in time for several hundred vehicles of Allied origin to take the place of an equivalent tonnage in Italian Army vehicles now held by civilians under licence of the Ministry of Transport.

These vehicles, however, together with those now in possession of the Gruppi require spare parts and maintenance machinery not obtainable from Italian sources.

Future provision will no doubt become possible as the Italian Motor Industry is enabled to regain its important place in the National Economy. Meanwhile, as in the case of warlike stores, the stock in hand must be carefully conserved and distributed to the best advantage.

4. It appears to me that with the foregoing considerations in mind, the existing machinery at the Direzione Generale Artiglieria is out of date and that some readjustment is necessary if immediate and satisfactory results are to be obtained.

I am of opinion that the balance between the Artillery and Motorisation divisions weighs too heavily in favour of the former and that the complex problem of M.T. maintenance and organization is aggravated by too wide a dispersion of responsibility.

It is no reflection on the individual to state as my opinion that the Director General can not be expected, in addition to his responsibility for Artillery matters, to co-ordinate effectively the work of no less than seven divisions all of whom are concerned with motorisation in one way or another.

5. Very careful consideration has been given by my staff

necessary if immediate and satisfactory results are to be obtained.

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It is no reflection on the individual to state as my opinion that the Director General can not be expected, in addition to his responsibility for Artillery matters, to co-ordinate effectively the work of no less than seven divisions all of whom are concerned with motorisation in one way or another.

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5. Very careful consideration has been given by my staff to the organisation of the M.T. maintenance side of the Italian Army. The plan as agreed with your Ministry is illustrated at appendix 'A' and provides for:

- (a) Four 1st class Repair Units.
Eight 2nd class Repair Units.
Two 3rd class Repair Units.
- (b) Three Service Stations.
- (c) Fourteen Light workshops.
- (d) Three Spare Parts Depots, of which one is to control those of British origin.

It is considered that during the immediate future the maintenance of warlike equipment both British and Italian can be adequately dealt with, for the greater part, by this same organisation.

It follows that the control and administration of this organisation demands high priority and that the balance between the Artillery and Motorisation Divisions should be corrected in favour of the latter.

6. The selection of the highest technical experts for appointment to the more responsible positions is obviously of the greatest importance. Should the Ministry be in a position to nominate individuals whose repatriation has not yet been effected, the matter will be represented to the Allied Authorities as one of urgency.

7. I recommend for your earliest consideration the following changes which I shall be glad to discuss in greater detail at the earliest date convenient to you:

- (a) The appointment of a Deputy Director of suitable rank and technical ability to the Direzione Generale Artiglieria e Motorizzazione.
- (b) The new Deputy Director to be responsible to the present Director General for all matters concerning the provision and maintenance of M.F. both (to use British parlance) 'A' and 'B' type vehicles.

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of the greatest importance. Should the Ministry be in a position to nominate individuals whose repatriation has not yet been effected, the matter will be represented to the Allied Authorities as one of urgency.

7. I recommend for your earnest consideration the following changes which I shall be glad to discuss in greater detail at the earliest date convenient to you:

(a) The appointment of a Deputy Director of suitable rank and technical ability to the

Direzione Generale Artiglieria e Motorizzazione.

(b) The new Deputy Director to be responsible to the present Director General for all matters concerning the provision and maintenance of M.T. both (to use British parlance) 'A' and 'B' type vehicles.

(c) The Director General to delegate adequate powers to his Deputy over the following divisions concerned with M.T.

Divisione Motorizzazione

Divisione Corpo Automobilist

2nd Divisione Amministrativa

Ufficio personale specializzato.

Ufficio recupero

Ufficio gestione materiali

Ufficio ispezioni

Major General.

ORGANIZZAZIONE DEFINITIVA DEL SERVIZIO AUTOMOBILISTICO

Numero degli enti	ENT I	Unità militari occorrenti complessivamente.	NOTE
1	Direzione generale motorizzazione (alleg. N.1.)	64	(1)
11	Direzione motorizzazione di comando militare territoriale	88	(2)
12	Raggruppamenti automobilistici composti ciascuno da un gruppo trasporti e da un reparto riparazioni (composizione organica: vedi allegato 2)	5500	(3)
1	Officina Automobilistica R. Esercito di Bologna con una sezione staccata a Piacenza	43 26	(4) e (5)
1	Direzione Approvvigionamenti Automobilistici di Torino	12	(6)
3	Magazzini ricambi auto (Roma-Bologna-Milano e Piacenza)	78	(7)
4	Depositi carburante di grande e media capacità	120	(8)
1	Scuola di applicazione per ufficiali del corpo automobilistico	120	(9)
1	Scuola della motorizzazione per ufficiali, sottufficiali e truppa per l'addestramento alla guida e delle varie specializzazioni automobilistiche	150	328 (10)
11	Depositi autieri	55	(11)

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CARATTERISTICHE DELL'ORGANIZZAZIONE PROPOSTA

Il progetto rappresenta l'applicazione all'esercito italiano del principio vigente negli eserciti alleati in materia di trasporti e riparazioni.

Sola differenza, necessaria per condizioni ambientali, natura del militare italiano, livello della sua cultura motoristica ecc. è l'aggruppamento dei due servizi trasporti e riparazioni sotto un solo capo (comandante raggruppamento automobilistico) il quale possa coordinare il funzionamento dei servizi stessi.

Sotto questo comandante agiscono con piena responsabilità e con una certa autonomia:

- il comandante del gruppo trasporti, per tutta la parte d'impiego e manutenzione dei mezzi;
- il comandante del reparto riparazioni per la branca delle riparazioni.

NOTE ALLO SPECCHIO

1)- Direzione Generale Motorizzazione

La sua organizzazione appare dall'allegato n.1.-

Qualora non si intendesse addivendere alla ricostruzione della direzione Generale sarebbe comunque necessario addivendere almeno ^{328/} alla costituzione di un Ispettorato, il quale potrebbe ugualmente assolvere il compito della motorizzazione.

2)- Direzione Riparazioni del comando territoriale

Dovrebbe essere l'organo consulente tecnico e giuridico del comando

- Sotto questo comandante agiscono con piena responsabilità e con una certa autonomia:
- il comandante del gruppo trasporti, per tutta la parte d'impiego e manutenzione dei mezzi;
 - il comandante del reparto riparazioni per la branca delle riparazioni.-

===== NOTE ALLO SPECCHIO =====

1)- Direzione Generale Motorizzazione

La sua organizzazione appare dall'allegato n.1.-

Qualora non si intendesse addiventire alla ricostituzione della direzione generale sarebbe comunque necessario addiventire almeno ^{328/} alla costituzione di un Ispettorato, il quale potrebbe ugualmente assolvere il compito della motorizzazione.-

2)- Direzione Riparazioni del comando territoriale

Dovrebbe essere l'organo consulente tecnico e giuridico del comando stesso e al contempo l'organo direttivo periferico del Ministero della Guerra.-

Essa si dovrebbe occupare essenzialmente di:

- ispezioni - collaudi - alienazioni - dichiarazioni fuori servizio - riformamenti - controversie - sopralluoghi ecc. -
- Dovrebbe in pratica svolgere funzioni analoghe a quelle della direzione di sanità, della direzione di commissariato, ecc. - e dovrebbe mutare il proprio nome in "Direzione Motorizzazione del Comando Territoriale".-

3)- Raggruppamenti automobilistici (uno per ogni comando territoriale e uno per la Sardegna.-

Sarebbero gli organi esecutivi del servizio motorizzazione.-

Con un solo capo che presiede a trasporti e riparazioni:

- s\eviterebbe il dualismo talora esistente, attualmente, tra direttori riparazioni e comandanti dei reparti riparazioni;
- sarebbe assicurata una più stretta collaborazione tra servizio trasporti e servizio riparazioni;
- sarebbe assicurata una migliore manutenzione del materiale circolante, in quanto che il comandante del gruppo trasporti avrebbe come compito fondamentale la razionale conservazione, in relazione all'impiego, di tutti gli automezzi circolanti nel territorio.-

Tale azione ispettiva sarebbe estesa anche agli autoveicoli eventualmente distaccati presso enti non del raggruppamento automobilistico.- L'organizzazione interna del raggruppamento automobilistico appare dall'allegato n.2.-

4)- Officina automobilistica R.E. di Bologna

Sarebbe come sempre è stata, lo stabilimento per le grandi riparazioni per tutto l'Esercito.-

Essa avrebbe tutti operai civili.-

Dipenderebbe direttamente dal Ministero.-

5)- Sezione Staccata O.A.R.E. di Piacenza

Ridiventerebbe il grande magazzino ricambi cui potrebbero aggiungersi tutti i reparti riparazioni.-

Dipenderebbe direttamente dal Ministero.-

6)- Direzione Approvvigionamenti Auto di Torino

E' un organismo indispensabile per disciplinare tutti gli acquisti

completo fondamentale la razionale conservazione, in relazione all'impiego, di tutti gli automezzi circolanti nel territorio. -
Tale azione ispettiva sarebbe estesa anche agli autoveicoli eventualmente distaccati presso enti non nel raggruppamento automobilistico. - L'organizzazione interna del raggruppamento automobilistico appare dall'allegato n.2. -

4) - Officina automobilistica R.E. di Bologna

Sarebbe come sempre è stata, lo stabilimento per le grandi riparazioni per tutto l'Esercito. -
Essa avrebbe tutti operai civili. -
Dipenderebbe direttamente dal Ministero. -

5) - Sezione Staccata O.A.R.E. di Piacenza

Ridiventerebbe il grande magazzino ricambi cui potrebbero aggiungere tutti i reparti riparazioni. -
Dipenderebbe direttamente dal Ministero. -

6) - Direzione Approvvigionamenti Auto di Torino

E' un organismo indispensabile per disciplinare tutti gli acquisti di ricambi e materiali vari. -
Composto per la maggior parte da impiegati civili. -
Dipenderebbe direttamente dal Ministero e provvederebbe a rifornire i magazzini ricambi di quanto ad essi occorre. -

7) - Magazzini Ricambi Auto

Sarebbero ridotti a semplici magazzini regionali e provvederebbero:
Roma - per l'Italia centro-meridionale -
ricambi di produzione italiana -
rifornimenti da Piacenza o direttamente dalle ditte costruttrici;

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Bologna - per tutti i gruppi di combattimento -

ricambi esclusivamente di produzione alleata;

Milano - piccolo magazzino di reparto che potrebbe rifornirsi agevolmente e celermente a Piacenza al grande magazzino, - ricambi di produzione italiana. -

6)- Depositi carburanti di grande e media capacità

E' un patrimonio dell'Esercito che non si può né di deve disperdere. Per ora sono tutti asciutti e servono avvenendo la distribuzione carburanti direttamente dai depositi del C.I.P. - Qualora non si ritenga destinarvi tutto personale militare, si potrà provvedere in parte con personale civile. -

9)- Scuola di applicazione per ufficiali del Corpo Automobilistico

Provvede all'addestramento, in due anni, degli ufficiali in spe. provenienti dall'Accademia come alle varie Armi. -

10)- Scuola della Motorizzazione, per ufficiali, sottufficiali e truppa. -

Provvede all'addestramento del personale del Corpo Automobilistico e di quello destinato alle varie armi e corpi motorizzati dell'Esercito. - Sarà il centro di addestramento non solo per la condotta di autoveicoli ma anche per la creazione del personale organo specializzato di officina e per la manutenzione. - Si servirà anche dell'attrezzatura dell'ex Centro Studi Motorizzazione in Roma. -

11)- Depositi autieri

La questione è ancora allo studio presso lo S.M.R.E. -

Dovrebbe però essere sancito il principio che tutti i depositi autieri facciano parte integrante

trà provvedere in parte con personale civile. -

9)- Scuola di applicazione per ufficiali del Corpo Automobilistico

Provvede all'addestramento, in due anni, degli ufficiali in spe. provenienti dall'Accademia comune alle varie Armi. -

10)- Scuola della Motorizzazione, per ufficiali, sottufficiali e truppe. -
Provvede all'addestramento del personale del Corpo Automobilistico e di quello destinato alle varie armi e corpi motorizzati dell'Esercito. - Sarà il centro di addestramento non solo per la condotta di autoveicoli ma anche per la creazione del personale operativo specializzato di officina e per la manutenzione. - Si servirà anche dell'attrezzatura dell'ex Centro Studi Motorizzazione in Roma. -

11)- Depositi autieri

La questione è ancora allo studio presso lo S.M.R.E. -

Dovrebbe però essere sancito il principio che tutti i depositi autieri facciano parte integrante del raggruppamento automobilistico. -

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Allegato n. 1

DIREZIONE GENERALE MOTORIZZAZIONE

Organico Militare

Direttore Generale	1	
Ufficio del Direttore Generale	3	
1 ^a divisione: Addestramento - impiego personale del corpo automobilistico	22	
2 ^a divisione: Tecnica riparazioni	20	
Ufficio: ricuperi	12	
Divisione: Amministrativa (civili)	—	
	TOTALE(1)	N. 64
		=====
(1) Di cui:		
Direttore Generale	1	
Capi divisione: colonnelli	3	
Capi sezione: ufficiali superiori	10	
Ufficiali addetti	34	
Sottufficiali	16	
		N. 64

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TOTALE(1) N. 64

(1) Di cui:

Direttore Generale

1

Capi divisione: colonnelli

3

Capi sezione: ufficiali superiori

10

Ufficiali addetti

34

Sottufficiali

16

N. 64

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RAGGRUPPAMENTO AUTOMOBILISTICO

- Comando
- Ufficio amministrazione
- Ufficio materiali gruppo "C"
- Parco veicoli efficienti
- Depositi c.e.l. di media e grande capacità
- Deposito Autieri

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GRUPPO TRASPORTI

- A)- Comando gruppo
- B)- 1° Autoreparto (ex cp.T.A.)
 - Comando
 - 1^a sezione autocarri
 - 2^a sezione autocarri
 - 3^a sezione autocarri
 - 4^a sezione autocarri (solo roma napoli)
 - 5^a sezione mista
- C)- 2° Autoreparto (ex cp.r.S.-solo roma genova)
 - Comando
 - 1^a sezione autocarri
 - 2^a sezione autocarri
 - 3^a sezione autocarri
 - 4^a sezione autocarri
 - 5^a sezione mista
- D)- 3° Autoreparto (ex cp.r.A. del M.G. - solo roma)
 - Comando
 - 1^a sezione autocarri
 - 2^a sezione autovetture
- E)- Sezione autoambulanze
- F)- Officine leggere di autoreparto (ex O.L.O.)
- G)- Posto rifornimento carburanti

REPARTO

- A)- Direzione
- B)- Compagnia Officine
- C)- Officina principale
 - Direzione
 - 1^a sezione mont
 - 2^a sezione mont
 - 3^a sezione lav
 - 4^a sezione maga
 - 5^a sezione tras
- D)- Officina ausiliaria
 - Direzione
 - 1^a sezione monta
 - 2^a sezione lavor
 - 3^a sezione maga
 - 4^a sezione tras
- E)- Stazione di servizio
- F)- Parco autoguidati

RAGGRUPPAMENTO AUTOMOBILISTICO

Allegato n. 2

- Comando
- Ufficio amministrazione
- Ufficio materiali gruppo "C" 3279
- Parco veicoli efficienti
- Depositi c.e.l. di media e grande capacità
- Deposito Autieri

REPARTO RIPARAZIONI AUTOMOBILISTICHE

- A)- Direzione
- B)- Compagnia Officina
- C)- Officina principale (ex reparto rip.auto):
 - Direzione
 - 1° sezione montatori
 - 2° sezione montatori (solo Roma, Bologna, Milano e Napoli)
 - 3° sezione lavori vari
 - 4° sezione magazzino ricambi auto
 - 5° sezione trasporti e soccorso stradale
- D)- Officina ausiliaria (solo Piacenza e Verona)
 - Direzione
 - 1° sezione montatori
 - 2° sezione lavori vari
 - 3° sezione magazzino ricambi auto
 - 4° sezione trasporti e soccorso stradale
- E)- Stazione di servizio (Cosenza, Ancona e Livorno)
- F)- Parchi autoguasti

ex U.L.G.)

1462

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

CONFIDENTIAL

Subject:- Formation of Motorisation Directorate,
Ministry of War

Land Forces Sub Comm;
A.C. (M.M.A.),
ROME.
MOS/1400.

Nov. 15.

To:- A.Q.M.C.

1. M.M. in the Italian Army is at present dealt with by the following branches of the Ministry of War:-

- (a) Motorisation Division) All at present under separate
- (b) Ufficio Recupero) Colonels directly responsible to
- (c) Corpo Automeccanico) Dir. Gen. Artig. e Motorizzazioni.
- (d) SMU Ufficio Servizio - Sezione Automeccanica.

2. This causes much duplication of work and waste of time in liaison between branches.

3. Ufficio Servizio have to liaise with branches which are, in effect, controlled by a separate Directorate, not concerned exclusively with M.M.

4. The amount of work on M.M. is growing very rapidly and, with the taking over of the Combat Groups, will increase to a very large extent. The handling of the numbers of recovered vehicles and the disposal of wrecks to civilians call for a vast amount of work in the Ministry.

5. The War Ministry staff has not been increased to cope with this work.

6. The Dir. General and his immediate staff are all artillery. This results in:-

(a) Orders being given on A.T. matters without the knowledge of the head of Motorisation Division, and without prior reference to him.

(b) The head of Motorisation Division has to obtain the approval of a superior who belongs to another arm of the service and is not an A.T. specialist, before making important decisions.

(c) Much time is spent by the head of Motorisation Division in liaising with the head of the War Ministry.

327%

2. This causes such duplication of work and waste of time in liaison between branches.
3. Ufficio Servizio have to liaise with branches which are, in effect, controlled by a separate Directorate, not concerned exclusively with M.T.
4. The amount of work on M.T. is growing very rapidly and, with the taking over of the Combat Groups, will increase to a very large extent. The handling of the numbers of recovered vehicles and the disposal of wrecks to civilians call for a vast amount of work in the Ministry.
5. The War Ministry staff has not been increased to cope with this work.
6. The Dir. General and his immediate staff are all Artillery. This results in:
 - (a) Orders being given on M.T. matters without the knowledge of the head of Motorisation Division, and without prior reference to him.
 - (b) The head of Motorisation Division has to obtain the approval of a superior who belongs to another arm of the service and is not an M.T. specialist, before making important decisions.
 - (c) Much time is spent by the head of Motorisation Branch in keeping the Dir. Gen. "in the picture".
7. *We feel* There is a ~~definite~~ tendency for the Artillery side, which is dying, to be pushed forward at the expense of the M.T. side, which is a new and very vital arm.
8. The officers of M.T. Branches are not happy, and constant requests for the formation of a Directorate of Motor Transport are being received from them.
9. It is felt that the M.T. of the Italian Army will not be properly directed until such a Directorate is formed working independently of all other arms of the Service.

2 9/1/10

10.

In the Territorial Commands, also, the Director of Repair is not given his correct place as advisor to the Commander and both he and the Ufficio Servizio are dealing with transport.

11.

It is therefore requested that orders be given to the War Ministry to form a Directorate of Motor Transport without delay. Draft letter for approval is attached.

PCWT/agh

W. M.
Major R.A.C.G.
for P.E.M.E. Branch,
Land Forces Sub Comm.A.C. (MMA).

mm Lt.Col.
A.D.S.T.
Land Forces Sub Comm.A.C. (MMA).

3277

1465

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

Subject: VEHICLES ATTACHED BLR.

ENT/11546

To: DDEME., HQ: TWO DISTRICT.
✓ DADME., HQ: MMLA.

For info: HQ: FRIULI Inf Div.
GS01., HQ: 50 BLU.

REMS Branch
HQ: 50 BLU

ME/MT/202
8 Nov 45

In view of the impending cessation of attachment of this BLU to FRIULI Inf Division, the appended BLR statistics are believed to be of interest:-

BLR - from formation of FRIULI Gp (Sep 44) to 31 October 45.

Vehicles on charge to FRIULI Inf Div

Percentages of BLRs

"B" Vehs	"A" Vehs (Carriers)	M/Cycles
380	135	202
1350	222	400
30%	33%	50%

FIELD
CMF.

W J Stocker
S/Capt.
EME., 50 British Liaison Unit.

3276

1466

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

to 31 October 45.

Vehicles on charge
to FRIULI Inf Div

Percentages of BLRs

202

400 //

50%

135

222 //

33%

380

1350 //

30%



S/Capt.
(W J Stocker)
RMB., 50 British Liaison Unit.

FIELD
Off.

3276

R 13/11/45

11 4 6 7

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

Subject:- Workshops Returns.

(71)
Land Forces Sub Comm;
A.C.(MIA).
ROME.
EME/1929.
Nov. 45.

To:- Mir. Gen. Artig e Motorizzazioni,
Ministry of War.

1. With effect from the date of handover of the Italian Army to the Italian Government, it will no longer be necessary for you to forward to this Headquarters the detailed Workshops returns, as follows:-

- Weekly Mod 2 and 1 Bis. Return of Vehicles received into Workshops.
- Weekly Mod 3. Return of Vehicles Repaired and Returned to Units.
- Weekly Mod 3. Return of Vehicles Repaired and sent to the Efficient Vehicle Park.
- Weekly Mod 4. Return of Personnel strength of Repairs Units.
- Weekly Mod 5. Return of Vehicles entering or leaving Inefficient Vehicle Park.
- Monthly Mod 5. Return of Vehicles in the Inefficient Park by Large Numbers.

This will mean, in effect, that Repair Units, through the Director of Repair, will forward to you one copy only of the returns for your retention and action, and not two copies as heretofore.

2. You are requested to continue, for information, weekly return of vehicles repaired by each Repair unit shown by total returned to units and totals sent to Efficient Vehicle Park.

3. It will be necessary for you to arrange with EME the conditions of a weekly return of vehicles struck off unit charge by Repair Units, enclosing at the same time the Windshield labels from such vehicles which are forwarded to you together with the Mod 1 from Repair Units.

John Taylor
Major R.A.C.C.
for R.E.M.E. Branch,
Land Forces Sub Comm.A.C.(MIA).

Copy to:- Q
S.T.

PCWA/agn

3275

1488

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

E145/1400

PLA

(70)

SUBJECT : Disposal of Vehicles

LAND FORCES SUB COMMISSION A.C.
(M.M.I....)
R O M E
7/125
7 November 1945.

TO : Ministry of War

NT

1. Reference this Headquarters letter 9/5/10 dated 7 May 1945.
2. Effective 15 November 1945 it will no longer be necessary to refer the disposal of Army vehicles to this Headquarters.
3. The War Ministry will have power to authorise disposal of vehicles, and submission of Appendix "A" to the above mentioned letter will, therefore, not be required.
4. The same will apply to spare parts, which if considered surplus to Army requirements, may be disposed of at your discretion.

[Signature]
Major General
Land Forces Sub Commission A.C.
(M.M.I..)

Copy: All MMIA L.O.'s
Internal: R.E.M.E. —
S & T.

3273

Inter-office-Minute.

To: L.A.Q.M.G.

1. When control of the Italian Army passes to the Italians it would appear that:-
 - (a) We shall no longer OK the write-off of vehicles on Appendix 'A' to Q/5/10. *yes*
 - (b) We shall no longer require L.O.'s signatures on individual issues of tyres, nor shall we have to give authority for transfers. *yes*
2. Do you agree that this is so? *yes*
3. Do you think we should continue to have stocks of tyres rendered to this office, or should this be solely a War Ministry record from which we should get the required information.

War Min record

RAC
2 Nov
John Taylor
Major R.A.O.C.
for R.E.M.E. Branch,
Land Forces Sub Comm.A/C. (MMA).

1/11/45.

1470

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

(68)

Land Forces Sub Comm;
A.C. (MIA),
ROME.
LME/1400
5 Nov. 45

Dear *Eddie*,

The attached is a list of queries which I have put up to Lt. Col. Curties regarding the position of 3rd Line Repairs and holding and issuing of MT Spares when the Combat Groups pass to the control of the Italians.

The date for this appears to be very close now.

I would appreciate your views on this and whether you agree to the suggestions and warnings of difficulties which I have put to paper.

I spoke to Ordnance at GHQ to day and they have heard nothing of the spares position.

I have not heard of 1 Mobile Park from returns at all. Is it doing satisfactory work?

I hope you will be able to visit ROME soon because there is a lot of co-ordination to be done and I should like to speak to you about Col. Balazino also.

I hope you are keeping well,

Yours

Eddie

Major Edwards
c/o MIA IO Bolzano
c/o 68 Arty Regt, c/o 60 Sub-Area.

3270

Inter Office Minute

To: AQMG.

MEMO - Division on passing of Combat Groups to ITI-ITI

1. The Italian Army will have to provide:-
 - (a) 3rd Line Workshops facilities to deal with Allied vehicles from 5 Combat Groups (this is in addition to the Allied vehicles being passed to AC).
 - (b) A system of storage and supply of the 12 months MT Spares which is being passed to the Italian Army.

2. It is proposed to attend to both these requirements at the CAHE at BOLOGNA which was the large Italian Army Workshops before the Armistic. This is in agreement with the Min of War.

3. There is bound, however, to be a time lag and the following are the main requirements:-

General

- (1) The immediate handing over to the Italians of the whole or the premises, much of which is at present occupied by Allied Units.

- (ii) The immediate provision of the necessary skilled personnel. This must be done by civilians and is a matter of Italian economy.

- (a)
 - (i) The provision of the necessary machines. Difficulty may be found here owing to the different graduations between inches and centimeters.

- (ii) 'A' vehicles comprising Carriers and Scout Cars will also have to be repaired.

(b)

- (i) It must be decided, presumably by GHQ, what comprises 12 months maintenance and how it will be passed over.

- (ii) Due to the time lag, MMIA should press for supply to be made in detail for an interim period along the same lines as at present.

- (iii) Italian personnel will have to be trained and this can either be done by attaching Italians to the British Depot for a Period or by establishing a temporary British Cadre at the Italian Depot.

3. There is bound, however, to be a time lag and the following are the main requirements:-

General

(1) The immediate handing ~~back~~ to the Italians of the whole or the premises, much of which is at present occupied by Allied Units.

(ii) The immediate provision of the necessary skilled personnel. This must be done by civilians and is a matter of Italian economy.

(a)

(i) The provision of the necessary machines. Difficulty may be found here owing to the different graduations between inches and centimeters.

(ii) 'A' vehicles comprising Carriers and Scout Cars will also have to be repaired.

(b)

(i) It must be decided, presumably by GHQ, what comprises 12 months maintenance and how it will be passed over.

(ii) Due to the time lag, MMIA should press for supply to be made in detail for an interim period along the same lines as at present.

(iii) Italian personnel will have to be trained and this can either be done by attaching Italians to the British Depot for a Period or by establishing a temporary British Cadre at the Italian Depot.

(iv) Racking will be urgently required and it is felt that the Allies might pass this over with the spares.

(v) Is there any possibility of an existing British Depot being handed to the Italians intact?

(vi) The passing of inefficient vehicles for cannibalisation is not favoured because most types have one or more defective part which would be missing from all vehicles. Also, rapid deterioration will take place during the Winter.

(vii) As there will presumably be accounting action on the original handover and all the documents will be in English technical language, skilled interpreters will be required.

(viii) Will tyres be included in the 12 months maintenance? Also tyres and tube repair materials?

4. It will be necessary also to supply spares and effect 3rd lines repairs for Cesano M'ClCP. The present Workshops there is in need

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

Land Forces Sub Commission A.C.
(M. M. I. A.)
C.927

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 Tattici" or "Service" category, the 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 GHI OMT, and that vehicles will be accounted for to the War Ministry, S.M. by the submission of a monthly vehicle return similar to that which is at present rendered by IRI-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.

W. M. I. A.

E.A. CURTIS Lt. Col.
For Major General,
M. M. I. A.

various other units formerly of "Gruppi Fatti Uniti" or "Services" 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 PR-ITI units are transferred, no further returns in respect of Allied vehicles in their possession will be required by GHO GEF, and that vehicles will be accounted for to the War Ministry, SMPS 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 PR-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.

RAC/gen

Copy to: GHO for (AE)
2 District
3 District
R.A.A.C.
ALL B.I.Us.
ALL H.M.I.A. I.Os.
SMPS Ufficio Servizi

Internal: S.T. (3)
R.E.M.E. —

R. A. Curties
R.A. CURTIES Lt. Col.
for Major General,
X. H. I. A.

3268

1473

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

Inter Office Minute

To: AQMG.

REML -ition on passing of Combat Groups to ITI-ITI

1. The Italian Army will have to provide:-
(a) 3rd Line Workshops facilities to deal with Allied vehicles from 5 Combat Groups (this is in addition to the Allied vehicles being passed to AC).

(b) A system of storage and supply of the 12 months MT Spares which is being passed to the Italian Army.

2. It is proposed to attend to both these requirements at the CARE at BOLOGNA which was the large Italian Army Workshops before the Armistic. This is in agreement with the Min of War.

3. There is bound, however, to be a time lag and the following are the main requirements:-

General

(1) The immediate handing ~~back~~ to the Italians of the whole or the premises, much of which is at present occupied by Allied Units.

(11) The immediate provision of the necessary skilled personnel. This must be done by civilians and is a matter of Italian economy.

(a)

(1) The provision of the necessary machines. Difficulty may be found here owing to the different graduations between inches and centimeters.

(11) 'A' vehicles comprising Carriers and Scout Cars will also have to be repaired.

(b)

(1) It must be decided, presumably by GHQ, what comprises 12 months maintenance and how it will be passed over.

(11) Due to the time lag, MMIA should press for supply to be made in detail for an interim period along the same lines as at present.

(111) Italian personnel will have to be trained and this can either be done by attaching Italians to the British Depot for a Period or by establishing a temporary British Cadre at the Italian Depot. 69

3. There is bound, however, to be a time lag and the following are the main requirements:-

General

(1) The immediate handing over to the Italians of the whole or the premises, much of which is at present occupied by Allied Units.

(ii) The immediate provision of the necessary skilled personnel. This must be done by civilians and is a matter of Italian economy.

(a)

(i) The provision of the necessary machines. Difficulty may be found here owing to the different graduations between inches and centimeters.

(ii) 'A' Vehicles comprising Carriers and Scout Cars will also have to be repaired.

(b)

(i) It must be decided, presumably by GHQ, what comprises 12 months maintenance and how it will be passed over.

(ii) Due to the time lag, MMIA should press for supply to be made in detail for an interim period along the same lines as at present.

(iii) Italian personnel will have to be trained and this can either be done by attaching Italians to the British Depot for a period or by establishing a temporary British Cadre at the Italian Depot.

(iv) Racking will be urgently required and it is felt that the Allies might pass this over with the spares.

(v) Is there any possibility of an existing British Depot being handed to the Italians intact?

(vi) The passing of inefficient vehicles for cannibalisation is not favoured because most types have one or more defective part which would be missing from all vehicles. Also, rapid deterioration will take place during the Winter.

(vii) As there will presumably be accounting action on the original handover and all the documents will be in English technical language, skilled interpreters will be required.

(viii) Will tyres be included in the 12 months maintenance? Also tyres and tube repair materials?

4. It will be necessary also to supply spares and effect 3rd lines repairs for Cassano RTICOF. The present Workshops there is in need

or much reorganisation.

-2-

Major FGWT Taylor RAOC
For REME Branch,
Land Forces Sub Comm. C. (MIA).

Copy to:-
S & T

FGWT/agn

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Subject: Vehicle documentation on transfer of units
from RR-ITI to ITI-ITI Categories.

Land Forces Sub Commission A.C.
(M. M. I. A.)
C.027
RCS.

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 Tattici" 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 RR-ITI units are transferred, no further returns in respect of Allied vehicles in their possession will be required by GTO CAP, and that vehicles will be accounted for to the War Ministry, S. R. 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 RR-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.

W. H. I. A.

R.A. CURTIS Lt. Col.
For Major General,
W. H. I. A.

3268

3. You are therefore requested to instruct Territorial Commands and Combat Divisions concerned that, with effect from the date on which PR-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.T.B. by the submission of a monthly vehicle return similar to that which is at present rendered by ITI-ITI units.

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

Lists showing the makes, types, original V.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.

Robert

R.A. CURTIS Lt. Col.
for Major General,
Z. N. I. A.

3268

RAC/rem

Copy to: GHQ for 7(AE)
2 District
3 District
R.A.A.O.
All B.I.Us.
All M.H.I.A. I.Os.
SME Ufficio Servizi

Internal: S.T. (5)
R.E.M.E.

Q 31/1/5

11480

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

From M. of W.

To See List

For info M.M.I.A.

Translation

FME/1400

Ref. 7907/2CA

Date 31/10/45

Subject Instructions for the Maintenance of
Military Vehicles during the Winter Period.

We hereby give, for issue to all units allotted vehicles, the summary instructions, to be observed during the winter season, for the preparation and preservation of military vehicles, when antifreeze mixture is not ordered.

Said instructions will have to be brought into force as soon as possible.

We shall forward as soon as possible, for similar issue, the complete instructions, in a detailed form, which arranges both for the lack and ~~un~~availability of antifreeze mixture.

Bearing in mind that the specified method to be adopted in each case will be decided by the O.C. unit and will depend on the work conditions of the units themselves, we issue the following precautional instructions to be adopted during the winter season for the preservation of vehicles which have to be left parked for an indefinite period.

3.37

DAK

R 28/11/45

- 660
- 1°) - Park the Vehicle on level ground.
 - 2°) - Drain all the cooling system.
 - 3°) - Unscrew the radiator cap and, if removable, place it in a safe place on the vehicle (i.e., in the tool box).
 - 4°) - Leave all the drain taps open, check that none of them are blocked and that the whole cooling system is dry.
 - 5°) - Check carried out, start the engine run it for about a minute then stop it. Before stopping it be careful to give extra acceleration for the purpose of refilling the cylinders with mixture which will facilitate successive starting. After the engine has stopped inject - wherever possible - a few drops of paraffin in the piston heads (in this way their friction against the cylinder walls will be avoided)
 - 6°) - Close the fuel tank by its cap.
 - 7°) - Protect the engine, covering the radiator and hood with a tarpaulin or any other cover available.
 - 8°) - Cover the more delicate parts (magneto, distributor, coil, carburetor etc.) Take the batteries to a closed place.
 - 9°) - Leave the brakes free (use chocks, stones, etc. to hold the vehicle or put it in gear).

Observe the following instructions for starting the engine when the vehicle is to be brought into use again.

- 1°) - Bring the water to the vehicle not the vehicle to the water. If it is intensely cold, carry the water in a closed container.
- 2°) - The engine prepared for starting, cover the engine and hood again and proceed to start up using the starter handle.
- 3°) - Immediately after starting up fill the radiator slowly, taking care to fill it to its full capacity.
- 4°) - Warm the engine allowing it to turn over slowly. This operation will always be carried out in the presence of skilled and responsible personnel

- 6°) - Close the fuel tank by its cap.
- 7°) - Protect the engine, covering the radiator and hood with a tarpaulin or any other cover available.
- 8°) - Cover the more delicate parts (magneto, distributor, coil, carburetor etc.) Take the batteries to a closed place.
- 9°) - Leave the brakes free (use chocks, stones, etc. to hold the vehicle or put it in gear).

Observe the following instructions for starting the engine when the vehicle is to be brought into use again.

- 1°) - Bring the water to the vehicle not the vehicle to the water. If it is intensely cold, carry the water in a closed container.
 - 2°) - The engine prepared for starting, cover the engine and hood again and proceed to start up using the starter handle.
 - 3°) - Immediately after starting up fill the radiator slowly, taking care to fill it to its full capacity.
 - 4°) - Warm the engine allowing it to turn over slowly. This operation will always be carried out in the presence of skilled and responsible personnel.
 - 5°) - In the cases where these instructions cannot be carried out or where there is immediate necessity to use the vehicle, with the engine still covered accelerate (but not excessively) for about 5 minutes, stopping at intervals, in accordance with change in temperature.
 - 6°) - Other measures to be adopted during employment of vehicles ^{may be}
 - 1) - Neutralise parts of the radiator (instruction booklet care and maintenance).
 - 2°) - Remove the fan belt (unless this works the water pump or dynamo)
- Always bear in mind that damage indirectly due to cold weather is generally caused by:

1483

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

- 1°) - Running the engine too long after the water has been drained off.
- 2°) - Keeping the engine running (while bringing the vehicle into action) without immediately arranging to refill the cooling system.
- 3°) - Starting the engine by the starter ~~MANUAL~~ ^{HAND} ~~MANUAL~~, without having disengaged the gears, pressing the clutch right down.
- 4°) - Accelerating the engine excessively, after filling the cooling system without waiting for the water to reach all parts.

DATA

(XXXXXXXXXX)

illegible.

MINISTERO DELLA GUERRA
DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE
Divisione corpo automebilitato - Sez. 2^a

N° 79C7/20A di prot.

OGGETTO: Predisposizione per la manutenzione degli automezzi militari durante la stagione invernale. -
Roma li 31 ottobre 1945

AL COMANDO GENERALE DELL'ARMA DEI CC. RR.
AL COMANDO DIVISIONE FANTERIA FRIULI
AL COMANDO DIVISIONE FANTERIA CREMONA
AL COMANDO DIVISIONE FANTERIA LEGNANO
AL COMANDO DIVISIONE FANTERIA POLIGORE
AL COMANDO DIVISIONE FANTERIA MANTOVA
AL COMANDO DIVISIONE PICENO (CAOFIO)
AL COMANDO 205^a DIVISIONE
AL COMANDO 209^a DIVISIONE
AL COMANDO 227^a DIVISIONE
AL COMANDO 228^a DIVISIONE
AL COMANDO 230^a DIVISIONE
AL COMANDO 231^a DIVISIONE
AL COMANDO DIVISIONE S.I. ACOSTA
AL COMANDO DIVISIONE S.I. SABAUDA
AL COMANDO DIVISIONE S.I. CALABRIA
ALLE DIREZIONI RIPARAZIONI AUTOMOBILISTICHE
DEI COMANDI MILITARI TERRITORIALI (TUTTE)
e, per conoscenza:
AL GABINETTO
ALLO S.M.R. 3. - ufficio servizi
AI COMANDI TERRITORIALI - ufficio servizi (TUTTI)

ROMA
P.M. 79
P.M. 64
P.M. 155
P.M. 146
P.M. 104
P.M. 92
NAPOLI
P.M. 185
CAV. DEI TIRRENI
P.M. 16
P.M. 112
P.M. 167
PALERMO
MESSINA
CAGLIARI
LORO SEDI
S E D E
S E D D
LORO SEDI

capo
27/11
1530
24/11

Si danno qui di seguito - per la diramazione fino ai reparti militari dotati di autoveicoli, le norme sommarie, da osservarsi durante la stagione invernale, per la preparazione e conservazione degli automezzi militari, quando non si disponga di liquidi anticongelanti. Dette norme dovranno essere applicate con la massima urgenza. Si fa riserva di trasmettere al più presto possibile - per analogia di dettaglio - l'istruzione completa, con tutte le norme di dettaglio, che prevedono sia la manutenzione sia la preparazione degli automezzi militari.

AL COMANDO DIVISIONE PICINO (CACFIO)
 AL COMANDO 205[^] DIVISIONE
 AL COMANDO 209[^] DIVISIONE
 AL COMANDO 227[^] DIVISIONE
 AL COMANDO 228[^] DIVISIONE
 AL COMANDO 230[^] DIVISIONE
 AL COMANDO 231[^] DIVISIONE
 AL COMANDO DIVISIONE S.I. AOSTA
 AL COMANDO DIVISIONE S.I. SABAUDA
 AL COMANDO DIVISIONE S.I. CALABRIA
 ALLE DIREZIONI RIPARAZIONI AUTOMOBILISTICHE
 DEI COMANDI MILITARI TERRITORIALI (TUTTE)
 e, per conoscenza:
 AL GABINETTO
 ALLO S.M.R.E. - ufficio servizi
 AI COMANDI TERRITORIALI - ufficio servizi (TUTTI)

 P.M. 104
 P.M. 92
 NAPOLI
 P.M. 185
 CAVA DEI TIRRENI
 P.M. 16
 P.M. 112
 P.M. 167
 PALERMO
 MESSINA
 CAGLIARI
 LORO SEDI
 S E D E
 S E D E
 LORO SEDI

Si danno qui di seguito - per la diramazione fino ai reparti mi-
 nistri dotati di autoveicoli, le norme sommarie, da osservarsi durante
 la stagione invernale, per la preparazione e conservazione degli au-
 tomezzi militari, quando non si disponga di liquidi anticongelanti.
 Dette norme dovranno essere applicate con la massima urgenza.
 Si fa riserva di trasmettere al più presto possibile - per ana-
 loga diramazione capillare - l'istruzione completa, con tutte le nor-
 me di dettaglio, che prevedono sia la mancanza sia la disponibilità
 di anticongelante.

Premesso che il metodo esatto da adottarsi per ogni singolo ca-
 so sarà deciso dall'ufficiale comandante dell'unità e dipenderà dallo
 condizioni di lavoro dell'unità stessa, si diramano le seguenti nor-
 me precauzionali da adottarsi durante la stagione invernale per la
 conservazione degli autoveicoli che debbono rimanere parchati per tem-
 po indeterminato:

./.

= 2 =

- 1°)- Il veicolo sia collocato in terreno piano.
 - 2°)- Sia tolta l'acqua da tutto il sistema di raffreddamento.
 - 3°)- Il tappo del radiatore sia svitato e, se staccabile, sia posto in luogo sicuro sul veicolo (ad esempio, nella scatola attrezzi).
 - 4°)- Tutti i rubinetti di scarico siano lasciati aperti, assicurandosi che nessuno di essi sia otturato e che tutto il sistema di raffreddamento sia asciutto.
 - 5°)- Ad operazione ultimata, il motore sia messo in moto per circa un minuto e poi spento. Prima di spegnerlo si abbia l'avvertenza di dare una forte accelerata, allo scopo di riempire i cilindri con miscela che faciliti il successivo avviamento. Dopo l'arresto del motore, si iniettino - ove ciò sia possibile - alcune gocce di petrolio sulla testata dei pistoni (si eviterà in tal modo il loro incollamento contro le pareti del cilindro).
 - 6°)- Il serbatoio del carburante sia chiuso col suo tappo.
 - 7°)- Il motore sia protetto, coprendo il radiatore ed il colano con telo. Si od altre coperture di circostanza.
 - 8°)- Siano coperti gli organi più delicati (malette, spinteroceno, bobina, carburatore ecc.). Le batterie siano portate in luogo chiuso.
 - 9°)- I freni non siano mantenuti in tensione (per tener fermo il veicolo siano usate calze, pietre, ecc., oppure sia innestata una marcia).
- Per l'avviamento del motore, all'atto del riempimento dell'autoveicolo, siano osservate le seguenti norme:
- 1°)- L'acqua sia portata al veicolo e non il veicolo all'acqua. Se il freddo è intenso, l'acqua sia portata in recipienti chiusi.
 - 2°)- Preparato il motore per l'accensione, si coprano nuovamente cofano e motore e si proceda alla messa in moto con la manovella.
 - 3°)- Subito dopo l'accensione si immetta lentamente l'acqua nel radiatore, avendo l'avvertenza che l'immissione sia continua fino al completo riempimento.
 - 4°)- Sia riscaldato il motore a lento regime di giri. Questa operazione dovrà essere sempre compiuta alla presenza di persona competente e responsabile.
 - 5°)- Nei casi in cui il predetto procedimento non possa essere osservato e in cui vi sia necessità di uso immediato del veicolo, il motore, sempre consentito, si tornerà

una forte accelerata, allo scopo di riempire i cilindri con miscela che faciliti il successivo avviamento. Dopo l'arresto del motore, si iniettino - ove ciò sia possibile - alcune gocce di petrolio sulla testata dei pistoni (si eviterà in tal modo il loro incollamento contro le pareti del cilindro).

- 6°) - Il serbatoio del carburante sia chiuso col suo tappo.
- 7°) - Il motore sia protetto, coprendo il radiatore ed il colano con telo, o con altre coperture di circostanza.
- 8°) - Siano coperti gli organi più delicati (la luce, spinterogeno, bobina, carburatore ecc.). Le batterie siano coperte in luogo chiuso.
- 9°) - I freni non siano mantenuti in tensione (per tener fermo il veicolo siano usate calze, pietre, ecc., oppure sia innestata una marcia).

Per l'avviamento del motore, all'atto del riempimento dell'autoveicolo, siano osservate le seguenti norme:

- 1°) - L'acqua sia portata al veicolo e non il veicolo all'acqua. Se il freddo è intenso, l'acqua sia portata in recipienti chiusi.
- 2°) - Preparato il motore per l'accensione, si coprano nuovamente cofano e motore e si proceda alla messa in moto con la manovella.
- 3°) - Subito dopo l'accensione si immetta lentamente l'acqua nel radiatore, avendo l'avvertenza che l'immissione sia continua fino al compimento.
- 4°) - Sia riscaldato il motore a lento regime di giri. Questa operazione dovrà essere sempre compiuta alla presenza di persona competente e responsabile.
- 5°) - Nei casi in cui il predetto procedimento non possa essere osservato e in cui vi sia necessità di uso immediato del veicolo, il motore, sempre coperto, sia tenuto a regime di giri più forte (ma non eccessivo) per la durata di circa 5 minuti, con intervalli di arresto, secondo la ricchezza della temperatura.
- 5°) - Altri accorgimenti da adottarsi durante l'impiego del veicolo possono essere:

- 1) - neutralizzare parti del radiatore (v. norme libretti uso e man.).
- 2) - rimuovere la cinghia del ventilatore. (o meno che non azioni la pompa di circolazione dell'acqua o la manovella).

Sia infine tenuto ben presente che i danni indirettamente dovuti al clima freddo sono generalmente causati:

1483

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

= 3 =

- 1)- dal lasciare in moto il motore per un periodo di tempo troppo lungo dopo che l'acqua è stata completamente tolta
- 2)- dal tenere in moto il motore (all'atto del reimpiego del veicolo) senza provvedere all'immediata immissione dell'acqua nel sistema di raffreddamento
- 3)- dal mettere in moto il motore con la lancetta, senza aver preventivamente liberato il motore dagli ingranaggi del cambio, premendo a fondo la frizione
- 4)- dall'accelerare eccessivamente il motore, dopo l'immissione dell'acqua nel sistema di raffreddamento senza attendere che tutto il complesso acquisti il necessario equilibrio termico.



MINISTRO

1489

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

dell'acqua nel sistema di razionamento senza ottenere che
tutto il complesso acquisti il necessario equilibrio termi-
co..

IL MINISTRO
[Signature]

3261

1490

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

Translation

From M. of W.
To M.M.I.A.

Ref. 24102/DM

019620

Date 29/10/45

Subject Spares for Allied Vehicles

Some of the units who were serving with the allied armies are now under the command of the Italian army with the allied vehicles which they had on charge.

Evenually also the combat groups-at present under the command of the allies - will be directly controlled by the Italian army with the allied vehicles which they have on charge.

Since the Italian army has no spares available for these vehicles to carry out repairs, gradually said vehicles will become inefficient. In order to maintain and repair the allied vehicles which have already been handed over to the Italian army, and those which will be allotted in future, we beg M.M.I.A. to kindly point out these requirements to the allied HQ.

Spares requirement could be estimated in reason of the 5% of the weight of the allied vehicles which will be allotted to the Italian army. These spares will be of the types that the allied HQ. will deem more adviseable.

Since the Wkps which will repair allied vehicles will be those of Bologna and Placenza (60 and 150 repair units) we beg M.M.I.A. to arrange that the premises for these repair units in a/r centers, and which are at present occupied by allied units, be left at the complete disposal of the Italian army.

C/U

Col. G. Balanzino.

3260

In order to maintain and repair the allied vehicles which have already been handed over to the Italian army, and those which will be allotted in future, we beg M/M.I.A. to kindly point out these requirements to the allied HQ.

Spares requirement could be estimated in reason of the 5% of the weight of the allied vehicles which will be allotted to the Italian army. These spares will be of the types that the allied HQ will deem more advisable.

Since the Wkps which will repair allied vehicles will be those of Bologna and Placenza (60 and 150 repair units) we beg M.M.I.A. to arrange that the premises for these repair units in a/m centers, and which are at present occupied by allied units, be left at the complete disposal of the Italian army.

C/U

Col. G. Balanzino.

3260

This matter is hand

P/A 1400-

1. KME/1400 P/A
20/1/71

(63)

STATUS :- Transfer of Vehicles to Italian Army.

2/5

29 Oct 45

Land Forces Sub Comm A.C. (V.I.A.)
ROME
Tel : Rome 129084 Ext 526

Handwritten signature

To :- War Ministry.

1. Further to this office letter 0/5/40 of 23 October, the transfers of vehicles referred to therein should be handled as follows :-

(a) Initial Handover.

On receipt of information showing the areas in which each batch of vehicles will be made available, you will agree with the Ministry of Transport, this HQ, the local Territorial Command and the ILLIO attached thereto on a suitable site in which the vehicles are to be handed over. The Territorial HQ will be responsible for taking over the vehicles on this site, for the temporary provision of guards, and for a detachment of the Repair Unit to segregate any inefficient vehicle (or vehicles handed over for cannibalization) and arrange for the transfer of such vehicles to the local Repair Unit.

(b) On completion of the handover.

- (1) The Territorial Command will give the Ministry of War (S.M.W. and Directorate General of Artillery and Motorisation) particulars in respect of all vehicles taken over, and apply for a "block" of new RE target nos for the vehicles in question.
- (2) All efficient vehicles will be transferred to the nearest Efficient Vehicle Park, who will be responsible for obliterating the original markings, substituting the new target nos referred to above, and informing the Ministry of War, S.M.W. daily, through the appropriate Territorial Command, of the number completed and ready for issue. Vehicles will not be shown as available for issue until the new military target numbers have been painted on them, and the new target nos will not be painted onto any vehicles unless they are efficient. Territorial Commands should be instructed to attach, temporarily to the E.V.P.s concerned, personnel from their own active Parks.

On receipt of information showing the cross in which each batch of vehicles will be made available, you will agree with the Ministry of Transport, this HQ, the local Territorial Comd and the CIA LO attached thereto on a suitable site in which the vehicles are to be handed over. The Territorial HQ will be responsible for taking over the vehicles on this site, for the temporary provision of guards, and for a detachment of the Repair Unit to segregate any inefficient vehicle (or vehicles handed over for cannibalization) and arrange for the transfer of such vehicles to the local Repair Unit.

(b) On completion of the handover.

(i) The Territorial Comd will give the Ministry of War (S.M.E. and Directorate General of Artillery and Motorization) particulars in respect of all vehicles taken over, and apply for a "block" of new RE target nos for the vehicles in question.

(ii) All efficient vehicles will be transferred to the nearest Efficient Vehicle Park, who will be responsible for obliterating the original markings, substituting the new target nos referred to above, and informing the Ministry of War, S.M.E., daily, through the appropriate Territorial Comd, of the number completed and ready for issue. Vehicles will not be shown as available for issue until the new military target numbers have been painted on them, and the new target nos will not be painted onto any vehicles unless they are efficient. Territorial Commands should be instructed to attach, temporarily to the E.V.P.s concerned, personnel from their respective Repair Unit, in order to expedite this work.

It is most important that E.V.P.s should clearly distinguish in their daily telegrams to S.M.E., Ministry of War, between vehicles of Italian and those of allied manufacture.

(c) Releases in respect of all Allied type vehicles will be controlled by Ministry of War S.M.E., in conjunction with this HQ, irrespective

...../2

R 5/10/45

- 2 -

of the E.V.P. in which such vehicles are held.

2. Since the number of vehicles which will be taken over are likely to exceed existing vehicle deficiencies by a large margin, it is intended eventually to transfer vehicles of Allied manufacture from the various inefficient Vehicle Parks in which they will initially be held and centralise them in two or three Parks only. With this in view, you are requested to advise Nos 3 and 4 Territorial Commands that they should immediately review the sites of No 7 and 6 L.P.s. at WILM and VERONA respectively, and take all necessary steps to ensure that those parks are each capable of housing at least 200 vehicles. Should the existing sites be unsuitable, energetic steps should be taken to find new ones of the size required.

WMA/eg

for Major General,
.....

Copies to :- ALL MIA LOs.

Internal :- ST.
REG. —

11 4 9 5

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

Relinquished
for Major General,
... ..

3257

WMM/ag

Copies to :- ALL NMIA LOs.

Internal :- ST.
RECE. —

Subject:- Italian Army M.T.

Land Forces Sub Commission A.C.
(M. M. I. A.)
ROME.
2/5/10

22 October, 1945.

To:-

War Ministry.

1. With reference to the recovery of Italian Army vehicles at present in the hands of various civilian firms and being operated by them under A.C./AC permits, it has been proposed that the Ministry of Transport retain the Italian Army vehicles and turn over to the Army, in lieu of such vehicles, an equivalent tonnage of Allied vehicles which are being made available to the Italian Government.
- The Allied vehicles will be turned over "reconditioned". As no surpluses are now available, additional vehicles will be turned over to the Italian Army for cannibalization.

2. In view of the opposition which has been encountered in the recovery of Italian Army vehicles and to remove the possibility of political trouble and discontent which might result from pressing the legitimate claim of the War Ministry, the above proposal has been accepted by M.M.I.A. at the request of AC/MAG and the Italian Civil Government.

3. M.M.I.A. will obtain from AC/MAG a list of all vehicles now held giving type, etc., numbers and tonnage. Once this list has been agreed with A.C. no additional vehicle may be added and recovery action will be taken in the case of all Army vehicles not shown on the AC/MAG lists.

4. The Ministry of Transport will make available Allied vehicles, commencing on 29 October with the tonnage equivalent of 153 vehicles already declared.

The Ministry of War will be notified later as to details of this transfer.

It is provided that delivery will be made thereafter at the rate of 500 vehicles per month, beginning 1 Nov 45.

5. The procedure to be adopted will be as follows:-
(a) The Ministry will

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65 A

REME

CHIEF/1400

89
In example question? No
Planner of funds essential

The Allied vehicles will be turned over "reconditioned". As no spares are now available, additional vehicles will be turned over to the Italian Army for cannibalization.

2. In view of the opposition which has been encountered in the recovery of Italian Army vehicles and to remove the possibility of political trouble and discontent which might result from pressing the legitimate claim of the War Ministry, the above proposal has been accepted by M.H.I.A. at the request of AC/AG and the Italian Civil Government.

3. M.H.I.A. will obtain from AC/AG a list of all vehicles now held giving target etc. numbers and tonnage. Once this list has been agreed with A.C. no additional vehicle may be added and recovery action will be taken in the case of all Army vehicles not shown on the AC/AG lists.

4. The Ministry of Transport will make available Allied vehicles, commencing on 29 October with the tonnage equivalent of 153 vehicles already declared.

The Ministry of War will be notified later as to details of this transfer.

It is promised that delivery will be made thereafter at the rate of 500 vehicles per month, beginning 1 Nov 45.

5. The procedure to be adopted will be as follows:-

(a) War Ministry will notify M.H.I.A. number and tonnage of vehicles received from Ministry of Transport.

(b) M.H.I.A. will then furnish particulars of Italian Army vehicles for which you will deliver transfer documents to the Ministry of Transport. When the transfer document has been delivered to the Ministry of Transport the Italian Army vehicle will be struck off Army records.

(c) Specimen transfer document is attached at appendix 'A'.

Copy to:
A.C. for Exec. Comm.
T.A. Sub Comm.
All M.H.I.A. I.Os.
S.T.
R.E.M.F.

for
R.A. C.M. 3 Lt. Col.
Major General,
R. R. I. A.

R 24/10/45

3256

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

Appendix 'A' to HPA Letter
6/5/45 Dated 25 October 45.

Certificate No.

Full name and address of owner:

.....

.....

.....

is authorized to hold and operate the vehicle described
below which has been struck off Army charge:

Make.....

Engine No.....

Chassis No.....

Tyre No.....

Signed

11 499

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

is authorized to hold and operate the vehicle described
below which has been struck off my charge:

Make.....
Engine No.....
Chassis No.....
Taxes No.....

Signed

3254

1500

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

Subject:- Vehicle Repairs.

(64)
Land Forces Sub Comm
A.C.(MIA),
HOME.
1807/1600. ✓

30 Oct. 15.

To:- Ministry of War.

1. It is felt that the restriction originally imposed whereby only Class I vehicles would be repaired and returned to units, and Class II and above be taken from unit charge, can now be amended.

2. In future both Class I and Class II vehicles will be repaired and returned to units. This means that any vehicle which can be repaired in seven days, having already ensured that the necessary spares are available, will be repaired and returned to the unit.

3. Class III and IV vehicles will be struck off unit charge as before.

J. M. Taylor

Major R.A.O.C.
For R.E.M.E. Branch,
Land Forces Sub Comm.A.C.(MIA).

Copy to:-

Q
345

1807/1600

3253

Subject:- Machinery for Workshops.

Land Forces Sub Comm;
A.C.(MMIA),
ROME.
EME/1400
25 Oct. 45.

To:- Major Edwards,
c/o MMIA IO N.W. Italy, MILAN.

1. We enclose copies of orders issued by the Ministry of War-Dir. Gen of Artig e Motorizzazioni-for the handing over of machinery to our Repairs Units in the North.
2. Will you please advise present progress of formation of these Units and whether these machines are now installed.

J. W. Taylor
Major R.A.O.C.
for R.E.M.E. Branch,
Land Forces Sub Comm.A.C.(MMIA).

PGWT/sgn

3252

11502

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

<u>Part No</u>	<u>Designation</u>	<u>Qty</u>
K 14444	Spider.	1
R 9173	Needle Bearing Assembly.	4.
K 10502	Snaprings.	4.
R 66788	Center Bearing.	4.
R 47/NR	Peterson Bear Bushes.	4.
		3251

17



1503

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

No d'ord.	MARCA E TIPO	TARGA	TELAIO
73	Autocarre CEIRANO 50	RE.26507	314
74	" "	" 27642	"
75	" "	" 27274	9803
76	" "	" 77989	32117
77	" "	" 77782	31903
78	" "	" 29086	31120
79	" Isotta Fraschini	" 81195	"
80	" "	" 81623	"
81	" "	" 81660	"
82	" "	" 78788	"
83	" O.M. "Taurus"	" 116808	21808
84	" "	" 116839	21874
85	" "	" 116834	21852
86	" "	" 116703	21702
87	" "	" 87490	02016
88	" "	" 87480	02000
89	" "	" 116824	21831
90	" "	" 116841	21877
91	" "	" 116837	21860
92	" Alfa Romeo 500	" 024777	"
93	" "	" 020040	"
94	" "	" 025616	"
95	" "	" 028952	"
96	" "	" 029168	"
97	" "	" 021114	"
98	" Alfa Romeo 800	" 98760	"
99	" O.M. 32	" 9287	"
100	" "	" 8311	"
101	" "	" 5153	"
102	" Bianchi Mediol.	" 019199	306519146
103	" "	" 012741	306537153
104	" "	" 018771	306521907
105	" "	" 011698	306515315
106	" "	" 035160	306536732
107	" Bianchi Miles	" 117216	9703
108	" "	" 92634	6546
109	" "	" 106636	10203

2.

(59)

SUBJECT : Use of Allied Tyres by Italian Military Vehicles

LAND FORCES SUB COMMISSION A.C.
(M.M.I.A.)
R O M E
9/5/9
18 October 1945

TO : M.M.I.A. LG. Naples
(for Major Truscott)

Ref: your STM/15c dated 10 October 1945.

1. The Allied Authorities have recently sold to the Italian Government a large number of Allied tyres and the War Ministry also have, for some time, been receiving such tyres.
2. It is impossible therefore to say whether Allied tyres found on vehicles have been obtained legally or illegally.
3. As far as this H.Q. is concerned, the policy is that, should any Italian Army vehicles be found in possession of Allied tyres, if the vehicle is in possession of the necessary windshield label, then it can be taken that the tyres have been obtained legally.

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Major General

1505

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

Ref: your SW/15c dated 10 October 1945.

1. The Allied Authorities have recently sold to the Italian Government a large number of Allied tyres and the War Ministry also have, for some time, been receiving such tyres.
2. It is impossible therefore to say whether Allied tyres found on vehicles have been obtained legally or illegally.
3. As far as this U.Q. is concerned, the policy is that, should any Italian army vehicles be found in possession of Allied tyres, if the vehicle is in possession of the necessary windshield label, then it can be taken that the tyres have been obtained legally.

90th 3250

Major General
Land Forces Sub Commission A.C.
(H.M.I.A.)

Copy to :

~~S. & T.~~

Revd

JL/ra

P/A 1400

I 506