

785020

ACC

10000/120/3445

ME/20

M.T.

Jan.

100012013445

ME/20

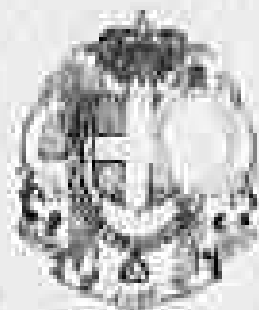
M.T. Repair Organisation (ET)

5878

5946

Jan. - Oct. 1946

RR/DM



ME/20

Roma

10 OTT 1946

97

MINISTERO DELLA GUERRA - 110 S.M. DELL'ESERCITO
 Direzione Generale Motorizzazione - Ufficio Servizi -
 Divisione Motorizzazione - = S E D E =
 Direzione Motorizz. 2^a
 Col. N. 13 / DM Allegati

OGGETTO: Riparazione materiale artiglieria, armi
 portatili e automezzi.-

e, per conoscenza:
 ALLA LAND FORCES SUB COMMISSION (MMIA) = R O M A =

Riferimento foglio ME/2084 del 23.9.46 della M.M.I.A.-

- 1°) - Le comunicazioni della M.M.I.A. relative agli automezzi sono il risultato di conversazioni tra Ufficiali della M.M.I.A. e Ufficiali di Artiglieria e di proposte inoltrate dalla Direzione Generale di Artiglieria e Motorizz. senza interpellare nè lo scrivente, nè alcuno dei dipendenti ufficiali addetti alla branca Motorizzazione.-
- 2°) - Poichè, come futuro Ispettore Generale della Motorizzazione, non condivido buona parte delle idee espresse nei n° 3 e 4 della citata lettera ME/2084, prego codesto S.M. di voler indire una nuova riunione nella quale si possano rivedere, in sede più idonea i problemi riguardanti la Motorizzazione.-

I L G E N E R A L E
 (Silvio ROSSI)

Reg 2/10/46

[Handwritten signature]

20

REME

98

TRANSLATION

FROM: M. of W.

REF: 4617/Ord/II

TO : M.M.T.A.

DATE: 27/9/46

SUBJECT: Inspection on M.T. maintenance.

1. Considering the importance of the M.T. maintenance service and in agreement with the Gen. Directorate of Art. and Motorisation, the opinion of this S.M. is that the inspection duty be entrusted to units and officers who, for their degree of command, their rank, their seriousness and their specific and technical competence, give assurance to carry out well the mission.-
2. In relation to the above, the inspection duty for M.T. maintenance would be organised as follows:-
 - a) Inspection of 1st degree: entrusted to unit commanders who are naturally responsible for the vehicles.-
 - b) Inspections of 2nd degree: entrusted to "MT. Repair Directorates" (its denomination will be immediately changed into "Motorisation Directorate") of Mil. Territorial Commands, duly reinforced by a senior officer (and one O.R. driver mech.) whose particular duty is that of inspections.-
 - c) Inspection of 3rd degree: entrusted to the M.T. Maintenance Inspectorate, M. of W. Gen. Directorate of Art. and Motorisation, which will be helped in this task by the two M.T. Maintenance Inspectorate Sections (WE SS/130/I) of Milan and Naples under its command.-
3. The inspection service, thus organised, would offer the following advantages:-
 - a) the 1st degree inspection entrusted to units commanders, would give them direct responsibility, and would compel them to carry out a more accurate check on their vehicles.-
 - b) the 2nd degree inspection would be most important as it would be the responsibility of Mil. Territorial Commands and would:-
 - offer more possibility to control more often units under their command.-
 - eliminate possible discipline reaction as inspection in units would be carried out by a senior officers of the Mil. Territorial Command and if necessary by the Director (Colonel) of the M.T. Repair Directorate for units commanded by Colonels.
 - c) The 3rd degree inspection, which would be carried out in the name of the M. of W., would guarantee a better functioning of this delicate service.

...../2

Ry 1/10/46

- 2 -

4. Should the above organisation be approved by your Mission, immediate executive instructions will be issued and the M.T. Repair Directorate of Mil. T.C. (publication 10/S) reinforced by:-

- One senior officer of the M.T. corps.
- One OR driver mechanic.

Said personnel could be drawn from the 1000 reserve of the 7000 for Territorial units.

Sgd. BOGLIACCINO
Col.

Internal: SD/10/2
REMB

5045

ME/20

H M I A

UNCLASSIFIED

G H Q

IMPORTANT

R B M

FOR G H Q REF G 6008 OF 12 SEP STOP
 CONSIDER H M I A NEGOTIATIONS WITH WAR MINISTRY TO TAKE
 OVER CANCELLED PORTION OF R B M CONTRACT WITH CAPRONI
 CANNOT SUCCEED UNLESS ADEQUATE IDEAS AND PROPOSED SPARE PARTS
 SOME ESSENTIAL MACHINES ARE LEFT ON LOAN BY G H Q STOP
 AS CANCELLATION OF CONTRACT DURING LAST THREE MONTHS OF 1946
 WOULD THROW SOME FOUR TO FIVE THOUSAND EMPLOYEES OUT OF
 WORK AND POSSIBLY ENOUR UNFAVOURABLE PUBLIC OPINION YOU MAY
 CONSIDER IT POLITICALLY ADVISABLE TO RECONSIDER STOP MEANWHILE
 AN CONTINUING NEGOTIATIONS WITH WAR MINISTRY WHO ARE ALREADY
 IN TOUCH WITH CAPRONI STOP A C SIGNED 4954 OF
 43 SEP TO A P H Q REFERS

G.003

UNCLASSIFIED

G.1054

17 197 B

Lt. Col.

Res 18/9/46

5943

20

95

Subject :- Defect Book.

Land Forces Sub Comm. A.D.
E.S.I.A. H.O.M.S.
MB/EC/95
2/Sept. '46

TO :- Ministry of War
Direzione Generale Artiglieria e Motorizzazione.

92
In reply to your letter MB/EC/95 of 11 Sept.
it is understood that the proposed defect book is intended to
provide the driver with a simple means of reporting defects
that he has discovered and in this case there is no objection
to your introducing such a book as an appendix to MB41P.

You are advised however that the Register of
Inspections (MB42) does afford a most valuable record of the
state of a vehicle if regular inspections of the vehicles are
recorded therein, and it is thought that the abolition of the
Register of Inspections may well prove in the future to have been
a retrograde step.

AB
A. BLUNT, Lt. Col.
Assistant Director of Mechanical Engineering.
E.S.I.A.

AE/na

See 7 New Cover

Copy to :- E.T.

5542

*File**Ref 21/9/46*

05/20

(92)

TRANSLATION

From: M.of W.

Ref: 9416/2CA/061366

To : MMIA

Date: 11/9/45

Subject: Book in which faults of vehicles
are recorded.

Further to letter n° 014166/6077/2CA dated
1/9/45 (at present pending), we would point out the
advisability of recording the faults which are checked
in vehicles in a small booklet (as per enclosed proof)
to be issued as an appendix to publication 412 instead
of recording same in a large and expensive register.?

Should you approve, please give your "no
objection" for the printing and issuing of same. -

sgd.

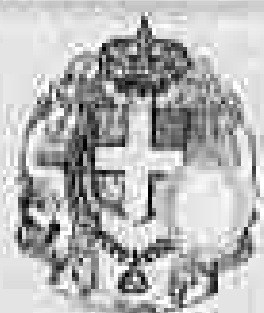
Rossi
Gen.

See Folio 95

5541

Reg 17/9/46

785020



Ministero della Guerra

DIREZIONE GENERALE ARTIGLIERIA
e Motorizzazione

Divisione Corpo Aut. 2°

Prot. N. 9416/2CA Allegato
004966

Oggetto: Libro dei difetti.-

Pene
Roma 1 SET. 1945

Alla L.E.S.C.A.C.
(M.M.I.A.)

= ROMA =

Risposta al f. del
Dir. L. N.

A seguito del foglio 014166/6077/2.CA. in data 1/9/1945, tuttora inevaso, si rappresenta l'opportunità che in luogo di un registro apposito, voluminoso e costoso, i difetti che si riscontrano sugli automotomezzi vengano segnalati in un fascicolo di poche paginette da diramarsi in appendice alla pubblicazione 412, conforme al modello che si allega in bozza.-

Qualora codesta M.M.I.A. approvi si prega di dare benestare per le operazioni di stampa e diramazione.-

P. IL MINISTRO

gmu S. Noma

TRANSLATION

Translation
Pionier 2
16/9.

1257
RECEIVED
14 SEP 1945

49

9.00
Date 16 SEP 45
2.10
16-9

APPENDICE AL 3 PUBBLICAZIONE 412
(Libretto di bordo per automotomessi)

XII

TIPO DEL VEICOLO

NUMERO DI TARGA

REGISTRO DEI DIFETTI

5939

525

XII

Provenance
come from present

5937

BT

Passion
on pg. 12

5026

20

(91)

TRANSLATION

From: M. of W.
To : MMIA

Ref: 94I8/2CA/ 06I968
Date: II/9/46.

Subject: AFG 932 and AFG 857.

Reply to letter n° 8/IM of 26/7/46.

Before we print and issue the a/m forms we forward herewith 2 proofs.

We beg you to kindly return these forms approved and possibly completed with the translation of the items marked in red. -

sgd.

Rossi
Gen.

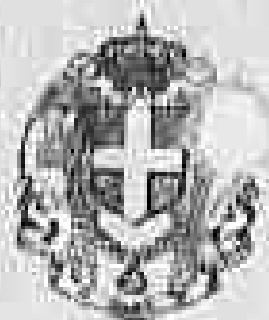
Sin
G.E.
Item completed also
variant address made
by translation section
s/c
Give these now
ready to return
to War priv?

See 76

5555

Reg 17/9/46

MO/da



Ministero della Guerra

DIREZIONE GENERALE ARTIGLIERIA
e MotorizzazioneDivisione Corpo Aut. 2^a

Det. N.°

94-18/20A-Allegati 06/1968

Roma 11 SET. 1946

194 A

Alla LAND FORCE SUB
COMMISSION A.C.

(M.M.I.A.) Via Veneto

ROMA

Risposta al f. del 26/7/46

Lui Lui N°8/IM

OGGETTO Modelli A.P.G.932 e A.P.G.857

Prima di procedere alla stampa e dirama-
zione dei modelli in oggetto si trasmettono le
accluse 2 bozze con preghiera di restituirle
approvate e completate, possibilmente, della
traduzione per i paragrafi contraddistinti
con un segno di matita rossa.-

p. IL MINISTRO

gen. S. Rossi

IRIMBOLLO	
1500	
13/9	
1242	
1900	
14/9	
13 SET. 1946	

12/9.

5534

MINISTERO DELLA GUERRA

DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE

Divisione Corpo Automobilistico - Sez. 2^a

Roma, li 30 agosto 1946.

N. 7302/2. CA. di prot.

OGGETTO

Manutenzione automezzi

Al Comando Generale dell'Arma dei Carabinieri - Roma
Ai Comandi Militari Territoriali (Tutti) - Loro Sedt
Ai Comandi Divisioni di Fanteria (Tutti) - Loro Sedt
Al Comando delle Scuole Centrali - Roma
Ai Comandi Divisione di Fanteria S. I. (Tutti) - Loro Sedt
Al Comando della Scuola della Motorizzazione - Cecchignola (Roma)
Al Comando del 21° Autoreparto speciale - Sede
Al Comando dell'Autoreparto del Ministero Guerra - Sede
e, per conoscenza:
Al Gabinetto - Sede
Allo Stato Maggiore dell'Esercito:
Ufficio Servizi, Ufficio Operazioni e Addestramento - Sede

I rapporti che pervengono in merito alla manutenzione dei mezzi automobilistici in dotazione ai reparti rivelano ancora numerose e gravi deficienze.

Queste sono dovute all'inosservanza delle norme emanate da questo Ministero con le circolari n. 4680/2A del 9 luglio 1945 e n. 215800 II del 10 agosto 1945, inosservanza che trova però origine nella constatata mancanza, nei comandi e nei reparti, della *mentalità della motorizzazione*, aggravata dal fatto che la disponibilità di automezzi è oggi assai superiore a quella in atto, fino all'armistizio, presso la grandissima maggioranza dei reparti dell'Esercito italiano.

Occorre che i comandanti di ogni rango si creino questa mentalità e si adoperino con indelessa costanza ad infonderla a tutto il personale dipendente.

Non è una meta che si possa raggiungere in breve tempo, dato l'orientamento mentale, le naturali tendenze dei nostri ufficiali e gregari e le pessime abitudini contratte; ma nel frattempo è assolutamente indispensabile ed urgente che tutti si immedesimino di questi tre canoni fondamentali ed agiscano di conseguenza:

L'automezzo efficiente non deve essere considerato disponibile per l'impiego ventiquattrore su ventiquattro. Tale deprecabile inadeguata mentalità d'impiego porta alla rapida distruzione del mezzo e alla conseguente disfunzione di tutto il servizio;

L'automezzo deve essere governato giornalmente come nessun reparto a cavallo ha mai dubitato di dover fare nei riguardi del quadrupede;

la motorizzazione dei reparti non significa affatto che nessuno dei loro componenti non debba più camminare a piedi.

I comandi in indirizzo nell'impartire i tassativi e precisi ordini di propria competenza, dovranno uniformarsi alle seguenti direttive, che non abrogano ma confermano e dettagliano le disposizioni emanate con le due circolari più sopra citate.

1) Il sistema della manutenzione secondo il *compito giornaliero*, descritto nella pubblicazione « Norme per l'ispezione e la manutenzione dell'automotoveicolo », è il più razionale ed economico per mantenere al più alto livello possibile l'efficienza di un reparto motorizzato, e pertanto deve essere considerato come una *insopprimibile operazione della giornata*.

Al Comando della Scuola della Motorizzazione - Cecchiagnola (Roma)
 Al Comando del 21° Autoreparto speciale - Sede
 Al Comando dell'Autoreparto del Ministero della Guerra - Sede

e, per conoscenza:

Al Gabinetto - Sede

Allo Stato Maggiore dell'Esercito:

Ufficio Servizi, Ufficio Operazioni e Addestramento - Sede

OGGETTO

Manutenzione automezzi

I rapporti che pervengono in merito alla manutenzione dei mezzi automobilistici in dotazione ai reparti rivelano ancora numerose e gravi deficienze.

Queste sono dovute all'inosservanza delle norme emanate da questo Ministero con le circolari n. 4680/2A del 9 luglio 1945 e n. 217800/II del 19 agosto 1945, inosservanza che trova però origine nella constatata mancanza, nei comandi e nei reparti, della *mentalità della motorizzazione*, aggravata dal fatto che la disponibilità di automezzi è oggi assai superiore a quella in atto, fino all'armistizio, presso la grandissima maggioranza dei reparti dell'esercito italiano.

Occorre che i comandanti di ogni rango si creino questa mentalità e si adoperino con indefessa costanza ad infonderla a tutto il personale dipendente.

Non è una mèta che si possa raggiungere in breve tempo, dato l'orientamento mentale, le naturali tendenze dei nostri ufficiali e gregari e le pessime abitudini contratte; ma nel frattempo è assolutamente indispensabile ed urgente che tutti si immedesimino di questi tre canoni fondamentali ed agiscano di conseguenza:

l'automezzo efficiente non deve essere considerato disponibile per l'impiego ventiquattrore su ventiquattro. Tale deprecabile inadeguata mentalità d'impiego porta alla rapida distruzione del mezzo e alla conseguente disfunzione di tutto il servizio;

l'automezzo deve essere governato giornalmente come nessun reparto a cavallo ha mai dubitato di dover fare nei riguardi del quadrupede;

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1) Il sistema della manutenzione secondo il *compito giornaliero*, descritto nella pubblicazione *«Norme per l'ispezione e la manutenzione dell'automotoveicolo»*, è il più razionale ed economico per mantenere al più alto livello possibile l'efficienza di un reparto motorizzato, e pertanto deve essere considerato come una *insopprimibile operazione della giornata*.

Le difficoltà contrastanti (mancanza di tempo per scarsità dei mezzi rispetto ai servizi, inesperienza dei conduttori, ecc.) all'attuazione del sistema, debbono essere affrontate e superate. All'uopo:

a) il compito giornaliero per la manutenzione deve essere svolto *ogni mattina* prima dell'inizio del servizio, o posticipando del necessario l'ora di uscita degli automezzi od anticipando

la sveglia. Inizialmente occorrerà programmare un'ora di tempo circa; in seguito, allorché il personale si sarà familiarizzato col sistema, ne occorrerà parecchio di meno:

b) l'operazione in questione deve essere attuata per reparto (plotone - compagnia - batta-
ria, ecc.) a tutti gli automezzi, compresi quelli inefficienti ed in attesa di riparazione, alla presenza
di *tutti gli ufficiali e sottufficiali*, come si è sempre praticato per il governo dei quadrumedi.
Ufficiali e sottufficiali avranno così modo:

se già competenti, di indirizzare, perfezionare e controllare l'operato dei conduttori;
se ancora mancanti di pratica, di acquisire quelle indispensabili cognizioni per esplicare
le loro mansioni con la necessaria competenza;

c) per gli automezzi che dovessero compiere servizi notturni (del tutto straordinari e per-
tanto da evitare) od assai anticipati rispetto alle ore normali di impiego, potrà essere provveduto
alla manutenzione in altra ora della giornata ma, di massima, prima di intraprendere il servizio,
oppure al rientro dal servizio stesso.

Si tenga presente che:

la manutenzione fatta di primo mattino evita, in molti casi, l'inconveniente di impiegare
automezzi che a servizio iniziato risultano poi inefficienti e debbono essere fatti rientrare al re-
parto con l'impiego di altro automezzo di soccorso;

la manutenzione attuata per reparto permette al comandante di intervenire subito per
qualche operazione di manutenzione che richieda un aiuto al conduttore da parte di personale
specializzato dell'officina (inconvenienti agli impianti elettrici, alla regolazione degli organi di
alimentazione di motori ad iniezione, ecc.);

l'opuscolo con il grafico, in distribuzione ad ogni conduttore, considera le operazioni di
manutenzione da compiere giornalmente con formula generica: le operazioni manuali da com-
piersi variano a seconda del tipo di automezzo e debbono essere praticamente precisate, e poi vi-
gilate, dai sottufficiali e dagli ufficiali del reparto.

II) Nessun lavoro di manutenzione risulterà efficace se non si riesce ad appassionare il con-
duttore al mezzo che ha in consegna; quindi:

a) affidare gli automezzi solo a conduttori che abbiano raggiunto un soddisfacente grado
di addestramento;

b) addivenire a cambiamenti solo quando non se ne può fare a meno;

c) stimolare nel conduttore l'orgoglio del proprio veicolo, conferire premi ai più merite-
voli, indire gare di manutenzione, di minori consumi chilometrici, di minor numero di ripara-
zioni, di maggior pulizia, ecc.

Per contro colpire senza remissione chi provoca avarie ed incidenti per difetti di manuten-
zione, per trascuratezza, per eccessiva velocità di marcia, per imprudenza nella guida (vedi circo-
lare n. 6/11171/Serv. del 26 novembre 1945).

III) Deve essere instaurata la più rigorosa disciplina nell'impiego dei mezzi automobilistici:

a) i comandi responsabili dell'impiego degli autoveicoli debbono abbandonare il sistema di
sfruttare giornalmente tutti i mezzi efficienti: almeno un dodicesimo dell'organico deve essere con-
siderato giornalmente indisponibile per l'esecuzione delle prescritte ispezioni.

Vi saranno delle difficoltà iniziali, specie nelle compagnie trasporti; ma se il sistema sarà
iniziato e tenacemente seguito, in breve tempo si risentirà il beneficio di ridurre il numero degli
automezzi per lungo tempo non impiegabili, perché inefficienti.

se ancora mancanti di pratica, di acquisire quelle indispensabili cognizioni per esplicare le loro mansioni con la necessaria competenza:

c) per gli automezzi che dovessero compiere servizi notturni (del tutto straordinari e per tanto da evitare) od assai anticipati rispetto alle ore normali di impiego, potrà essere provveduto alla manutenzione in altra ora della giornata ma, di massima, prima di intraprendere il servizio, oppure al rientro dal servizio stesso.

Si tenga presente che:

la manutenzione fatta di primo mattino evita, in molti casi, l'inconveniente di impiegare automezzi che a servizio iniziato risultano poi inefficienti e debbono essere fatti rientrare al reparto con l'impiego di altro automezzo di soccorso;

la manutenzione attuata per reparto permette al comandante di intervenire subito per qualche operazione di manutenzione che richieda un aiuto al conduttore da parte di personale specializzato dell'officina (inconvenienti agli impianti elettrici, alla regolazione degli organi di alimentazione di motori ad iniezione, ecc.);

l'opuscolo con il grafico, in distribuzione ad ogni conduttore, considera le operazioni di manutenzione da compiere giornalmente con formula generica: le operazioni manuali da compiersi variano a seconda del tipo di automezzo e debbono essere praticamente precisate, e poi vigilate, dai sottufficiali e dagli ufficiali del reparto.

II) Nessun lavoro di manutenzione risulterà efficace se non si riesce ad appassionare il conduttore al mezzo che ha in consegna; quindi:

- a) affidare gli automezzi solo a conduttori che abbiano raggiunto un soddisfacente grado di addestramento;
- b) addivenire a cambiamenti solo quando non se ne può fare a meno;
- c) stimolare nel conduttore l'orgoglio del proprio veicolo, conferire premi ai più meritevoli, indire gare di manutenzione, di minori consumi chilometrici, di minor numero di riparazioni, di maggior pulizia, ecc.

Per contro colpire senza remissione chi provoca avarie ed incidenti per difetti di manutenzione, per trascuratezza, per eccessiva velocità di marcia, per imprudenza nella guida (vedi circolare n. 6/11171/Serv. del 26 novembre 1945).

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Vi saranno delle difficoltà iniziali, specie nelle compagnie trasporti; ma se il sistema sarà iniziato e tenacemente seguito, in breve tempo si risentirà il beneficio di ridurre il numero degli automezzi per lungo tempo non impiegabili perchè bisognosi di riparazioni.

Il compito sarà facilitato se verranno instaurati rigidi sistemi di controllo per evitare:

che si usino automezzi per servizi non strettamente necessari, opponendosi alla tendenza del personale di farsi trasportare in ogni circostanza, talvolta per motivi inammissibili e banali:

che si compiano servizi antieconomici quale il trasporto di pochi chilogrammi di merce o di qualche persona con autocarro di rilevante portata che molto spesso, esce a breve distanza di tempo da altri mezzi impiegati con uguale irrazionale criterio.

Occorre insomma che i comandi coordinino scrupolosamente i servizi, sopprimendo quelli non giustificati o per i quali il personale può valersi di altri mezzi, e conglobino i rimanenti in modo da evitare dispersioni ed ingiustificato consumo di automezzi e di carburante;

b) l'impiego abusivo di autoveicoli, fatto da conduttori e spesso anche da ufficiali e sottufficiali non per ragioni di servizio ma per utilità propria o di terzi, nonché la sottrazione di carburante dal serbatoio, sono due vergognose piaghe che occorre ad ogni costo cauterizzare. Richiamo la circolare n. 6/11171 del 26 novembre 1945.

Siano ripristinati i più rigidi e severi controlli giornalieri sui percorsi e sui consumi, sulla base dei documenti di marcia e del contachilometri. Non si tolleri mai che questo ultimo apparecchio sia inefficiente e se ne renda responsabile il conduttore colpendolo, in caso di incuria, con le più gravi sanzioni disciplinari, sino al ritiro del certificato d'idoneità.

IV) La ancora deficiente mentalità della motorizzazione impone la necessità di affiancare ad ogni comandante un ufficiale addetto alla manutenzione (ufficiale M.T.O. delle divisioni di fanteria) a cominciare dai comandi di reggimento e di scuola fino a quelli di battaglione, di gruppo, di compagnia trasporti e di qualsiasi minore reparto autonomo fornito di automezzi.

Tale ufficiale deve essere il consigliere, nei riguardi dell'impiego tecnico degli automezzi, del proprio comandante, nonché il diretto collaboratore, per tutto quanto ha attinenza con la conservazione e manutenzione degli automezzi, sia di detto comandante, sia dell'ufficiale avente uguale compito nell'unità immediatamente superiore.

In particolare:

collabora al razionale impiego degli automezzi;
esplica consulenza tecnica circa l'organizzazione e l'esecuzione della manutenzione;
compie le ispezioni agli automezzi;
vigila sulle piccole riparazioni fatte presso il reparto;
tiene la statistica dei veicoli della propria unità (efficienti, inefficienti, alle riparazioni, ecc.);
richiede i materiali necessari per l'esecuzione della manutenzione;
controlla i consumi chilometrici segnalando al comandante tutte le irregolarità;
esprime pareri tecnici sugli incidenti vari.

I comandi di territorio ed i comandi di divisione dovranno valersi rispettivamente del direttore delle riparazioni automobilistiche o del capo ufficio automobilistico, sia come consulenti tecnici del rispettivo ufficio servizi, sia per l'organizzazione ed il funzionamento del servizio della manutenzione.

Non potendosi — almeno per ora — aumentare l'organico dei reparti è necessario che l'ufficiale alla manutenzione sia scelto tra gli ufficiali presenti, designando il più idoneo ed allevandolo da ogni altro incarico. Nella situazione attuale è preferibile lasciare al comando di una compagnia o batteria un subalterno, od al comando di un plotone un sottufficiale, pur di designare al nuovo compito un ufficiale capace e volenteroso dalla cui opera scaturirà un grandissimo beneficio per la conservazione e l'efficienza del materiale automobilistico in dotazione ai reparti.

V) Circa l'esecuzione delle ispezioni che debbono essere eseguite periodicamente presso i reparti onde accertare l'applicazione delle norme di manutenzione, si riportano quelle già date con la circolare n. 4680/2A del 9 luglio 1945.

Presso tutti i reparti, esclusi i reparti trasporti, ciascun veicolo dovrà essere ispezionato

b) l'impiego abusivo di autoveicoli, fatto da conduttori e spesso anche da ufficiali e sottufficiali non per ragioni di servizio ma per utilità propria o di terzi, nonché la sottrazione di carburante dal serbatoio, sono due vergognose piaghe che occorre ad ogni costo cauterizzare. Richiamo la circolare n. 6/11171 del 26 novembre 1945.

Siano ripristinati i più rigidi e severi controlli giornalieri sui percorsi e sui consumi, sulla base dei documenti di marcia e del contachilometri. Non si tollerino mai che questo ultimo apparecchio sia inefficiente e se ne renda responsabile il conduttore colpendolo, in caso di incuria, con le più gravi sanzioni disciplinari, sino al ritiro del certificato d'idoneità.

IV) La ancora deficiente mentalità della motorizzazione impone la necessità di affiancare ad ogni comandante un ufficiale addetto alla manutenzione (ufficiale M.T.O. delle divisioni di fanteria) a cominciare dai comandi di reggimento e di scuola fino a quelli di battaglia, di gruppo, di compagnia trasporti e di qualsiasi minore reparto autonomo fornito di automezzi.

Tale ufficiale deve essere il consigliere, nei riguardi dell'impiego tecnico degli automezzi, del proprio comandante, nonché il diretto collaboratore, per tutto quanto ha attinenza con la conservazione e manutenzione degli automezzi, sia di detto comandante, sia dell'ufficiale avente uguale compito nell'unità immediatamente superiore.

In particolare:

collabora al razionale impiego degli automezzi;
esplica consulenza tecnica circa l'organizzazione e l'esecuzione della manutenzione;
compie le ispezioni agli automezzi;
vigila sulle piccole riparazioni fatte presso il reparto;
tiene la statistica dei veicoli della propria unità (efficienti, inefficienti, alle riparazioni, ecc.);
richiede i materiali necessari per l'esecuzione della manutenzione;
controlla i consumi chilometrici segnalando al comandante tutte le irregolarità;
esprime pareri tecnici sugli incidenti vari.

I comandi di territorio ed i comandi di divisione dovranno valersi rispettivamente del direttore delle riparazioni automobilistiche o del capo ufficio automobilistico, sia come consulenti tecnici del rispettivo ufficio servizi, sia per l'organizzazione ed il funzionamento del servizio della manutenzione.

Non potendosi — almeno per ora — aumentare l'organico dei reparti è necessario che l'ufficiale alla manutenzione sia scelto tra gli ufficiali presenti, designando il più idoneo ed allevandolo da ogni altro incarico. Nella situazione attuale è preferibile lasciare al comando di una compagnia o batteria un subalterno, od al comando di un plotone un sottufficiale, pur di designare al nuovo compito un ufficiale capace e volenteroso dalla cui opera scaturirà un grandissimo beneficio per la conservazione e l'efficienza del materiale automobilistico in dotazione ai reparti.

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Presso tutti i reparti, esclusi i reparti trasporti, ciascun veicolo dovrà essere ispezionato almeno una volta al mese.

Presso i reparti trasporti ciascun veicolo dovrà essere ispezionato almeno due volte al mese.

Una di tali ispezioni sarà effettuata dal direttore dell'officina alla quale fa direttamente capo il reparto per l'esecuzione delle riparazioni.

Le ispezioni che saranno eseguite secondo le prescrizioni contenute nell'opuscolo: « Norme per l'ispezione e la manutenzione dell'autoveicolo » di recente emanazione, dovranno essere fatte ad intervalli regolari e, normalmente, non di sorpresa.

L'esecuzione delle ispezioni di competenza dei comandi di reparto dovranno essere compiute dall'ufficiale previsto nel paragrafo IV della presente.

Tutte le notizie relative a tali ispezioni dovranno essere trascritte nell'apposito quadro del « Registro, ispezioni dell'autoveicolo » mod. 406 che l'ufficiale stesso firmerà.

E' mio intendimento che il servizio della manutenzione sia ordinato con la massima rapidità e riceva un deciso impulso. Faccio appello all'energica e fattiva opera dei comandi in indirizzo per conseguire al più presto lo scopo, superando le difficoltà che non possono essere che di scarso rilievo, vincendo l'incomprensione, e colpendo inesorabilmente l'inerzia ovunque si manifestasse.

IL MINISTRO

FACCHINETTI

IN	1430	5/9
OUT	1430	6/9

20

84

See ME/43/2/23
124

SUBJECT :- Artillery, Small Arms, and Allied and Italian
Vehicle Repairs.

Land Forces Sub Comm. A.C.
(L.F.S.C.) R O M E.
ME/40/84

23 Sept 46

To :- MINISTRY OF WAR
(Directorate General of Arty & Motorisation).

Confirming conversation with General RUSSO and Colonel FUSCOALDI, and reference your 52067/DT dated 17 Aug 46 replying to our ME/20/57 of 11 July and our ME/31/2/6 of 24 July.

1. Artillery.

It is noted and agreed that Piacenza Arsenal is suitable for repairs to large and medium calibre artillery whilst Turin Arsenal is better equipped to repair light calibre. As the Italian Army is at present equipped with approximately 800 guns of heavy and medium calibre only it is suggested that Piacenza Arsenal only should manufacture spares for and carry out repairs to Artillery of Allied manufacture. If at some future date Piacenza Arsenal should receive an intake of artillery beyond its capacity to repair within a reasonable period of time, it would then be possible to transfer a certain number of one particular calibre (preferably medium calibre) to Turin Arsenal.

2. Small Arms.

It is noted that Terni and CARDONE VAL TROMPIA Small Arms factories have already been appointed for the manufacture of spare parts and repair of small arms. As pointed out by Gen. RUSSO, Cardone Val Trompia is situated very close to the Italian frontier and under the present conditions you would prefer the bulk of repairable small arms to be despatched to Terni. We should be glad to know what tests you envisage at Terni for such small arms as are repaired there.

In respect of the small workshops attached to the Artillery Directorate of each Territorial Command, such workshops should only

To :- MINISTRY OF WAR

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2. Small Arms.

It is noted that Terni and Gardone Val Trompia Small Arms factories have already been appointed for the manufacture of spare parts and repair of small arms. As pointed out by Gen. RUSSO, Gardone Val Trompia is situated very close to the Italian frontier and under the present conditions you would prefer the bulk of repairable small arms to be despatched to Terni. We should be glad to know what tests you envisage at Terni for such small arms as are repaired there.

In respect of the small workshops attached to the Artillery Directorate of each Territorial Command, such workshops should only carry out very light or minor repairs, supervision and spare parts manufacture being arranged by the small arms factories.

If the productive capacity of Terni and Gardone Val Trompia is sufficient to meet the demand for spare parts it is agreed that Turin Arsenal need not be called upon to manufacture these items.

3. Allied Vehicles.

It is reported to us that satisfactory samples of fitters tool kits for workshop use, store equipment and spare parts etc. listed in yours 52067/DT of 17 Aug 46 have been manufactured at Turin Arsenal.

Ry 24/9/46

2/.....

- 2 -

It is suggested that as a first instalment you manufacture there 1000 fitters tool kits, and 50 sets each of taps and dies for B.A., B.S.W., and B.S.F. screw threads. If you agree will you please issue the necessary executive orders.

Whilst the use of Turin Arsenal for the overhaul of Jeep and Morris etc. engine, gear box and rear axle assemblies is fully agreed, it is not considered advisable for Piacenza Arsenal to also undertake the repair of Allied vehicles and assemblies, as O.A.R.L. Bologna are fully organised and equipped to carry out this work on the Dodge, DeSoto and Ford vehicles with which the Infantry Divisions are mainly equipped.

O.A.R.L. is competent to deal with the demands of the Divisions, the primary reason for its present low output being lack of spares, and money with which to arrange the local manufacture of such spares.

At Appendix 'A' please find listed the skilled tradesmen required at Turin Arsenal for the overhaul of Allied vehicle assemblies, in order that amendment to the existing W.L. can be applied for. It is understood that you will grant the authority and allotment of money to enable the Arsenal to purchase the necessary equipment to commence this repair work.

4. Italian Vehicles.

Your suggestion to create three base workshops (at Naples Arsenal, Piacenza Arsenal and Turin Arsenal) for the repair of engine, gear box and rear axles assemblies etc. of Italian manufacture is welcomed, as not only will this system result in the quicker repair of vehicles, but will eventually mean a great saving in money.

It is confirmed that you will arrange for boring bars, crankshaft grinders etc. to be sent by last class Repair Units to Piacenza Arsenal for overhaul and reassembly to the appropriate Arsenals. It cannot be too strongly urged that Repair Units of all classes should return to the Arsenals, all unserviceable engines gear box and rear axle assemblies as quickly as possible, in order that a stock may be built up in the Stores Depots for re-issue on a one for one basis.

Until boring bars and crankshaft grinders have been allocated to the Arsenals, it is agreed that unserviceable gear box and rear axle assemblies can be repaired at these Arsenals until such

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It is confirmed that you will arrange for boring bars, crankshaft grinders etc. to be sent by 1st Class Repair Units to Piacenza Arsenal for overhaul and reconditioning to the appropriate Arsenals. It cannot be too strongly urged that Repair Units of all classes should return to the Arsenals, all unserviceable engines gear box and rear axle assemblies as quickly as possible, in order that a stock may be built up in the Stores Depots for re-issue on a one for one basis.

Until boring bars and crankshaft grinders have been allocated to the Arsenals, it is agreed that unserviceable gear box and rear axle assemblies can be repaired at those Arsenals until such times as arrangements are completed for the repair of engines. For the sake of economy in spare parts and machinery etc. it is agreed that certain makes and types of vehicles should be allocated to each Arsenal. This office will appreciate receiving a list showing the various types of vehicles and the establishment to whom the repairs will be allotted.

5. It is also confirmed that you will send us a copy of instructions issued to 2nd and 3rd Class Repair Units, setting out the class and limit of repair work to be carried out by such units.

6. From the foregoing the functions to be assigned to the various Arsenals are as follows :-

3/.....

- 3 -

TURIN.

allied Vehicles, (Jeep and Morris) - repairs to engine, gear box and rear axle assemblies.

Italian Vehicles - repairs to assemblies for types of vehicles to be laid down by the Ministry of War.

Manufacture of spare parts for allied Vehicles.

PIACENZA.

allied Artillery - repairs and manufacture of spares.

Italian Vehicles - repair to assemblies for types of vehicles to be laid down by the Ministry of War.

NAPLES.

Italian Vehicles - repairs to assemblies for types of vehicles to be laid down by the Ministry of War.

VERDI.

Manufacture of spares for small arms - overhaul and testing of small arms.

GARDONE

VAL D'AOSTA. Overhaul and testing of small arms.

WJF/ag

WJF/ag
A. BLUNT, Lt.Col.
Assistant Director of Mechanical Engineering.
.....I.I.I.

Copy to :-

MSB 1, 3, 4, 5, 6, 10, 12, B.L.U. 5929

Italian Vehicles - repair to assemblies for types of vehicles to be laid down by the Ministry of War.

MARLES.

Italian Vehicles - repairs to assemblies for types of vehicles to be laid down by the Ministry of War.

PERNI.

Manufacture of spares for small arms - overhaul and testing of small arms.

CARDONE

VAL THOMASIA. Overhaul and testing of small arms.

WJF/ag

1943/1.1.19
A. BLUMI, Lt.Col.
Assistant Director of Mechanical Engineering.
M.M. I.A.

Copy to :- Q

ENC 1, 3, 4, 5, 6, 10, 12, E.L.U. 5928

TRANSLATION

From: M.OI W.
To : MMIA

Ref: 52067/DT
Date: 17/8/46

Subject: Artillery, small arms and Italian and Allied vehicles repairs.

Further to your letters ME/20/57 dated 11/7/46 and ME/31/2/6 dated 24/7/46.

ME/25/51 -

ARTILLERY

The Piacenza Arsenal (see letter 26726/DT dated 1/6/46) has already been appointed by this Directorate General for the repair of large numbers of Allied Artillery and the manufacture of the relative spare parts (para 2 letter ME/31/2/6 dated 24/8/46) on request of your Mission.

There is no objection to a like task being assigned also to the Turin Arsenal Section, which in accordance with information reported to your Mission, is certainly in a position to carry out these repairs just as well as the Piacenza Arsenal, the ~~section~~ also being specialised in Artillery repairs and having almost completely saved its own equipment.

Therefore complying with your wishes, and on the other hand agreeing with our intentions, we will order Artillery requiring heavy repair to be sent also to Turin besides Piacenza.

We leave it to your Mission to decide whether the two above mentioned establishments must deal with all types of Artillery or each one a group of types to be specified. The adoption of the second alternative would be more advisable in our opinion since there would be a greater economy in machines and tools (in this way they would not be repeated at both Turin and Piacenza), better organisation for producing the part required and, above all, for the better results of interchangeability of the spare parts to be manufactured.

Should it be desired, a detailed illustration of said advantages could be drawn up by our technical office.

It is to be generally borne in mind from now on that the Piacenza establishment is better equipped for large and medium calibres, while the one at Turin is better equipped for small calibre.

SMALL ARMS.

The arms factory at Terni with its section at Gardone

Regd.
22 Aug.

- 2 -

(5)
Val Trompia (see letter 25726/DT) has already been appointed for repair of large amounts of Allied small arms and the manufacture of the relative spare parts (para 2 of letter ME/31/2/6), this Directorate General does not consider it advisable to extend this work to the Turin Arsenal as had been suggested to your AMIA. This is not due to the capacity of said establishment or on the equipment which it has, but from obvious organisation and a distribution of the work to be done.

If your Mission should wish to ask for further help from other workshops, this Directorate General would be rather inclined to approach the Artillery Directorate, not for the spare parts, which we prefer to be manufactured solely by the a/m arms factory, but for repairs, this understood in the sense of repairs by replacing the spare parts (to be drawn from supply stores) and execution of medium repairs the checking of which does not require the weapons to be fired.

The Artillery Directorates would be supervised even in this limited task by the arms factories which, as stated, would arrange for the manufacturing of spare parts.

The above is mainly in respect of automatic small arms which after repair will be checked by firing besides the other tests

VEHICLES -

a)- Allied Vehicles.

✓ The Turin Arsenal Section is certainly in a position - due to the equipment it has - to manufacture spare parts for Allied vehicles (see paras 2 and 3 of letter ME/31/2/6) draw-bar, taps, nuts, bearings, endless steering screws which this General Directorate recognises as difficult to supply from Allied sources and expensive if manufactured by civilian firms and therefore willingly entrusts the manufacture to the a/m Turin establishment.

Up to date requests already received by this establishment directly from the 1st BLU include the following items which are considered the most strictly essential for the time being:

- (- mechanics tools kits (1000)
- global endless screws (200) *bridge? steering screws*
- toothed sections for steering box (200) *steering screws*

and if the relative orders have still not been given (see para 4 of the above letter) it is because the specimens which the Turin Arsenal Section has prepared - as known - as samples, are still being examined by Allied technicians.

The same is stated concerning parts being manufactured by the above mentioned section to meet other requirements *Size: 1/2*

- stores equipment; *Rackings*
- sets of dies and wire gauges;

- 3 -

- gas welding equipment; /
- screws, "banchi", etc.

It is to be borne in mind that generally the Turin Arsenal Section can, like the Piacenza Arsenal, help without any difficulty with repair of Allied vehicles and manufacture of the relative spare parts, including the overhauling in repairs, as soon as the necessary equipment has been obtained and skilled mechanics engaged.

The two above establishments, though not specialised in motor-car engines, are very thorough in their work and can be fully entrusted to carry out tasks which they have not experimented with up to date.

Even as far as vehicles are concerned it will be advisable to conveniently distribute the work, appointing for example the Piacenza establishment for the overhauling of "Dodge" and "Bedford" engines and the Turin establishment for the overhauling of "Jeep" and other engines (para 5 of the above letter).

b)- Italian vehicles -

The same difficulties which Territorial Commands meet, specially in the non-industrial areas, to obtain skilled workers for the various and delicate work concerning the overhauling of engines (para 2 of letter MM/20/57) and since it is also undoubtedly expensive to equip the various first class car repair departments with suitable machinery and equipment, which cannot be fully exploited due to the discontinuity of the a/m overhauling (para 3 of the above letter), this Directorate General considers it undoubtedly advisable to call upon establishments under our command to also help in the overhauling of Italian vehicle engines (para 4 a)).

It is our opinion, however, to create not two workshops for general overhaul but three and precisely: one at the Naples Arsenal Section, one at the Turin Arsenal Section, and one at the Piacenza Arsenal Section gradually supplying the general overhaul workshops with the equipment required for the changing of cylinders, bearings and elbow shafts. (para 4 c)).

Thus, in short, each of the a/m Piacenza and Turin establishments would do both overhauling for Italian and Allied engines, keeping the buildings and respective reception rooms separate and on the contrary using the same checking room to be equipped, as required, with testing equipment and any other necessary equipment.

For the purpose of better organisation, economy in equipment and in order to obtain the best results, it will be also advisable to assign a group of Italian vehicles to each of the above mentioned establishments.

- 4 -

Concerning the advisability of firstly entrusting only the overhaul of engines and secondly the overhaul of other pieces such as rear and front axles, gear boxes, steering devices, radiators etc. to the above mentioned establishments, this Directorate General is of the opinion that this splitting up of time is not necessary, the machinery and workers needed for the two branches of work being the same and on the contrary considers that the Arsenal can be more readily made use of for the second branch of work instead of the first, providing we obtain in the first stage, the possible help of civilian firms.

Not clear

This Directorate General agrees, fully, on the advisability of immediately sending u/s engine spare parts which repair units hold without being able to repair them, either directly or with the help of civilian firms to the a/m establishments. These parts checked and repaired if needed by the a/m establishments would be afterwards handed in to the spare parts stores formed at Rome and Piacenza, in order to increase their stocks, which it is appreciated must always be held in sufficient number to cover repair unit requirements. First class repair Units, greatly relieved in their tasks following the above action, could concentrate, as far as possible, the complete repair of captured enemy vehicles and those belonging to the third class (see para 4 e)).

Second and third class establishments will limit themselves to carrying out repairs which will be specifically reserved for them by the M.T. Div. of this Directorate General, in accordance with revision of the splitting up of repairs between the various Units (see para 4 d)).

Concerning the requests in para 4 f) action will be taken by the M.T. Office in order to ensure that stores depot do their utmost in order to satisfy legitimate requests from repair Units.

Properzi
Gen.

DAK.

5025

SUBJECT :- Escalation of Repair. - Italian Vehicles.

Land Forces Sub Comm. A.C.
(H.M.I.A.) R.O.M.E.
ME/20/57

11 July 46

TO :- MINISTRY OF WAR.

1. When considering as a whole the activities of your large vehicle repair organisation which is dispersed throughout the whole of Italy it would seem that, although the territorial responsibilities of the different workshops are fairly well known, the scope of the repairs they should undertake is less widely understood, and from observation, it appears that Repair Units of the first, second, and third class all undertake the largest repairs which it is economically wise to perform.

2. This is meritorious since it shows a desire to work to the maximum capacity, and indeed during these initial stages it is a sensible step to have taken. At the same time it has introduced certain difficulties for the responsible officers in the Territorial Commands in that they are compelled (sometimes in non-industrial districts) to find skilled tradesmen of various types (e.g. precision grinders for grinding crankshafts, etc; skilled engine mechanics for re-boring and rebuilding engines; skilled mechanics for dismantling and re-assembling rear axles etc; skilled electricians for re-winding of dynamos and starter motors).

Then good-quality tradesmen of these types cannot be found, as in some of the case due to low rates of pay, it then becomes necessary either to entrust these difficult repairs to the workmen available in the Repair Unit or to entrust the repair to a civilian firm. In the first case it is difficult for the reasons stated above to ensure the performance of a good job of work; and in the second case the price charged may be excessively high.

3. The policy indicated in para 1 has also certain financial objections in that it implies each Repair Unit being equipped with expensive machinery such as crankshafts grinders, cylinder re-boring machines, machines for boring main bearings, etc, and although these are used frequently, they are not necessary in continuous use and this represents a certain financial loss.

In addition a result of the policy in para 1 is that Repair Units having components for repair of engines, rear axles, etc, resulting in many demands being received at the Spares Depot for comparatively small quantities of components. As you know, the work of the depot is much simplified if the number of written demands is reduced, even if the total number of components demanded remains unchanged. Should the components demanded by the Repair Units be not supplied by the depot, purchase in the civilian market has to be resorted to; and this is uneconomical since prices are high, and are aggravated by the fact that only small quantities are purchased at any one time. It may happen that different Repair Units, in extreme cases, compete against each other in trying to purchase spares.

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When good-quality tradesmen of these types cannot be found, as in some of the case due to low rates of pay, it then becomes necessary either to entrust these difficult repairs to the workmen available in the Repair Unit or to entrust the repair to a civilian firm. In the first case it is difficult for the reasons stated above to ensure the performance of a good job of work; and in the second case the price charged may be excessively high.

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4. It would seem that a possible solution of these difficulties would be as follows -

- (a) to establish two assembly overhaul workshops one of which might be in Naples and the other in Turin, etc, etc, etc, where engines are the re-conditioning of worn-out assemblies, and the plan only for engines, adding to it later such assemblies as rear axles, gearboxes, front and rear suspensions, etc, etc.

2/

As an alternative it may be possible to arrange contracts at favourable rates (if the quantities are large enough) with certain selected of Italian firms capable of performing this work, which will probably be too great for the Repair Units to undertake as a part of their internal organisation. The Arsenal could then would require careful selection until they become more skilled in working on vehicle assemblies.

- (b) to provide the Stores Depots at Rome and Piacenza with adequate holding of serviceable spare assemblies of the types most frequently in demand, so that these can be issued as needed to Repair Units etc, only when they produce the worn-out assembly taken from a vehicle under repair.

It is believed that many Repair Units hold unserviceable spare engines and other assemblies which they cannot repair in civilian firms for financial reasons as they do not belong to any one particular vehicle - these engines etc, could be withdrawn at once for repair and subsequent issue to the Stores Depots to supplement their holdings, and to provide a "reservoir" or "float" of assemblies under repair.

- (c) to transfer gradually from the Repair Units to the assembly overhaul workshops the equipment held by them for re-boring engines, boring main bearing, grinding crankshafts etc, but leaving them sufficient equipment to decarbonise engines, overhaul injection pumps, and ignition systems. The power to get individual assemblies repaired in civilian firms should also be left with them.
- (d) to define more closely the types of repair which should not be attempted by Class II and III Repair Units.
- (e) to concentrate, as far as is practicable, the complete re-conditioning of vehicles taken from the enemy and other Class III vehicles into Class I Repair Units and selected civilian workshops.
- (f) to ensure that the Stores Depots due all in their power to satisfy the just demands of the Repair Units for assemblies and other spare parts.

5. Your comments on this plan would be welcomed as it is thought that it will serve to knit together more closely the vehicle repair organisation, and in addition will result in an improved standard of repair (since some degree of specialisation would be feasible) and possibly result in an overall reduction of expenditure.

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It is believed that many Repair Units hold unserviceable spare engines and other assemblies which they cannot repair in civilian firms for financial reasons as they do not belong to any one particular vehicle - these engines etc. could be withdrawn at once for repair and subsequent issue to the Stores Depots to supplement their holdings, and to provide a "reservoir" or "float" of assemblies under repair.

- (c) to transfer gradually from the Repair Units to the assembly overhaul workshops the equipment held by them for re-boring engines, boring main bearing, grinding crankshafts etc, but leaving them sufficient equipment to decarbonise engines, overhaul injection pumps, and ignition systems. The power to get individual assemblies repaired in civilian firms should also be left with them.
- (d) to define more closely the types of repair which should not be attempted by Class II and III Repair Units.
- (e) to concentrate, as far as is practicable, the complete re-conditioning of vehicles taken from the enemy and other Class III vehicles into Class I Repair Units and selected civilian workshops.
- (f) to ensure that the Stores Depots due all in their power to satisfy the just demands of the Repairs Units for assemblies and other spare parts.

5. Your comments on this plan would be welcomed as it is thought that it will serve to knit together more closely the vehicle repair organisation, and in addition will result in an improved standard of repair (since some degree of specialisation would be feasible) and possibly result in an overall reduction of expenditure.

AB/ag

Copies to :- 'C'.
G.
Ord.

5923
Assistant Director of Mechanical Engineering
Lt. Col.
R.N.I.A.

SUBJECT :- Administration - Italian Army.

Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.
ME/20/81

21 Aug 46

To :- 'Q'.

Reference Q.002 dated 12 Aug 46, the following observations are made on Ministry of War letter 1/2397/Serv. dated 30 July 46.

1. Para 2. No comments.

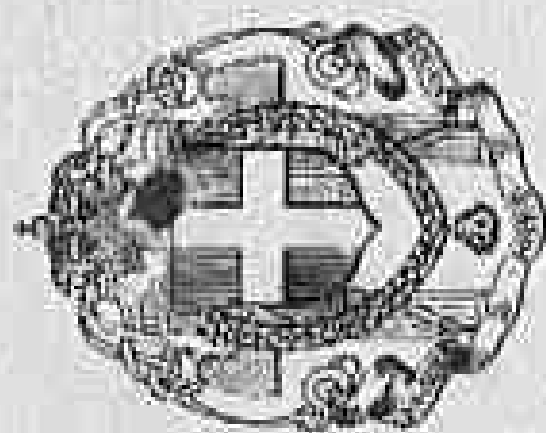
Para 3. It is pointed out that the proposed building (Gasorma Tagliamento) requires a considerable amount of repair work, before it can be utilised as an M.T. Stores. To quote one item ~~above~~ alone "Throughout the complete building all doors and windows are missing". It is suggested therefore that the highest priority be given by the Ministry of War for the Genie work involved.

Para 4. No comment.

W. J. Franklin
W. J. FRANKLIN, Major,
DAIRIE
for Lt. Col.
Assistant Director of Mechanical Engineering.
M.M.I.A.

WJP/eg

File 5322
Reper
22 August



Roma.

Ministero della Guerra
DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE
Ufficio del Direttore Generale

no 52067 /DT. di prot.

Oggetto: Riparazioni artiglierie, armi portatili e automezzi alleati e italiani.

Roma li 17 AGO 1946

ALLA LAND FORCES SUB COMMISSION A.C.
M.M.I.A.

R O M A

Si forniscono i pareri richiesti sugli argomenti trattati dai fogli ME/20/57 dell'11 luglio e ME/31/2/6 del 24 luglio c.a. di codesta M.M.I.A.

ARTIGLIERIE -

Per la riparazione di grande entità delle artiglierie alleate e per gli allestimenti delle relative parti di ricambio (punto 2 della lettera ME/31/2/5) è stato già designato da questa Direzione Generale l'Arsenale di Piacenza (vedi foglio 25726/DT dell'11 giugno 946) su richiesta di codesta stessa M.M.I.A.

Ma nulla osta che identico compito sia assegnato anche alla Sezione Arsenale di Torino, la quale, conformemente a quanto è stato giustamente segnalato a codesta M.M.I.A., è certamente in grado di disimpegnarlo altrettanto bene quanto l'Arsenale di Piacenza, essendo anch'esso specializzato in lavorazioni di artiglierie e avendo conservato quasi integralmente le proprie attrezzature.

Aderendo pertanto al desiderio di codesta M.M.I.A., collimante del resto con gli intendimenti di questa Direzione Gen., si disporrà che le artiglierie abbisognavoli di grandi riparazioni siano fatte affluire anche a Torino oltre che a Piacenza.

Si lascia a codesta M.M.I.A. la decisione se i due stabilimenti ora detti debbano trattare promiscuamente tutti i tipi di artiglierie oppure ciascuno un certo gruppo di tipi da prestabilirsi. L'adozione della seconda alternativa sarebbe più consigliabile, a parere di questa Direzione Gen. per la maggiore economia che si conseguirebbe anche nelle spese delle attrezzature di lavoro e dei calibri di collaudo, (che così facendo non sarebbero ripetute sia a Torino che a Piacenza), per la più razionale organizzazione del lavoro di allestimento a nuovo e, soprattutto, per la migliore rispondenza alle esigenze di intercomunicazione.

RDZ-A

ANTI-CATHARISM -

Ove fosse desiderata, l'illustrazione particolareggiata di detti vantaggi potrebbe essere oggetto di apposita trattazione da parte della competente Divisione Tecnica di questa Direzione Generale.

Translation
Priority 2
Lithocarpus Caput
2018

In linea di massima si tenga fin d'ora all'uopo presente che lo Stabilimento di Piacenza è più attrezzato per i grandi e medi calibri, mentre quello di Torino è più attrezzato per i piccoli calibri.

ARMI PORTATILI -

Per la riparazione di grande entità delle armi portatili alleate e per l'allestimento delle relative parti di ricambio (punto 2 della lettera ME/31/2/6) è stata già designata la fabbrica d'Armi di Iemi con la dipendente sezione di Gargone Val Trompia (vedi foglio 25726/DT già citato) e questa Direzione Generale non ritiene opportuno estendere la competenza nelle armi portatili anche alla Sezione di Arsenale di Torino, come sarebbe stato suggerito a codesta M.M.I.A. L'ap-
punto contrario di questa Direzione Generale non deriva da considerazioni sulla capacità di detto Stabilimento e sui mezzi di cui esso dispone, ma da ovvie considerazioni di organizzazione e selezione dei lavori da compiere e di distribuzione del relativo carico.

Che se codesta M.M.I.A. desiderasse fossero chiamate a concorso altre officine, questa Direzione Generale sarebbe piuttosto propensa ad interessare quelle delle Direzioni di Artiglieria, non però per le parti di ricambio, che in sorte vengono preferisce vengono allestite soltanto dalle fabbriche d'armi suddette, ma per le riparazioni, intese queste nel senso di ripristino con sostituzioni di parti di ricambio (da prelevarsi dai magazzini di rifornimento) ed esecuzione di lavori di media entità il cui collaudo richiede solo le prove in bianco delle armi ma non quelle di sparo.

Le Direzioni di Artiglieria sarebbero, ben inteso, sorvegliate anche in questo limitato compito dalla Fabbrica d'Armi le quali, ripetersi, provvederebbero all'allestimento delle parti di ricambio.

Quanto sopra valga essenzialmente per le armi portatili automatiche le quali dopo riparate vanno necessariamente collaudate allo sparo oltre che in bianco.

AUTOMEZZI -

a) - Automezzi alleati

La Sezione Arsenale di Torino è certamente in grado - per i mezzi di cui dispone - di allestire organi meccanici di automezzi alleati quali (vedi punti 2 e 3 della lettera ME/31/2/6) tenditori, runnmett, cadi, cuscinetti, viti senza fine per sterzo ecc. che questa Direzione Generale riconosce di difficile rifornimento da fonte alleata e di costo troppo elevato se allestiti da ditte civili e che pertanto affiderà volentieri in allestimento al suo detto Stabilimento di Torino.

bio (punto 2 della lettera ME/31/2/6) è stata già designata la fabbrica d'Armi di Terni con la dipendente sezione di Gargone Val Trompia (vedi foglio 25726/DT già citato) e questa Direzione Generale non ritiene opportuno estendere la competenza nelle armi portatili anche alla Sezione di Arsenale di Torino, come sarebbe stato suggerito a codesta M.M.I.A. L'unico contrario di questa Direzione Generale non deriva da considerazioni sulla capacità di detto Stabilimento e sui mezzi di cui esso dispone, ma da ovvie considerazioni di organizzazione e selezione dei lavori da compiere e di distribuzione del relativo carico.

Che se codesta M.M.I.A. desiderasse fossero chiamate a concorso altre officine, questa Direzione Generale sarebbe piuttosto propensa ad interessare quelle delle Direzioni di Artiglieria, non però per la parti di ricambio, che la sorte viene preferisce vengano allestite soltanto dalle fabbriche d'armi suadette, ma per le riparazioni, intese queste nel senso di ripristino con sostituzioni di parti di ricambio (da prelevare dai magazzini di rifornimento) ed esecuzione di lavori di media entità il cui collaudo richieda solo le prove in bianco delle armi ma non quelle di sparo.

Le Direzioni di Artiglieria sarebbero, per inteso, sorvegliate anche in questo limitato compito dalle fabbriche d'armi le quali, ripetesi, provvederebbero all'allestimento delle parti di ricambio.

Quanto sopra valga essenzialmente per le armi portatili autotattiche le quali dopo riparatore vanno necessariamente collocate allo sparo oltre che in bianco.

AUTOMEZZI -

a) - Automezzi alleati

La Sezione Arsenale di Torino è certamente in grado - per i mezzi di cui dispone - di allestire organi meccanici di automezzi alleati quali (vedi punti 2 e 3 della lettera ME/31/2/6) tenditori, rubinetti, assi, cuscinetti, viti senza fine per sterzo ecc. che questa Direzione Gen. riconosce di difficile rifornimento da fonte alleata e di costo troppo elevato se allestiti da ditte civili e che pertanto affiderà volentieri in allestimento al suo detto Stabilimento di Torino.

Fino ad oggi le richieste già pervenute a questo Stabilimento direttamente dal primo BIU comprendono i seguenti articoli ritenuti per ora di più stretta necessità:

./.

1843

- cassette attrezzi per meccanici (n° 1000)

- viti senza fini gloriofidi (n° 200)

- settori dentati per scatole di sterzo (n° 200)

e se ancora non sono state date le relative commesse (vedi punto 4 della lettera citata) è perchè sono ancora sotto esame dei tecnici alleati gli esemplari che la Sezione d'Arsenale di Torino ha senz'altro approntati - come è noto - a titolo di campioni.

Lo stesso dicasi circa le parti richieste in allestimento alla Sezione suddetta per fronteggiare esigenze di altra natura, e cioè:

- scaffali per magazzino ;

- serie di maschi e filetti;

- attrezzature per lombole a gas per saldature;

- morse, vanti ecc.

Resti convenuto che in genere la Sezione d'Arsenale di Torino può, come l'Arsenale di Piacenza, concorrere senza difficoltà alla riparazione degli automezzi alleati ed all'allestimento delle relative parti di ricambio, comprendendo nella voce riparazione anche la revisione dei motori; appena saranno stati all'uopo provvisti alcuni attrezzature ora mancanti ed assunti alcuni operai specialisti di motori.

Le maestranze dei due Stabilimenti in parola, per quanto non specializzati in motori d'auto, sono invero molto abili in lavorazioni di grande precisione e quindi possono dare ogni affidamento per l'assolvimento di compiti in cui non sono state finora sperimentate.

Anche nel campo degli automezzi converrà distribuire convenientemente il lavoro, attribuendo per esempio allo Stabilimento di Piacenza la revisione dei motori marche "Dodge" e "Selford" ed a quello di Torino la revisione dei motori marca "Jeep" e di altre marche (punto 5 della lettera citata).

b) - Automezzi italiani -

nici alleati gli esemplari che la Sezione d'Arsenale di Torino ha senz'altro approntati - come è noto - a titolo di campioni.

Lo stesso dicasi circa le parti richieste in allestimento alla Sezione suddetta per fronteggiare esigenze di altra natura, e cioè:

- scaffali per magazzini;
- serie di maschi e filiere;
- attrezzature per bombole a gas per saldature;
- morse, banchi ecc.

Resti convenuto che in genere la Sezione d'Arsenale di Torino può, come l'Arsenale di Piacenza, concorrere senza difficoltà alla riparazione degli automezzi alleati ed all'allestimento delle relative parti di ricambio, comprendendo nella voce riparazione anche la revisione dei motori; appena saranno stati all'uopo provvisti alcuni attrezzature ora mancanti ed assunti alcuni operai specialisti ai motori.

Le maestranze dei due Stabilimenti in parola, per quanto non specializzati in motori d'auto, sono invero molto abili in lavorazioni di grande precisione e quindi possono dare ogni affidamento per l'assolvimento ai compiti in cui non sono state finora sperimentate.

Anche nel campo degli automezzi converrà distribuire convenientemente il lavoro, attribuendo per esempio allo Stabilimento di Piacenza la revisione dei motori marche "Dodge" e "Belford" ed a quello di Torino la revisione dei motori marca "Jeep" e di altre marche (punto 5 della lettera citata).

b) - Automezzi Italiani -

Sono le note difficoltà che incontrano i Comandi ^{Fiorini} territoriali, per provvedersi di abili operai specializzati nei vari e delicati lavori riflettenti la revisione dei motori (punto 2 della lettera EE/20/57) e poichè è

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anche senza dubbio costoso equipaggiare i vari reparti riparazione auto di 1^a classe con macchinari e attrezzature adatte, che in definitiva non potrebbero essere ben sfruttate per la discontinuità del lavoro specifico di revisione (punto 3 della lettera ora detta), questa direzione generale riconosce senza dubbio convenienti e ontime a concorrere gli stabilimenti dipendenti anche per la revisione dei motori di automezzi italiani - (punto 4 a) della lettera).

E' del parere, però, di creare non due officine di revisione generale ma tre e precisamente: una presso la Sezione Arsenale di Napoli, una presso la Sezione d'Arsenale di Torino, ed una presso l'Arsenale di Piacenza, dotando gradualmente dette officine di revisione generale dell'equipaggiamento necessario per la rettifica dei cilindri, dei cuscinetti e degli alberi a gomito. (punto 4 c) della lettera citata).

Così, in sintesi, in ciascuno dei citati Stabilimenti di Piacenza e Torino si farebbe sia la revisione di motori alleati sia quella di motori italiani, tenendone distinti i locali e le rispettive sale di ricezione e utilizzando invece la stessa sala collaudo da attrezzarsi, a regola d'arte, con banchi di prova e tutto quanto altro occorre.

Sempre al fine della migliore organizzazione, della economia delle attrezzature e della più spinta specializzazione possibile, sarà anche per gli automezzi italiani opportuno assegnarne un gruppo di tipi a ciascuno degli Stabilimenti citati.

Circa l'opportunità di affinare in un primo tempo agli stessi solo la revisione dei motori ed in un secondo tempo la revisione di altri pezzi quali assali posteriori ed anteriori, scatole di cambio, congegni di guida, radiatori ecc, questa Direzione ven. è del parere che tale graduazione nel tempo non sia necessaria, essendo del tutto indifferenti le macchine e gli operai occorrenti alle due branche di lavoro citate ed anzi ritiene che gli Arsenali citati possano prontamente provvedere.

revisione dei motori di automezzi italiani - (punto 4 a) della lettera).

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Circa l'opportunità di affluire in un primo tempo agli stessi solo la revisione dei motori ed in un secondo tempo la revisione di altri pezzi quali assali posteriori ed anteriori, scatole di cambio, congegni di guida, radiatori ecc, questa Direzione ven. è del parere che tale graduazione nel tempo non sia necessaria, essendo del tutto indifferenti le macchine e gli operai occorrenti alle due officine di lavoro citate ed anzi ritiene che gli Arsenali siano più prontamente utilizzabili per la seconda branca dei lavori anziché per la prima, sempre ammettendo nella fase di avviamento, l'eventuale concorso delle ditte civili.

./.

Questa Direzione Generale concorda infine, pienamente, sull'opportunità di smistare immediatamente sugli stabilimenti suddetti le parti di ricambio di motori inservibili che i Reparti Riparazione Auto trattengono senza poterli riparare, né direttamente né con l'ausilio delle ditte civili. Dette parti revisionate e ripristinate se occorre dagli Stabilimenti citati sarebbero poi versate ai magazzini di deposito parti di ricambio costituiti in Roma e Fia senza, per aumentarne le loro scorte, le quali si riconosce debbano essere sempre tenute in numero adeguato ai bisogni dei Reparti Riparazione Auto. Quelli di 1^a classe, alleggeriti notevolmente nei loro compiti a seguito dei provvedimenti come sopra concordati, potrebbero concentrare, per quanto possibile, la completa rimessa in efficienza degli automezzi di preda bellica e di quelli appartenenti alla classe 3^a, (vedi punto 4 e) della lettera citata).

Quelli di seconda e terza classe si limiteranno ad eseguire le riparazioni che saranno specificamente loro riservate dalla competente Div. Motorizzazione di questa Direzione Generale, in sede di revisione della ripartizione dei tipi di riparazione fra i vari reparti (vedi punto 4)d) della lettera citata).

Circa quanto richiesto al punto 4 f) saranno prese dalla competente Divisione Motorizzazione i provvedimenti atti ad assicurare che i depositi materiali facciano quanto è in loro possibile per soddisfare le legittime richieste dei Reparti Riparazioni.

P. IL MINISTRO

(P. A. Proferzj)

Alc. Proferzj

TRACCE

2230

date 21/8

IN

4

OUT

1145

5919

te se occorre dagli Stabilimenti citati sarebbero poi versate ai magazzini di deposito parti di ricambio costituiti in Roma e Piacenza, per aumentarne le loro scorte, le quali si riconosce debbano essere sempre tenute in numero adeguato ai bisogni dei Reparti Riparazione Auto. Quelli di 1^a classe, alleggeriti notevolmente nei loro compiti a seguito dei provvedimenti come sopra concordati, potrebbero concentrare, per quanto possibile, la completa rimessa in efficienza degli automezzi di preda bellica e di quelli appartenenti alla classe 3^a, (vedi punto 4 e) della lettera citata).

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P. IL MINISTRO
(P. G. Propperzj)

Allegati

5919

TRANSMISSION	
IN	2830
4	Date 21/8
OUT	1145
	2/8

SUBJECT: Repair Resources.

Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.
MM/SLR/E

24 July 46

To: MINISTRY OF WAR. (2)

1. It has been represented that the Turin Arsenal possesses great manufacturing capabilities which are at present only partly occupied on various kinds of government work; and that there exists in the Italian Army the need for various kinds of tools and spare parts many of which can be made by this Arsenal.

2. As examples, it has been suggested that the Arsenal could manufacture spares for artillery equipment and for small arms; tools for vehicle mechanics (especially spanners to fit British sizes of nuts); taps, dies drills and certain spares of a mechanical nature (such as steering worm nuts for Dodge lorries). to suit Allied equipments and vehicles; miscellaneous equipment for workshops such as racking for stores, adaptors for gas welding bottles, vices, benches, and engine stands, etc.

3. Most, if not all, of the above will be extremely difficult to obtain from Allied sources, and expensive to buy from civilian firms, for the equipping of schools, workshops, etc.

4. No doubt the quantities of such items needed are already very well known to you, but it is believed that orders for such manufacture have not been given to any Arsenal.

5. It might be possible to initiate an engine overhaul at this Arsenal for the engines of "Jeep" cars; and, if this is agreed and proves successful, to arrange the overhaul there of other types of engines in the near future.

6. Will you please consider the factors affecting the above suggestions and inform us of your comments?

5918

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6. Will you please consider the factors affecting the above suggestions and inform us of your comments?

5978

AR/eg

Copies to:- WAF, 1 BLU.
File ME/20

A. KLOFF, Lt Col
Assistant Director of Mechanical Engineering.
M.E.I.A.

Reg 25/7/46

785020

Subject:- Crellin Jibs fitted to Mack
10-ton 6 x 4 Recovery Vehs.

RECEIVED 22 JUL 1946
336

To :- ADME

HQ. Land Forces Sub-Comm. A.C.
(M.M.I.A.) ROME

SC REGUE

7 British Liaison Unit,
c/o 6 B.L.U.

Ref. EME/32/26
19 July 1946

1. Four of the above Jibs were manufactured and fitted in the Mack Recovery Vehs held by the "LEGNANO" Inf. Div. under arrangements made by DDME HQ. 1 District during March 1945 under authority 1 District letter ref. 1D/ME/336 dated 13 Mar 45. An initial inspection of these Jibs revealed that their design was faulting and the workmanship extremely poor but unfortunately at that time we were very fully committed and unable to spend much time on their correction.
2. Due to continuing troubles and actual failure under normal working conditions the repair and maintenance work required on these Jibs was excessive and consequently in June 1945 new design was prepared by this office and action taken through 2 District to have these defective Jibs replaced.
Unfortunately this action was not very successful because although R.E.M.E. 2 District in their letter ref. REME 6381 dated 3 August '45 admitted that the original Jibs fitted in March '45 were unsatisfactory and of non-standard type they did not give the necessary authority for the adoption of our proposed design but arranged with DME GHQ for four replacements standard 'A' Frame Crellin Jibs to be manufactured in Base W/shops for the "Legnano" Div.
3. These replacement Jibs were duly received by the "Legnano" Inf. Div. but although they were a definite improvement on the original non-standard Jibs they were still of a poor and incorrect design and far from satisfactory and most unsuitable for employment with Mack Recovery Vehs. In view of this the "Legnano" did not replace the old types Jibs and as far as we know are still employing the patched and modified original Jibs.
4. As we are still of the opinion that the standard 'A' type Crellin Jib is most unsatisfactory and can only be considered as a War emergency improvisation we are now submitting for your approval and necessary action thru the Italian Ministry of War complete details of our proposed design and detailed comparison of this design with the standard 'A' type Crellin and the non-standard Jib issued to "Legnano" in March '45.
5. For your info Appendix 'A' is a copy of our original criticism of the Jibs manufactured by 15 Port W/Shop R.E.M.E. in March '45 full details of which are given in drawing No. 1.
Appendix 'B' is a copy of our letter EME/8/25 dated 13 August '45 to 2 District in which we gave full comparative details regarding our proposed design (see drawing No. 2) and the standard Crellin type 'A' Frame. No drawing of the latter are now available but for your info it is constructed from normal Railway line and is of the "extended beam" design instead of the more efficient Jib and Tie' design.

PH. Nelson SC REGUE 27

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P.H. Nelson SC REGS. 17

Copy to:- R.E.M.E. - 3 B.L.U. (Drawings not enclosed but if required can be obtained on loan from this office).

Red. July 23

APPENDIX 'A'

Fitting of Crellin Jibs to Mack 10-ton 6 x 4 B' down by
15 Fott W/Shop REME

Criticism of Design

1. Jib Angle to small giving uneconomical stress distribution i.e.

Load on Jib = $P = 5\text{-tons}$

Pull in Tie = $4P = 20\text{-tons}$

Thrust in Jib = $4.5P = 22.5 "$

If due to "Shock" the load P is increased by 4 times (quite possible)

$$P = \frac{A \times f}{k \times 4}$$

Where A = Cross Section

f = Tensile strength of material

k = Factor of safety (taken as 4)

Working in mm-sqd, and kilog.

$$P = \frac{50 \times 628}{4 \times 4} = 1960 \text{ kilos (or 2-tons)}$$

Max load possible with F.O.S. = 4

2. Unnecessary Bending Moment in Rear Base Support due to incorrect fixing, shuttle fixing longitudinal frame to veh floor should be at extreme end to reduce B.M. to zero. In present design the stress due to this unnecessary B.M. was sufficient to cause failure (stressed beyond Yield Point)
3. The present practice of employing "Winch" considered unsatisfactory because although for "suspended tows" we transfer to a plain "chain suspension" on lowering use has to be made of the winch brake which is not designed for this purpose. If possible a standard Block & Tackle should be substituted.

4. Jib Design

- (a) Hinge of Jib incorrectly positioned, should be in line with Longitudinal Members of Base Frame. Present method of fixing causes front cross members of base to twist and shear at the welds connecting it to the longitudinal members.
- (b) Jib too narrow at Base, causing instability i.e. for a "Side-Thrust" on Jib = P - Turning Movement at Base = $7.7 \times P$
- (c) Section of Cross-Member of Base supporting Jib Hinge far too small actually failed under normal use but if Jib correctly positioned in accordance with 4 (a) this section would not be subjected to any stresses.
- (d) Jib Hinge positioned incorrectly in Lorry, should coincide with Chassis Wood Cross-Member (see drawing).
- (e) Tie supporting Eye-Bolts at Pulley end incorrectly positioned causing unnecessary Bending Moments and twisting of Jib - should be in line giving a direct pull and therefore eliminating all Bending Moments. With present design it is impossible to efficiently weld these eye Bolts to the Jib.

Working in mm-sqd, and kilog.

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5018

5. Proposed New Design

As in Drawing Sheet 2, Dimensions in 'mm' but can be readily converted to nearest British Standard Sections.
Time to manufacture (material supplied) approx 2 days
Approx Cost - £60.

SC REME

APPENDIX 'B'

SC REME
52 British Liaison Unit,
CMF
Ref. No. EME/8/25

Date - 13 Aug 45

Subject:- Crellin Jibs fitted to Mack
10-ton 6 x 4 Recovery Vehs

ADME HQ 2 Dist

Ref. your REME 6381 dated 3 August 45.

1. The Mk II Crellin Jib submitted with the above letter has been compared with our proposed design EME/8/16 and as will be appreciated from the following comparative table, although this Mk II Design is easy to manufacture and has obviously served a very useful purpose, it is far from satisfactory and can only be considered as an improvisation.
2. We are of the opinion that now the time and labour is available, a more satisfactory design of Jib should be fitted to the Mack Recovery Veh and this work could be readily taken on by the numerous "idle" Italian Engineering Firms.
3. One of these Mk II Crellin Jibs has been fitted to the Mack Recovery Veh of the 114 Regt. MANTOVA Gruppo and reports from this Regt state that due to its extreme overall height, difficulty is being experienced with bridge clearance (headroom) and unnecessary routing difficulties result.
4. The arrangements for the manufacture of 4 replacements jibs detailed in your para 3 is noted.
5. Comparative Table Mk II Crellin Jib - EME/8/16 Design

(Drawing of Mk II on page 2)

Detail	(A) Mk II CJ	(B) EME/8/16
Rail Cross Section		
Moment of Inertia cm. 4	846	} Not applicable, true jib and tie design
Section Modulus cm. 3	96	
Max permissible lift Kg.	1820	5000
(Factor of safety = 4)	1.8 tons	4.9
Weight of Jib Kg.	600	310
Lift/Weight Ratio	3.04	16.1
Remarks:- (A) i) Heavy and faulty construction. Not true Jib (no tie and jib)		
Fixed Frame with extended plain beam. No pivot joints for stress		
ii) equalising		
iii) low lift capacity and lift/weight ratio		
iv) dangerous cross section at junction of vertical strut and beam		
v) Simple construction.		
(B) i) Lighter construction and more economical design (tie and jib)		
ii) High lift capacity and lift/weight ratio		
iii) More complicated construction requiring more man hours of work and possibly greater skill.		

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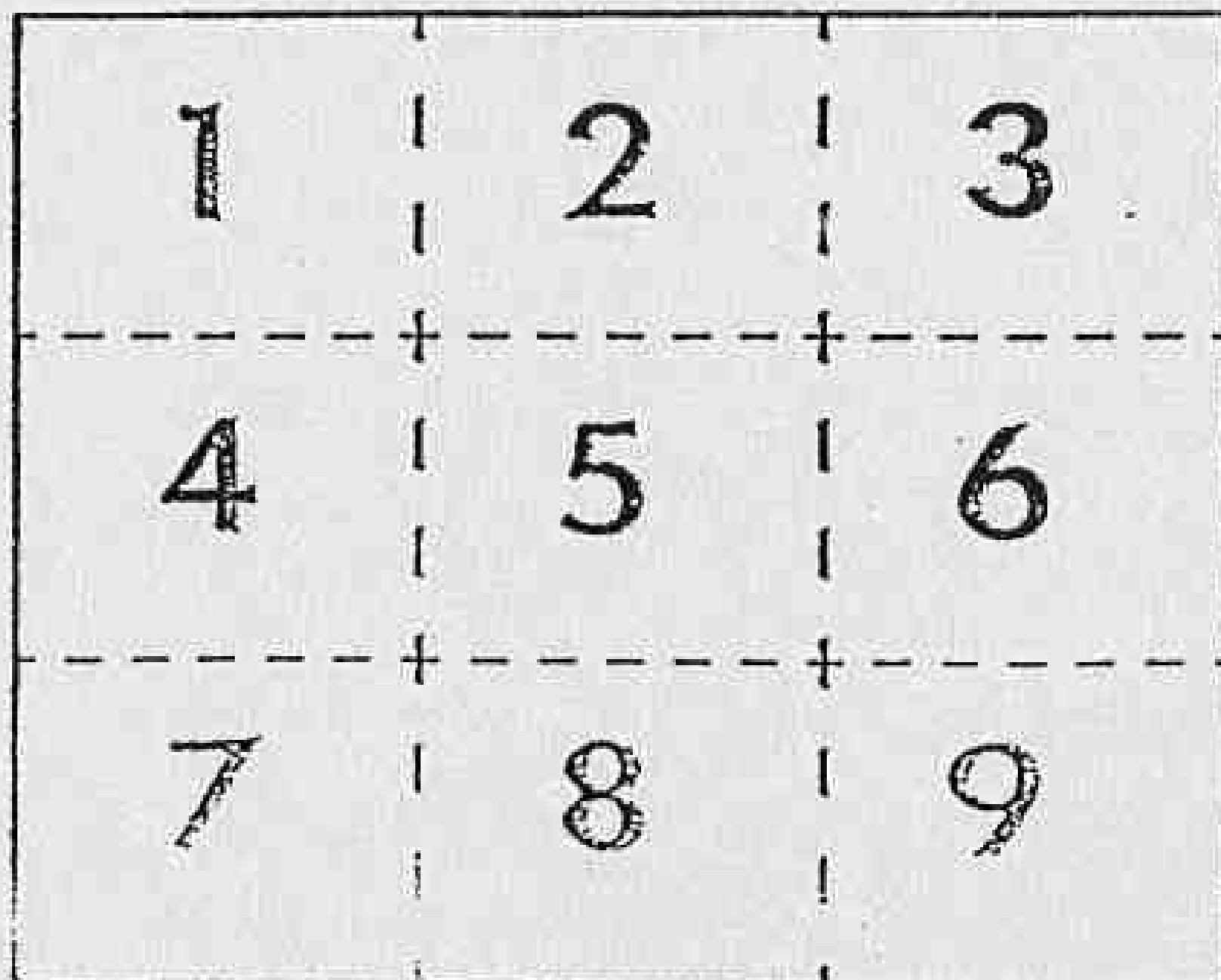
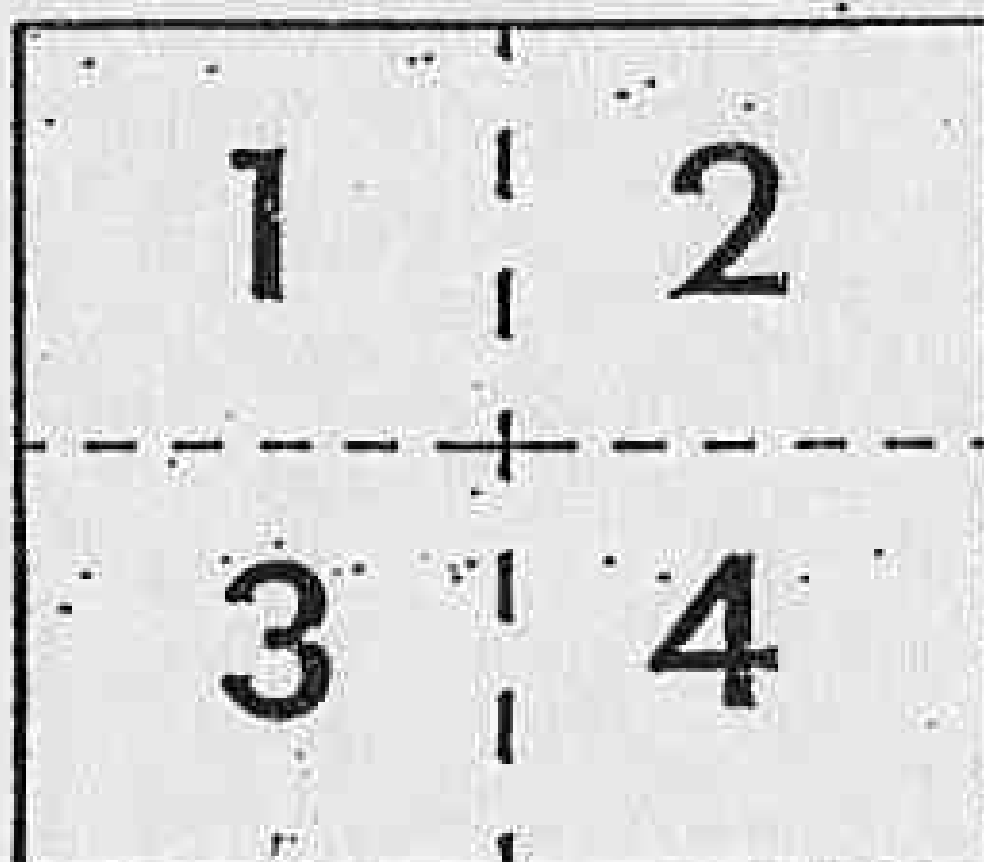
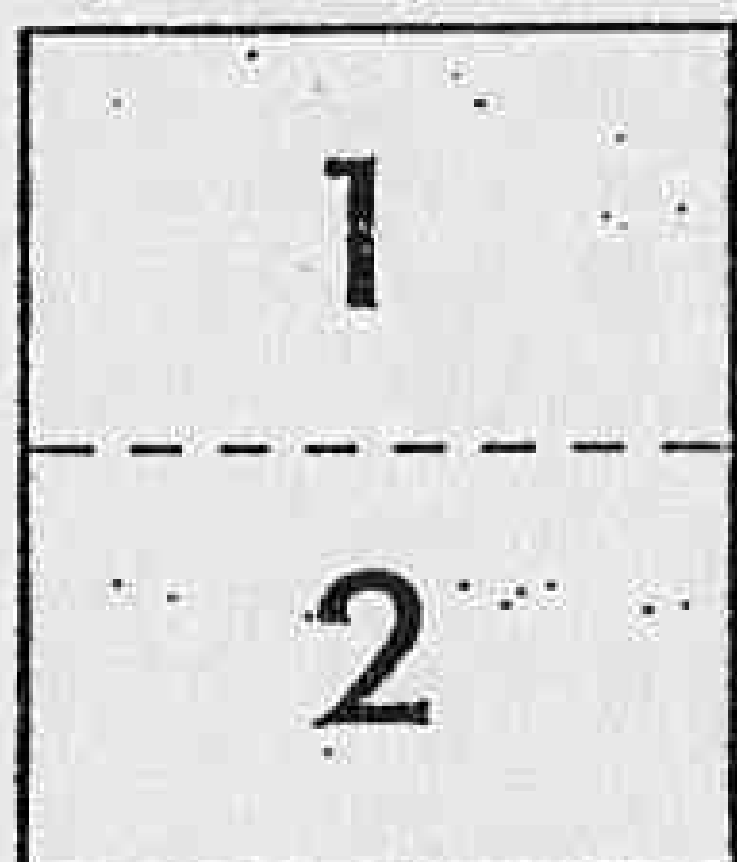
Remarks:- (A) i) Heavy and faulty construction. Not true Jib (no tie and jib)
 Fixed Frame with extended plain beam. No pivot joints for stress
 ii) equalising
 iii) low lift capacity and lift/weight ratio
 iv) dangerous cross section at junction of vertical strut and beam
 v) Simple construction.

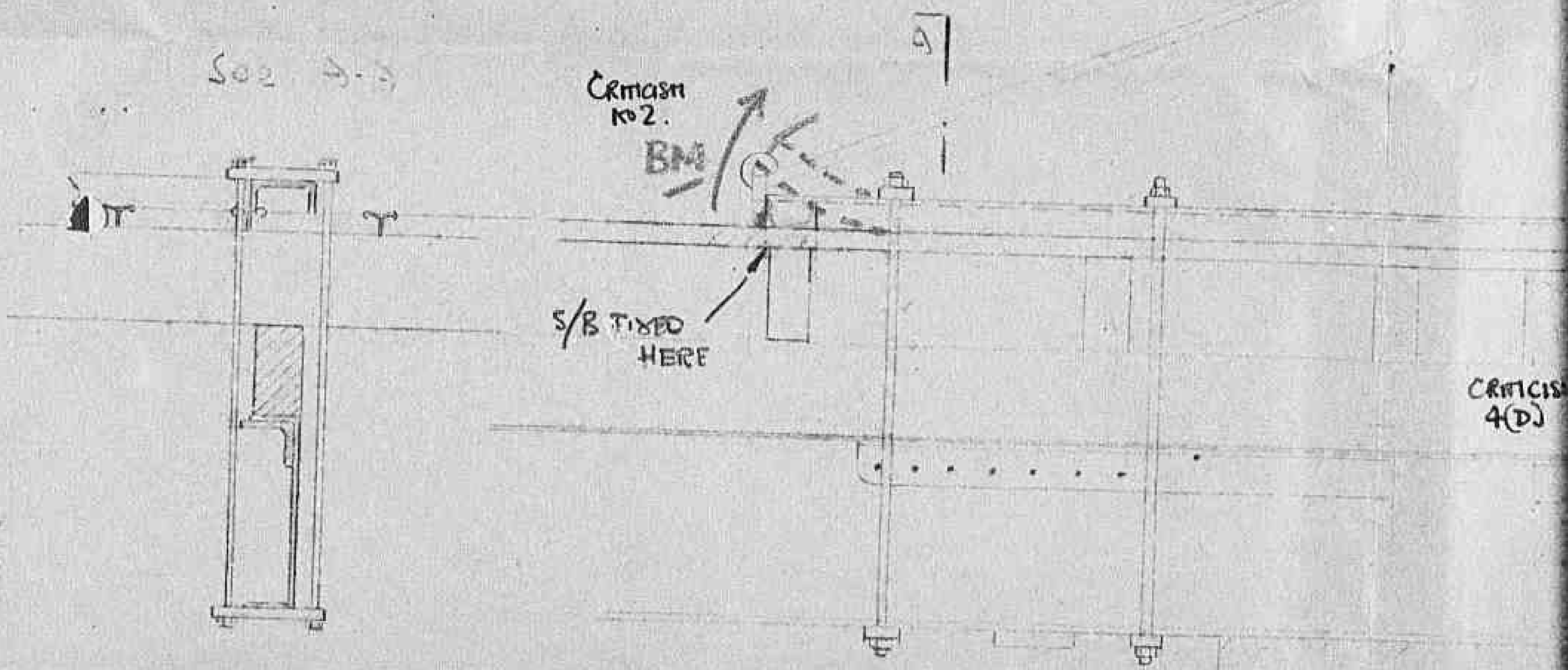
(B) i) Lighter construction and more economical design (tie and jib)
 ii) High lift capacity and lift/weight ratio
 iii) More complicated construction requiring more man hours of work and possibly greater skill.

5915
 SC REME

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

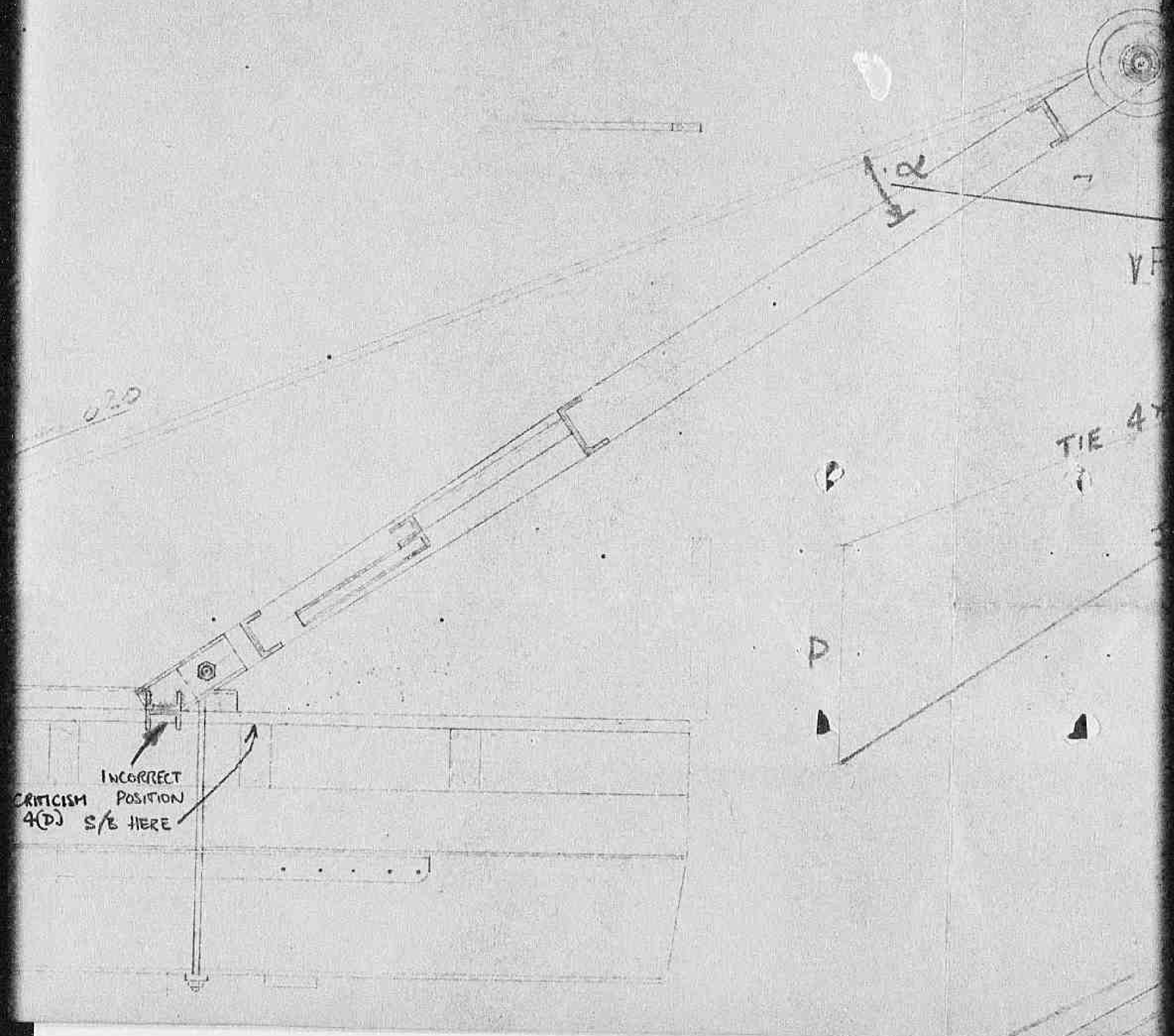
SEE DIAGRAMS BELOW.

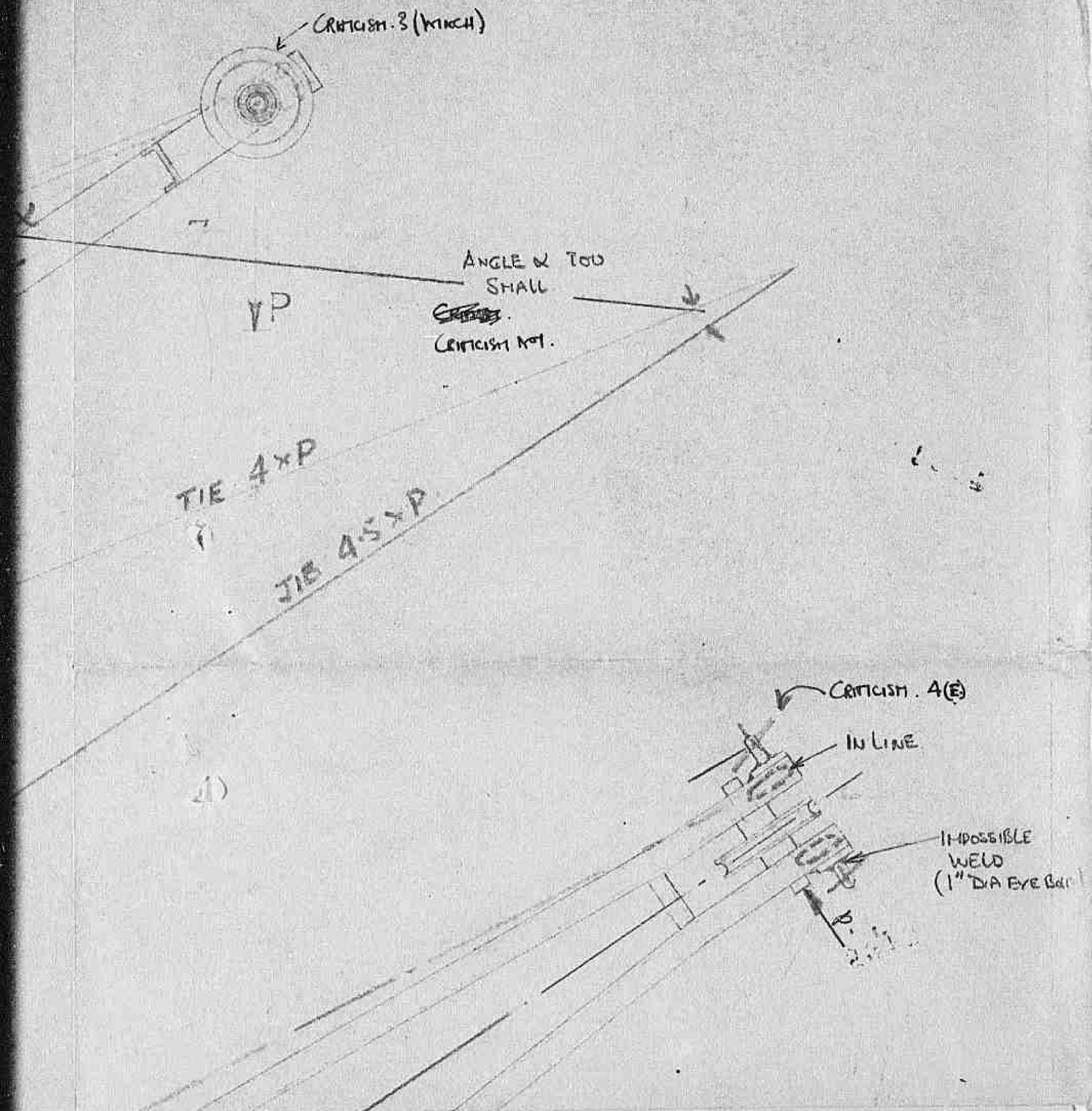




1861

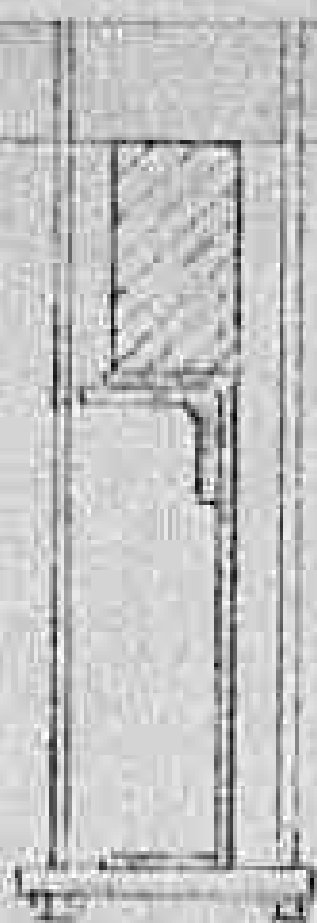
785020



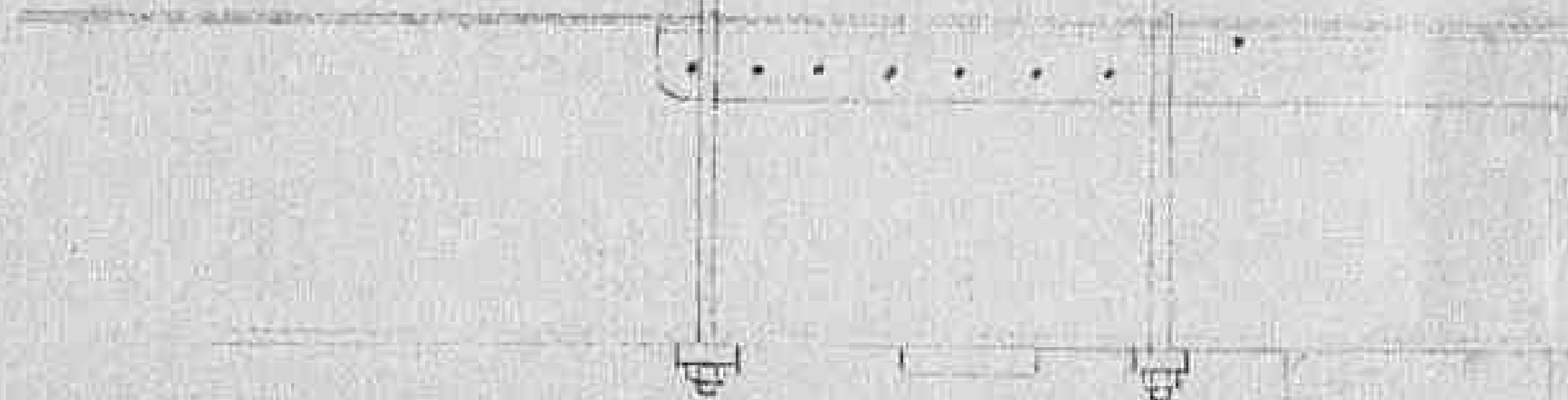


1883

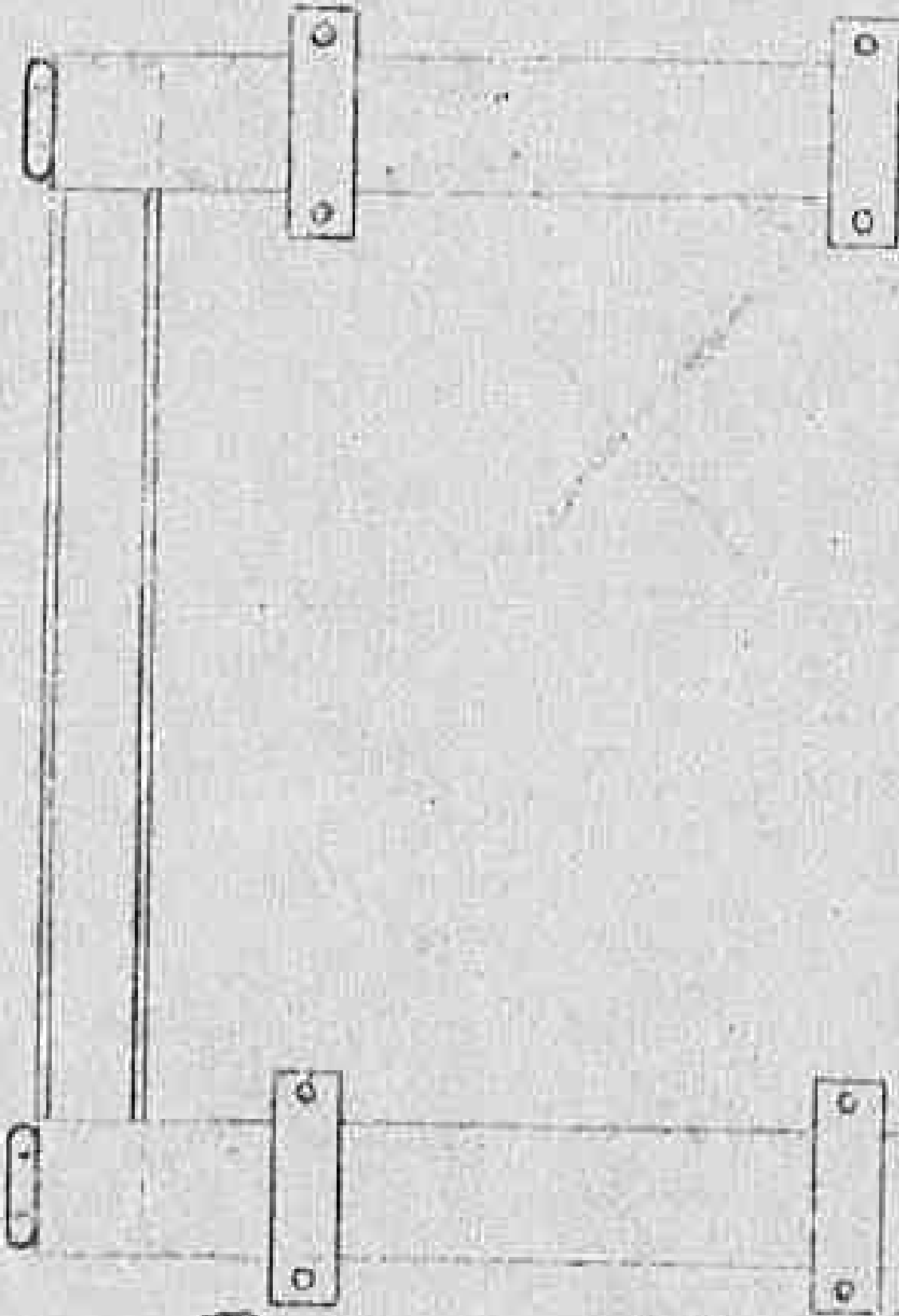
785020



S/B FIXED
HERE



CRMC
4(D)



CRITICAL 4(C) SHEAR
HERE



1864

785020

INCORRECT
POSITION
CRITICISM
4(D) S/B HERE

CRITICISM NO. 4(C) SHEARED
HERE

CRITICISM NO. 4(A)

CRITICISM NO. 4(B)

DRAWING

DATA	
MATERIALE	
DENOMINAZIONE	
DATA	DISEGNATO
13-6 1945	
CAPRONI AER	

IMPOSSIBLE
WELD
(1" DA EYE BAR)

DRAWING No. 1 - FITTING OF CRELLIN JIBS TO MACK 10-TON 6 x 4 B'DOWN BY 15 PORT WORKS REME

MARCH 1945
(DIRECT LETTER 10/ME/336 d/d 13 MAR 45) ^{ENT 8/46}

DATA		MODIFICHE				FIRMA	VISTO
MATERIALE		N° PEZZI	=	SINISTRO	DESTRO	TOLLER. NON PRECISATE	
DENOMINAZIONE - SCHIZZO RILIEVO GRU PER CARRO ATTREZZI - MACK						SCALA 1:10	
DATA	DISEGNATO	CONTROLLATO	IL CAPO UFF. TECH	IL DIRETT. TECNICO	SERIE		
18-6 1945	<i>[Signature]</i>				MOT. 1		
UFFICIO TECNICO CAPRONI AERONAUTICA BERGAMASCA				COPIA NUMERO	15.	3	4
				ESPOSENTE	7	4	2
PROPRIETÀ ESCLUSIVA - RIPRODUZIONE VIETATA (Legge 19 settembre 1982 N. 1021)							

MATERIAL REQUIRED - MILD ROLLED STEEL SECTION

Section Sheet	Italian (Metric)			British Equivalent		
	Dimensions 12mm thick	Qty 1 Sq.m.	Wt. 94 kg.	Dimensions 1/2" thick	Qty 11 Sq.ft	Wt. 200 lbs
Channel U	100 x 50 x 6 x 8.5	9 meters	95 "	4 x 2 x 1/4 x 3/8"	30 ft.	210 lbs
" U	80 x 45 x 6 x 8	11 "	95 "	3 1/4 x 2 x 1/4 x 3/8"	36 ft	207 "
" L	70 x 70 x 10	1 "	10 "	3 x 3 x 7/16"	3'3"	22 "
Bar	20mm dia	165 "	40.5 "	13/16" dia	54 ft	90 "
"	25mm dia	6 "	2.3 "	1" dia	2 ft	5 "
"	70mm dia	.25 "	7.5 "	2.8"	1 ft	16 "
Nuts	.36 dia	.3 "	2.7 "	1.4"	1 ft	5 "
"	.32 dia	.65 "	4.5 "	1 1/2"	1'2"	100 "
Pulley Wheel	200 dia x 50 tk	One off		8" x 2"		
Electrodes (Mild Steel)						

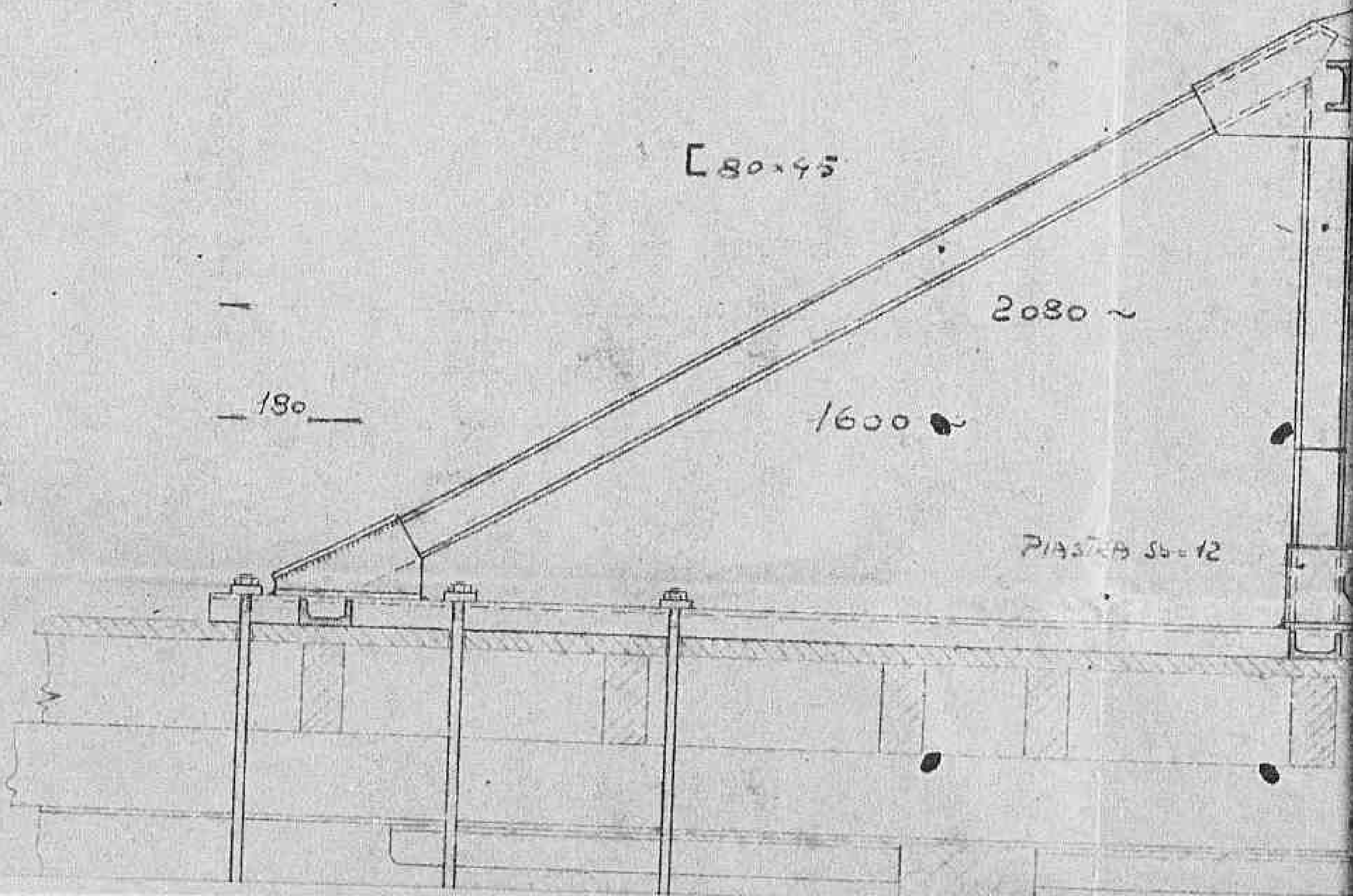
⌘ These figs have been rounded to the nearest higher fraction or 1" value.

1887

Declassified E.O. 12065 Section 3-402/NNDG NO.

785020

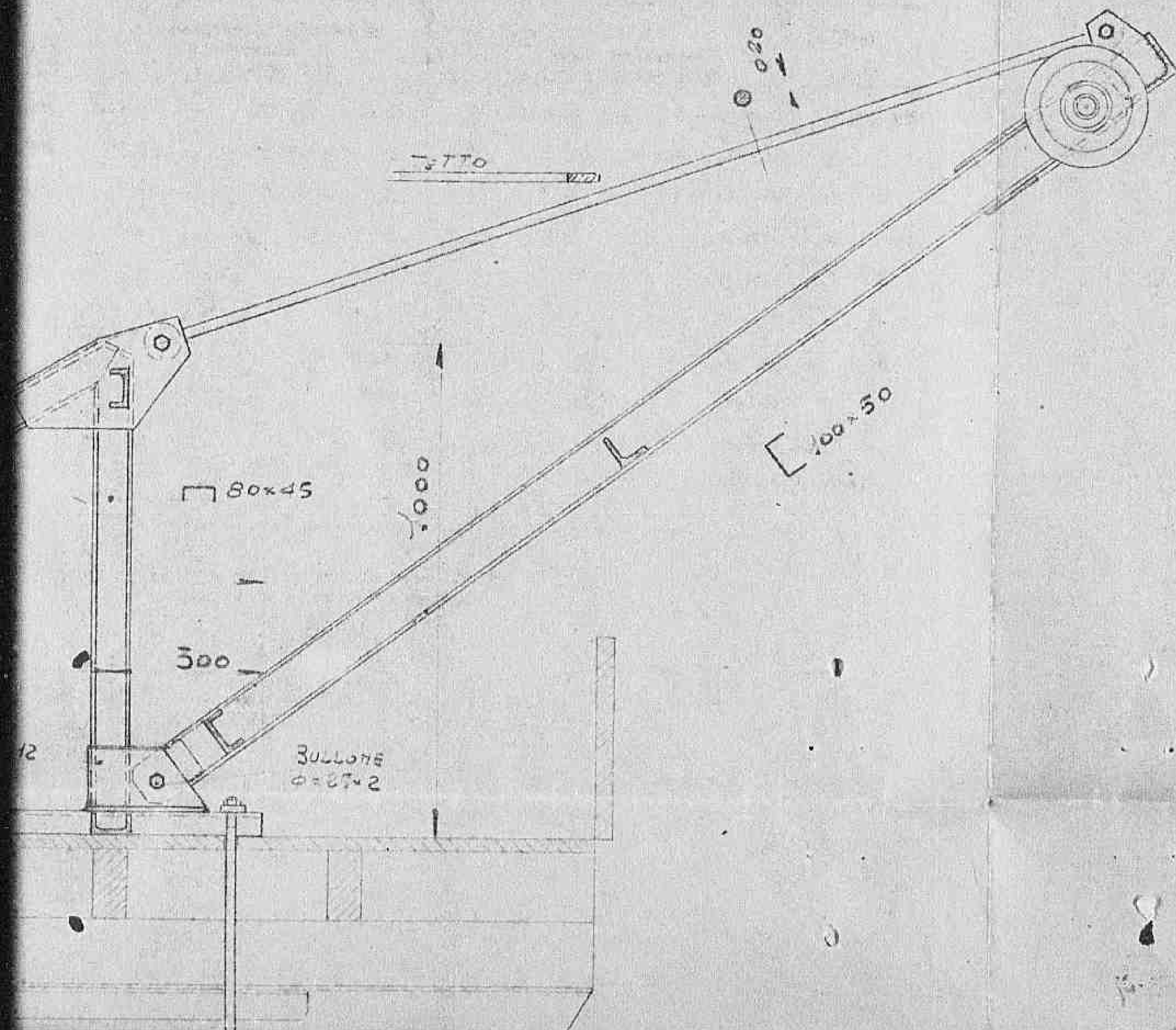
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1868

Declassified E.O. 12065 Section 3-402/HNDC NO.

785020

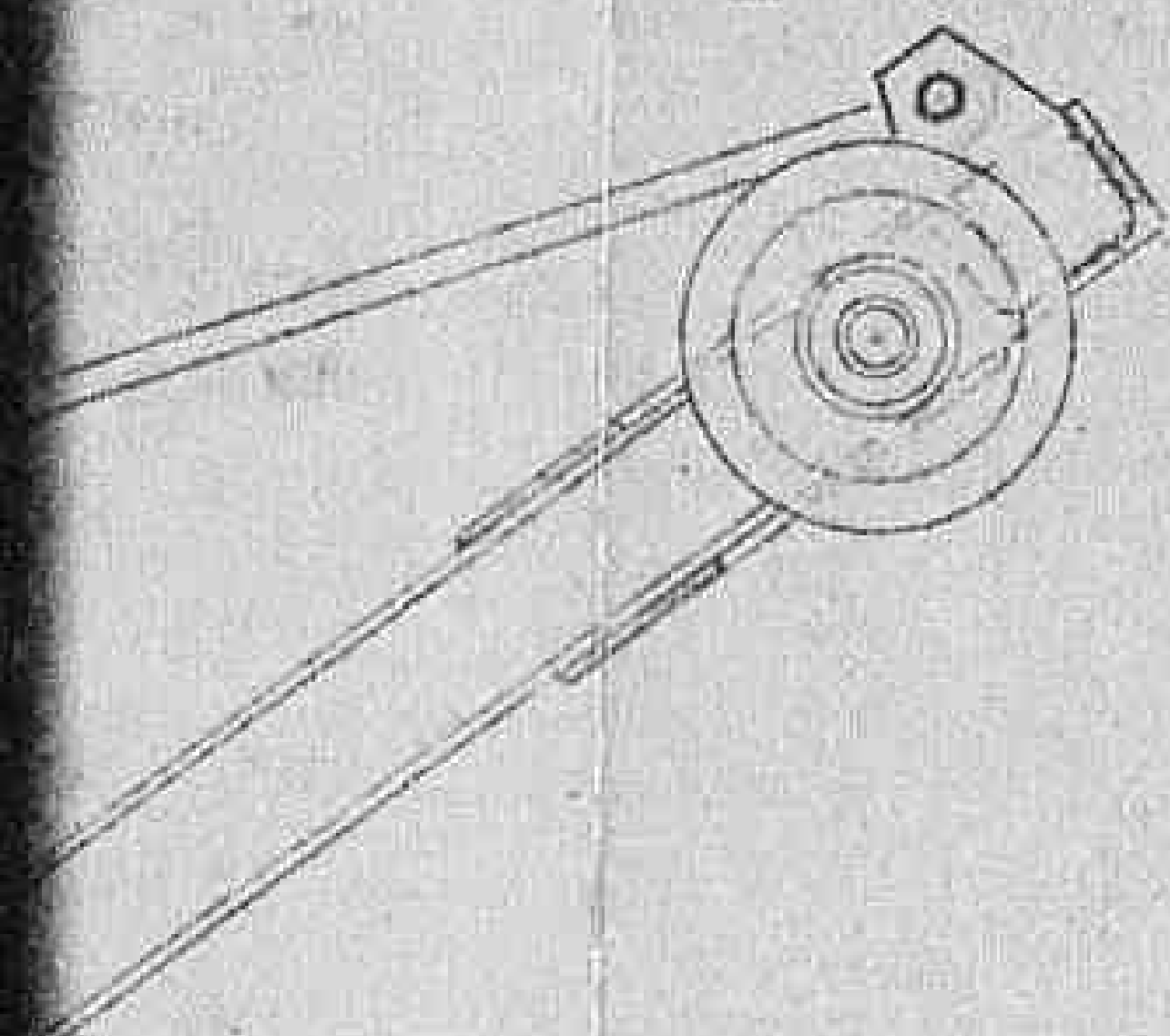


4530

1869

Declassified E.O. 12065 Section 3-402/NNDC NO.

785020

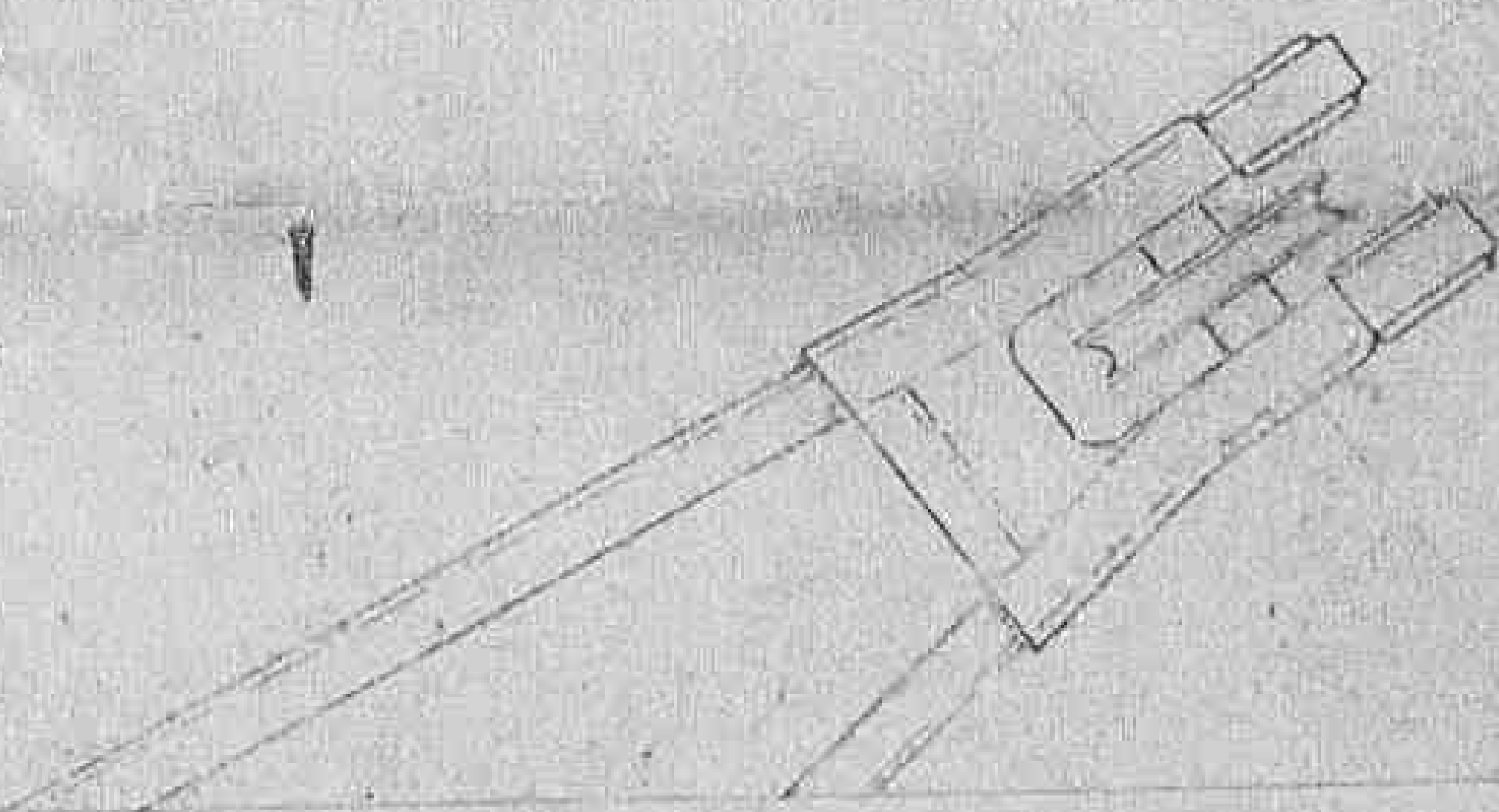


50x50

5530

5513

120



1870

Declassified E.O. 12065 Section 3-402/MNDC NO.

785020

LONGERON-MACHINE

830 ~

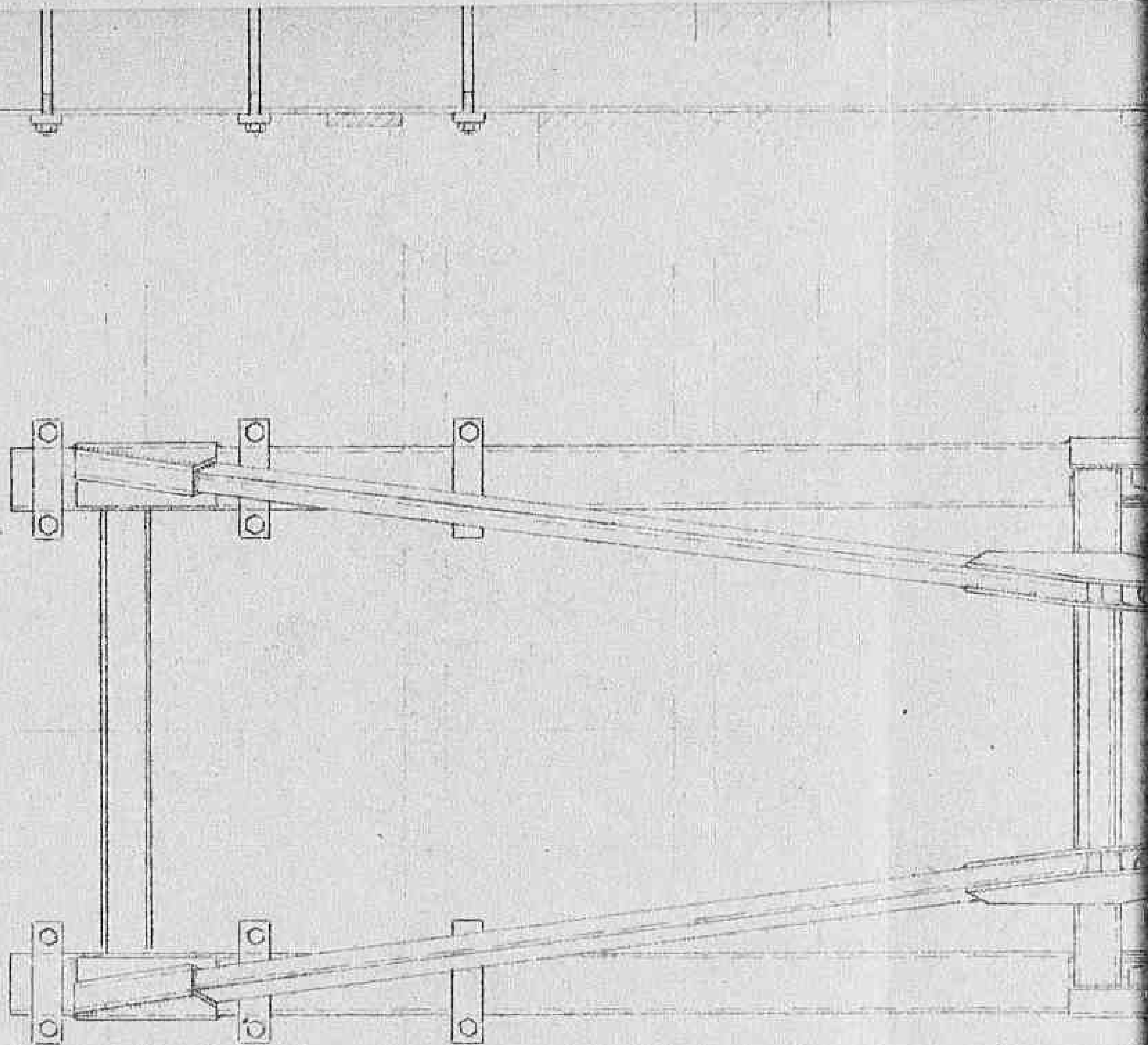
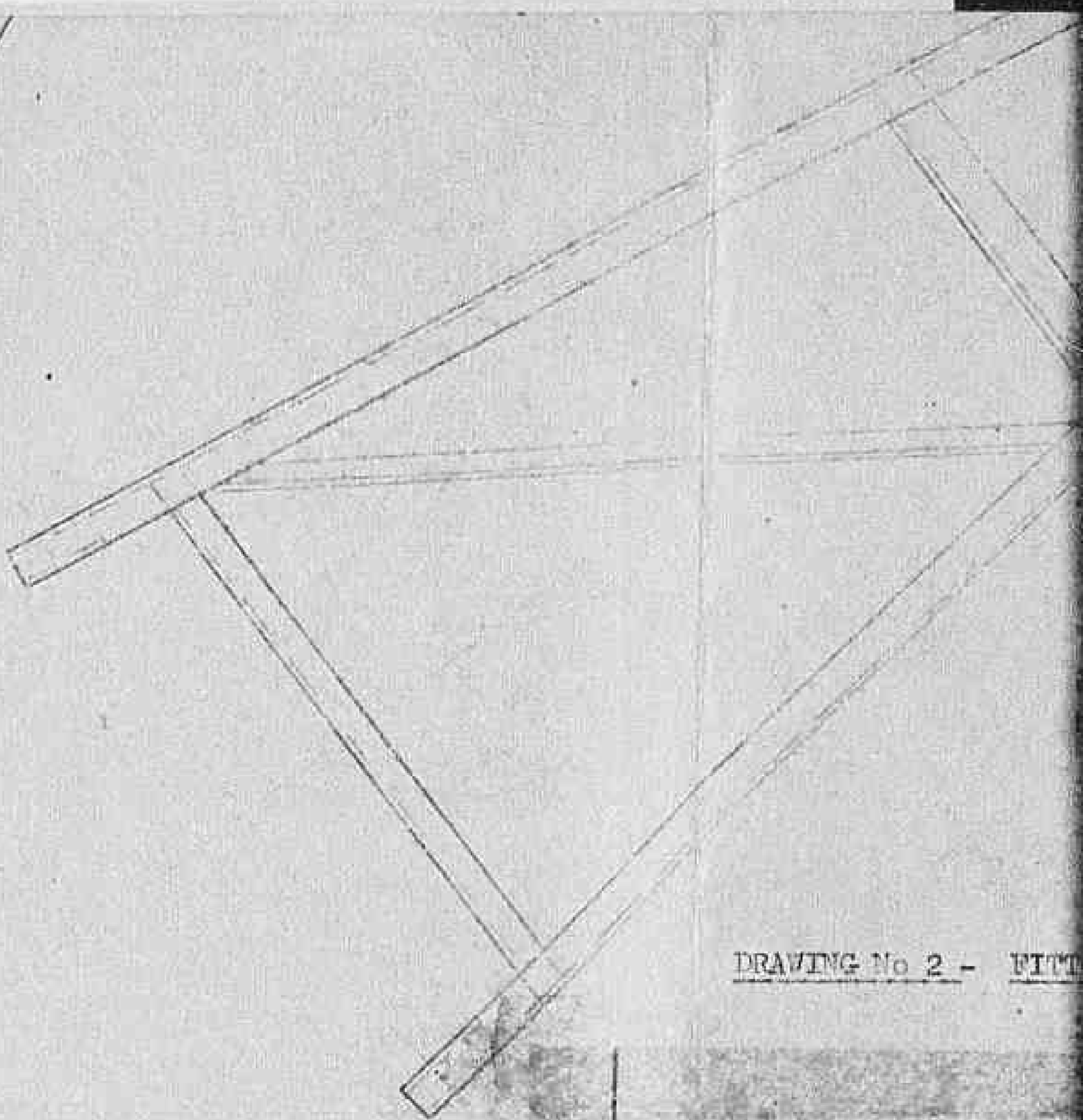
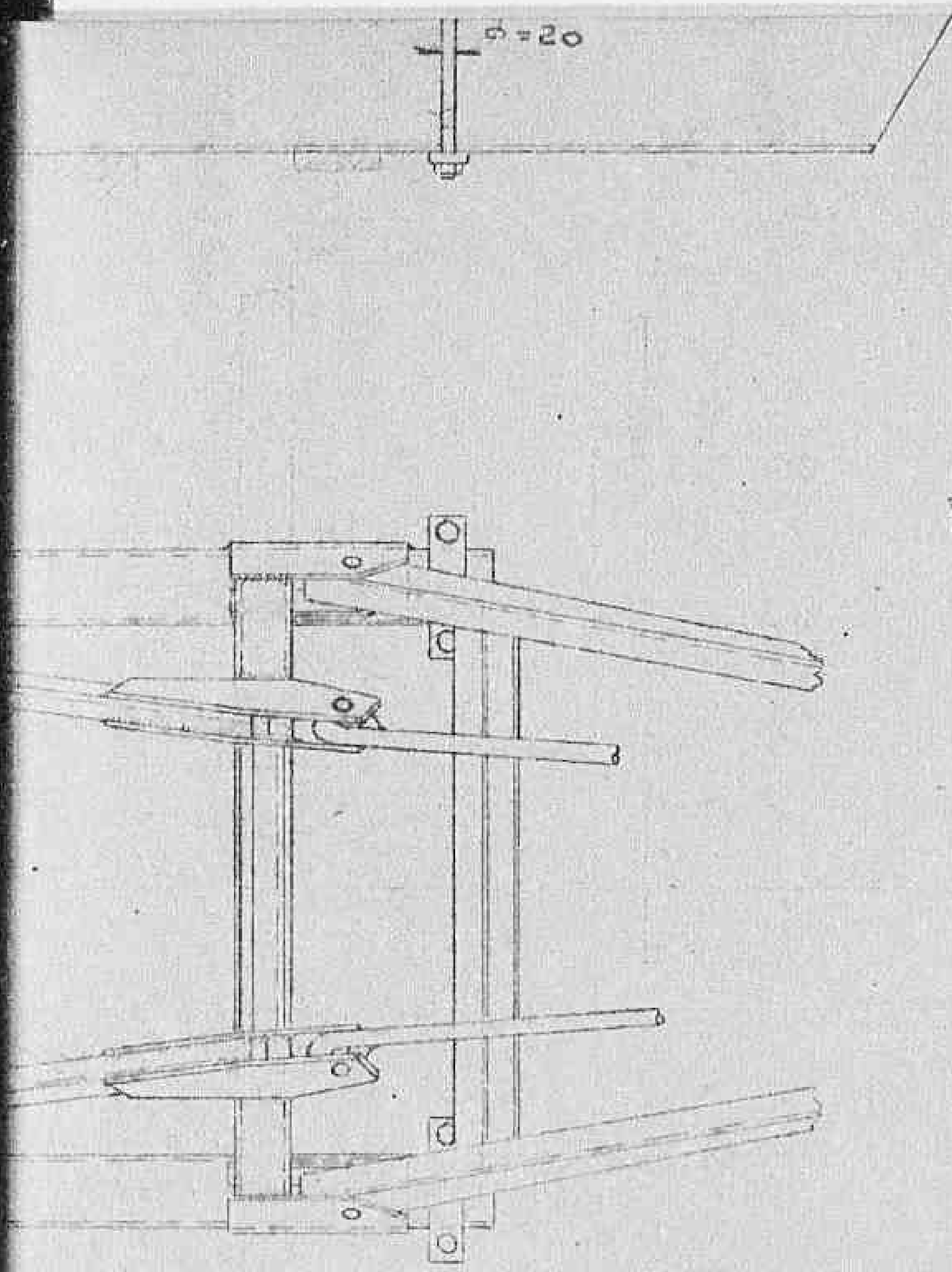


Fig. 2a 50x50x180

1873

Declassified E.O. 12065 Section 3-402/NNDC NO.

785020



DRAWING No 2 - FITT

DATA		
MATERIALE		
DENOMINAZIONE - SCHIET		
PER. CA		
DATA	DISEGNATO	CONTR
20-11-40	<i>[Signature]</i>	
UFFICIO TEC		
CAPRONI AERONAUTIC		
PRO		

1872

Declassified E.O. 12065 Section 3-402/HNDC NO.

785020

23-0

DRAWING No 2 - FITTING OF GRILLIN JIBS TO MACK 10-TON 6 x 4 B'DOWN PROPOSED DESIGN

EE/3/16.

DATA		MODIFICHE				FIRMA	VISTO
		N° PEZZI	=	SINISTRO	DESTRO	TOLLER. NON PRECISATE	
MATERIALE						+	
DENOMINAZIONE		- SCHIZZO MODIFICA GRU PER CARRO ATTREZZI - MACK				SCALA 1/10	
DATA	DISEGNATO	CONTROLLATO	IL CAPO UFF. TECN.	IL DIRETT. TECNICO	SERIE		
20-10-55	R				MOT.		
UFFICIO TECNICO CAPRONI AERONAUTICA BERGAMASCA				Copia NUMERO 3	Dis.	3	4
				ESPOSENTE	3		
PROPRIETÀ ESCLUSIVA				REDUZIONE VIETATA (Legge 18 settembre 1923 N. 102)			

MINISTRO GIUSEPPE S. M. 2. Uff. Servizi

ME/20/65

Rene

Automotomezzi disponibili presso i parchi veicoli efficienti alle ore 18 del 11/82 al 14 luglio

PARCHI VEICOLI EFFICIENTI	M/C	A/V	A/C	Autoambulanze	Autobus	Trattori	Rimorchi	Rimorchi leggeri	Autobusiferi	Rimorchi autocarri ufficio	A/C con cassone	A/furgon	A/pompa	A/carret	Motocari	Controllori
1° P.V.E. Torino			2											2		
2° " Genova			2													
3° " Piacenza	2	1	8	4												
4° " Trento	1		6													
5° " Basiliano			1	4							1					
6° " Bologna			5													
7° " Firenze		2	8	1												
8° " Roma		4	19	4								1			1	
9° " Bari																
10° " Napoli							14	7	1	1			1			
11° " Palermo		2														
O.A.R.E.-Bologna	5		10													
TOTALE ...	8(3)	9(1)	61(19)	13(8)			14	7	1	1	1	1	1	2	1	1

N.B. I numeri segnati in rosso si riferiscono agli automezzi proven. da

ME/20/66 RENE

M/C	A/V	A/C	Autoambulanze	Autobus	Tiratori	Rimorchi	Rimorchi leggeri	Autofrigoriferi	Rimorchiatore offic.	A/C con cassone	A/furgon	A/pompa	A/carrett	Motocarr	Compres.	Generat.	Jeps
2 1	1	2 2 8 6 1 5 8 19	4 4 1 4							1			2				
											1			1			9
						14	7	1	1			1			1	1	
5	2	10															
8(3)	9(1)	51(19)	13(8)			14	7	1	1	1	1	1	2	1	1	1	9

N.B. I numeri segnati in rosso si riferiscono agli automezzi proven. da ricupero

Proposte di assegnazione e automotomezzi a reparti d'Esercito Italiano
per la settimana che inizia il 1° 8 al 14 luglio 1945

REPARTI	M/C	A/V	A/C	V/S	P. V. E. da cui gli automotomezzi possono essere prelevati
Scuola Colleg. Genio Cecchiani			3		8° P. V. E. Roma
Scuola Artiglieria Braconero		1			8° " "
1° Autoreparto Torino			1		1° " " Torino
Ospedale Milit. Torino				1(a)	1° " " "
2° P. V. E. Genova			1		2° " " Genova
Legione Carabin. Genova			1		2° " " "
5° C. A. R. Modena	2				3° " " Piacenza
2° " Cuneo					3° " " "
3° Rgt. Ftr. Brescia	1				3° " " "
Legione Carabin. Livorno		2			3° " " "
" " Milano		2			3° " " "
2° Rgt. Ftr. Genova		2			3° " " "
3° Autoreparto Milano		2			3° " " "
1° " Torino			2(b)		3° " " "
4° C. A. R. Montorio Veronese	1		2(b)		3° " " "
4° P. V. E. Trento		1		4° " " Trento	
6° Rgt. Alpini Merano		3		4° " " "	
Legione Carabin. Verona		2		4° " " "	
5° Autoreparto Udine		1	1(c)		4° " " "
6° C. A. R. Pesaro		3	4(b)	5° " " Udine	
Legione Carabin. Ancona		2		6° " " Bologna	
7° C. A. R. Siena	1			6° " " "	
7° Autoreparto Firenze	1			7° " " Firenze	
8° C. A. R. Orvieto		2		7° " " "	
Legione Carabin. Firenze		4		7° " " "	
8° Autoreparto Roma			1(b)	7° " " "	
Divisione " Folgore" Firenze		2		7° " " "	
Totale	3	4		7° " " 5971	

2° P.V.E.	Genova	1			2° " Genova
Legione Carabin.	Genova	1			2° " "
5° C.A.R.	Modena	2			3° " Piacenza
2° "	Cuneo	1			3° " "
3° Rgt. Ptr.	Brescia				3° " "
Legione Carabin.	Livorno	2			3° " "
" "	Milano	2			3° " "
2° Rgt. Ptr.	Genova	2			3° " "
3° Autoreparto	Milano	2			3° " "
1° "	Torino				2(b) 3° " "
4° C.A.R. Montorio Veronese		1			2(b) 3° " "
4° P.V.E.	Trento	1			4° " Trento
6° Rgt. Alpini	Merano	3			4° " "
Legione Carabin.	Verona	2			4° " "
5° Autoreparto	Udine				1(c) 5° " Udine
6° C.A.R.	Pesaro	3			4(b) 6° " Bologna
Legione Carabin.	Ancona	2			6° " "
7° C.A.R.	Siena	1			7° " Firenze
7° Autoreparto	Firenze	1			7° " "
8° C.A.R.	Orvieto				7° " "
Legione Carabin.	Firenze	2			7° " "
8° Autoreparto	Roma	4			7° " "
Divisione " Folgore" Firenze					1(b) 7° " "
Totale...		3	4(1)	34(11)	7° " 5971

IL CAPO UFFICIO SERVIZI
COL. NICOLÒ MELONI

Approvato con le modifiche di cui a) Autocarrette
b) Autoambulanze
c) Autocar. con cassone chiuso
d) Generatore
e) Compressore
f) Jeeps

tergo HQ = M.M.I.A.

R.E. I numeri segnati in rosso si riferiscono agli automez. proven. da recupero

Proposte di assegnazione e automotomezzi a reparti d'Esercito Italiano
per la settimana che inizia dall'8 al 14 luglio 1946

(2)

REPARTI	M/C	A/V	A/C	V/S	P.V.E. da cui gli automezzi possono essere prelevati
Legione Carabin. "Lazio" Roma		1	2		80 P.V.E. Roma
" " Napoli		1	2		80 " "
" " Catanzaro			2		80 " "
Btg. Trasmis. S.M. (135° Cp. Nero)			1		80 " "
Comando Gen. Carab. Roma			1	2(f)	80 " "
Legione Carabin. Bari		1			80 " "
11° Autoreparto Palermo				2(b)	80 " "
14° " Cagliari				2(b)	80 " "
110° Cp. Genio Colleg. Napoli				1(a)	100 " Napoli
110° " " Artieri Napoli				1(e)	100 " "
Divisione "Sabauda"; Messina		1			110 " Palermo
" " Aosta " Palermo		1			110 " "
Com. Divis. "Folgore" Firenze	5		10		O.A.R.E. - Bologna
Centro Rif. Quadrupedi Pinerolo			1		1° P.V.E. Torino
4° Rgt. Alpini Torino				1(a)	10 " "
11° Autorep. (Ricup. Materassi) Com. Artieri Palermo			1	1(f)	80 " Roma
Scuola Genia Colleg. Cecchini.			5	2(f)	80 " "
1° Rgt. Granat. (ex 8° Rgt.) Roma				1(g)	80 " "
Scuola Educaz. Fisica Cesano			1		80 " "
" Genio Artieri Civitav.				1(f)	80 " "
10° Autoreparto Napoli				2(f)	80 " "
Legione Allievi Carab. Roma				1(f)	80 " "
Totale	5	5	27(1)	17(1)	
Totale 1° pagina	3	4(1)	34(8)	11(10)	
TOTALE assegnazioni	8(3)	9(4)	61(49)	28(14)	5910



TOTALE

N.B. I numeri segnati in rosso si riferiscono agli automez. proven. da Ricu. pro %

COL. NICOLÒ MELONI

5010

785020

Automotomezzi disponibili presso i parchi veicoli efficienti alle ore 18, dalle dal 1 al 7 Luglio 1946

MINISTERO GUERRA S. M. E. D. M. Servizi

ME/20/64/Rev. 1

EFFICIENTI	fino	nuova	acquistata	esito	stipendio	bona	perme	ma	di	poli	terno	oma	Totale ...
M/C	1							2					5300
A/V								1					2
A/C								3					3
Autobus													
Autolambu- lanze													
Trattori													
Rimorchi										14			14
Rimorchi leggeri										7			7
Autolavori feri								1		1			2
A/furg.								1					1
A/pompa													
Bimotori uff.										1			1
Finorch quadrup.								1					1
Compre- sore -										1			1
Genera- tore										1			1
Jeeps								10					10

Regia
19 July
63

ME/20/64R

dal 1 al 7 luglio

~~Red.~~
19 July.

ME/20/64 R. 6.1.6

Veicoli efficienti alle ore 18 del dal 1 al 7 luglio 1946																
PACIENTI	M/C	A/V	A/C	Autoambulanze	Autobus	Tiratori	Rimorchi	Rimorchi leggeri	Automotrici	A/furg.	A/pompa	Rimorch. Uff.	Rimorch. Gruppi	Compressore -	Generatore	Jeeps
		1														
2	1	3							1	1						
						14	7	1				1	1	1	1	10
5 C. 2	2	3				14	7	2	1			1	1	1	1	10

Regal
19 July

Regd
19 July

HONORARY CHAIRMAN S. M. A. D. S. S.

TOTALE . . .

TOTAL . . .

COL. NICOLÒ MELONI

HQ = M.M.I.A.

%

epilogo delle assegnazioni proposte

Parchi veicoli efficienti	M/C	A/V	A/C	V/S	NOTE
1° P.V.E. Torino	2	1	3	10(a)	a) sono Jeeps -
2° " Genova	2	1	3	10(a)	
3° " Piacenza	2	1	3	10(a)	
4° " Trento	2	1	3	10(a)	
5° " Basiliano	2	1	3	10(a)	
6° " Bologna	2	1	3	10(a)	
7° " Firenze	2	1	3	10(a)	
8° " Roma	2	1	3	10(a)	
9° " Bari	2	1	3	10(a)	
10° " Napoli	2	1	3	10(a)	
11° " Palermo	2	1	3	10(a)	
O.A.R.E. Bologna	2	1	3	10(a)	
Totale n.	2	2	3	10(a)	

...the ...

SUBJECT: Examination of Repair - Italian Vehicles.

EME12 BUU

EHES 13, 4, 5, 6, 7 to BUU's

Land Forces Command, L.C.
(L.F.C.)
R.O.M.
1E/20/57

11 July 46

TO: MINISTRY OF WAR.

See

1. When considering as a whole the activities of your large vehicle repair organisation which is dispersed throughout the whole of Italy, it would seem that, although the territorial responsibilities of the different workshops are fairly well known, the scope of the repairs they should undertake is less widely understood, and from observation, it appears that Repair Units of the first, second, and third class all undertake the largest repairs which it is economical to

2. This is notorious since it shows a desire to work to the maximum capacity, and indeed during these initial stages it is a sensible step to have taken. At the same time it has introduced certain difficulties for the responsible officers in the Territorial Commands in that they are compelled (especially in anti-industrial districts) to find a solution in the form of various types (e.g. precision grinders for grinding crankshafts, etc.; skilled engine mechanics for re-boring and rebuilding engines; skilled mechanics for dismantling and re-assembling rear axles etc.; skilled electricians for repairing of dynamos and starter motors).

When good-quality tradesmen of these types cannot be found, as in most cases due to low rates of pay, it then becomes necessary either to undertake these difficult repairs to the workshop available in the depot, unit or to contract the repair to a civilian firm. In the latter case it is difficult for the persons stated above to ensure the performance of a good job of work, and in the second case the price charged may be exorbitantly high.

3. The policy indicated in para 1 has also certain financial objections in that it implies each Repair Unit being equipped with an extensive workshop such as crankshafts grinders, cylinder re-boring machines, etc. for boring and in bearings, etc. and although these are used frequently, they are not constantly in continuous use and this represents a certain financial loss.

In addition a result of the policy in para 1 is that Repair Units require components for repair of engines, rear axles, etc. resulting in very large quantities being received at the Spares Depot for comparatively small quantities of components. As you know, the work of the depot is much simplified if the number of written demands is reduced, even if the total number of components demanded remains unchanged. Should the components demanded by the depot, which are not supplied by the depot, purchase in the of which market has to be taken; and this is uneconomical since prices are high, and are aggravated by the fact that only small quantities are purchased at any one time. It may also happen that different Repair Units, in extreme cases, compete against each other in trying to purchase spares.

although the territorial responsibilities of the different workshops are fairly well known, the scope of the repairs they should undertake is less widely understood, and from observation, it appears that Repair Units of the first, second, and third class all undertake the largest repairs which it is economical to take to perform.

2. This is territorial since it shows a desire to work to the maximum capacity, and indeed during those initial stages it is a sensible step to have taken. At the same time it has introduced certain difficulties for the responsible officers in the Territorial Command in that they are compelled to deal with in an industrial district) to find a skilled tradesman of various trades (e.g., precision grinders for grinding crankshafts, etc.; skilled engine mechanics for re-boring and rebuilding engines; skilled mechanics for dismantling and re-assembling rear axles etc; skilled electricians for rewinding of dynamos and starter motors).

When good-quality tradesmen of these types cannot be found, as in the case due to low rates of pay, it then becomes necessary either to entrust these difficult repairs to the workmen available in the Repair Unit or to entrust the repair to a civilian firm. In the latter case it is difficult for the reasons stated above to ensure the performance of a good job of work, and in the second case the price charged may be excessively high.

3. The policy indicated in para 1 has also certain substantial objections in that it implies each Repair Unit being equipped with extensive machinery such as crankshaft grinders, cylinder re-boring machines, machine for boring main bearings, etc, and although these are used frequently, they are not necessary in continuous use and this represents a certain financial loss.

In addition a result of the policy in para 1 is that Repair Unit components for repair of engines, rear axles, etc, resulting in many components being received at the Spares Depot for comparatively small quantities of components. As you know, the work of the depot is much simplified in the number of written demands is reduced, even in the total number of components demanded remains unchanged. Should the components demanded by the Repair Unit be not supplied by the depot, purchase in the civilian market has to be undertaken; and this is uneconomical since prices are high, and are aggravated by the fact that only small quantities are purchased at any one time. It may also happen that different Repair Units, in extreme cases, compete against each other in trying to purchase spares.

4. It would seem that a possible solution of these difficulties would be as follows:

- (a) to establish two assembly overhaul workshops one of which might be in Naples and the other in Turin, Genoa, Florence or Milan, whose duty would be the re-conditioning of worn-out assemblies. Since engines are the pressing need, it might be advisable to initiate the plan only for engines, adding to it later such assemblies as rear axles, gearboxes, front axles and steering gear assemblies, etc.

See memo 74312/20

2/

- 2 -

As an alternative it may be possible to arrange contracts at favourable rates (if the quantities are large enough) with certain selected civilian firms capable of performing this work, which will probably be too great for the Repair Units to undertake as a part of their internal organisation. The Arsenal could probably help at some part of this plan but the nature of the work entrusted to them would require careful selection until they become more skilled in working on vehicle assemblies.

- (b) to provide the Stores Depots at Rome and Piacenza with adequate holding of serviceable spare assemblies of the types most frequently in demand, so that these can be issued as needed to Repair Units etc. only when they produce the worn-out assembly taken from a vehicle under repair.

It is believed that many Repair Units hold unserviceable spare engines and other assemblies which they cannot repair in civilian firms for financial reasons as they do not belong to any one particular vehicle - these engines etc. could be withdrawn at once for repair and subsequent issue to the Stores Depots to supplement their holdings, and to provide a "reservoir" or "float" of assemblies under repair.

- (c) to transfer gradually from the Repair Units to the assembly overhaul workshops the equipment held by them for re-boring engines, boring main bearing, grinding crankshafts etc, but leaving them sufficient equipment to decarbonise engines, overhaul injection pumps, and ignition systems. The power to get individual assemblies repaired in civilian firms should also be left with them.
- (d) to define more closely the types of repair which should not be attempted by Class II and III Repair Units.
- (e) to concentrate, as far as is practicable, the complete re-conditioning of vehicles taken from the enemy and other Class III vehicles into Class I Repair Units and selected civilian workshops.
- (f) to ensure that the Stores Depots and all in their power to satisfy the just demands of the Repair Units for assemblies and other spare parts.

5. Your comments on this plan would be welcomed as it is thought that it will serve to knit together more closely the vehicle repair organisation, and in addition will result in an improved standard of repair (since some degree of specialisation would be feasible) and possibly result in an overall reduction of expenditure.

101/10/52
A. BLUNT, 10.8.52
Assistant Director of Mechanical Engineering

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AB/ag

Copies to :- 'C'.
G.
Ord.

Copy sent to EMF 12 BLU, EMES 1, 3, 4, 5, 6, 10 BLUs
23/9/46

11/3/52
A. HUNT, 10.8
Assistant Director of Mechanical Engineering
R.H.L.A.

TRANSLATION

ORGANISATION OF THE REPAIR SERVICE ACCORDING TO THE

ECHELON SYSTEM.

P R E F A C E

- 1 - Any organisation of the M.T. repair service must follow a certain system if it is desired that it functions efficiently. It is obvious that the system to be adopted must be related to the conditions of said organisation.-
- 2 - With a view to obtain effective results on the repair service, any W/shops must have at its disposal sufficient tradesmen, machinery, tools and spare parts in quantity and quality required to carry out the particular type of work.
- 3 - In operational areas, the idea of giving to a Repair W/shops heavy equipment is to be set aside because the Repair W/shop would become heavy and hence would be compelled to remain static while it is essential that it be mobile in order that it may follow operational units wherever they go.-
In view of that, it is necessary that some of the Repair W/shop be rendered mobile, and this by giving to them light equipment but suitable for the carrying of them type of work during operational phases.
The degree of mobility of a Repair W/shops necessarily limits its functions.-
It is desired that a W/shops be in a position to carry out any type of repairs and also follow the operational unit. But this cannot be done.-
For these reasons, the type of work which can be done by a W/shops is necessarily limited by its degree of mobility.-
- 4 - The present allocation of tools for the army-although heavier-informed does not hinder the Mobility of W/shops units. On the other hand, the equipment that should be issued to said W/shops in lieu of said tools is simpler and lighter.
5.

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- 4 - The present allocation of tools for the army-although heavier-~~inferred~~ does not hinder the Mobility of W/shops units. On the other hand, the equipment that should be issued to said W/shops in lieu of said tools is simpler and lighter. ⁵⁰³

REPAIRS ECHELON

- 5 - In view of the above, the organisation of the repair service has been divided in "echelons".
Each workshop is, therefore, formed by personnel, machinery and tools required for carrying out ~~the~~ ^{work} repairs for a certain echelon.
Furthermore, the workshop has spare parts required to repair vehicles issued to units to which it is attached.
- 6 - It is pointed out that the word "echelon" means type of work and not the place where ~~the work~~ ^{the work} is located; for instance, the first echelon carries out works which take less time than those carried out by workshops of "2nd Echelon".

- 2 -

7) The 3 Echelons of the repair service are therefore classified in accordance with the type of work carried out and not by their location in the operational theatre.

THEREFORE:

The 1st Echelon - (small repairs) carries out exchanges of spares and repairs which can be done in units with the machinery and by the tradesmen attached to them (L.A.D.) -

The 11 Echelon - (large exchanges of spares) carries out exchanges of U/S parts (motor, vehicle bridges, gear box) in accordance with the availability of equipment, time and tradesmen.

It is to be born in mind that the repair of a complete component is carried out at the 11 Echelon W/shops only as an exception.

The 111 Echelon - (large repairs) is the last and the largest Unit of the repair service. All types of repairs are carried out and its works is limited only by its out-put.

It carries out general overhauling of complete component, repairs tyres, batteries, etc.

8) From the a/m classification it results that 1 Echelon repair W/shop are well equipped for the carrying out their type work and are sufficiently mobile i.e. they are in a position to follow units to which they are attached, whilst 11 echelon repair Workshop which are less mobile can easily follow the units to which they are attached, though remaining at a certain distance from them.

The 111 Echelon repair W/shop do not require to be mobile; they can be considered static W/shop.

62

5903

in accordance with the availability of equipment, time and tradesmen.

It is to be born in mind that the repair of a complete component is carried out at the II Echelon W/shops only as an exception.

The III Echelon-(large repairs) is the last and the largest Unit of the repair service. All types of repairs are carried out and its works is limited only by its out-put. It carries out general overhauling of complete component, repairs tyres, batteries, etc.

8)

From the a/m classification it results that I Echelon repair W/shop are well equipped for the carrying out their type work and are sufficiently mobilized i.e. they are in a position to follow units to which they are attached, whilst II echelon repair Workshop which are less mobile can easily follow the units to which they are attached, though remaining at a certain distance from them.

The III Echelon repair W/shop do not require to be mobile; they can be considered static W/shop.

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SECRET

SECRET

This memorandum was forwarded for consideration the plan favored by this office for the organization and fitting of these workshops and the various depots to serve the units of the Italian Army equipped with Allied equipment.

In general, we as to evolve a repair organization independent as far as possible of civilian facilities, the principle is adopted as concentrating as much base repair work as possible in these organizations, which, although, adequately developed and properly supervised, should not be far from the Italian Army as far as can be seen at present.

The various depots considered are for the purpose of holding complete equipment but for holding assemblies and spares used in repair operations. They could be necessary if also for holding assemblies (such as vehicle tool kits and equipment) required, after repair of the equipment, to equip it completely for issue to a unit.

These various depots would supply units (including workshop stores sections, Ordnance Field Parks and local) with the spares and assemblies they require. One section of each of these various depots would comprise a returned stores depot to receive used technical parts with a view to their being repaired.

2. RECOMMENDATIONS.

It is intended to set up these workshops as follows:-

- 1. PLANOVA - artillery - to be sited in the Arsenal.
- 2. ROMA - Armoured cars, carriers vehicles and motorcycles.
- 3. ROMA - in the Office of the Italian Automobiles (O.I.A.)
- 4. ROMA - small arms in the Police and Radio Base.

(This workshop will need considerable development).

In addition, base repair facilities are to be set up for optical instruments, and for signal equipment.

For this last, an existing Italian workshop at SAVIA has been suggested but this will require much reconstruction and an alternative site is being sought.

It is considered that each of these workshops will need

5903

the spare parts considered for repair and stores used in complete equipments but for supplying assemblies and spares used in repair operations. They could if necessary also hold accessories (such as vehicle tool kits and equipment) required, after repair of the equipment, to equip it completely for issue to a unit.

These spare parts would supply units (including workshop sections, Ordnance Field Parks and LARs) with the spares and accessories they require. One section of each of these spare parts would comprise a repaired spare part to receive used technical parts with a view to their being repaired.

2. WORKSHOPS.

It is intended to set up base workshops as follows:-

- MANAGUA - artillery - to be sited in the Arsenal.
- TEGUIGUA - Armoured cars, carriers vehicles and motorcycles in the Oficina Automobilitica Radio Maricao (O.A.M.R.).
- QUINCHEN VAL CHONPA - small arms in the Fabrica Arma Radio Maricao (F.A.R.M.).

etc.

(This workshop will need considerable development).

In addition, base repair facilities are needed for optical instruments, and for signal equipment.

For this last, an existing Indian workshop at PAVIA has been suggested but will require much reconstruction and an alternative site is being sought.

5303

It is considered that each of these workshops will need a stores section (analogous to the stores section of a B.M.S. workshop) to supply the parent workshops with the tools, expendable material spares and assemblies that it requires. It would normally hold a fortnight's supply of these items.

...../2

Red
July
2nd

[illegible]

complete exemption, whether received from Allied or Italian sources, shall be held as correct evidence of such exemption. The Government reserves the right to require the production of such evidence at any time and place. The Government further reserves the right to require the production of such evidence at any time and place. The Government further reserves the right to require the production of such evidence at any time and place.

Apart from consideration of responsibility to the United Way society, provision of suitable accommodation and channels of communication, the availability of suitable civilian staff personnel (which the Italian Army uses as much) should also be considered when selecting places for these spaces denote.

[illegible]

4. CO-ORDINATING

The following is a list of the names of the persons who have been appointed to the various committees of the Board of Directors of the National Association of Manufacturers, for the year 1911:

5302

Richard

availability of suitable civilian stores personnel (within the civilian Army area as such) should also be considered when selecting sites for these storage depots.

The Ministry of War is of the opinion that the A.S. Stores Depot should be sited at PLACENTA and the Army Storage Depot should be at PLACENTA, though in neither case should there be under command of the adjacent New Boreham. The site of the A.S. Stores Depot is not yet indicated clearly but it may be combined with the Army Storage Depot at PLACENTA, or sited at HULL, or HULL (near HULL). It is considered that PLACENTA will be the most suitable site.

4. ~~Co-ordination~~

Co-ordination between New Boreham and the A.S. Stores Depot should be maintained and the other hand must be effected by the Ministry of War and not by Territorial Command, though there should be kept informed of matters affecting them as regards their services and supply of stores to units in their commands.

5302

W. Blum

13. 0616
A. 0. 0. 0. 0.

AM/MS

Co. ion to 1- 0rd.
(1) for 1(00), 100, 1000.

SUBJECT: Coordination of Remar Services

see 83

1210 FORKERS AUM GUM, A.D. (1511A)
(4890M Ext. 401)

20/10/2

28 Jan 46

TO : MINISTRY OF WAR

1. Referenced the Director General of Artillery and Organization's letter 27000/1M dated 7 April and this Headquarters' reply 22/20/33 dated 10 May 46.

2. This Headquarters is anxious that an office such as is described in the Director General of Artillery and Organization's letter should be formed with the least possible delay, as in the absence much of the co-ordination that it is intended that this unit should perform, has to be carried out by the BRITISH Liaison personnel.

3. Attached herewith at Appendix 'A' is a suggested War Establishment for this unit. At Appendix 'B' is given a list of the more important functions of the proposed unit.

ASB/377

Internal:

With Approval

G (50)

At

sent for

20 July.

20/10/2

28

28

28

28

28

H. I. A.
Major General,
H. I. A.

5907

10 May 66.

2. This Headquarters is anxious that an office such as is described in the Director General of Artillery and Motorization's letter should be formed with the least possible delay, as in its absence much of the co-ordination that it is intended that this unit should perform, has to be carried out by the MILITARY Liaison personnel.

3. Attached herewith at Appendix 'A' is a suggested War Establishment for this unit. At Appendix 'B' is given a list of the more important functions of the proposed unit.

AHL/jw

Internal: "Q" (Q) with Appendix
KREB

C/SO

46

26 July

sent to

40

1500

Hastings

K. H. H.

10/10/12

8/10/12

5901

W. J. H. H.
Major General,
S. H. I. A.

W. J. H. H.
5/10/12

Appendix 'A' to WIA Letter
 22/10/21 dated 28 June 16

785020

ARMED WAR ESTABLISHMENT

FOR A VERTICAL CO-ORDINATING OFFICE

PERSONNEL

OFFICERS

Commander (Lieut Colonel)
 Heads of Branches (Majors)
 Assistants (Captains)
 Subalterns

Total, Officers

WARRANT OFFICERS AND SERGEANTS

Warrant Officers for technical duties
 " " clerks
 " " pay and accounts duties
 " " supply duties

Total, Warrant Officers and Sergeants

RANK AND FILE

Draughtsmen (Corporals)
 Clerks (Corporals)
 " (Privates)
 Storemen (Corporal)
 Drivers
 Motor-cyclist/cavaliers
 Messmen/cavaliers
 Cooks (Corporals)
 " (Privates)
 Medical Orderly
 General Dutymen

Total, Rank and File

Total, other Ranks

Total, All Ranks

TRANSPORT

Motor-cycles, solo
 Cars, 2 str, 4 x 2, utility
 Cars, 4 str, 4 x 2
 Truck, 15 ton, 4 x 2, CE
 Truck, 5 ton, 4 x 2, CE

H.O.	Org Branch	Spares Branch	Tech Branch	Adm Rec	TOTAL
1	-	-	-	-	1
-	1	1	1	-	3
-	-	-	1	-	1
1	2	1	2	1	7
2	3	2	1	1	12
Total, Officers					
1	-	-	3	-	4
1	1	2	-	-	4
-	-	-	-	1	1
-	-	-	-	1	1
2	1	2	3	2	10
Total, Warrant Officers and Sergeants					
1	-	-	2	-	3
1	1	3	1	2	8
1	3	5	1	2	13
-	-	-	3	-	3
1	1	1	2	-	5
1	2	2	3	1	10
-	-	-	-	1	1
-	-	-	-	1	1
-	-	-	-	1	1
-	-	-	-	6 (b)†	6
7	8	12	14	16	57
9	9	15	17	18	67
11	12	16	21	19	73
Total, Rank and File					
1	1	1	3 (c)	-	6
-	1	1	2	-	4
-	-	-	1	-	1
-	-	-	-	2	2

WARRANT OFFICERS AND SERGEANTS

Warrant Officers for technical duties
 " " clerks
 " " " pay and accounts duties
 " " " supply duties

Total, Warrant Officers and Sergeants

RANK AND FILE

Orangutissen (Corporals)
 Clerks (Corporals)
 " (Privates)
 Storemen (Corporal)
 Drivers
 Motor-cyclist/andies
 Matmen/Ordies
 Cooks (Corporals)
 " (Privates)
 Medical Orderly
 General Dutymen

Total, Rank and File

Total, other Rank

Total, All Rank

TRANSPORT

Motor-cycle, solo
 Cars, 2 str, 4 x 2, utility
 Cars, 4 str, 4 x 2
 Truck, 15 ton, 4 x 2, 60
 Truck, 3 ton, 4 x 2, 60

NOTES: (a) All administrative personnel marked (+) may be civilians.

(b) Includes 1 barber, 1 tailor, 1 cook and 1 mess-waiter for the Officer's Mess and 1 cook and 1 mess-waiter for the Sergeant's Mess.

(c) One of these Motor-cycles is for the use of a Warrant Officer.

Appendix 'B' to HMA Letter
ID/10/2 dated 28 June 46

LIST OF FUNCTIONS

1. Co-ordination and technical control of repair activities in Infantry Divisions and Liaison between Infantry Divisions and Base Installations.
2. Preparation of technical specifications and drawings.
 - Inspection of spares purchased from civil sources.
 - Recommendations for improvement in technical equipment.
3. Forecasting requirements of spares from civil sources.
 - Revision of spares issuing of Ordnance Field Parks, workshop spare sections etc.
 - Identity of demands from Divisions and non-Divisional units.
 - Control of Returned Stores Depot.
4. Preparation of orders and regulations on the organisation of repair services.
 - Organisation of assembly over-haul in civilian firms.
 - Control of back-loading of equipments needing base repair.
5. Preparation and placing of contracts for repair work and the manufacture of spares in civilian firms.
 - Financial matters and accounting.

1203

Inventory of Demands from the Field
Control of Returned Stores Report.

4. Preparation of orders and Regulations on the organization of repair services.
Organization of assembly overhaul in civilian firms.
Control of back-loading of equipments needing basic repair.
5. Preparation and placing of contracts for repair work and the manufacture of spares in civilian firms.
Financial matters and accounting.

5609

TRANSLATION

ME/20

M E M ORome 7/5/46N.F.A.
OKSUBJECT: Motorisation Service.FOREWORD

At present, there are two inclinations noted in the reorganisation of the Motorisation Service:-

- 1) the inclination of returning to the old system and
 - 2) the inclination of finding new solutions more suitable for the requirements of a mechanised army.
- Excluding both secondary or auxiliary branches which will be dealt with later, the difficulty exists mainly in the main branches of the services: transport and repairs.-
- The first inclination tends to create (for each Territory) an M.T. Group which would have approximately the same formation as shown on enclosure 1.-
- The second inclination, however, tends to separate the transport service from the repair service. The new organisation is shown on enclosure 2.-

- 1) The M.T. Group organisation is a return to the old M.T. Centre & Drivers' Regt.-

Everybody remembers how inefficient said organisation has been on account of its being overloaded and for the delicate tasks entrusted to it (training, employment, repairs, drivers depot) which could not be carried out by one man alone.-

Even if training is excluded (at present training is carried out in C.A.Rs and the Motorisation School)-duty which

56-8

FOREWORD

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Everybody remembers how inefficient said organisation has been on account of its being overloaded and for the delicate tasks entrusted to it (training, employment, repairs, drivers depot) which could not be carried out by one man alone.-

Even if training is excluded (at present training is carried out in C.A.R.s and the Motorisation School)-duty which was the lightest of the 4 mentioned above, the M.T. Group would have too much to do.-

THEN

~~Thus~~, in this inclination, the duties which will be entrusted to the Territorial Command and now carried out by the Repair Directorate, are not clear.-

In fact, each executive branch, such as M.T. Group which would have a great deal of the Motorisation tasks of the Territory, would, on account of its formation have more authority than the Direction of Territorial Command and in time, surpass it completely.

Hence, it seems that this solution cannot be suitable for the Army which we intend to reconstruct.

- 2) The second inclination which substantially is based upon

Reg 17/4/46

- 2 -

the present organisation (organisation which has already given good results and which, with a few amendments could be improved and rendered more adherent to the Italian Mentality and requirements) lays down the following fundamental Branches (see encl. 2):-

-Motorisation Directorate of the Terr. Command-Tpt. Group with driver's Depot (if we do not think it best to leave it independent)-Repairs Unit.

Such organisation is advisable for the following reasons:

a) It is necessary to give to the Terr. Command, a Directorate of Motorisation- which is above and outside all trades, which has technical inspections functioning over all vehicles circulating in the area, and on the repair service and which can coordinate the various motorisation service activities within the same area;

b) since all units are in possession of vehicles, some of which belong to the transport service entrusted to the M.T. Corps (which does not constitute the most important part) it is necessary to set up a Territorial Command Repair Unit which caters for all motorized units and is not tied up to only one service (transport), which is administratively self-contained and which finally can overcome the mistrust which has always been felt by Units towards Driver's Rgt. W/shops.

The recent experience, which already commences to give good results, largely supports this principle.

It is understandable that at first, officers of the M.T. Corps, will occupy important places in the cadres of the repair service, because amongst them there are several

officers who have a good W/shop experience.

However, it is essential to organise immediately courses for officers of all arms and Corps who have special technical aptitudes (and possibly W/shop experience) in order to give to the repair service the characteristics of a general service (such as for instance, the British REME) and which fulfills properly all the requirements of all motorised Corps.

c) to give a well defined shape to the transport service, by creating independent Admin. M.T. Groups.

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- c) to give a well defined shape to the transport service, by creating independent Admin. M.T. Groups.
- d) to organise P.O.L. supply service, which will be carried out by large and medium capacity P.O.L. Depots, under the control of Motorization Directorates of the Mil. Terr. Commands, which can care for them as far as organisation is concerned and that are responsible, for their functioning, to the S.M.R.E.
- e) the E.V. Parks, not considered as employed units, and repair Units, should be put under the technical supervision of Motorization Directorates so as to guarantee to S.M.P.E., which directly supervises them, the efficiency of the vehicles parked therein.
- 3) The other auxiliary Units of the Motorization services,

for which it is essential to increase the strength or restart, ers:

ARMY W/shop of Bologna (O.A.R.E.)

This W/shop is fully functioning as Base W/shop for the repair of Allied vehicles in possession of Inf. Divisions. The only thing awaited is the official recognition of its functioning.

ARMY M.T. supply office of Turin (U.A.A.R.E.)

This office at present functions as a detachment of the General Directorate.

It is essential to restart it (it has a minimum number of military personnel: 14-15) with its administrative council, for all purchases of large quantities of M.T. materials, (especially vehicles) because no other technical administrative branch of the motorization service would be in a position to provide same.

Motorization schools.

These, together with the various branches, function fully at Cecchignola - No observation is made.

Motorization experiment Centre (ex Centro Studi).

It is necessary to restart the a/m Centro Studi as an experimental Branch of the Gen. Inspectorate of Motorization, with whom it must have direct and continuous contact for:

- experimenting and approving the standard types of vehicles;
 - studying and carrying out alterations to be made to the material;
 - physical-chemical analysis of the expendable materials;
 - study, analysis and issue of technical instructions regarding the use of Allied vehicles in possession of the Army and particularly, combat-vehicles;
 - following the evolution of the M.T. technique;
 - collaborating (with its members) to the courses held for training officers to be assigned to W/shops =
- Its military W/E would be very strictly limited (5 to 6).

Spare parts Depots.

5th (Piacenza) 8th (Rome) for Italian spares

6th (Bologna for Allied spares)

These are functioning fully - No observation is made.

Repair W/shops of the Infantry Divisions and of the Central Schools.

They are functioning fully - No observation is made.

Maintenance Inspectorate.

This is already functioning; and its organisation is at present being studied according to its larger basis and its more precise

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Motorization schools.

These, together with the various branches, function fully at Cecchiagnola - No observation is made.

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- studying and carrying out alterations to be made to the material;
- physical-chemical analysis of the expendable materials;
- study, analysis and issue of technical instructions regarding the use of Allied vehicles in possession of the Army and particularly, combat-vehicles;
- following the evolution of the M.T. technique;
- collaborating (with its members) to the courses held for training officers to be assigned to W/shops =

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Spare parts Depots.

3th (Piacenza) 8th (Rome) for Italian spares

6th (Bologna for Allied spares)

These are functioning fully - No observation is made.

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They are functioning fully - No observation is made.

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This is already functioning; and its organisation is at present being studied according to its larger basis and its more precise tasks.

5356

The complete organisation of Motorization Service, in accordance with the policy mentioned above, is as shown on encl. 3. -

R.F.

sgd. Balanzino
Col.

Encl. I

Tpt. Rgt.

HQ
 Admin. Office
 Group C. Stores Office
 E.V. Park
 Medium and large POL Depots
 Drivers' Depot

TPT. GROUP

1st Tpt Unit (ex ATC)
 2nd " " (ex SEC only Rome and Genoa)
 3rd " " (ex M.OIW. ATC - only Rome)
 Ambulance Section

LAD for MT Units (ex ~~MT~~ Field LAD)

POL point

MT REPAIR UNIT

Direction
 W/shop Coy
 Main w/shop
 Auxiliary " (Piacenza-Ve-
 rona-Cagliari)
 Service Station (Cosenza-
 Ancona-Leghorn)
 Inefficient vehicles Parks

5895

Encl. 2

MOTORIZATION DIRECTORATE OF THE MILITARY TERRITORIAL COMMANDS

.....

Tpt. Group
(Drivers' Depot)

MT Units
Ambulance Section

LAD. of MT Unit

P.O.L. point

(Drivers' Depot eventually
independent)

E.V.P.

Large P.O.L.
Depots

Repair Unit

Mezzocammino (8° MTG) Direction
Monopoli (9° ") Admin. Office

Monteu da Po (10° ") Group C Stores Office

Cozzano (10° ") Main w/shop
Medium POL depots (in Auxiliary
localities to be -w/shop

pointed out in Service
accordance with Station
the census now (Cpsenza- Anco
being carried out) na-Leghorn)

Inefficient
vehicles Parks

BG/AM

Roma, 11 7 Maggio 1946

PROMEMORIA

translation.
Priority 2.
St. Hockridge.
Capt.
5 June.

OGGETTO: Servizio Motorizzazione.Proemio

Le tendenze da oggi si notano per la riorganizzazione del servizio in oggetto sono due: le tendenze a ritornare all'antico e le tendenze a trovare nuove soluzioni, più aderenti alle esigenze di un esercito motorizzato moderno.

Prescindendo dagli organi esecutivi o ausiliari, che sono di massima uguali in entrambe le tendenze e di cui si tratterà in seguito, il dilemma si impone essenzialmente sugli organi principali del servizio: trasporti e riparazioni.

La prima tendenza contempla la creazione, per ogni territorio, di un raggruppamento automobilistico, il quale dovrebbe avere all'incirca la formazione di cui all'allegato n° 1.

La seconda tendenza invece, contempla la netta scissione tra il servizio trasporti e il servizio riparazioni. La nuova organizzazione è, per sommi capi, esposta nell'allegato n° 2.

1°) - Il raggruppamento automobilistico è in sostanza un ritorno al vecchio centro automobilistico o reggimento autieri.

E tutti rammentano quanto male abbia funzionato tale organismo, per la sua pesantezza e per la complessità e la delicatezza dei compiti ad essi affidati. (addestramento - impiego - riparazioni - deposito autieri), mole e compiti che non potevano essere curati da un uomo solo.

Anche escludendo il compito dell'addestramento, oggi affidato al CAR e alla Scuola Motorizzazione - compito che era il meno pesante tra i quattro indicati -, il raggruppamento automobilistico risulterebbe sempre troppo massiccio.

Non sono chiari poi, in questa tendenza, i compiti che verrebbero lasciati al Comando di Territorio, e da oggi sono assolti dalla Direzione Riparazioni.

Infatti, un organo esecutivo, quale il Raggruppamento, che assumerebbe buona parte delle attività motoristiche del Territorio, verrebbe per la sua natura e la sua mole, a sovraccaricare il Comando del Territorio esautorandolo com-

TRACCE EMISSIONI

Finale 1000

Uato 5/6

1200

15/6

64

OUT

Tromessa - Le tendenze da oggi si notano per la riorganizzazione del Servizio in oggetto sono due: le tendenze a ritornare all'antico e le tendenze a trovare nuove soluzioni, più aderenti alle esigenze di un esercito motorizzato moderno.

Prescindendo dagli organi secondari o ausiliari, che sono di massima uguaglianza in entrambe le tendenze e di cui si tratterà in seguito, il dilemma si impernia essenzialmente sugli organi principali dei servizi: trasporti e riparazioni.

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pletamente.-

Sembra quindi che questa soluzione non sia assolutamente adatta all'Esercito che si vuol ricostruire.-

- 2°) - La seconda tendenza, che sostanzialmente si basa sull'organizzazione attuale, organizzazione che ha già dato risultati apprezzabili e che con pochi ritocchi potrebbe migliorarsi e rendersi più aderente alla mentalità e alle esigenze italiane, pone come elementi fondamentali del servizio i seguenti organi (v.all.2):

Direzione Motorizzazione del Comiliter

Gruppo Trasporti con Deposito Autieri (se non si ritiene meglio lasciarlo autonomo);

Reparto Riparazioni

Tale organizzazione è consigliabile per i seguenti motivi:

- a) - E' necessario dotare il Comiliter di un organo direttivo - Divisione Motorizzazione - che sia al di sopra e al di fuori di tutte le specialità, che abbia funzioni tecniche ispettive su tutti gli automezzi circolanti nel Territorio, e sul servizio riparazioni, e che possa coordinare le varie attività del Servizio Motorizzazione sull'ambito del Territorio stesso;

- b) - poiché gli automezzi sono in distribuzione a tutte le armi e specialità - delle quali il Servizio Trasporti, affidato al Corpo Automobilistico, è soltanto un elemento e non il più importante - è necessario creare un'officina riparazioni del Comiliter - Reparto Riparazioni - che serva indifferentemente tutte le unità motorizzate, che non sia legata ad un particolare Servizio (Trasporti), che abbia amministrativa autonoma, di stabilimento, e che riesca finalmente a superare le prevenzioni che in passato sono sempre esistite nei rapporti verso l'officina del Reggimento Autieri.-

La recente esperienza, che comincia a dare buoni risultati, suffraga largamente questa tesi.

Che nei primi tempi gli ufficiali del Corpo Automobilistico abbiano preponderanza nei quadri direttivi del servizio riparazioni, è logico, in quanto tra di essi ci sono parecchi ufficiali 559

No
unrelated
functions

di apprezzabili e che con pochi mezzi potrebbe migliorarsi e rendersi più aderente alla mentalità e alle esigenze italiane, pone come elementi fondamentali del servizio i seguenti organi (v. all. 2):

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- b) - poichè gli automezzi sono in distribuzione a tutte le armi e specialità - delle quali il Servizio Trasporti, affidato al Corpo Automobilistico, è solito - to un elemento e non il più importante - è necessario creare un'officina riparazioni del Comiliter - Reparto Riparazioni - che serva indifferentemente tutte le unità motorizzate, che non sia legata ad un particolare servizio (Trasporti), che abbia amminisrazione autonoma, di stabilimento, e che riesca finalmente a superare le prevenzioni che in passato sono sempre esistite nei reparti verso l'officina del Reggimento Autieri.

La recente esperienza, che comincia a dare buoni risultati, suffraga largamente queste tesi.

Che nei primi tempi gli ufficiali del ⁵⁸⁸⁹³ 38893 to mobilistico abbiano preponderanza nei quadri direttivi del servizio riparazioni, è logico, in quanto tra di essi ci sono parecchi ufficiali che hanno buona esperienza di officina.

" 3 "

Occorre però subito organizzare corsi, cui possano partecipare ufficiali di ogni arma o corpo, dotati di particolare attitudine tecnica (e possibilmente di pratica di stabilimenti), per dare al servizio riparazioni quel carattere di servizio generale, che ha ad esempio il R.M.N. britannico, e che risponde bene alle esigenze di tutti i Corpi Motorizzati.

- c) - dare una fisionomia precisa al Servizio Trasporti creando autogruppi amministrativamente autonomi;
- d) - organizzare il servizio rifornimento carburanti, che verrà espletata dai Depositi Carburanti di G. e di M. capacità, all'obbedienza delle Direzioni Motorizzazione ne dei Comilitari, che sappiano curarli dal lato organizzativo e che ne rispondono, per quanto riguarda il funzionamento, allo S.M.R.N. - Ufficio Servizi;
- e) - porre i Parchi Veicoli Efficienti, al di fuori dei reparti d'impiego e dei reparti riparazioni, alle dipendenze tecniche delle Direzioni Motorizzazione, per garantire allo S.M.N. - Ufficio Servizi -, che li gestisce direttamente, l'efficienza dei mezzi parati.

3°) - Gli altri organi ausiliari del Servizio Motorizzazione, che è indispensabile potenziare o far rinascere sono:

- Officina Auto R.E. (O.A.R.E.) di Bologna -

2° in pieno sviluppo come officina base per la riparazione degli automezzi alleati in dotazione alle Divisioni di Fanteria. Non si attende altro che il riconoscimento ufficiale della sua rinascita.

- Ufficio Approvvigionamenti Auto R.E. (U.A.A.R.E.) di Torino

Funziona attualmente come distacco della Direzione Generale.

3° indispensabile farlo rinascere (i suoi organi militari sono minimi - 14-15 unità), con il consiglio di amministrazione, per tutti gli scienziati per grosse partite di materiali auto (specie degli autoveicoli), perchè nessun altro organo tecnico-amministrativo del servizio motorizzazione potrebbe in grado di provvedervi.

- Scuole della Motorizzazione -

Funziona già in pieno, con le sue varie branche, alla scuola

ad esempio il R.E.M.E. britannico, e che risponde bene alle esigenze di tutti i Corpi Motorizzati.-

- c) - dare una fisionomia precisa al Servizio Trasporti creando autogruppi amministrativamente autonomi;
- d) - organizzare il servizio rifornimento carburanti, che verrà espletata dai Depositi Carburanti di g. e di n. capacità, all' dipendenza delle Direzioni Motorizzazione dei Comilitari, che seppiano curarli dal lato organizzativo e che ne rispondono, per quanto riguarda il funzionamento, allo S.M.R.E. - Ufficio Servizi;

- e) - porre i Parchi Veicoli efficienti, al di fuori dei reparti d'impiego e dei reparti riparazioni, alle dipendenze tecniche delle Direzioni Motorizzazione, per garantire allo S.M.R.E. - Ufficio Servizi, che li gestisce direttamente, l'efficienza dei mezzi parcati.-

- 3°) - Gli altri organi ausiliari del Servizio Motorizzazione, che è indispensabile potenziare o far rinascere sono:

- Officina Auto R.E. (C.A.R.E.) di Bologna -

È in pieno sviluppo come officina base per la riparazione degli automezzi alleati in dotazione alle Divisioni di Fanteria. Non si attende altro che il riconoscimento ufficiale della sua rinascita.-

- Ufficio Apprevvigionamenti Auto R.E. (U.A.A.R.E.) di Torino
Funziona attualmente come distacco della Direzione Generale.-

È indispensabile farlo rinascere (i suoi organi militari sono minimi - 14-15 unità), con il consiglio di amministrazione, per tutti gli acquisti per grosse partite di materiali auto (specie degli autoveicoli), perchè nessun altro organo tecnico-amministrativo del servizio motorizzazione potrebbe in stato di provvedervi.-

- Scuole della Motorizzazione -

Funziona già in pieno, con le sue varie branche, alla Cecchiola.- Nulla da osservare.-

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- Centro Esperienze Motorizzazione (ex Centro Studi)
- indispensabile farlo rinascere, come organo sperimentale dell'Ispettorato Generale della Motorizzazione, con cui deve essere a contatto diretto e continuo, per:
- l'esperienza e l'evoluzione dei prototipi di automezzi;
- lo studio e la realizzazione delle modifiche da appor-
tarsi ai materiali;
- le analisi fisico-chimiche delle materie di consumo;
- lo studio, l'analisi e la direzione di norme tecniche d'impiego degli automezzi allentati in dotazione all'Esercito, e in particolare dei veicoli da combattimento;
- seguire l'evoluzione della tecnica automobilistica;
- collaborare, con i suoi componenti, ai corsi d'istruzione degli ufficiali destinati agli stabilimenti.

I suoi organici militari sarebbero ristrettissimi (3-4 unità).

- Magazzini parti ricambio
- 3° (Firenze) - 3° (Roma) per i ricambi italiani
- 6° (Bologna) - per i ricambi alleati
- Sono in pieno funzionamento - Nulla da osservare.
- Officine riparazioni delle Divisioni di fanteria e delle Scuole Centrali
- Sono in pieno funzionamento - Nulla da osservare.
- Ispettorato Manutenzione

Già funzionante, è attualmente allo studio la sua organizzazione su basi più ampie e con compiti più precisi.

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l'organizzazione completa del Servizio Motorizzazione, secondo i criteri su espressi, e riportati nell'allegato 5891

- lo studio e la realizzazione delle modifiche da appor-
tare ai materiali;
 - lo analisi fisico-chimiche delle materie di consumo;
 - lo studio, l'analisi e la diramazione di norme tecniche
d'impiego degli automezzi alleati in dotazione all'Eser-
cito, e in particolare dei veicoli da combattimento;
 - seguire l'evoluzione della tecnica automobilistica;
 - collaborare, con i suoi componenti, ai corsi d'istruzione
degli ufficiali destinati agli stabilimenti.
- I suoi organici militari sarebbero ristrettissimi (5-6
unità).-

- Magazzini parti ricambio

- 3° (Piacenza) - 8° (Roma) per i ricambi italiani
- 6° (Bologna) - per i ricambi alleati

Sono in pieno funzionamento - Nulla da osservare.-

- Officine riparazioni delle Divisioni di fanteria e delle
Scuole Centrali

Sono in pieno funzionamento - Nulla da osservare.-

- Ispettorato Manutenzione

Già funzionante, è attualmente allo studio la sua organiz-
zazione su basi più ampie e con compiti più precisi.-

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L'organizzazione completa del Servizio Motorizzazione, se-
condo i criteri su espressi, e riportati nell'allegato 3, è
589i

IL COLONNELLO
(G. Balenzino)

BG/fm

Allegato n° 1

Raggruppamento Automobilistico

Comando
Ufficio Amministrazione
Ufficio Materiali Gruppo C.
Parco Veicoli Efficienti
Depositi carburanti di m. e g. capacità
Deposito Antieri

GRUPPO TRASPORTI

1° Autorexparto (ex C.T.A.)
2° " (ex C.T.S. solo Roma e Genova)
3° " (ex C.T.A. del M.G. - solo Roma)
Sezione Autoambulanze
Officine leggere di Autorexparto (ex O.L.C.)
Posto rifornimento carburanti

REPARTO RIPARAZIONI AUTO

Direzione
Compagnia Officina
Officina principale
" ausiliaria (Piacenza-Verona)
Stazioni Servizio (Cosenza-Ancona)
Parchi Autoguasti

0850

Allegato n° 1

Raggruppamento Automobilistico

Comando
Ufficio Amministrazione
Ufficio Materiali Gruppo C.
Parco Veicoli Efficienti
Depositi carburanti di m. e g. capacità
Deposito Autieri

REPARTO TRASPORTI

Reparto (ex C.T.A.)
(ex C.T.S. solo Roma e Genova)
(ex C.T.A. del M.G. - solo Roma)
Autoambulanze
Leggere di Autoreparto (ex C.L.C.)
Fornimento carburanti

REPARTO RIPARAZIONI AUTO

Direzione
Compagnia Officina
Officina principale
" ausiliaria (Piacenza-Verona-Cagliari)
Stazioni Servizio (Cosenza-Ancona-Livorno)
Parchi Autoguasti

EG/fm

Allegato n° 2

DIREZIONE MOTORIZZAZIONE DEI COMILITER

Technical only not for employment

GRUPPO TRASPORTI (Deposito Autieri)	(Deposito Autieri eventual- mente autonomo)	DEPOSITI CARB. DI g.c.	REI
Autoreparti	Parco Veicoli Efficienti	- Mezzocammino (8° Comiliter)	D
Sezione Autambulanza		- Monopoli (9° ")	U
Officina leggera di autoreparto		- Monteu da Po (1° ")	"
Posto rifornimento carburanti		- Gossano (1° ")	O
		Depositi carburanti di m.c. (in sedi da definire in re- lazione alle risultanze del consenso tutt'ora in corso)	" S (L

6889

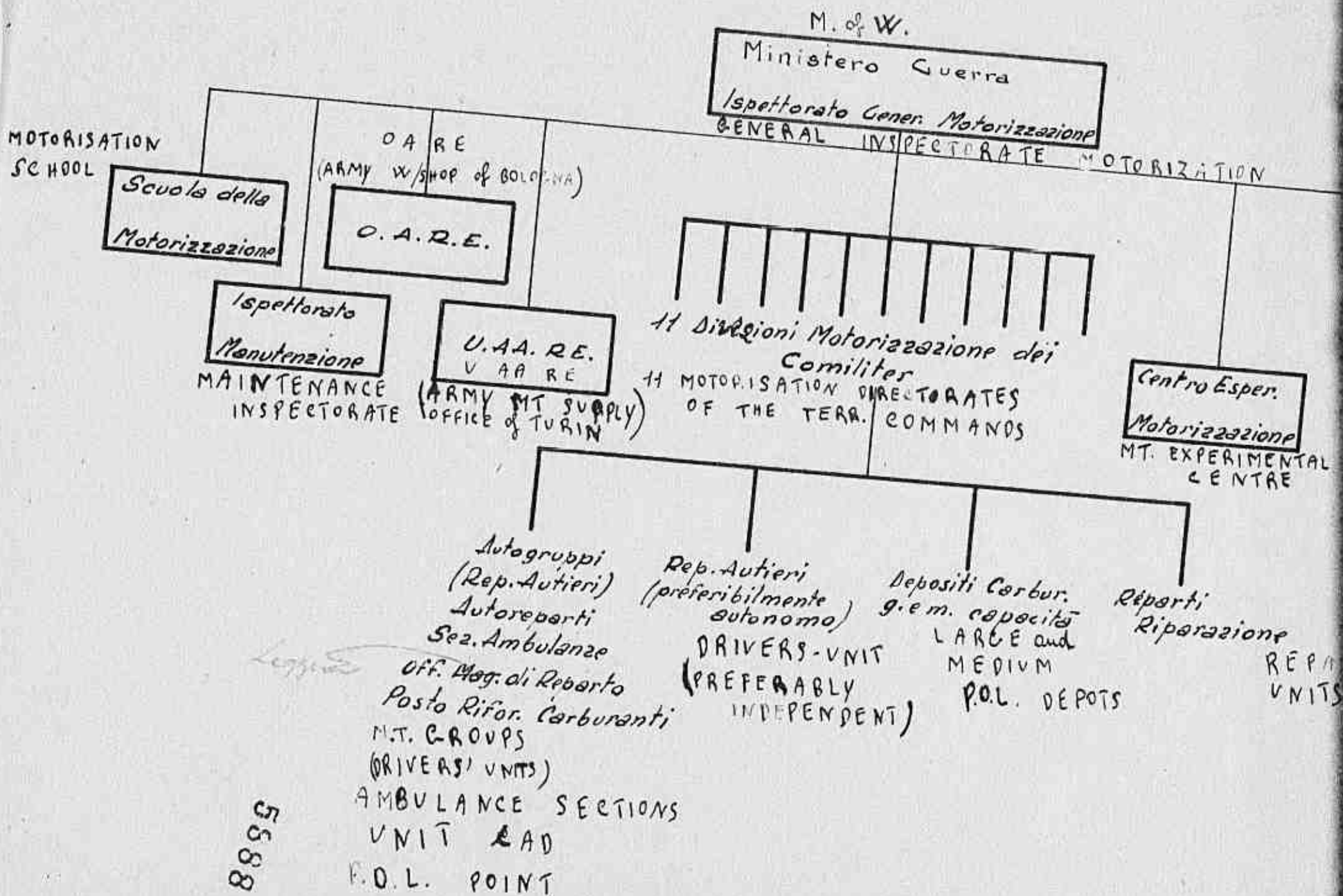
Allegato n° 2

DIREZIONE MOTORIZZAZIONE DEI COMILITER

*Technical
will
not for employment*

NTI ri)	(Deposito Autieri eventual- mente autonomo)	DEPOSITI CARB. DI G.C.	REF.RIP.AUTO
anza	Parco Veicoli Efficienti	- Mezzacarrino (8° Comiliter) Direzione	
di autoperato		- Monopoli (9° ") Uff. Arm/na	
o carburanti		- Montau da Po (1° ") " Mater.Gr.C	
		- Gossano (1° ") Off.principale	
		Depositi carburanti di m.c.	" ausiliaria
		(in sedi da definire in re-	Staz.Servizio
		lazione alle risultanze del	(Cosenza-Ancona
		consenso tutt'ora in corso)	Livorno)
			Parchi autogua-
			sta

785020



Allegato no 3
ENCL. 3

M. of W.

Ministero Guerra

Ispettorato Gen. Motorizzazione

GENERAL INSPECTORATE MOTORIZATION

O A R E

W/SHOP of BOLD-VA)

O. A. R. E.

U. A. A. R. E.
V. A. A. R. E.

(ARMY MT SUPPLY)
OFFICE of TURIN

11 Divisioni Motorizzazione dei
Comilitari
11 MOTORIZATION DIRECTORATES
OF THE TERR. COMMANDS

Centro Esper.

Motorizzazione
MT. EXPERIMENTAL
CENTRE

Magazzini

Ricambi Auto
MT. SPARES
DEPOTS

Autogruppi
(Rep. Autieri)

Autoreparti
Sea. Ambulanz

Off. Mag. di Reparto

Posto Rifor. Carburanti

MT. GROUPS

(DRIVERS' UNITS)

AMBULANCE SECTIONS

UNIT LEAD

P.O.L. POINT

Rep. Autieri
(preferibilmente
autonomo)

DRIVERS-UNIT
(PREFERABLY
INDEPENDENT)

Depositi Carbur.
g.e.m. capacità
LARGE and
MEDIUM

P.O.L. DEPOTS

Reparti
Riparazione

REPAIR
UNITS

ME/20

40

Translation

From M.of W.
To See Addresses

Ref. 31700/DM
Date 25/5/45.

Subject Repair Units.

- 1.- From reports received from the a/n commands further to cir. 21600 dated 29/1/46 which laid down the scales of machine tools, equipment and scale of issue for each repair unit, it appears that the materials required are so many that the relative expenditure cannot be sustained in the present budget conditions.
- 2.- Any way it is essential to issue Repair Units with the machines equipment and issues which they require, in order to permit them to carry out fully the tasks demanded of them as soon as possible and which are becoming still more important little by little as the W/As of formations and units which have vehicles on charge are established.
- 3.- In order to do this, without further expenditure, it will be necessary to exchange iron scrap and vehicle wrecks which cannot be made further use of by the Military Administration for machines and equipment required, dealing preferably with manufacturers and their representatives who will accept this form of payment.
- 4.- The a/n Directorates will therefore approach the more important local firms and will at once send tenders to the writer, limiting however to workshop equipment and the scale of issues required by Repair Units under their command.
- 5.- This Ministry will arrange directly for the machine tools, to whom tenders of this kind have already been sent. Repair Directorates will anyway collect any tenders for these machines and sent them to the writer complete with the valuation report of the wrecks required.
- 6.- Exchanges will always be dealt with if possible - on the basis of the prices in the 1940 list.

DAK

P.G. Properzj.

5687

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DAK

P.C. Properzj.

5587

GZ/da



Roma

21 GIU.

194 A

Ministero della Guerra
DIREZIONE GENERALE ARTIGLIERIA
e Motorizzazione

ALLA LAND FORCES SUB
COMMISSION AC. MMIA

= ROMA =

Divisione Motoriz. *II^*Det. N. *Allegati*

Risposta al del

OGGETTO

Trasmissione circ. 31700 in data 25/5/46

335
358

Si trasmette copia della circolare
n°31700 del 25/5/46 alla cortese attenzio
ne del Sig. Ten. Col. BIUNT.-

IL DIRETTORE CAPO DIVISIONE
(Col. G. Balanzino)

efi
6

1200
43 { Data 4/6
1600
7/6

5386

AL/aa

31700

N. 31700/MI

MINISTERO DELLA GUERRA
Direzione Generale Artiglieria e Motorizzazione
Divisione Motorizzazione Sezione 2^a

1046 11 25 Maggio 1946

Oggetto: Potenziamento Reparti Riparazioni Autoveicoli

AI COMANDI MILITARI TERRITORIALI
Direzione Riparazioni Autoveicoli

ALLA DIVISIONE S.I. "CABLERIA" Uff. Terr.

ALL'U. A. R. L.

e, per conoscenza:

AL CABINETTO Uff. II°

ALLO STATO MAGGIORE R.E. Uff. Serv.

AI COMANDI MILITARI TERRITORIALI
Ufficio Servizi

= T U T T I =

= C A G L I A R I =

= B O L L O G N A =

= S E D E =

= S E D E =

= T U T T I =

1. Dalle segnalazioni pervenute dai Comandi in indirizzo a seguito della circolare 21600 in data 29.1.46, che stabiliva l'organico delle macchine utensili, attrezzature e dotazioni individuali per ciascun Reparto Riparazioni, è risultato che i materiali da approvvisionare sono in entità tale che la relativa spesa non può essere sostenuta nelle condizioni attuali del bilancio.

2. Tuttavia è indispensabile dotare i Reparti Riparazioni delle macchine, attrezzature e dotazioni di cui mancano, per metterli al più presto in condizioni di assolvere in pieno ai compiti loro demandati e che diventano sempre più importanti a mano a mano che vengono ripianati i organici degli Enti e Reparti che hanno in carico autoveicoli.

3. Per raggiungere lo scopo, senza esborso di fondi, non resta che scambiare i rottami metallici e i rottami di autoveicoli non più utilizzabili dall'Amministrazione militare con macchine ed attrezzature occorrenti, trattando preferibilmente con ditte costruttrici e con i loro rappresentanti che accettino tale forma di pagamento.

4. Le Direzioni in indirizzo interpellano pertanto le Ditte locali ricipienti ed invieranno subito proposte concrete allo scrivente, l'interessante però alle attrezzature di officina e dotazioni individuali che mancano al dipendente Reparto Riparazioni.

5. Per le macchine utensili provvederà direttamente questo ministero, il quale sono già pervenute varie offerte del genere.

1.- Dalle segnalazioni pervenute dai Comandi in indirizzo a seguito della circolare 21600 in data 29.1.38, che stabiliva l'organico delle macchine utensili, attrezzature e dotazioni individuali per ciascun Reparto Riparazioni, è risultato che i materiali da approvvigionare sono in entità tale che la relativa spesa non può essere sostenuta nelle condizioni attuali del bilancio...

2.- Tuttavia è indispensabile dotare i Reparti Riparazioni delle macchine, attrezzature e dotazioni di cui hanno, per metterli al più presto, in condizioni di assolvere in pieno ai compiti loro demandati e che diventano sempre più importanti a mano a mano che vengono ripianati gli organici degli Enti e Reparti che hanno in carico autoveicoli...

3.- Per raggiungere lo scopo, senza esborso di fondi, non resta che scambiare rotta i metallici e relitti di autoveicoli non più utilizzabili dall'Amministrazione, il che con macchine ed attrezzature occorrenti, trattando preferibilmente con ditte costruttrici e con i loro rappresentanti che accettino tale forma di pagamento...

4.- Le Direzioni in indirizzo interpellano pertanto le Ditte locali importanti ed invieranno subito proposte concrete allo scrivente, l'importante però alle attrezzature di officina e dotazioni individuali che mancano al dipendente Reparto Riparazioni...

5.- Per le macchine utensili provvederà direttamente questo ministero 5853 quale sono già pervenute varie offerte del genere...

Le Direzioni Riparazioni potranno tuttavia accogliere anche offerte di tali macchine ed inviarle allo scrivente complete dei verbali di stima dei relitti richiesti...

6.- Gli scambi devono essere trattati sempre che possibile... sulla base dei prezzi riferiti ai listini 1940...

P. C. C.

IL DIRETTORE CAPO DIVISIONE
(Col. G. Delanzin)

2. IL MINISTRO

fide: Gen. P. C. Proserpi

Subject : Vehicle Maintenance.

Land Forces Sub Commission, A.O.
(M.H.I.A.) R O N E

ME/20/23 17 April 1946

Colonel A/Q

With reference to the interview last week between Colonel A/Q, AHSF and the undersigned, forwarded herewith are some "Notes on a System of Maintenance".

These "Notes" summarise orders circulated by the Ministry of War last year under reference 4630/2A of 2 July 1945.

It is certain that these orders are not known to a great many units; or, if known, are not being obeyed for various reasons.

May the Ministry of War please be pressed at a high level to see that the above orders are strictly obeyed; or preferably, that fresh orders more concisely worded and embodying the ideas put forward in these "Notes" be issued.

At the same time may HQ's please be circulated with copies of the suggestions made to the Ministry so that they may compare them with the interpretation at Territorial HQ's of the Ministry's orders, and when visiting units be fully informed of this HQ's ideas on the subject of vehicle maintenance.

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

5884

Copy to : 'Q' (less "Notes").
'SF' (less "Notes").

NOTES ON A SYSTEM OF MAINTENANCE

1. In considering the effectiveness of an army we must consider amongst other factors the effectiveness of its equipment. Above all an army based on limited supply sources must be economical in the handling of its equipment.
To give to an army such as we are considering that high degree of mobility (which forms part of its overall effectiveness as an army) it is necessary that the vehicles of an army are well cared for, economically used, and, when in need of repair, are speedily replaced. If replacement is not practicable then an efficient repairs service is required so that unfit vehicles can quickly be returned to duty.
2. It has been found by all users of large numbers of vehicles that a very substantial increase in the proportion of vehicles in service can be obtained (with a consequent saving in money spent on repairs) if vehicles in service are well cared for by their users, particularly if vehicles are not overloaded, driven at high speeds or neglected, and if changes drivers are a rare occurrence. In addition it has always been found that encouragement of drivers to take pride in their vehicles has resulted in a reduction in the number of unfit vehicles.
It is therefore recommended that the doctrine of encouraging drivers to take a pride in their vehicles should be adopted and that drivers should be allotted permanently to a vehicle, so that they may become thoroughly acquainted with their vehicles. They may be encouraged to take pride in their vehicles by holding competitions within their unit for a prize awarded monthly for the best kept vehicle.
3. The fundamental responsibility for keeping a vehicle in good mechanical condition is that of the driver. This can best be achieved by employing the 16 Daily Task System as set out in AB 412 (Vehicle Log Book).
As can be seen from this book this system provides 16 daily tasks which cover the whole of the vehicle, (except motorcycles), and take a period of 14 days to perform (i.e. tasks 4 and 5 are performed on 4th day and tasks 6 and 7 on 5th day). It is essential that these tasks are carried out daily as laid down and not allowed to accumulate for some days and then all done together.
The performance of the daily task must be regarded as part of the normal daily routine irrespective of whether the vehicle is working or not. The driver should record the fact that he has performed the task by initialling in the space provided in the AB 412 and these should be checked and initialled weekly by an Officer or NCO.
4. In addition to the daily maintenance by the driver of the

that a very substantial increase in the proportion of vehicles in service can be obtained (with a consequent saving in money spent on repairs) if vehicles in service are well cared for by their users, particularly if vehicles are not overloaded, driven at high speeds or neglected, and if changes of drivers are a rare occurrence. In addition it has always been found that encouragement of drivers to take pride in their vehicles has resulted in a reduction in the number of unfit vehicles.

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4. In addition to the daily maintenance by the driver of the vehicle a sound system of regular inspections must be instituted in order to:-

- (a) ensure that the driver is carrying out his daily task;
- (b) detect (and remedy with the least possible delay) faults unnoticed by the driver;
- (c) keep the unit commander informed as to the condition of his vehicles.

5. These inspections should be of three kinds:-

- I. Drivers Inspection: carried out daily whilst performing the daily task.

2 -

II. Platoon)
 Troop)
 Battery)
 or)
 Other)
 Sub unit)

carried out once a month by the Platoon Officer or NCO and recorded in AB 40b, (Record of Inspections). It is recommended that at least 10% of these inspections are carried out personally by an Officer.

III. Workshop Inspection:

carried out once a month by technical personnel from workshops and recorded in AB 40b.

The Platoon and Workshop inspections should be so arranged that they take place alternately at fortnightly intervals. After these inspections the AB 40b showing the faults found and the action taken to rectify them should be laid before the OC Unit with the minimum delay so that he can correct any faults of omission or execution in the orders given for the maintenance of the vehicles.

b. Some units have workshops attached to them which are capable to carrying out such a technical inspection; but there are many units lacking a workshop and it is recommended that these units should have a technical inspection carried out on their vehicles by the static workshop each month. In some cases it will be possible to send vehicles into the workshop for this inspection; in other cases, where distances are great, inspectors from the workshop could visit the unit each month to inspect their vehicles.

It is considered that 25 men could inspect 500 vehicles in a month and though it may be argued that such an inspection represents non-productive work, the improvement in vehicle efficiency which will result more than repays the cost of inspection.

7. In addition to the above system of routine inspection which is designed to assist unit commanders in keeping their vehicles efficient and to keep them informed of their vehicles fitness, it is recommended that a series of inspections of units by Unit Maintenance Inspectors be arranged by the Staff. These inspections would have as their aim the assessment of the Drivers standard of training in maintenance, the thoroughness of the vehicle maintenance system in the unit, and the state of readiness of the units vehicles.

5682

SUBJECT: Hand Tools.

Land Forces Sub Comm.A.C.,
(M.M.I.A.) R O M E
ME/20/21
17 April 1946

Direzione Generale
Artiglieria e Motorizzazione,
Ministry of War.

Reports received from various sources reveal that there is a serious shortage of tools for vehicle tool kits and that drivers are hampered in keeping their vehicles in good order by reason of lack of tools. It is felt that this shortage is more severe in the case of Allied made vehicles than Italian vehicles.

It is thought that to try to obtain these tools (such as double-ended, ring, or open jaw spanners, gauges for plug points, distributor points, screwdrivers, pliers, wheel nut boxspanners) from Allied sources may prove a lengthy process.

Do you consider that Arsenal^s such as Turin could undertake the manufacture of these tools? If you feel that they could do so will you please let us have a copy of your orders on this subject.

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

5881

Copy to: EME, 1 B.L.U.

17/4/46

Subject: Repair Services - CC.RR.

Land Forces Sub Comm, A.C.
(M.M.I.A.) ROME.
ME/20
22 March. 46.

To: CC.RR.

1. Ref. para 12 of minutes of CC.RR. Conference of 15th March.
2. It seems that unit fitters allotted from CC.RR manpower ceiling would meet the case if attached to Legion HQ's.

A possible scale would be:-

- | | |
|----------------------|---------------------------------|
| 1 motor mechanic | per 50 vehicles or motor cycles |
| 1 electrician | " 70 " " |
| 1 tinsmith | " 50 " " |
| and 1 cycle repairer | " 200 bicycles, |
- in the absence of more definite information which general staff branch may possess.

3. It would be necessary to equip the Legion HQ's with hand tools for these personnel and the provision of a small lathe, a battery charging set, a blacksmiths forge, and a gas welding eqpt should be considered in addition to benches, vices, drills, etc.
4. Presumably the major source of spares for such 1st echelon work as these personnel perform would continue to be civilian market, but the powers of purchase of Legion HQ's must be considered.

to do

AB Hunt

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AB/cam

Copy to: G(SD), 'Q'

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

500

AB/Smith

22/1/40

SECRETSUBJECT:- REPAIR SERVICES - ITALIAN ARMY.Land Forces Sub Comm. AC.
(M.M.I.A.)
ME/2017 Jan 46

Col. A/Q (2)

Consequent upon the Directors' suggestion to the Minister of War that a separate Directorate of Motorisation be established, I submit for consideration a possible organisation of the Directorate.

I consider that highly qualified officers should be appointed to the Technical and Workshops portions of this Directorate.

The extreme shortage of such officers may make it necessary to appoint officers less technically qualified to some of the other portions.

AB/lv

5879
W. B. Shaw
Lt. Col.
A.D.M.E.
M.M.I.A.R
11/2/46

Directorate of Motorisation.Director General.Technical.

- (1) Dissemination of technical information.
- (2) Defects and modification.
- (3) Research.
- (4) Advice on vehicle design from maintenance aspect.
- (5) Development of special vehicles and appliances concerned with Motorisation.

Workshops.

- (1) Control of workshops.
- (2) Planning for vehicle repair load.
- (3) Planning for assembly and component repair load.

Inspectorate.

- (1) Raising standards of vehicle maintenance in the whole Army.
- (2) Preparation of maintenance manuals.
- (3) Examination of employment of Motor Transport by Units.

Organisation.

- (1) Policy and planning of Motorisation. organisation (field and static)
- (2) Preparation of War Establishments and Tables of Equipment.
- (3) Determination of standards of trade skill.
- (4) Statistics of personnel requirements.
- (5) Liaison with other directorates on technical training and personnel questions.

Spares.

- (1) Scaling of spares
- (2) Provision of spares from industry
- (3) Holding and issuing of spares
- (4) Disposal of spare vehicles.

SECRET.Directorate of Motorisation.Director General.Inspectorate.

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Spares.

- (1) Sourcing of spares.
- (2) Provision of spares from industry
- (3) Holding and issuing of spares.
- (4) Disposal of scrap vehicles.

Vehicles.

- (1) Control of Efficient and Inefficient Vehicle Parks.
- (2) Vehicle census for whole Army.
- (3) Tyre repair contracts.
- (4) Provision of vehicles from industry.

1941