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ST-400

Organisation of MMIA Transport Office

MAR. 1945

TAMER OFFICE MEMO

ST/1002

To:- ADST. Subject :- Distribution of Functions Between ST(T) and RME Offices in MIA HQ.

(4 copies)

1. Experience in the month of March indicates lines along which it is now possible to clarify this question. Two main points arise ;

- (a) responsibility for action and filing on III-III Repairs Organisation, Spare Parts, Tyres.
- (b) responsibility for action on ORBAT Category I (3) Section VI III-III Motor Transport.

2. Major Taylor is now working as the Spare Parts and Tyres expert, and RME office representative when the other members of that branch are on journey. By this means he affords much-needed relief to the bottleneck which ST(T) office was previously bearing, and leaves us freer than before to cope (under Q direction) with Italian Army vehicle registration and distribution (including control of Efficient Vehicle Parks), organisation and operation of III-III Transport Companies, POL provision, Driver Training, work on Italian military MT personnel and units equipped with Allied vehicles, etc.

3. Major Taylor is however at present functioning on the basis of Section VI of the ST files, (which are the files dealing with Repairs Organisation, Spare Parts, Tyres opened by ST under authority Q internal minute dated 27 Sep 44, at a time when no RME HQ Office representative was available). The relative papers are being re-registered and handled by the "u" clerks, and out going letters are carrying ST file reference and ADST name-plate. It is submitted that Section VI of the ST files should now be closed, and the RME office in MIA HQ open the necessary RME and/or CS files to accommodate Repairs Organisation, Spare Parts, Tyres.

4. The question of ORBAT Category I(3) Section VI is similar. During the period of fundamental reorganisation of the III-III MT Services and during the time when there was no RME office at MIA HQ, it was convenient for all III-III MT unit-structure and personnel problems to be dealt with at Services level - by ST(T). That phase is now ended, and the edition of ORBAT as at 9 Mar 45 will show in Category I(3) Section VI a complete schedule of MIA - authorised personnel W2/TC for III-III MT units utilising the entitlement as at present constituted. These units can be readi-

2. Major Taylor is now working as the Spare Parts and Tyres expert, and REME office representative when the other members of that branch are on journey. By this means he affords much-needed relief to the bottleneck which ST(T) office was previously becoming, and leaves us freer than before to cope (under Q direction) with Italian Army vehicle registration and distribution (including control of Efficient Vehicle Parks), organisation and operation of III -IVT Transport Companies, POL provision, Driver Training, work on Italian military LM personnel and units equipped with Allied vehicles, etc.
3. Major Taylor is however at present functioning on the basis of Section VI of the ST files, (which are the files dealing with Repairs Organisation, Spare Parts, Tyres opened by ST under authority Q internal minute dated 27 Sep 44 at a time when no REME HQ Office representative was available). The relative papers are being registered and handled by the "M" clerks, and out going letters are carrying ST file reference and ADST name-plate. It is submitted that Section VI of the ST files should now be closed, and the REME office in MIA HQ open the necessary REME and/or CS files to accommodate Repairs Organisation, Spare Parts, Tyres.
4. The question of ORBAT Category I(c) Section VI is similar. During the period of fundamental reorganisation of the IVI-III LT Services and during the time when there was no REME office at MIA HQ, it was convenient for all IVI-III LT unit-structure and personnel problems to be dealt with- at Services level - by ST(T). That phase is now ended, and the edition of ORBAT as at 9 Mar 45 will show in Category I(c) Section VI a complete schedule of MIA - authorised personnel WE/TO for IVI-III LT units utilising the entire ceiling as at present constituted. These units can be readily distinguished into Transport units and REME units see Annex "A". It is submitted that Category I(c) Section VI should now be subdivided into:

Section VI A.	=	ST(T)
Section VI B.	=	REME.

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Adjustments of unit strengths, absorption, release and movement of personnel, variations of WE/TO will then become the responsibility in Service aspects of each Service branch concerned in the normal manner and the Staff sections concerned, particularly G(SD), will know to whom to refer questions as they arise.

CCP/AG

7 April 45

DADT.

23

~~TRANSPORT~~
TRANSPORTTotal
Authorized
Strength.

REPAIR UNITS.

Total
Authorized
Strength.

4 of War Admin Tpt Coy	230
2 Terr Admin Tpt Coy (General)	134
8 " " " " (General)	165
2 " " " " (General)	140
10 " " " " (General)	220
11 " " " " (General)	110
14 " " " " (General)	145
6 " " " " (General)	134
3 " " " " (General)	134
7 " " " " (General)	120
1 Special Tpt Coy	165
2 " " " "	165
3 " " " "	165
4 " " " "	165
1 Efficient Veh Park	30
2 " " " "	30
3 " " " "	30
4 " " " "	30
5 " " " "	30
Central/Driving School	54
36 Amb Car Section	18
37 " " " "	31
84 " " " "	31
85 " " " "	31
61 " " " "	31
1182 " " " "	31

Total ~~TRANSPORT~~ TRANSPORT 2551

DIRECTORATE OF MOTOR ENGINEERING.		36
6 Terr. Repairs Direct.	(General)	6
2 " " " "	(General)	6
8 " " " "	(General)	6
9 " " " "	(General)	6
10 " " " "	(General)	6
11 " " " "	(General)	6
7 " " " "	(General)	6
3 " " " "	(General)	6
1 Repairs Unit		250
2 " " " "		250
3 " " " "		250
14 " " " "		50
1 " " " "		150
1 Hwy Mobile Wrecks		450
Aut Hwy Repairs Unit		200
Central MT Stores Depot		20

Total REPAIR 1702

Total 4255

19

Subject :- Office Works. 1002

ST/1002

28 Mar 45

LAND FORCES SUB COM A.C. (MIA)

BOX

Tel : Room 489084 Ext 526To :- MR. COMMANDANT ALLIED CONSTRUCTION.

1. May a buzzer please be installed in room 5, 7th floor to be operated from room 7.
2. May the services of a locksmith also be provided to fit locks to two cupboards for security purposes.

WMS/eg

[Signature] for Lt. Col. ADST,
Land Forces Sub Com A.C. (M.I.A.)

[Signature]

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Subject :- Printing Order.

ST/1002

17 Mar 45

LAND FORCES SUB COMM A.C.(MIA)
ROME
Tel: 489081 EXT 526

To :- HQ. Commandant A.C.

1. Herewith draft of proforma required to be printed on thin paper to take an ink signature.
2. An initial order of 5,000 would be required.
3. May specimen be forwarded to this HQ as soon as possible please as a supply of these forms is urgently required.

JMD/ag


(O.C. PAPETRAU)
Major RASC
for Lt.Col

ADST, Land Forces Sub Comm AC(MIA)



present Army boundaries) for immediate implementation and to be in under control respectively of War Ministry Comando Roma, Comando Napoli; Comando Bari, Comando Palermo, Comando Firenze, Military Garrison of Sardinia.

(b) reserve Italian Administrative Transport Companies for implementation at present as to personnel only against potential Northern Italy commitments.

(c) 4 Italian Special Transport Companies being implemented in Rome - Naples - Bari - Catanzaro to work on MMIA - initiated moves of Italian Army personnel and stores.

(d) 5 Italian Efficient Vehicle Parks being implemented in Rome - Naples - Bari - Catanzaro - Cagliari to function as (i) reception parks for surplus non-authorized efficient vehicles turned in by ITI-ITI units (ii) reception parks for reconditioned vehicles produced by Repair Units (iii) staging areas for Italian convoys.

(e) 5 Italian regional Repairs Units being implemented and operated in the first instance in Rome - Naples - Bari - Catanzaro Sardinia; each of these Repairs Units operates its own Inefficient Vehicles Dump

(f) 1 Italian Central MT Spares Depot in Rome, 1 Auxiliary Heavy Repairs Units in Terni, 1 ITI-ITI Driving School in Rome, already implemented, 1 Mobile Heavy Workshop now being formed in Sardinia for subsequent transfer to the mainland.

(g) 5 Italian Territorial MT Technical Directorates forming part of the authorized WD for an Italian Territorial HQ and implemented at present as part of Comando Roma, Naples, Bari, Palermo, Florence. 3 similar such Directorates being implemented at present as to personnel only against potential Northern Italy commitments.

4. The Mixed Commission is forming the above units at each of the main locations in turn by the following procedure:-

(a) ascertainment and inspection of existing ITI-ITI units including personnel and vehicles

tioned vehicles produced by Repairs Units (iii) staging areas for Italian convoys.

- (a) 5 Italian regional Repairs Units being implemented and operated in the first instance in Rome - Naples - Bari - Catanzaro Sardinia; each of these Repairs Units operates its own Inefficient Vehicles Dump
 - (f) 1 Italian Central MT Spares Depot in Rome, 1 Auxiliary Heavy Repairs Units in Terni, 1 ITL-III Driving School in Rome, already implemented, 1 Mobile Heavy Workshop now being formed in Sardinia for subsequent transfer to the mainland.
 - (g) 5 Italian Territorial MT Technical Directorates forming part of the authorized WE for an Italian Territorial HQ and implemented at present as part of Comando Rome, Naples, Bari, Palermo, Florence. 3 similar such Directorates being implemented at present as to personnel only against potential Northern Italy commitments.
4. The Mixed Commission is forming the above units at each of the main locations in turn by the following procedure:-
- (a) ascertainment and inspection of existing ITL-III MT units including personnel and vehicle strengths in each area.
 - (b) preparation on the spot of written orders for formation of the reorganized units covering revised nomenclature of units nomination of commanding officer, transmission of detailed WE, designation of location and premises, instructions for area-posting of personnel and vehicles etc.
 - (c) a lapse of time approx. ten days is then allowed within which the respective Italian formations and unit commanding officers complete their arrangements; at the end of the period the Commission returns to the location to collect vehicle ¹⁹²⁷¹ personnel rolls of the new units, inspect the installation and working of the new arrangements etc.
5. Stages (a) and (b) have been completed for Rome (the most difficult case), and the Commission is now proceeding to Naples, Bari, Catanzaro in that order and returning in the reverse order. Florence will then be cleared separately. Parallel instructions

have meanwhile been sent to 214.106 in Sicily and Sardinia to implement the reorganization in their respective areas where the problem is in such comparatively simple manner.

6. Simultaneously with this is reorganization by the Armed Commission of 171-171 US units, another of 171-171 in Sicily and Sardinia and comprising the data reference Italian vehicle holding by 171-171 units, and by 171-171 and 171-171 units, in preparation for phases (b) and (c) Part 2 above.

7. It will be observed that this reorganization comprises a number of the current routine work in connection. In addition the whole has to be taken into account. It is valuable. Further it will be essential (to get results) to follow up the reorganization in each area once the main lines have been laid with field representatives.

8. At present the Allied Staff available for the executive processes in all parts of the work consists of:

1 Major	Major
1 Major	Major
22 Captains	Major
1 1st Clerk	Major
1 1st Clerk	Major
1 1st Clerk	Major

One of the Captains is also to be assigned to the work.

The existing force is supplemented by Italian Military and civil personnel to the extent of the limitations imposed by language and security factors.

9. It will therefore be apparent that any reinforcements that may be made available could be employed most effectively.

CCP/JMC
MPLA HQ

20 Feb. 45

of the current routine work in connection with Italian Army road has to be taken into account. It is voluminous. Further it will be essential (to get results) to follow up the reconnaissance in each area once the main lines have been laid with field representatives.

8. At present the Allied staff available for the executive processes in all parts of this work consists of --

1 Major	EMDOR
1 Major	DAVE
12 Captains	CMSC
1 Col. Clerk	WACC
1 Pto. Issuer	WASC

One of the Captains WACC also has to exercise the responsibilities of Area Transport Officer (42 Four wheeled vehicles and 9 motorcycles). The existing force is supplemented by Italian Military and civil personnel to the extent of the limitations imposed by language and security factors.

9. It will therefore be apparent that any reinforcements that might be made available could be employed most productively.

OCD/JMD

MEM HQ

20 Feb. 45

ITALIAN ARMY MOTOR TRANSPORT

Reference:-

- a. MILA Office Instruction No 45.
- b. Draft letter on Vehicles Census and subsequent control.
- c. Files reference Italian Army Transport hitherto operated by A/Q and S/T, and G(SD) File "Organisation of EMR Units."

2. The terms of reference of SMZ Branch to carry out the tasks applied 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, subsistence and pay, of:-
(1) Military,
(11) 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 from already allied controlled, or civil stocks it may be

- and extendability as is practical.
- 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 kit vehs.
 - g To review the conditions governing the supply, subsistence and pay, of:
 - (1) Military,
 - (11) 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 resenstition and tyre repair materials) and to determine what allocations of relevant items from Allied, Allied controlled, or civil stocks it may be expedient to recommend for Staff consideration.
 - i To administer and control the supply of POL from Allied sources to the Italian Army.
 - j To keep under review the supply of driver personnel for the Italian Army, and submit for Staff consideration such training recommendations as may appear expedient.
 - k To deal with miscellaneous matters arising in connection with Italian Army Motor Transport.

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3. May 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.

a. Existing A/Q and S/T files on Italian Army Transport and POL be closed with a date to be determined, but retained for reference.

All future inward papers to be marked in accordance with subject matter and posted to the appropriate T/file, in the list attached, for action by S/T.

Suggestions

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

b. Staff Branch will execute all action. It will be the responsibility of JAF 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.

Comments

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

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

iii. In this task S/T Branch will be acting as a (Q/AZ), Q/A, Q(GB) and 'Q' combination. The need for a single point of executive action is strengthened by this unusual position.

iv. It seems preferable that we on our side should talk thru' our channel to the War Ministry, where all I.C. matters are

- b. Although much good work has been done, it has suffered by division of responsibility and lack of co-ordination. In the task has not been tackled previously on such ambitious lines. It is better, therefore, to plan the future in a co-ordinated manner and make a clear break with the past.
- SAR Branch will execute all action. It will be the responsibility of SAR 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 section.
 - ii Unilateral action by a section, bypassing Staff, can be entirely eliminated by close co-operation.
 - iii In this task SAR Branch will be acting as a (fax), O&A, G(SA) and 'Q' combination. The need for a single point of executive action is strengthened by this abnormal position.
 - iv It seems preferable that we on our side should talk through one channel to the War Ministry, where all M.T. 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 workshop facilities, etc., should emanate from, and be contained in SAR files, although the creation of repair facilities and repairs to vehicles are strictly a R&M responsibility.
- SAR will be responsible to liaise closely with R&M, and avoid unilateral action infringing upon R&M responsibilities.

Reasons

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4. c. (continued)

Reasons

- i The necessity for close co-ordination of action.
- ii The fact that DUMM, MIIA, 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 absences.
- d. 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 S.P. problem as represented in the attached file plan.

25 Sep. 1944.
MIB/dvw

Distribution: 4/9, MIIA.

B. L. Pennington

E. L. FERGUSON,
Lt. Col., RASC,
A. D. S. T., M. M. I. A.

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PER DELETED ITALIAN ARMY ROAD TRANSPORT

1. I have studied:-

- (a) MGA office instruction No. 46.
- (b) Draft letter on Vehicle Census and subsequent principles of control.
- (c) Files hitherto operated reference Italian Army Road Transport in 4/4 and 8/4 series respectively.
(also and file "Organization of Road Units")

2. The objects of MGA of Transport Office (working through and under control of 9 Branch MGA) may be submitted for endorsement as follows:-

- (a) To find the facts regarding Runners possessed by the Italian Army and their present allocation as accurately and speedily as practicable.
- (b) To institute a practical control of the allocation of Runners including the creation of Runner Reserve Parks and Italian or Companies.
- (c) To review the Italian Army dispositions and regional coverage plan for workshops, service of Runners and local repairs (light and medium vehicles).
- (d) To institute a practical control of light and medium workshops mainly output.
- (e) To review Italian Army dispositions and regional coverage plan for recovery and conversion of abandoned vehicles and vehicles beyond local repair, including the creation of Non-Runner Parks in close affiliation with Heavy Workshops.
- (f) To institute a practical control of heavy workshops mainly output.
- (g) To review the conditions of supply of:-
(i) Military.
(ii) Civil, technical labor for Italian Army workshops and submit any recommendations that may seem appropriate.
- (h) To operate control of spare parts (including reduction to produce) and tyres and tubes (including tyre repair materials and tyre reconstruction work), and to determine what allocations of these items from Allied sources or from the civil market might be appropriate to recommend, ~~in accordance with the~~ *in accordance with the*
- (j) To administer and control the supply of P.M. from Allied sources to the Italian Army.
- (k) To deal with miscellaneous matters arising in connection with Italian Army Road Transport.

3. Examination of the existing files leads to the conclusion that though such good work on these subjects has already been initiated which it is desirable to carry forward in any reorganization, the work as a whole has suffered from division of responsibility and lack of coordination.

- (b) To institute a practical control of the allocation of resources including the creation of Reserve Reserve Units and Italian GP Companies.
- (c) To review the Italian Army dispositions and regional coverage plan for workshops, services of barracks and local repairs (light and medium variations).
- (d) To institute a practical control of light and medium workshops monthly output.
- (e) To review Italian Army dispositions and regional coverage plan for recovery and evacuation of abandoned vehicles and vehicles beyond local repair, including the creation of Non-Runner Parks in close affiliation with heavy workshops.
- (f) To institute a practical control of heavy workshops monthly output.
- (g) To review the conditions of supply of:
- (1) Military.
 - (2) Civil, technical labor for Italian Army workshops and estimate any recommendations that may seem appropriate.
 - (3) To operate control of spare parts (including reduction to produce) and tires and tubes (including type repair materials and type reconstruction work), and to determine what allocations of these items from Allied sources or from the civil market might be appropriate to recommend.
 - (4) To administer and control the supply of fuel from Allied sources to the Italian Army.
 - (5) To deal with miscellaneous matters arising in connection with Italian Army Road Transport.
5. Examination of the existing files leads to the conclusion that though much good work on these subjects has already been initiated which it is desirable to carry forward in any reorganization, the work as a whole has suffered from a division of responsibility and lack of coordination.
4. A revised scheme of organization for handling the Italian Army Road Transport problem is therefore submitted in the form of the attached proposed files list.
5. It is proposed that v.e.f. 23 Sep 44 the existing A/C and S/T files on Italian Army Road Transport and P.M. should be closed but retained for reference. All future inward papers will be noted in accordance with subject matter to the appropriate 2/11 in the attached list for action by the Transport Office.

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6. ST Transport Office will be responsible for liaison with, and to the fullest extent practicable obtaining guidance from, Italian MI6, on all sections and particularly in sections C and D of attached list. At the same time it is anticipated that in the future as in the past MI6 will be to a great extent discreet, and this adds to the desirability of handling as far as practicable on his subject matter in his absence.
7. ST Transport Office will be responsible for keeping Q Branch fully informed of all developments, for referring all decisions of major policy to Q Branch and in general for insuring Q Branch Enforcement of action at all stages.
8. ST Transport Office will place together as speedily as possible the picture of each of the main elements of the Italian spy boat transport problem as represented by the various sections in the attached file plan, both by summary concentration from the former files where useful, and by conference in the immediate future with the Italian spy authorities concerned. ST Transport Office will be responsible for bringing into practical operation carefully returns of the various kinds specified.
9. Certain files will be sub-divided by units or by regions or as may be subsequently decided by the use of alphabetical sub-sequences.
10. Approval is sought for the initiation of the attached filing plan and procedure for attribution of action forthwith.

22 September 1944

GJM/30

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information from the former files where used, and by agreement in the immediate future with the Italian Army authorities concerned. Of Transport Office will be responsible for bringing into practical operation monthly returns of the various kinds specified.

9. Certain files will be sub-divided by units or by regions or as may be subsequently decided by the use of alphabetical sub-references.
10. Approval is sought for the initiation of the attached filing plan and procedure for attribution of action forthwith.

22 September 1944

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