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British Sitrapa Reports

2039
2081

June-July 1946

785020

Subject:- SITREP REME 4 B.L.U.

REME 4 B.L.U.
Ref.: S/R 24

29 July 1946.

To:- ADME, HQ, M.M.I.A., Rome
C.O. 4 B. L. U.

RECEIVED 10 AUG 1946

Period 14 July 46 - 27 July 46.

1. Recovery of Italian Material.

On the 16 - 17 July 46 the REME with a British driver collected an Italian W/S trailer (containing woodwork machinery) from Klagenfurt.

2. "Friuli" Infantry Division Main Workshop (Trento).

(a) On 19 July 46 the REME visited the above W/S. O.C. Workshop reported that he is expecting 90 men to arrive at his workshop at the end of August from a C.A.R. which are to be trained in the workshop. Suitable accommodation has been prepared for them.

(b) Apart from the loss of a further officer no problems or difficulties were found which have not already been reported in previous Sitreps.

3. W/S Stores System for Territorial Command Workshops.

(a) Further to action reported in para 5 (e) of previous ²⁰⁸¹S/R 23 dated 15 July 46. On 20 July 46 a directive of workshops stores procedure suitable for the Territorial Command Workshops was prepared and translated. A copy of this was shown to Colonel Frontero (Director of Repairs 4 T.C.) as a suggestion. He agreed an internal directive of this type was necessary and has since drafted and issued the attached copy which has been so modified that it does not now contain the perhaps most important point that of indenting in advance before commencing work on a vehicle.

Transcribed
Attached report ref. 2866/C dated 26 July 46 from O.C. 4th Repair Unit to Colonel Frontero shows 14 vehicles suspended through lack of spares, but the request for spares had only been made 5 - 9 - 10 - 20 days previously. It has been again pointed out to Col. Frontero that if the parts had been placed on indent immediately after the vehicles had entered the workshop by the time labour was available, the majority of the spares would at least be on their way to the workshop.

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Personnel "Friuli" Infantry Division Workshop.

- (a) On 24 July 46 the EME whilst discussing a unit problem with General Ticchioni of the "Friuli" Infantry Division, took the opportunity to request for the Workshop a Sergeant/Major who was recently posted to the Division from the 24th Recovery Unit (4 T.C.). This request was granted and the Sgt./Maj. is to be sent to one of the L.A.D.'s.

Rec'd by B.O.
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- (b) Reference my Sitrep S/R 21 dated 18 June 46 para 1 (e). Authority was given to the "Friuli" Infantry Division to employ 20 men from the closing 1 Mobile Park, but this has not proved a success according to General Ticchioni, as the civilians already employed in the workshop from the Trento area made things extremely difficult for the new personnel, by obstructing them in every way and telling them to go back to Peschiera. A request has been made for this order to be modified deleting the clause that the 20 personnel shall be from the 1 Mobile Park.
- (c) Attached is original and translated copy of a letter written by General Bernardi (Commanding "Friuli" Inf.Div.) on the personnel situation for Workshops and L.A.D.'s on 17 July 46.

5. CME "Friuli" Infantry Division.

- (a) On the 25 July 46 CME visited Major Liome, CME "Friuli" Inf.Div. to hasten returns and replies to recent letters.
- (b) During this visit it was learnt that the L.A.D.'s of the Division have now been reduced to 5 through lack of personnel. The three L.A.D.'s are situated in Bolzano, Trento and Riva, the Trento L.A.D. being the only one with a Sjt./Maj. in charge.

6. 1 Mobile Park (Peschiera).

It is understood from the Director of Repairs (Colonel Frontero) 4 T.C. that 1 Mobile Park will be disbanded on the 31st July 46.

7. Repair British and American Engines ("Friuli" Inf.Div.).

No engines under repair have been completed during this period.

8. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecom Equipment, Small Arms and Artillery in the "Friuli" Infantry Division during this period.

Vehicle 932 inspections have now recommenced in No.2 L.A.D., Trento. A return of these inspections will be forwarded with next Sitrep.

9. Workshop Outputs.

1 Mobile Park

5. CME "Friuli" Infantry Division.

- (a) On the 25 July 46 EME visited Major Lioue, CME "Friuli" Inf.Div. to hasten returns and replies to recent letters.
- (b) During this visit it was learnt that the L.A.D.'s of the Division have now been reduced to 3 through lack of personnel. The three L.A.D.'s are situated in Bolzano, Trento and Riva, the Trento L.A.D. being the only one with a Sjt./Maj. in charge.

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9. Workshop Outputs.

2080

1 Mobile Park

Week ending 20 July 46	Week ending 27 July 46
M/C -	M/C -
Cars -	Cars - 1
Lorries -	Lorries - 1
Total 3	Total 2

p. t. o.

21st Recovery Commission

Week ending 20 July 46	Week ending 27 July 46
M/C -	M/C -
Cars -	Cars -
Lorries -	Lorries -
Total 7	Total 8

4th Repair Unit

Week ending 20 July 46	Week ending 27 July 46
M/C -	M/C -
Cars -	Cars -
Lorries -	Lorries -
Trailers -	Trailers -
Total 11	Total 5

16th Repair Unit

Week ending 20 July 46	Week ending 27 July 46
M/C -	M/C -
Cars -	Cars -
Lorries -	Lorries -
Total 16	Total 14

"Friuli" Workshops

Week ending 19 July 46	Week ending 26 July 46
M/C -	M/C -
Cars -	Cars -
Lorries -	Lorries -
Total 20	Total 10

Enclos.



Capt.
S.O. FFELE 4 B.L.U.

COMANDO DIVISIONE DI FANTERIA "TRIULI"
Ufficio Automobilistico

0000000

n°2194/Aut. di prot.

Levico, li 17 Luglio 1946
OGGETTO : Richiesta personale specializzato per funzionamento officine. =

ALLO S.M.R.E. = Ufficio Servizi =

e per conoscenza

ALLO S.M.R.E. = Ufficio Ordinamento =

AL MINISTERO GUERRA = Direz. Gen. Art. e Motoriz. =

AL MINISTERO GUERRA = Gabinetto =

AL COMANDO MILITARE TERRITORIALE

R O M A

R O M A

R O M A

R O M A

B O L Z A N O

Questa Divisione ha alle sue dipendenze le seguenti Officine :

= Officina Mobile Divisionale -

= Plotone Officina del Reparto Trasporti -

= n° 6 L.A.D. (Officine Reggimentali)

L'organico complessivo previsto per dette officine é di n°15 capi meccanici; n°8 sergenti motoristi e n°193 Operai meccanici.)

Attualmente, in seguito al congedamento delle classi 1922=23 e 1°Quadrimestre 1924, esiste presso ciascuna Officina il seguente personale :

(1 Capo Officina

(3 capi meccanici

(4 operai

(22 allievi operai

Officina Mobile Divisionale

Plotone Officina Trasporti (5 allievi operai

(1 capi meccanici

(1 sergenti motoristi

(2 operai meccanici

(3 allievi operai

N° 6 L.A.D.

Le deficienze per poter raggiungere l'organico Inglese (organico che non é sufficiente alle esigenze della Divisione data l'amministrazione e l'organizzazione Italiana) sono di 10 sottufficiali Capi Officina; n°7 sergenti motoristi; 151 Operai meccanici.

L'officina mobile provvede anche alle riparazioni delle artiglierie e delle armi portatili per cui é necessario che fra gli operai suddetti, vi siano specializzati per il materiale d'artiglieria e 4 per le armi portatili.

L'Officina Mobile, prima del congedamento inatto, per far fronte alle indispensabili necessit  della Divisione onde mantenere in efficienza il numero di automezzi necessario ai vari servizi, disponeva di 50 operai; li, oggi data la situazione sopra esposta per poter assicurare il minimo indispensabile é necessario che il numero di detti operai civili venga elevato a 70.

Ci  per pay stretto criterio di economia in quanto le Officine Civili alle quali la Divisione sarebbe costretta a ricorrere anche per le piccole riparazioni praticano prezzi assai elevati sia per il materiale di ricambio che per quanto concerne la mano d'opera.

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(9 allievi operai

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A titolo d'esempio, un motore di autocarro alleato, revisionato presso un'officina civile costa alla Divisione dalle 35 alle 50 mila lire; lo stesso tipo di motore revisionato presso l'officina mobile, compresa la mano d'opera, viene a costare dalle 18 alle 26 mila lire.

Sarebbe opportuno pertanto attrezzare sempre più l'officina Divisionale.

./..

le ed aumentare l'organico del personale onde ridurre al minimo le riparazioni presso le officine civili.

Quanto sopra è stato constatato anche dal Capo Divisione della Motorizzazione Colonnello Ballanzini in una recente visita alle Officine della Divisione.

Tenuto conto di quanto sopra esposto, prego codesto S.M. compiacersi voler autorizzare l'assunzione di 20 operai civili oltre ai 50 attualmente esistenti ed assegnare il numero dei sottufficiali capi Officina, sergenti motoristi e dei militari operai specificato onde poter raggiungere complessivamente almeno l'organico previsto. =



IL GENERALE COMANDANTE
T. Bernardi -

2077

Translation.

Subject:- Specialized Personnel required for good functioning of workshops.

COMANDO DIVISIONE DI FANTERIA "FRIULI"

- M.T. Office -

Ref.: 2494/Aut.

Levico, 17 July 1946.

To:- S.M.R.E. (Military Service 'Army') - Service Office -, Rome.

For information to :- S.M.R.E. - Ordnance Office -, Rome.
Ministry of War - CHQ. Art. & Mot., Rome.
Ministry of War - Cabinet Section, Rome.
Military Territorial Command, Bolzano.

The following workshops are under command of our Division :-

Divisional Main Workshop (Officina Mobile);
Workshop Platoon of the M.T. Section (Unit);
No. 6 L.A.D. (Regimental Workshops).

The W.E. provides for a total strength of:-

15 Chief Mechanics,
8 M.T. Sergeants
and 193 Mechanician-Labourers.

Due to release of classes 1922-23 and the first four months of 1924 the actual personnel strength of the above workshops is as follows :-

Divisional Main Workshop:-

1 Chief of the Workshop,
3 Chief Mechanics,
4 Labourers,
22 Apprentice-Labourers.

M.T. Workshop Platoon:-

5 Apprentice-Labourers.

No. 6 L.A.D. :-

1 Chief Mechanic,
1 M.T. Sergeant,
2 Mechanician-Labourers,
9 Apprentice-Labourers.

Deficiency :-

10 Sjts. Chiefs of Workshop,
7 M.T./Sjts.

151 Mechanician-Labourers,

in order to attain the English W.E., which -considering the Italian administration and organization- would be insufficient for the requirements (-exigences) of the Division.

The Main Workshop also takes care of the artillery repairs and

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8 M.T. Serjeants
and 193 Mechanician-Labourers.

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1 M.T. Serjeant,
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151 Mechanician-Labourers.

in order to attain the English W.E., which -considering the Italian administration and organization- would be insufficient for the requirements (-exigences) of the Division.

The Main Workshop also takes care of the artillery repairs and repairs of small arms, for which reason it would be necessary to have 4 specialized labourers for artillery material and 4 for small arms, among the a/m labourers.

With the purpose to secure the minimum of absolutely necessary requirements of the Division, the Main Workshop, before the release was effected, had 50 civilian labourers at their disposal to maintain and get efficient the necessary number of vehicles required for various services. To-day, considering the position as explained above, it is necessary to increase the number of these civilian labourers, in order to meet the indispensable minimum of exigences.

p. t. o.

This will prove perfectly right also from the economical point of view, because the Civilian Workshops the Division would be obliged to apply to, are charging rather high prices for spares as well as for the manual work.

For instance:- For the review (revision) of an Allied lorry engine in a civilian workshop the Division must spend 35000.- to 50000.- £££ Lire. whilst the same type of engine reviewed in the Main Workshop will cost from 18000.- to 26000.- Lire including work.

It therefore would be favourable to increase the equipment of the Divisional Workshop as well as the personnel strength on W.E., reducing at the same time repairs carried out by civilian workshops to the minimum.

All the above facts have been observed by the Chief of the M.T. HQ., Colonel Ballanzini, during a recent visit in the Divisional Workshops.

I am asking the S.M. to give authority for employment of 20 civilian labourers in addition to the 50 held at present - realizing facts as explained above -, and to assign the specified number of Serjeants Chiefs of Workshop, M.T. Serjeants and military labourers, in order to attain the complete W.E. strength.

THE COMMANDING GENERAL
(sgd) T. BERNARDI.

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THE COMMANDING GENERAL
(sgd) T. HERNARDI.

2075

Translation.

Subject:- Workshop Work Return.

O.C. 4th REPAIR UNIT

Ref.: 2866/C

Bolzano, 26 July 46.

To:- Military Territorial Command,
Director of Repairs,
B o l z a n o

To-days' state:- 31 vehicles and motorcycles under repair in our Workshop, viz.:

- 11 - work was suspended owing to lack of spares, which have been required on the 4th, 6th, 15th, 16th and 21st inst.
- 2 - are under work at the plate-makers.
- 2 - are on being varnished.
- 5 - are on being dismantled for general review.
- 1 - is under review of the suspension ("sospensione").
- 1 - is under review of the brakes.
- 1 - is awaiting the decision of the Director of Repairs.
- 1 - is under repair of the engine; review of the differential gear and repair of the bodywork.
- 4 - are under work at the upholsterers.
- 2 - are under repair of the bodywork at the carpenters.
- 1 - is on being dismantled.

When checking the position as explained above, you will learn that the engine section ("reparto motoristi") is nearly stagnant now (of 14 engine specialists 4 are working) due to lack of spare parts or due to the authority ~~given~~ for getting the cylinder assembly rectified by application of pistons.

In order to elude this inconvenience, there was taken care of starting work on other vehicles. In this state of transformation (re-organization) of the workshop section, it would however be necessary that exceptionally authority is given to rectify the cylinder assemblies and to purchase those spares being absolutely necessary, in order to terminate that repair order; until they can be supplied regularly from Piacenza and until we can get a small store which at present does not exist.

P. t. o.

- 2 -

Will you please let us know if our workshop section is allowed to submit a request for spares and various material to be obtained - by registering when taking them over - from the Piacenza Workshop for presumable requirements of a six months work period, by taking into consideration the types of vehicles which are supposed to be repaired in accordance with the new instructions of the Ministry.

Will you please take notice of the above and take a benevolent interest in it.



THE TEMPORARY C.C. WORKSHOP
(sgd) Capt. Bruno Rossi

2073

Translation.

Subject:- Instructions re demands for spares required for repairs.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)

- Director of Repairs -
Ref.: Aut/9792/1/2

Bolzano, 25 July 1946.

To:-
C.O. 4th Repair Unit, Bolzano.
C.O. 16th Repair Unit, Verona.
C.O. 21st Recovery Commission, Vicenza.
4th Section, Workshop Territorial Command, Bolzano.

1. All vehicles entering workshops are to be registered on a special list showing all particulars of classification (Unit which has the vehicle on charge; make; type; target; numbers of chassis and engine; date of arrival in workshop) and -short and pithy- nature of repairs to be carried out.

2. When this registering has been done, another compilation form "A" is to be filled out, which will show -besides the above particulars- the following data:-

- (a) Efficiency condition of the vehicle on arrival in workshop and a list of all missing parts;
- (b) Repairs to be carried out giving as many details as possible.

This compilation is considered to be the introduction-bill when a vehicle enters the workshop and is thought to represent a bill of receipt discharging temporarily the unit which have the respective vehicle on their charge. This form will be issued in triplicate and sent off to:-

- (1) the Director of Repairs' office;
- (ii) the unit which sent the vehicle to workshop;
- (iii) one copy for the workshop which carries out the repair.

The purpose of this compilation will, after dismantling has been practised, facilitate matters in order to state all spares required for the repair work, and a list will then be made out showing:-

- (a) Make and type of vehicle;
- (b) Target; engine No.; Chassis No.;
- (c) Catalogue No. of the required spare;
- (d) Specification of the spare;
- (e) Quantity required.

This list will be compiled in duplicate; one file copy for the workshop, whilst the other one will be sent off to the stores for provisioning of the resp. material.

2072

1.

All vehicles entering workshops are to be registered on a special list showing all particulars of classification (Unit which has the vehicle on charge; make; type; target; numbers of chassis and engine; date of arrival in workshop) and -short and pithy- nature of repairs to be carried out.

2.

When this registering has been done, another compilation form "A" is to be filled out, which will show -besides the above particulars- the following data :-

- (a) Efficiency condition of the vehicle on arrival in workshop and a list of all missing parts;
- (b) Repairs to be carried out giving as many details as possible.

This compilation is considered to be the introduction-bill when a vehicle enters the workshop and is thought to represent a bill of receipt discharging temporarily the unit which have the respective vehicle on their charge. This form will be issued in triplicate and sent off to :-

- (1) the 'Director of Repairs' office;
- (11) the unit which sent the vehicle to workshop;
- (111) one copy for the workshop which carries out the repair.

3.

The para of this compilation will, after dismounting has been practised, facilitate matters in order to state all spares required for the repair work, and a list will then be made out showing :-

- (a) Make and type of vehicle;
- (b) Target; Engine No.; Chassis No.;
- (c) Catalogue No. of the required spare;
- (d) Specification of the spare;
- (e) Quantity required.

2072

This list will be compiled in duplicate; one file copy for the workshop, whilst the other one will be sent off to the stores for provisioning of the resp. material.

4.

If the spares required are not available in the stores, the following procedure will be adopted :-

- (a) A register will be kept, numbered on every page and showing the following columns :-

- (i) Order number
- (ii) date of demand
- (iii) number of the spare required
- (iv) specification of the spare

Det. O.

- 2 -

4. (a) (v) quantity required
(vi) date of receipt of the spare
(vii) remarks.
- (b) The small spares and articles of consumption are subject to local purchase on periodic dates. With regard to the other spares form "B" is to be compiled.
- (c) This compilation will show the following data and is obviously a completion of the a/m register :-
- (i) Order No. of the demand as per register;
 - (ii) workshop requiring the material;
 - (iii) make; type; targa of the vehicle;
 - (iv) No. of the spare required;
 - (v) specification of the spare required;
 - (vi) quantity required.

This compilation is to be issued in triplicate; two copies to be sent off to the 'Director of Repairs' office, whilst the other one is the file copy for the Material Office.

5. Our office will, by the weekly service, take care of the provisioning in advance of the spares required, from the Material Stores, or by local purchase, and will take care of issuing the material to Work-shops concerned.

The Material Offices will take over the spares on their charge and will provide for their consecutive discharge, in accordance with administration regulations in force.

6. I order that the above instructions will immediately come into force.
Please acknowledge receipt. -

[Signature]

(sgd) DIRECTOR OF REPAIRS
COLONEL DAVIDE FRONTINO.

(vi) quantity required.

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I order that the above instructions will immediately come into force.

Please acknowledge receipt. -

h.

(sgd) DIRECTOR OF REPAIRS
COLONEL DAVIDE FROMERO.

2071

CONFIDENTIAL.

SUBJECT :- Sitrep.Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.

ME/43/99

9 August 46.

TO :- S.M.S. 3 B.L.U.

Reference your ME/SITREP/20 dated 2 August 46 para 2.

1. It has been decided by the Ministry of War that 880 UMI should be disbanded and two new Units formed, named "Sections of Vehicle Maintenance Inspectorate", one to be located at MILAN, and the other at NAPLES.
2. In this connection we would refer you to page 105 of N° 4/3 Orbats Italian Army Serials 2120 and 2121 WE N° SS/130/1, from which it will be seen that each section will have a strength of 3 officers and 5 ORs, the head of each section being a "Colonel-lo".
3. This office is liaising with the Ministry of War to ensure that the frequency and standards of inspections are maintained, but information in your future Sitreps regarding Unit maintenance inspections, will be appreciated.

W.J. FRANKLIN, Major
DADME

for Lt. Col.

Assistant Director of Mechanical Engineering, MIA.

WJF/aw

File

2026

10 Aug

Progress Report No. 12.

To: - D.M.E.

Land Forces sub Commission A.C.

M.M.I.A. Rome.

G.I.

1 B.L.U.

D.M.E. Branch.

1 British Liaison Unit

1/EME/13/12.

28 July 1946

RECEIVED

2 - AUG 1946

DATE

Arsenal Turin.

Work is in hand on the various items which were outlined in my Sitrep No 10 and the position is as follows.

Dodge Steering worms and sectors.

Tooling up for production is approx 90% completed and actual production is due to commence during the first week of August. The first ten completed will be despatched to QARE as soon as they are passed out by the Arsenal.

Adaptors for gas welding bottles.

Examples of welding bottles and a British welding kit have been given to the Arsenal and drawings are now being made.

Taps dies etc.

These are made normally for domestic use and no research is necessary. As soon as a decision is made regarding quantities and types required large scale production can be made.

Packing for stores

Three types of racking have been produced and certain modifications have been suggested and carried out. Photographs are now being taken and an instruction pamphlet is being compiled.

Racks will be issued in units of 1-3-5. Nos. 2 & 4 being extension pieces which fit between.

Time taken to dismantle is 2 1/2 min. and when bound ready for issue racks occupy quite a small space. For instance an erected rack approx 6ft. high 8ft. long and 2ft. 6in wide, when dismantled occupies a space 8' x 2'6" x 1'. Thus approx 36 of this type could be loaded on a 1/3 tonner.

Engine overhaul programme.

This programme is being held up by the War Ministry who have not as yet allocated any money to the Arsenal for special tools such as boring machines and test beds etc. To complete civil contracts a damaged hanger is being rebuilt by Arsenal labour and scrounged materials. The Genio are assisting with technical advice which savours strongly of "you lift while I grunt". When this hanger is completed all civil work will be moved over and the hanger at present in use will be free for the engine overhaul programme.

Adaptors for gas welding bottles.

Examples of welding bottles and a British welding kit have been given to the Arsenal and drawings are now being made.

Taps dies etc.

These are made normally for domestic use and no research is necessary. As soon as a decision is made regarding quantities and types required large scale production can be made.

50 Sets

Racking for stores

Three types of racking have been produced and certain modifications have been suggested and carried out. Photographs are now being taken and an instruction pamphlet is being compiled.

Racks will be issued in units of 1-3-5. Nos. 2 & 4 being extension pieces which fit between.

Time taken to dismantle is 2½ min. and when bound ready for issue racks occupy quite a small space. For instance an erected rack approx 6ft. high 8ft. long and 2ft. 6in wide, when dismantled occupies a space 3' x 2'6" x 1'. Thus approx 30 of this type could be loaded on a 1/3 tonner.

Engine overhaul programme.

This programme is being held up by the War Ministry who have not as yet allocated any money to the Arsenal for special tools such as boring machines and test beds etc. To complete civil contracts a damaged hanger is being rebuilt by Arsenal labour and scrounged materials. The Genio are assisting with technical advice which savours strongly of "you lift while I grunt". When this hanger is completed all civil work will be moved over and the hanger at present in use will be free for the engine overhaul programme.

Tool Kits

Details of Kits required are still awaited.

2069

Refined

Ministry of War Local Purchase Office Turin.

This office is working well but is not co-operating with other Government departments. For instance they are purchasing vehicle jacks from civil firms whose period of life under normal working conditions will not be longer than two months. The Arsenal is in a position to make strong jacks and have in actual fact recently completed and order for 500 in approx. two months. From this it will appear that this office is to some extent wasting the precious money of the Italian Army in this matter at least, if not in other matters which I have been unable to discover.

2nd Reparto Reparazione Genoa.

This workshop has improved slightly but is now handicapped by lack of co-ordination in the Command repair system.

The W/shop has 18 Allied pattern vehicles of all types in for major repairs, and they have no allied spare parts. Vehicles are coming from ALBERTA to GENOVA to this workshop for repair and are passing the Mantova Div. W/shops at COGNETTO where there are spares, on the way. In my Sitrep No 8 certain reference is made to No 3 GT Coy at ALBERTA and this coy. is affected by this lack of co-ordination.

Allied pattern vehicles represent approx $\frac{1}{3}$ of the WOP and all are rapidly becoming Class VI through cannibalisation. In a short while vehicles of Italian pattern will have to be refused workshop services owing to lack of floor space.

During the coming week I shall be in Genoa and I propose asking why my recommendations in May have been ignored and a further report will be given.

2nd. Transport Coy.

This Coy W/shop continues to function without any trouble. The O.C. Ten. FORCONI is a very resourceful officer and has made a considerable improvement in the workshops site since my last visit.

Turin,
28-7-46.

W. Luntz

Capt.
R.E.M.E.
1.E.L.U.

2068

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Turin.
28-7-46.

Cent.
R.E.M.E.
1.B.I.U.

2068

785020

Subject: SITREP

REME BRANCH

HQ: 3 British Liaison Unit

ME/SITREP/20
2 August 1946

To: A.D.M.E.

Land Forces Sub-Comm. A.C.

M.M.I.A.

Herewith fortnightly Sitrep in accordance with your REME directive No. 1 sent under cover of EME/1402 dated 5 December 1945:-

1. - WORKSHOP OUTPUT - Herewith 2nd Line Workshop "LEGNANO" Division figures covering REPAIRS completed during weeks ending 20th and 27th July:-

	20th July	27th July
"A" Vehicles	1	2
"B" Vehicles	36	36
M/cycles	6	2
Guns	1	2
Small Arms	7	22
Instruments & W/less	7	3
Miscellaneous	112	32

2. - 880 U.M.I.-

During the past month there has been a change of command of this Unit. The new C.O. is Ten.Col. R. Ricci. How he will work out at Maj. Mennielli's old job I cannot yet say because we have not received any inspection reports yet or visited any Units with him.

Incidentally I am rather interested in why Maj. Mennielli was posted anyway. It is obviously not easy to find the right type of Italian Officer for this job and everything considered, he was doing very well. He was outspoken and not too tactful and I have a feeling that he was not in agreement with some influential people at the Ministry of War.

It appears that in all probability three of the four inspecting teams are to be disbanded. The reason for this is also unknown. Consequently the inspection program for August has been cut considerably.

REME 13 96

see 99

attached

206

Herewith fortnightly Sitrep in accordance with your REME directive No. 1 sent under cover of EME/1402 dated 5 December 1945:-

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3. - "LEGNANO" DIVISION. -

Reference the proposed B.O.D. at Monza, nothing further has developed during the last fortnight. - Authority is still awaited from Rome to carry on. In the meantime troops of the 68th Inf. Regt. are occupying the buildings and Territorial Command naturally will not move them.

RECEIVED 8- AUG 1945

TEAMS of 3 fitters will compete and the competition will be held between the 6 L.A.D.s, M.E. Platoon Workshops and the Division Workshops.

- 1) - With the help of a crane, lifting the engine from the floor and fitting it to the chassis.

3) - The vehicle will then have to be started and driven round a certain course. Should the whole of this work take longer than 20 mins., the team will be penalised.

Each squad starts off with 100 points, which they can increase by doing the job in under the allotted 20 minutes.

Prized are as follows :-

1st	-	Live 3000.-
2nd	-	" 1200.-
3rd	-	" 900.-
4th	-	" 400.-
		Live 5500.-

J. H. H. H. . 2066
S/Capt.

S/Cap t.

- 1) - With the help of a crane, lifting the engine from the floor and fitting it to the chassis.
- 2) - Fitting radiator, wiring the starter motor and adjusting the controls for clutch throttle, acceleration etc.
- 3) - The vehicle will then have to be started and driven round a certain course. Should the whole of this work take longer than 20 mins, the team will be penalised.

Judging will take place on the following

lines:-

Each squad starts off with 100 points, which they can increase by doing the job in under the allotted 20 minutes.

Points will be deducted for extra time, difficulty in starting, bad fitting, petrol, water or oil leaks etc.

Prized are as follows :-

1st	-	Lire 3000.-
2nd	-	" 1200.-
3rd	-	" 900.-
4th	-	" 400.-
		<u>Lire 5500.-</u>

CMF

2066

S/Capt.
(E. Aldridge)
E.M.F.

Subject:- Inspection - 3rd Magazzino Ricambi Auto - Piacenza

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

SC REME
7 British Liaison Unit,
o/o 6 B.L.U.
Tel. 217 Area Ex 7

Ref. EME/70/15
2 Aug. 1946

1. With further reference to our EME/70/8 dated 29 June 46 we now enclose copy of Director of Repairs No. 6 Terr. Comd. comments.
2. With reference to para 4 of the Director of Repairs' letter this question of repair of Assemblies by Civilian Contracts is most important and, if efficiently organised, would result in an immediate increase in efficiency of Terr. Comd. Repair Units and would enable them to apply the principle of exchange of Assemblies.
3. We are also, in conjunction with the Director of Repairs of Terr. Comd., organising a division of repair commitments between the 6 Repair Unit - BOLOGNA - and the 15 Repair Unit - PIACENZA - Both these Units come under the Director of Repair - 6 Terr. Comd. who is allocated in the repair of certain Makes to each Repair Unit and concentrating M.T. Spares accordingly.
4. With ref. to para 5 of the Director of Repairs' letter with the reduction of commitments of the No. 5 Transit Camp more space has been made available to No. 6 Repair Unit and this will enable them to effect the required organisation.

RECEIVED 6 - AUG 1946
375

P. A. Nelson

SC REME

*Regd.
7th August*

TRANSLATIONDirection of Automobilitic Repair
6 Terr. CordSubject:- VariousRef. 15900/M
18 July 1946To :- SC ROME
7 B.L.U.
(your ENE/70/8 dated 29/6/46 refers)

1. In Piacenza there is, besides the 3 Spares Depot, the 15 Repair Unit, of which Maj. Dellino is C.O. Request for other officers has been made as the W.E. calls for 11 officers between the two units.
For the time being Maj. Panci, C.O. of the 3 Spares Depot is remaining in Milan, where the old H.Q. used to be.
2. Official request has been put to the Terr. Cord in order to have the Genio carry out the necessary work in Piacenza, in Badrio (No. 6 B.V.P.) and in Bertalis (No. 6 Auto Reparto).
3. The transfer of stores is being carried out from the Depot at Laives to the one in Piacenza. I have reason to believe that the transfer will be finished by the end of the month and the 3 Stores Depot can take care of the internal org., the sorting, binning and registration of the material.
4. I have noted the presence of about 80 engines in the store Section of the 6 Repair Unit. As the R.U. has enormous work to carry out, I have in agreement with Col. BALLANZINO, sent a part of these engines to be repaired by civilian firms in order to build up a stock. A part of these engines will also be sent to the 15 Repair Unit in Piacenza.
5. Lack of W/Shop accommodation in 6 Repair Unit does not, for the moment, permit us to set up, as we wish to do, a Recovery and Demolition Section. Equally the Stores Section accommodation of the 6 R.U. is very small. If some of the premises now occupied by the Allies could be given up, they would come very handy in enlarging the Stores Section.
6. Some machine tools worth about 1,000,000 lire have recently been bought for the 6 R.U.; these tools are: fresatrice universale, sega alternativa per metalli, una limatrice rapida, una piegatrice abbinata con arrotolatrice, una trahcia a mano. On the 10th July I have written to the Ministry of War requesting authority to buy all machine tools necessary (for a sum of about 10 million lire); these tools are: una alesatrice per cilindri, una lucidatrice per cilindri, una rettificatrice per alberi a gomiti, una rettificatrice per piani, due torni grandi, una fresatrice Masowati, un taglio pneumatico, una saldatrice elettrica, un tornio speciale per tamburi freni, un banco prova motori ecc.

IL DIRETTORE
(Col. A. MANA)

2065

43
4421
Subject:- School of Specialists in Repair,
Cecchignola, Caserma Funzionale.

4421
11 JUL 1946

ME/22

Stamp

To:- Comdr,
12 B.L.U.

A.D.M.E.
M.M.I.A.
R.M.E.

12, B.L.U. for the Italian
Central Military Schools.

Tel:- ROME 478808.

Ref:- IT/S of SR.

Date:- 10 July 1946.

Following a visit to Caserma Funzionale today the u/m observations arise,

1. Date of visit - 9 July 1946. 2. Time - 10.00 hrs to 11.45 hrs.
3. No of Students at present under instruction - 412 at Cecchignola.
4. No of Instructors - 3 Officers, 8 N.C.O.'s and further 3 N.C.O.'s are expected shortly.
5. The 412 are divided into 12 Sections, averaging 30 men each and 6 Sections are under Captain Soddu and 6 under Captain Sciarrà.
6. Three Sections per morning are on driving training under 1 Officer and 3 N.C.O.'s. The men of each Section therefore have driving training during one morning in four.
7. Of the 9 Sections not driving - 2 are on practical during the morning and two in the afternoon. The remainder are on theoretical.
8. Unless and until more Instructors are posted in, this state of affairs will continue and may in fact deteriorate.
9. It was reported to me that Students have been withdrawn from Instruction to perform permanent staff duties e.g Kitchen, Duty, Clerical and Guards.
10. Briefly the permanent Staff position is as follows -
For the complete Scuola della Motorizzazione and including the Auto Gruppo,
W.E. 866 All Ranks, Assigned 640, Present 450, Difference due to absences on leave and Hospital etc., Effective Strength 125 -
Differences due to Classes 22, 23 and 24 soon completing their term of Service.
11. Para 9 outlines a state of affairs grossly unfair to the chosen students, but such arrangements are necessary to maintain vitality and management in the School until more permanent staff are posted in.
12. I was given to understand that the above students are those who show least aptitude for things mechanical.
13. Activities and Courses are now as per attached List on which the following notes are made.
a. Corso at Via Pinturicchio shows a total of 23 students whereas there are at the moment 123 students. At Approx 15 July '46 However,

2063

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13. Activities and Courses are now as per attached list on which the following notes are made,
a. Corso at Via Pinturicchio shows a total of 23 students whereas there are at the moment 123 students. At Approx 15 July '46 However,
b. The Corso Fiat will commence and 100 students will move from Pinturicchio to Cecchignola to join 183 students already under instruction there. Total for Corso Fiat 283.
c. The Corsi Meccanici di Sezione and Fiat will, by 15 July, be accommodated at Cecchignola. Total 512.

ATT/vg
File

Arthur J. Yumel
Major, D.A.D.M.E.
(A.T. Twine)

COURSES SCHOOL OF SPECIALISTS IN REPAIR.

<u>Corso Meccanici di Sezione</u>	n.	229
<u>Allievi Assegnati al Corso "Fiat"</u>	Totali	283
Aggiustatori	n.	101
Motoristi	n.	114
Montatori	n.	49
Elettricisti	n.	18
Verificatori pompe	n.	1
<u>Corso "Istituto Industriale"</u>	Totali	102
Tornitori	n.	29
Fabbri fuc	N.	23
Falegnami	n.	23
Saldatori	n.	27
<u>Corso di v. Pinturicchio</u>	Totali	23
Vulcanizzatori	n.	5
Verniciatori	n.	6
Tappezziere	n.	1
Lamieristi	n.	6
Radiatoristi	M;	1
Collaudatori	n.	1
Stampisti	n.	1
Idraulico	n.	1
Rettificatore	n.	1

2062

2062

SUBJECT :- Sitrep.

Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.
ME/43/88

26 July 46

To :- RME, 3 BLU.

Reference your ME/SITREP/19 dated 19 July 46.

1. With regard to para 2 of the a/q letter, for information you are advised that the question of contracts and the amount of money to be expended is entirely a matter between the Ministry of War and Major CATALANO. Financial matters do not come within the scope of this office.
2. We note your remarks in connection with Genio work, in particular the question of concrete floors at the Div Workshops and surfacing of roads at the III Reparto Workshops. The Units concerned should themselves approach the Comando Genio, and if it is desired, a copy of their application can be sent to you for information. Should either contract exceed a certain stipulated amount, the Comando Genio will refer to the Ministry of War for authority, and in the event of there being a long delay before the receipt of a reply from the War Ministry, this office will immediately take action on being supplied with the reference and date of the Comando Genio letter.
3. The broad principle on which to work, is that Italian Units must use their own channels of communication, this office only taking "follow up" action on a War Ministry level when complete letter references and information are given.

File

W.J. Franklin
W.J. FRANKLIN, Major,
2061
for Lt Col
Assistant Director of Mechanical Engineering.
M.M.I.A.

WJF/ag

Reg 27/7/46

Subject: SITREP

REME BRANCH
HQ: 3 British Liaison Unit

ME/SITREP/19
19 July 1946

To: A.D.M.E.
Land Forces Sub-Comm. A.C.
M.M.I.A.

RECEIVED 22 JUL 1946

Herewith fortnightly Sitrep in accordance with your REME directive No.1 sent under cover of REM/1402 dated 5 December 1945:-

1. - WORKSHOP OUTPUT - Herewith 2nd Line Workshop "LEGNANO" Division figures covering REPAIRS completed during weeks ending 6th and 13th July:-

	6th July	13th July
"A" Vehicles	-	2
"B" Vehicles	38	29
M/cycles	1	7
Guns	-	-
Small Arms	1	69
Instruments & Wireless	2	17
Miscellaneous	144	169

2. - "LEGNANO" DIVISION -
Local Contracts.

Maj. Catalano appears once more to be greatly perturbed about his contracting for spares and engine overhauls.

During last April he received a letter from the Ministry of War authorising him to carry out this work. He now states that he has been told he has exceeded his authority and must close the contracts.

At the moment he has firms in Turin manufacturing spares in order that the two firms in Brescia and Bergamo can carry on with the reconditioning of the engines.

My latest conversation with Maj. Catalano has therefore left me in some doubt as to whether these civilian contracts should be completely wiped out or not. To my mind it would appear a little premature to finish them completely. However, I would appreciate it if you could clear up this matter for me please.

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Recently I visited the firm RESPOLI ALBERTO of Bergamo, who are carrying out the reconditioning of engines. Their output is up to 8 per week. The Workshop is quite a small concern, but it is my opinion that the work is of quite a high standard. A regular check on the place is kept by a Lieutenant detailed by Maj. Catalano, who appears to know what he is doing.

Work carried out on the spot at Bergamo consists of

Quinn
Katzen
26/4/46.

.....2

Red
23

- 2 -

re-boring and polishing the cylinders, valve grinding and the assembly of the engines with new bearings, pistons, rings and timing chains and sprockets. It has been found necessary to use a slightly different type of sprocket because the timing chains which are manufactured are of a different pitch. This would appear to be perfectly satisfactory now.

Crankshafts are sent to Milan for re-grinding the main and big end bearings. The firm keeps a small stock of spares with bearings and pistons suitable for the 1st, 2nd and 3rd re-bores.

3. - GENIO WORK - (Ref. your ME/43/63, para 3).

The COMANDO GENIO has declared that the Ministry of War has so far given the authority to carry out the necessary repair work for the Units dependent from III. Terr. Command. This was backed up by Col. Mercante - O.C. 3^e Reparto Autieri - who stated that he has never had any difficulties or delays in having repairs started to his Barracks. At the moment repairs to the men's mess and quarters are in hand.

On the Workshops side roofs to the Workshops and store buildings have been repaired and are now in good condition.

Repairs to two smaller buildings, one of which is to become the new Wksps offices, have been started recently.

As far as the Division Workshops is concerned, it is not considered at the moment necessary for any further repairs to be started on the buildings.

Actually I have noticed that the concrete floors in a couple of the Workshops buildings are beginning to break up and may before long create some dust. To repair them would take something like half a ton of cement and probably this is too much to expect now as the job is not too vital.

The same argument applies to the III. Reparto Wksps. As you know the roads are very uneven and dusty, but to put down a new surface would cost a considerable sum in labour and material. Would you please advise me as to whether it would be reasonable to approach the Comando Genio about this type of repair.

It would appear that the general policy for Genio work is for the Ministry of War to put a sum of money at the disposal of the Comando Genio every 6 months. The allotments for the last 6 months total approximately 11 million Lire. - The (G5)30 themselves can initiate any contract up to 300,000 Lire, but over and above that the Ministry of War's authority must be obtained.

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4. - With regard to para.2) of your ME/43/63 the GSOI has written to the "Legnano" Div. asking them whether they can cut down the number of returns used.

At the moment of writing we have not yet received a reply to this.

CMF.



TRANSLATION

From R.E.M.T. Workshop
To : M.of W.

Ref: 7353/S.G.
Date: 4/7/46

Subject: Rebuilding of O.A.R.E. buildings. -

As known to your Ministry, last March Minister Brosio, during a visit to O.A.R.E. , allocated £ 40.000.000 lire for the more important rebuilding of the Establishment.

The local Engineer HQ took the matter up at once. However due to administrative reasons, up to date, after four months, no work has been commenced, neither is it estimated that this work will commence in the near future, on the contrary according to unofficial information it is considered that several months will pass before the work commences.

This, besides slackening the work of reorganising Repair Units, therefore holding up repairs, will inevitably cause heavy material damage to Military Admin., because if these damaged buildings, blocked up drains and bad roads are not repaired before the winter season they will become steadily worse.

Repairs to drains are particularly urgent and absolutely necessary, since the particular location of the workshops with respect to the area roundabout requires an annual cleaning of the drains, otherwise a part of the establishment is flooded during the rainy season.^w

We would add that if the Engineer HQ does not carry out the more urgent repairs, these will have to be carried out by O.A.R.E. personnel who could instead be better employed for normal maintainance and repair to Offices, employees and labourers billets which were damaged during ~~air~~ raids and only partly repaired. The lack of billets ^{is} especially felt at Bologna where 40% of the buildings

N. 2909 (208) del Catal.
(R. 1941 - Anno XX)

Bologna, 4 Luglio 1946 - Anno

OFFICINA AUTOMOBILISTICA R.E.

BOLOGNA

MINISTERO DELLA GUERRA

DIREZIONE GENERALE ART. E MOTORIZZ.

Divisione Motorizzazione-Sez. 1° - R O M A

Risposta al foglio del

Prot. N. 7353/S.G. Allegati

Div. Sez. N.

Oggetto Ricostruzione edifici O.A.R.E. -

Com'è noto a codesto Ministero, fin dal marzo u.s. il Ministro Brosio, durante la sua visita all'O.A.R.E., assegnò L. 40.000.000 per i più importanti lavori di ricostruzione dello Stabilimento.

Il locale Comando Genio s'interessò subito del progetto. Purtroppo però, per ragioni di carattere burocratico-amministrativo, fino ad oggi, e cioè dopo quattro mesi, nessun lavoro è stato iniziato, né si prevede che ciò possa avvenire tra breve tempo, anzi da notizie ufficiose si ritiene che dovranno passare diversi mesi prima che si possano iniziare i lavori.

Ciò, oltre a rallentare il ritmo della riorganizzazione dei reparti di lavorazione, pregiudicando quindi il rendimento di produzione, provocherà inevitabilmente danni materiali rilevanti all'Amministrazione militare, perché gli edifici ciniestrati, le fogne ostruite e le strade in cattivo stato d'uso, se non vengono rimesse in perfetta efficienza, prima della stagione invernale, pregiudicheranno maggiormente il loro stato d'uso.

In particolare la riparazione delle fogne riveste carattere di assoluta ed inderogabile necessità, perché la particolare ubicazione dell'officina rispetto ai terreni limitrofi impone l'annuale pulizia delle fogne, poiché altrimenti una

Trattare per ogni lettera un solo argomento ed indicare nella risposta il numero di protocollo e l'ufficio cui si risponde.
Indirizzo telegrafico: ...
... f/c postale n.

Prot. N. 7353/S.G. Allegati

Risposta al foglio del

Div. Sez. N.

OGGETTO Ricostruzione edifici O.A.R.E.T. -

Tirare per ogni lettera un solo argomento ed indicare nella risposta il numero di protocollo e l'ufficio cui si risponde.

Indirizzo telegrafico: 1 c/o postale n.

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.../....

Pioggie.

Si soggiunge infine che se il Comando Genio non esegue i lavori più necessari, questi dovrebbero essere eseguiti dal personale dell'O.A.R.E., il quale invece potrebbe essere adibito ai normali lavori di manutenzione e di riattazione degli alloggi per Ufficiali, impiegati ed operai, sinistrati da bombe dementi e solo in parte riattati.

La necessità degli alloggi è molto sentita a Bologna dato che il 40 % di quelli esistenti nel 1940 sono ora sinistrati.

IL DIRETTORE INTERIMALE
E.to Magg.D. Belluzzi

1700	19/4	1645	22/4
69	Udolo		

Subject:- Replacement of Civilian Veh. by Military.

ROME 43 (77)
REME Incr. 7 B.L.U.
c/o 6 B.L.U.

Telephone: 217 Area 119.

To:- ADME
HQ Land Forces Sub-Comm A.C.
MMIA ROME.

(15)
Reference:- REME/70/10
Date:- 12 July 46.

3 July 46.

With further reference to para 6(f) of our REME/70/9 dated

We now enclose a copy of the CME Folgore's proposal re replacement of civilian vehicles by Military types.

Field.

RECEIVED
9969
14 JUL 1946

P.H. Wilson

Captain.
SC. REME.

Copy to:- CME HQ Folgore Div.

See 84

Recd.
2056 15 July

TRANSLATION.

No. 3637

Date:- 30 June 46

To: Capt. Nelson.
-----Subject:- Exchange of Civilian Vehicles with Jeeps.

1. The Folgore Div has 102 Civilian vehicles which:-
 - (a) do not stand up to military purposes
 - (b) are almost all in mediocre condition re body work.
 - (c) absorb all unit allowances for vehicle maintenance.
 - (d) have at the moment a commercial value equal and in reality higher than that of completely overhauled Jeeps.
2. Folgore Div. Under letter reference 1860/Aut. dated 8 April took the matter up with S.M.R.E. in order to have the civilian vehicles exchanged with Jeeps.
3. S.M.R.E. has answered (letter reference 6/1750/Serv. dated 16.4.46) and has promised to take up the matter.
4. It is probable that the Central Authorities have not taken the matter to heart as they want to be sure of having in stock sufficient Allied Spares for a period of at least 12 - 24 months.
5. We think that the matter can be solved only if the Allied Authorities can, in the very near future, make allotment of Jeep Spares.

Signed

~~Illegible.~~
CME Hb Folgore.Maj E. B. Smith

Spoke 25/7/46.

2055

Inspection of the M.E. W/Shops - "FOLGORE" Inf. Division

1. Date of Inspection :- 19 June '46 2. Inspected by:- EME 7 B.L.U.

3. Divisional Personnel Present:- at Inspection:

General DE MICHELIS EZIO	-	2 i/c "Folgoré" Inf. Div.
Maj. FANELLI DOMENICO	-	EME "Folgoré" Inf. Div.
Capt. FERRARI SILVESTRO	-	Tech. Adj. to CME "Folgoré" Inf. Div.
Maj. VALENTINI UMBERTO	-	O.C. M.E. W/Shop
Maj. MATERA GIUSEPPE	-	DADOS "Folgoré" Inf. Div.

4. Object of Inspection

A previous inspection by DADME HQ. M.M.I.A. and EME 7 B.L.U. on the 15 June had revealed that very little organisation or system existed in the Div. W/Shops and a period of 4 days had been fixed for complete reorganisation.

It was apparent from the initial inspection that one of the principal difficulties was the Div's Staff's complete lack of instruction in REME procedure which had resulted in impossible instructions being given to W/Shop and very little assistance or appreciation of W/Shop problems and also too much Mentency being given to Rgt. Comds. The presence of the 2 i/c Gen. DE MICHELIS was requested at this second inspection in order to lend weight to any decisions made and also to indicate to him the seriousness of the situation and to ensure full cooperation of Div. Staff for W/Shop Personnel.

5. W/Shop Organisation and Layout

(a) W.E. and Personnel - The old W.E. NA 640/1 of Nov. 1944 was being applied with and consequently considerable confusion existed re Ancillary and Specialised Trades. Also due to the errors in Trade classification in the original W.E. inferior quality tradesmen were on the strength of the W/Shop and this was made even more serious by the very large % (i.e. 30%) of so called Military Tradesmen who were in fact only suitable for G.D. Personnel. The approx. division of personnel was found to be Civilian 30 - Military 130 (including 69 G.D.) making a total of 160. This comparing with the old W.E. total of 174 and the 8th Army and total of 202. The large % of W/S. W/Shop tradesmen is one of the principal difficulties of this W/Shop which will be evident in the latter Sections of this report.

(b) Veh. Repair Shops - An improvement in the layout and general organisation had been effected since the original inspection but there was still considerable room for further improvement. One of the principal faults was the tendency to carry out assembly repairs in veh Shops resulting in decentralisation of specialists and skilled tradesmen, general untidiness and a low over all efficiency of W/Shops.

The lack of tools and Benches and a tendency to work on too many Vechs at one time also assisted the general confusion and these points were stressed to both W/Shop and Div. Staff.

(c) Ancillary Trades - No order or balance was apparent in these trades and very poor use was being made of available cover and W/Shop space. The need for a correct division and balanced layout was stressed and the action taken will be seen in Appendix 'A'. Certain Genio work is required for this location and this is being expedited by us.

(d) General Fitting and M/C Shop - As previously pointed out in para 5 (b) above a correctly organised G.F. and M/C Shop did not exist and centralisation of this Section was obviously required. The principal centralisation of skilled fitters and

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(d) General Fitting and M/C Shop - As previously pointed out in para 5 (b) above a correctly organised G.F. and M/C Shop did not exist and centralisation of this Section was obviously required. The principal centralisation of skilled fitters and tradesmen in one Shop to work solely on Local Manufacture and assemble recovery and repair with a resulting ~~reduction~~ in efficiency due to increased output from ~~W/Shops~~ ^{shops} staffed solely by less skilled tradesmen was emphasised and arrangements made for the organisation of this Shop will be noted in Appendix 'A'.

Since this second inspection the advantages of such a system have already become apparent to the W/Shop Personnel and the organisation of this Shop is now proceeding most satisfactorily.

(e) Stores Section -

(i) Binned Store Lorries - These were still with Rgt. and the seriousness of such an action was stressed to the Gen. DE MICHELIS who pleaded operational necessity and stated that orders had been given for their return at the earliest opportunity. The actual Stores and Bins were however stocked in good order and once these Vechs are returned very little work will be required to affect replacement.

The fact that the Divisional M.T. efficiency is so low that when made operational the removal of Store lorries from W/Shop and O.F.P. is made necessary, is a serious reminder of the lack of appreciation of the Tech. side of a Mech. Div. by other Arms in the Italian Army and elsewhere, and the importance of adequate technical training and M.T. instruction being included in Trg. Syllabus for all Arms in the Italian Army can not be over emphasised.

(ii) Stores Availability - Normal M.T. Spares - Poor but considerable evidence of local Manufacture and improvisation. Salvage was however inefficient and a procedure for Class VI Salvage was detailed (see para 5 (f)) and the importance of return components and frequent collection from W/Shop made clear.

Major Assemblies - Large stocks of repairable engines were in store and although repairs by Civilian Firms were in hand this was not efficiently organised and the need for correct organisation of Assembly Recovery Repair was apparent, also the need for quality control on repairs by outside Civilian Firms. To effect this samples of workmanship from the various Civilian Firms are to be forwarded to the CARE for quality tests and it is proposed to maintain a reject record and other statistical data on all Firms engaged on assembly repair.

(f) Class VI and Salvage Day - In order to ensure efficiency in repair of Assemblies and Components and to reduce wastage and general untidyness to a minimum, arrangements were made for the immediate organisation of this Day. Since its inauguration a considerable improvement has been apparent and repairable assemblies and components are now passing back to stock via the Fitting Shop. This Day is also of considerable assistance to the organisation of Civilian Repair of Assemblies and should eventually result in a considerable increase in efficiency.

The work on Class VI Vechs is however to be restricted to a definite quantity which until a satisfactory system of Base overhaul is organised with B.O.D. supply services, will provide the stocks of repaired assemblies.

(g) R & I Procedure and Veh. Inspections.

(i) Condition of Vechs received by W/Shop - The general organisation of the R & I office was found to be reasonable but although persistent complaints have been made by W/Shop Staff re the cannibalised condition of vechs entering W/Shop, no assistance or action had been apparently taken by the Div. Staff.

Very strong action was taken by us in this matter and a request made for the immediate issue of Div. Orders regarding the return of Vechs to W/Shops. These orders have been issued but the improvement noted to date is not too satisfactory and we have now arranged for daily reports to be submitted to the G.O.C.

(ii) "In" and "Out" Inspections - These are satisfactory but until successful action is taken re para g (i) above conditions will remain impossible, at present it is quite common for W/Shop to receive Vechs either completely deficient of engines and other Major Assemblies or Vechs dismantled with the assemblies in the Cab and Beak. The G.O.C. has promised to take the strongest possible action with regard to this practice and to keep us informed re progress made in its elimination.

(h) Vehicle Parks - The necessity for division of Veh. Parks and adoption of some definite system was made clear and Veh. Parks have now been organised. The practice of Veh Storage in W/Shop space (under cover) was discouraged in all cases except for "Veh Repair and Awaiting Collection" and here due to the presence of the Garibaldi Rgt. in the COVERIANO Area the W/Shop O.C. insisted on keeping these under cover and this finally agreed to.

6. Summary of Action Taken

(a) W/Shop Reorganisation - This has now been completely organised and full details of changes made and progress to date is detailed on the W/Shop plan given in

(f) Class VI and Salvage Bay - In order to ensure efficiency in repair of Assemblies and Components and to reduce wastage and general untidiness to a minimum, arrangements were made for the immediate organisation of this Bay. Since its inauguration a considerable improvement has been apparent and repairable assemblies and components are now passing back to stock via the Fitting Shop. This Bay is also of considerable assistance to the organisation of Civilian Repair of Assemblies and should eventually result in a considerable increase in efficiency.

The work on Class VI Vets is however to be restricted to a definite quantity which until a satisfactory system of Base overhaul is organised with B.O.D. supply services, will provide the stocks of repaired assemblies.

(g) R & I Procedure and Veh. Inspections.

(1) Condition of Vets received by W/Shop - The general organisation of the R & I office was found to be reasonable but although persistent complaints have been made by W/Shop Staff re the cannibalised condition of Vets entering W/Shop, no assistance or action had been apparently taken by the Div. Staff.

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(a) W/Shop Reorganisation - This has now been completely organised and full details of changes made and progress to date is detailed on the W/Shop plan given in Appendix 'A'.

Arrangements have been made with the assistance of the Director of Repairs No. 7 Territorial Comd. for No. 7 Repair Unit to supply all necessary work benches, Racking etc. and Hand Tools and Tech. Equipment i.e. Engine Stands etc. are being obtained from the Turin Arsenal and QARE.

(b) W/Shop Repair Programme - The need for continuous and effective liaison between "Folgore" W/Shop and the QARE has been stressed to the G.O.C. and the benefits of this liaison is already apparent. The "Folgore" Repair Programme is now closely linked with that of the QARE thus eliminating overlapping and objections and disinclination on the part of "Folgore" to backload Vets and Assemblies to the QARE.

The G.O.C. has now issued orders that all inefficient Vets will be D/L to the Div. W/Shops and every attempt made to ensure their completeness and cleanliness prior to return to W/Shop. In connection with this we are endeavouring to form either Regt. Maintenance Areas or one Div. Area into which all the 400 odd inefficient Vets

can be centralised together with all inefficient assemblies and Salvaged M.T. Spares. Once this is completed the division of the Repair Programme of "Folgore" and the QARE can be effectively organised and a satisfactorily system of B/L of Class III to VI Vets arranged. "Folgore" have already B/L a further 20 Dodge Vets and a considerable number of Engines and active cooperation between the QARE and "Folgore" is now very much in evidence.

(e) Coordination of Civilian Repair, Quality Control and Liaison with The QARE - A careful check on Civilian Repair must be maintained as a result of which all unsatisfactory firms will be eliminated. The experience in Local Manufacture obtained by the "Mantova", "Cremona" and "Folgore" Divs and the QARE is to be coordinated in conjunction with the EME 1 B.L.U. and a considerable increase in efficiency and decrease in costs and wastage will accrue from this coordination. Quality and Material tests for the "Folgore" Div. will in future be carried out by the QARE and the data regarding Local Manufacture at present existent in the QARE is to be made available to "Folgore".

(d) Replacement of CME - The unsuitability of the CME (Maj. FANELI) was stressed to G.O.C. "Folgore" and his replacement by Lt. Col. GIACCONE LEANDRO (ex O.C. Arty. Regt.) obtained. This new C.M.E. appears to have the organising capacity and technical appreciation required for the duties of CME and during our first discussion this Officer has proved to us his suitability. He has a very definite plan of action that in his primary essentials is practically British REME and he has already indicated his desire for full cooperation.

A further important point is that the new CME has the Rank and the authority and also full confidence and support of the "Folgore" G.O.C. which will be of great assistance in effecting an improvement.

(e) Improvement in Unit M.T. Maintenance and Transport Control - The CME with our assistance is drawing up a scheme where by MTOs and W/Shop Officers combine in an effort to improve Unit M.T. Maintenance. It is proposed that as a temporary measure Regt. MTOs are placed directly under the CME, thus avoiding Regt. interference and effecting a considerable degree of coordination and speeding up of the procedure for disciplinary action in the case of transport neglect. Constant Vch inspection has been proposed and it is intended to periodically report progress of these in future fortnightly Sitreps.

A standard system of transport control based on Mech. Transport and Control 1942 is being prepared by this office and it is intended to obtain its adoption throughout the "Folgore" Units. This will considerably simplify inspections and checks on Unit M.T. by both R.E.M.E. Ins. and Italian Tech. Personnel.

(f) Standardisation of Personnel Vets - The present use of all types of Italian Make private cars made necessary by the withdrawal last year from the "Folgore" Div. of all Jeeps is a principal factor causing hold ups in the W/Shop output. Where Civilian Vets on charge to the Quartier Generale are constantly interfering with the W/Shops Repair Programme and the repair of load carrying Vets. This matter has been discussed with the CME who is of our opinion on the unsuitability and uneconomical practice of using Civilian type Vets for Military purposes. The CME now proposes that these Vets should be withdrawn and sold by an accredited representative of the Ministry of War and on the proceeds the Div. reequipped with Jeeps and P.U.s. This to us seems a sound proposition and the overall saving in repair and maintenance and reduction in Div. repair load warrant the additional organisation involved.

| A ruling on this proposal would be appreciated. |

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2052

SC REME

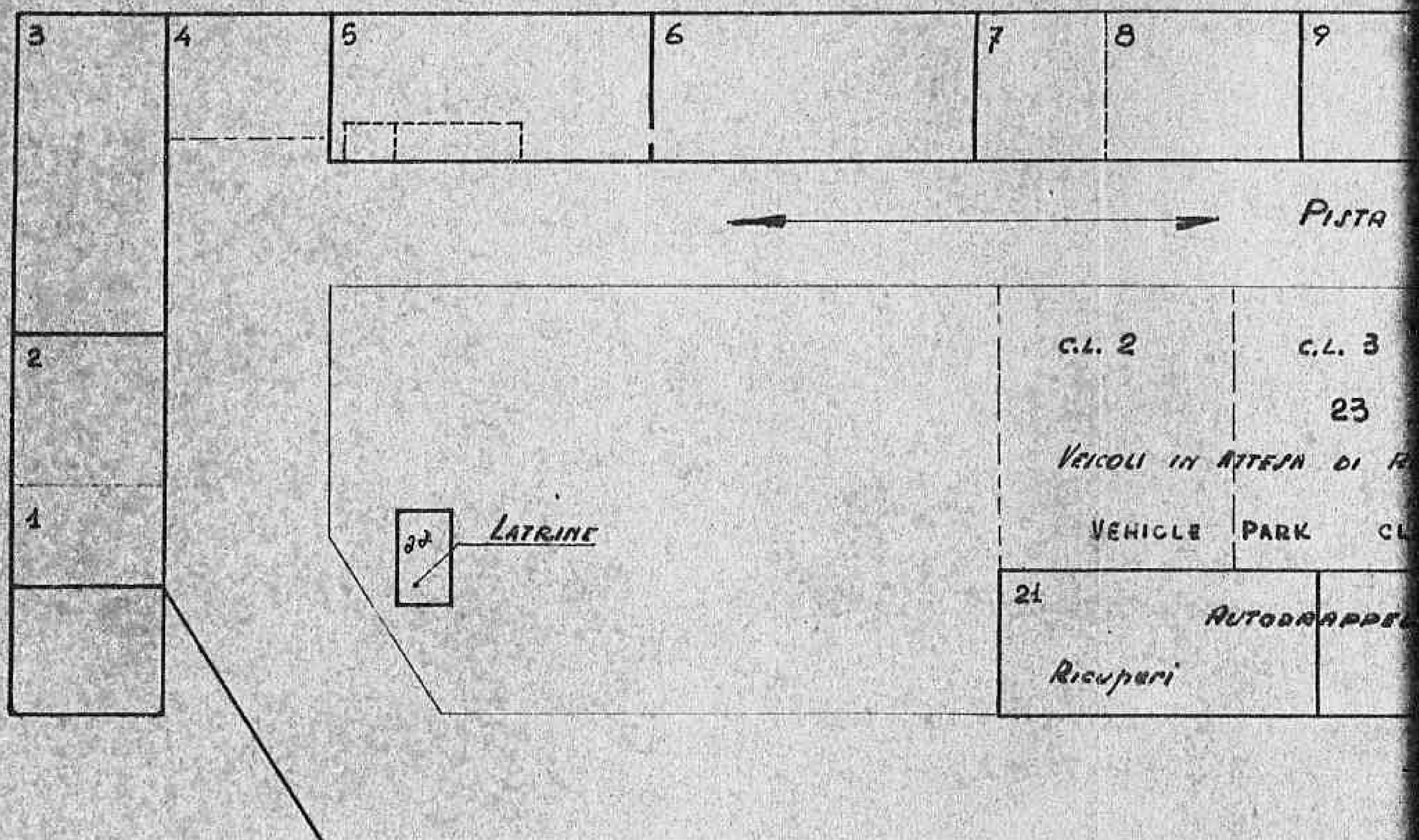
PH. Nelson

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Spoke for 12/1/43

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OFFICINE M

OFFICINE MECCANICHE DIVIS. "FOLGORE."

COVERCIANO

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11

12

PISTA COLLAUDO

C.L. 2

C.L. 3

C.L. 4

23

VEICOLI IN ATTESA DI RIPARAZIONE

VEHICLE

PARK

CLASS

2-3-4

AUTODIAPPELLO

20

Riscupari

G.S.

IN & OUT
INSPECTIONSWASH FOR
VEHICLES

LAVAGGIO MACCHINE

17

LATRINE

18

BAGNI

16

DIREZIONE

OFFICE

ENTRATA OFFICINE
ENTRANCE

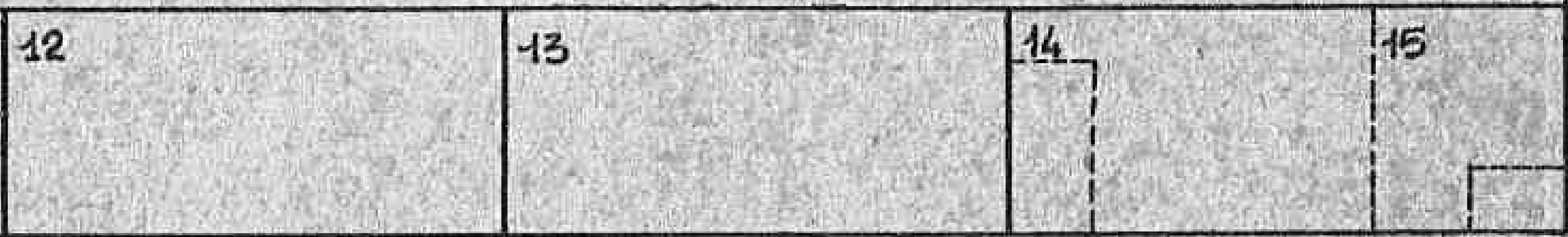
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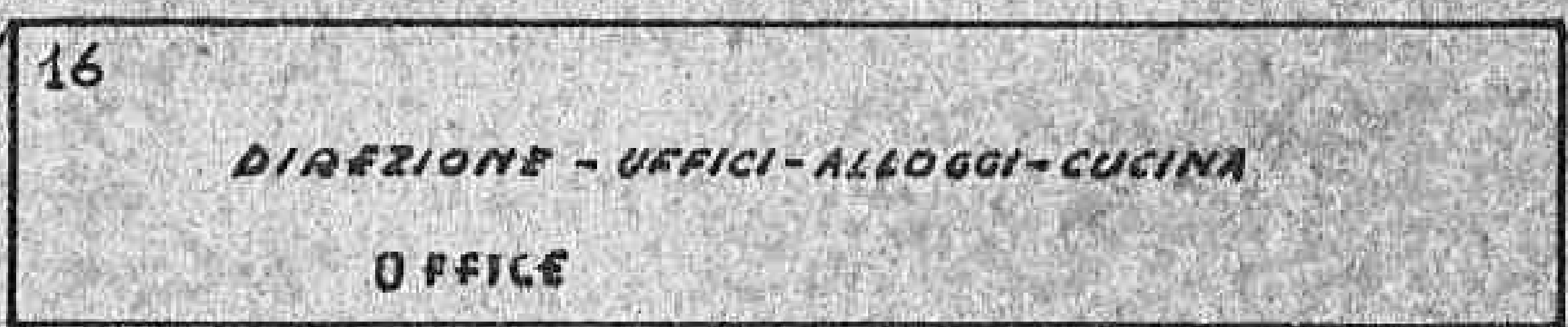
OLGORE.

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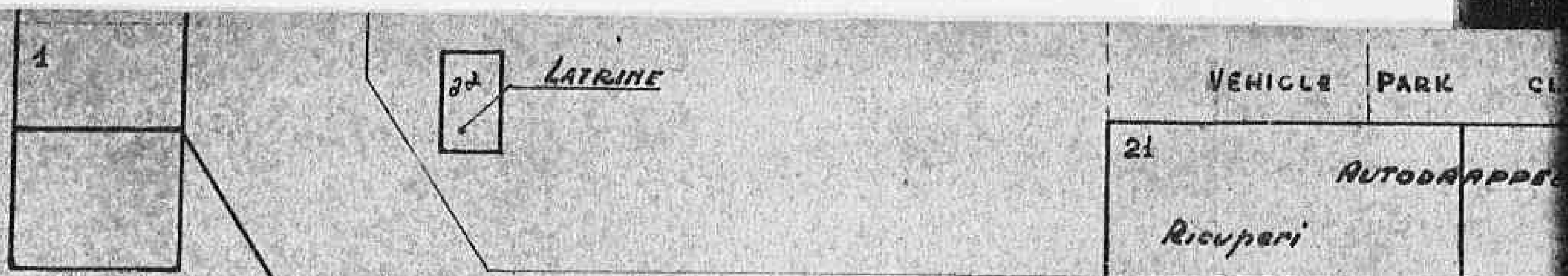


PARCO VEICOLI IN ATTESA DI RIPARAZIONE



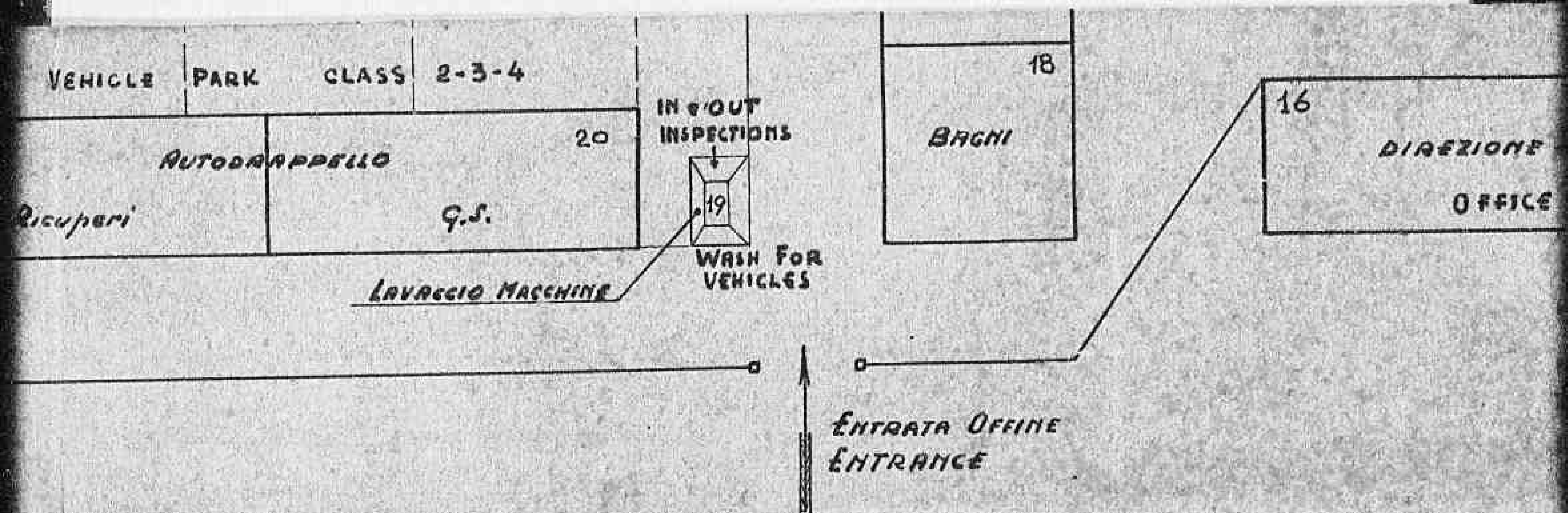
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Work Shop Location Table

Bay No	ORIGINAL USE	PROPOSED USE	WORK REQUIRED	PROGRESS
1	PAINT. SHOP	TEXTILE REPAIRERS	ERECTION OF WALL BETWEEN (1) & (2)	1/4 1/2 3/4
2	MOTOR CYCLES	BATTERY & BATT. CHARGING	ERECTION OF CURTAINS & BENCHES	
3	MACH. ELECT. & UPHOLST.	MACH. & MOTOR REPAIR SHOP	MFT. OF WORK BENCHES	
4	TRANSMISSIONS	WELDING & TUNING & REPAIRS	ROOFING REPAIRS	
5	MAJOR ASS. STORES	MAJOR ASS. STORES	NIL	
6	M.T. STORES	M.T. STORES	NIL	
7	CARPENTERS	CARPENTERS	IMPROVEMENT OF LAYOUT	
8	LIGHT CAR SHOP	PAINT. SHOP	GENERAL ORGANIZATION	
9	VEH. REPAIR. SHOP	NO. CHANGE	GENERAL ORGANIZATION	
10	VEH. REPAIR. SHOP	NO. CHANGE	GENERAL ORGANIZATION	
11	COMPLETED VEH. & OFFICE	NO. CHANGE	NIL	
12	ELECT. REPAIR SHOP	LIGHT CAR SHOP	BENCHES & ORGANIZATION	



WORK REQUIRED	PROGRESS			
CON. OF WALL	1/4	1/2	3/4	1
SEN (1) & (2)				
CON. OF PANELS & BENCHES				
CON. OF WORK BENCHES				
PAINTING REPAIRS				
NIL				
NIL				
REARMENT OF LAYOUT				
GENERAL ORGANISATION				
GENERAL ORGANISATION				
GENERAL ORGANISATION				
NIL				
GENERAL ORGANISATION				

BAY NO	ORIGINAL USE	PROPOSED USE	WORK REQUIRED	PROGRESS		
				1/4	1/2	3/4
13	VEH. REPAIR SHOP	MOTOR CYCLE SHOP	M/C STANDS & BENCHES			
14	GUN & WIRELESS SHOP	CLASS 21 BAY	RACKING, TRESTLES, ETC			
15	ARMOURERS SHOP	S.A. & GUNS	BENCHES & TRACKING			
16	OFFICE & BILLETTS	NO CHANGE	NIL			
17	LATRINES	NO CHANGE	NIL			
18	BATH HOUSE	NO CHANGE	NIL			
19	NOT IN USE	IN & OUT INSPECTIONS	REPAIR HYDRAULIC RAMP			
20	UNIT MT VEHICLES	NO CHANGE	SYSTEM MAINTENANCE			
21	RECOVERY VEHICLES	NO CHANGE	REQUIRED			
22	LATRINES	NO CHANGE	NIL			
23	VEHICLE PARK	NO CHANGE	GENERAL ORGANISATION			
24	NOT IN USE	CL. VEH. PARK & SALVAGE	GROUND CLEARANCE & ORG.			

18

16

DIREZIONE - UFFICI - ALLOGGI - CUCINA
OFFICE

LINE

ED USE	WORK REQUIRED	PROGRESS			
		1/4	1/2	3/4	1
WHEEL SHOP	M/C STANDS & BENCHES				
WASH BAY	RACKING, TRESTLES, ETC				
CLEANING	BENCHES & TRACKING				
RUNS	NIL				
CHANGE	NIL				
CHANGE	NIL				
CHANGE	NIL				
INSPECTIONS	REPAIR, HYDRAULIC RAMP				
CHANGE	SYSTEM OF MAINTENANCE				
CHANGE	REQUIRED				
CHANGE	NIL				
CHANGE	GENERAL ORGANISATION				
MARKS & VAG	GROUND CLEARANCE & ORG.				

SCALE. APPROX. 1:500

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Stato Maggiore - Ufficio Servizi

N° 04/8355/Serv.

Bolzano, 1 Giugno 1946

OGGETTO: Deposito CEM 2 Bis di Merano.-

All. 1

AL MINISTERO DELLA GUERRA
Direz. Gen. Art. e Mot.

R O M A

e, per conoscenza

AL MINISTERO DELLA GUERRA
Cabinetto

R O M A

- 1) L'Autorità alleata ha di recente restituito all'Amministrazione Italiana (A.R.A.R.) il deposito in oggetto che si trova nei locali già commissariato militare in Merano, costituito da un'officina automobilistica composta come risulta dallo specchio allegato.
Tutti gli impianti sia meccanici sia elettrici sono in piena efficienza.-

- 2) Nella considerazione che:
a) l'officina è stata costituita dall'organizzazione Todt;
b) essa si trova in locali dell'Amministrazione Militare adattati ad officina della medesima organizzazione;
c) il materiale - pressoché tutto italiano - non è di provenienza militare;
e stante che la predetta officina può riuscire molto utile al ricostituendo nostro esercito, propongo che siano presi urgenti contatti con l'A.R.A.R. per la cessione a pagamento all'A.M., e prego voler inviare al più presto a Merano un rappresentante di codesto Ministero od autorizzare telegraficamente codesto Comando ad iniziare le trattative.-

- 3) Soggiungo che nell'officina in argomento potrebbe trovare²⁰⁵⁰ sistemazione il 4° Reparto Riparauto (attualmente in Bolzano) e, se del caso, si presenterebbe opportuno la cessione all'A.R.A.R. in parziale compenso - delle attrezzature di cui oggi tale reparto dispone.-

Per le decisioni di codesto Ministero.-

R O M A

-
e, per conoscenza

AL MINISTERO DELLA GUERRA
Gabinetto

R O M A

1)

L'Autorità alleata ha di recente restituito all'Amministrazione Italiana (A.R.A.R.) il deposito in oggetto che si trova nei locali già commissariato militare in Merano, costituito da un'officina automobilistica composta come risulta dallo specchio allegato.

Tutti gli impianti sia meccanici sia elettrici sono in piena efficienza.-

2)

Nella considerazione che:

- a) l'officina è stata costituita dall'organizzazione Todt;
- b) essa si trova in locali dell'Amministrazione Militare adattati ad officina della medesima organizzazione;
- c) il materiale - pressoché tutto italiano - non è di provenienza militare;

e stante che la predetta officina può riuscire molto utile al ricostituendo nostro esercito, propongo che siano presi urgenti contatti con l'A.R.A.R. per la cessione a pagamento all'A.M., e prego voler inviare al più presto a Merano un rappresentante di codesto Ministero od autorizzare telegraficamente codesto Comando ad iniziare le trattative.-

3)

Soggiungo che nell'officina in argomento potrebbe trovarsi la sistemazione il 4° Reparto Riparauto (attualmente in Bolzano) e, se del caso, si presenterebbe opportuno la cessione all'A.R.A.R. in parziale compenso - delle attrezzature di cui oggi tale reparto dispone.-

Per le decisioni di codesto Ministero.-

F. to

IL COMANDANTE MILITARE
F.to (Gen. di Div. ff. g.s. Giacomo Negroni)



AL MINISTERO DELLA GUERRA
Direz. Gen. Art. e Motorizzazione

R O M A

e, per conoscenza

AL MINISTERO DELLA GUERRA
Cabinetto

R O M A

Faccio seguito a quanto comunicato con foglio 04/8355/Serv.
del 1 Giugno 1946.-

Ho visitato personalmente il Deposito CEM 2 bis di Mernao ed ho potuto constatare come gli impianti di quell'officina sono in perfetta efficienza e possono costituire un reale vantaggio per il nostro servizio delle riparazioni.-

Rinnovo quindi la preghiera di prendere in considerazione la proposta già fatta col foglio sopracitato, tanto più che il pagamento potrà essere fatto con cessione di relitti e di altro materiale non necessari all'Amministrazione Militare.-

N. C. P.
N. C. P.

IL COMANDANTE IL TERRITORIO
F.to (Gen. di Div. ff.g.s. Giacomo Negroni) **2049**



translation.

Subject:- Vehicle Maintenance
Competitions.

To:- 4 B. L. U.

Comando Militare Territoriale di Bolzano (IV)
General Staff - Service Office
Ref.: 04/9500/Serv.
Bolzano, 21 June 1946.

Following our letter No. 04/8457/Serv. dated 2 June 46.

Please find enclosed copies of our letters No. 04/9207/Serv.
dated 16 June 46 and No. 04/9288/Serv. dated 21 June 46 re above subject
for your information.

On Order:
The Chief of the General Staff
(sgd) Colonel Enrico Duranti.

Enclos.

W.

2048

translation.

Subject:- Vehicle Maintenance Competitions.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
General Staff - Service Office
Ref.: 04/9207/Serv.

Bolzano, 16 June 1946.

To:- O.C. "Friuli" Division, Levico;
O.C. 4th C.A.R., Verona;
O.C. 6th Regiment Alpini, Merano;
Director of Repairs IV Com.Mil.Terr., Bolzano.

Reference is made to our letter No. 04/8457/Serv. dated 2 June 46.

1. Altering the reference letter in part, I herewith dispose as follows :-
- (a) Duration of the competitions - unit competitions as well as the final competition of whole of the area:- 30 days;
 - (b) Beginning of the unit competitions:- 25 June 46;
 - (c) Beginning of the area competition:- 1 August 46;
 - (d) Units represented in the area competition:- see list attached !

2. Furthermore I am enclosing copy of the rules of the a/m competitions.

With regard to the final area-competition the President of the Judges, Colonel PRONTERO, will make the necessary appointments as to start-time, meeting-place etc. with units concerned.

THE MILITARY COMMANDER
General G. Negroni

(sgd) P.C.C.
The Chief of the Service Office
Major Franco Andreis.

Enclosure:-

List of Units represented in the Area Competition.

"Friuli" Division:- Every Regiment will be represented by the "victor-

Reference is made to our letter No. 04/8457/Serv. dated 2 June 46.

1. Altering the reference letter in part, I herewith dispose as follows :-

- (a) Duration of the competitions -unit competitions as well as the final competition of whole of the area:- 30 days;
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- (c) Beginning of the area competition:- 1 August 46;
- (d) Units represented in the area competition:- see list attached !

2. Furthermore I am enclosing copy of the rules of the a/m competitions.

With regard to the final area-competition the President of the Judges, Colonel FRONTERO, will make the necessary appointments as to start-time, meeting-place etc. with units concerned.

THE MILITARY COMMANDER
General G. Negroni

(sgd) P.C.C.
The Chief of the Service Office
Major Franco Andreis.

----- 2047 -----
Enclosure:-

List of Units represented in the Area Competition.

"Friuli" Division :- Every Regiment will be represented by the "victor-section" of the unit competitions.
The Divisional Units will be represented by the "victor-section" of the unit competition and that one the O.C. "Friuli" Division would like to take part.

4th C.A.R. :- ?

6th Regiment Alpini :- will be represented by the "victor-section" of the unit competition.

M.T. Units under command of 4 Com. Mil. Terr. :- will be represented by the "victor-section" of the unit competition.

W.

Translation.

(Enclosure to letter No. 04/9207/Serv. dated 16-6-46)

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Directory of Vehicle Repairs

R U L E S for the MAINTENANCE COMPETITION.

The competition arranged by the Territorial Command as per letter No. 04/8457/Serv. of 2 June 46 is thought to be an attempt to ascertain the degree of efficiency and the improvements being established W.S.F. an appointed period, proportionally among the M.T. Sections under this Command as refers to the duties carried out by every section, and it is intended to award a prize to the section (unit), which ~~will be the one~~ by tangible results will prove itself to have taken the utmost care of its maintenance service.

To this effect the Commission composed as per a/m ref. letter, will state :-

- (a) Number of vehicles being efficient, in relation to number of vehicles on charge, and by a special inspection the degree of efficiency of each vehicle held by the M.T. Units under our Command.
When starting the competition the procedure laid down in para (a) will be proclaimed.
- (b) The service performed by every unit during the whole period the competition refers to; this service to be shown by the number of kilometers driven and transport done in "quintali" (= 100kilos), on an average for every vehicle.
- (c) Repairs carried out in the unit's workshops or in the other ones on account of the competitive unit.
- (d) Number of vehicles being efficient, in relation to number of vehicles on charge, and degree of efficiency of each vehicle on the date when the competition closes down; it then will be stated which unit is to be considered "victor", the index of which be proved by confronting the figures of the several lists and documents made out during the competition.

To this effect the Commission will pass judgment by the following procedure :-

- That unit will be found to be the victor, which will have
- (a) the highest percentage of efficient vehicles;
 - (b) the highest average figure (for each car) of service carried out (kilometers and quintali) during the competition-period; and
 - (c) which at the same time has had a minority of repairs.

The work of repair being performed will be estimated as follows

as refers to the units carried out, which will be awarded a prize to the section (unit), which will be awarded by tangible results will prove itself to have taken the utmost care of its maintenance service.

To this effect the Commission composed as per a/m ref. letter, will state :-

- (a) Number of vehicles being efficient, in relation to number of vehicles on charge, and by a special inspection the degree of efficiency of each vehicle held by the M.T. Units under our Command.
When starting the competition the procedure laid down in para (a) will be proclaimed.
- (b) The service performed by every unit during the whole period the competition refers to; this service to be shown by the number of kilometers driven and transport done in "quintali" (= 100kilos), on an average for every vehicle.
- (c) Repairs carried out in the unit's workshops or in the other ones on account of the competitive unit.
- (d) Number of vehicles being efficient, in relation to number of vehicles on charge, and degree of efficiency of each vehicle on the date when the competition closes down; it then will be stated which unit is to be considered "victor", the index of which be proved by confronting the figures of the several lists and documents made out during the competition.

To this effect the Commission will pass judgment by the following procedure :-

- 2046
- That unit will be found to be the victor, which will have
- (a) the highest percentage of efficient vehicles;
 - (b) the highest average figure (for each car) of service carried out (kilometers and quintali) during the competition-period; and
 - (c) which at the same time has had a minority of repairs.

The work of repair being performed will be estimated as follows :-

Repairs of 1st degree	-	coefficient 1
" " 2nd "	-	coefficient 3
" " 3rd "	-	coefficient 5

So the index of the "victor-unit" will be shown by the formula :-

$$\frac{E \times K \times P}{R} \quad \left(\frac{\text{Efficienza} \times \text{Chilometraggio} \times \text{Peso}}{\text{Riparazioni}} \right)$$

Explanation:-

E = ^{important} best percentage of efficient vehicles;

K = kilometers driven;

P = weights of transport done;

R = total of coefficients for repairs carried out)

The index of the victor must show the highest figure of all.

Example:-

Unit X have 150 vehicles on their charge, of which 100 are efficient when starting the competition, whilst 110 are efficient when terminating the competition; they have driven 3000 kilometers and done a transport of 1000 quintali, and the following repairs have been carried out:

4 repairs of 1st degree	/	coefficient 1 x 4	=	4
4 " " 2nd	/	" " 3 x 4	=	12
2 " " 3rd	/	" " 5 x 2	=	10
total of coefficients				= 26

Accounting:

percentage of efficient vehicles on start of competition... 66 %
 " " " on termination " 70 %
 percentage improved 4 %
 kilometers driven 3000 : 150 = 20 km (vehicle average)
 quintali carried 1000 : 150 = 6,6 qu (vehicle average)
 repairs carried out (total of coefficients) = 26

makes an index figure of:

$$\frac{4}{26} \times 20 \times 6,6 = 20,307$$

In order to state the service performed and the repairs carried out, the Commission will check the work tickets (foglio di viaggio) delivered to each vehicle during the competition-period; These tickets to be duly completed by registering the transport weights and all particulars of work done by the workshops.

The unit competitions are commencing on 25 June 46 and will be terminated by 25 July 46.

The area competitions will be started on 1 August 46 and will be finished on 30 August 46.

In the unit competitions all sections of each unit will take part, but in the area competition each unit will only be represented by the "victor-section".

W.

2045

Translation.

Subject:- Vehicle Maintenance Competition.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
General Staff - Service Office
Ref.: 04/9288/Serv.

Bolzano, 21 June 1946.

To:- O.C. "Friuli" Division, Levico; ref. 1673/sut. of 12 June 46.
O.C. 4th C.A.R., Verona; ref. 4415 of 5 June 46.
O.C. 6th Regiment Alpini, Merano.
Director of Repairs IV Com.Mil.Terr., Bolzano.

The Commission for the Area Competition will consist of :-

Colonel Dante FRONTERO, Director of Repairs - President;
Major Bonaventura LEONE, O.C. "Friuli" Workshops - Member;
Lieut. Valentino BELLOGGI, 4th C.A.R. - Member & Secretary.

THE MILITARY COMMANDER
General Giacomo NEGRONI

(sgd)

P.C.C.
The Chief of the Service Office
Major Franco Andreis.

2044

COMANDO MILITARE TERRITORIALE DI OLZANO (IV)
Stato Maggiore - Ufficio Servizi

n.04/9500/Serv.

BOLZANO 21/6/1946

Oggetto: gare di manutenzione automobili.

all. 2

AL 4° B.L.U.



SEDE

Seguito f° n.04/8457/Serv. del 2 corr.mese,

Per opportuna informazione trasmettessi copia dei
f.i di questo c.do n.04/9207/Serv. e n. 04/9288/Serv. rispet-
tivamente in data 16 giugno ed odierna, pari oggetto.

- register
- translate
- then Capt.
White



d'ordine
EL CAPO DI STATO MAGGIORE
(Col. Enrico Duranti)

[Signature]

2043

COPAL/P

all. 1 al f. n.04/9500/Serv. del 21.6.46

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Stato Maggiore - Ufficio Servizi

n.04/9207/Serv.

Bolzano 16.6.46

Oggetto: gare di manutenzione automezzi.

Alleg. 2

AL COMANDO DIVISIONE TRIULI
AL COMANDO 4° C.A.R.
AL COMANDO 6° RGT ALPINI
ALLA DIREZIONE RIPARAZIONE IV CO. MILITARE

LEVICO
VERONA
TIRANO
SARDE

Seguito f. n.04/8457/Serv. del 2 corr.mese

I

A parziale modifica del foglio cui faccio
seguito, dispongo:

- a) durata delle gare sia di corpo sia di territorio:
30 giorni;
- b) inizio delle gare di corpo: 25 giugno;
- c) inizio delle gare di territorio: 1 agosto;
- d) enti partecipanti alla gara di territorio; vedasi
elenco allegato.

II

Trasmetto in copia le norme che debbono re-
golare le gare sia di corpo sia di territorio.

Per la gara di territorio, il presidente la
commissione colonnello Frontero prenderà i necessari accor-
di con gli enti interessati circa ore e località di presen-
tazione, ecc.

IL COMANDANTE MILITARE
(Gen. di Div. ff. g. n. G. Negroni)

2042



P.O.C.
UFFICIO SERVIZI
(Gen. di Div. ff. g. n. G. Negroni)

Gen. Andreis

all. 1 al 2° n. 04/9207/serv. del 16.6.46

ELenco DEGLI ENTI PARTECIPANTI ALLA GARA DI TERRITORIO

DIVISIONE FRIULI:

- per ciascun reggimento: il reparto vincitore della gara di corpo;
- per gli enti divisionali: il reparto vincitore della gara fra detti enti e quello che il c.do divisione Friuli vorrà far partecipare.

4° C.A.R.

6° REGGIMENTO ALPINI: il reparto vincitore della gara di corpo.

ENTI AUTOMOBILISTICI DEL TERRITORIO: il reparto vincitore della gara di corpo.



2041

Rel. 2 al foglio. 04/8457/Serv. n. 16.6.68

COMANDO MILITARE TERRITORIALE DI BOL. NO (IV)

Direzione Riparazioni Automobilistiche

N O R M E

per la gara di manutenzione

La gara indetta dal Comando Militare Territoriale con foglio n. 04/8457/Serv. in data 2 giugno 1946 tende ad accertare percentualmente fra i Reparti Automobilistici dipendenti, il grado di efficienza e le migliori apportate, dopo un determinato periodo di tempo, in rapporto ai servizi prestati dal Reparto stesso, ed a premiare il Reparto che risulti quello che abbia provveduto alla manutenzione nel modo migliore con tangibili risultati.

Ciò posto, la Commissione, composta come da foglio succitato, stabilirà:

a) = il numero dei mezzi efficienti, in percentuale rispetto al carico, ed il grado di efficienza di ciascun mezzo, con apposita visita, dei reparti automobilistici dipendenti.

all'invio alla gara

Redigerà apposito verbale constatante quanto stabilito al comma a);

b) = il servizio compiuto da ogni Reparto durante tutto il periodo di tempo per il quale è indetta la gara stessa; servizi espressi, in chilometri percorsi e quintali trasportati, nella media per ciascun automezzo;

c) = riparazioni eseguite nelle officine del reparto o nelle altre per conto del reparto in gara;

d) = numero degli automezzi efficienti, in percentuale rispetto al carico, e grado di efficienza di ogni mezzo alla data di chiusura della gara; redigerà apposito verbale, dove, sulla scorta dei documenti di cui in appresso, venga stabilito l'indice dal confronto dei quali risulterà il reparto vincente. **2040**

Ai fini dell'accertamento del reparto vincente, la Commissione seguirà il seguente criterio:

- sarà vincitore il reparto che avrà la maggiore percentuale di automezzi efficienti ed avrà maggiore la media (per ciascun automezzo) dei servizi effettuati (Km.xql.) durante il periodo di gara e che nello stesso tempo avrà eseguito il minor numero di riparazioni.

La gara indetta dal Comando Militare Territoriale con foglio n. 04/8457/Serv. in data 2 giugno 1946 tende ad accertare percentualmente fra i Reparti Automobilistici dipendenti, il grado di efficienza e le migliori apportate, dopo un determinato periodo di tempo, in rapporto ai servizi prestati dal Reparto stesso, ed a premiare il Reparto che risulti quello che abbia provveduto alla manutenzione nel modo migliore con tangibili risultati.

Ciò posto, la Commissione, composta come da foglio succitato, stabilirà:

- a) = il numero dei mezzi efficienti, in percentuale rispetto al carico, ed il grado di efficienza di ciascun mezzo, con apposita visita, dei reparti automobilistici dipendenti.
- Attenzione alla gara*
Redigerà apposito verbale constatante quanto stabilito al comma a);
- b) = il servizio compiuto da ogni Reparto durante tutto il periodo di tempo per il quale è indetta la gara stessa; servizi espressi, in chilometri percorsi e quintali trasportati, nella media per ciascun automezzo;
- c) = riparazioni eseguite nelle officine del reparto o nelle altre per conto del reparto in gara;
- d) = numero degli automezzi efficienti, in percentuale rispetto al carico, e grado di efficienza di ogni mezzo alla data di chiusura della gara; redigerà apposito verbale, dove, sulla scorta dei documenti di cui in appresso, venga stabilito l'indice dal confronto dei quali risulterà il reparto vincente.

Ai fini dell'accertamento del reparto vincente, la Commissione seguirà il seguente criterio:

— sarà vincitore il reparto che avrà la maggiore percentuale di automezzi efficienti ed avrà maggiore la media (per ciascun automezzo) dei servizi effettuati (Km.xql.) durante il periodo di gara e che nello stesso tempo avrà eseguito il minor numero di riparazioni.

Le riparazioni eseguite saranno computate nella seguente maniera:

riparazioni di 1° grado	coefficiente 1
" di 2° "	" 3
" di 3° "	" 5

..

(2)

Per quanto suesposto sarà vincitore quel reparto il cui indice, dato dalla formula :

$$\frac{E \times K \times P}{R}$$

(in cui E = miglioria percentuale efficienza automezzi, K = chilometri percorsi, P = peso trasportato, R = somma dei coefficienti delle riparazioni eseguite) sia il più elevato.

ESEMPIO : Abbia il Reparto X in carico 150 automezzi di cui 100 efficienti al principio della gara e 110 alla fine di essa; abbia eseguito il trasporti di Q.li 1000 per un totale di Km. 3.000 ed abbia eseguito n.10 riparazioni così suddivise :

riparazioni di 1° grado	n. 4	coefficiente	1 x 4 = 4
" 2° "	n. 4	"	3 x 4 = 12
" 3° "	n. 2	"	5 x 2 = 10

Totale coefficienti = 26

si avrà :

percentuale all'inizio della gara di mezzi efficienti 66%
 " alla fine gara " 70%
 miglioria percentuale 4%

Km. percorsi 3.000 : 150 = 20 Km. (media autocarro)

Q.li trasport. 1.000 : 150 = 6,6 Q.li (med. autocarro)

Riparaz. eseguite (somma dei coeff.) = 26

l'indice sarà dato da :

$$\frac{4 \times 20 \times 6,6}{26} = 20,307$$

Allo scopo di accertare i servizi e le riparazioni effettuate le Commissioni prenderanno visione dei fogli di viaggio ri lasciati per ciascun automezzo durante il periodo di gara, completati dall'indicazione del peso trasportato e di tutte le commesse di lavoro eseguite dalle Officine dipendenti.

Le gare di Corpo avranno inizio il 25 giugno 46 e fine il 25 luglio 46.

Le gare di territorio avranno inizio il 1° agosto 1946 e fine il 30 dello stesso mese.

Alle gare di Corpo parteciperanno i reparti di ciascun corpo; a quelle di territorio parteciperanno i reparti vincenti di ciascun corpo.

all. 2 al f. n.04/9500/Serv. del 21.6.1946

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Stato Maggiore - Ufficio Servizi

AMB/P

n.04/ 9288 /Serv.

BOLZANO

21 /6/1946

Oggetto: gara di manutenzione automobili.

AL COMANDO DIVISIONE FRIULI
rif.f° n.1673/aut. del 12 c.m.

TREVISO

AL COMANDO 4° C A R
rif.f° n.4115 del 5 c.m.

VERONA

AL COMANDO 6° REGGIMENTO ALPINI

MERANO

ALLA DIREZIONE RIPARAZIONE IV COMITATO

BOLZANO

La commissione per le gare di territorio rimane
così costituita:

- colonnello Frontero Dante, direttore rip.aut. Presidente
- maggiore Leone Donaventura, capo uff.aut.div.Friuli
Membro
- tenente Bellogi Valentino, 4° GAR
Membro e Segretario



P.C.C.

UFFICIO SERVIZI

(Gen. di Div. ff.g.s. Giuseppe Andreis)

IL COMANDANTE MILITARE
(Gen. di Div. ff.g.s. Giuseppe Negroni)

2038

785020

IMPORTANT

8133

LR3F V LRUL NR 1697 P (A MBHF 40)
 FROM 5 BRITISH LIAISON UNIT.. 021500A
 TO MMIA ROME.

QSH GR 22 BT.

AQ/47. UNCLASSIFIED.

SUBJECT IS I V P SACILE.

ONE. VEHs IN SACILE DUMP RAPIDLY DETERIORATING OWING TO EXPOSURE TO WEATHER.

TWO. PARK MUST BE CLEARED SOONEST AS REQUIRED AS TRAINING GROUND FOR SACILE T T C.

THREE. SUGGEST ALL VEHICLE PARTS OF NO VALUE TO IT. ARMY BE SOLD BY WAR MINISTRY TO CIVILIAN FIRMS AND THAT SL// SPARE PAR// PARTS ENGINES ETC OF VALUE TO IT. ARMY BE H// REMOVED TO BOLOGNA. *Piacenza*

FOUR. PLEASE CONSIDER THESE PROPOSALS IN VIEW OF THE FACT THAT 5 TERRITORIAL HQ CANNOT EITHER UNDERTAKE REPAIRS OR DISPOSE OF VEHs WITHOUT ORDERS EX WAR MINISTRY. DISPOSAL INSTRUCTIONS AWAITED.

BT

SENT EL AR TKS K
 RD NR 1697 AT 2245 CR B2KK

109
ME/45
4/04
8
ROME
Pl contact 4/12/46
W.C. Hain
10/12/46

1315