

785020

ACC

10000/12012794

ST/536 Operat

Sept. 194

10000/12012794

ST/536 Operation Of Gruppi Divisional MT
Sept. 1944 - Ap. 1945

MESSAGE FORM

FROM : M.M.I.A.

27 111 B

TO : REAR 50 HCU

REF : SL/1306

RECEIVED

YOUR 1 36 OF 26 (.) AIRCRAFTS AIRWAY COLLATERAL BY YOUR DRIVER ON 22

AND EN ROUTE TO YOU (.) NO FURTHER ACTION NECESSARY

3192

DUGAN

20.03.

William G. Cole

1st COL.

M
File
11

✓

785020

IMMEDIATE

LAND FORCES

LRABY/LABE NR 25 OF CP
 T NEXT
 FROM REAR 53 BLU 261130B
 TO MMIA
 CR 37 ET.

ST.

27/4

Q 36. RESTRICTED. REF YOUR SIGNAL ST/1806 DATED 15 APR.
 ITI DRIVER SENT DOWN 21 APR AS INSTRUCTED.
 COPY OF MMIA VR ORDER NO E/25 RECEIVED HERE TODAY
 PLEASE CONFIRM WHETHER ORIGINAL WILL BE HANDED OVER TO
 DRIVER SENT DOWN

BT 261130B

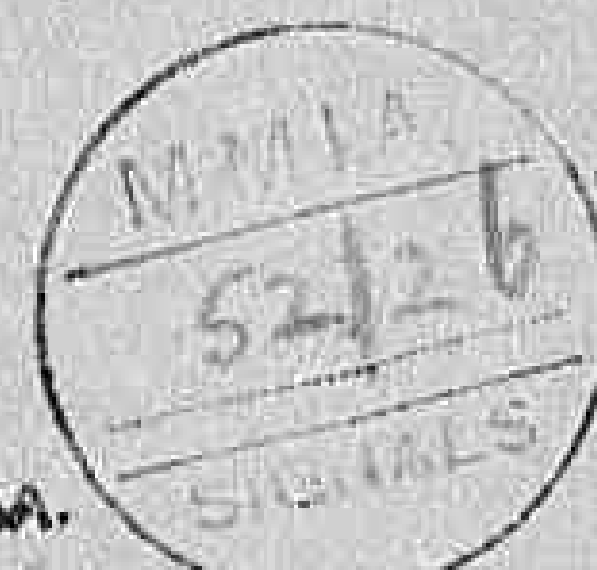
SENT NR 25 2040D JY D1 KK

RECD NR 25 2040B AAA AA// KKK

S & T, MMIA.

Recd

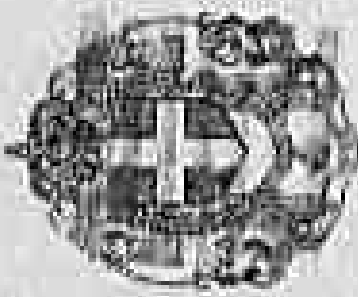
File ST/



3194

785020

M.



Ministero della Guerra
DIREZIONE GENERALE DI SANITA' MILITARE

Reg. I. 1806

III

I

Sec.

Procl. N. 6/2473

Allegato

OGGETTO

Autobagno -

Resposta al Foglio del

Dir. Sec. 24

IO STATO MAGGIORE R. ESERCITO

Ufficio Servizi

P.M. 3800

e, per conoscenza:

AL GABINETTO - Ufficio Coordinamento -

ALLO STATO MAGGIORE R. ESERCITO

Uff. C.A.

ALLA LAND FORCES SUB COMMISSION A.C. (MMIA)

S E D E

P.M. 3800

R O M A

In relazione alla nota n. ST/1502 della L.F.S.C. AC.

(MMIA), in data 20 marzo u.s., si fa presente che l'autobagno Ceirano - targa R.E. 26715, recentemente riparato dal Reparto Riparazioni n. 1 ed attualmente presso il Parco Veicoli Efficienti, appartiene al Comando Gruppo di Combattimento "Friuli", al quale fu, a suo tempo, assegnato.

Il predetto autobagno dovrebbe essere inviato, al più presto, al Comando sopraindicato, il quale ne ha urgente bisogno ai fini igienico-profilattici delle truppe dipendenti.

P. IL MINISTRO
(F. CALDAROLA)

Allegato

In respect of letter ST/1502 dated 20/3/45 from MMIA, we

e, per conoscenza:

AL GABINETTO - Ufficio Coordinamento -
ALLO STATO MAGGIORE R. ESERCITO

UFF. C.A.

ALLA LAND FORCES SUB COMMISSION A.C. (MMIA)

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P. IL MINISTRO
(F. CALDAROLA)

In respect of letter ST/1502 dated 20/3/45 from MMIA, we point out that the CEIRANO mobile bath "Licence plate no 26715" recently repaired by 1st repair unit and now at the serviceable vehicle camp belongs to the 1st repair combat group, to which it was assigned some time ago.

This mobile bath is to be sent to the 1st command, or even as possible, it being needed for Hygienic purposes.

CALDAROLA

785020

PA 1806
PROB V M M I A SR 201000

TO 56 BLU . M M I A

FROM 16 VEHICLE PARK 38 VEHICLE COY.

201000

16VP/T/15

REF AFHQ TPM (FX59896 DATED 14 AND OUR EVEN REF
TPM DATED 16 (.) SIGNAL DATE OF COLLECTION OF
HUMBER LT RECCE QTY 17 (.)

THI 201445B

SENT GB 1530E B K

RD 1530E HTH BB

M M I A

12/21

SIGNALS

Recd
23/4Being retransmitted
by HHC

20/4

Should be Paris 3192

to 56 BLU

HHC info?

785020

FRIULI

105

SUBJECT : Veh Releases - Autobagno

REAR HQ 50 BLU

Q/2/16

REAR HQ FRIULI ICG

20 Apr 45

Please take the necessary action in respect of the att signal from NMIA RCME.

It is suggested that a driver is sent down with the leave truck, or failing this, with any other tpt which may be proceeding to, or in the direction of RCME.

CMF
JIM/SYB


Maj
DAA and GIG

3191

785020

ARMY FORM 0 2186 (Small)

COPY
MESSAGE FORM

Register No. 104

Call	Srl. No.	Priority	Transmission Instructions										
ABOVE THIS LINE FOR SIGNALS USE ONLY													
FROM (A)	Originator	Date-Time of Origin.	OFFICE DATE STAMP										
	MMIA	181200B											
	50 BLU	For Action											
TO	(W) For information (INFO)	-Message Instructions-		-GR-									
Originator's No. ST/1806. RESTRICTED. ONE autodagno awaiting your collection ROME.													
please send ITI driver to report ST this HQ for release note													
THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS EXCEPT WIRELESS		IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS THIS MESSAGE MUST BE SENT IN CODE		ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY									
SIGNED <i>[Signature]</i>		SIGNED		<table border="1"> <tr> <td>Time</td> <td>System</td> <td>Op.</td> </tr> <tr> <td>THI or TOR</td> <td>3150</td> <td></td> </tr> <tr> <td>Time cleared</td> <td></td> <td></td> </tr> </table>	Time	System	Op.	THI or TOR	3150		Time cleared		
Time	System	Op.											
THI or TOR	3150												
Time cleared													

P. 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MESSAGE ZONE

FROM : H.A.L.A.

18 / 100 B

TO : SO 220

REF : 07/1806

ONE MESSAGE REMAINS YOUR ORIGINATOR (.) REMAINS WITH THE OTHER
TO REPORT AT THIS HQ FOR REVISION DATA

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RECEIVED : Medical
02/12/12

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RAAC MESSAGE FORM

CALL	CIRCUIT No.	PRIORITY	TRANSMISSION INSTRUCTIONS
NR			QVR 3 6
SPACES WITHIN RED LINES FOR SIGNALS USE ONLY			DATE-TIME OF ORIGIN
FROM (A) AFHQ SIGNED SACMED CITE FHQAE FHORB			141458
TO (FOR ACTION) DISTHREE			MESSAGE INSTRUCTIONS
TO (FOR INFORMATION)			GR
(REF. No.)	FX59896	(SECURITY CLASSIFICATION)	SECRET.

INFO: (2) 56 HLU (3) MMIA (4) 15 ARMY GROUP (5) MAIN EIGHT ARMY (6) HQ 38 VEH COY
 (7) 2 VEH GROUP 38 VEH COY (8) 16 VP 38 VEH COY (9) 6 GROUP 37 VEH COY
 (10) 5 VP 38 VEH COY

FINAL RELEASES TO YOU ~~COMPLETING~~ COMPLETING EQUIPMENT A VEHs FOR MANTOVA 5 ITALIAN
 COMBAT GROUP. ONE. AVR 8545 EX 5VP BISCEGLIE. TRUCKS 15 CWT ARMD 4 x 4 PERSONNEL
 QTY 6 WITH COMPLETE KIT. TWO. AVR 8572 EX 16 VP ANCONA. HUMBER LT RECCE QTY 17
 WITH KIT PARTS 1 11 AND 111. ALL ABOVE FOR COLLECTION BY UNIT DRIVERS.
 THREE. GMC LT RECCE QTY 6 WITH KIT PARTS 1 11 AND 111 ISSUED ORIGINALLY UNDER
 SERIAL AVR 8402 WILL BE RETURNED TO 409 RVP TERLIZZI. CONVERSATION CARTE - PONTER REFERS

LOCAL DISTRIBUTION

PRECEDENCE:

ORIGINATING
SECTION:

A. G. AUTHENTICATION:

ORIGINATOR'S AUTHENTICATION:

THE OR TOR

OPI.

TIME CLEARED

3188

Forwarded to HQ NMIA. for information 29/23
 HHS/Source/Capt
 HQ NMIA

97

SUBJECT:- Italian Army-Inspections

Unit Maintenance Inspectorate
 ("B" Vehicles Section)
 Adv. H.Q. U.M.I. 1 Dist. C.M.F.

2 (AB) A.F.H.Q.

AF/UMI/63

20 Feb '45.

Copy to:-

D.D.M.E. A.F.H.Q.
 D.M.T. A.F.H.Q.
 M.M.I.A. -
 'Q' H.Q. 1 District.
 D.D.M.E. H.Q. 1 District.
 52 B.L.U.
 Capt. Flewman.

ST/1806
 seen by Maj
 Edwards
 27 Feb '45

1. Attached is copy of Capt. Flewman's report on his recent visit to Legnano Gruppo, for information.
2. Particular attention is called to para 9 (1) of the report, and it is strongly suggested that to avoid a similar situation in the Mantova Gruppo about to be equipped, that the early issue of Recovery and Workshop vehicles should be made.

deC/WS

DADT 6/3

Amir
 Lt-Col.,
 C.I. U.M.I. C.M.F.
 Absent on duty.

96

REPORT ON THE LEGNANO COMBAT GROUP OF THE ITALIAN ARMY

1. Capt. G.A. Pleman and two S/Sgts, paid a further visit to the LEGNANO Combat Group of the Italian Army from 5th Feb '45 to 17th Feb '45.

Calls were made upon all units of the Group, the Increment being accompanied by an Italian officer from the Group Workshops.

M.T. organisation, including the scope of unit fitters, L.A.D.'s and Workshops, was explained to the unit M.T. officers and many vehicles were inspected for maintenance.

2. It is estimated by the Group H.Q., that at present there are approximately 200 vehicles off the road. Of these 200, 50 were left at BRACCI/MA, when the Group moved to its present location. These vehicles are being repaired on B.L.R. by 65 H.A.A. W/Shops. Of the remaining 150 vehicles, a very large majority are awaiting spare parts.

3. It is estimated that if the Workshops and L.A.D.'s were fully equipped, and if all the necessary spares were available in the Group, 80% of these vehicles would be on the road in from 14 to 21 days.

The G.F.P. Coy. stores vehicles were sent to PONTICIANO for binning on 22nd Jan '45, and did not return to the Group until 15th Feb '45.

As spares will now be available, it can be expected that a decrease in V.O.R. will be shown in the near future.

4. The Group Workshops and also the L.A.D.'s appear to be perfectly capable of functioning correctly and carrying out the duties required of them, when they are fully equipped, a considerable amount of tools and equipment have not yet been received.

The Italian Workshop officers are particularly keen and efficient.

5. It was found on visiting units, that unit fitters are very inclined to carry out larger repairs than they should do. Although quite capable of making a satisfactory job, much time was spent doing work which should have been evacuated to L.A.D.'s or Workshops, consequently minor repairs and adjustments, which should have been carried out by unit fitters were liable to be neglected.

This question was fully explained to unit M.T. officers, by the Increment and by the Italian Workshops officer.

6. Owing to the dispersal of the Group over a very wide area, communications are somewhat difficult. The S.C. B.M.M.F. 52 B.L.U. has decided that he can be of most use at the Workshops, these are situated 25 miles from the Group H.Q. and are not connected by telephone, consequently the inter-communication between the Italian C.M.M.F. and the O.C. Italian Workshops has not been as smooth as is desirable. No. 1 District have now loaned an additional B.M.M.F. officer to 52 B.L.U., and if as is suggested, he is situated at Group H.Q. to advise and assist the C.M.M.F. in B.M.M.F. organisation and procedure, this difficulty should be entirely eliminated.

3186

3.

It is estimated that if the Workshops and L.A.D.'s were fully equipped, and if all the necessary spares were available in the Group, 80% of these vehicles would be on the road in from 14 to 21 days.

The O.P.F. Coy. stores vehicles were sent to PONTRECAICHO for binning on 22nd Jan '45, and did not return to the Group until 15th Feb '45.

As spares will now be available, it can be expected that a decrease in V.O.R. will be shown in the near future.

4.

The Group Workshops and also the L.A.D.'s appear to be perfectly capable of functioning correctly and carrying out the duties required of them, when they are fully equipped; a considerable amount of tools and equipment have not yet been received.

The Italian Workshop officers are particularly keen and efficient.

5.

It was found on visiting units, that unit fitters are very inclined to carry out larger repairs than they should do. Although quite capable of making a satisfactory job, much time was spent doing work which should have been evanuated to L.A.D.'s or Workshops, consequently minor repairs and adjustments, which should have been carried out by unit fitters were liable to be neglected.

This question was fully explained to unit M.F. officers, by the Increment and by the Italian Workshops officer.

6.

Owing to the dispersal of the Group over a very wide area, communications are somewhat difficult. The S.O. E.M.E. 52 B.L.U. has decided that he can be of most use at the Workshops, these are situated 25 miles from the Group H.Q. and are not connected by telephone, consequently the inter-communication between the Italian O.M.E. and the O.C. Italian Workshops has not been as smooth as is desirable. No. 1 District have now loaned an additional E.M.E. officer to 52 B.L.U., and if as is suggested, he is situated at Group H.Q. to advise and assist the O.M.E. in N.E.M.E. organization and procedure, this difficulty should be entirely eliminated.

7.

The Increment found that the vehicle maintenance in the Group was fairly satisfactory.

It was gratifying to observe that unit officers were taking considerable interest in vehicle maintenance.

The N.E. organization and maintenance in the Engineer Bn. was particularly good.

/The correct oils.....

3186

(para 7 cont.)

The correct cila were in use throughout the Group, but some units were not being allotted a sufficient quantity of the correct types for their requirements.

This matter was taken up with the Group H.Q., and it is not anticipated that there will be any further difficulty in obtaining ample supplies of oil for all requirements.

6.

The road discipline of drivers of the Group is still far from satisfactory. Vehicles are being driven at excessive speeds, halting in the middle of the road, carrying civilians and more than one passenger in front of the vehicle beside the driver. One vehicle was observed with three men in addition to the driver, in the cab.

It is suggested that the Carabinieri might have a mobile road patrol in the Group area, to check drivers on these points.

7.

In conclusion the R.F. position in the L.E.M. Group can be summed up as follows:

Although there is a considerable number of vehicles off the road at present, this is mainly due to:-

- (1) The late date at which the Workshops and L.A.B.'s were equipped.
- (2) The considerable delay in receiving the scaling of spares and the meeting of incidents.

The maintenance of vehicles by drivers is fairly satisfactory, but the driving discipline is not.

The Workshops and L.A.B.'s are being well organised, and now that equipment and spares are being received, should function perfectly satisfactorily in a very short time.

Releases are still awaited for approximately 90 vehicles and 170 motor-cycles, to bring the Group up to H.E.

10.

A L.E.M. training increment has arrived, and should be extremely helpful to the Group.

3185

GAP/MS
17 Feb '45.

(sgd.) G.A. Plesman, Cpt.

SUBJECT :- Vehicles for 470 and 576 Ospedali da Campo.

BLU RPO ICF.
o/o Land Forces Sub Comm.
AG (MIA) ROME.
Ref T/16/3

16 Feb 45.

RAAC.

Copy to :- Land Forces Sub Comm AG (MIA) ROME.
470 Ospedali da Campo
576 Ospedali da Campo

1. This HQ has been ordered to equip :-

470 Ospedali da Campo
576 Ospedali da Campo

both units being Auxiliary Units to the Combat Force.

2. It is requested that the following vehicles authorised by War Establishment WA/574/1 of 9 October 44 be issued as soon as possible:-

Unit	Truck 15 Cwt 4x2 GS	Lorry 3 Ton 4x7 GS
470 Ospedali da Campo	1	1
576 Ospedali da Campo	1	1
Total.	2	2

3184

AMGG/rav

G & T, MIA.

Recd

17 Feb

1806

Amf
Lt Col.

92

W.M.Y.A.

08 1800 A

50 WTU

SE/1030

RESTRICTED

FOR DATA TO (.) YOUR RA/A OF 4 (.) FORM 3 TOWERS 2 DEGRAD
 AT A REPAIR AND RECOVERY CENTER SOME WHICH IS ITALIAN
 ARMY WORKSHOPS

3183

INTERNAL
 SEC. SEC.

ROUTINE

L. DeLafuer
Day
 LT. COL.

84

Subject :- Vehicles returned from 53 BLU.

ST/1030

LAND FORCES SUB COMM A.C.(E.M.I.A.)

RCMR

28 Jan. 45

Tel : 489081 EXT 525

To :- 53 BLU

1. Attached reports from 15 RVP, 38 vehicle Coy, RAOC, on the condition of vehicles received from 53 BLU, are forward.--
2. It is requested that the subject matter of these reports be investigated and a report on the findings submitted to this HQ as soon as possible.--

2

(C.C.PATINEAU)

Major RASC

for Lt.Col

JMD/ag.

ADST, Land Forces Sub Comm A.C.(E.M.I.A.).

Internal : Special Section.

File 3182

Subject:- Abandoned Vehicles.

C.O.,
10th AF Base Coy., APOC., CAR.

Copy to:- Mr. 2 District.

C.O., No. 4 Vehicle Group.

Station.

ST

10 June

1. Under authority of A.M.C.B. signal 041024, - not to you - quoting A.M.C.B. (AM) of 30 Nov. '44; 32 D.M.B. have been instructed to return low category vehicles, hold surplus, to this Park for subsequent re-issue to Fifth Italian Combat Group.

2. These vehicles have now started to arrive, and are in a very bad condition, which feel cannot be attributed to fair usage. The following are quoted as examples :-

(a) Matchless Solo M/Cycle. A.D.No. A.3. Frame No. 21774.

The only components of this machine received are as listed hereunder :-

Frame.
Oil Tank.
Rear mud wing.
Half of Teledraulic Forks only.
Engine (U/S. and cannibalised).
Horn.
Chain Guard.

Six other M/Cycles which were issued as Class II and are now heavily cannibalised.

(b) Bedford 3ton 4x2 G.C. A.D.No. 208706.

Engine Block only, wedged upside down, between first and second chassis cross members.
Steering Box stripped and left hanging.
Radiators thrown on top of engine block.
Front assembly and bumper etc., completely deficient.
Cab completely stripped.
Gearbox deficient.
Prop. Shaft hanging and tied to chassis with wire.
Petrol tank deficient.
Brake system stripped out.
Front tyres unserviceable.

3. May I please suggest that this should be taken up very strongly with the appropriate authorities, and may I also please be instructed whether the vehicles should be evacuated to Salvage in the normal way.

Field.

S & T. MMIA.

L. C. Lawrence
Capt., A.M.C.B.

Date:- 15/6/44 84

- 10 Jan
1. Under authority of A.D.A.B. signal 041054b - not to you - quoting army 0410/1/ (LAE) of 30 Nov. '44; 20 D.A.B. have been instructed to return low category vehicles, held surplus, to this Park for subsequent re-issue to Fifth Italian Combat Group.
 2. These vehicles have now started to arrive, and are in a very bad condition, which I feel cannot be attributed to fair usage. The following are quoted as examples :-
 - (a) Matenless solo M/Cycle. A.D.No. N.A. Xreme No. 21774.

The only components of this machine received are as listed hereunder :-

Frame.	Engine (V/B. and cannabellised).
Cil Tank.	Horn.
Rear Mud Wing.	Cabin Guard.
Half of Teledraulic Forks only.	

Six other M/Cycles which were issued as Class II and are now heavily cannabellised.

 - (b) Bedford 3ton 4x2 G.C. M.D.No. 205700.

Engine Block only, wedged upside down, between first and second chassis cross members. 3181
 Steering Box stripped and left hanging.
 Radiator thrown on top of engine block.
 Front assembly and bumper etc., completely deficient.
 Cab completely stripped.
 Gearbox deficient.
 Prop. Shaft hanging and tied to chassis with wire.
 Petrol tank deficient.
 Brake system stripped out.
 Front tyres unserviceable.
 3. May I please suggest that this should be taken up very strongly with the appropriate authorities, and may I also please be instructed whether the vehicles should be evacuated to Bilva in the normal way.

Field.

8 Jan. '45.

LGE/NL.

C. T. NAMA.

Recd 10 Jan

File ST

38 Vehicle Coy., A.D.C., OME.

Capt., A.D.C.,

O.D., 15 R.V.R.,

785020

Subject:- Vehicles Held in by B.L.U.

Ref:- LPRK/25/33

C.S.

38 Vehicle Coy., RAOC, OMF.

Copy to:- H.Q. No. 3 District.

C.O., No. 4 Vehicle Group.

M.M.I.S.

1. Further to my LPRK/25/17 dated 8/1/45.

2. Two further vehicles have been inspected by me today, and the following are the results:-

Lorry 3ton 4x2 G.S. Dodge. W.D.No. 5652732. Mileage. 10,000.

Front end of chassis damaged.

Front of vehicle smashed in.

Body tool boxes deficient.

Instrument panel cannibalised.

Left hand rear tyre and tube deficient.

This vehicle had been towed for about 40 miles on the wheel rim, with consequent damage to rim and differential housing.

3. Lorry 3ton 4x2 G.S. Dodge. W.D.No. 5772105. Mileage. 10,000.

Front end of vehicle very badly damaged.

Engine heavily cannibalised and components replaced haphazardly, without any attempt having been made to secure them.

This vehicle too, had been towed for a considerable distance on the rear wheel rims with consequent damage to rims and differential housing.

4. It is obvious from inspection of these vehicles, ²⁴⁰ much of the damage caused to them must be considered as wilful, and I would suggest that very strong steps should be taken.

5. In this present condition it is a sheer waste of time to issue the vehicles for re-equipping No.5 Italian Combat Group, and I suggest that they be passed through for repair in the normal way.

6. May I have your observations please.

Field.

18 Jan. '45.

LPR/ML.

"S & T" No.11.

Recd

38 Vehicle Coy., RAOC, OMF.

File ST/ 1030

Capt., RAOC.

O.O., 15 R.V.F.

L. J. J.

Front end of Chassis damaged.
 Front of vehicle smashed in.
 Body tool boxes deficient.
 Instrument panel cannibalised.
 Left hand rear tyre and tube deficient.
 This vehicle had been towed for about 40 miles on the wheel rim,
 with consequent damage to rim and differential housing.

3. Lorry 3ton 4x4 G.S. Dodge. #B.No.5572105. Mileage. 10,000.

Front end of vehicle very badly damaged.
 Engine heavily cannibalised and components replaced haphazardly,
 without any attempt having been made to secure them.
 This vehicle too, had been towed for a considerable distance on
 the rear wheel rims with consequent damage to rims and differential
 housing.

4. It is obvious from inspection of these vehicles, ³¹³⁰~~3119~~ much
 of the damage caused to them must be considered as wilful, and I
 would suggest that very strong steps should be taken.

5. In this present condition it is a sheer waste of time to
 issue the vehicles for re-equipping No.5 Italian Combat Group, and
 I suggest that they be passed through for repair in the normal way.

6. May I have your observations please.

Field.
 18 Jan. '45.
 WFF/AL.

"S & T" NADA.

T Recd

File ST/ 020

L. J. Lewis
 Capt., MAOC.,
 G.O., 15 A.V.P.,
 38 Vehicle Coy., MAOC., CAF.

785020

TELESCRITTO = URGENTEDALLA M.M.I.A. = ROMA 81
21 gennaio 45 - ore 17.08RISERVATOAL MINISTERO DELLA GUERRA
e, p. c. ALL'UFF. COLL. MMIA RTC ICF
RA TRAINING TEAM
*****SS. 586 (.) SPEDITE AUTOCARRO 3 TONNELLATE 4 x 2 GS DAL CENTRO ADDE-
STRAMENTO COMPLEMENTI ICF CON AUTIERE CHE DOVRA' PRESENTARSI AL PIU'
PRESTO AL PLOTONE SERVIZI DELLA SCUOLA DI ARTIGLIERIA DI CERRETO SAN-
NITA (.) DETTO AUTOCARRO SARA' INCLUSO NELL'EVENTUALE ORGANICO DELLA
SCUOLA DI ARTIGLIERIA (.) ESSO E' URGENTEMENTE RICHIESTO PER SERVIZIO
VIVERI . F.TO DOBBSURGENTISSIMOMINISTERO DELLA GUERRA
- Gabinetto - Sez. Interpreti -

22-1-45

traduzione n° 591/C
300960/CAdata di arrivo: 22.1.45 - ore 12.50
data di partenza : 22.1.45 - ore 13.--

3179

IL C. D. D. SEZIONE

Per Pucera

Subject: - Convoy Discipline.

SE/1030

12 Dec. 44

Land Forces Sub Comd A.C.(MVA)

ROME

Tel: 489081 EXT 926

To: - 52 B L U

For your information I would like to bring to your notice the following observations I made on the Road Discipline of a number of vehicles of the Legnano Division I saw travelling between Rome and Bracciano between 1600 and 1700 hours on Sunday the 10 Dec. 44.-

1. Travelling at excessive speeds.
2. Driving dangerously i.e. taking bends on the wrong side of the road.
3. Four men seated in the cab of the vehicle.
4. Canopy flapping in the wind and men hanging over the superstructure.
5. No apparent control as vehicles were split up in ones and twos, sometimes several miles apart.

(T.M. CHASE)

Capt. R.M.S.

Transport Officer

INC/ag.

L.O. Land Forces Sub Comd A.C.(MVA).

[Handwritten signature]

Subject: Disposal of Italian Army Vehicles and
Personnel Reported by UNIA to UNIA AGO.

SR/1030

2 Dec 44

Land Forces Sub Com A.C. (UNIA).
 UNIA.
 Ref: UNIA AGO 1030 535

To: UNIA, S.A.A.C.

From: UNIA AGO 1030 535, UNIA AGO.

1. Ref: UNIA AGO 1030 535 - Capt Gandy.

2. The following procedure has been agreed:-

- (a) Personnel will be accompanied by the 3 Centre
 Headquarters & Report via UNIA AGO, UNIA,
 Ref: UNIA AGO 1030 535.
- (b) Vehicles reported to UNIA AGO should be notified
 to 3 Centre Headquarters who will send drivers to
 collect and will instruct them to proceed to their
 destination.
- (c) Vehicles' S.A.A.C. Certificates should be forwarded
 to the UNIA on whose charge they are held.

UNIA/370

UNIA, Land Forces Sub Com A.C. (UNIA).

(S.A.A.C. 3177)
 Capt Gandy.
 For UNIA AGO.

[Handwritten signature]

Subject: Coincidence and Disposal of Vehicles of
Italian Combat Groups When Passed
Through Mine Area.

63

ST/1030

7 Dec 44.

Land Forces Sub Com A.C. (ARMA).
 Rome.
 Tel: Rome 435084 132 526.

To: ADME, R.A.A.C.

1. Reference phone conversation Major Young - Capt Craig.
2. From information at present available it is thought that the above problem will not occur again, as Italian Combat Groups will not pass through this area in future.

(J.M. SPARKS).
 Capt RASO.
 For Lt. Col.

JMC/1030

ADME, Land Forces Sub Com A.C. (ARMA).

Lib

3176

AL/TR

C O P I A

STATO MAGGIORE REGIO ESERCITO
Ufficio Servizi - Sezione Automobilismo

N: 6X3415/Serv. di prot.

O R G A N I Z Z A T O : Automezzi.

P.M. 151, 14 28 nov. 1944

AL NUCLEO VI COMANDO REGIONALE
(Ufficio Stralcio Delegazione "A" S.M.R.U.)

e, per conoscenza

AL COM. GRUPPO COMBATTIMENTO "LEGNANO"

AL COM. DELLA DELEGAZ. "T" DELLO S.M.R.U.

ALLA LAND FORCES SUB COMMISSION A.C. (MILIA)



.....

P.M. 185

P.M. 155

P.M. 179

P.M. 179

Riferimento Foglio 35-8/3 in data 18 novembre 1944.

Come già comunicato da questo S.M. con foglio 6/8164 in data 21 novembre c.a., preghi disporre:

a) - la sollecita rimessa in efficienza e l'avviamento al Gruppo di Combattimento "Legnano" dei 4 autocarri attualmente in corso di riparazione:

b) - il rientro, ad ultimato trasporto dei materiali dai magazzini di Ortona allo scalo ferroviario di Ortona:

- al predetto Gruppo di Combattimento dei restanti 6 autocarri;

- all'Autogruppo di Formazione di tutti gli automezzi esuberanti ai bisogni di codesto Nucleo e già richiesti da questo S.M.

P.C.C.

IL CAPO UFFICIO SERVIZI

IL GENERALE ALDETTO
-Alessandro Santi-

Riferimento Foglio 35.8/S in data 13 novembre 1944.

Come già comunicato da questo S.M. con foglio 6/8164 in data 21 novembre c.a., pregasi disporre:

- a) - la sollecita rimessa in efficienza e l'avviamento al Gruppo di Combattimento "Legnano" dei 4 autocarri attualmente in corso di riparazione;
- b) - il rientro, ad ultimato trasporto dei materiali dai magazzini di Chieti allo scalo ferroviario di Ortona:
3455
- al predetto Gruppo di Combattimento dei restanti 6 autocarri;
- all'Autogruppo di Formazione di tutti gli automotomezzi esuberanti ai bisogni di codesto nucleo e già richiesti da questo S.M.

P.C.C.

IL CAPO UFFICIO SERVIZI

(Col. A. Quercia)



S & T. M.A.A.

Recd Dec

File ST/ ~~1024~~ 1030.

IL GENERALE ALDETTO
-Alessandro Santi-

D. RA
1024 / Fornor

apparente
Chene
Pelle (v. S. M.)
on subord

AL - ta



MINISTERO DELLA GUERRA

DIREZIONE GENERALE DELLA MOTORIZZAZIONE

Divisione 2^a

Sez.

4^a

Prot. 24063 Allegati

Roma 28 NOV. 1941

ALL' LAND FORCES SUB-COMMISSION

(M. M. I. A.)



R o m a

Disposta al foglio del

Dio.

Sez.

11

OGGETTO: = materiale automobilistico dei Gruppi di Combattimento - servizio riparazioni della Campania. =

e, per conoscenza

ALLO STATO MAGGIORE R. ESERCITO - Ufficio Servizi - Sez. S.M. -
(rif. f. 1/4827 in data 8 c.m.)

= P.M. 151 =

1. - In seguito alle direttive di codesto Comando, lo S.M.R.E. ha disposto che gli automezzi efficienti dei Gruppi di Combattimento vengano versati all'8° Centro Riparazioni e Recupero di Roma e quelli inefficienti al parco autoveicoli del 10° Raggruppamento Autieri di Napoli. -

Il numero approssimativo degli automezzi che affluiranno a Napoli per effetto di tale disposizione, è valutato a circa 550 autoveicoli e 250 motocicli, mentre sul posto non esiste ancora il relativo parcheggio, ed è da ritenersi di non facile soluzione la ricerca della località adatta. -

2. - Nella Campania - come è noto - il servizio delle riparazioni automobilistiche è in grave crisi perché, mentre tra le centinaia di relitti giacenti nei vari parchi autoguai, vi sono oltre 200 automezzi riparabili, mancano nella regione officine militari e civili, non requisite, di elevata produttività, capaci di rimmetterli rapidamente in efficienza. -

servizio riparazioni della Campania.-

e, per conoscenza

ALLO STATO MAGGIORE R. ESERCITO - Ufficio Servizi - Sez. S.M. -
(rif. f. 1/4827 in data 8 c.m.)

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2. - Nella Campania - come è noto - il servizio delle riparazioni automobilistiche è in grave crisi perché, mentre tra le centinaia di relitti giacenti nei vari parchi autoguai, vi sono oltre 200 automezzi riparabili, mancano nella regione officine militari e civili, non requisite, di elevata produttività, capaci di rimmetterli rapidamente in efficienza.-

3. - La situazione si presenta alquanto migliore nel territorio di Roma ove l'8° Centro dispone di tre officine militari, mentre 10 officine civili, con più di 20 operai ciascuna, sono già in attività e numerose altre hanno fatto istanza per ottenere lavori di riparazione di autoveicoli.-

S. T. M.M.A.

Recd

File ST/

....
PATW 29/11

SUBJECT:- CIL Vehicles

52 British Liaison Unit.
CMF.

23 Nov 44

To:- Land Forces Sub Comm.A.C., Q/1/64
(MMIA)

Reference your ST/1030 of 6 Nov.

On a basis of figures only it would appear that the division of the vehicles of the CIL was unfair towards the FOLGORE Group.

The following points however, must be taken into consideration.

- (i). The NEMBO and ST. MARCO Groups were in possession of their own transport which they retained.
- (ii); The Legnano Group was ordered by SMRE to hand over ONE complete transport coy to the FOLGORE. This was done.
- (iii) In consequence of the small excess of transport that Legnano Group has over the FOLGORE all work has been done for the SMRE and the Regimento Complementi by the Legnano. If they had not had extra vehicles they would have been unable to fulfil these details.

One breakdown vehicle has been handed over to the FOLGORE and a further one will be handed over on completion of the evacuation of all BLR vehicles which are numerous.

No further reallocation of vehicles is advised at the moment.

JMA/WN

cc & T. MMIA.

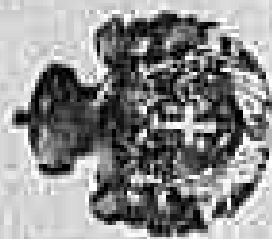
Recd

File ST/

1030

Major,
DAA&QMG.

7/23



STATO MAGGIORE R. ESERCITO

UFFICIO SERVIZI

Section 1000.0000

N.º 8164 di prot. 3029

Risposta al foglio N.

147

P. M. 151, *22 November*

194 4

Allegati

OGGETTO: Autocomuni.

AL 66 MAY 02 04:20 PM RECEIVED IN WASHINGTON

(PLC. 2025 50% 3/22 001 31-10-11.30)

[illegible]

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

THE LATE MRS. J. W. WILSON, A.C. (N.Y.C.) - 2000

Page 179

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2011

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[illegible]

THE LO ANTIQUARIAN AND HISTORICAL SOCIETY OF THE CITY OF BOSTON

71.2

THE UNIVERSITY OF CHICAGO

Expanding on the

W. B. Davis

之

Al COMANDO GENERALE DI COMANDAMENTO "MILITARE"

22/11

(MIL. 20/01/52 del 21-10-50-50-50)

o, per conoscenza:

ALLA DIREZIONE "A" della S. 1. 1. 1.

ALL'UFFICIO GENERALE DEL COMANDO "A"

AL LADY DELLA RUE COMMISSION A.C. (M. 1. 1. 1.) - ROMA



I soli automezzi a disposizione dell'Ufficio Stralcio delle Delle
Insezione "A" rientrano a questo Gruppo di Comandamento con al
pura avere ultimo il trasporto dei materiali necessari di Chig
zi allo scalo ferroviario di S. 1. 1.

Per lo automezzi più a disposizione di questo S. 1. 1. sette sono
stati più arrivati a questo Comando; i rimanenti tre verranno fatti
rientrare al più presto.

31.2

IL GENERALE ASSISTENTE
-ALCOMANDO MILITARE-

[Signature]

PA

1030

24/11

31.2
Recd
File STI

9/3

785020

SUBJECT: Transport for Combat Groups.

"S & T, MIAA.

Read

File ST/1030

Land Forces Sub-Cor. A.C.
(M.M.I.A.)

9/2/29/2
13 Nov 14

TO : A.F.H.Q.

Copy to: 3 District
52, 53 HLB
D.M.T.

1. The issue of the new British W.E. Vehicles to the TRIUMPH and CHEROKEE Combat Groups in one batch, before sufficient men were trained to drive and maintain them, resulted in the loss or damage of a large number of new vehicles and the necessity of emergency measures to provide drivers from outside sources at the last moment.

This was probably unavoidable owing to the short time allowed for equipping and training these first two groups.

2. The case of the Second two groups (LEGANO and FULCRUM) now beginning training in the FULCRUM area is different. It is anticipated that the bulk of the equipment will not be available till the end of December, whereas the personnel to handle vehicles are ready and waiting at this moment, without adequate facilities to begin elementary training.

3. It is recommended therefore that however difficult it may be, efforts should be made to "feed in" now small numbers of lorries and carriers (perhaps 50 at a time) so that drivers can be trained, gradually and thoroughly before receiving more vehicles than they can deal with. If this could be done, the issue of vehicles to units would be withheld until they had proved themselves capable of taking care of them, losses would be avoided and a feeling of confidence and better morale would be engendered.

4. Your support of this proposal and the consequent release of say 100 vehicles per week for the next six weeks is earnestly requested.

Copy to: 3 District
52, 53 REU
D.M.T.

1. The issue of the new British W.E. Vehicles to the FRUIT and CRAGNA Combat Groups in one batch, before sufficient men were trained to drive and maintain them, resulted in the loss or damage of a large number of new vehicles and the necessity of emergency measures to provide drivers from outside sources at the last moment.

This was probably unavoidable owing to the short time allowed for equipping and training these first two groups.

2. The case of the Second two groups (LECHANO and PULGANA) now beginning training in the PINDAR area is different. It is anticipated that the bulk of the equipment will not be available till the end of December, whereas the personnel to handle vehicles are ready and waiting at this moment, without adequate facilities to begin elementary training.

3. It is recommended therefore that however difficult it may be, efforts should be made to "feed in" NOW small numbers of lorries and carriers (perhaps 50 at a time) so that drivers can be trained, gradually and thoroughly before receiving more vehicles than they can deal with. If this could be done, the issue of vehicles to units would be withheld until they had proved themselves capable of taking care of them, losses would be avoided and a feeling of confidence and better morale would be engendered.

4. Your support of this proposal and the consequent release of say 100 vehicles per week for the next six weeks is earnestly requested.

Signed L. Brunning (P)

Major General
M.M.I.A.

Internal Distribution: A/C
D.A.D.S.T.

P.H.

MINISTERO DELLA GUERRA
DIREZIONE GENERALE AUTOMEZZI
Divisione 12

SITUAZIONE AUTOMEZZI " DIVISIONE MANTOVA " AL 10 OTTOBRE 1944

Tipo automezzo

Efficienti

Inefficienti

Autovetture

Autofurgoncini

Autocar 1 leggeri

" " pesanti

Auto officine

Autocarri diversi

Trattori

Rimorchi

Motocarri

Motocarrozze

Motocicli

Totali

4	5
=	1
155	62
27	18
3	=
1	=
43	7
9	=
=	2
3	5
50	45
295	145

340

34

IL DIRETTORE CAPO DIVISIONE

+ Training Vehicle
From WD Sources

Auto officine	3	=
Autocarri diversi	1	=
Tiratori	43	7
Rimorchi	9	=
Motocarri	=	2
Motocarrozze	3	5
Motocicli	50	45
Totale	295	145

3470

IL DIRETTORE CAPO DIVISIONE

16/11/1954

+ Tronco Volante

From W.D. Sommers

SUBJECT:- Shareout of former GIL Vehicles. *File 43*

Land Forces Sub Comm. A.C.
(M.M.I.A.).
32/1030

DACMG 52 HLI

6 Nov 44.

Copy to:- DACMG 53 HLI
MILIA IO Folgore.

1. It has been represented to this HQ that the shareout of former GIL vehicles has operated somewhat unfairly from the standpoint of Folgore Division.
2. It is stated -
 - (a) that of 4 Recovery Vehicles Folgore received Nil.
 - (b) that of 23 Jeeps Folgore received 6 (of which 2 u/s)
3. Would you please inform this HQ -
 - (a) whether statements in para 2 are correct.
 - (b) if so whether any re-allocation is possible (in particular the assignment of at least 1 Recovery Vehicle to Folgore is stated to be very necessary.)

P. Dapin
(O.C. PAPHEAU)
Major, RASC,
for Lt. Col.,
ADSF, MILIA.

/jc

27 OCT 44

3108

File ST/ T 30

785020

LROF V LRLC NR22 IMMEDIATE

FROM 52 BLU 231420 A

TO HQ MMIA ROME

QOX GR65 BT

ST/2/23. RESTRICTED. FOR ST. REF YOUR TS7 DATED 19 OCT 44. NOT
 UNDERSTOOD WHY MY SIGNAL ST/2/15 IMMEDIATE DATED 13 OCT NOT RECEIVED
 BY YOU. INF ~~RPTD~~ ^{RPTD} MOTOR CYCLES ITALIAN 165 BR 43. CARS ITALIAN 13167
 18. BENZINE TRUCKS ITALIAN 112 BR 102. DIESEL TRUCKS ITALIAN 65.
 TRACTORS ITALIAN BENZINE 31 DIESEL 15. FULL TRACK ITALIAN 1. NO BR VENS
 HELD AGAINST WE.

THI 241056

SENT NR22 24/1325 WB BDE

NR 22 RECD 241325A PJB BB KK

S & T, MMIA.

Recd

File ST/

ST

25/10

19

DA

T/30

25/10

30
R946

785020

ARMY FORM 2130
(Page of 100.)

MESSAGE FORM

CALL AND INSTRUC- TIONS	IN	PA	Cipher Secret	No. of Groups	OFFICE DATE STAMP
	OUT	T/30		GR.	

TO

SET MMIA

23/10

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

FROM

DADST 50264

Originator's Number

ST/6/15

Date

21

In Reply to Number

Ref your TPT/3 dtd 30 Vchs operating 20th Oct @
 Read four cols as before @ M/45 12 56 36 9 Cars 5 3 4 4
 Petrol lorries 4 45 678 Tank truck nil 34 45 @ Intake continues
 Estimate POL consumption for period 1-10 Nov 3500 galls
 daily @ NO further release of DERV required

3106

THIS MESSAGE MAY BE SENT AS WRITTEN BY
ANY MEANS EXCEPT

WIRELESS

THIS MESSAGE MUST BE SENT IN CIPHER
IF LIABLE TO INTERCEPTION OR TO FALL
INTO ENEMY HANDS

Signed

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Important

TIME OF CIPHER

0930Z

SYSTEM

IN

TIME

IN

READER

SENDER

SYSTEM

OUT

TIME

OUT

READER

SENDER

SYSTEM

OUT

TIME

OUT

READER

SENDER

T.H.I.

21115A

T.O.R.

* Originator may delete "except" and insert "including."

(GV148) W.L. 8325/664, 300M Pubs. 5/42. B. & R. Ltd. f

MESSAGE FORM

OFFICE DATE STAMP

IN

OUT

No. of Groups
GR.

298A

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO

FROM DADST 50 BLU

Originator's Number

Data

In Reply to Number

57/161

62

Request ②	additional After	supply issue	of yesterday	preserved only	meat 10,000
ration	preserved	meat	in	depot	

3165

THIS MESSAGE MUST BE SENT IN CIPHER
IF LIABLE TO INTERCEPTION OR TO FALL
INTO ENEMY HANDS.

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time of credit:

Summary

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

T.H.I.

T.O.R.

Summary

SYSTEM

1.14.15

READER

SEARCH

SYSTEM
OUT

END
OUT

READER

SIGNATURE _____

1000

TIME
OUT

READER

Symptoms

M. Pauls, 5742, H. & S. Tel.

785020

ARMY FORM C. 2128

MESSAGE FORM

CALL
AND
INSTRUC-
TIONS

IN

OUT

M.M.I.A.

FILE

Date Recd

No. of Groups

GR

Serial No. 21/20

Office Date Stamp

295

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY)

TO MMIA

FROM DADST 51 BLCU

Originator's Number

ST/(unnumbered)

Date

20

In Reply to Number

Confidential @ Your TP1/3 dtd 3rd refers @ M/CS ITALIAN 36 m/CS BRITISH NOT
 GRUPPO establishment 32 m/CS BRITISH Yes GRUPPO est. 6 @ Cars ITALIAN 9 cars
 Brit. Yes GRUPPO est. 4 @ FRIULI Benzine trucks ITALIAN 5 Benzine trucks BRIT
 NOT GRUPPO est. 66 Benzine trucks Brit Yes GRUPPO est 119 @ Full track
 Benzine vehs Brit NOT GRUPPO est. 24

PA T/30 2/20

This Message may be sent AS WRITTEN by
any means Except

+1

Wireless

Signature

[Originator may delete "Except" and insert "Including."]

This Message must be sent IN CIPHER
if liable to interception or to fall into
enemy hands.

Signature

Originator's Instructions

Degree of Priority IMMEDIATE

Time of Origin

T.H.I.

T.O.R.

BELOW THIS LINE IS FOR SIGNALS USE ONLY

System In	Time In	Reader	Sender	System Out	Time Out	Reader	Sender	System Out	Time Out	Reader	Sender

0930A.
310A.
201530A.

fms

785020

LROF V LRLC NR 79

FROM 53 BLU ~~2011574~~ 201610

TO MMIA ROME

QQY GR 54

ST1/103. CONFIDENTIAL. VEH STRENGTH RETURN CALLED FOR IN TPT/3

DATED 3 OCT SENT 16. FIGURES WERE AS FOLLOWS. M/C ITALIAN 104.

CARS ITALIAN 8. PETROL ~~DRIVE~~ DRIVEN ITALIAN 105. OIL DRIVEN ITALIAN

36. PETROL DRIVEN TRACTORS ITALIAN 51. M/CS BRIT 25. CARS BRIT 6.

PET DRIVEN BRIT 65. NO BRIT VEHICLES HELD AGAINST GRUPPO ESTABLISHMENT

BT 201720

SENT NR 79 0910 KWJP

READ AS M/CS BRIT 25 BRIT

BBRECD NR79 0915A JN AR

S &

Recd

T/3103

21/10

21/10

785020

LROF V LRLC NR 41 I MEDIATE

FROM 52 BLU 201030

TO MMIA ROME

QQX GR 17

SI/2/25. CONFIDENTIAL. FOR ST. REF TPT/3 DATED 3 OCT.

NO CHANGE FROM RETURN OF 13 OCT 44

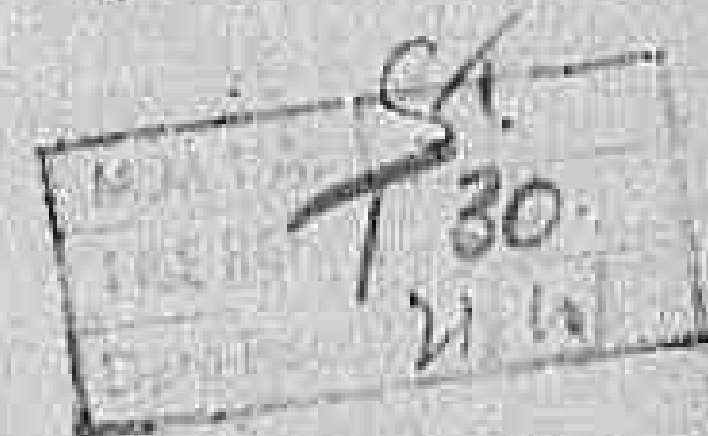
BT 201405

SENT NR 41 0825 KWJP BBB

RECD NR41 0828A JN BB K

9/21 3668

26

PA T/30
3168

21/10

LROF F LRLC NR 88 OP
FROM 52 BLU 181400
TO HQ MMIA ROME
QQY GR 75

ST/2. CONFIDENTIAL. REF TPT/11. MINIMUM REQUIREMENTS

11 TO 20 OCT AS STATED IN MY ST 2 DATED 13 OCT 12 OCT ARE AS PER
YOUR T 87 DATED 9 OCT. QUOTE MT 80 521 AGO 104 ^{EGO} 19 SE 30,
15 SAE 50 6 0600 AND/OP HYPOID 9 GREASE 1/2 IN LBS 393
GREASE 3/4 IN LBS 75 FIGURES IN BARRELS. PRESEUME AS LEGNANO GROUP
NOW ON BRITISH ORDER OF BATTLE GROUP WILL VOMMENCE DRAWING POL
FROM BRITISH SOURCE IN NEAR FUTURE

BT ~~PCRTA~~

SENT NR 88 0800 KWJP

BB READ AS EGO 19 SAE 30

RD ZII D LON 0800 KK

3161
HEADQUARTERS
10 OCT 1944
A. C. C.

191020

URGENT FORM

(2/50)

24.

FROM : MEXA

TOO.

TO : G. CARRISON FOR 52 AND 53 HEN

EST/12 (.) FOR DANCE (.) PARTN DANCE AREA _____ PARTN (.) HENRY BY RECEPTION
 CIRCULAR VRI STRONGH REHITH AS CALLED FOR IN EST/3 DATED 3 OCT IN ORDER TO
 PREVENT DELAY IN FOR ALLOCATION, NEXT PERIOD

PRIORITY URGENT

AUTHENTICATION

3160

DeLaprie
for Mr.
Mayi

785020

ARMY FORM C2130.
(Pads of 100.)

MESSAGE FORM

Serial No. 44/15

OFFICE DATE STAMP 22

CALL
AND
INSTRUCTIONS

IN

CIPHER SECRET

OUT

"S & T." MMIA

No. of Groups

GR.

1/1

271

TO

MMIA

Read (ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

File ST1

FROM

51 BLU

Originator's Number

0/7/6

Date

15

In Reply to Number

RESTRICTED	0	Ref.	you	ST 328	of
25	Sept	0	Read.	(a)	Type
(b)	No.	held	against	W-E	0
(a)	cars	2 str	(b)	four	(c)
trucks	15 out 6-5.	(b)	40	(a)	8159
3 tons	(b)	45	(a)	units	(b)
four	(a)	m/c's	(b)	518	

THIS MESSAGE MAY BE SENT AS WRITTEN BY
ANY MEANS EXCEPT

WIRELESS

THIS MESSAGE MUST BE SENT IN CIPHER
IF LIABLE TO INTERCEPTION OR TO FALL
INTO ENEMY HANDS.

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

TIME OF ORIGIN

N11

T.H.I.

151650Z

T.O.R.

* Originator may delete "except" and insert "including."

(OV140) WL 8375/664. 300M Pads. 5/62. D. & S. Ltd. 51-4.

785020

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No. 25/14

Call

Srl. No.

Priority

Transmit

Instructions

26421

ABOVE THIS LINE FOR SIGNALS USE ONLY

OFFICE DATA STAMP

FROM
(A)

Originator

Date-Time of Origin

DAD ST 50 BLH

14 0900A

For Action

ST M.MIA

S & T. MIA.

Recd 14 Oct

TO

(W) For Information (INFO)

File 1/30

Message Instructions

OR

Originator's No.

ST 129

Ref your TPT/3 dated 3 @ Following number of vehicles
operating 13th Oct @ Road four columns @ Type ITALIAN
BRITISH non GRUPPI BRITISH yes GRUPPI @ 14/12 56 313
Cars 5 3 32 Petrol lorry transported 45 489 full back nil
60 nil @ Daily intake vehicle approx 40 @ Petrol 3138
consumption for period 21-31 average 3500 gallons daily @ Request
breakdown as before with exception @ 600th and HYPOID 90 apph @

THIS MESSAGE
BY ANY MEANS

No further release DERY required

TO
(A)ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time

System

Op.

THI or TOR

140945A

Time cleared

SHOWN

SHOWN

Recd

111PORTANT

785020

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No. 20

Call

Srl. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

OFFICE DATE STAMP

DADST B BLU

091030A

For Action

HMIA

PA

TO

(W) For Information (INFO)

MMIA	ST
FILE REF	T/30
Date Recd	10/10/10

Message Instructions

GR

Originator's No.

ST/18 SECRET 0 Ref my ST/13 dated 0609150

For Benzine truck BRITISH NOT GRUPPO
Establishment 149 please read Benzine 2157

BRITISH NOT GRUPPO Establishment 640

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS { EXCEPT } WIRELESSIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

SIGNED

SIGNED

Time	System	Op.
THI or TOR		
Time cleared		

ARMY FORM C3136 (Small)

MESSAGE FORM

Register No.

Call

Sel. No.

Priority

Transmission Instructions

Page 2

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

Origin Date Stamp

For Action

TO

(W) For Information (INFO)

Message Instructions

OR

Originator's No.

Benigno Truck BRITISH YES GRUPPO
establishment 85

3156

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

WIRELESS

RELIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

IMMEDIATE

Time

System

Op.

THI or TOR

09/345A
Time cleared

SIGNED

SIGNED

Rb Cpe

ARMY FORM 02136 (Small)

MESSAGE FORM

Register No. 34/80

Call

Srl. No.

Priority

Transmission

Instructions

19

236 B.

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

DADOS (E) B BLU

Date/Time of Origin

07/1530A

OFFICE DATE STAMP

M.M.A.

FILE REF

Date Recd

18/10/1

TO

(W) For Information (NFO)

MMI

PA 1730

ST/51/6

Message Instructions

GR

Originator's No.

Q7/2 Confidential

Ref your ST 338 of 25th

Sept 0 Vehicle strength held against WE

NIL rpt NIL

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT WIRELESSIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time 3155

THI or TOR

07/17201

Time cleared

08/1030A

Signed

Signed

RDepe

IMMEDIATE

Bb

THE UNIVERSITY OF CHICAGO

William Miller, Boston, Mass.

2001-2002

(Name of owner of depositing unit)
 Department Number of Unit
 (Name of unit) School College (optional)
 Department of Education
 State of New York
 City of New York

(1961) 1. United States Department of Agriculture
Department of Agriculture * (1961) 1961
 (United States) United States (1961)

1944. 1st. 1945. 2nd. 1946. 3rd. 1947. 4th. 1948. 5th. 1949. 6th. 1950. 7th. 1951. 8th. 1952. 9th. 1953. 10th. 1954. 11th. 1955. 12th. 1956. 13th. 1957. 14th. 1958. 15th. 1959. 16th. 1960. 17th. 1961. 18th. 1962. 19th. 1963. 20th. 1964. 21st. 1965. 22nd. 1966. 23rd. 1967. 24th. 1968. 25th. 1969. 26th. 1970. 27th. 1971. 28th. 1972. 29th. 1973. 30th. 1974. 31st. 1975. 32nd. 1976. 33rd. 1977. 34th. 1978. 35th. 1979. 36th. 1980. 37th. 1981. 38th. 1982. 39th. 1983. 40th. 1984. 41st. 1985. 42nd. 1986. 43rd. 1987. 44th. 1988. 45th. 1989. 46th. 1990. 47th. 1991. 48th. 1992. 49th. 1993. 50th. 1994. 51st. 1995. 52nd. 1996. 53rd. 1997. 54th. 1998. 55th. 1999. 56th. 2000. 57th. 2001. 58th. 2002. 59th. 2003. 60th. 2004. 61st. 2005. 62nd. 2006. 63rd. 2007. 64th. 2008. 65th. 2009. 66th. 2010. 67th. 2011. 68th. 2012. 69th. 2013. 70th. 2014. 71st. 2015. 72nd. 2016. 73rd. 2017. 74th. 2018. 75th. 2019. 76th. 2020. 77th. 2021. 78th. 2022. 79th. 2023. 80th. 2024. 81st. 2025. 82nd. 2026. 83rd. 2027. 84th. 2028. 85th. 2029. 86th. 2030. 87th. 2031. 88th. 2032. 89th. 2033. 90th. 2034. 91st. 2035. 92nd. 2036. 93rd. 2037. 94th. 2038. 95th. 2039. 96th. 2040. 97th. 2041. 98th. 2042. 99th. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210. 2211. 2212. 2213. 2214. 2215. 2216. 2217. 2218. 2219. 2220. 2221. 2222. 2223. 2224. 2225. 2226. 2227. 2228. 2229. 2230. 2231. 2232. 2233. 2234. 2235. 2236. 2237. 2238. 2239. 2240. 2241. 2242. 2243. 2244. 2245. 2246. 2247. 2248. 2249. 2250. 2251. 2252. 2253. 2254. 2255. 2256. 2257. 2258. 2259. 2260. 2261. 2262. 2263. 2264. 2265. 2266. 2267. 2268. 2269. 2270. 2271. 2272. 2273. 2274. 2275. 2276. 2277. 2278. 2279. 2280. 2281. 2282. 2283. 2284. 2285. 2286. 2287. 2288. 2289. 2290. 2291. 2292. 2293. 2294. 2295. 2296. 2297. 2298. 2299. 2300. 2301. 2302. 2303. 2304. 2305. 2306. 2307. 2308. 2309. 2310. 2311. 2312. 2313. 2314. 2315. 2316. 2317. 2318. 2319. 2320. 2321. 2322. 2323. 2324. 2325. 2326. 2327. 2328. 2329. 2330. 2331. 2332. 2333. 2334. 2335. 2336. 2337. 2338. 2339. 2340. 2341. 2342. 2343. 2344. 2345. 2346. 2347. 2348. 2349. 2350. 2351. 2352. 2353. 2354. 2355. 2356. 2357. 2358. 2359. 2360. 2361. 2362. 2363. 2364. 2365. 2366. 2367. 2368. 2369. 2370. 2371. 2372. 2373. 2374. 2375. 2376. 2377. 2378. 2379. 2380. 2381. 2382. 2383. 2384. 2385. 2386. 2387. 2388. 2389. 2390. 2391. 2392. 2393. 2394. 2395. 2396. 2397. 2398. 2399. 2400. 2401. 2402. 2403. 2404. 2405. 2406. 2407. 2408. 2409. 2410. 2411. 2412. 2413. 2414. 2415. 2416. 2417. 2418. 2419. 2420. 2421. 2422. 2423. 2424. 2425. 2426. 2427. 2428. 2429. 2430. 2431. 2432. 2433. 2434. 2435. 2436. 2437. 2438. 2439. 2440. 2441. 2442. 2443. 2444. 2445. 2446. 2447. 2448. 2449. 2450. 2451. 2452. 2453. 2454. 2455. 2456. 2457. 2458. 2459. 2460. 2461. 2462. 2463. 2464. 2465. 2466. 2467. 2468. 2469. 2470. 2471. 2472. 2473. 2474. 2475. 2476. 2477. 2478. 2479. 2480. 2481. 2482. 2483. 2484. 2485. 2486. 2487. 2488. 2489. 2490. 2491. 2492. 2493. 2494. 2495. 2496. 2497. 2498. 2499. 2500. 2501. 2502. 2503. 2504. 2505. 2506. 2507. 2508. 2509. 2510. 2511. 2512. 2513. 2514. 2515. 2516. 2517. 2518. 2519. 2520. 2521. 2522. 2523. 2524. 2525. 2526. 2527. 2528. 2529. 2530. 2531. 2532. 2533. 2534. 2535. 2536. 2537. 2538. 2539. 2540. 2541. 2542. 2543. 2544.

1. Answer: do this by letter to you not 2/27 about 10 days to the end.
2. And keep note the requirements of you for the 15-20 days around you in connection the website over the period 11 - 20 Feb 2011.

DATE	DESCRIPTION	AMOUNT	BALANCE	DATE	DESCRIPTION	AMOUNT	BALANCE
1880	Jan 1	100.00	100.00	1880	Jan 1	100.00	100.00
1880	Feb 1	50.00	50.00	1880	Feb 1	50.00	50.00
1880	Mar 1	25.00	25.00	1880	Mar 1	25.00	25.00
1880	Apr 1	12.50	12.50	1880	Apr 1	12.50	12.50
1880	May 1	6.25	6.25	1880	May 1	6.25	6.25
1880	Jun 1	3.12	3.12	1880	Jun 1	3.12	3.12
1880	Jul 1	1.56	1.56	1880	Jul 1	1.56	1.56
1880	Aug 1	0.78	0.78	1880	Aug 1	0.78	0.78
1880	Sep 1	0.39	0.39	1880	Sep 1	0.39	0.39
1880	Oct 1	0.19	0.19	1880	Oct 1	0.19	0.19
1880	Nov 1	0.09	0.09	1880	Nov 1	0.09	0.09
1880	Dec 1	0.04	0.04	1880	Dec 1	0.04	0.04
1880	Total	100.00	100.00	1880	Total	100.00	100.00

To: Mr. J. Edgar Hoover
Director, FBI
Washington, D. C.

Religion and the community of the United States Central, now in
the hands of the community of the United States Central, now in

[illegible][illegible]

the undersigned is visiting the English cons. in the capital, where our will
be to remain until the 15th inst. I am authorized to certify that
the undersigned is a member of the consular staff.

It is a very common mistake to suppose that the only way to get rid of a bad habit is to try to suppress it. This is a very dangerous and often a very foolish policy. The only way to get rid of a bad habit is to replace it with a good one. This is the only way to make a permanent change in your character.

1428

785020

6. The use of OIF, Reports for the supply of Legation and Embassy Divisions has been found to be impractical. You are therefore requested to authorize releases for these two Divisions by OIF, Legation. Arrangements for delivery to each Division will be worked out between the Divisional Office and Legation Office Legation.
7. Considerable difficulty has arisen in connection with the allocations for the period 1 - 10 Oct 44. In order to prevent a repetition of these difficulties over the next period with the consequent damage and delay to the reorganization programme, you are requested to act by telephone and/or immediate signal to OIF Legation and OIF Legation Legation on receipt of this letter. Please ensure that the allocations for each Division is communicated separately.
8. It is hoped as a result of the visit referred to in para 4, to take up with you on return ways and means of establishing a better procedure for the administration of OIF for these functions than the present system of two-daily allocations.

012/30

Copy to File 1/30. ←

(O.C. BUREAU).
Major RASO.
See 24. 53
ADMS, 1943 153

FILE

MMIA	I.
FILE REF	
Date Recd	8/10/1

HQ FOLGORE Gp, 6 Oct 44

Q3

To: MMIA

From: MMIA IO, FOLGORE

Subject - MT returns

1. 64 GRN showed me signal releasing POL for LEGMANO and FOLGORE Gps for 1-10 October in which it is stated that no further POL allotment will be made until MT returns are received.
2. HQ FOLGORE sent their returns to COMANDO MILITARE DELLA CAMPANIA as per copy attached. Returns cannot be sent through BLU channels until BLU is functioning.
3. For info I attach a table showing all MT held here.

J. H. Philip
Capt.

Copy to :-

"D" BLU.

3152

SECRET

Appendix "A" to MMIA HQ letter T/87 of 8 Oct 44

Estimates of POL Requirements of Friuli -
Cremona - Legnano - Folgore Divisions for
Period 11 - 20 Oct 44 Inclusive.

Friuli Division (located at San Giorgio near Benevento).

Latest operating vehicle strength reported by A BLU to HQ MMIA in signal ST/16 dated 5 Oct 44 as follows:-

Type	Number operating as at 6 Oct 44	Gallons required 11-20 Oct 44 inclusive at agreed Training Scales.
Motorcycles	63	3060
Wheeled Vehicles (MT 80)	203	9135
Half Tracked (MT 80)	NIL	NIL
Full Tracked (MT 80)	60	27000
Total MT 80 Required		39195 = 933 Gallons Barrels
All Types (Diesel)	NIL	NIL

Friuli Division are at present engaged in drawing their new W/E vehicles as fast as availability of vehicles and drivers permits. This will result in considerable increases in the current period in vehicle strengths as compared with foregoing figures for both Benzine and Diesel. Effect of this re-equipment will be checked up in detail by DADL MMIA in Naples in coming week and supplementary bid if required for period 11 - 20 Oct 44 inclusive will be made on return. For present however, Benzine allocation as above will be sufficient and there are known to be certain Diesel stocks on hand. Lubricants have been requested by the Friuli and Cremona Divisions (in their signal ST/4 dated 17 Sep 44 to HQ MMIA) in a special breakdown as stated below based on their particular problems, and the following requirements for the period 11 - 20 Oct 44 result:-

SAE 30	2 1/2% of Fuel Gallonage	22 Barrels
SAE 50	1% "	9 Barrels
C600 and/or Hypoid 90	1 1/2% "	13 Barrels
Grease 1 or 2	1 1/2 lbs per 100 Gallons	588 lbs
Grease 3 or 4	small quantity	say 100 lbs
Kerosene	3% of Fuel Gallonage	28 Barrels

Cremona Division (located at Altavilla near Benevento).

Latest operating vehicle strength reported by B BLU to HQ MMIA in signal ST/13 dated 6 Oct 44 as follows:-

Type Number operating Gallons required 11-20

Motorcycles	68	3060
Wheeled Vehicles (MT 80)	203	9135
Half Tracked (MT 80)	NIL	NIL
Full Tracked (MT 80)	60	27000
Total MT 80 Required		39195 = 933
		Gallons Barrels
All Types (Diesel)	NIL	NIL

Friuli Division are at present engaged in drawing their new W/E vehicles as fast as availability of vehicles and drivers permits. This will result in considerable increases in the current period in vehicle strengths as compared with foregoing figures for both Benzine and Diesel. Effect of this re-equipment will be checked up in detail by DADT, MMIA in Naples in coming week and supplementary bld if required for period 11 - 20 Oct 44 inclusive will be made on return. For present however, Benzine allocation as above will be sufficient and there are known to be certain Diesel stocks on hand. Lubricants have been requested by the Friuli and Cremona Divisions (in their signal ST/4 dated 17 Sep 44 to HQ MMIA) in a special breakdown as stated below based on their particular problems, and the following requirements for the period 11 - 20 Oct 44 result:-

SAE 30	2 1/2% of Fuel Gallonage	22 Barrels
SAE 50	1%	9 Barrels
C600 and/or Hypoid 90	1 1/2%	13 Barrels
Grease 1 or 2	1 1/2 lbs per 100 Gallons	588 lbs
Grease 3 or 4	'small quantity'	say 100 lbs
Kerosene	3% of Fuel Gallonage	28 Barrels

Cremona Division (located at Altavilla near Benevento).

Latest operating vehicle strength reported by B HLU to HQ MMIA in signal ST/13 dated 6 Oct 44 as follows:-

Type	Number operating as at 6 Oct 44	Gallons required 11-20 Oct 44 inclusive at agreed Training Scales
Motorcycles	72	3240
Wheeled Vehicles (MT 80)	165	7425
Half Tracked (MT 80)	NIL	NIL
Full Tracked (MT 80)	12	5400
Total MT 80 Required		16065 = 383
		Gallons Barrels
All Types (Diesel)	NIL	NIL

Lubricants (on same basis as for Trulli Division):

<u>SAL 30</u>	$2\frac{1}{2}\%$ of Fuel Gallons	= 10 Barrels
<u>SAE 50</u>	"	= 4 Barrels
<u>COOC and/or</u>	"	= 6 Barrels
<u>Hypoid 90</u>	"	= 240 lbs
<u>Grease 1 or 2</u>	$\frac{1}{2}$ lbs per 100 gallons	say 50 lbs
<u>Grease 3 or 4</u>	small quantity	= 12 Barrels
<u>Kerosene</u>	$\frac{3}{4}$ of Fuel Gallons	

Lognaro Division (located at Piedimonte 3: Alife in region of Capua):

Latest operating vehicle strength reported by C HUJ to HQ MMA in signal ST/2/44 dated 7 Oct 44 as follows:

Type	Number Operating as at 6 Oct 44	Gallons required 11-20 Oct 44 inclusive at agreed Training Scales
<u>Motorcycles</u>	213	9585
<u>Wheeled Vehicles (MT 80)</u>	263	11835
<u>Full Tracked (MT 80)</u>	1	450
<u>Total MT 80 Required</u>		21870 = 521 Gallons Barrels
<u>Wheeled Vehicles (Diesel)</u>	97	4365 = 104 Gallons Barrels

Lubricants (on same basis as for Trulli Division):

<u>SAL 30</u>	$2\frac{1}{2}\%$ of Fuel Gallons	= 15 Barrels
<u>SAE 50</u>	"	= 6 Barrels
<u>COOC and/or</u>	"	= 9 Barrels
<u>Hypoid 90</u>	"	= 393 lbs
<u>Grease 1 or 2</u>	$\frac{1}{2}$ lbs per 100 gallons	say 75 lbs
<u>Grease 3 or 4</u>	small quantity	
<u>Kerosene</u>	$\frac{3}{4}$ of fuel gallons	= 19 Barrels

Folgore Division (located east of Piedimonte 2: Alife in region of Capua):

Latest operating vehicle strength reported by MMA LO, Folgore Division in letter QD dated 6 Oct 44 as follows:

Type	Number on Strength as at 6 Oct 44	Gallons required 11-20 Oct 44 inclusive at agreed Training Scales
<u>Motorcycles</u>	117	5255
<u>Wheeled Vehicles (MT 80)</u>	147	6312
<u>Full Tracked 80 Required</u>		450

785020

as at 6 Oct 44 20 Oct 44 inclusive at agreed Training Station

Motorcycles 213 9565
Wheeled Vehicles (M 80) 263 11835
Fuel Tankard (M 80) 1 450

Total M 80 Required 24870 = 521 Gallons Barrels

Wheeled Vehicles (Diesel) 97 4365 = 104 Gallons Barrels

Lubricants (on same basis as for British Division):

SAE 20 2 1/2% of Fuel Gallons = 15 Barrels
SAE 20 1% " = 6 Barrels
SAE 20 and/or 1% " = 9 Barrels
SAE 20 1 1/2% " = 393 lbs
SAE 20 1 1/2% " say 75 lbs
SAE 20 1 1/2% " = 19 Barrels

Kerosene 3% of fuel gallons = 19 Barrels

Folgate Division (located east of Piedimonte d' Alife in region of Capua).

Latest operating vehicle strength reported by MIA IO, Folgate Division in letter Q dated 6 Oct 44, as follows:

Type Number on Strength as at 6 Oct 44 Gallons required including at agreed Training Station

Motorcycles 117 5255
Wheeled Vehicles (M 80) 147 6615
Total M 80 Required 11890 = 232 Gallons Barrels

Wheeled Vehicles (Diesel) 22 990 = 24 Gallons Barrels

Lubricants (on same basis as for British Division):

SAE 20 2 1/2% of Fuel Gallons = 15 Barrels
SAE 20 1% " = 6 Barrels
SAE 20 and/or 1% " = 9 Barrels
SAE 20 1 1/2% " = 393 lbs
SAE 20 1 1/2% " say 75 lbs
SAE 20 1 1/2% " = 19 Barrels
Kerosene 3% of fuel gallons = 9 Barrels

(copia)

COMANDO GRUPPO DI COMBATTIMENTO "FOLGORE"
Ufficio del Capo di S.M. - 1^a Sez. Op. Inf. Serv.

)---oOo---

N° 1938/Serv. di prot.

P.M. 146, 11 4 Ottobre 1944

OGGETTO : Segnalazione automezzi.--

AL COMANDO MILITARE DELLA CAMPANIA

P. M. 120

Riferimento foglio n° 07754/Aut. del 3 corrente.--

- 1°) - Si trasmettono nello specchio annesso i dati riguardanti gli automezzi, come da richiesta.
- 2°) - Come si rileva dallo specchio allegato, in relazione alle necessità di dar corso al più presto ad un intenso addestramento preparatorio alla motorizzazione quasi integrale dei reparti, tutti gli automezzi in dotazione, salvo quelli indispensabili per il funzionamento dei servizi, saranno adibiti a tale scopo.
- 3°) - Nella segnalazione non sono compresi gli automezzi inglesi di prevista consegna, ma di cui si ignora il numero e la data, anche approssimativa, sotto la quale verranno ceduti.
Si fa presente peraltro che tali automezzi attualmente a disposizione, non può costituire di per se stesso, elemento sufficiente di valutazione del fabbisogno carburanti per questo gruppo di combattimento. =

d'ordine

P. IL CAPO DI STATO MAGGIORE a.p.s.

(Ten.Col. S.M. G.F. Cargini)

Il Maggiore s. S.M. Lazzaro Dessy

Previsi per l'addestra ! Per servizi vari e
mento tattico durante il scuola conducenti.

! mese di novembre 1944 !

Tipo dell'automezzo

! A benzina ! A gasolio ! A benzina ! A gasolio

Motocicli

100

60

Autovetture

12

Autocarri leggeri

112

60

Autocarri pesanti

8

7

5

Autocarri speciali

14

4

Trattori

34

4

3148

Motocicli	1	100	1	1	50	1	1	5
Autovetture	1	12	1	1		1	1	
Autocarri leggeri	1	112	1	1	60	1	1	
Autocarri pesanti	1		1	14	7	1	1	
Autocarri speciali	1	14	1	4		1	1	
Trattori	1	34	1	1	4	1	1	

3148



ARMY FORM C2136 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

CIPHER SECRET

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

OFFICE DATE STAMP

DADST B' BLU

060915H

For Action

M M I A

T/30

M.M.I.A.

FILE REF

Date Recd

610

TO

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

ST/13 Your TPT/3 dated 3rd refers @ Total vehicles
 actually operating 6th Oct @ M/Cs ITALIAN 36
 M/Cs BRITISH NOT GRUPPO established 36 @ Cars
 ITALIAN 9 @ BENZINE Trucks ITALIAN 7 BENZINE Trucks
 BRITISH NOT GRUPPO established 149 @ Full back BENZINE
 vehicles BRITISH NOT GRUPPO established 12

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS { EXCEPT }

WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

IMMEDIATE.

Time System Op.

THI or TOR

Time cleared

Signed

Signed

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No. 31/6

Call

Srl. No.

Priority

Transmission instructions

V.R.R.

31/6

P

Cipher Secret

14

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

OFFICE DATE STAMP

DADST ABLU

05 1800 A

For Action

232

TO

ST MMIA

(W) For Information (INFO)

Page 1

Message Instructions

GR

Originator's No.

ST/16

Ref your TPI/3 dated 31/6. Following numbers of vehicles actually operating as at

1st Oct. 0 Read four columns 0 TYPE - ITALIAN-BRITISH NOT GRUPE - BRITISH YES GRUPE

0 m/c 12 56 Nil 0 Cars 2 3 Nil 0 Pet Lorries 4 55 136 0 DE RV Lorries Nil

Nil Nil 0 Half track Nil Nil Nil 0 Full track Nil 60 Nil 0 Owing to daily

intake of vehicles above figures little (modification) of POL requirements 0 60 additional 31.6 pet.

Lorries should be operating 1st and thereafter not less than 40 additional daily subject

to availability. 0 Estimate POL requirements period 11-20 average 2500 (2500) gallons daily.

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT WIRELESSIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time System Op.

THI or TOR

Time cleared

SIGNED

SIGNED

CORRECTED COPY

(GV326) Wt. 957.194, 2,000,000 Pads. 5/45 B. & S. Ltd. 51-67451.6

785020

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission

Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

Date-Time of Origin

OFFICE DATE STAMP

FROM
(A)

Originator

For Action

TO

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

Request breakdown as per my 57/4 dtd 17 Sept with addition repairs

3 % KERO.

3145

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT WIRELESSIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS THIS MES-
SAGE MUST BE SENT IN CIPHER

SIGNED

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time	System	Op.
THI or TOR		
Time cleared		

SIGNED

785020

LROF V LRLC NR44 IMPORTANT

T/30

RM
2/8
16

LEGNAND

FROM DADST C BLU 071200

TO MMIA ROME

QOK GR59 BT

MM	T
FILE REF	1
Date Recd	5/10/

ST/2/11. CONFIDENTIAL. REF YOUR 2505/23 DATED ~~25~~ 4OCT. ALL BRITISH
VEHICLES NOT RPT NOT HELD AGAINST GRUPPI W.E. MOTORCYCLES. ITALIAN
165. BRITISH 43. PASSENGER CARS. ITALIAN 17 BRITISH 13. ~~13~~
BENZINE TRUCKS. ITALIAN 95 BRITISH 102. DIESEL TRUCKS. ITALIAN 32
BRITISH NIL. TRACTORES. ITALIAN BENZINE 31 DIESEL 15 ~~15~~ TOTAL 46
BRITISH NIL. FULL TRACK VENS. ITALIA N 1 BRITISH NIL.

THI

071345A

SENT NR44 P 2339 UB BBK

T/2 RD 27/2339A CP BBK

3144

25
95
102
232

165
43
17
13
95
102
32
31
15
46
1
574
BB

bf.-

AUTOMOTOMEZZI IN CARICO AL GRUPPO DI COMBATTIMENTO "FOLGORE"

R E P E R T I	A B E N Z I N A																				A		
	Auto- Ivetture		Jeeps		Auto- furgoni		Autoc. da 15 C.W.T.		Auto- leggeri		Autoc. pesanti		Autoc. speciali		Tratto- ri		Moto- cicli		Moto- trici- cicli			Au- le- ri	
	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I		E	I
AUTOMEZZI DA MANOVRA																							
Compagnia trasporti					1				120	8			3					1				4	
AUTOMEZZI DEI REPARTI																							
Rgt. parac. "Nembo"	13	3	1						3	3	4	3	1				85	10	1	1		1	
Rgt. Marina S. Marco			2				2		9	2							3	1					
Rgt. Art. "Folgore"	1	4	1			2			30	11					33	5	10	8				1	
Bte. Misto Genio					1		2	4	9	4							3	1					
Servizio Sanitario			1						2				7	3			1						
Compagnia mortai									2								1						
Compagnia complementi										1													
Quartiere Generale	3	3	1		2	2			1								7	1	1				
Sezione CC.RR.	1								1								5	3					
	8	10	6		4	4	4	4	77	29	4	3	11	3	33	5	115	25	2	1		6	

N.B. - E' escluso il CLXVI gruppo.-

80 2 2
 17 5 1
 33 15 2
 26 27
 286

A B E N Z I N A														A GASOLIO											
Auto- ette- e		Jeeps		Auto- furgon- cini		Autoc. da 15 C.W.T.		Auto- legge ri		Autoc. pesan- ti		Autoc. specia- li		Tratto- ri		Moto- cicli		Moto- trici- cli		Autoc. legge- ri		Autoc. pesan- ti		Autoc. spe- ciali	
E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I	E	I
				1				20	8			3				1				4	1	5			
3		1						3	3	4	3	1				85	10	1	1	1	1			1	
		2				2		9	2							3	1								
4		1			2			30	11					133	5	10	8					7	3	2	
				1		2	4	9	4							3	1								
		1						2				7	3			1								1	
								2								1									
									1																
3	3	1		2	2			1								7	1	1							
								1								5	3								
10	6			4	4	4	4	77	29	4	3	11	3	33	5	115	25	2	1	6	2	12	3	4	

CLXVI gruppo . -

$$\begin{array}{r} 8644 \\ 1741 \\ 1133 \\ 115 \\ 2 \\ \hline 264 \\ 22 \\ \hline 286 \end{array}$$

D *Reputa + PA* **12**
T/30 **510**
 STATO MAGGIORE REGIO ESERCITO
 Ufficio Servizi - Sezione S.M.

P.M. 151, li 4 Ottobre 1944

RELAZIONE SULLA VISITA EFFETTUATA AI GRUPPI DI COMBATTIMENTO"FRIULI" - "CREMONA" - "LEGNANO" - "FOLGORE""S & T. MMMA.Recd 5 Oct.File ST/ 30.I) - GRUPPO DI COMBATTIMENTO "FRIULI"a) - Situazione automotomezzi italiani

Il gruppo di combattimento non ha potuto portare in continente i mezzi italiani che aveva in Sardegna perchè trasportato con incrociatori che non permettevano il trasporto degli automotomezzi.

Sono stati portati al seguito solo:

- 2 autovetture
- 1 autofurgoncino
- 2 autocarrette,

che quindi sono i soli materiali che potranno essere recuperati.

b) - Mezzi alleati finora ricevuti

Vedi allegato 1 (in corso di distribuzione). -

c) - Personale specializzato automobilistico

Dato il numero dei mezzi alleati che compongono il gruppo di combattimento, non è possibile recuperare aliquote di personale automobilistico, anzi, la divisione ha segnalato all'Ufficio Ordinamento che, per completare i suoi organici occorrono 250 autieri. Detto personale non può essere tratto dalla divisione - previ corsi di addestramento - data la mancanza di mezzi per effettuare l'istruzione ed il tempo disponibile (l'addestramento completo del gruppo dovrebbe essere ultimato in ottobre). -

II) - GRUPPO DI COMBATTIMENTO "CREMONA"a) - Situazione automotomezzi italiani

Vale quanto detto per il gruppo di combattimento "Friuli" perchè anche questa grande unità è stata trasportata in continente con incrociatori. -

Automotomezzi trasportati al seguito:

- 6 autovetture, di cui 2 inefficienti. -

3142

I)- GRUPPO DI COMBATTIMENTO "FRIULI"

a)- Situazione automotomezzi italiani

Il gruppo di combattimento non ha potuto portare in continente i mezzi italiani che aveva in Sardegna perchè trasportato con incrociatori che non permettevano il trasporto degli automotomezzi.

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II)- GRUPPO DI COMBATTIMENTO "CREMONA"

a)- Situazione automotomezzi italiani

Vale quanto detto per il gruppo di combattimento "Friuli" perchè anche questa grande unità è stata trasportata in continente con incrociatori. - Automotomezzi trasportati al seguito:

- 6 autovetture, di cui 2 inefficienti.-

b)- Mezzi alleati finora ricevuti

Alla data del 28 settembre u.s.; non aveva ricevuto alcun mezzo, erano però in corso di ritiro 40 automezzi.

Attualmente i servizi sono disimpegnati da automezzi alleati dati per addestramento (v.allegato 2), che molto logori, vengono giornalmente tenuti in efficienza da un'officina alleata.-

./././.

3142

2.-

c)- Personale specializzato automobilistico

Anche in questa divisione non è possibile recuperare personale automobilistico; già segnalate le deficienze di personale automobilista all'Ufficio Ordinamento.

Particolarmente sentita la deficienza di ufficiali specializzati dei gradi inferiori particolarmente competenti ed anziani.

III)- C.I.L. (GRUPPI DI COMBATTIMENTO "LEGNANO" E "FOLGORE")

I due gruppi di combattimento vengono considerati insieme perchè la "Folgora" è in corso di costituzione con reparti del vecchio C.I.L. e la questione automotomezzi dal lato riparazione e recupero è trattata dall'ufficio automobilistico del C.I.L.

a)- Situazione automotomezzi

I due gruppi di combattimento dispongono attualmente di circa 1200 automotomezzi di cui circa 800 italiani. In dettaglio vedi allegati 3 e 4.

La situazione sopradetta presenta notevoli differenze rispetto a quella finora comunicate, perchè il C.I.L., prima di essere ritirato dalla zona di operazioni e trasferito nella zona di Piedimonte d'Alife, ha costituito un parco autoguai nella zona di Iacera dove ha lasciato gli automotomezzi abbisognevoli di riparazioni di una certa entità.

La situazione del parco risulta dall'allegato 5 (i dati sono stati forniti dall'ufficio automobilistico del C.I.L.)

Presso questo parco lavora la 30^a O.M.P. lì trasferita da S. Maria Capua Vetere.

Per le riparazioni, il C.I.L. dispone attualmente, in zona, di 2 O.M.P. (62^a e 59^a) e di 6 autofficine leggere.

b)- Mezzi alleati finora ricevuti

Nessuno.

Si prevede siano distribuiti entro il corrente mese.

60 Autoguai
12 Autofficine

c)- Personale specializzato automobilistico

Quello di cui dispone attualmente l'intero C.I.L. è sufficiente a coprire gli organici del gruppo "Legnano". La situazione particolareggiata di tali deficienze è già stata comunicata all'Ufficio Ordinamento.

3141

d)- Versamento degli automotomezzi italiani

Non si può prevedere con esattezza la data di versamento perchè non si conosce quando gli alleati ultimeranno la distribuzione dei nuovi mezzi; si può però contare che, se saranno rispettati i programmi di distribuzione, nel mese di novembre potrà avvenire il recupero.

Circa le località di accantonamento degli automotomezzi italiani che

ne autototomezzi dal lato riparazione e recupero è trattata dall'ufficio automobilistico del C.I.L.

e)- Situazione autototomezzi

I due gruppi di combattimento dispongono attualmente di circa 1200 autototomezzi di cui circa 800 italiani. In dettaglio vedi allegati 3 e 4.

La situazione sopradetta presenta notevoli differenze rispetto a quelle finora comunicate, perchè il C.I.L., prima di essere ritirato dalla zona di operazioni e trasferito nella zona di Piedimonte d'Alife, ha costituito un parco autoguai nella zona di Macerata dove ha lasciato gli autototomezzi bisognuevoli di riparazioni di una certa entità.

La situazione del parco risulta dall'allegato 5 (i dati sono stati forniti dall'ufficio automobilistico del C.I.L.)

Presso questo parco lavora la 33^a O.M.P. li trasferita da S.Maria Capua Vetere.

Per le riparazioni, il C.I.L. dispone attualmente, in zona, di 2 O.M.P. (62^a e 59^a) e di 6 autofficine leggere.

b)- Mezzi alleati finora ricevuti

Nessuno.

Si prevede siano distribuiti entro il corrente mese.

60 Autocarro
12 Autocarro

c)- Personale specializzato automobilistico

3141

Quello di cui dispone attualmente l'intero C.I.L. è sufficiente a coprire gli organici del gruppo "Igeano". La situazione particolareggiata di tali deficienze è già stata comunicata all'Ufficio Ordinamento.

d)- Versamento degli autototomezzi italiani

Non si può prevedere con esattezza la data di versamento perchè non si conosce quando gli alleati ultimeranno la distribuzione dei nuovi mezzi; si può però contare che, se saranno rispettati i programmi di distribuzione, nel mese di novembre potrà avvenire il recupero.

Circa le località di accantonamento degli autototomezzi italiani che si renderanno disponibili, bisogna tener presente che nella zona di Napoli non è possibile il parcheggio al coperto e l'unica località che consente il parcheggio allo scoperto è il parco autoguai di S.Maria Capua Vetere dove esiste un sufficiente spazio disponibile.

GRUPPO DI COMBATTIMENTO "TRIULI"

Situazione distribuzione automezzi alle ore 24 del 27 settembre 1944.-

- Autocarri Ford 3 tonn. 4 x 4	n.	58
- Autocarri Morris Comm. Radio	"	6
- Autocarri Dodge 1 $\frac{1}{2}$ tonn. 4 x 2	"	6
- Autobotti Dodge 3 tonn.	"	2
- Autobotti Dodge 1 $\frac{1}{2}$ tonn.	"	3

GRUPPO DI COMBATTIMENTO "CREMONA"

Situazione automezzi alleati dati per addestramento

- Autocarri Ford 3 tonn.	N. 2
- Autocarri Dodge 3 tonn.	" 13 (1)
- Autocarri Bedford	" 32 (2)
- Autocarri Chevrolet	" 1 (3)
- Autocarri Austin	" 1
- Autocarri Commer	" 2 (4)
- Autobotti	" 4

-
- (1)- Dei quali 2 a disposizione del B.L.U.-
 (2)- Dei quali 9 inefficienti.-
 (3)- A disposizione del B.L.U.-
 (4)- Inefficienti.-

N O T A: Tutto il materiale automobilistico è distribuito per l'addestramento e verrà restituito non appena assegnato quello definitivo.

GRUPPO DI COMBATTIMENTO "LEGNANO"

Situazione automotonzei al 28 settembre - 1944.-

	Italiani	Inglese	Totale	Effici- ti.-	Ineffi- cienti.-
- Motocicli	236	50	286	261	25
- Autovetture	20	-	20	15	5
- Jeeps	-	19	19	16	3
- Autocarri da 3 tonn.-	165	145	310	238	72
- Autocarri oltre 3 tonn.-	71	-	71	44	27
- Autocarri oltre 3 tonn.-	-	-	-	-	-
- Autocarri meno di 3 tonn.-	38	-	38	28	10
- Semicingolati	20	31	51	36	15
- Autambulenze	-	-	-	-	-
- Trattori	1	-	1	1	-
	25	-	25	25	-
	73	-	73	72	1

796

Allegato C

GRUPPO DI COMBATTIMENTO "FOLGORE"

- Motocicli
- Autovetture
- Jeeps
- Motocarri
- Autocarri da 3 tonn.
- Autocarri da meno di 3 tonn.
- Autocarri dovunque
- Autobotti o rimorchi
- Autobus
- Autambulanza
- Autofurgoncini
- Trattori

Italiani	Inglese	Totale	Efficienti	Inefficienti
102	30	132	118	14
9	1	10	7	3
-	6	6	6	-
3	-	3	2	1
26	65	91	72	19
78	28	106	79	27
17	-	17	14	3
-	7	7	6	1
2	-	2	2	-
1	15	16	14	2
2	-	2	2	-
56	-	56	55	1
			377	

3137

SITUAZIONE AUTOMOTOREZZI DEL PARCO GUASTI DI MACERATA

- Autovetture
- Autocarri pesanti
- Autocarri leggeri
- Motocicli e motofurgoni
- Trattori
- Autobulanzze
- Rimorchi

n.	13
"	10
"	116
"	94
"	6
"	1
"	11

KCC
ITALIANI
(Kloria
S110/ky)

251

20 (1) ~~CHAS. BENTON~~ (2) ~~A. GUNTER~~

70. 63

[illegible]

3135

ALABAMA

10
 IMPORTANT
 (by hand)

Subject: POL for Maintenance and Training of Brindisi - Cremona -
 Legnano - Folgore Divisions of Italian Army for month
 of October 1944.

7/87.

Military Mission Italian Army,
 HQ/IE.
 tel: Rome 489064 EXT 526.

2 Oct 44.

To : AFHQ Pet. Sec.,
 PMAC.

Copies : DADIST A-3-C-D ELUs.

1. Further to SE/51/6 of 22 Sep 44 from this HQ to you, meeting Col Byles -
 Lt Col Perceval - Major Papineau on 25 Sep 44, and conversations
 Lt Col King - Major Papineau on 29 Sep 44 and 2 Oct 44.
2. There appears to be considerable misunderstanding reference provision
 of POL for the Italian Combat Groups now assembled and training as
 above.
3. POL for September consumption by these Groups was authorized in your
 PET/30/12/20 of 13 Sep 44 in respect of Brindisi and Cremona Divisions
 (i.e. San Giorgio concentration), and in your PET/30/13/19/4 of 17 Sep
 44 in respect of Legnano and Folgore Divisions (i.e. Ospina i.s.
 Piedimonte d'Alife concentration).
4. It was stated by Lt Col King to Major Papineau on 2 Oct 44 that AFHQ
 Pet Sec now believes these September allocations to have been made in
 respect of 'non-existent vehicles'.
5. This was not the case. Although information in this office is not
 complete, it is known that the vehicles operating in September were
 broadly as follows (details accordingly were provided to Col Byles
 in this office on 25 Sep 44):-

Brindisi and Cremona Divisions

Originally allotted by 57 Area

Specialty allotted under LAL
 (AL) releases for initial
 maintenance and training -

Italian vehicles in possession
 of the Divisions about -

3 Tonners
 Water Trucks

6
 2

3 Tonners
 Water Trucks

106
 21 3134

15/20

In addition Brindisi and Cremona started to lose Italian vehicles
 against their new War Establishments towards the end of September.

3. PCL for September consumption by these Groups was authorized in your FM/30/13/20 of 13 Sep 44 in respect of Friuli and Cremona Divisions (i.e. San Giorgio concentration), and in your FM/30/13/19/1 of 17 Sep 44 in respect of Legnano and Volturno Divisions (i.e. Capua i.e. Piedimonte d'Alife concentration).
4. It was stated by Lt Col King to Major Pasquini on 2 Oct 44 that Army Pet Sec now believes these September allocations to have been made in respect of 'non-existent vehicles'.
5. This was not the case. Although information in this office is not complete, it is known that the vehicles operating in September were broadly as follows (details accordingly were provided to Col Miles in this office on 25 Sep 44): -

Friuli and Cremona Divisions

Originally allotted by 57 Area

Specially allotted under MAI Q(AE) releases for initial maintenance and training -

Italian vehicles in possession of the Divisions about -

In addition Friuli and Cremona started to draw British vehicles against their new War Establishments towards the end of September.

Legnano and Volturno Divisions (created from the former CHI)

Allotted by MAI Q(AE) via 5 District for initial maintenance and training

Brought down by CHI from 8 Army Area both British and Italian vehicles about -

3 Tonnage
Water Trucks

3 Tonnage
Water Trucks

106
21 313

15/20

3 Tonnage

Water Trucks

2 RASC Platoons
i.e. about 60 runners
12

500/600 vehicles

72

-2-

6. It is therefore a fact that in each concentration area a substantial number of vehicles was in operation during a large part of the month of September. The actual amounts of HCL drawn to end September for these vehicles against the authorization in para 3 are not known in this office, but it is pointed out that the administration of issues is subject to the control of a British DEPT on the staff of the British Liaison Unit attached to each Division.

7. The situation of vehicles operating as at 28 Sep 64 (i.e. the basis for an eventual October allocation) based on signals received from two of the Divisions in this office is as follows:-

<u>Triuli</u>	W/C	62
	Reconnaissance Trucks	151
	"	7
	Passenger Vehicles	60
	Full Tracked Vehicles	
<u>Lagunas</u>	W/C	135
	Staff Cars	20
	Reconnaissance Trucks	27
	Diesel Trucks	119
	Half Tracked Vehicles	1

8. It is further known that present position of Organic transport is broadly comparable to that of Triuli, and position of Polgona is stated to be about two-thirds of that of Lagunas. (Exact details from these two Divisions were requested by this HQ by signal on 25 Sep 64, and answers are presently awaited).

9. In order therefore that essential maintenance and training shall not be held up and since it is fully substantiated that there is a large number of vehicles presently in the possession of each Division concerned, you are hereby requested to authorize the release forthwith of at least 25% of the quantities requested in our 37/51/64 of 22 Sep 64.

10. The quantity released should be made available to the CIP Base, 545 from CIP Bonaventura. Withholding by the individual Divisions will be as arranged between the respective units up to total ceiling authorized for each release point.

11. Since it is understood that the situation at Bonaventura is critical, your immediate action on this matter by telephone would be appreciated.

002/TMD

M. L. L.

Ref 2333
(C. A. L. E. F. I. A. I.).

Major W. S. C.

for Major General.

Military Mission Italian Army.

$\pi/2$

Stair Cars
 Engine Trucks
 Diesel Trucks
 Rail Track Vehicle

[illegible]

3. It is further known that present position of Gremone transport is properly comparable to that of Trilli, and position of Polgore is stated to be about two-thirds of that of Lagmoro. (Exact details from these two divisions were requested by this HQ by signal on 25 Sep 44 and answers are presently awaited).
5. In order therefore that essential maintenance and training shall not be held up and since it is amply substantiated that there is a large number of vehicles presently in the possession of such Division concerned, you are hereby requested to authorize the release forthwith of at least 25% of the quantities requested in our SE/54/6 of 22 Sep 44.
10. The quantity released should be made available 50% from CIR Genere, 50% from CIR Benevento. With-travels by the individual divisions will be as arranged between the respective HQs up to total ceiling authorized for each release point.
11. Since it is understood that the situation at Benevento is critical, your immediate action on this matter by telephone would be appreciated.

0002/5100

II. first.

W. E. B. DuBois 333
(G. E. B. DuBois).

Major General,
The Adjutant General,
The Adjutant General's Office,
The Adjutant General's Office.

Count to 382 is $\pi/341$ →

785020

ARMY FORM C2136 (Small)

MESSAGE FORM

16/2

Register No.

Call

Sel. No.

Priority

Transmit

Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

C BLU

Originator

For Action

Date-Time of Origin

301200A

OFFICE DATE STAMP

MMIA ROME

TO

(W) For Information (INFO)

Message Instructions

GP

Originator's No.

ST/3/2 (.) RESTRICTED (.) REF ST338 DATED 25 (.) VEH STRENGTH 28 SEP (.) MOTOR CYCLES
155 (.) CARS 39 (.) TRUCKS GASOLINE 357 (.) TRUCKS GAS OIL 109 (.) HALF TRACK 1

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

SIGNED

SIGNED

3132	Time	System	Op.
	THI or TOR		
	Time cleared		

785020

ARMY FORM C2130
(Pads of 100)

MESSAGE FORM

Serial No.

4 58/28

CALL
AND
INSTRUC-
TIONS

IN

Higher Secret

No. of Groups
GR.

1964

OUT

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY)

TO

MMIA

FROM

A BLU

Originator's Number

Q 40?

Date

28

In Reply to Number

Ref your ST/338 of 25th D MT vehs @ M/cs 56 @ Trucks
using gasoline 76 @ Full tracked vehs 60 @ W.E. vehs for FRUILL @
Trucks using gasoline 75 @ A BLU vehs against W.E. @ M/cs 6
@ Passenger ferries 3 @ Vehs using gasoline 4.

PA T/30 29/9

This Message May be sent AS WRITTEN
by any means
(Except)

Wireless

Signed

If liable to be intercepted or fall
into enemy hands, this Message
must be sent IN CIPHER

Signed

Originator's Instructions
Degree of Priority

Immediate

Time of Origin

1620 A

T.M.L.

281805 A

T.O.R.

* Originator may delete "Except" and insert "including." (BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In	Time In	Reader	Sender	System Out	Time Out	Reader	Sender	System Out	Time Out	Reader	Sender

3131

785020

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No. 44/28 B

Call Ssl. No. Priority

Transmission Instructions

FILE REF

Date Recd

OFFICE DATE STAMP

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

'B' BLU

Originator

Date-Time of Origin
28 1030A

For Action

M M I A

TO

(W) For Information (INFO)

PA

Message Instructions

GR

Originator's No.

Q/2/10/14/51 0

Yours ST/338 Q(25?) 0

Returns for 28th Sept nilTHIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT WIRELESSIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

IMMEDIATE

3130

Time System Op.

THI or TOR

25 1510A

Time cleared

jls

SIGNED

SIGNED

RDC

GV355 W1 945 194 2,000,000 P204 5 43 B A S Ltd 51-0745/6

785020

LRM V LRAR NR5276
QVR3
FROM MMIA LO DISTONE
TO 67GARRISON
INFO DISTNE
MMIA

QQY GR 32 BT
LOQ 8 CONFIDENTIAL (.) CIL HAS LEFT FOLLOWING BLR
BRITISH VEHICLES AT THEIR VRD CHIETI (.)
6 X 3 TONNERS (.) 1/3 CWT (.) 1 JEEP (.)
IF VEHICLES NOT ALREADY COLLECTED
PLEASE ISSUE DISPOSAL ORDERS

BT

SENT 2250 BC AR K

C & T, MMIA

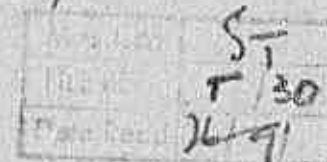
Recd 26 Sep

RHO ST/

WA ISSUE ? K DISPOSAL IMI DISPOSAL

RECD 25/2253A J O E

...AR....



PA T/30
DADT

026/9



I 4 6 2