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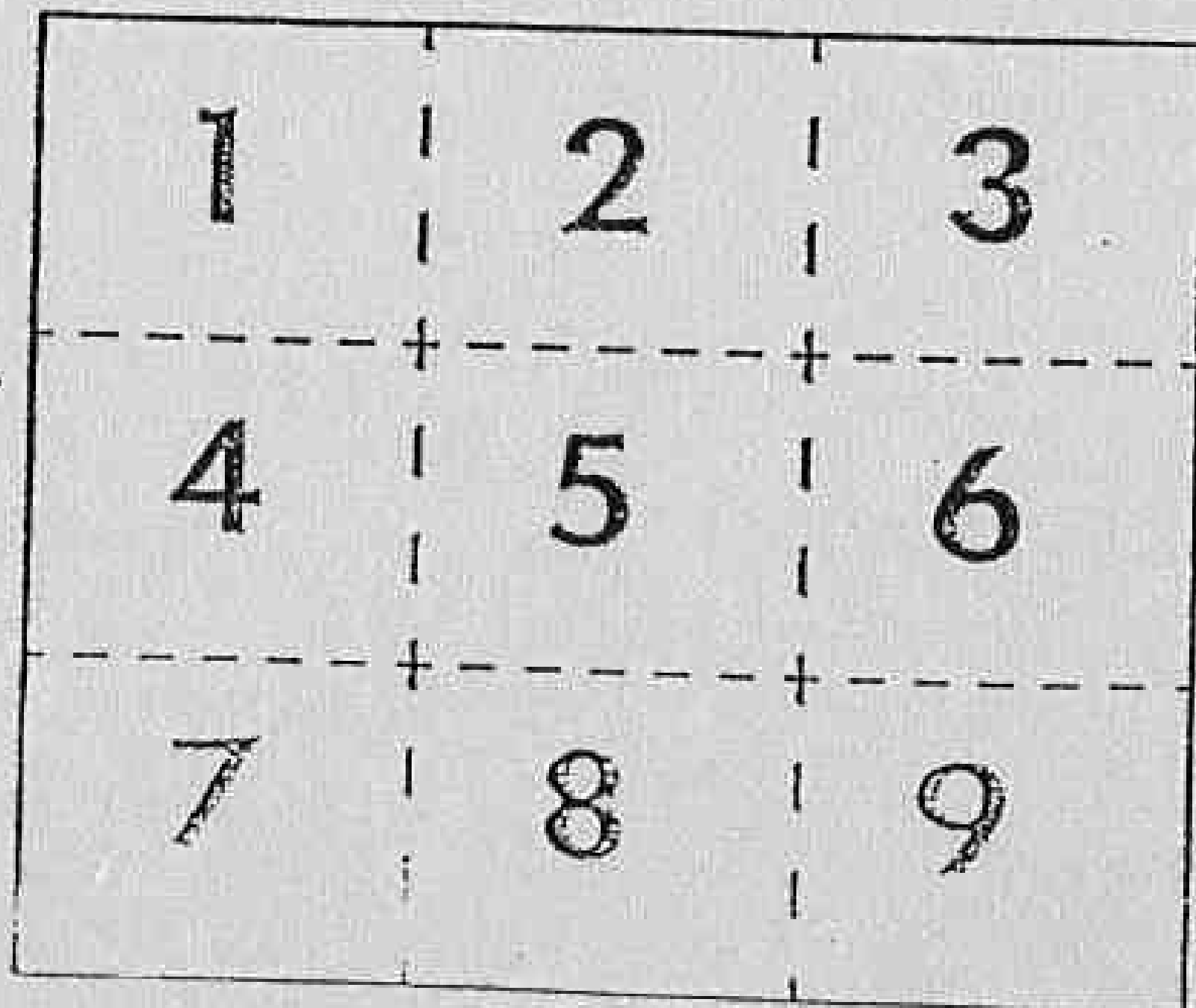
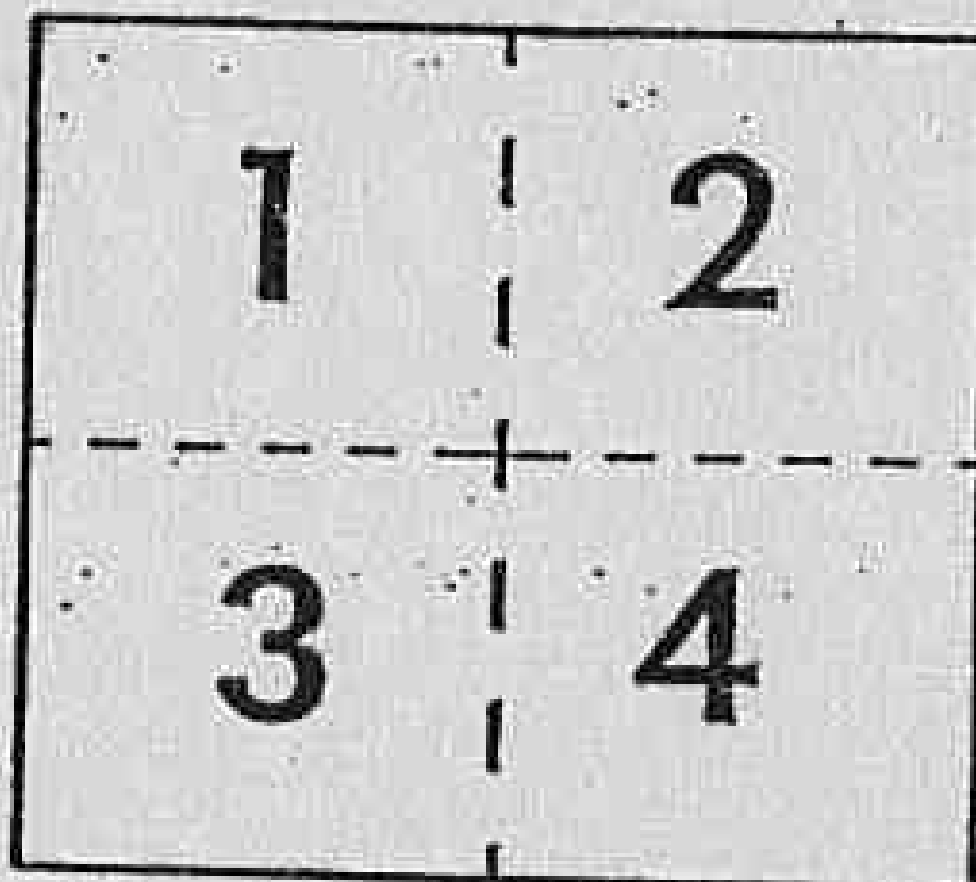
Sept. 1944

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ST-350 Italian Army Motor Transport General Policy 1st Cover
 Sept. 1944 - Jan. 1945

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

SEE DIAGRAMS BELOW.



ORDINAMENTO DELLA DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE

- DIRETTORE GENERALE = Gen. Properzi - Tel. 5935 - 44293
- UFFICIO DEL DIRETTORE GENERALE
- UFFICIO ISPEZIONI PER IL
Capo Uff. Col. BEDOGNI - Tel. 5753
- UFFICIO RECUPERI (art.-motorizz.- chimico) Col. RAY Tel. 6074 - Ten.Col. TERLIZZI -
- UFFICIO STRALCIO GESTIONE PRE-ARMISTIZIO - Col. BRUNETTI - Tel. 7787
- UFFICIO GESTIONE MATERIALI (art.-motorizz.- chimico) - Comm. ORLANDI Tel. 6520 - Rag.
- 1^a Sez. - Studi, esperienze, modifiche
Art. al materiale di artiglieria
Col. ELLINCIONI - Tel. 6723
- 2^a Sez. - Approvvigionamenti e lavora
Art. zioni
Ten.Col. COICINNA Tel. 7158
- 3^a Sez. - Sottosezione studi ed ap-
Chimica provvigionamenti
Ten.Col. RAIELLO
Tel. 490178
- 1^a Sez. - Coordinamento e Statistica - Magg. FEDERICO Tel.
- 2^a Sez. - Armamento
Ten.Col. PETRETTI Tel. 3187
- 3^a Sez. - Munizionamento
Cap. VASILLI Tel. 5686
- 4^a Sez. - Chimica - T.Col. DELLA RAGIONE
- 1^a Sez. - Movimento autoveicoli
Ten.Col. PANCRASI Tel. 7015
- Divisione Tecnica
Col. AVALLONE
Tel. 6785
- Divisione Armi - Munizioni e Chimica
Col. CALPAGNA
Tel. 5441 - 481556
- Divisione Motorizzazione
Col. BALANZINO
- Uff. Armamento
" Munizionamento
- Uff. Artiglierie
" Armi portatili
" Buffetterie,
" Proietti e car
" Esplosivi
- Uff. mezzi chimici
" mezzi protetti
" nebbiogeni e
- Uff. Artiglierie
" Armi portatili
" buffetterie,
- Uff. Proietti e car
" Esplosivi
- Uff. mat
- Uff. Distribuzioni
" Requisizioni
" Consiglieri
" Approvvigionamento

ORDINAMENTO DELLA DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE

Gen. Properi - Tel. 5935 - 44293

GENERALE

Capo Ufficio - Ten. Col. PASCUCCI	Tel. 5549 - 485137
Ufficiali Addeetti Magg. CORTESE	" 5615
" " Cap. CARBOGNIN	" 5905
" " " OTTOLENI	" 4448
Uff. Pers. Specializzate - Magg. GASBARRI	5711

EL

- Tel. 5753

Servizio Te.A. e Servizio Chimico - Gen. RUSSO	- Tel. 6926
" Te.L.	-
" Art. lleria	- Gen. AIELLO - " 7707
" Amministrativo	- Comm. BONI - " 4918
" Gest. pre-armistizio	- Gen. ROBUCCI - " 6444

Motorizz. - chimico) Col. BAY Tel. 6074 - Ten. Col. TERLIZZI - Tel. 6030

PRE-ARMISTIZIO - Col. BRUNETTI - Tel. 7787

ALI (art. - motorizz. - chimico) - Comm. ORLANDI Tel. 6520 - Rag. SCALELLA Tel. 3769

1^ Sez. - Studi, esperienze, modifiche	Uff. Armamento	} dislocata fuori del Ministero
Art. al materiale di artiglieria	" Munizionamento	
Col. BELLINCIONI - Tel. 6723		

2^ Sez. - Approvvigionamenti e lavori	Uff. Artiglierie	} dislocata fuori del Ministero
Art. zioni	" Armi portatili	
Ten. Col. COICINNA Tel. 7158	" Buffetterie, bardature, carreggio, ecc.	
	" Proietti e cartucce	
	" Esplosivi	

3^ Sez. - Sottosezione studi ed approvvigionamenti	Uff. mezzi chimici	} dislocata fuori del Ministero
Chimica	" mezzi protettivi	
Ten. Col. RALFELLO	" nebbiogeni e lanciafiamme	
Tel. 490178	Sottosezione arma chimica con le attribuzioni dell'Ispett. Arma Chimica (pers. - addestram. - mobilitaz. ecc.)	

1^ Sez. - Coordinamento e Statistica - Magg. FEDERICO Tel. 3177

2^ Sez. - Armamento	Uff. Artiglierie	} dislocata fuori del Ministero
Ten. Col. PETRETTI Tel. 3187	" Armi portatili	
	" buffetterie, bardature, carreggio ecc.	

3^ Sez. - Munizionamento	Uff. Proietti e cartucce
Cap. VASIERI Tel. 5686	" Esplosivi

4^ Sez. - Chimica - T. Col. DELLA RAGIONE Uff. materiali chimici

1^ Sez. - Movimento autoveicoli	Uff. Distribuzioni	} <i>Soluzioni Variabili</i>
Ten. Col. PANCRAZI Tel. 7015	" Requisizioni	
	" Censimento	
	" Approvvigionamento	

SERVIZIO	Divisione Armi e Munizioni e Chimica Col. CALFAGNA Tel. 5441 - 481556	2 ^a Sez. - Armamento Ten. Col. PETRETTI Tel. 3187	} Uff. Armi portati " buffetterie, Uff. Proietti e " Esplosivi Uff. ma
		3 ^a Sez. - Munizionamento Cap. VASIERI Tel. 5686	
		4 ^a Sez. - Chimica - T. Col. DELLA RAGIONE	
		1 ^a Sez. - Levamento autoveicoli Ten. Col. PANCRAZI Tel. 7115	
SERVIZIO MOTORIZZAZIONE	Divisione Motorizzazione Col. BALANZINO Tel. 5800	2 ^a Sez. - Riparazioni, ricambi e pompe Ten. Col. L. SCALIA Tel. 3607	} Uff. Distribuzione " Requisizioni " Consenso " Approvvigionamento Uff. Riparazioni " Ricambi e go
		3 ^a Sez. - Carburanti e lubrificanti - Magg. ROMANO Tel. 7	
		Sezione - Studi, esperienze, modifiche al materiale Tecnica Preparazione del personale specializzato di off	
		Divisione Corpo Automobilistico Col. FARONATO 5510	
SERVIZIO AMMINISTRATIVO	1 ^a Divisione Amministrativa Comm. MENGHINI Tel. 5761 - 4429	1 ^a Sez. - Armi e munizioni - Dott. PAFU. I - Tel. 7196	} Dott. FERRARA - " GATTI - DI
		2 ^a Sez. - Chimica - " CAIOZZO - " 4474	
		3 ^a Sez. - Contabile (bilancio - mandati e assegni) ra. 1	
		2 ^a Divisione Amministrativa Comm. FILOSA - Tel. 5107	
		Ufficio Amministrativo liquidazione Gestione pre-armistizio	

*Personale 1^a Divisione
Deposito Armi e Munizioni*

- 2^ Sez.- Armamento
Ten.Col. PETRETTI Tel. 3187 } " Armi portatili
" buffetterie, bardature, carreggio ecc.
- 3^ Sez.- Munizionamento
Cap. VASILERI Tel. 5686 } Uff. Proietti e cartucce
" Esplosivi
- 4^ Sez.- Chimica - T.Col. DELLA RAGIONE Uff. materiali chimici
- 1^ Sez.- Movimento autoveicoli
Ten.Col. PANCRAZI Tel. 7615 } Uff. Distribuzioni *Statistica Veicoli*
" Requisizioni
" Censimento ~~Veicoli~~
" Approvvigionamento
- 2^ Sez.- Riparazioni, ricambi e gomme
Ten.Col. LA SCALA Tel. 3607 } Uff. Riparazioni
" Ricambi e gomme
- 3^ Sez.- Carburanti e lubrificanti - Magg. ROMANO Tel. 7407
- Sezione- Studi, esperienze, modifiche al materiale
Tecnica Preparazione del personale specializzato di officina
- 1^ Sezione - Personale Ten.Col. GRILLO - Tel. 4942
- 2^ Sezione - Addestramento, Mobilitazione ecc. - Ten.Col. MORANI - Tel. 5310
- 1^ Sez.- Armi e munizioni - Dott. PAFUCCI - Tel. 7196
- 2^ Sez.- Chimica - " CALOZZO - " 4474
- 3^ Sez.- Contabile (bilancio - mandati e assegni) ra. DE BLASIO Tel. 7211
- 1^ Sez.- Motorizzazione - Dott. LO FREDDI Tel. 6955
- 2^ Sez.- Recupero - " MINOLFI " 4333
1. 5167
- Ufficio Amministrativo liquidazione } Dott. FERRARA - Tel. 5650
Gestione pre-armistizio } " GATTI - DI PALMA - GIANNIERI Tel. 5328

TABLE OF ANTITRUST ADMINISTRATION OF ITALY (PARTIAL) ALL-INT. N.D.C. - H.F. - H.I.T.S.

			Motor Cycles	Staff Cars	Load Carriers
3 Mine Clearing Coys	Costa Pescara	208 all ranks each company	427	-	5
5 Mine Training Squads	-	6 All ranks each squad	-	-	5
3 Regimental Guard Hqs	5 Army PBI (2 District)	40 All ranks each HQ	2 2 2	3 3 3	5 5 5
22 Guard Battalions	Various	800 All ranks each Bn.	110	22	110
3 Internal Security Division	2 Sicily 1 Sardinia	5000 All ranks each Division	49 49 49	12 12 12	87 87 87
Italian Army Intelligence	Various	1900 Colling	To be notified subject		
Carabinieri Reali (Territorial Organization)	-	-	To be notified subject		
Armed Forces of the Republic	-	-	Motor Administration		
Armed Forces of the Republic	-	-	25		
Armed Forces of the Republic	-	-	15		
Armed Forces of the Republic	-	-	15		
Armed Forces of the Republic	-	-	20		
Armed Forces of the Republic	-	-	10		
Armed Forces of the Republic	-	-	8		

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UNITED STATES ARMY - MT. BRITS

APPENDIX II

		Motor Cycles	Staff Cars	Land Warriors	
Auto	208 All ranks	427	-	5	
Security	each company	2	-	3	
-	6 All ranks	-	-	5	
	each Squad				
Army	40	2	3	5	
AS	All Barks	2	3	5	
(2 District)	each Bk	2	3	5	
Warrior	500 All ranks	110	22	110	
	each Bn.				
					<u>Motor Ambulances.</u>
Moily	5000 All ranks	49	12	87	2
	each Division	49	12	87	2
Sardinia		49	12	87	2 These vehicles from Sardinia availability.
Warrior	1500 Ceiling	To be notified subsequently			
-	-	To be notified subsequently.			
		<u>Motor Ambulances.</u>			
Rome	-	23			
Naples	-	15			
Bari	-	15			
Florence	-	20			
Palermo	-	10			
Sardinia	-	8			

AL/gi



STATO MAGGIORE R. ESERCITO

UFFICIO SERVIZI
Sezione Automobil.

N. 6/982

di prot. Serv.

P.M. 3800 21 gennaio 1945

Risposta al foglio N.

del

Allegati

OGGETTO: Progetto distribuzione automezzi.

LA LAND FORCES SUE COMMISSION A.C. (M.M.I.A.)

e, per conoscenza:

R O M A

AL MINISTERO DELLA GUERRA - Gabinetto -
Ufficio C.A. -

P.M. 3800

In riferimento alla richiesta verbale del
Maggiore BAUMAN, si trasmette un progetto sommario
relativo al numero degli automotomezzi di cui neces-
sitano gli Organi Centrali ed i Comandi Territoriali
dell'Esercito.-

IL GENERALE ADDETTO
- A. Santi

4270

PROPOSED UNIT	LOCATION	PROPOSED PERSONNEL STRENGTH (Military) All Ranks	PROPOSED VEHICLE STRENGTH		
			Motor cycles	Staff Cars	Load Capacity
<u>COMANDO NAPOLI</u>					
Motorisation Directorate Comando Naples	Naples	6	Nil on assignment		
Comando Napoli Transport Company No 2 Company	"	330	30	20	150
Comando Napoli Static Medium Workshops No 2	"	250	5	2	15 for organic assignment
Comando Napoli Reserve and Transit Park No 2	"	30	3	1	2 for organic assignment
<u>COMANDO BARI</u>					
Motorisation Directorate Comando Bari	Bari	6	Nil on assignment		
Comando Bari Transport Company No 3	"	330	3	20	150
Comando Bari Static Medium Workshops No 3	"	230	5	2	15 for organic assignment
Comando Bari Reserve and Transit Park No 3	"	30	3	1	2 for organic assignment
<u>COMANDO PALERMO</u>					
Motorisation Directorate Comando Palermo	Palermo	6	Nil on assignment		

LOCATION	PROPOSED PERSONNEL STRENGTH (Military) All ranks	PROPOSED VEHICLES STRENGTH			REMARKS
		Motor cycles	Staff Cars	Light Cavalry	
Naples	6	Nil on assignment			
"	350	30	20	150	To be formed by expansion of existing Autodroppo Autonoma.
"	250	5	2	15	Development of existing 20 Autieri. including specialised vehicles
"	30	3	1	2	for organic assignment including specialised vehicles
					To be formed by overhaul of existing speciali-Florisotta Parks and Constitution and vehi-as a separate unit.
Reri	6	Nil on assignment			
"	350	3	20	150	To be formed by merging Autodroppo- lo Comandante Puglia, 147 Autoreparto Pesante and 9 Autoreparto Pesante.
"	250	5	2	15	including specialised vehicles Development of existing 9 Autieri.
"	30	3	1	2	for organic assignment Requires to be separately consti- tuted and regularised.
Palermo	6	Nil on assignment			

PROPOSED UNIT	LOCATION	PROPOSED PERSONNEL STRENGTH (Military) All Ranks	PROPOSED VEHICULAR STRENGTH		
			Motor Cycles	Staff Cars	Load Carriers
<u>COMANDO PALERMO</u>					
Divisione Salvo Mixed MT Company N° 4	Palermo	110	10	5	60
<u>COMANDO CALABRIA</u>					
(Organisation in reserve for eventual calling forward)	Catanzaro	6	Nil on assignment		
Motorisation Directorate Comando Calabria.	"	250	20	15	90
Comando Calabria Transport Company N° 5	"	150	3	2	10) included for organic assignment } special needed vehicles
Comando Calabria Static Medium Workshops N° 5	"				
Comando Calabria Reserve and Transit Park	"	20	2	1	1
<u>COMANDO SARDEGNA</u>					
(Organisation in reserve for eventual calling forward)					
Motorisation Directorate Comando Sardegna	Cagliari	6	Nil on assignment		
Comando Sardegna Transport Company	"	250	23	10	76

3)

LOCATION	PROPOSED PERSONNEL STRENGTH (Military) All Ranks	PROPOSED VEH STRENGTH			OBSERVATIONS
		Motor Cycles	Staff Cars	Load Carriers	
Palermo	110	10	5	60	Cooperate as Comando Sicilia pool MT with small service section separately and independently from I. S. Division; M.T.
Canicatt	6	Nil on assignment			On Ice
"	250	20	15	90	To be formed by merging existing Autodreg pello Comando Calabria, 179 Autoreparto and 294 Autoreparto.
"	150	3 for organic assignment	2	10 (including specialist sed vehi- cles.	To be formed from existing 66 Autogroup Misto and 31 Autoparco.
"	20	2	1	1	Requires to be separately constituted and regularized.
Agliari	6	Nil on assignment			
"	250	23 23	10 10	76 76	To be formed under MIA LC Sardinia arrangements

PROPOSED UNIT	LOCATION	PROPOSED PERSONNEL STRENGTH (Military) All Ranks	PROPOSED VEHICLE STRENGTH		
			Motor cycles	Staff Cars	Load Carriers
COMANDO SARDEGNA					
Comando Sardegna Transit Com Static Medium Workshops	Cagliari & Abbasanta	 50	3 for organic assignment	3 2	9 10 } incl spe veh
Comando Sardegna Reserve and Transit Park	Cagliari	20	2 for organic assignment	1	1

4)

LOCATION	PROPOSED PERSONNEL STRENGTH (Military) All Ranks	PROPOSED VEHICLE STRENGTH			OBSERVATIONS
		Motor cycles	Staff Cars	Light Carriers	
Cagliari & Alghero	51 50	3 for organic assignment	3 2	9 18 } including specialised vehicles	To be covered from existing 66 Autopark - ditto
Cagliari	20	2 for organic assignment	1	1	Regularisation of existing Posto Park.

PROPOSED ITI ITI M2 UNITS (ORBAT CATEGORY 1)

4266

PROPOSED UNIT	LOCATION	PROPOSED PERSONNEL STRENGTH (Military) All Ranks	PROPOSED VEHICLE STRENGTH		
			Motor cycles	Staff Cars	Load Carriers
<u>General Organisation</u>					
Motorisation Directorate War Ministry ✓	Rome	36	Nil on assignment		
War Ministry Transport Company No 1	Rome	450	75	100	150) 110
Static Workshops Central ✓	Terni	200	5	2	15 } for organic assignment) including specialised vehicles.
First Heavy Mobile Workshops ✓ Central	(mobile)	450	6	3	151 } including specialised vehicles.
ITL-ITI Driving School ✓	Rome	54	2	1	24 }
IT Spare Depot Central ✓	Rome	20	1		3
<u>Comando ROMA</u>					
Motorisation Directorate Comando Roma ✓	Rome	6	Nil on assignment		
Comando Roma Transport Company Platoon	Rome	350	35	25	150
Medium Static Workshops No 1 Rome ✓	Rome	250	5	2	15 } including specialised vehicles.
Reserve and Transit Park No 1	Rome	30	3	1	2 } for organic assignment

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4266

PROPOSED INF ANT AIR UNITS (ORGAN. CATEGORY 1)

War Ministry
Car Company

UNIT	PROPOSED PERSONNEL STRENGTH (Military) All Ranks	PROPOSED VEHICLE STRENGTH			OBSERVATIONS
		Motor cycles	Staff Cars	Load Carriers	
					75 100 20 M/c Graft Load Cars Carriers
36		M1 on assignment			Already formed but requires reorganisation
450		75	100	150)	
200		5	2	15	To be formed by merging existing SMR Auto- group and War Ministry Autogroup and all to be located in Caserma Macao.
		for organic assignment) including			
450		6	3	131	In process of formation.
		for organic assignment) including			
54		2	1	24	In process of formation.
20		1		3	Already formed.
6		M1 on assignment			Nucleus of personnel arranged but difficulty re premises. Could be housed in present War Ministry Autogroup premises if merging of that unit approved.
290		5	2	15	
		for organic assignment) including			To be formed by expansion of existing Auto- drappelle. Development of existing 8 Autieri.
30		3	1	2	Already in existence as a detachment of Au- togroup SMR and locate in Caserma Autons To be regularised and placed under o- Comando Roma.
		for organic assignment			

-2-

Implementation of Plan

10. The constitution and designation of units in accordance with attached schedule is an essential preliminary to a rollment of vehicles by means of the windshield label procedure.
11. It is proposed that paras 1 - 9 of this note together with attached schedule be forwarded to War Ministry forthwith. War Ministry to submit to this HQ in seven days detailed establishments (argued) for the organization of the units in accordance with statistics and strength prescribed.
12. Establishments when approved to be coordinated together with substance of the plan to Territorial Commands who in fifteen days will report nominal rolls (including deficiencies) and locations, premises etc. for the units prescribed.
13. MIA HQ will then send batches of blank Windshield Labels to MIA LO in each post (including Cyprus For). MIA LOs will issue Windshield Labels to IT units equal to or less than the ceilings prescribed. MIA LOs will report to MIA HQ vehicle lists of vehicles thus authorized and return spare Windshield Labels.
14. On receipt of foregoing lists MIA HQ will ~~transmit~~ issue Windshield Labels for vehicles authorized for assignment to IT-III units not in the IT category.
15. Effective given date War Ministry will issue order to Territorial Commands to order all units under their jurisdiction to turn in vehicles for which labels have not been received
 - (a) efficient vehicles to Reserve and Transit Park concerned
 - (b) inefficient vehicles to Static Motion Workshops concerned.
16. Effective the same date P.M. issues will be based exclusively on authorized vehicle totals multiplied by daily average consumption coefficients to be agreed with Pet Sec.
17. Vehicles thus accumulating in Reserve and Transit Parks will be cleared to IT-III and IT-III units under MIA HQ direction.

Provision for Liberation of Additional Force

18. The total authorized P.M. strength for IT-III IT units (4100) is disposed of in attached schedule. This is a convenient way of marshalling units control all available personnel in the driver and mechanical categories and standardizing the patterns of organization.
19. Direction is however sought as to whether the figure of 4100 will under present orders have to be made to make for IT-III IT organization in additional liberated areas.

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to MIA III vehicle lists or vehicles thus authorized and return spare Windfield Labels.

14. On receipt of foregoing lists MIA III will ~~transmit~~ issue Windfield Labels for vehicles authorized for assignment to VII-III units not in the III category.
15. Information given date War Ministry will issue order to Territorial Commands to order all units under their jurisdiction to turn in vehicles for which labels have not been received.
16. (a) efficient vehicles to Reserve and Transit Park concerned.
17. (b) inefficient vehicles to Static Military Workshops concerned.
18. Reflective the same date PCL issues will be based exclusively on authorized vehicle totals multiplied by daily average consumption coefficients to be agreed with Pot Sec.
19. Vehicles thus accumulating in Reserve and Transit Parks will be cleared to UB-III and BA-III units under MIA III direction.

Provision for Liberation of Additional Areas

18. The total authorized bottom strength for VII-III MT units (4400) is disposed of in attached schedule. This is a convenient way of marshalling under control all available personnel in the driver and mechanical categories and standardizing the patterns of organization.
19. Direction is however sought as to whether the figure of 4400 will under present orders have to be made to suffice for VII-III MT organizations in additional liberated areas.
20. Two reserves IIIa are already provided for in the schedule. If however the figure of 4400 will have to suffice for more than one Territorial IIIa in all, it will be necessary to prepare now a shadow plan for birth of additional units of each type from within the units prescribed in the schedule with simultaneous reduction in the authorized personnel and vehicle strength of the parent units.

29 Jan 52.
D.A.D.J.

8
D.A.D.J.

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Plan of Organization of VII-III AF Units

02/1001

Item 5. Plan

1. Attached is a plan of organization and proposed establishments for VII-III AF units.

2. They amount in total to:-

Personnel 4086 Military All Ranks

(4000 authorized in AG/B of 29 July 44.)

Vehicles

263 Motorcycles

216 Staff Cars

1096 Load Carriers

3. Vehicles for organic assignment to VII-III units other than those AF units will be kept to strict minimum (detailed proposals follow).

4. The basis of the plan of organization is separation of the functions of:-

- (a) transport operating
- (b) administration of vehicle reserve and transit parks
- (c) repairs organization including collection and concentration of serviceable material.

5. The Transport Company in each area will be responsible to the Ufficio Servizi of the formation concerned. MILIA H for same (see Transport Companies) and MILIA Ls in each post will operate day-to-day supervision of the vehicle details authorized by Ufficio Servizi occasional and will initiate vehicle details as may be from time to time necessary. Each Transport Company will include a small servicing section for light running repairs and adjustments.

6. The Reserve and Transit Park in each post will be responsible and furnish returns to the Ufficio Servizi of the formation concerned (copies of the returns to MILIA Ls concerned). Issues of vehicles from the Parks will take place solely by authority of MILIA H transmitted to Ufficio Servizi and by letter to Ufficio Servizi of formation concerned. The Reserve and Transit Parks will give assistance to efficient vehicles only.

7. The Static Medium Workshop in each post will be responsible to Direzione Amministrazione of the formation concerned. The Central Static Medium and First Heavy Mobile Workshops will be responsible to Direzione Amministrazione per Manutenzione. Each Workshop will operate summer day(s) for concentration of all serviceable material. O.C. Workshop will be sole authority for deciding whether a vehicle presenting at Workshop will be repaired for amount of repairable work and returned to unit or sent to other Workshop for repair.

4. The heads of the plan of organization in execution of the functions of:
 - (a) transport operations
 - (b) administration of vehicle repairs and transit parks
 - (c) vehicle organization involving collection and concentration of vehicles general.
5. The Transport Company in each area will be responsible to the Ufficio Servizio of the formation concerned, MIA in the case (the Transport Companies) and MIA in each post will operate day-to-day supervision of the vehicle details authorized by Ufficio Servizio concerned and will initiate vehicle details as may be seen time to time necessary. Each Transport Company will institute a well servicing section for light running repairs and adjustments.
6. The Reserve and Transit Park in each post will be responsible and furnish returns to the Ufficio Servizio of the formation concerned (copies of the returns to MIA in the case). Issues of vehicles from the Parks will take place solely by authority of MIA in the case transmitted to Ufficio Servizio and by letter to Ufficio Servizio of formation concerned. The Reserve and Transit Parks will give assistance to garage vehicles only.
7. The Static Medium Workshop in each post will be responsible to Direzione Automobili of the formation concerned. The Central Static Workshop and First Heavy Mobile Workshop will be responsible to Direzione Automobili War Ministry. Each Workshop will operate non-warrior shop(s) for concentration of all vehicle material. O.C. Workshop will be sole authority for deciding whether a vehicle presenting at Workshop will be repaired for account of preserving unit and returned to unit on completion, or whether it will be transferred from charge of the unit to non-dependable charge of the Workshop. Under these circumstances the various Workshops will be responsible for the condition only as to repair, cleanliness and running, and the whole of the material will be such as to be returned to the formation.
8. Vehicles restored to efficiency by Workshops and not still on charge to another unit will be classified immediately to Reserve and Transit Park. Vehicles restored to efficiency will not be retained by Workshops for varying periods as at present.
9. The Transport Company in each area will operate the workshop in bulk of MIA from GIP under direction of Ufficio Servizio of the formation concerned with MIA supervision. Sub-issues to units authorized to hold individual vehicles will be from Transport Company location to facilitate MIA control.

STATEMENT OF ACCOUNT ITALIAN ARMY VEHICLES4. / vets1. December Census

Ordnat Category	State of Vehicle	Motorcycles	Staff Cars	Landcarriers
IMI - IMI Units	Efficient	418	314	524
	Inefficient			
	Repairable	401	198	501
UB-IMI/BB-IMI Units	Efficient	159	57	379
	Inefficient			
	Repairable	156	35	199
MARONA DIVISION	Efficient	18	14	152
	Inefficient			
	Repairable	13	4	25

All above figures exclude 00.111.

2. Shipped from Sardinia (substantially excluded from December Census)

Beaconsfield to Brighton	Motorcycles	Landcarriers (excluding tractors)
	222	473

3. Still in possession of Legnano & Folgore Divisions

Estimated	Motorcycles	Staff Cars	Landcarriers
	200	20	175

4. Total Availability (efficient only)

December Census loss UB-IMI/BB-IMI	Motorcycles	Staff Cars	Landcarriers
	436	328	1136
Shipped from Sardinia	222	-	473
Legnano Folgore estimated	200	20	175
TOTAL	858	348	1783

MAINTENANCE	Efficient	13	13	152
DIVISION	Inefficient			
	Reparable	13	4	25

All above figures exclude O.M.

2. Shipped from Sardinia (substantially excluded from December Census)

Personnel field to Belgium	Motorcycles	Load carriers (excluding Tractors)
		473

3. Still in possession of Legnano & Folgore Divisions

Estimated	Motorcycles	Staff Cars	Load carriers
	200	20	175

4. Total Availability (Efficient only)

December Census less US-ITL/HR-ITL	Motorcycles	Staff Cars	Load carriers
Shipped from Sardinia	436	328	1136
Legnano (Folgore estimated)	222	-	473
TOTAL	200	20	175
	638	348	4,263

B. Commitments

Proposed for Authorization ITL-ITL ME Units

Reserve for other ITL-ITL Units: Other ITL-ITL serv. troops	Motorcycles	Staff Cars	Load carriers
3 Internal Security Divisions	263	216	1086
22 Guard Battalions			-131 (Units will be furnished)
ITIA Programs			
TOTAL			

C. Available for Boosting ITL-ITL & HR-ITL Units

By deducting commitments from present efficient availabilities	Motorcycles	Staff Cars	Load carriers
	150	20	154

PLUS ROLK OF FUTURE WORKSHOP OUTPUT

20 Jan 45
Oct/30

Subject :- WORKSHOP REPAIR OPERATION.

1. In view of the present state of Italian transport maintenance together with the other difficulties of spares etc. very heavy loads are being put upon the small workshop organisation at present available.

2. In order to utilise this workshop organisation to its utmost and so relieve the transport difficulties investigation has been made of all the circumstances leading to this condition. It has been found that no clear cut organisation exists and therefore the following recommendations are made to rectify this and from past experience of this new type of operation it will give the best results from difficult circumstances:

1) Maintenance in units according to task system (already in your hands) with the sole responsibility to unit commanders to ensure that this is properly carried out.
No repairs will be undertaken in unit lines but application will be made to nearest workshop immediately occasion or any doubt arises without any authority.

2) Light Workshops. The function of these small shops is to carry out small repairs up to a maximum of two days duration after it has been ascertained that spares necessary can be obtained immediately. Basically these repairs will prevent large repairs.

3) Medium Shops. These are established at strategic points and will deal with repairs that will take up to seven days after it has been ascertained that spares necessary are available.

4) Heavy Shops mobile or Static. These shops will carry out repairs of any type considered economical after it is ascertained that spares necessary can be obtained. To ensure smooth running of these lines of repair it is necessary to classify every vehicle that requires repair in one of the following categories :-

Class I^ Small repair up to 2 days.

Class II^ Medium repair up to 7 days.

Class III^ Large repair or complete overhaul limited in time only by spares situation.

Class IV^ Vehicles not economically repairable. Vehicles not repairable for any reason and considered of greater value if demolished. +

3. The procedure of all workshops immediately a vehicle arrives for repair is to test and examine, classify, and according to its state make necessary efforts to obtain spares placing vehicle in a small park adjoining in order of classification.

- 2 -

DRR

In the event of a workshop receiving any vehicle which is beyond its laid down limit of repair it will immediately communicate the position to the next higher workshops and area D.A.R. who will make arrangements for the vehicle in question to be moved to the suitable workshops for repair or place for later demolition.

With this method of operation it is obvious that only one person at any establishment can decide the repairs necessary and classify a vehicle. The workshop officer in every instance will be the deciding factor for the classification of vehicles and when any vehicle is over Class II^A or for any other sound reason such as a large waiting list for repairs/spares, he will retain the vehicle and fill in the prescribed form stating reasons that the vehicle is beyond local repair and hand a receipted copy to unit concerned who will immediately arrange to strike the vehicle off strength and ask for replacement.

All repairs accepted at any workshop will be dealt with in strict order of arrival, and priorities, if any, will only be arranged by the D.A.R. after consultation with the workshop officer of the workshop concerned.

This scheme automatically controls spare parts and tyres because repairs will not be carried out by units who therefor will not require them and leaves workshops demands only. In workshops demands, to ensure correct classification (i.e. that lines will not exceed their limits) demands for spares will be made only to the higher workshop which, in fact, is that light shops apply to medium shops who will demand on main store.

Also light shops will look upon the nearest medium shop as its parent unit and the co-operation of these units with either or any outside unit will be adjusted by the D.A.R. of area concerned.

All workshops will make a daily return to the D.A.R. Area concerned stating with full details the following positions:

- 1) Vehicles by Regt or Unit, Targa N^o, type etc. received for any reason into workshops.
- 2) Vehicles repaired and handed over by Regt. or Unit, Targa N^o, type etc. with brief note of repair and material consumed.
- 3) Vehicles written off from units and form of state attached 4261
- 4) Vehicles held in park by classification N^o, Targa etc. awaiting repair or for demolition.

D.A.R. will compile a complete summary of these items, and forward to M.O.W. weekly, who will in turn tabulate and be able to adjust workshop and recovered parts supply by a regular system of contact from any part of the country.-

DADME

MINISTERO DELLA GUERRA
Direzione Generale della Motorizzazione
- 2^a Div. - 4^a Sez. -

N° _____ P.M. 3800, li _____

O C C E T T O: Disciplina delle riparazioni auto.-

AI COMANDI MILITARI (in continente)
AI COMANDO MILITARE DELLA SICILIA
TUTTI
P.M. 72

e, per conoscenza:
AL MINISTERO DELLA GUERRA - GABINETTO - S E D E
ALLO STATO MAGGIORE R.E. - Uff. Servizi - P.M. 3800
ALLA DELEGAZIONE "A" DELLO S.M.R.E. P.M. 185
ALLA DELEGAZIONE "T" DELLO S.M.R.E. P.M. 179

In seguito ad accordi con la LAND FORCES SUB COMMISSION (M.M.I.A.) e in previsione della prossima entrata in azione in continente di un Parco Automobilistico (mobile), l'organizzazione delle riparazioni automobilistiche dovrà attuarsi con i seguenti criteri:

1°) - I reparti automobilistici - ivi compresi gli Autodrappelli dei Comandi di qualunque grado - abbiano o no in dotazione autoficine - devono limitarsi alle operazioni di ripassatura o piccole riparazioni chiaramente e dettagliatamente elencate nell'allegato 1 alla presente circolare.

Questa disposizione ha carattere tassativo e la responsabilità disciplinare ed amministrativa delle infrazioni ricade personalmente sul Comandante del Reparto Automobilistico o sul Capo di S.M. del Comando di G.U. (per gli Autodrappelli) che ha in carico l'automezzo.

Quando le riparazioni sono di entità superiore, gli auto-

4280

AL MINISTERO DELLA GUERRA - GABINETTO - S E D E
ALLO STATO MAGGIORE R.E. - Uff. Servizi - P.M. 3800
ALLA DELEGAZIONE "A" DELLO S.M.R.E. P.M. 185
ALLA DELEGAZIONE "T" DELLO S.M.R.E. P.M. 179

In seguito ad accordi con la LAND FORCES SUB COMMISSION (M.M.I.A.) e in previsione della prossima entrata in azione in continente di un Parco Automobilistico (mobile), l'organizzazione delle riparazioni automobilistiche dovrà attuarsi con i seguenti criteri:

1°) - I reparti automobilistici - ivi compresi gli Autodrappelli dei Comandi di qualunque grado - abbiano o no in dotazione autoficine - devono limitarsi alle operazioni di ripassatura o piccole riparazioni chiaramente e dettagliatamente elencate nell'allegato 1 alla presente circolare.

Questa disposizione ha carattere tassativo e la responsabilità disciplinare ed amministrativa delle infrazioni ricade personalmente sul Comandante del Reparto Automobilistico o sul Capo di S.M. del Comando di G.U. (per gli Autodrappelli) che ha incarico l'automezzo.

Quando le riparazioni sono di entità superiore, gli autoveicoli inefficienti devono, previa autorizzazione del comando militare competente, essere versati al più vicino degli enti qui di seguito indicati:

- 8° Centro Riparazioni e Recupero Auto
- 9° Raggruppamento Autieri
- 10° Raggruppamento Autieri
- 66° Autogruppo
- Parco Automobilistico
- 38° Officina Mobile Pesante

R o m a
B a r i
Napoli
Catanzaro Sala
T e r n i
Macerata

2°) - Tali Enti fanno esaminare all'atto della consegna gli automez-

./.

zi ricevuti dall'ufficiale direttore della propria officina che li classifica in una delle seguenti categorie:

a) - Automezzi giudicati ripristinabili con una media riparazione (1^a categoria). Introdotti senz'altro nell'officina per essere prontamente riparati e restituiti all'Ente versante nel giro di pochi giorni.

Le caratteristiche delle medie riparazioni sono chiaramente specificate nell'allegato 2.

b) - Automezzi abbisognevoli invece di grande riparazione o che per indisponibilità dei materiali o parti di ricambio o gomma-tura richiedono per ripararli e rimetterli in circolazione tempo maggiore di quello previsto in detto allegato (2^a categoria). Dovranno essere accantonati in un parco autoguasti da costituire presso ciascuno degli Enti sopra indicati.

c) - Automezzi non riparabili (3^a categoria). Devono essere accantonati a parte dello stesso parco autoguasti, per la successiva demolizione o alienazione.

In modo strettamente analogo si regoleranno per i propri autoveicoli gli Enti sopra indicati ai quali, (ad eccezione del Parco di Terni), non è consentita la grande riparazione.

Il Comando Militare della Sicilia e la Delegazione "T" dello S.M.R.E. (per il territorio di Firenze) provvederanno in analogia, e in relazione ai mezzi di riparazione a loro disposizione. - Punto essenziale è la costituzione di parchi autoguasti, bene sorvegliati, in attesa di poter organizzare anche nei territori di rispettiva competenza, un servizio riparazioni adeguato.

4259

La decisione del grado di riparazione necessaria ad ogni

per indisponibilità dei materiali o parti di ricambio o gomma-
tura richiedono per ripararli e rimetterli in circolazione
tempo maggiore di quello previsto in detto allegato (2° cate-
goria). Dovranno essere accantonati in un parco autoguai
da costituire presso ciascuno degli Enti sopra indicati.
c) - Automezzi non riparabili (3° categoria). Devono essere
accantonati a parte dello stesso parco autoguai, per la
successiva demolizione o alienazione.

In modo strettamente analogo si regoleranno per i pro-
pri autoveicoli gli Enti sopra indicati ai quali, (ad eccezio-
ne del Parco di Terni), non è consentita la grande riparazione.

Il Comando Militare della Sicilia e la Delegazione "M"
dello S.M.R.E. (per il territorio di Firenze) provvederanno
in analogia, e in relazione ai mezzi di riparazione a loro di-
sposizione. - Punto essenziale è la costituzione di parchi au-
toguai, bene sorvegliati, in attesa di poter organizzare an-
che nei territori di rispettiva competenza, un servizio ripa-
razioni adeguato.

4259

La decisione del grado di riparazione necessaria ad ogni
autoveicolo, spetta esclusivamente all'ufficiale direttore del-
l'officina, che ne risponde tecnicamente e disciplinarmente.

3°) - Le gomme degli autoveicoli immessi nei parchi autoguai do-
vranno esseresmontate, raccolte e classificate, osservando ri-
gidamente le norme di cui alla circolare 25100/22 del 7 dicem-
bre 1944 di questo Ministero - Direzione Generale della Moto-
rizzazione.

./.

4°) - Le norme precedenti valgono anche per le autovetture, qualunque sia l'Ente cui appartengono.

5°) - Quando gli autoveicoli dovranno entrare in un parco autoguidati, gli Enti di cui al n° 1 ne daranno comunicazione all'Ente interessato e a questo Ministero, affinché se ne possa disporre la sostituzione.

6°) - Gli autoveicoli efficienti nella parte meccanica e inefficienti per gomme, dovranno essere posti sui cavalletti: le loro gomme immagazzinate come detto al precedente n°3.

Mensilmente i Comandi in indirizzo ne signaleranno, numero e tipo a questo Ministero, indicando numero e misura delle gomme necessarie per la loro rimessa in circolazione.

Tutti questi autoveicoli dovranno essere sicuramente efficienti nella parte meccanica: e ciò per garantire che, non appena disponibili le gomme, possano rientrare subito in circolazione.

7°) - Dei costituenti parchi autoguidati saranno strettamente responsabili i Comandi degli Enti di cui al n° 1.

Per evitare che, dopo qualche tempo, i parchi autoguidati si trasformino in cimiteri, i predetti Comandi cureranno:

- a) - un rigoroso servizio di guardia armata, per la sorveglianza;

- b) - l'asportazione e l'immagazzinamento, per una regolare manutenzione di: - dinamo - motorini d'avviamento - pompe d'iniezione - carburatori - batteria accumulatori - magneti - spinterogeni - candele d'ignition.

Resta inteso che queste parti, asportate dai veicoli in attesa di riparazione, dovranno essere conservate in magazzini.

ti per gomme, dovranno essere posti sui cavalletti: le loro gomme immagazzinate come detto al precedente n°3.

Mensilmente i Comandi in indirizzo ne segneranno, numero e tipo a questo Ministero, indicando numero e misura delle gomme necessarie per la loro rimessa in circolazione.

Tutti questi autoveicoli dovranno essere sicuramente efficienti nella parte meccanica: e ciò per garantire che, non appena disponibili le gomme, possano rientrare subito in circolazione.

7°) - Dei costituendi parchi autoguasti saranno strettamente responsabili i Comandi degli Enti di cui al n° 1.

Per evitare che, dopo qualche tempo, i parchi autoguasti si trasformino in cimiteri, i predetti Comandi cureranno:

- a) - un rigoroso servizio di guardia armata, per la sorveglianza;

- b) - l'asportazione e l'immagazzinamento, per una regolare manutenzione di: - dinamo - motorini d'avviamento - pompe d'iniezione - carburatori - batteria accumulatori - magneti - spinterogeni - candele d'accensione.

Resta inteso che queste parti, asportate dai veicoli in attesa di riparazione, dovranno essere conservate in magazzino per il ripristino di tali veicoli e non essere impiegate altrimenti.

8°) - I Comandi Militari in indirizzo forniranno agli Enti di cui al n°1) - tutti i mezzi - guardie, materiali di recinzione, ecc., necessari per l'attuazione di quanto sopra, prendendo, per le guardie armate, preventivi accordi con l'ufficiale di

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collegamento della M.M.I.A.-

9)) - Venga data esplicita assicurazione che, col 1° gennaio 1945, saranno attuate le presenti prescrizioni, *primando autono che, a partire da tale numero autunno sufficienti per andare a grande riparazione, forte autunno primo reparto o enti autunno letture.*

P. IL MINISTRO

AUTOCICLISTI

Compiti :- ripassature, piccole riparazioni, manutenzione -

- La ripassatura consiste nelle piccole operazioni di messa a punto dei vari organi di cui un autoveicolo è costituito.-

- Piccole riparazioni sono considerate :-

1 - Motore :-

- a) - smontaggio testa, raschiatura incrostazioni, smerigliatura, fresatura e rettifica delle sedi valvole e delle valvole; cambio guarnizione testa, registrazione distribuzione, valvole e punterie e loro sostituzione; sostituzione dei cuscinetti di biella (assolutamente eccezionale da farsi col solo smontaggio della coppa).-
- b) - Riparazione al ventilatore; sostituzione cuscinetti, cinghie.-
- c) - Pompa acqua: cambiare alberino, premistoppa, cambiare manicotti - Radiatore: cambiare la guarnizione agli elementi scomponibili, saldatura e tamponatura delle masse radianti, lavaggio disincrostante.-
- d) - Circolazione olio: cambio delle tubazioni, filtri, messa a punto, cambio guarnizione pompa, molla trasmissione movimento, sostituzione pompa.-
- e) - Circolazione del carburante: registrazione del carburatore, pulizia ed ispezione filtri aria e benzina, riparazione dei dispositivi di livello; cambio guarnizioni e reccordi, sostituzione del carburatore. Alimentatori: ispezione del dispositivo di depressione e di pressione, riparazione e verifica pompa alimentazione.- Rubinetti: smerigliatura dei coni.-
- f) - Accensione: regolazione dei dispositivi di interruzione, distribuzione e anticipo, sostituzione cavetti e capicorda, verifica fase, manutenzione batterie.-
- g) - Equipaggiamenti elettrici: ispezione dei collettori, cambio delle spazzole, motorini di avviamento, dinamo e dispositivi di regolazione.-
- h) - Saldature varie: brasature, cuciture, saldatore all'alluminio.-
- i) - Iniezione: sostituzione di valvoline tenuta pompe, molle iniettori, iniettori, messa in fase della pompa sui motori.-

- tura e rettificazione delle sedi valvole e delle valvole; cambio guarnizione testa, registrazione distribuzione, valvole e punterie e loro sostituzione; sostituzione dei cuscinetti di biella (assolutamente eccezionale da farsi col solo smontaggio della coppa)/-
- b) - Riparazione al ventilatore; sostituzione cuscinetti, cinghie.-
- c) - Pompa acqua: cambiare albero, premistoppa, cambiare manicotti - Radiatore: cambiare la guarnizione agli elementi scomponibili, saldatura e tamponatura delle masse radianti, lavaggio disincrostante.-
- d) - Circolazione olio: cambio delle tubazioni, filtri, messa a punto, cambio guarnizione pompa, molla trasmissione movimento, sostituzione pompa.-
- e) - Circolazione del carburante: registrazione del carburatore, pulizia ed ispezione filtri aria e benzina, riparazione dei dispositivi di livello; cambio guarnizioni e reccordi, sostituzione del carburatore. Alimentatori: ispezione del dispositivo di depressione e di pressione, riparazione e verifica pompa alimentazione.- Rubinetti: smerigliatura dei coni.-
- f) - Accensione: regolazione dei dispositivi di interruzione, distribuzione e anticipo, sostituzione cavetti e capicorda, verifica fase, manutenzione batterie.-
- g) - Equipaggiamenti elettrici: ispezione dei collettori, cambio delle spazzole, motorini di avviamento, dinamo e dispositivi di regolazione.-
- h) - Saldature varie: brasature, cuciture, saldatore all'alluminio.-
- i) - Iniezione: sostituzione di valvoline tenuta pompe, molle iniettori, iniettori, messa in fase delle pompe sui motori.-
- 2 - Frizione: sostituzione dei dischi e delle guarnizioni.- Operazioni di registrazione.-
- 3 - Cambio di velocità : Riparazione tiranti e dispositivi di comando e bloccaggio marce.-
- Giunto cardanico : sostituzione boccole e cuscinetti, cambio del giunto, sostituzione di dischi flessibili.-

.../...

.../..

- 5 - Differenziale :- verifica premistoppa semi assi.-
- 6 - Freni : cambio rivestimento freni, regolazione, sostituzione morsetti e tiranti; regolazione freni idraulici, cambio guarnizioni e liquido.-
- 7 - Sospensioni : cambio di foglie per balestre, di cavalletti e staffe, centinatura delle balestre.-
- 8 - Sterzo : registrazione barre e tiranti, sostituzione perni a sfera degli snodi, cambio boccole, chiocciole, registrazione coppia elicoideale, registrazione comandi vari.-
- 9 - Telaio :- raddrizzatura magnoni, piccole saldature, riparazione del gancio di traino.-
- 10 - Carrozzeria : riparazioni varie di lieve entità alle centine, ferromenta, listelli, cuscini, teloni, capotes, cassoni e sportelli.-
- 11 - Gomme : vulcanizzazione camere d'aria, cambio valvole.-
- 12 - Ruote :-raddrizzare cerchi, ribadire chiodature, cambio colonnette tamburi.-
- 13.- Varie : filettare, tornire, adattare bulloni, ravvivare filetti, fare boccole e perai, spine, spessori forare fino 25 mm., forgiare feramenta varie, riparare ferramenta, catene di traino, catene antisdrucciolevoli, cancelli, staffe, attrezzi, ecc. sostituire guarnizioni varie

Note - Caratteristica fondamentale delle ripassature e delle piccole riparazioni :-

- disponendo dei materiali e dei ricambi eventualmente occorrenti, l'assenza del servizio dell'autoveicolo non deve essere superiore a 2 giorni

OFFICINE TIPO "A" e O.M.P.

Compiti :- medie riparazioni

Sono considerate "medie riparazioni":-

- scavalamento e sostituzione dei gruppi meccanici.-

Motore - tutte le riparazioni che non comportino:- smontaggio e rettifica dell'albero motore, dell'albero della distribuzione, dei cilindri - smontaggio e rettifica pompe iniezioni.-

Frizione:- tutte le riparazioni -

Cambio di velocità:- tutte le riparazioni che non comportino rettifica di ingranaggi e saldature al carter -

Ponte differenziale:- come per il cambio velocità -

Organi guida, sospensioni, freni, alberi trasmissioni, giunti:- tutte le riparazioni -

Equipaggiamento elettrico:- tutte le riparazioni che non comportino lo smontaggio della dinamo e dei motorini di avviamento, o rifacimento di batterie d'ac.-
cumulatori -

Gommature:- vulcanizzazione di camere d'aria - rappresentature di coperture (solo riparazioni provvisorie) -

Note - Caratteristiche fondamentali della media riparazione :-

disponendo di tutti i ricambi necessari, non deve mai durare più di 4 giorni, e cioè 40 ore lavorative.-4255

SE/1004

SECRET

Subject: Reorganization of Italian Army HQ
(IPI - IPI Formations).

ADST

(3 copies)

Copy to -
 DADME.

1. Attached is an incomplete draft letter for eventual A/9 origination to War Ministry outlining the future set-up on IPI - IPI HQ.
2. The draft has been produced in its present rough form as a basis for discussion and eventual agreement with Maj. Hall before his return to Sardinia and for coordination with Italian Army 'RAME Charter' now being prepared by Gen. Alberti for Major Hall's consideration.
3. After Major Hall's agreement has been obtained to attached draft (with modifications as necessary) we can work out in further detail the contents of para 8 of draft herewith, both as regards the exact mechanics of reorganization in the case of Rome and Naples and the full story in the case of the other areas. Liaison with G(SD) will also be necessary.
4. I visualize that the method of completing para 8 will be:-
Paris (including Turin) visit by DADT.
Sicily draft herewith to be submitted to respective
Sardinia HQ HQs for completion.
5. Target date for effective realization of structure outlined in attached draft to be 31 Jan 44, which will give us a framework into which to fit subsequent vehicle re-allotments on the basis of the Census returns.

18 Dec 44
 GCE/JMD

D.A.D. 17
 4254

Revised - Hall - Papanicolaou

discussion and eventual agreement with Maj. Hall before his return to Sardinia and for coordination with Italian Army 'ARMY Charter' now being prepared by Gen. Aliberti for Major Hall's consideration.

After Major Hall's agreement has been obtained to attached draft (with modifications as necessary) we can work out in further detail the contents of para 3 of draft herewith, both as regards the exact mechanics of reorganisation in the case of Rome and Naples and the full story in the case of the other areas. Liaison with G(SD) will also be necessary.

4. I visualise that the method of completing para 8 will be:-

Bari (including Tarento) visit by DAME.

Stoilly

Sardinia

draft herewith to be submitted to respective MIA ICs for completion.

5. Target date for effective realisation of structure outlined in attached draft to be 31 Jan 44, which will give us a framework into which to fit subsequent vehicle re-allotments on the basis of the Census returns.

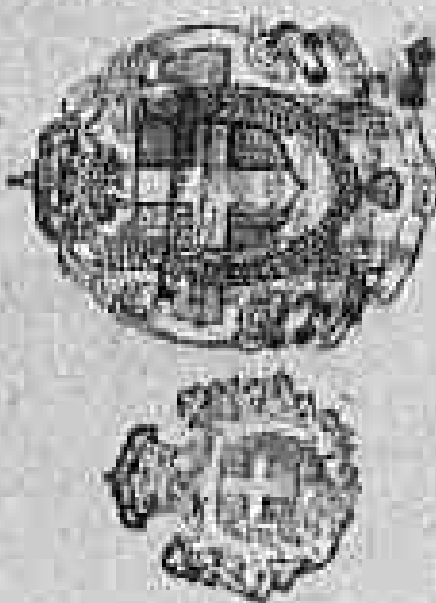
18 Dec 44
OCP/STB

4254

Presented - Hall - Papamano

on 19 Dec 44

Def 12



MINISTERO DELLA GUERRA

50/ba.

Gabinetto

Ord. N. 12/10/1944

313-VI-5

Responsa all'ed.

Roma,

dicembre 1944

Dir. Sei. N. 1

Oggetto: Istruzione amministrativa n. 14 -

Al

COMANDO MILITARE LAZIO, UMBRIA E ABRUZZI

AL COMANDO MILITARE CAMPANIA

AL COMANDO MILITARE PUGLIA E LUCANIA

AL COMANDO MILITARE CALABRIA

AL COMANDO MILITARE SICILIA

AL COMANDO MILITARE SARDEGNA

AL COMANDO ITALIANO 212

AL NUCLEO DELLA DELEGAZIONE "A" S.M.R.E.

ALLA DELEGAZIONE "T" DELLO S.M.R.E.

ALLA 209^a DIVISIONE

ALLA 210^a DIVISIONE

ALLA 227^a DIVISIONE

ALLA 228^a DIVISIONE

ALLA 231^a DIVISIONE

AL QUARTIER GENERALE DELLO S.M. GENERALE

AL QUARTIER GENERALE DELLO S.M. R.E.

AL QUARTIER GENERALE DEL MINISTERO GUERRA

ALL'AUTOGRUPO DI FORMAZIONE DELLO S.M.R.E.

e, per conoscenza:

ALLO STATO MAGGIORE GENERALE

ALLO STATO MAGGIORE R. ESERCITO

AL COMANDO GENERALE CC.RR.

ALLA DIREZIONE GENERALE MOTORIZZAZIONE

Seguito circolare 305064/C.A. del 23 c.m. -

313-VI-5

I- Trasretto, per la piena osservanza, le seguenti norme che completano lo stralcio dell'istruzione amministrativa n. 14, comunicato con la circolare qui faccio seguito.

ROMA
P.M. 3400
BARI
CATANZARO
P.M. 72
P.M. 75/A
P.M. 181
P.M. 185
P.M. 151
P.M. 185
P.M. 179
P.M. 186
P.M. 16
P.M. 151
P.M. 151
P.M. 151
P.M. 151

P.M. 151
P.M. 151
ROMA
SEDE

4253

AL COMANDO MILITARE CAMPANIA
 AL COMANDO MILITARE PUGLIA E BUCARIA
 AL COMANDO MILITARE CALABRIA
 AL COMANDO MILITARE SICILIA
 AL COMANDO MILITARE SARDEGNA
 AL COMANDO ITALIANO 212
 AL NUCLEO DELLA DELEGAZIONE "A" S.M.R.E.
 ALLA DELEGAZIONE "T" DELLO S.M.R.E.
 ALLA 209^a DIVISIONE
 ALLA 210^a DIVISIONE
 ALLA 227^a DIVISIONE
 ALLA 228^a DIVISIONE
 ALLA 231^a DIVISIONE
 AL QUARTIER GENERALE DELLO S.M. GENERALE
 AL QUARTIER GENERALE DELLO S.M.R.E.
 AL QUARTIER GENERALE DEL MINISTERO GUERRA
 ALL'AUTOGRUPPO DI FORMAZIONE DELLO S.M.R.E.
 e, per conoscenza:
 ALLO STATO MAGGIORE GENERALE
 ALLO STATO MAGGIORE R. ESERCITO
 AL COMANDO GENERALE CO. RR.
 ALLA DIREZIONE GENERALE MOTORIZZAZIONE

ROMA
 P.L. 3400
 BARI
 CATANZARO
 P.L. 72
 P.L. 75/A
 P.L. 181
 P.L. 185
 P.L. 151
 P.L. 185
 P.L. 179
 P.L. 186
 P.L. 16
 P.L. 151
 P.L. 151
 P.L. 151
 P.L. 151
 P.L. 151
 ROMA
 SEDE

(provvede alle consegna il Cor. Milit. Campania)
 4253

Seguito circolare 305064/C.A. del 22 c.m. -
 513-11-5

I- Trasmetto, per la piena osservanza, le seguenti norme che completano lo stralcio dell'istruzione amministrativa n. 14, comunicato con la circolare cui faccio seguito.

II - Registrazione degli automezzi:

a)- a censimento ultimato, tutti gli automezzi censiti saranno annotati dalla Land Forces Sub Commission A.C. (L.M.F.A.) che terrà in merito una documentazione permanentemente aggiornata. Analoga documentazione sarà tenuta dalla direzione generale della motorizzazione di questo ministero;

b)- gli automezzi efficienti censiti ed attualmente in carico

./././.

ai comandi, reparti ed enti del ministero della guerra, saranno muniti di un'etichetta (vedi esemplare allegato "G") da applicarsi nel modo indicato nel seguente paragrafo d).

Tale etichetta:

- verrà rilasciata dalla I.T.S.C. - A.C. (M.M.I.A.);
- costituirà l'unica autorizzazione per la circolazione e l'impiego degli automezzi stessi;
- sarà riferita all'automezzo cui è assegnata e non potrà, quindi, essere trasferita da un automezzo ad un altro;

c)- tutti gli altri automezzi di origine e di proprietà italiana (cfr. capo III della circolare cui faccio seguito), saranno ritirati dai comandi, reparti ed enti che attualmente li hanno in carico, secondo quanto è detto nei capi seguenti;

d)- l'etichetta di cui al precedente paragrafo b) sarà applicata:

- per gli automezzi da trasporto (sia di persone che di materiali);
- all'angolo superiore destro della parte interna del parabrezza;
- per i motocicli e per le motocarrozzette:

ove possibile:

- ... Per i motocicli: in posizione evidente nella parte anteriore della motocicletta, previa introduzione in una buca impermeabile con frontespizio trasparente;
- ... per la motocarrozzetta: sia per il motociclo, sia per il sidecar - fornito annesso esso di una etichetta - secondo quanto è detto sopra per i motocicli.
- ... Le buste impermeabili occorrenti saranno provviste direttamente dai comandi, reparti ed enti interessati;
- ... altrimenti:

- ... i conduttori dei motocicli e delle motocarrozzette dovranno sempre avere con loro le etichette di cui trattasi in modo da esibirle subito ad ogni richiesta degli organi o persone all'uopo delegati.

III - Automezzi non registrati:

- ... A partire da una data che verrà in seguito notificata dalla M.M.I.A., qualsiasi automezzo di origine e di proprietà italiana che sarà trovato in circolazione senza l'etichetta di cui al precedente capo II, verrà requisito dalla polizia alleata o da quella italiana le quali ne faranno rispettivamente rapporto alla M.M.I.A. e al ministero guerra - Direzione Generale delle Motorizzazioni. Tale disposizione sarà applicata indipendentemente dal fatto che gli automezzi senza etichetta siano guidati o meno da militari (italiani o alleati) oppure da civili.

IV - Cassione degli automezzi:

... dal comando, repartiti su enti che attualmente li hanno in carico, secondo quanto è detto nei capi seguenti;

d) - l'etichetta di cui al precedente paragrafo b) sarà appiccata;

- per gli automezzi da trasporto (sia di persone che di materiali): all'angolo superiore destro della parte interna del parabrezza;

- per i motocicli e per le motocarrozzette:

... ove possibile:

... Per i motocicli: in posizione evidente nella parte anteriore della motocicletta, previa introduzione in una incisa impermeabile con frontespizio trasparente;

... Per le motocarrozzette: sia per il motociclo, sia per il sidecar - fornito anche esso di una etichetta - secondo quanto è detto sopra per i motocicli.

... Le buste impermeabili occorrenti saranno provviste direttamente dai comandi, reparti ed enti interessati;

altrimenti:

... i conduttori dei motocicli e delle motocarrozzette dovranno sempre avere con loro le etichette di cui trattasi in modo da esibirle subito ad ogni richiesta degli organi o persone all'uopo delegati.

III - Automezzi non registrati:

A partire da una data che verrà in seguito notificata dalla M.M.I.A., qualsiasi automezzo di origine e di proprietà italiana che sarà trovato in circolazione senza l'etichetta di cui al precedente capo II, verrà requisito dalla polizia alleata o da quella italiana le quali ne faranno rispettivamente rapporto alla M.M.I.A. e al Ministero Guerra - Direzione Generale della Motorizzazione. Tale disposizione sarà applicata indipendentemente dal fatto che gli automezzi senza etichetta siano guidati o meno da militari (italiani o alleati) oppure da civili.

IV - Cessione degli automezzi:

Le richieste di cessioni permanenti di automezzi da una unità ad un'altra saranno inoltrate dallo S.M.R.F. - Ufficio Servizi - alla M.M.I.A., servendosi del modulo conforme all'allegato "p".

V - Eccedenze e deficienze automezzi:

Gli organici degli automezzi delle unità dell'Esercito saranno riesaminati.

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Fratteanto gli automezzi extra organico o eccedenti ai bisogni effettivi delle unità stesse, saranno ritirati.

Sarà invece provveduto al ripianamento delle deficienze ancora in atto presso i comandi, reparti ed enti del Ministero Guerra.

Gli automezzi eventualmente eccedenti saranno versati in "par-chi riserva" la cui ubicazione verrà notificata, in seguito, a cura della Direzione Generale della Motorizzazione di questo ministero.

Nessun prelevamento potrà essere effettuato da detti parchi senza l'autorizzazione della diriz. generale anzidetta la quale provvederà in merito, d'accordo con la M.M.I.A., servendosi del modulo conforme all'allegato "E".

VI - Demolizione di automezzi e ricupero di parti di ricambio:

Qualora gli automezzi di cui trattasi vengano a trovarsi in condizioni tali da rendere antieconomica la loro riparazione, la direzione generale della motorizzazione - servendosi del modulo conforme all'allegato "F" - prenderà accordi con la M.M.I.A. per demolire tali automezzi e ricuperare le parti di ricambio.

Le parti di ricambio, gli utensili e gli accessori recuperati dalla demolizione degli automezzi e ancora utilizzabili, saranno reim-piegati o immagazzinati secondo le disposizioni che darà la direzione generale della motorizzazione.

La direzione generale anzidetta segnerà tali recuperi alla M.M.I.A., limitatamente ai gruppi meccanici completi recuperati.

VII - Versamento e sostituzione di automezzi:

Gli automezzi abbisognevoli di grandi riparazioni saranno avviati direttamente alle apposite officine a cura dei comandi militari regionali o di grandi unità. (1)

Detti comandi segneranno tempestivamente alla direzione generale della motorizzazione tali movimenti.

La direzione generale della motorizzazione provvederà a darne notizia alla M.M.I.A. servendosi del modulo allegato "G".

Gli automezzi versati saranno designati dal carico dei comandi, reparti ed enti interessati. A tali automezzi, in nessun caso, potranno essere tolte singole parti o gli accessori.

Per provvedere alla sostituzione degli automezzi versati la direzione generale della motorizzazione si servirà del modulo allegato "H" oppure - d'intesa con lo S.M.R.L. - di quello "J".

Ultimate le riparazioni degli automezzi versati, la ripetuta direzione generale ne darà notizia alla M.M.I.A. a mezzo del modulo - in duplice copia - conforme all'allegato "H".

La M.M.I.A. darà successivamente le istruzioni per il ritiro dalle officine e l'ulteriore destinazione degli automezzi stessi.

4232

VI - Demolizione di automezzi e ricupero di parti di ricambio:

Qualora gli automezzi di cui trattasi vengano a trovarsi in condizioni tali da rendere antieconomica la loro riparazione, la direzione generale della motorizzazione - servendosi del modulo conforme all'allegato "F" - prenderà accordi con la M.M.I.A. per demolire tali automezzi e recuperare le parti di ricambio.

Le parti di ricambio, gli utensili e gli accessori recuperati dalla demolizione degli automezzi e ancora utilizzabili, saranno reimpiantati o immagazzinati secondo le disposizioni che darà la direzione generale della motorizzazione.

La direzione generale anzidetta segnalerà tali recuperi alla M.M.I.A., limitatamente ai gruppi meccanici completi recuperati.

VII - Versamento e sostituzione di automezzi:

Gli automezzi obsolescenti di grandi riparazioni saranno avviati direttamente alle apposite officine a cura dei comandi militari regionali o di grandi unità. (1)

Detti comandi segnaleranno tempestivamente alla direzione generale della motorizzazione tali movimenti.

La direzione generale della motorizzazione provvederà a darne notizia alla M.M.I.A. servendosi del modulo allegato "G".

Gli automezzi versati saranno depennati dal carico dei comandi, reparti ed enti interessati. A tali automezzi, in nessun caso, potranno essere tolte singole parti o gli accessori.

Per provvedere alla sostituzione degli automezzi versati la direzione generale della motorizzazione si servirà del modulo allegato "G" oppure - d'intesa con lo S.M.R.L. - di quello "D".

Ultimate le riparazioni degli automezzi versati, la ripetuta direzione generale ne darà notizia alla M.M.I.A. a mezzo del modulo - in duplice copia - conforme all'allegato "H".

La M.M.I.A. darà successivamente le istruzioni per il ritiro delle officine e l'ulteriore destinazione degli automezzi stessi.

VIII - Rapporti situazione degli automezzi:

Tutti i comandi, reparti ed enti del Ministero della Guerra dovranno compilare un rapporto situazione mensile (conforme all'allegato "I").

(1) I quartieri generali del Ministero della Guerra e dello Stato Maggiore Generale e l'autogruppo di formazione dello S.M.R.L. provvederanno tramite la direzione generale della motorizzazione.

Detto rapporto situazione dovrà riferirsi al 10 di ciascun mese e, tramite i comandi militari regionali o di Grandi Unità, dovrà essere trasmesso in triplice copia, entro il 10 di ogni mese - alla direzione generale della motorizzazione (1) la quale ne invierà una copia alla M.M.I.A. entro il 15 di ogni mese ed una copia allo S.M.R. E.

IX - Assegnazioni di carburante e di lubrificanti:
Tali assegnazioni saranno fatte sulla base del numero di auto-

mezzi in servizio nel periodo considerato e per i motivi seguenti:

- a) - impiego operativo (incluso l'addestramento);
- b) - impiego normale per servizi di reparto;
- c) - servizi straordinari (solo per i G.G.H.R.).

Il quantitativo di carburante e lubrificante da assegnare dipenderà altresì dalla completezza e dalla accuratezza di compilazione dei rapporti situazione di cui al precedente capo VIII.

X - Copertoni e camere d'aria:

La distribuzione di copertoni e camere d'aria sarà fatta, d'accordo con la M.M.I.A., a cura della Direzione Generale della Motorizzazione.

XI - Parti di ricambio e accessori:

Data l'estrema scarsità di parti di ricambio, la direzione generale della motorizzazione disporrà per la più oculata e giustificata distribuzione.

La direzione generale stessa provvederà a tenere aggiornato un elenco delle parti essenziali e cioè dei gruppi meccanici completi.

XII - Prego segnare ricevuta. -

IL SOTTOSEGRETARIO DI STATO

penderà altresì dalla completezza e dalla accuratezza di compilazione dei rapporti situazione di cui al precedente capo VIII.

X - Copertoni e camere d'aria:

La distribuzione di copertoni e camere d'aria sarà fatta, d'accordo con la M.L.I.A., a cura della Direzione Generale della Motorizzazione.

XI - Parti di ricambio e accessori:

Data l'estrema scarsità di parti di ricambio, la direzione generale della motorizzazione disporrà per la più oculata e giustificata distribuzione.

La direzione generale provvederà a tenere aggiornato un elenco delle parti essenziali e cioè dei gruppi meccanici completi.

XII - Prego segnare ricevuta. -

IL SOTTOSEGRETARIO DI STATO

(1) I quartieri generali del Ministero della Guerra e dello Stato Maggiore Generale e l'Autogruppo di formazione dello S.M.R.E. lo trasmetteranno direttamente alla direzione generale della motorizzazione. -

65
66

ADIA LAND FORCES SUE COMMISSION - A.C. (M.H.I.A.)

FILE NO

DATA:

Si richiede l'autorizzazione ad effettuare la sotto indicata cessione permanente di autoveicoli.

GRUPPO AUTOREZZI	MODEL REGI- CIRC ITALIANO	ETICHETTA M.M.I.A. N°	DA (NOME DEL REFARTO)	A (NOME DEL RE PARTO)
				4251

Le ragioni di questa casazione sono le seguenti:

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ALLIANCE FOR THE AMERICAN LAND FORCES SUB COMMISSION - A.C. (M.M.I.A.)

DATE

[illegible]

4250

..... per il Ministro

RICHIESTA DI DEMOLIZIONE DI AUTOMEZZI NON RIFARABILI PER OTTENERE
PARTI DI RICAMBIO

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

ROMA

III. No

DATA:

Si richiede l'autorizzazione di demolire i sottoportati automezzi per ottenerne parti di ricambio, dato che le condizioni degli automezzi stessi rendono antieconomica ogni loro riparazione.

GRUPPO AUTOMEZZI	NUMERO DEL RE- GISTRO ITALIA=	ETICHETTA M.M. I.A.	IN CARICO A...! (NOME DEL REPAR- TO)	!(DA RIEMPIRE DALLA A..M.I.a.) DEFENATO DAL CARICO (date)
	No	No		

Le parti di ricambio utilizzabili, i vari elementi e gli accessori saranno notificati - nelle loro parti essenziali - a demolizione ultimata.

Si accludono le etichette rilasciate per ciascuno dei seguenti elen-

cati automezzi.

4249

657

DZB

[illegible]

Le parti di ricambio utilizzabili, i vari elementi e gli accessori saranno notificati - nelle loro parti essenziali - a demolizione ultimata.

Si escludono le etichette rilasciate per ciascuno dei seguenti elen-
ti automezzi.

..... per il Ministro

343-VI-15

Ministero Guerra - Gabinetto

COMUNICAZIONE DI VERSAMENTO DI AUTOMEZZI

ADILLA LAND FORCES SUB COMMISSION - A.C. - (M.M.I.A.) R O M A

PLATE IV.

DATA:

Si comunica che i sottototati automezzi, non riparabili coi mezzi delle unità, sono stati versati per la grande riparazione alle officine a fianco di ciascun automezzo indicate.

GRUPPO AUTOMOBILI	NUMERO DEL REGI- STRO ITALIANO	ETICHETTA M.M.I.A. n.	IN CARICO A (nome del re- per to)	UBICAZIONE DELL'OFFICI- NA IN CUI L'AUTOMOBILIZO E' STATO VERSATO -
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4248

..... per il Ministro

Sono stati completamente riparati i seguenti automezzi per i quali si richiedono disposizioni circa il ritiro e l'ulteriore destinazione.

[illegible]

..... per il Ministro

OGGETTO: Invio di automezzi.

Dalla: L.F.S.C. - A.O. (K.M.I.A.)

ROMA 1944



AL MINISTERO DELLA GUERRA

Inviaste il su menzionato automezzo alla destinazione indicata.

Gli autista/i necessari ad effettuare la consegna del veicolo/i devono essere da voi procurati.

Ten. Col. RASC
L.F.S.C.-A.C. (M.M.I.A.)

Allegato "I" alla circolare n.

313 -

RAPPORTO SITUAZIONE DEGLI AUTOMEZZI CON LA DIMOSTRAZIONE DELLA LORO DISLOCAZIONE AL

R E P A R T O		Grado, cognome e nome del comandante		Dislocazione (con il riferimento al n° del foglio, quadra)	
A U T O M E Z Z I				AUTOMEZZI DIS	
automezzi secondo il tipo	sigla del gruppo di automezzi	organico di guerra degli automezzi	n° degli automezzi in carico	inefficienti alla da- ta del rapporto	inutilizzati al venuti nel mese preced.
				per grandi riparazio- ni	per medie piccoli- riparazioni
				per mancan- za di cop. e camere d'aria	versati
					presi in carico
Autofficine di cui dispone il reparto		n° degli automez- zi di cui si com- pone l'autoffici- na		Reparto al quale si appoggia per le ripa- razioni	
				4246	
				N° totale degli automezzi N° degli automezzi giornali	

(I)- Dovrà essere compilato mensilmente da ogni ente che ha automezzi in carico. Sarà
M.M.I.A. a cura della Direzione Generale della motorizzazione del Ministero della

Allegato "I" alla circolare n. 313 - VI - 5 /C.A. Ministero Guerra - Gabinetto

VEZZI CON LA DIMOSTRAZIONE DELLA LORO DISLOCAZIONE AL 1°.....1944 (19

Cognome e nome Comandante		Dislocazione (con il riferimento alla carta topografica: n° del foglio, quadrante ecc.)			
Z I		AUTOMEZZI DISTACCATI DAL REPARTO			
Movimenti avvenuti nel mese preced.		tipo-sigla del gruppo - n° degli automezzi		Dislocazione (reparto e riferimento alla carta topografica)	
per medie piccole parazioni	per mancan- za di cop. e camere d'aria	versati	presi in carico		
				N O T E	
Reparto al quale si appoggia per le ripa- razioni		N° totale degli automezzi di cui dispone il reparto.			
		N° degli automezzi giornalmente inefficienti			
9477					

ilmente da ogni ente che ha automezzi in carico. Sarà inviato il 15 di ogni mese alla
ione Generale della motorizzazione del Ministero della Guerra.



50/bq.

Prod. No. 12106

517

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OCCETTO: Istruzione amministrativa n. 14 -

Roma.
dicembre 1944

Div. _____

AL COMANDO MILITARE LAZIO, UMBRIA E ABRUZZI	ROMA	P. M. 3400
AL COMANDO MILITARE CAMPANIA	BARI	P. M. 151
AL COMANDO MILITARE PUGLIA E LUCANIA	CATANZARO	P. M. 72
AL COMANDO MILITARE CALABRIA		P. M. 75/A
AL COMANDO MILITARE SICILIA		P. M. 181
AL COMANDO MILITARE SARDEGNA		P. M. 185
AL COMANDO ITALIANO 212		P. M. 151
AL NUCLEO DELLA DELEGAZIONE "A" S. M. R. E.		P. M. 185
ALLA DELEGAZIONE "P" DELLO S. M. R. E.		P. M. 179
ALLA 209 ^a DIVISIONE		P. M. 186
ALLA 210 ^a DIVISIONE		P. M. 16
ALLA 227 ^a DIVISIONE		P. M. 151
ALLA 228 ^a DIVISIONE		P. M. 151
ALLA 231 ^a DIVISIONE		P. M. 151
AL QUARTIER GENERALE DELLO S. M. GENERALE		P. M. 151
AL QUARTIER GENERALE DELLO S. M. R. E.		P. M. 151
AL QUARTIER GENERALE DEL MINISTERO GUERRA		P. M. 151
ALL'AUTOGRUPPO DI FORMAZIONE DELLO S. M. R. E.		P. M. 151
e, per conoscenza:		
ALLO STATO MAGGIORE GENERALE		P. M. 151
ALLO STATO MAGGIORE R. ESERCITO		P. M. 151
AL COMANDO GENERALE C. C. R. E.		P. M. 151
ALLA DIREZIONE GENERALE MOTORIZZAZIONE		P. M. 151

Seguito circolare 305084/C.A. del 22 C.M. -
313-VI-5

1- Trasmetto, per la piena osservanza, le seguenti note che completano lo stralcio dell'istruzione amministrativa n. 14, emanata con la circolare qui faccio seguito.

AL COMANDO MILITARE LAZIO, UMBRIA E ABRUZZI
 AL COMANDO MILITARE CAMPANIA
 AL COMANDO MILITARE PUGLIA E LUCANIA
 AL COMANDO MILITARE CALABRIA
 AL COMANDO MILITARE SICILIA
 AL COMANDO MILITARE SARDEGNA
 AL COMANDO ITALIANO 212
 AL NUCLEO DELLA DELEGAZIONE "A" S.M.R.E.
 ALLA DELEGAZIONE "T" DELLO S.M.R.E.
 ALLA 209^a DIVISIONE
 ALLA 210^a DIVISIONE
 ALLA 227^a DIVISIONE
 ALLA 228^a DIVISIONE
 ALLA 231^a DIVISIONE
 AL QUARTIER GENERALE DELLO S.M.GENERALE
 AL QUARTIER GENERALE DELLO S.M.R.E.
 AL QUARTIER GENERALE DEL MINISTERO GUERRA
 ALL'AUTOGRUPPO DI FORMAZIONE DELLO S.M.R.E.
 e, per conoscenza:
 ALLO STATO MAGGIORE GENERALE
 ALLO STATO MAGGIORE R. ESERCITO
 AL COMANDO GENERALE CC.MR.
 ALLA DIREZIONE GENERALE MOTORIZZAZIONE

Seguito circolare 305034/C.A. del 22 c.m. -
 313-VI-5

I- Trasmetto, per la piena osservanza, le seguenti note che completano lo stralcio dell'istruzione amministrativa N.14, comunicata con la circolare cui faccio seguito.

II - Registrazione degli automezzi:

a)- a censimento ultimato, tutti gli automezzi censiti saranno annotati dalla Land Forces Sub Commission A.C. (M.M.I.A.) che terrà in merito una documentazione permanentemente aggiornata. Analoga documentazione sarà tenuta dalla direzione generale della motorizzazione di questo Ministero;

b)- gli automezzi efficienti censiti ed attualmente in carico

./././.

ROMA
 P.M. 3400
 BARI
 CATANZARO
 P.M. 72
 P.M. 75/A
 P.M. 181
 P.M. 185
 P.M. 151
 P.M. 135
 P.M. 179
 P.M. 186
 P.M. 16
 P.M. 151
 P.M. 151
 P.M. 151
 P.M. 151
 P.M. 151
 P.M. 151
 P.M. 151
 ROMA
 SEDE

(provvede alla consegna il Com. Milit. Campania)

si comandi, reparti ed enti del ministero delle guerre, saranno muniti di un'etichetta (vedi esemplare allegato "c") da applicarsi nel modo indicato nel seguente paragrafo d).

Tale etichetta:

- verrà rilasciata dalla L.F.S.C. - A.C. (M.M.I.A.);
- costituirà l'unica autorizzazione per la circolazione e l'impiego degli automezzi stessi;
- sarà riferita all'automezzo cui è assegnata e non potrà, quindi, essere trasferita da un automezzo ad un altro;

c) - tutti gli altri automezzi di origine e di proprietà italiana (cfr. capo III della circolare cui faccio seguito), saranno ritirati dai comandi, reparti ed enti che attualmente li hanno in carico, secondo quanto è detto nei capi seguenti;

d) - l'etichetta di cui al precedente paragrafo b) sarà applicata;

- per gli automezzi da trasporto (sia di persone che di materiali): all'angolo superiore destro della parte interna del parabrezza;

- per i motocicli e per le motocarrozzette: ove possibile;

- Per i motocicli: in posizione evidente nella parte anteriore della motocicletta, previa introduzione in una busta impermeabile con frontespizio trasparente;

- per le motocarrozzette: sia per il motociclo, sia per il sidecar - fornito anche esso di una etichetta - secondo quanto è detto sopra per i motocicli.

Le buste impermeabili occorrenti saranno provviste direttamente dai comandi, reparti ed enti interessati;

altrimenti:

i conduttori dei motocicli e delle motocarrozzette dovranno sempre avere con loro le etichette di cui trattasi in modo da esibirle subito ad ogni richiesta degli organi o persone all'uopo delegati.

III - Automezzi non registrati:

A partire da una data che verrà in seguito notificata dalla M.M.I.A., qualsiasi automezzo di origine e di proprietà italiana che sarà trovato in circolazione senza l'etichetta di cui al precedente capo II, verrà requisito dalla polizia alleata o da quella italiana le quali ne faranno rispettivamente rapporto alla M.M.I.A. e al Ministero Guerra - Direzione Generale della Motorizzazione. Tale disposizione sarà applicata indipendentemente dal fatto che gli automezzi senza etichetta siano guidati o meno da militari (italiani o alleati) oppure da civili.

IV - Cessione degli automezzi:

- d) - l'etichetta di cui al precedente paragrafo b) sarà applicata:
- per gli automezzi da trasporto (sia di persone che di materiali): all'angolo superiore destro della parte interna del parabrezza;
 - per i motocicli e per le motocarrozzette:

ove possibile:

- per i motocicli: in posizione evidente nella parte anteriore della motocicletta, previa introduzione in una busta impermeabile con frontespizio trasparente;
 - per le motocarrozzette: sia per il motociclo, sia per il sidecar - fornito anche esso di una etichetta - secondo quanto è detto sopra per i motocicli.
- Le buste impermeabili occorrenti saranno provviste direttamente dai comandi, reparti ed enti interessati;

altrimenti:

i conduttori dei motocicli e delle motocarrozzette dovranno sempre avere con loro le etichette di cui trattasi in modo da esibirle subito ad ogni richiesta degli organi o persone all'uopo delegati.

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IV - Cessione degli automezzi:

Le richieste di cessioni permanenti di automezzi da una unità ad un'altra saranno inoltrate dallo S.M.R.N. - Ufficio Servizi - alla M.M.I.A., servendosi del modulo conforme all'allegato "a".

V - Eccesso e deficienze automezzi:

Gli organici degli automezzi delle unità dell'Esercito saranno riesaminati.

./.

Praintanto gli automezzi extra organico o eccedenti ai bisogni effettivi delle unità stesse, saranno ritirati.

Sarà invece provveduto al ripianamento delle deficienze ancora in atto presso i comandi, reparti ed enti del Ministero Guerra.

Gli automezzi eventualmente eccedenti saranno versati in "par-chi riserva" la cui ubicazione verrà notificata, in seguito, a cura della Direzione Generale della Motorizzazione di questo Ministero.

Nessun prelevamento potrà essere effettuato da detti parchi senza l'autorizzazione della direz. generale anzidetta la quale provvederà in merito, d'accordo con la M.M.I.A., servendosi del modulo conforme all'allegato "E".

VI - Demolizione di automezzi e ricupero di parti di ricambio:

Qualora gli automezzi di cui trattasi vengano a trovarsi in condizioni tali da rendere antieconomica la loro riparazione, la direzione generale della motorizzazione - servendosi del modulo conforme all'allegato "F" - prenderà accordi con la M.M.I.A. per demolire tali automezzi e recuperare le parti di ricambio.

Le parti di ricambio, gli utensili e gli accessori recuperati dalla demolizione degli automezzi e ancora utilizzabili, saranno rein-piegati o immagazzinati secondo le disposizioni che darà la direzione generale della motorizzazione.

La direzione generale anzidetta segnerà tali recuperi alla M.M.I.A., limitatamente ai gruppi meccanici completi recuperati.

VII - Versamento e sostituzione di automezzi:

Gli automezzi abbinabili di grandi riparazioni saranno av-viati direttamente alle apposite officine a cura dei comandi militari regionali o di grandi unità. (1)

Detti comandi segneranno tempestivamente alla direzione ge-nerale della motorizzazione tali movimenti.

La direzione generale della motorizzazione provvederà a darne notizia alla M.M.I.A. servendosi del modulo allegato "G".

Gli automezzi versati saranno depennati dal carico dei coman-di, reparti ed enti interessati. A tali automezzi, in nessun caso, po-tranno essere tolte singole parti o gli accessori.

Per provvedere alla sostituzione degli automezzi versati la di-rezione generale della motorizzazione si servirà del modulo allegato "F" oppure - d'intesa con lo S.M.R.E. - di quello "D".

Ultimate le riparazioni degli automezzi versati, la ripetuta direzione generale ne darà notizia alla M.M.I.A. a mezzo del modulo - in duplice copia - conforme all'allegato "H".

La M.M.I.A. darà successivamente le istruzioni per il ritiro dalle officine e l'ulteriore destinazione degli automezzi stessi.

VI - Demolizione di automezzi e ricupero di parti di ricambio:

Qualora gli automezzi di cui trattasi vengano a trovarsi in condizioni tali da rendere antieconomica la loro riparazione, la direzione generale della motorizzazione - servendosi del modulo conforme all'allegato "F" - prenderà accordi con la M.M.I.A. per demolire tali automezzi e recuperare le parti di ricambio.

Le parti di ricambio, gli utensili e gli accessori recuperati dalla demolizione degli automezzi e ancora utilizzabili, saranno reimpiagati o immagazzinati secondo le disposizioni che darà la direzione generale della motorizzazione.

La direzione generale anzidetta segnerà tali recuperi alla M.M.I.A., limitatamente ai gruppi meccanici completi recuperati.

VII - Versamento e sostituzione di automezzi:

Gli automezzi bisognevoli di grandi riparazioni saranno avviati direttamente alle apposite officine a cura dei comandi militari regionali o di grandi unità. (1)

Detti comandi segneranno tempestivamente alla direzione generale della motorizzazione tali movimenti.

La direzione generale della motorizzazione provvederà a darne notizia alla M.M.I.A. servendosi del modulo allegato "G".

Gli automezzi versati saranno deperennati dal carico dei comandi, reparti ed enti interessati. A tali automezzi, in nessun caso, potranno essere tolte singole parti o gli accessori.

Per provvedere alla sostituzione degli automezzi versati la direzione generale della motorizzazione si servirà del modulo allegato "E" oppure - d'intesa con lo S.M.R.E. - di quello "G".

Ultimate le riparazioni degli automezzi versati, la ripetuta direzione generale ne darà notizia alla M.M.I.A. a mezzo del modulo in duplice copia - conforme all'allegato "H".

La M.M.I.A. darà successivamente le istruzioni per il ritiro dalle officine e l'ulteriore destinazione degli automezzi stessi.

VIII - Rapporti situazione degli automezzi:

Tutti i comandi, reparti ed enti del Ministero della Guerra dovranno compilare un rapporto situazione mensile (conforme all'allegato "I").

./.

(1) I quartieri generali del Ministero della Guerra e dello Stato Maggiore Generale e l'autogruppo di formazione dello S.M.R.E. provvederanno tramite la direzione generale della motorizzazione.

Detto rapporto situazione dovrà riferirsi al 1° di ciascun mese e, tramite i comandi militari regionali o di Grandi Unità, dovrà essere trasmesso in triplice copia, entro il 10 di ogni mese - alla direzione generale della motorizzazione (1) la quale ne invierà una copia alla M.M.I.A. entro il 15 di ogni mese ed una copia allo S.M.R. E.

IX - Assegnazioni di carburante e di lubrificanti:

Tali assegnazioni saranno fatte sulla base del numero di auto-mezzi in servizio nel periodo considerato e per i motivi seguenti:

- a) - impiego operativo (incluso l'addestramento);
- b) - impiego normale per servizi di reparto;
- c) - servizi straordinari (solo per i CC.RR.).

Il quantitativo di carburante e lubrificante da assegnare dipenderà altresì dalla completezza e dalla accuratezza di compilazione dei rapporti situazione di cui al precedente capo VIII.

X - Copertoni e camere d'aria:

La distribuzione di copertoni e camere d'aria sarà fatta, d'accordo con la M.M.I.A., a cura della Direzione Generale della Motorizzazione.

XI - Parti di ricambio e accessori:

Data l'estrema scarsità di parti di ricambio, la direzione generale della motorizzazione disporrà per la più oculata e giustificata distribuzione.

La direzione generale stessa provvederà a tenere aggiornato un elenco delle parti essenziali e cioè dei gruppi meccanici completi.

XII - Prego segnare ricevuta. -

IL SOTTOSEGRETARIO DI STATO

c) - servizi e lubrificante da assegnare al-
Il quantitativo di carburante e lubrificante da assegnare al-
penderà altresì dalla completezza e dalla accuratezza di compilazione
dei rapporti situazione di cui al precedente capo VIII.

X - Copertoni e camere d'aria:

La distribuzione di copertoni e camere d'aria sarà fatta, d'ac-
cordo con la M.M.I.A., a cura della Direzione Generale della Motoriz-
zazione.

XI - Parti di ricambio e accessori:

Data l'estrema scarsità di parti di ricambio, la direzione ge-
nerale della motorizzazione disporrà per la più oculata e giustifica-
ta distribuzione.

La direzione generale stessa provvederà a tenere aggiornato
un elenco delle parti essenziali e cioè dei gruppi meccanici completi.

XII - Prego segnare ricevuta. -

IL SOTTOSEGRETARIO DI STATO

(1) I quartieri generali del Ministero della Guerra e dello Stato
Maggiore Generale e l'Autogruppo di formazione dello S.M.R.E. lo
trasmetteranno direttamente alla direzione generale della motoriz-
zazione. -

4 copy to ADST for transmission 19
to Post 10 Nov 44

TO: ADST
FROM: ADST
SUBJECT: ITALIAN ARMY VEHICLES

10/10/44

1. The present note is based on two months' day-to-day working at the headquarters in close contact with the Italian Army U.S. problems related to previous investigation while in Italy field appointments.
2. This experience has steadily brought me to the conclusion that a productive utilization of the existing Italian Army road transport forces and facilities will divert attention of such organizations are both seriously hampered by the present disposition for the control of Italian Army U.S. at the current headquarters in Rome and in the regional headquarters. The latter departments, although appears to be responsible in order to get quickly to grips with the problems involved.
3. This question arises often in connection with the scheme for transport and regulation of all Italian Army vehicles and the subsequent control procedures has not been officially tested. I am strongly of the opinion that in order to carry through successfully this project and obtain from it practical benefits it is essential first to make certain changes in the command and regulatory organization.
4. The situation so far created internally in the War Ministry in regard to the General and Legislative orders issued constitutes a real and very serious, of the current distribution. As my present duties require I must General Office to discuss with of his executive responsibilities could be responsible for action in the transportation aspect. The reply has been given that the matter will be the concern of one of the divisions in General Office's personal staff (Lt. Col. Vignani). Departmental responsibility has not been declared, and in present conditions I very much doubt whether it can be.
5. Certain basic elements in the present Italian Army U.S. situation are stated. The Army divisions of approximately 4000 vehicles of all types in various stages of deterioration in the liberated part of the peninsula and in the islands. Italian divisions of U.S. technical equipment, stores and spare (mainly general-kind) are also available. The personnel (i.e. the Italian) authorized for U.S. organization in the 37th-47th Categories are present in 14/0 of 20 July 44 and consist of 4400 all ranks subdivided into 2310 regular services and 1070 drivers and U.S. units.
6. The problem of maintaining a relatively small strength of roadworthy vehicles out of a large fleet of trucks and securing their optimum utilization is by its nature one that calls for a high degree of efficiency in organization. In the case of Italian Army U.S. this inherent difficulty of the problem is accentuated by various additional factors -

(a) the distribution of organization and resources that are the appropriate

7. (cont'd).

(a) General Control

Control of reserve vehicles, control of pool transport operating companies, assignment and transfer of vehicles

(b) Reserve and Pool Vehicles

Collection and maintenance of incident vehicles, classification, repairs, return of repaired vehicles to reserve, control of spare parts and repair especially accident-hand

(c) Administration of P.V. Control and Allocation(d) Responsibility of Staff

(i.e., duties required for the purpose in addition to duties needed for tasks operating for other involving (over)).

Administration of driver holding companies and training centers.

There is a close inter-relationship between these functions, and it is essential for policy and action on all of them to be at all times effectively coordinated.

2. The second Section may organization for handling this work is briefly as follows.

As headquarters the first function in para 7 is noted in this operating through the Headquarters Administration which is a sub-section of Vehicle Control. The Vehicle Administration of this section in collaboration with various departments of the for questions of administration (general control of vehicles). The three other functions are noted in various departments in the Ministry of War. In each department General there is an official (under the Vice Chief of Staff) which is the general manager of vehicles involved in the and with the latter themselves primarily deals. In each department there is also a Technical Administration which is the general manager of Vehicles Administration in the Ministry of War. In each department General there is a pool transport operating company (Autonomous, Autopropelled and other) which is responsible directly to the Vehicle Control of the General and through that office to the. There is also in each General a Departmental General responsible to the Ministry of War, Administration, which is a separate company handling personnel and M.V. Control, P.V., driver training and holding companies. Generally speaking the Departmental General also handles the parts that reserve vehicles are held (since there is no one else to do the work). As a result of this vital function of reporting reserve vehicles from time to time available and issue of instructions for their assignment tends to be handled both by the Department Administration of each General working to the

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id. c. drivers required for all full purposes in addition to drivers needed for units operating for all other handling (except).

Administration of driver holding companies and training centers.

There is a close interdependence between these functions, and it is essential for policy and action on all of them to be at all times effectively coordinated.

5. The present Mexican Army organizations for handling this work is basically as follows.

At headquarters the first function in para 7 is vested in the operating through the Inter-American Commission (which is a subdivision of the United States). The United States Commission of the United States in collaboration with various departments of the United States government of automobile industry and/or vehicles. The three other functions are vested in Mexican departments in the Ministry of War. In each of these departments General there is an United States (under the Vice Chief of Staff) which is the operating unit of the United States in the United States and with whom the United States is directly dealing. In each of these departments there is also a Mexican, Administrative which is the operating unit of Mexican administration in the Ministry of War. In each of these departments there is a pool of trained operating company (Inter-American, Administrative, etc.) which is responsible directly to the United States of the United States and through that office to the United States. There is also in each of these departments a United States representative to the Inter-American Commission, which is a representative company handling vehicles and U.S. drivers, and, Mexican Training and Handling Companies. Generally however the Inter-American Commission also handles the pool of trained vehicles which are held (some there is no one else to do the work). As a result of this vehicle and team of Inter-American for their management work to be handled both by the Inter-American Commission of each General working to the Inter-American Commission and by United States of the United States working to the United States. Finally there are the vehicles in possession of units in the area of the Inter-American Commission, which are located in the Inter-American Commission of the United States for their and their line supplies and provision of spare and parts. Inter-American system are handled by Inter-American agencies (Mobile Light Reconnaissance) which are assigned to units and formations by United States Inter-American units (in spite of the fact that their function is specifically technical).

6. Even from this brief paper description it will be apparent that the present Mexican Army organization on U.S. is involved. It might be argued that the acquisition of functions described could be to some extent facilitated by reference to the division in our own organization between transport policy and operating (U and W) and technical maintenance (U and W). This argument is however perhaps weakened by the specifically technical and physical character of the U.S. problem at present facing the United States as outlined in para 6, which obviously involves maintenance. Certainly we can speak of the present Mexican Army as a result of Inter-American contact over several years in that the organization is oriented to the problem on hand, and that in consequence communications and other difficulties are regarded instead of

10. The remedy for this state of affairs is to stop kindling disputes. It consists in bringing all executive or executive functions (as defined in para 7 above) both in home and in the regional domain under one hat. Specifically to transfer the transfer of the executive functions of provinces executed by the provincial legislatures of home to the provincial legislatures under central authority, and a corresponding addition to the functions of the provincial legislatures in the regions. This will not mean that there would be discussion from concerning the proper rights or methods of the policy and organization, particularly in the matter of external affairs which is one of the special concerns. This it would mean that the negotiation of trade and monetary matters would be treated through a single channel at headquarters and down through the regional boards.

11. A plan of organization embodying this conception is contained in Appendix A. It would be necessary for each of the functional sections of the headquarters headquarters to contain at least three staff sections, excepting of course no staff responsibilities from each section will get out into the field and build up a staff and production contact with their respective functional headquarters administrative in each region. The third step is appointing this organization would be to list the persons responsible for each function of headquarters and in the regions and include them. They in turn could then verify the units and individuals supplying their function in each region and conduct the problem of this organization (conduct of research) and personnel and equipment administration. Substantially identical procedure could be applied to the communication between the functional sections in each region and headquarters. The whole proposed in fact is not one of revolutionary change, but essentially a process of tidying up and modernization.

12. Such a proposed reorganization would be more greatly facilitated by the operation of the Public Companies and Legislation, in which 1992 would have the Transport General, National of Investments and in the field. National bank a reorganization of the Council is likely to be both prolonged and inaccurate, and the proposed subsequent standard measures are needed.

13. To be therefore recommended that the present Water and Sewerage & drainage be forthwith transferred to Council Control for the year 1904-05.

10 200 100

W.C. Since relations between SAS and Ministry of War are understood to be a matter of some delicacy it should be made clear to General Gault that the present proposals are an SAS conception. Although many of the considerations leading to the present conclusions have been discussed with General Alberti (as with the other officers concerned), he has at no time made any suggestion of taking over additional functions nor has any suggestion been brought to him. It is entirely an SAS recommendation. (It would also be necessary in order to enable General Alberti to do justice to the extended scope of the Ministero Generale di Intendimentone in police: him as soon as possible of his present exact job as Director General of Artillery. This I understand is already completed).

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REPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICTREPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICT

State of the Union of the United States of America
 Department of the Army
 Military Road Engineering District

REPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICT

Control of
 reserve
 vehicles,
 control of
 post transport
 operating
 equipment,
 assignment
 and transfer
 of vehicles.

REPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICT

(Including Division II of
 the Motor Vehicle)

Collection
 and maintenance
 of motor
 vehicle records,
 classification,
 repair, return
 of repaired
 vehicles to
 reserve, control
 of spare parts
 and types
 especially
 essential.

REPORT ON WORK OF THE MILITARY ROAD ENGINEERING DISTRICT

Records
 and
 classification

888A

APPENDIX A

BUREAU OF PUBLIC ROADS AND TRANSPORT DEVELOPMENT

BUREAU OF PUBLIC ROADS AND TRANSPORT DEVELOPMENT

BUREAU

BUREAU OF PUBLIC ROADS AND TRANSPORT DEVELOPMENT
BUREAU OF PUBLIC ROADS AND TRANSPORT DEVELOPMENT
BUREAU OF PUBLIC ROADS AND TRANSPORT DEVELOPMENT
BUREAU OF PUBLIC ROADS AND TRANSPORT DEVELOPMENTFUNCTIONSControl of
reserve
vehicles,
control of
pool transport
operation,
assignments
and transfers
of vehicles.FUNCTIONS
AND
REMARKS(Existing Division II of
Motorization)Collection
and maintenance
of inventory
of motor vehicles,
classification,
repair, return
of repaired
vehicles to
reserve, control
of spare parts
and tires
especially
essential.REMARKSRemarks
and
Distribution

883A

FUNCTIONS(Existing
Division I of
Motorization)Present functions
plus provision
of drivers i.e.
control of
driver training
centers and
holding compen-
ies.FUNCTIONS(Existing Division
III of Motorization)Present
functions i.e.
legal and
financial.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
AEC 394

POL Instruction
No 4

ASE/hp

1. The guiding principle which Petroleum Section AFHQ has adopted in making allocations of petroleum products for civilian consumption in Italy has been that of providing the minimum essential for the maintenance of civil order and health with such increase as has been deemed necessary for the revival and rehabilitation of certain industrial plants which contribute directly to the waging of the war.

2. It is already clear that under the sanction of ACC, the rehabilitation of additional industrial and commercial activities is now taking place. Each of these schemes necessitates the provision of additional quantities of petroleum products, at least for the transport of raw materials or finished products if not in the actual production of the articles themselves.

3. To provide the required petroleum, it is necessary to demand over four months in advance. Up to now the huge stocks imported for the Allied Forces have provided reserves which have covered developments which have taken place without special provision being made in advance. The time will soon arrive when these reserves will no longer be available.

4. It is, therefore, necessary to ensure that for each scheme of rehabilitation or development beyond the scale indicated in paragraph 1 above, a detailed estimate of petroleum requirements is made and that sanction for this increased demand is notified to Pet.Sec. in time for action to be taken to import the extra quantities required.

5. Sub-Commissions or Sections of ACC who are responsible for rehabilitation programmes which require POL whether for transportation of fuel or otherwise in the manufacture or processing should therefore submit bids at least five months in advance and preferably more. Full justification must be given.

6. In the case of POL for transportation bids should be made through Transportation Sub-Commission and these for industrial purposes through Industry Sub-Commission etc... Consolidated bids will be forwarded to Commerce Sub-Commission in duplicate for onward transmission to Petroleum

2. It is already clear that under the sanction of A.C.C. tation of additional industrial and commercial activities is now taking place. Each of these schemes necessitates the provision of additional quantities of petroleum products, at least for the transport of raw materials or finished products if not in the actual production of the articles themselves.

3. To provide the required petroleum, it is necessary to demand over four months in advance. Up to now the huge stocks imported for the Allied Forces have provided reserves which have covered developments which have taken place without special provision being made in advance. The time will soon arrive when these reserves will no longer be available.

4. It is, therefore, necessary to ensure that for each scheme of rehabilitation or development beyond the scale indicated in paragraph 1 above, a detailed estimate of petroleum requirements is made and that sanction for this increased demand is notified to Pet.Sec. in time for action to be taken to import the extra quantities required.

5. Sub-Commissions or Sections of A.C.C. who are responsible for rehabilitation programmes which require P.O.L. whether for transportation of for fuel or otherwise in the manufacture or processing should therefore submit bids at least five months in advance and preferably more. Full justification must be given.

6. In the case of P.O.L. for transportation bids should be made through Transportation Sub-Commission and these for industrial purposes through Industry Sub-Commission etc... Consolidated bids will be forwarded to Commerce Sub-Commission in duplicate for onward transmission to Petroleum Section.

7. The preparation of detailed estimates of petroleum requirements for specific factories or industries is not always a simple matter and Pet.Sec. will be glad to assist A.C.C. in checking any estimates prepared by Italian organisations.

8. Advice on oils required for industrial purposes such as machinery lubrication (other than automotive), processing etc... can be obtained from C.I.P., Via del Tritone, 181, Rome, who have an Industrial Oils department.

For the Chief Commissioner:

A.G. ANTOLINI
Acting Deputy Chief of Staff
Economic Section

Distribution: See reverse side.

Distribution:

1. Chief of Staff

2. Economic Section:

Agriculture S/O

Food

Finance

Labour

Industry

Commerce

Public Works &

Utilities S/O

Transportation S/O

Shipping

3. Civil Affairs Section

Local Government S/O

Public Safety

Public Health

Legal

Education

Monuments

Fine Arts &

Archives

Patriots Branch

Displaced persons

& Repatriation

4. Independent Sub-Commissions

Navy

Army

Air

Communications

& IFOW

5. Establishment Section6. Political Section7. Petroleum Section R.A.A.C.

Subject: Control of Vehicle Assignments in Naples

B/4.

20 Oct 44

To:

Gen. Mario Gervasi, Naples Automobiles

Copy:

Dir. Gen. della Motorizzazione, Ministry of War,
AREA 10, NaplesA/O AREA 10, 53/223/24Military Mission Italian Army,
ROME.

Tel: Rome 488034 EXT 506.

1. During recent tour of inspection in Naples it was apparent that the control of vehicle assignments in Naples is still not as clear-cut as it should be.

2. It was stated:-

- (a) that there are unneeded authorizations outstanding for 10 vehicles for Compagnia di Motorizzazione di Casapiano di Napoli, 2 for Divisione Artiglieria Campagna, 1 for Divisione Carcio Campagna.
- (b) that within the last two weeks official vehicles have been released from Casapiano, 1 to Mario Minicci, 1 to Autodirezione autonoma di Casapiano Campagna.
- (c) that unneeded authorizations are still also outstanding for vehicles for GME and Autonoma di Area di Roma.

3. Corresponding authorizations for assignments from this MI cannot be readily traced in this office, although it is not wished to state categorically that the assignments quoted in para 2 are out of order. Most superiors and discussion of the problem in latest visits to Naples show that there is a very considerable time-lag between authorizations being in force and their execution in Naples, and any of the assignments in para 2 may be explicable accordingly.

4. It was also stated in Naples that in the past it was sometimes necessary to cancel against authorizations received from independent vehicles in anticipation of their being required, and this practice was already found to operate against the time-lag and likely to result in confusion and waste of resources.

5. In order to clear up the whole position once and for all, the following action will now be taken:-

- (a) on receipt of this letter you will request the Director of Area 10 to cancel all assignments of vehicles from Naples outstanding should be regarded as cancelled.

Approved by: 14
- See slip in T/1

0374

100%

- (a) that there are unaccounted authorizations outstanding for 10 vehicles for Compenda di Motorizzazioni di Carabinieri di Napoli, 2 for Divisione Antigliaccia Campania, 1 for Divisione Centro Campania.
 - (b) that within the last two weeks efficient vehicles have been released from Legnano, 1 to Lazio Division, 1 to Auto-Magello Automezzi di Caserta Campania.
 - (c) that unaccounted authorizations are still also outstanding for vehicles for SIM and Automezzi di Roma di Roma.
3. Corresponding authorizations for assignments from this IM cannot be readily traced in this office, although it is not wished to state categorically that the assignments noted in para 2 are out of order. Past experience and discussion of the problem on latest visit to Naples show that there is a very considerable time-lag between authorizations here in Rome and their execution in Naples, and any of the assignments in para 2 may be applicable accordingly.
4. It was also stated in Naples that in the past it was sometimes necessary to embark against authorizations required by the IM vehicles in authorized areas of their being required, and this practice was usually based on approximate time-lag and liberty to react in subsequent confusion and uncertainty.
5. In order to clear up the whole position once and for all, the following action will now be taken:-
- (a) on receipt of this letter you will forthwith instruct ~~04237~~ Legnano that all assignments of vehicles from Naples outstanding should be regarded as cancelled
 - (b) vehicles arriving from Campania will be taken into the Ford Groves Museum Park as prescribed in this IM Letter 7/53 of 17 Oct 44, to MGR 10, Naples copy to you
 - (c) vehicles rendered efficient as a result of the action of 10 October and/or vehicles released from now on will also be transferred for completion of repairs, into the Ford Groves Museum Park,
 - (d) you will instruct Caserta Campania to furnish to you each Friday starting 27 Oct 44 a list of vehicles on hand 24 hour Groves Museum Park. Caserta Campania will also furnish two copies of each list directly to MGR 10, Naples (who will forward one copy to this IM by fastest means).
 - (e) All future requests for assignments of vehicles from Ford Groves Museum Park (including any assignments you wish to re-submit as result of cancellations in (a) above) will be presented by you to this IM in normal manner

- (f) assignments approved will be communicated by this HQ to you only to MAJ. LO, Naples
- (g) when transmitting authorizations for assignments to Corrado Casperia, you will in every instance instruct Corrado Casperia to check with MAJ. LO, Naples before the assignment is executed; any assignment which MAJ. LO, Naples does not enforce will not be noted upon but will be referred back to you by Corrado Casperia
- (h) all assignments authorized by this HQ will in future be for specific vehicles (by Targa No) shown as available in the weekly returns as (a) above and you will instruct Corrado Casperia that in no circumstances will any other vehicle be issued in substitution; if the vehicle nominated is for any reason unavailable, the case will be referred back to you by Corrado Casperia.
6. A corresponding system will be instituted in due course for the assignment of vehicles from the Rome Park (to be created from ex - OIL vehicles) and for the Terni Park (to be created from vehicles repaired by Autoparco Speciale if and when it transfers to Terni).
7. Meanwhile please furnish to this HQ urgently copy of your instructions to Corrado Casperia resulting from para 5 above.

OCE/380

(18 Nov)

Belafin
 (O.C. 4236)
 Major, MNDG.
 for Lt. Col.
 ADST, MNDG.

FILE

L.O.M.

17

22/10/10

Subject: Reduction of Assistance to Italian Military
and Civilian Personnel

10/10/10

Comments:

- 1. 1/2
- 2. 3 1/2
- 3. 1/2
- (to include return)
- 4. 1/2

1. Proposals are under consideration to make a substantial reduction of Italian Army and transport on a quasi-permanent basis to the civil authorities in Somalia (via AD), and possibly also for the Italian Army maintenance organization eventually remaining in the island to provide certain assistance to the civil authorities.

2. Details of the proposals as far as they have been worked out are present in an up-to-date report, and details will be supplied by Col. Adams on his next visit shortly.

3. The purpose of the present scheme is to enable the Italian Army to operate along these lines for the Italian Military to give substantial assistance to the civil authorities in Somalia should be made the occasion for negotiating for reduced assistance by the Italian side on the minimal particularly in the following respects:-

- (a) cessation of part of the facilities of the Italian Army-communications plant via land, from (expected to be not fully occupied) for use by Italian military
- (b) cessation on leased space parts for road vehicles of Italian manufacture
- (c) cessation of Italian, exclusive and material generally on a reasonable give-and-take basis.

4. The method of developing such reductions might be the creation of a small local Transport Storing Committee representing both civilian and military agencies to meet any requirements.

5. The important thing from this side is to ensure that the reduction will result from the temporary nature of the situation.

4235

2. Outline of the proposals as far as they have been outlined at present in an agreement, and details will be furnished by Col. Cassano on his next visit shortly.
3. The purpose of the present mission is to submit the plan for an eventual agreement along these lines for the Italian military to give substantial assistance to the civil authorities in Messina should be made the decision for negotiating for technical assistance by the civilian side on the mainland particularly in the following categories:
 - (a) construction of part of the facilities of the Messina gyro-reconnaissance plant the aerial, base (expected to be not fully occupied) for use by Italian military
 - (b) cooperation on blooded areas for the total violation of Italian jurisdiction
 - (c) exchange of information, intelligence and material generally on a transitable given-situation basis.
4. One method of developing such reciprocal assistance might be the creation of a small local transport standing committee representing both civilian and military agencies to meet regularly.
5. The important thing from this side is to ensure that the estimated full value from the bargaining process is not by the Italian authorities rather than simply for the violation to be allocated without securing any comparable gain for the
 6. Will numerous places indicated:
 - (a) views on this proposed
 - (b) if endorsed whether the proposal could be taken up by principal state officer level in the first instance

1. The 1st.

D-140.2.

File

4235

3. 19/5/53 of 30 Aug 44 replied..... From the Bureau of the Navy the release of the requested 100, but they will be assigned as available.
4. In 17/4/53 of (2) Sep 44 (19/5/53), Director of War Reliefs stated: "...It would be appreciated if you would review the position and let me know by return so that if necessary I may quote the unavailability of Tyres as the reason for demanding further from overseas". This letter is entered in the file for Major Maxwell is investigating actual number of 750 x 20 Tyres in Darl Report.
5. Subsequently 19/5/53 of 15 Sep 44 replied to above letter: "...The supply of Italian Tyres is very low and no replacement is forthcoming. The total stock of this size (750 x 20) is now under fifty and will not support the Allied Motor Programme for an extended period...."
6. When I came to check the file I took it to be the intention from A/C letters quoted in paras 3 and 5 above that whatever Tyres and Tubes of this size might prove to be available on check-up would be allotted to the Rubber Bulbage vehicles. The passages quoted appear to me to state this as the intention.
7. Subsequently on 27 Sep 44 Major Lindsay of D.S. A.I. spoke on the telephone to Col. Ross on this question (Flag 2 in file refers). As a result a verbal instruction was communicated to me to ascertain the exact number of Tyres and Tubes also 750 x 20 in stock and to make them available to the Rubber Bulbage programme in Calabria. (A.C. first instance of Flag 2).
8. This I did, and the result was 7/73 of 3 Oct 44 4234 in file herewith).
9. In concluding the matter along the lines contained in 7/73 of 3 Oct 44, I also had in mind the obvious importance of rubber provision to the Allies, the fact that this is it should have to be brought from overseas is extremely costly in terms of shipping space, and the knowledge obtained from Col. Ross and I were in Calabria that the Rubber questions are well understood (i.e. less than normal probability of misuse of stores released) and that unobstructed release of Allied Tyres have also been made for the Italian vehicles in question.
10. The War Ministry (drafted by Col. Balazsin but signed by Col. O'Neill) have objected in 2227 of 9 Oct 44 (Flag 2 in file herewith) to the allocation of the full quantity of the size in question for the purpose specified.
11. I beg to submit that the action taken in 7/73 of 3 Oct 44 and commended by copy to A.I. should be supported.

-2-

- (a) because the internal instructions under which I acted were specific
- (b) because the action prescribed is substantially usual in itself (even if a small number of the French and Tunisian in question are held back they will not materially affect the Italian air position).
- (c) because an order having once been given, it is ending for trouble to rescind it.

12. I should also be grateful for a clarification on a general policy question of which this is a clear particular case, namely whether the guiding principle on Italian Army III is to be to act '.....in such manner as to afford the minimum use of Allied transportation' viz. para 14(a) of Allied Instructions No 12, or whether the primary objective is to be '...the entire resources of the Italian Army are available to III - VII'. Any surplus will be available through EAL to VI - VIII and III - VIII via AIRC letter 12/100/105 D of 22 Sep 44 para 3 (c). The problem of reconciling these two contradictory criteria boils down to whether we look after III - VIII reasonably well and only make available stores or vehicles to Allied - VIII in case of clear surplus, or whether we assume III - VIII whenever any question of high-priority Allied - VII requirements arises. Which is it to be?

18 Oct 44

Belifurcan
Hayn
DADT.

policy question of which this is a clear particular case. It is
 whether the guiding principle on Italian Army is to be to
 not in such manner as to afford the maximum use of
 Allied transportation via. para 14(a) of Italian Instructions
 No 12, or whether the primary objective is to be the
 entire resources of the Italian Army are available to IRI - IRI.
 Any surplus will be available through IRI to US - IRI and
 IRI - IRI. The Army Letter 22/400/405 DE of 22 Sep 44 para 5 (c).
 The problem of reconciling these two contradictory statements
 boils down to whether or not after IRI - IRI personally will
 and only make available stores or supplies to Allied - IRI in
 case of clear emergency, or whether we suggest IRI - IRI
 whenever any question of inferiority Allied - IRI transportation
 arises, which is it is not

18 Oct 44

Whifman
 Ryan
 DADT.

4233

SIGNAL MESSAGEDATE TIME

081125 A

From: MMIA

To: FREEDOM

RESTRICTED

AQ 1987

FOR GEORGE THREE ORG (.) PARKER BOMB AREA PAREN(.)
DRAFT INSTRUCTION ON CONTROL ITALIAN ARMY MOTOR TRANSPORT
WAS PASSED YOU FROM GEORGE FOUR AMERICAN AFTER DISCUSSION
WITH GEORGE FIVE AND QAE ON FIRST OCT (.) IF APPROVED
REQUEST DRAFT BE RETURNED MMIA FOR ACTION (.) ITALIAN
TPT IS BECOMING CHAOTIC AND CONTROL IS URGENTLY NEEDED

Internal Dist.

Copy - ST.

PRECEDENCE

AUTHENTICATED

"S & T. MMIA.

Recd

File ST/

D = Register + PA 4232

T/1

PB

Subject:- Interim Note on Italian Army MT.

T/1

To

: A/O ✓

I

6/10

1. Reference your internal memorandum dated 19 Sep 44 calling for a draft appreciation of the Italian Army MT position, it is proposed to proceed as follows.
2. Roadworthy Vehicle Strengths By Types and Distribution. The information already available in War Ministry and in this office based on 1 July 44 returns is now out of date. The Italians under their normal routine are conducting another quarterly census as of 1 October 44. These results are promised to be in hands of War Ministry by about 21 Oct 44. The figures will therefore be available considerably earlier than the results of the projected MIA Census (still in draft in hands of AFHQ). The strengths of efficient vehicles obtainable from the Italian Census will be capable of useful comparison with Italian Army Order of Battle strengths by formations and/or areas (with due allowance for other factors), and will afford at least a provisional yardstick of the accuracy of distribution of roadworthy vehicles. In the month of October also the position will become clearer reference the creation of the Naples Reserve Runners Park from the vehicles to be transferred from Sardinia, and the Rome Reserve Runners Park from the vehicles to be withdrawn from CIL.
3. Maintenance, Repair and Recovery Organization. Col. Balanzino is producing me preliminary note not later than the end of this week.
4. Tyres and Tubes. Only significant stocks are at Bari and Naples. Stocks on hand at 1 Oct 44 will be available in the next few days. I am arranging for the figures to be grouped in relation to vehicle types, and am suspending further releases until the resulting picture is available. Thereafter I will initiate a stock recording system in this office, and also arrange for check up of stocks reported by War Ministry by MIA offices at Naples and Bari. This should give adequate control of such Tires and Tubes as there are.
5. Spare Parts and Reduction Produce. For further assessment.
6. Please confirm therefore that the first draft of a staff study towards the end of October will be in sufficient time. Since a main element in the study must be the present vehicle strengths and distribution, there is not much alternative on the time table anyway.

II

ADST

so be it

B. L. PERCEVAL

5 Oct 44.
OCP/jc

ADST, Military Mission Italian Army.

B. L. PERCEVAL.
Lt. Col. RASC,

Subject: Interim Note on Italian Army MT.

T/1

To : A/Q (through ADST)

1. Reference your internal memorandum dated 19 Sep 44 calling for a draft appreciation of the Italian Army MT position, it is to proposed to proceed as follows.
2. Reassessing Vehicle Strengths By Types and Distribution. The information already available in War Ministry and in this office based on 1 July 44 returns is now out of date. The Italians under their normal routine are conducting another quarterly census as of 1 October 44. These results are promised to be in hands of War Ministry by about 24 Oct 44. Then figures will therefore be available considerably earlier than the results of the projected MIA Census (still in draft in hands of AGHQ). The strengths of efficient vehicles obtainable from the Italian Census will be capable of useful comparison with Italian Army Order of Battle strengths by formations and/or areas (with due allowance for other factors), and will afford at least a provisional yardstick of the accuracy of distribution of roadworthy vehicles. In the month of October also the position will become clearer reference the creation of the Naples Reserve Runners Park from the vehicles to be transferred from Sardinia, and the Rome Reserve Runners Park from the vehicles to be withdrawn from CIL.
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results of the projected MMIA Census (still in draft in hands of AGHC). The strengths of efficient vehicles obtainable from the Italian Census will be capable of useful comparison with Italian Army Order of Battle strengths by formations and/or areas (with due allowance for other factors), and will afford at least a provisional yardstick of the accuracy of distribution of roadworthy vehicles. In the month of October also the position will become clearer reference the creation of the Naples Reserve Runners Park from the vehicles to be transferred from Sardinia, and the Rome Reserve Runners Park from the vehicles to be withdrawn from CIL.

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4. Tires and Tubes. Only significant stocks are at Bari and Naples. Stocks on hand at 1 Oct 44 will be available in the next few days. I am arranging for the figures to be grouped in relation to vehicle types, and am suspending further releases until the resulting picture is available. Thereafter I will initiate a stock recording system in this office, and also arrange for check up of stocks reported by War Ministry by MMIA offices at Naples and Bari. This should give adequate control of such Tires and Tubes as there are.
5. Spare Parts and Reduction Produce. For further assessment.
6. Please confirm therefore that the first draft of a staff study towards the end of October will be in sufficient time. Since a main element in the study must be the present vehicle strengths and distribution, there is not much alternative on the turn-table anyway.

(O.C. PARINIAU)
DADI.

4 Oct 44

4230

BEST COPY POSSIBLE

SECRET

Subject: Releases of Vehicles from
Terre Annunziata Vehicle Park.

Military Mission Italian Army,
ROME.
Tel: Roma 489061 EXT 525.

5/1.

20 Sep 44

To : Ministry of War.

Copies : MILIA 10, Naples.

1. It is reported from Naples that the following releases of vehicles from the Terre Annunziata vehicle park took place on the dates stated:-
12 Sep 44 : 3 Autocarro to Autogrupo S.M.A.S.
20 Sep 44 : 6 Autocarro to S.I.M.
2. Authorization by this H.Q. for such releases cannot be traced in this office in either instance.
3. If, as appears may have been the case, vehicles were released without prior authorization by this H.Q. it will be appreciated that such action would be in direct contradiction of the instructions contained in AG/5 of 26 July 44 from this H.Q. to you.
4. Considerable practical inconvenience has in addition been caused in connection with equipping Guard Battalions arriving from Sardinia as a result of vehicles not proving available at Terre Annunziata as expected.
5. Please therefore, cause a full enquiry to be made urgently, and report to this H.Q.:-
(a) whether issues of vehicles took place as stated
(b) whether prior authorization in any form was obtained from this H.Q.
(c) if not, which Italian military authority was responsible for the issue of the instructions concerned.
6. Please note that strict compliance with the provisions of the directive referred to in para 3 is essential.

DeLafrean
(G.C. PIPIN)

1. It is reported from Naples that the following releases of vehicles from the Torre Annunziata vehicle park took place on the dates stated:-
 - 12 Sep 44 : 3 Autocarri to Autogrupo S.M.R.B.
 - 20 Sep 44 : 6 Autocarri to S.I.M.
2. Authorization by this H.Q. for such releases cannot be traced in this office in either instance.
3. If, as appears may have been the case, vehicles were released without prior authorization by this H.Q. it will be appreciated that such action would be in direct contradiction of the instructions contained in AQ/5 of 26 July 44 from this H.Q. to you.
4. Considerable practical inconvenience has in addition been caused in connection with equipping Guard Battalions arriving from Lombardia as a result of vehicles not proving available at Torre Annunziata as expected.
5. Please therefore, cause a full enquiry to be made urgently, and report to this H.Q.:-
 - (a) whether issues of vehicles took place as stated
 - (b) whether prior authorization in any form was obtained from this H.Q.
 - (c) if not, which Italian military authority was responsible for the issues of the instructions concerned.
6. Please note that strict compliance with the provisions of the directive referred to in para. 3 is essential.

OCE/JMD

De Stefanis

(O.O. RAPINAU)

Major RASO.

For Major General.

Military Region Italian Army.

(Copy to File 1/24)

4229

Republished (33) Naples letters

PRO MEMORIA

Dislocazione Veicoli da 1° Rinvio

Italiano

(a) Masari totali approssimativi dei veicoli italiani efficienti ed inefficienti (autocarsi o autovetture senza distinzione ma non compresi i motocicli) in ciascuna Regione o Quando come seguente -

- CLL (Legione anti Eolgero)
- Divisione Friuli e Granaia
- Truppe Italiane con 5 Anzate
- Truppe Italiane con PER
- Zona di Roma
- Comando Campania
- Comando Puglia e Lucania
- Comando Calabria
- Comando Sicilia
- Comando Sardegna

(b) Stessa cosa per motocicli

(c) totale approssimativo del Truppo Italiano in ciascuna gruppo di-corsa.

2. Reparti Autovehicolistici

(a) Elenco dei reparti autovehicolistici, rappresentati sottari, autoconoscenza di stanzione etc, (non compreso le officine o reparti specializzati per riparazioni) con forme presentate dal unirsi o veicoli, organici, dislocazione attuale etc, coinvolto di questi reparti in senso di Comandi di cui dipendono, indagini attualità etc, Compagnie di Trasporto Generale lavorante per i Alimenti con dotagli, dislocazione etc.

(b) Parco di Veicoli Italiani efficienti: dislocazione e dipendenza, veicoli disponibili attualmente.

3. Organizzazione Riparazioni

(a) Officine Leggere e Media: nome dei reparti, dislocazione e dipendenza, numeri dei riparazioni di quelli queste officine sono capace.

(b) Officine Grande o Pesante: stessi dotagli come (a)

(c) Organizzazione Riparazione Veicoli: approssimazioni principali dei veicoli abbandonati o inefficienti ma riparabile, mezzi di riavere, Parco di Veicoli inefficienti; dislocazione e dipendenza, numeri dei veicoli nella Parca attualmente.

Comando Calabria
Comando Molise
Comando Sardegna

- (b) stessa cosa per notorietà
- (c) totale rappresentativa del Gruppo Italiano in ciascuno gruppo ad-espresso.

2. Reparti Automobilistici

- (a) Elenco dei reparti automobilistici, raggruppati in autoveicoli di formazione etc, (non compresi le officine o reparti specializzati per riparazioni) con forza presente dei uomini e veicoli, organici, dislocazione attuale etc, controllo di questi reparti in senso di Comandi di cui dipendono, impiego attuale etc, Compagnia di Trasporto Generale inerente per i Alimenti con dettagli, dislocazione etc.

- (b) Parve di Veicoli Italiani Efficienti: dislocazione o dipendenza, veicoli disponibili attualmente.

3. Organizzazione Riparazioni

- (a) Officine Leggere e Medie: nome dei reparti, dislocazione e dipendenza, generi dei riparazioni di quali queste officine sono capaci.
- (b) Officine Grande o Pesante: stessi dettagli come (a)
- (c) Organizzazione Riparazione Veicoli: raggruppamenti principali dei veicoli abbandonati o inefficienti ma riparabili, nomi di ricambio, Parve di Veicoli Inefficienti: dislocazione e dipendenza, numeri dei veicoli nella Parva attuale.

4. Organizzazione Parve di Ricambio e Distribuzione Veicoli nel Riparazione 4228

- (a) Magazzini Principali Parve di Ricambio: dislocazione e dipendenza, sistemi di informazioni e trasmissione situazioni di ricambio etc.
- (b) Nota in breve sulla situazione attuale Parve di Ricambio
- (c) Procedimento per autorizzazione distribuzione veicoli o impiego parte utili.

5. Organizzazione Generale

- (a) Magazzini Principali Generale: dislocazione e dipendenza, sistemi di informazioni e trasmissione situazioni di ricambio etc.
- (b) Nota in breve sulla situazione attuale Generale e Generale d'Aria
- (c) Materiale di Riparazione Generale
- (d) Stabilimenti per Ricostruzione Generale, impiego attuale, situazione generale

6. Situazione Autisti

- (a) Battaglione di Complemento Autisti: diallocazione e dipendenza, forza disponibile attuale dei Autisti non assegnati.
- (b) Scuole Autisti: diallocazione e dipendenza, produzione mensile.

7. Veicoli Direzione Sanita

- (a) Situazione generale in breve.

OCP/JMD
29 Sep 44.

Pregasi che i risposte ad ogni sezione di sopra siano fatti ciascuno in foglio di carta separate per rendere piu facile il lavoro di archivio. Pregasi anche di fare i risposte in triplice copia.

4227

ITALIAN ARMY MOTOR TRANSPORT

I. References-

- a. Staff Office Instruction No 46.
- b. Draft letter on Vehicle Census and subsequent control.
- c. Files referenced Italian Army Transport hitherto operated by A/Q and S/I, and C(SD) file "Organization of REHA Units."

2. The terms of reference of GAT Branch to carry out the tasks implied by the above are submitted below for endorsement.

a. To determine the facts regarding roadworthy vehicles possessed by the Italian Army, and their present locations; as accurately and expeditiously as is practicable.

b. To institute a practical control over the allocation of roadworthy vehicles, including the creation of Reserve Vehicle Parks and such Italian Army transport companies as may be essential.

c. To review Italian Army dispositions of, and regional coverage plan for, light and medium workshop repair facilities.

d. To receive and collate information regarding monthly repair output of light and medium workshops.

e. To review Italian Army dispositions and regional coverage plan for recovery and subsequent evacuation of abandoned and/or beyond local repair vehicles, including the creation of Non-runner Vehicle Parks in affiliation to Heavy Workshop facilities.

f. To receive and collate information regarding monthly repair output of heavy workshops, especially rates of output of fit vehs.

g. To review the conditions governing the supply, maintenance and

pay, of:- (i) Military,

(ii) Civil,

technical personnel for employment in Italian Army Workshops and submit for Staff consideration such recommendations as may appear appropriate or expedient.

h. To establish control over the supply of spare parts, tyres and tubes (including tyre repairs, tyre reconstructions and tyre repair materials) and to ascertain what allocations of relevant items

are available, or civil stocks, in any

and expeditiously as is practicable.

- b To institute a practical control over the allocation of roadworthy vehicles, including the creation of Reserve Vehicle Parks and such Italian Army transport companies as may be essential.
- c To review Italian Army dispositions of, and regional coverage plan for, light and medium workshop repair facilities.
- d To receive and collate information regarding monthly repair output of light and medium workshops.
- e To review Italian Army dispositions and regional coverage plan for recovery and subsequent evacuation of abandoned and/or beyond local repair vehicles, including the creation of Non-runner Vehicle Parks in affiliation to heavy workshop facilities.
- f To receive and collate information regarding monthly repair output of heavy workshops, especially rates of output of fit vehs.
- g To review the conditions governing the supply, subsistence and pay, of:
 - (i) Military,
 - (ii) Civil,
 technical personnel for employment in Italian Army Workshops and submit for Staff consideration such recommendations as may appear appropriate or expedient.
- h To establish control over the supply of spare parts, tyres and tubes (including tyre repairs, tyre reconstruction and tyre repair materials) and to determine what allocations of relevant items may be made from Allied; Allied controlled, or civil stocks it may be expedient to recommend for Staff consideration.
- i To administer and control the supply of POC from all sources to the Italian Army.
- j To keep under review the supply of driver personnel for the Italian Army, and submit for Staff considerations such training recommendations as may appear expedient.
- k To deal with miscellaneous matters arising in connection with Italian Army Motor Transport.

/Sheet 2

3. Any these terms of reference please be considered and be approved or modified as thought necessary by the Staff.
4. The following proposals are made as regards implementation of the above terms of reference. -
5. Existing A/Q and B/T files on Italian Army Transport and POW be closed wot a date to be determined, but retained for reference.
6. All future inward papers to be marked in accordance with subject matter and posted to the appropriate R/file, in the list attached, for action by B/T.

Reasons

i Existing files have developed somewhat haphazardly and although much good work has been done, it has suffered by division of responsibility and lack of co-ordination.

ii The work has not been tackled previously on such ambitious lines. It is better, therefore, to plan the future in as co-ordinated manner and make a clear break with the past.

7. Staff Branch will execute all action. It will be the responsibility of B/T for-

- i Keep 'Q' Staff fully informed of developments.
- ii Refer to 'Q' Staff for decision all matters of a policy nature.
- iii In general to keep 'Q' Staff fully in the picture and secure Staff endorsement of action taken at all stages.

Reasons

i The task ahead is complex and to a considerable degree technical. Close co-ordination is therefore essential and it is suggested best results will ensue if all action is executed by a single section.

Unilateral action by a section, bypassing Staff, can be entirely eliminated by close co-operation.

ii In this task Staff Branch will be acting as a (Q), Ord, S(S) and 'Q' combination. The need for a single point of executive action is strengthened by this abnormal position.

iii It seems preferable that we on our side should talk thru-

division of responsibility and lack of co-ordination. If the task has not been tackled previously or with sufficient liaison. It is better, therefore, to plan the future in as co-ordinated manner and make a clear break with the past.

S&S Branch will execute all action. It will be the responsibility of S&S to:-

- i. Keep 'Q' Staff fully informed of developments.
- ii. Refer to 'Q' Staff for decision all matters of a policy nature.
- iii. In general to keep 'Q' Staff fully in the picture and secure Staff endorsement of action taken at all stages.

Reasons

i. The task ahead is complex and to a considerable degree technical. Close co-ordination is therefore essential and it is suggested best results will accrue if all action is executed by a single action.

Unilateral action by a section, bypassing Staff, can be entirely eliminated by close co-operation.

ii. In this task S&S Branch will be acting as a Q(42), Ord, G(GB) and 'Q' combination. The need for a single point of executive action is strengthened by this abnormal position.

iii. It seems preferable that we on our side should talk through one channel to the War Ministry, where all S.S. matters are co-ordinated under one Directorate.

c. With regard to sections C and D of the attached file plan it is considered that all correspondence on weapons, etc., should emanate from, and be contained in S&S files, although the creation of repair facilities and repairs to vehicles are strictly a S&S responsibility.

S&S will be responsible to liaise closely with MAHQ, and avoid unilateral action infringing upon MAHQ responsibility.

Reasons

/sheet 3

Y. C. (continued)

Reasons

1. The necessity for close co-ordination of action.
2. The fact that DABM, MIA, is likely to be away from HQ much of the time, thus making it essential to provide for continued action based upon established agreed policy during such absence.
3. To establish as quickly as possible by research in existing files and by conference with appropriate M.I. branches of the Ministry of War, the facts in regard to each of the main elements of the Italian Army M.I. problem as represented in the attached file plan.

25 Sep. 1944.
M.P./evs

Distribution: A/O, MIA.

B.L. PERCIVAL,
Lt. Col., RASC,
A.D.S.F., M.H.I.A.

4224

DRAFT

Subject:- Motor Transport - Italian Army

Ministry of War.

In order to ensure equitable distribution and maximum effective use of all motor transport operated by the Italian Army, and with the additional object of restoring to the Italian Army any of its vehicles now in the hands of unauthorised users, it has been decided to put the following plan into operation.

1. Compilation of Vehicle Census.

A complete and accurate census of all vehicles presently in the possession of the Italian Army, irrespective of where located, will be compiled with the utmost expedition.

The target date for completion of this census is _____

2. Method of Compiling Census.

(a) MMIA Census forms (specimen attached at A) will be distributed to MMIA LOs with Allied Armies; MMIA LOs with Sectors and British Army District HQs; and to the Ministry of War.

(b) Vehicles operated by the Italian Army will be broken down into the following groups:-

Group A - Motorcycles, solo.

of unauthorised users, it has been decided to put the following plan into operation.

1. Compilation of Vehicle Census.

A complete and accurate census of all vehicles presently in the possession of the Italian Army, irrespective of where located, will be compiled with the utmost expedition.

The target date for completion of this census is _____

2. Method of Compiling Census.

(a) MMIA Census forms (specimen attached at A) will be distributed to MMIA LOs with Allied Armies; MMIA LOs with Sectors and British Army District HQs; and to the Ministry of War.

(b) Vehicles operated by the Italian Army will be broken down into the following groups:-

Group A - Motorcycles, solo.

4223

(c) The census will be compiled on a vehicle Group basis. That is to say, a separate series of Census Forms will be used for each of the above vehicle groups, thus facilitating the work of this HQ in merging area censuses into a master census covering the whole of the Italian Army's vehicles.

-2-

(d) Area Censuses will be compiled as follows:-

A. (i) Sardinia Region (Including CORNICIA)

(ii) Sicily Region.

(iii) Catanzaro Region.

(iv) Bari Region. As far North as the Southern boundary of

1 District which runs - from ST PIERO DI SERRA to CASTEL

DI SERRA.

(v) Naples Region (to include whole of PES)

(vi) Rome Area.

Responsibility for compilation rests with the Italian Army

Regional HQ concerned, or Senior Italian comd if no Regional HQ

exists. Responsibility for supervision, progressing and

submission of completed censuses to HQ MIA rests with the MIA LO

concerned. Note only that in the case of CATANZARO Region, MIA LO

TARANTO will supervise progress, and submit completed census to

HQ MIA.

B. 5th and 9th Armies.

Responsibility for compilation rests with the senior Italian

Commander concerned.

Responsibility for supervision, progressing and submission of

completed censuses to HQ MIA rests with the MIA LOs with HQ Root

Army.

Note that these censuses will include only vehicles of Italian units

under command respective Army Commanders.

C. No 1 District.

Responsibility for compilation rests with the Italian Army Regional HQ concerned, or Senior Italian and if no Regional HQ exists, Responsibility for supervision, progressing and submission of completed censuses to HQ MIAA rests with the MIA LO concerned. Note only that in the case of CATANZARO Region, MIA LO TARANTO will supervise progress, and submit completed census to HQ MIAA.

2. 5th and 6th Armies.

Responsibility for compilation rests with the senior Italian Commander concerned.

Responsibility for supervision, progressing and submission of completed censuses to HQ MIAA rests with the MIA LOs with HQ Rear Army.

Note that these censuses will include only vehicles of Italian units under command respective Army Commanders.

2. No 1 District.

Responsibility for compilation rests with the Senior Italian Commander. Responsibility for supervision, progressing and submission of completed census to HQ MIAA rests with MIA LO with HQ 1 District. Note that this census will include all vehicles of Italian units in 1 District Area except those under command 5th or 8th Army.

3. Registration of Vehicles.

- (a) All Italian Army vehicles revealed in the completed census will be registered by HQ MIAA, who will maintain permanent records.

-3-

- (b) These vehicles whose continued operation in service is considered essential will be issued, with a windshield label (specimen attached at B) by MMIA. This label constitutes the sole authority under which Italian Army vehicles are permitted to operate.
- (c) All other vehicles will be withdrawn from service in accordance with paras. 7 and 8 below.
- (d) (i) Windshield labels will be affixed in the case of load carrying and passenger vehicles to the inside of the windshield in the bottom nearside corner.
- (ii) Labels will be affixed to M/C's, solo, after encasing in a fabricated waterproof case with transparent frontpiece, in a prominent position at the front of the machine.
- (iii) Similar procedure will be adopted for M/C's, combination, except that the waterproof case will be affixed to the nose of the combination.
- (iv) The manufacture of the fabricated waterproof cases will be carried out under units' own arrangements.
- (e) Windshield labels will be issued in respect of designated vehicles and will NOT be transferred from one vehicle to another.
4. Unregistered Vehicles.
Effective a date to be notified by HQ MMIA any Italian Army vehicles discovered in operation without the MMIA windshield label on display will be impounded by Allied police and particulars reported to HQ MMIA. This rule applies irrespective whether such vehicles are operated by Italian Army personnel, or by other users.
5. Freezing of Vehicles.
Effective the date of taking the vehicle census in any unit of the

prominent position at the front of the machine.

(iii) Similar procedure will be adopted for M/C's, combination, except that the waterproof case will be affixed to the nose of the combination.

(iv) The manufacture of the fabricated waterproof cases will be carried out under units' own arrangements.

(e) Windshield labels will be issued in respect of designated vehicles and will NOT be transferred from one vehicle to another.

4. Unregistered Vehicles.

Effective a date to be notified by HQ MMIA any Italian Army vehicles discovered in operation without the MMIA windshield label on display will be impounded by Allied police and particulars reported to HQ MMIA. This rule applies irrespective whether such vehicles are operated by Italian Army personnel, or by other users.

5. Freezing of Vehicles.

Effective the date of taking the vehicle census in any unit of the Italian Army, all vehicles then held on charge by the unit ⁴¹²³² ~~41232~~ frozen in that unit. This ruling definitely prohibits the permanent transfer of vehicles from one unit to another after census is taken, but is NOT intended to prohibit the temporary detachment of vehicles to another unit/s which may be necessary for operational reasons. Any vehicles so detached will remain on charge to the unit/s holding them at the date of census, as stated above.

6. Transfers of Vehicles.

Requests for permanent transfer of vehicles from one unit to another will be submitted to HQ MMIA by the Ministry of War using the form application

attached at C.

/4.

7. Unit Vehicle Establishments.

Subsequent to completion of census, Italian Army unit vehicle establishments will be screened by HQ MMIA and Ministry of War, acting in conjunction, and all vehicles held by units which are deemed surplus to units' actual needs will be withdrawn.

In the case of units considered to require increases in vehicle establishments to enable them satisfactorily to perform their functions, appropriate provision action will be taken by HQ MMIA and Ministry of War.

8. Surplus Vehicles.

Any Italian Army vehicles surplus to immediate requirements will be withdrawn from service and placed in Reserve Vehicle Parks, locations of which will be notified later.

Issues of vehicles from Reserve Vehicle Parks will be authorised only by HQ MMIA on basis of requests by Ministry of War using form application attached at D.

9. Reduction of Vehicles to Produce.

In the case of Italian Army vehicles which are beyond economical repair Ministry of War will apply to HQ MMIA, using form application attached at E, for authority to reduce to produce.

Usable spare parts, components, tools and accessories recovered in the process of reduction to produce will be reported by Ministry of War to HQ MMIA, who will issue disposal instructions.

10. Evacuation and Replacement of Vehicles.

(a) In the case of Italian Army vehicles requiring repairs beyond the

competence of local workshops, Ministry of War will submit to HQ MMIA,

Any Italian Army vehicles surplus to immediate requirements will be withdrawn from service and placed in Reserve Vehicle Parks, locations of which will be notified later.

Issues of vehicles from Reserve Vehicle Parks will be authorized only by HQ MMIA on basis of requests by Ministry of War using form application attached at D.

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Usable spare parts, components, tools and accessories recovered in the process of reduction to produce will be reported by Ministry of War to HQ MMIA, who will issue disposal instructions.

10. Evacuation and Replacement of Vehicles.

(a) In the case of Italian Army vehicles requiring repairs beyond the capacity of local workshops, Ministry of War will submit to HQ MMIA, in duplicate, a request for evacuation, using form application attached at F.

(b) Evacuation instructions will then be issued by HQ MMIA.

(c) Vehicles evacuated under this paragraph will be struck off unit charge and arrangements for replacement will be made by HQ MMIA and Ministry of War.

-5-

- (d) On completion of repairs to evacuated vehicles Ministry of War will notify HQ MIA, in duplicate, using form notification attached at G;
- HQ MIA will then issue disposal instructions for removal of vehicles from workshops.
- (e) In no circumstances will usable components or accessories be removed from vehicles earmarked for evacuation.

11. Vehicle Strength Returns.

- (a) All Italian Army units will submit a monthly Vehicle Strength return using the form return attached at H.
- (b) Returns will be submitted to Ministry of War in the number of copies directed by the Ministry. Ministry of War will forward one (1) copy of each unit's return to HQ MIA by the 15th of each month.

12. Allocation of Petrol, Gasoil and Lubricants.

- (a) It is intended in future to relate allocations of P.O.L. to the Italian Army more closely to the actual numbers of vehicles in operation under the two headings
- i. Operational use (including training)
 - ii. Normal domestic use.
- (b) It will be understood therefore that the completeness and accuracy of censuses and monthly vehicle strength returns will have a distinct bearing on quantities of POL to be allocated.

13. Tyres and Tubes.

The issue of tyres and tubes remains under the controlling authority of HQ MIA.

(b) Returns will be submitted to Ministry of War in the number of copies directed by the Ministry. Ministry of War will forward one (1) copy of each unit's return to HQ MIIA by the 15th of each month.

12. Allocation of Petrol, Gasoil and Lubricants.

(a) It is intended in future to relate allocations of P.O.L. to the Italian Army more closely to the actual numbers of vehicles in operation under the two headings

i. Operational use (including training)

ii. Normal domestic use.

(b) It will be understood therefore that the completeness and accuracy of censuses and monthly vehicle strength returns will have a distinct bearing on quantities of P.O.L. to be allocated.

13. Tyres and Tubes.

The issue of tyres and tubes remains under the controlling authority of HQ MIIA.

14. Spare Parts and Accessories.

Due to the extreme shortage of spare parts it is envisaged, that it will be necessary to establish a list of controlled items, issue of which will be subject to HQ MIIA authorization.

Further instructions on this subject will be issued later.

EMP/jc

Major General,
Army Sub-Commission, (AMIA).

Appendix "A" to HQ MIAA letter dated

DATE ITALIAN REGN No.	MAKE	TYPE	ENGINE No.	CHASSIS No.	UNIT HOLDING ON CHARGE	LOCATION

ITALIAN ARMY VEHICLE CENSUS

TYPE	ENGINE No.	CHASSIS No.	UNIT HOLDING ON CHARGE	LOCATION OF VEHICLE	MMIA CERTIFICATE No.	DATE of ISSUE
4218						

Abstract

REQUEST FOR PERMANENT TRANSFER OF VEHICLES

100

Headquarters, H.M.I.A.

Ref. No.

Debt:

Authority is requested to effect the unmentioned permanent transfer/s of vehicles.

[illegible]

Reasons for this request are as follows:-

4217

for
The Minister.

Reasons for this request are as follows:-

REQUEST FOR RELEASE OF VEHICLES

IRON

RESERVE VEHICLE PARTS

Headquarters, M. K. I. A.

Ref. No.

Date.

Request is made for the release of the uninvolved vehicles.

[illegible]

Request for release is based on the following special circumstances:-

Request for release is based on the following special circumstances:-

4216

for
The Windster.

NOTE:-- This request for release will NOT be used to restore deficiencies in unit vehicle establishments. This will be done automatically, by HQ, MIA as vehicles are available, on the basis of vehicle strength returns.

APPLICATION TO REDUCE INEQUITIES

VEHICLES TO PRODUCE

To:—Hondquaters, M. M. I. A.

Ref. No.

Date:

Authority is requested to reduce the following vehicle/s to produce as being beyond economical repair.

GROUP	ITALIAN ARMY	MMIA	ON CHARGE TO	FOR MMIA USE
REG. NO.	CERTIFICATE:	(Name of Unit)	Struck on Charge	(Date)

Engineer's certificates in respect of each of the above mentioned vehicles are attached hereto.

Usable spare parts, components and accessories will be reported to you when breaking down and inspection has been completed.

GROUP	ITALIAN ARMY	MIA	ON CHARGE TO	FOR MIA USE
	REG. NO.	CERTIFICATE:	(Name of Unit)	Struck on Charge
	NO.			(Date)

Engineer's certificates in respect of each of the above mentioned vehicles are attached hereto.

Usable spare parts, components and accessories will be reported to you when breaking down and inspection has been completed.

4215

**for
The Minister,**

dated

REQUEST FOR EVACUATION OF VEHICLES

Headquarters, N.M.I.A.

Ref. No.

Date:

It is requested that the following vehicles, repairs to which are beyond the capacity of local workshop facilities, be evacuated and struck off charge of units shown.

[illegible]

for
The Minister.
P.T.O.

Subject:- Vehicles - Evacuation,

Army Sub-Commission, (MELA),
HQ, AGC, ROME.

GROUP	ITALIAN ARMY	REC. NO.	CERTIFICATE NO.	ON CHARGE TO	EXACT LOCATION/S OF VEHICLES	FOR MIA/REMI USE
				(Name of Unit)		Evac. to

For
The Minister.
P.T.O.

Subject:- Vehicles - Evacuation.

Army Sub-Commission, (AMIA),
HQ, AGO, ROMEN.
ST/

To:- Ministry of War.

494

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The above noted vehicles will be evacuated to destinations as shown.

Bids for movement will be submitted to SHAE by you accordingly, copies to this HQ.

Lt. Col., RASC,
ADST, Army Sub-Commission, (MIA).

FOR H. M. I. A. USE

STUCK OFF:	REPLACED BY	RELEASED TO W.M.	REMARKS
CHARGE :	It. Reg. No.: MARIA Cert. No. :	Date :	
(Date)			

REPORT OF COMPLETION OF REPAIRS

EVACUATED VEHICLES

Headquarters, M. M. I. A.

Ref. No.

Date.

Repairs to the following vehicles have now been completed and disposal instructions are requested.

[illegible]

for
The Minister.

Subject:- Dispatch of Vehicles.

Army Sub-Commission, (HQA),

[illegible]

for
The Minister.

Subject:- Dispatch of Vehicles.

Army Sub-Commission, (IASIA),
HQ, AOC, ROME.
ST/

4213

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-105-

Ministry of War.

Dispatch the above vehicles to destinations as shown.

Driver/s to effect delivery of the vehicle/s will be provided by you.

AD3T, Army Sub-Commission, (ADIA).
Lt. Col. RASC,

Appendix "H" to

To be rendered monthly by all Italian Army Units to reach HQ MMIA through usual channels

VEHICLE STRENGTH AND LOCATION RETURN, SHOWING POSITION ON 1st

Location:		Map Ref & Sheet No.		Unit:				
O.C. Rank & Name		Vehicles by Types	Vehicle Group	WE	No. on Charge	During past Month		
Under Command of:						Evacuated	Taken Charge	
Present Employment:		M/Cs	A					
Detachments away from unit.								
Vehicle Strength	Location							
Units attached for Maintenance								No. of Vehicles
CR: Unit to which attached for Maintenance		TOTAL Number of Lorry Units Maintained: Ave. No. of vehicles V O R daily X In remarks column state how acquired.						

Appendix "H" to HQ MIA letter dated

SECRET

all Italian Army Units to reach HQ MIA through usual channels by 15th of each month

RETURN, SHOWING POSITION ON 1st 194

Ref & Sheet No.

Unit:

Strength

All Ranks

	Vehicles by Types	Vehicle Group	WE	No. on Charge	During past Month		Est. No. to be evao. next Month	REMARKS
					Evacu-ated	Taken on Charge		
	M/Cs	A						
ation								
of Vehicles								
ce	TOTAL Number of Lorry Units Maintained: Ave. No. of vehicles V O R daily X In remarks column state how acquired.							

PTO

dated

No. of Vehicles by Makes and Types within Units -			
No. of Vehs held at date of re- turn	MAKE	TYPE	Av. miles since new

Difficulties experienced in obtaining Replacements, Components, Assemblies and General Remarks

4212

ted

within Units -

TYPE

Av. miles
since new

REMARKS

Replacements, Components, Assemblies and General Remarks

(Signature of Officer Commanding)

(Unit)

4212

1016 Kgs = 1 ton

TYPE	TONNAGE ITALIAN KGS	BRITISH EQUIV	GROUP
Motosioli Motocarrozette		M/C Solo M/C Combination	A
Mototricioli		M/L	A/1
Cars	2 Str 4 Str	2 Str 4 Str	B
	6 Str	6 Str	C
Load Carriers	300 420 650	5 cwt 5 cwt 10 cwt	D
	1250 1000 1070 1200	1 Ton 1 Ton 1 Ton 1 Ton	E
	1500 1800 2000 2500	30 cwt 30 cwt 2 ton 2 ton	F
	2770 3450 3000 3500	2 1/2 ton 3 ton 3 ton 3 ton	G
	4000 5000	4 ton 5 ton	H
	6500 6000 6400	6 ton 6 ton 6 ton	J
Ambulances			K
Technical Vehicles			L
Insulated Vehicles			M
Tractors			

4211

Load Carriers

2 Str	2 Str	B
4 Str	4 Str	C
6 Str	6 Str	D
500	5 cwt	E
420	5 cwt	F
650	10 cwt	G
1250	1 ton	H
1000	1 ton	J
1070	1 ton	K
1200	1 ton	L
1500	30 cwt	M
1800	30 cwt	
2000	2 ton	
2500	2 ton	
2770	2 1/2 ton	
3150	3 ton	
3000	3 ton	
3500	3 ton	
4000	4 ton	
5000	5 ton	
6500	6 ton	
6000	6 ton	
6400	6 ton	

Ambulances

Technical Vehicles

Insulated Vehicles

Tractors

NOTES:- The various types of Technical vehicles and Tractors as shown on the vehicle census will be grouped under parent group letter. C.E. N/Cs.

4.111

1016 ICS = 1 ton

TYPE	TONNAGE ITALIAN ICS	BRITISH EQUIV.	GROUP
Motodolli Motocarrozette Mototricicli		M/C solo M/C Combination M/L	A
Cars	2 Str 4 Str 6 Str	2 Str 4 Str 6 Str	B
Load Carriers	300 420 650 1250 1000 1070 1200	5 cwt 5 cwt 10 cwt 1 ton 1 ton 1 ton 1 ton	C D
	1500 1800 2000 2500	30 cwt 30 cwt 2 ton 2 ton	E
	2770 3150 3000 3500	2½ ton 3 ton 3 ton 3 ton	F
	4000 5000	4 ton 5 ton	G
	6500 6000 6800	6 ton 6 ton 6 ton	H

0 6 3 1