Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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ME/43/c

Sitreps + Reports

2176
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4 3LU

Aug. - Dec. 1946

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

(11)

REME 4 B.L.U.
Ref.: S/R 32

9 December 1946.

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

Period 20 November - 30 November 1946

1. Due to the absence of EME on Leave no Sitrep is rendered for the above period.

2. The following returns for the above period are attached :-

(a) Workshop Outputs.
(b) List of Inspections on Telecomm Equipment.
(c) List of Inspections on Small Arms.
(d) List of Inspections on Artillery.
(e) List of Vehicle Inspections.

(f) Repair of British and American Engines ("Friuli" Inf.Div.):-
No engine repairs during period 3 - 16 November 46.
Attached is a return of engines repaired during period 17-30 Nov 46.

Enclos.

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

303

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2258

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above period.

2. The following returns for the above period are attached :-

(a) Workshop Outputs.
(b) List of Inspections on Telecomm Equipment.
(c) List of Inspections on Small Arms.
(d) List of Inspections on Artillery.
(e) List of Vehicle Inspections.

(f) Repair of British and American Engines ("Friuli" Inf.Div.):-
No engine repairs during period 3 - 16 November 46.
Attached is a return of engines repaired during period 17-30 Nov 46.

Enclos.

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

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Refs
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W O R K S H O P O U T P U T S :-

1 Mobile Park

Week ending 23 November 46		
M/C	-	1
Cars	-	3
Lorries	-	--
Total		4

Week ending 30 November 46

--.--

d i s b a n d e d !

21 Recovery Commission

Week ending 23 November 46		
M/C	-	--
Cars	-	2
Lorries	-	2
Total		4

Week ending 30 November 46		
M/C	-	2
Cars	-	--
Lorries	-	8
Total		10

4 Repair Unit

Week ending 23 November 46		
M/C	-	1
Cars	-	4
Lorries	-	1
Total		6

Week ending 30 November 46		
M/C	-	--
Cars	-	4
Lorries	-	2
Total		6

16 Repair Unit

Week ending 23 November 46		
M/C	-	4
Cars	-	2
Lorries	-	6
Total		12

Week ending 30 November 46		
M/C	-	2
Cars	-	4
Lorries	-	9
Total		15

"Friuli" Workshop

Week ending 22 November 46		
M/C	-	1
Cars	-	8
Lorries	-	3
Total		12

Week ending 29 November 46		
M/C	-	--
Cars	-	5
Lorries	-	16
Total		21

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officine Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO
PRESSO QUESTA OFFICINA MOBILE dal 18 Novembre al 2 Dicembre 1946

REPARTO	Materiale	In riparazione	Riparato	Da riparare	B.L.R.	Funzionamento
35° Artiglieria	Telefoni	8	2	6	-	ottimo
" "	Radio 22	3	3	-	-	"
" "	Cuffie n.	3	3	-	-	
" "	Accumulatori	3	3	-	-	
20 T.R.T.	Radio 22	4	-	4	-	
87 Rgt.Ftr.	Radio 48	-	-	4	-	

Trento, li 1/12/1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

2297

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DIMOSTRATIVO DELLE ARMI RIPARATE AI VARI REPARTI DELLA DIVISIONE "FRIULI" dal 18 Novembre al 2 Dicembre 1946

REPARTO	Tipo	Armi riparate	B.L.R.	Note
35° Art. 6 Gruppo	Fucili M/4	3		
	Thompson	6		
	Bren	1		
	Pistole 38	1		
" " 4 Gruppo	Fucili	35		
	Thompson	3		
88 Rgt.Ftr. Uff.Materiali	Fiat	1		
	Thompson	1		

Trento, li 2 Dicembre 1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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COPIA.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI VARI REPARTI
DELLA DIVISIONE "FRIULI" dal 18 Novembre al 2 Dicembre 1946

REPARTO	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B.L.R.	Stato d'uso
35° Rgt.Art. V Gruppo	8	-	1		buono
Costituendo Reggimento Contraerei	25	25	-		buono

Trento, li 2 Dicembre 1946.

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 16 al 30 Novembre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mob. per grandi riparazioni
87° Rgt. Fanteria (1° L.A.D.)	4	3	1
88° Rgt. Fanteria (2° L.A.D.)	4	4	-
35° Rgt. Fanteria (3° L.A.D.)	12	10	2

Levico, li 11 Dicembre 1946

d'ordine
IL TEN. COLONNELLO CAPO S.M.
Pietro Testa

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI DALL' OFFICINA MOBILE O DA ENTI CIVILI
dal 17 al 22 Novembre 1946

Tipo	No.	Officina che ha revisionato	Note
Dodge	1	Marconi	
Bedford	4	-	
Ford	1	-	
G.M.C.	1	-	
Chevrolet	1	-	
Morris	1	-	

Trento, li 22/11/1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

SITUAZIONE MOTORI REVISIONATI DALL' OFFICINA MOBILE O DA ENTI CIVILI
dal 23 al 30 Novembre 1946

Tipo	No.	Officina che ha revisionato	Note
Ford	1	Caproni	
Chevrolet	1	Marconi	
Bedford	1	-	
Dodge	1	-	

Trento, li 4/12/1946

2293

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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

REME 4 B.L.U.
Ref.: S/R 31

20 November 1946.

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

Period 20 October - 19 November 1946

865

RECEIVED 2 DEC 1946

1. General.

The EME was granted local leave during the first half of this period, therefore this Sitrep will only refer to the latter part of above period with the exception of the usual returns which are attached.

2. REME Conference.

On 4 November 46 the EME proceeded to Bologna to attend a 2 day conference (5 and 6 Nov 46) of EME's under Colonel Blunt, ADME M.M.I.A.

3. 4 Repair Unit (Merano).

The above Unit was visited on the 8 November 46. This Workshop was found to be settling down very well, but is handicapped by the difficulties contained in the O.C. Workshop's attached translated report.

4. Important Visits.

On 12 November 46 Lieut.Colonel Blunt, ADME M.M.I.A., visited, accompanied by EME, the 4 Repair Unit (Merano) and the Main "Friuli" Workshop (Trento).

The Vice Director of Repairs Lt.Colonel Baccari was present whilst at the 4 Repair Unit, and the CME "Friuli" Infantry Division attended the inspection of the Main "Friuli" Workshop.

A visit was later made to the Caproni Works at Trento aerodrome by Colonel Blunt, CME, O.C. "Friuli" Workshop and the EME to see progress of "Friuli" vehicles under repair (see para 2 (c) of previous Sitrep).

5. CME "Friuli" Infantry Division.

Attached is a translated copy of the monthly report (October 46) of CME "Friuli" Infantry Division.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

therefore this Sitrep will only refer to the [illegible] period with the exception of the usual returns which are attached.

2. REME Conference.

On 4 November 46 the EME proceeded to Bologna to attend a 2 day conference (5 and 6 Nov 46) of EME's under Colonel Blunt, ADME M.M.I.A.

3. 4 Repair Unit (Merano).

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The Vice Director of Repairs Lt.Colonel Baccari was present whilst at the 4 Repair Unit, and the CME "Friuli" Infantry Division attended the inspection of the Main "Friuli" Workshop.

A visit was later made to the Caproni Works at Trento aerodrome by Colonel Blunt, CME, O.C. "Friuli" Workshop and the EME to see progress of "Friuli" vehicles under repair (see para 2 (c) of previous Sitrep).

5. CME "Friuli" Infantry Division.

Attached is a translated copy of the monthly report (October 46) of CME "Friuli" Infantry Division.

2292

6. REME Personnel.

Due to the continued lack of transport the REME Personnel have not yet commenced work in their proper roles.

7. Miscellaneous.

The remainder of this period not listed above has been devoted mainly to Unit transport problems, Unit duties and general office work.

Rec'd 12 Dec.

P.t.o.

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

Attached is a return of engines repaired during period 6 Oct to 2 Nov 1946.

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

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms and Artillery during this period. Also attached are lists of Vehicle inspections which have taken place in the last period of October 46 and first period of November 46.

10. Workshop Outputs.

1 Mobile Park

Week ending 26 October 46		
M/C	-	--
Cars	-	5
Lorries	-	6
Total		11

Week ending 2 November 46		
M/C	-	--
Cars	-	2
Lorries	-	2
Total		4

Week ending 9 November 46		
M/C	-	--
Cars	-	--
Lorries	-	3
Total		3

Week ending 16 November 46		
M/C	-	--
Cars	-	1
Lorries	-	3
Total		4

21 Recovery Commission

Week ending 26 October 46		
M/C	-	1
Cars	-	1
Lorries	-	2
Trailers	-	1
Total		5

Week ending 2 November 46		
M/C	-	--
Cars	-	1
Lorries	-	6
Total		7

Week ending 9 November 46		
M/C	-	1
Cars	-	3
Lorries	-	5
Total		9

Week ending 16 November 46		
M/C	-	--
Cars	-	2
Lorries	-	3
Total		5

4 Repair Unit

Week ending 26 October 46 — Week ending 2 November 46

22 9 46

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1 Mobile Park

Week ending 26 October 46	
M/C	-
Cars	5
Lorries	6
Total	11

Week ending 2 November 46	
M/C	-
Cars	2
Lorries	2
Total	4

Week ending 9 November 46	
M/C	-
Cars	-
Lorries	3
Total	3

Week ending 16 November 46	
M/C	-
Cars	1
Lorries	3
Total	4

21 Recovery Commission

Week ending 26 October 46	
M/C	1
Cars	1
Lorries	2
Trailers	1
Total	5

Week ending 2 November 46	
M/C	-
Cars	1
Lorries	6
Total	7

Week ending 9 November 46	
M/C	1
Cars	3
Lorries	5
Total	9

Week ending 16 November 46	
M/C	-
Cars	2
Lorries	3
Total	5

4 Repair Unit

Week ending 26 October 46	
M/C	-
Cars	5
Lorries	3
Total	8

Week ending 2 November 46	
M/C	-
Cars	3
Lorries	2
Trailers	1
Total	6

Week ending 9 November 46	
M/C	-
Cars	2
Lorries	2
Total	4

Week ending 16 November 46	
M/C	-
Cars	3
Lorries	2
Trailers	1
Total	6

p.t.o.

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Workshop Outputs (ctd.)

16 Repair Unit

Week ending 26 October 46		
M/C	-	4
Cars	-	5
Lorries	-	5
Trailers	-	1
Total		15

Week ending 2 November 46		
M/C	-	1
Cars	-	4
Lorries	-	7
Trailers	-	1
Total		13

Week ending 9 November 46		
M/C	-	2
Cars	-	2
Lorries	-	3
Total		7

Week ending 16 November 46		
M/C	-	3
Cars	-	2
Lorries	-	5
Trailers	-	1
Total		11

"Friuli" Workshop

Week ending 25 October 46		
M/C	-	3
Cars	-	2
Lorries	-	3
Total		8

Week ending 1 November 46		
M/C	-	4
Cars	-	3
Lorries	-	4
Total		11

Week ending 8 November 46		
M/C	-	--
Cars	-	6
Lorries	-	5
Total		11

Week ending 15 November 46		
M/C	-	--
Cars	-	4
Lorries	-	9
Total		13

Enclos.

A White.

Capt.
S.O. REME 4 B.L.U. 2280

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Translation.

Subject:- Report of the 4 Repair Unit.

O.C. 4 REPARTO RIPARAZIONI AUTOMOBILISTICHE
Ref.: 01402/C

Merano, 11 November 1946.

2nd Echelon Workshop

Officers - The W.E. strength has not been reached yet.
W.E. strength 8 officers, less actual strength = deficient of 3, viz. :-
Director of the Workshop,
Officer i/c fitters & engine specialists section,
Administration Officer.

N.C.O.'s - W.E. strength 12 - actual strength 10 - deficient of 2, viz.:-
N.C.O. i/c inefficient vehicle park,
N.C.O. Chief Mechanic of the fitters & engine specialists section.

O.R.'s - W.E. strength 71 - actual strength 29 - deficient of 52.
Remarks :-
The W.E. strength however is to be considered reduced to half because of Ministerial exigences.

Of the actual 29 personnel there are only 2 which can be used for W/S service, though they have not been classified specialized military personnel; the other military personnel have been detailed for various services of the Unit, as they are not capable of doing the W/S job.

Civilians.

2289

Artillery Accountant -
in charge of the issue of all material; 1 within W.E., is present.

Office Workers ("Impiegati") -
W.E. strength 14 - actual strength 17 - deficient of NONE, surplus to W.E. 3.
One is in charge of the administration of the civilian mess, two are serving with the Direzione Riparazioni Automobilistiche del Corpo d'Armata in the capacity of typists.

Daily paid Workmen ("Operai salariati") -
W.E. strength 76 - actual strength 97 - deficient of NONE, surplus to W.E. 21.
1 is cook in the civilian mess;
1 is serving with Director of Repairs as driver;

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Administration Officer.

N.C.O.'s - W.E. strength 12 - actual strength 10 - deficient of 2, viz.:-
N.C.O. i/c inefficient vehicle park,
N.C.O. Chief Mechanic of the fitters & engine specialists section.

O.R.'s - W.E. strength 71 - actual strength 29 - deficient of 52.
Remarks :-
The W.E. strength however is to be considered reduced to half because of Ministerial exigences.

Of the actual 29 personnel there are only 2 which can be used for W/S service, though they have not been classified specialized military personnel; the other military personnel have been detailed for various services of the Unit, as they are not capable of doing the W/S job.

Civilians.

2289

Artillery Accountant -
in charge of the issue of all material; 1 within W.E., is present.

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W.E. strength 14 - actual strength 17 - deficient of NONE, surplus to W.E. 3.
One is in charge of the administration of the civilian mess, two are serving with the Direzione Riparazioni Automobilistiche del Corpo d'Armata in the capacity of typists.

Daily paid Workmen ("Operai salariati") -
W.E. strength 76 - actual strength 97 - deficient of NONE, surplus to W.E. 21.
1 is cook in the civilian mess;
1 is serving with Director of Repairs as driver;
3 are serving with the Recovery Section, Riva/Garda;
1 is serving with the Recovery Section, Dobbiaco;
2 are guards for the derelicts in the Baracks Duca d'Aosta;
10 are doing various services, and these are no specialized workmen, but only apprendices.
Remarks :-
Only 50 of the W.E. of 76 workmen are definitely capable of doing the vehicle repair job in the W/S; the other 26 are used for various services (breakdown team, recovery team, guard team etc.).
It will be necessary to increase the W.E. considering the great number of vehicle repairs for which the number of the following professional workers should be increased as follows:-

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1 electrician
2 plate-makers (sheet metal workers)
1 blacksmith
2 carpenters
6 fitters
1 turner
1 varnisher
6 assistants

Total increase..20 personnel, which I am proposing.

At present there are under repair :-

15 cars
14 lorries
4 motorcycles.

The following vehicles are to be repaired :-

1 car
9 lorries.

Difficulties encountered regarding repairs.

Labour - Of 50 personnel serving with the workshop, there are only 25 specialized workmen. The other 25 are individuals which have not sufficient knowledge of the job and therefore their capacity is very narrow.

Spare Parts - As we have not been authorized by the Ministerial Authorities to have a stores depot, this Unit is obliged, whenever a vehicle comes in for repair, to make a request to the Stores Depot Piacenza for the material required, and if not available there, to apply to local firms for the purchase of the material required to get the vehicle efficient, no matter what type of vehicle. So we have always an excessive loss of time by the attempts to obtain the materials (there are a few cars in the W/S since 6 months and more which can't be repaired yet for the reasons as explained above).

Furthermore I want to point out that the 3 Stores Depot (Magazzino Ricambi) Piacenza supplies only 10% of the items indented for, because they, too, don't dispose of available materials. They have notified this Unit that the indent forms referring to the materials they were unable to supply, have been sent to the Provisioning Office (Ufficio Approvvigionamento) Torino. But Torino never has supplied any materials yet nor despatched.

It is further emphasized that the places of Bolzano and Merano are unprovided regarding M.T. materials. When this Unit applies to a local firm for the purchase of materials, the indent in question will be passed to the factories. So a new loss of time arises, and very often it was stated that the material supplied was not in accordance with the items ordered.

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4 motorcycles.

The following vehicles are to be repaired :-

1 car
9 lorries.

Difficulties encountered regarding repairs.

Labour - Of 50 personnel serving with the workshop, there are only 25 specialized workmen. The other 25 are individuals which have not sufficient knowledge of the job and therefore their capacity is very narrow.

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THE TEMPORARY C.O. UNIT
(sgd) Captain Bruno Rossi.

25.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :-

MONTH OF O C T O B E R 1946.

(1) Ordinary Maintenance :-
The position is still the same as reported in September. The team nominated for vehicle inspections has proved to be very useful, and it is hoped that by this system the personnel i/c maintenance service will become well instructed how the vehicles should be maintained.

(2) Extraordinary Maintenance :-
is being practised monthly.

(3) Efficiency State of Vehicles :-
Owing to lack of tyres the percentage of vehicles and motorcycles being inefficient, is still the same.
Regarding the technical side, the crisis in which the Division has been involved owing to lack of spare parts is being overcome now since the spare parts required are being purchased locally.
It has been necessary to provide for the spare parts for vehicles and motorcycles of Allied make by local purchase, as these are not available in the military stores depots yet. Furthermore the assignment made by the Ministry of War - Motorisation GHQ. as per signal No. 43984/DM dated 16 October 1946, items to be collected at "Centro Autocarri G.R.A." Milano, has had negative result, as the G.R.A. has notified the Motorisation GHQ. by letter 004238 dated 26 Oct 46 that their stores depot is unable to supply the assigned items and not even a small part of them.

(4) Lorries' Equipment :-
During the month of November the sets of keys in inches, which already have been indented for in October, will be issued to the Units for the vehicles on charge.

(5) Equipment and Functioning L.A.D. :-
As already mentioned in my previous report, the L.A.D.'s have got the necessary equipment to enable them to carry out small repairs.
It is however intended to improve their equipment more and more.
According to the new W.E.'s the Division should have 9 L.A.D.'s; at present there are only 3 L.A.D.'s. In order to establish further 6 L.A.D.'s we are in need of the equipment as well as the personnel.

(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of the W.O.C.'s Chiefs of the Workshops; the Units are still deficient of technical personnel; the M.T. Office of the Division HQ. is deficient of one officer to reach the W.E. of 2 officers;

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by this system the personnel i/c maintenance service will become well instructed how the vehicles should be maintained.

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(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of the N.C.O.'s Chiefs of the Workshop; the Units are still deficient of technical personnel; the M.T. Office of the Division HQ. is deficient of one officer to reach the W.E. of 2 officers; furthermore we are deficient of the M.T. officers for the Divisional Workshop and for the M.T. Unit.

(7) Main Workshop of the Division :-
The W/S has already received a good deal of the equipment of the 1st Mobile Park, Peschiera, and is going to settle in the new localities.

(8) Spares for Allied Vehicles :-
Please see para (3) of this report. We are awaiting spares from Pontecagnano Camp, and it is hoped to obtain complete assemblies, especially axles, differential gears and gearboxes, from there.

p.t.o.

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(9) Driver Discipline :-
Reference is made to the statements of the previous reports.

THE CHIEF OF THE M.T. OFFICE
(sgd) Major B.Leone

Seen :-
THE GENERAL COMMANDING
(sgd) Tullio Bernardi.

2286

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI DALL'OFFICINA MOBILE O DA ENTI CIVILI

dal 6 al 26 Ottobre 1946

NEGATIVO.

---o---

SITUAZIONE MOTORI REVISIONATI dal 27 Ottobre al 2 Novembre 1946

Tipo	No.	Ente che ha revisionato	Note
Bedford	3	Officina Marconi	
Ford	2	" "	
Morris	1	" "	
Austin	1	" "	
Jeep	1	Officina Matteazzi	

Trento, li 3/11/1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando.

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA
AL MATERIALE RADIO del 20 Ottobre al 2 Novembre 1946

REPARTO	Denominazione del materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35 Art. 1° Gruppo	Radio 22	9	1	8	-	ottimo
35 Art. Comando	Radio 19	1	1	-	-	ottimo
87 Regg. Fanteria	Radio 48	4	-	4	-	~~ottimo~~
35 Art. 4° Gruppo	Accumulatori	9	9	-	-	buono
35 Art. 1° Gruppo	Accumulatori	8	-	8	-	-
35 Art. 5° Gruppo	Telefoni	8	-	8	-	-
35 Art. 6° Gruppo	Radio 22	1	1	-	-	buono
35 Art. 6° Gruppo	Cuffie M.	4	4	-	-	buono
35 Art. 1° Gruppo	Cuffie M.	8	-	8	-	-

Trento, li 3 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. F.Martinelli

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35 Art.	1° Gruppo	Accumulatori	9	-	9	-	-	~~ottimo~~
35 Art.	5° Gruppo	Accumulatori	3	-	8	-	-	buono
35 Art.	6° Gruppo	Telefoni	8	-	8	-	-	-
35 Art.	6° Gruppo	Radio 22	1	-	1	-	-	-
35 Art.	1° Gruppo	Cuffie M.	4	-	4	-	-	buono
35 Art.	1° Gruppo	Cuffie M.	8	-	8	-	-	buono

Trento, li 3 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. F.Martinelli

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Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO
PRESSO QUESTA OFFICINA MOBILE dal 3 al 17 Novembre 1946

REPARTO	Materiale	In riparazione	Riparate	Da riparare	B.L.R.+	Funzionamento
35 Rgt.Art. 1 Gruppo	Radio 22	9	7	2	-	buono
4 "	Accumulatori	8	8	-	-	buono
1 "	Telefoni	8	-	8	-	buono
6 "	Cuffie mic.	8	8	-	-	ottimo
20 Teleradio	Radio 22	4	-	4	-	
87 Fanteria	Radio 48	4	-	4		

Trento, li 19 Novembre 1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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35 Rgt.Art.	1 Gruppo	Radio 22	8	-	8	-	ottimo
	4 "	Accumulatori	8	8	-		
	1 "	Telefoni	8				
	6 "	Cuffie mic.		-	4	-	
20 Teleradio		Radio 22	4	-	4		
87 Fanteria		Radio 48	4				

Trento, li 19 Novembre 1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Fordinando

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE E RIPARATE AI REPARTI DELLA DIVISIONE "FRIULI" dal 20 Ottobre al 2 Novembre 1946

REPARTO	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	Note
Officina Mobile					
Fucili No.4	182	144	11	-	
Fucili No.1	14	14	2	-	
Mitra Bren	6	6	-	-	
Piat	1	1	-	-	
Pistole Mod. 38	7	7	-	-	
Thompson	72	70	15	2	
35 Artiglieria 1° Gruppo					
Mitra Bren	-	1	1	-	
Thompson	-	1	1	-	

Trento, li 2 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. F.Martinelli

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mitra Bren	6	6	-	-
Piat	1	1	-	-
Pistole Mod. 38	7	7	-	-
Thompson	72	70	15	2
35 Artiglieria 1° Gruppo				
Mitra Bren	-	1	1	-
Thompson	-	1	1	-

Trento, li 2 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. F.Martinelli

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI
DELLA DIVISIONE "FRIULI" dal 3 al 17 Novembre 1946

REPARTO	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.
88 Rgt. Ftr.				
Mortai da 2 Pollici			1	
Fucili M.4			3	
Thompson			2	
Canna Bren			2	
Caricatori Bren				4
" Thompson				27
20 Compagnia T.R.T.				
Fucili M.4			4	
Bren			1	

Trento, li 19 Novembre 1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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88 Rgt. Ftr.

Mortai da 2 Pollici	1	
Fucili M.4	3	
Thompson	2	
Canna Bren	2	
Caricatori Bren		4
" Thompson		27

20 Compagnia T.R.T.

Fucili M.4	4
Bren	1

Trento, li 19 Novembre 1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE CANNONI dal 20 Ottobre al 2 Novembre 1946

REPARTO	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B.L.R.	Stato d'uso
35 Art. III° Gruppo	8	8	7	-	Buono
" " IV° "	8	7	4	-	"
" " II° "	8	8	6	-	"
Avantreni tipo 27					
35 Art. III° Gruppo	16	16	-	-	"
" " IV° "	16	16	1	-	"
" " II° "	16	16	3	-	"

Trento, li 2 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. F.Martinelli

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AI CANNONI PRESSO QUESTA OFFICINA MOBILE dal 3 al 17 Novembre 1946

REPARTO	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B.L.R.	Stato d'uso
35 Art. 3 Gruppo	8	4	4		buono
35 Art. 5 Gruppo	8	8	8		buono
35 Art. 4 Gruppo	8	2	2		ottimo
35 Art. 1 Gruppo	8	8	2		ottimo
35 Art. 6 Gruppo	11	2	-		buono

Trento, li 19 Novembre 1946.

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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35 Art.	5 Gruppo	8	4	4	buono
35 Art.	4 Gruppo	8	6	6	buono
35 Art.	1 Gruppo	8	2	2	ottimo
35 Art.	6 Gruppo	11	2	-	buono

Trento, li 19 Novembre 1946.

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

AUTOMEZZI ISPEZIONATI dal 16 Ottobre al 31 Ottobre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87° Rgt. Ftr. (1° L.A.D.)	9	9	-
88° Rgt. Ftr. (2° L.A.D.)	6	6	-
35° Rgt. Art. (3° L.A.D.)	4	4	-

Levico, li 8 Novembre 1946

(sgd) IL TEN. COLONNELLO CAPO DI S.M.
Giovanni Verando

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COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 1° al 15 Novembre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87° Rgt. Fanteria (1° L.A.D.)	2	-	2
88° Rgt. Fanteria (2° L.A.D.)	7	6	1
35° Rgt. Artiglieria (3° L.A.D.)	6	4	2

Levico, li 18 Novembre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd)- Magg. B.Leone

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87° Rgt. Fanteria (1° L.A.D.)	2	-	2
88° Rgt. Fanteria (2° L.A.D.)	7	6	1
35° Rgt. Artiglieria (3° L.A.D.)	6	4	2

Levico, li 18 Novembre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(aggd)- Magg. B.Leone

2278

Declassified E.O. 12065 Section 3-402/NSC NO. 785020

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

REME 4 B.L.U.
Ref.: S/R 30

28 October 1946.

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

Period 6 - 19 October 1946

1. 4 Transport Platoon (Bolzano).

(a) On 8 October 46 a visit was paid to the above Unit with Colonel Baccari (Assistant Director of Repairs) to ascertain what progress had been made in Unit maintenance since previous visit reported in my S/R 29 dated 7 Oct 46.

(b) It was found that a great deal of energy had been expended on plastering the vehicles by hand with the thickest possible grease, but nobody including the M.T.Officer had apparently thought it necessary to make use of grease guns and grease nipples.

(c) With the O.C.'s permission the drivers were called together and shown the errors in their maintenance. It was explained that coating the outside of a vehicle with grease and oil was as much benefit to it as if their pasta asciutta was placed down their necks, instead of their mouths. Judging by the chuckles this remark brought, it was felt that this point went home.

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

(a) On 11 October 46 a visit was paid to the Main Friuli Workshop with Major Leone, CME of the Division.
This Workshop was found to be in the process of re-organizing itself. Fresh buildings had been taken over on the same site and the W/S had been moved round in preparation for the extra equipment and personnel it is to receive from disbanding 1 Mobile Park, Peschiera.

(b) Major Figliolia, O.C. W/S, pointed out during this visit, that he had commenced cleaning up the Workshop and was also indulging in a little moonshine as had previously been suggested to him (see paras 3 and 5 of my S/R 28 dated 23 Sept 46).

(c) A visit was later made with CME and O.C. W/S to the Caproni Works near Trento where a quantity of Division vehicles requiring repair have been sent for overhaul (reported in para 6 of previous Sitrep).

All the vehicles sent in were found stripped down, but repairs had not yet commenced and judging by the lack of equipment and machinery in this W/S, it is felt that a great deal of difficulty will be

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

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All the vehicles sent in were found stripped down, but repairs had not yet commenced and judging by the lack of equipment and machinery in this W/S, it is felt that a great deal of difficulties will be experienced before the vehicles are turned out.

It is thought it would have been far better to attempt only 2nd echelon overhauls in this W/S, but since the vehicles have now been stripped to chassis, it can only be hoped that Capronis will succeed in repairing the vehicles.

No more vehicles are to be sent to this W/S until the present batch are repaired.

Regd. 25 Nov '46 P.t.o.

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3. 4 Repair Unit (Merano).

The above Unit was visited on 17 October 46. The Workshop was found to be settling down after its move and no difficulties were encountered which have not already been reported in Sitreps etc. etc.

4. CME "Friuli" Infantry Division.

Attached is a translated copy of the monthly report (September 46) of CME "Friuli" Inf.Div.

5. REME Personnel.

It has not been possible to employ the newly posted REME Personnel in their correct role due to lack of transport. The vehicle allotted is being used for Unit duties until other vehicles at present under repair in Unit lines or Workshops are roadworthy.

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

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms, Artillery during this period, and on Vehicles for the first half of October 46.

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

No engine repairs completed during this period.

8. Workshop Outputs.

1st Mobile Park

Week ending 12 October 46			Week ending 19 October 46		
M/C	-	--	M/C	-	10
Cars	-	2	Cars	-	3
Lorries	-	12	Lorries	-	--
Total		14	Total		13

21st Recovery Commission

Week ending 12 October 46			Week ending 19 October 46		
-.-			M/C	-	--
			Cars	-	4
			Lorries	-	3
			Total		7

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

No engine repairs completed during this period.

8. Workshop Outputs.

1st Mobile Park

Week ending 12 October 46			Week ending 19 October 46		
M/C	-	—	M/C	-	10
Cars	-	2	Cars	-	3
Lorries	-	12	Lorries	-	—
Total		14	Total		13

21st Recovery Commission

Week ending 12 October 46	Week ending 19 October 46		
-.-	M/C	-	—
	Cars	-	4
	Lorries	-	3
	Total		7

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4th Repair Unit

Week ending 12 October 46			Week ending 19 October 46		
M/C	-	—	M/C	-	—
Cars	-	4	Cars	-	4
Lorries	-	1	Lorries	-	2
Total		5	Total		6

P.t.o.

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Workshop Outputs (continuation)

16th Repair Unit

Week ending 12 October 46		
M/C	-	2
Cars	-	6
Lorries	-	11
Total		19

Week ending 19 October 46		
M/C	-	1
Cars	-	4
Lorries	-	8
Trailers	-	1
Total		14

"Friuli" Workshop

Week ending 11 October 46		
M/C	-	3
Cars	-	1
Lorries	-	9
Total		13

Week ending 18 October 46		
M/C	-	1
Cars	-	4
Lorries	-	5
Total		10

Enclos.

A L White

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

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Week ending 11 October 46		
M/C	-	3
Cars	-	1
Lorries	-	9
Total		13

Week ending 18 October 46		
M/C	-	1
Cars	-	4
Lorries	-	5
Total		10

Enclos.

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

2275 :

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Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :-

MONTH OF S E P T E M B E R 1946.

(1) Ordinary Maintenance :-
From a recent inspection held by the U.M.I. Inspector it was learnt that during ~~in~~ the latter period the duty-system has not completely been used by the Units owing, either to deficiency of drivers, or to deficiency of technical personnel (officers and serjeants) in the Units.
In order to overcome these difficulties, a team consisting of 1 N.C.O. and 2 Mechanics has been nominated , who have followed the U.M.I. Inspector's method of inspecting. Their duty is now to inspect in turn the vehicles and motorcycles of the Units and to give advices and necessary directives to the personnel i/c maintenance service, in order that the duty-system be used reasonably and completely.
The team already started work. Besides this team, there is already since some time a road control service of the Division ("servizio controllo volante") checking either the speed and documentation of the vehicles, or inspecting the vehicles on the road.
Furthermore the Ministerial Circular Letter No. 7302/2 CA dated 30 Aug 46 emphasizing the essential tasks, has been sent to all Units; during a recent conference the CME (Chief of the M.T.Office), of the Division has given comments and has illustrated this circular letter for all present M.T.Officers.

Nevertheless it is still thought to be advisable to establish a single school for the training of drivers at the site of the Division. For this purpose it will be necessary -as already mentioned in previous reports- to assign at least 2 Officers and 3 N.C.O.'s in the capacity of instructors.

(2) Extraordinary Maintenance :-
is being practised monthly, whilst the engine overhauls of the vehicles in the vehicle park ~~is~~ are carried out weekly.

(3) Efficiency State of Vehicles :-
The percentage of vehicles and motorcycles being inefficient owing to lack of tyres is continuously increasing; this especially refers to heavy lorries, motorcycles and cars.
The 12 complete tyres for Jeeps which have been assigned by GHQ. Artillery & Motorisation Signal No. 40576 dated 26 Aug 46, could not be collected from 8 Stores Depot ("Maggazino Ricambi") as they were not available.
Also the assignment of tyres as per signal No. 40940/IM dated 30 Aug 46, has had little result, as the C.A.I. Milano has informed us that direct allotments to the various Units will not be made, they allot a small quantity of tyres only to 3 Stores Depot ("Maggazino Ricambi") Piacenza. From there the Division has obtained up to date only the following items :-

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6 tyre covers and inner tubes for M/C's
24 tyre covers and 19 inner tubes for Cars.

From the technical (mechanical) point of view the Division has passed a serious crisis owing to lack of spare parts, so that 60% of the vehicles and motorcycles became inefficient. But we are now going to overcome the crisis, because the Mobile Park under our Command is going to obtain now spare parts from several factories, which were placed on indent a long time ago, and by the assistance of several local civilian workshops, including Caproni, within 3 months time we shall be able to come back to normal. We are making use of civilian workshops only for equipment and labour, as the spare parts will be supplied by the Mobile Park through the Divisional Workshop, and the civilian workshops are giving technical assistance and are carrying out the necessary controls.
As already mentioned in my August report, there is a deficiency of vehicles in comparison with the W.E. of the Division, as 82 of the number of vehicles

P.t.o.

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the Division had on its charge, have been transferred to O.A.R.E., and up to date the Division has not obtained any assignment to fill up this deficiency.

(4) Lorries' Equipment :-
As already mentioned in my previous report, the request made for equipments -in accordance with Ministry of War, GHQ. Art. & Mot. circular letter No. 26600 dated 3 April 46- has proved unavailing up to date, but as the U.M.I. Inspector during his recent inspection also complained of the deficiency of equipments, now at least 50% of the lorries are getting equipments which are bought from the local trade and which consist of sets of keys in inches which are already being manufactured by a firm of Milan.

(5) Equipment and Functioning L.A.D. :-
As already stated in my last report, the L.A.D.'s have got the following equipment:- 1 vulcanizator for inner-tubes; 1 grind-stone; 1 compressor; 1 jack, transportable on wheels; which has been purchased from the trade, in order to enable them to carry out vulcanizing of inner-tubes themselves, for which work previously a considerable amount was spent every month, and to enable them to carry out all necessary small repairs. It is therefore intended to continue improving their equipment more and more.

(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of 3 Sjts./Maj. Chiefs of the W/S and the Units are still deficient of technical personnel.

(7) Main Workshop of the Division :-
The equipment of the 1st Mobile Park Workshop, Peschiera, will be passed to the Division in November. The respective localities have already been prepared from the straight technical point of view, so that work can be started seriately (in series), and considering the equipment and the influx of 56 workmen it is hoped that the Workshop when having come back to normal conditions, will attain the necessary productive capacity to meet the requirements of the Division.

(8) Spares for Allied Vehicles :-
Reference is made to my last report and to para (3) of this one.

(9) Driver Discipline :-
The courses ~~of~~ for specializing evolved at the Regiments, did not show the results expected, so that the Division is still deficient of drivers for the vehicles on its charge. There are still running courses for specializing at the Regiments. However considering the poor results it is still thought to establish a single divisional school for the working of which it would be necessary to get ~~them~~ assigned the personnel as under para (1) of this report.
Arrangements are being made at the M.T.Unit (Section) under our Command for an adequate lecture-room which would meet the requirements of this single divisional school.

The Chief of the M.T.Office
(sgd) MAJOR B.LEONE.

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(5) Equipment and Functioning L.A.D. :-
As already stated in my last report, the L.A.D.'s have got the following equipment:- 1 vulcanizator for inner-tubes; 1 grind-stone; 1 compressor; 1 jack, transportable on wheels; which has been purchased from the trade, in order to enable them to carry out vulcanizing of inner-tubes themselves, for which work previously a considerable amount was spent every month, and to enable them to carry out all necessary small repairs. It is therefore intended to continue improving their equipment more and more.

(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of 3 Sjts./Maj. Chiefs of the W/S and the Units are still deficient of technical personnel.

(7) Main Workshop of the Division :-
The equipment of the 1st Mobile Park Workshop, Peschiera, will be passed to the Division in November. The respective localities have already been prepared from the straight technical point of view, so that work can be started seriately (in series), and considering the equipment and the influx of 56 workmen it is hoped that the Workshop when having come back to normal conditions, will attain the necessary productive capacity to meet the requirements of the Division.

(8) Spares for Allied Vehicles :-
Reference is made to my last report and to para (3) of this one.

(9) Driver Discipline :-
The courses ~~of~~ for specializing evolved at the Regiments, did not show the results expected, so that the Division is still deficient of drivers for the vehicles on its charge. There are still running courses for specializing at the Regiments. However considering the poor results it is still thought to establish a single divisional school for the working of which it would be necessary to get ~~xxx~~ assigned the personnel as under para (1) of this report.
Arrangements are being made at the M.T.Unit (Section) under our Command for an adequate lecture-room which would meet the requirements of this single divisional school.

The Chief of the M.T.Office
(sgd) MAJOR R.LEONE.

T.

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA MOBILE AL MATERIALE RADIO dal 6 al 20 Ottobre 1946.

REPARTO	Denominazione del materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35 Rgt.Art.	Radio t.22	22	5	17	-	ottimo
" " "	Telefoni	13	13	-	-	buono
" " "	Cuffie mic.	19	7	11	-	ottimo
" " "	Batterie	17	8	9	-	buono

Trento, li 20 Ottobre 1946.

IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Figliolia Giovanni

2272

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

35 Rgt.Art.	Radio t.22	22	5	17	-	ottimo
" " "	Telefoni	13	13	-	-	buono
" " "	Cuffie mic.	19	7	11	-	ottimo
" " "	Batterie	17	8	9	-	buono

Trento, li 20 Ottobre 1946.

IL COMANDANTE DELL'OFFICINA MOBILE
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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI RIPARATE AI REPARTI DELLA DIV. "FRIULI"
dal 6 al 20 Ottobre 1946

REPARTO	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	Note
35 Rgt.Art. 6 Gruppo					
Fucili		5	5		
Thompson		1	1		
Piat		1	1		
35 Rgt.Art. 4 Gruppo					
Fucili		21	21		
Thompson		4	4		
Bren		1	1		
87 Rgt.Fant.					
Mortai 2 poll.		1	1		
Biciclette		3	3		
Thompson		3	3		
Piat		2	2		
Bren		1	1		
88 Rgt.Ftr.					
Fucili		3	3		
Bren		1	1		
Baionette M.4		2	2	2	
5 Corp.Art.					
Fucili		21	21		
Thompson		6	6		
Baionette M.4		18	18	18	

Trento, li 19/10/1946.

IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIV. "FRIULI"
dal 6 al 20 Ottobre 1946

REPARTO	Cannoni in carico	Cannoni ispezionati	Cannoni riparati	B.L.R.	Cannoni Funzionamento
6 gruppo 35 Art.	35	10	8	1	Buono
5 " " "	8	6	4	-	"
4 " " "	8	1	1	-	Ottimo
1 " " "	8	8	7	-	"
2 " " "	8	8	8	-	Mediocre
Avantreno tipo 27					
5 gruppo 35 Art.	1	1	-	-	Buono
1 " " "	16	16	6	-	"
2 " " "	16	16	-	-	"
4 " " "	16	16	-	-	"

Trento, li 19/10/1946.

IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

6 gruppo 35 Art.	35	10	8	1	Buono
5 " " "	8	6	4	-	"
4 " " "	8	1	1	-	Ottimo
1 " " "	8	8	7	-	"
2 " " "	8	8	8	-	Mediocre
Avantreno tipo 27					
5 gruppo 35 Art.	1	1	-	-	Buono
1 " " "	16	16	6	-	"
2 " " "	16	16	-	-	"
4 " " "	16	16	-	-	"

Trento, li 19/10/1946.

IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni

2271

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COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 1° Ottobre al 15 Ottobre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87 Regg/to Fanteria (1° L.A.D.)	6	6	-
88 Regg/to Fanteria (2° L.A.D.)	3	3	-
35 Regg/to Artiglieria (3° L.A.D.)	7	7	-

Levico, li 16 Ottobre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

2270

Subject:- SITREPS.

(8)

Headquarters
4 B. L. U.
B o l z a n o
Ref.: 4/ME/30-40

29 October 1946.

To:- ADME, HQ. M.M.I.A.,
R o m e

1. Reference your ME/43/C/4 dated 27 September 46 paras 2, 3, 4.

2. Testing of mechanics before engagement is no in operation. The Director of Repairs (4 T.C.) letter Aut/10538/3-6 dated 2 Aug 46, translated copy forwarded to you with my Sitrep S/R 25 dated 12 Aug 46, refers.

ME43/C/1

3. Major Leone (CME "Friuli" Infantry Division) when informed of your question on engine repairs by civilians, stated that he expected the output of the civilian firms to increase in the near future. Delay has been caused apparently by the checking of the different materials used in the overhaul of the engines. Major Leone, it is thought, very wisely refused to allow each different firm to use whatever materials they pleased. He arranged, it is understood for original white metal etc. to be analized in Milan and then contacted makers, who were willing to reproduce as near the original as possible. A sample of pistons for example which one firm turned out were found to seize, due to the different type of material used. He has now arranged that only a limited number of firms will supply parts to specification and these are being delivered to the engine overhaul firms, which is thought a very much better method than allowing each engine overhaul firm to buy from the cheapest and most doubtful market.

4. As regards domestic transport problems the 4 Repair Unit due to its numerous difficulties, outstanding number of vehicles awaiting repair (many of them recovered relics) and number of priorities demanded by the HQ. Territorial Command , has great difficulty in coping with a repair in a reasonable period. This is applicable in a lesser degree to the "Friuli" Workshop which is also unable to keep pace with repairs.

The 21 Recovery Commission has disbanded and 13 Corps have been tried several occasions with little result for spares. Again the distance involved is considerable.

Nevertheless the transport situation of the B.L.U. now shows an upward trend greatly helped by the M.T. fitter recently posted who is temporarily in charge of repairs whilst he learns sufficient Italian to be used in the Infantry Division.

It is some consolation to know that most other B.L.U.'s and it is believed HQ. M.M.I.A. are having equal difficulty with the aged transport issued. It has become almost a custom to prepare a

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It is some consolation to know that most other B.L.U.'s and it is believed HQ. M.M.I.A. are having equal difficulty with the aged transport issued. It has become almost a custom to prepare a recovery vehicle when it is learnt that this Unit is to be visited by officers of other B.L.U.'s or M.M.I.A.

A.T. White

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

Rec'd. 4th Nov. '46.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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

REME 4 B.L.U.
Ref.: S/R 29

7 October 1946.

ME 43/30.

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

Period 22 September - 5 October 1946.

1. 4th Transport Platoon Workshop (Bolzano).

(a) Above Unit was visited on 26 September 46 accompanied by Colonel Baccari, Vice Director of Repairs.

(b) The W.E. of this Workshop is 12 and 1 Officer, but when visited it was found to consist of 7 men, the other personnel having been taken away for driving duties at HQ. T.C.

(c) It was also found that with so few men this Workshop was undertaking or attempting to complete engine overhauls, with naturally an output of about one a month.

(d) The O.C. Unit Captain Ciano was asked how much of his transport was off the road - 40 vehicles. It was carefully explained to him that if the few men he had concentrated on minor repairs perhaps instead of having only one vehicle repaired by end of the month out of the 40 he might have at least 20.

Arrangements were made to evacuate to the 4th Repair Unit stripped engines and for the Workshop to start in its proper roll of minor repairs. This Workshop approximately 6 weeks ago was a going concern, but has deteriorated in this fashion after changing of officers.

(e) Later the HQ. T.C. was tackled on the robbery of the 5 men for driving purposes and a promise was obtained that they would be returned within a couple of days. Why the Director of Repairs permitted this taking up of the Workshop is difficult to understand, considering that a week previously he had been in full agreement with my suggestion of building up this Workshop to serve the HQ. T.C. before the movement of the 4th Repair Unit. This officer is at present on leave.

(f) The transport of the Unit was also inspected and found to be lacking in maintenance. Colonel Baccari tore off an excellent strip for the O.C. Arrangements have been made to make a further visit after a week, to note the expected 80% improvement.

RECEIVED 21 OCT 1946

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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The M.o.W. letter on maintenance was later presented to the O.C. 4th Transport Platoon as a further stimulant.

2. 4th Repair Unit (Merano).

(a) The above Workshop at its new site was also visited with Colonel Baccari on the 26 September 46. This Workshop was found to be settling in with some difficulty due to making a too hurried move. The stores etc. had been very badly packed and difficulty was being experienced in re-sorting.

p.t.o.

Reg 21/10/46

287
21 OCT 946
RECEIVED

Lees folio.
Will arrange
SIT LO 5 BLD
1st next week.

See folio 29/10

2260

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2. (b) The setting out of the Workshop was discussed with the O.C. Captain Rossi and due to lack of personnel on W.E. a compromise had to be made which unfortunately will mean that if ever the Workshop reaches its full strength, the engine bay etc. will have to be moved.

(c) It was noted that the stores officer had an office containing 4 clerks which was situated a considerable distance from the stores. It was pointed out that the stores officer would have difficulty in controlling the stores from such a distance, but in reply to this point, 9 volumes of ledgers, 2 feet long, 1 foot wide and 3" deep were produced with the remark from the stores officer that as far as the actual stores, this was run by 2 men as best they could, as he himself was swamped in paper and had no time for the stores apart from accounting.

(d) It may be noted from the personnel return of this Workshop attached to last Sitrep that 70 people are engaged in keeping 52 specialists at work, which is rather surprising when the amount of paper flowing through the different offices is noted.

(e) With 70 personnel administrating only 50 workers it would seem unreasonable to expect the organization of the Workshop to be perfect, but this is far from the case as was proved recently when EME entered the W/S with car and 1045 and told the man at the gate that he was a driver sent by an officer with car and paper. The result was depressing, it took over an hour to get the vehicle into the shops and on no system. Various suggestions have been made on organization, but in many cases it has been found that the British system will not work (according to O.C.'s of different Workshops) due to some M.o.W. instruction.

(f) A new method of attack has been arranged. Attached is a copy of some workshop organization instructions made out in the past by EME for one of his previous British Workshops (port workshop with 150 personnel). This has been translated into Italian and it is intended to give it to the O.C. Workshops through the Director of Repairs with the suggestion that they make out for their own Workshops a similar set of instructions which will at the same time be in accordance with the various M.o.W. instructions. It is obvious as far as the 4th Repair Unit is concerned, that Captain Rossi (O.C.) is only aware of half of what takes place in the Workshop (the fault is by no means of his, as he has far too much paper work) and never gives any written instructions with the usual result that if he gives instruction verbally, only half is taken in by the listener and only a quarter of the instructions are carried out. Whenever a change of personnel takes place, the little remaining system falls flat.

3. <u>16th Repair Unit (Verona).</u>

(a) The above Workshop was visited on the 30 September 46, accompanied by Colonel Baccari (Vice D.o.R.) in absence of Director of Repairs who was in Rome at that time.

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3. 16th Repair Unit (Verona).

(a) The above Workshop was visited on the 30 September 46, accompanied by Colonel Baccari (Vice D.o.R.) in absence of Director of Repairs who was in Rome at that time.

(b) This Workshop was found to be in a process of moving to its new location (Caserma of Villasanta), but the move had come to a standstill due to the failure of the Genio Militare to produce electric current. The Director of Repairs has been asked many times in accordance with para 3 of your ME/43/63 dated 28 June 1946 to give details of work which requires M.o.W. organization, but so far all that has been received are a tangle of letters which are of no interest as they are only internal correspondence. Further attempts made to obtain copies of requests to M.o.W. for Genio Work have only been met with promises to date.

p.t.o.

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3. (c) Whilst at this Workshop a personnel return rendered to this office was checked for accuracy as it was not understood why the W/S should have 10 personnel above W.E. and yet be deficient of a considerable number, after an almost incredible hour of discussion during which I was repeatedly told that they had large numbers surplus to W.E. and yet had a large number deficient of W.E. it eventually became clear that the C.C. refused to regard civilians as being in lieu of technical troops, he, lumping the civilians under one heading of G.S. although many of them are skilled workers and are carrying out the duties which will normally be done by the military personnel.

(d) Attached is a revised return compiled between EME and C.C. W/S. The O.C. is firmly convinced it is quite incorrect as it shows civilians in lieu of military which apparently according to him and Director of Repairs is not possible in the Italian Army, nevertheless from this return it is now possible to estimate the expected Workshop output which was quite impossible from the first return rendered.

(e) As a matter of interest finding this Workshop had more personnel than W.E. Colonel Frontero (D.o.R.) was asked why no action had been taken to make up a deficiency of military with civilians in the 4th Repair Section. The reply was that the 16th Repair Unit was employing this extra personnel without authority. It was pointed out that in the British Army this usually became a costly affair for the officer concerned afterwards, but if it is possible in the Italian Army, why could not the same be done with the 4th Repair Unit. I was assured very clearly it could not be done and pressing for a reason, the response was: "It is so, it is so"; which is felt, translated into clearer English means:- "We have little system and what there is, is in an impossible tangle."

(f) During this visit it was also learnt, that the M.o.W. gave instructions to this Workshop to send 25 Italian engines to O.A.R.E. for overhaul recently. Apart from the fact that is understood that O.A.R.E. is changing to British equipment only it is not understood why this concession to a class 3 Workshop when in the same Command there is a class 2 Workshop which has many more engines requiring repair.

(g) It was later learnt from Colonel Frontero that this Workshop will probably in the near future be made into a class 2 Workshop and might eventually become a class 1.

4. Director of Repairs 4 T.C.

Reference my 4/ME/24-43 dated 2 September 46 on the duties of the Director of Repairs (overload of work etc.). Colonel Frontero after his visit to Rome has stated that an agreement has been reached to split his office into two sections - administration and technical. It is thought this will be a great improvement.

2266

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2266

5. Italian Workshop Personnel General.

(a) Attached is a translated copy of an instruction which was produced when suggesting a transfer of personnel surplus to W.E. 16th Repair Unit to the under staffed 4th Repair Unit. The suggestion was to dismiss personnel at Verona and take on new personnel at Merano, still paid by the 16th Repair Unit, Verona. The answer was as given in the letter, once they have the authority of the Internal Commission and then that of the HQ. T.C. they may dismiss a worker, but may not replace him. It was then suggested to C.C. 16th Repair Unit that under these circumstances he would not be inclined to dismiss a man, even if he was only 25% efficient, as no replacement would be available. He confirmed this as correct.

p.t.c.

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5. (b) On the difficulty of the dismissal of Italian civilian personnel UNRRA Economic Notes dated 27 September 46 paras 35, 40 and 43(b) give some interesting information on this subject. It may be seen that it is impossible to change half the Workshop personnel under these orders. Unfortunately as regards the 4th Repair Unit there seems little doubt that this is necessary, as the present personnel of the W/S were engaged by an officer who was sacked by Captain Stocker REME as inefficient and again for the same reason from the 4th Repair Unit. This officer's blunders still remain and cannot be removed as easily as he was. The 16th Repair Unit is less effected by these instructions as the O.C. has stated he has many of the old employees who are good workmen.

6. <u>"Friuli" Main Workshop (Trento).</u>

(a) On the 4 October 46 the above Workshop was visited. During this visit it was learnt that approximately a hundred vehicles had been farmed out to local repairs for general overhaul with the arrangement that the Workshop would supply all the required spares which they are obtaining by local purchase.

(b) No comments were made at the time on this action. Having thought the matter over since, the following has been taken into consideration :-

(i) From the attached personnel return it may be seen that 1st Echelon Repairs by L.A.D.'s have almost ceased due to lack of skilled personnel. This has undoubtedly caused a flood of vehicles into the Workshop which have been run when needing 1st Echelon Repairs and which have finally broken down due to a 2nd Echelon fault.

(ii) The Workshop finding that these vehicles not only needed major assemblies, but also requiring a great deal of 1st Echelon work have been unable to cope.

(iii) If the M.o.W. had authorized the employment of sufficient civilian labour to make up W.E.'s these vehicles would have been repaired within the Division, but this authorization apparently could not be obtained. The M.o.W. would not allow pay for extra civilians, but they did allow money for the payment of repairs to vehicles. Therefore instead of employing civilians directly which would probably be the remaining dregs in the area, they have employed the men of a contractor which in fact adds up to the same thing except the contractor also receives his share. This extra cost may well be balanced by better supervision and therefore better work.

7. <u>Postings British Personnel.</u>

No. 14535444 Cpl Bradley (Armourer);
No. 14763945 Cfn Morgan (Veh.Mech.).

2265

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2265

Above personnel posted to this Unit arrived during the latter part of this period.
It is appreciated that through circumstances unavoidable a craftsman has been posted in lieu of a Serjeant and that this B.L.U. is fortunated in receiving a Cpl as per W.E. whereas other B.L.U.'s have only received craftsmen, but it is felt that this is rather similar to issue a bicycle in lieu of a car, it is only hoped now that the policy of issuing in lieu does not apply when the extra transport for this personnel is allotted (please no bicycle).

p.t.o.

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

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

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

Attached is a list of engines repaired in the Workshop and by local firms during this period.

10. Workshop Outputs.

1st Mobile Park

Week ending 28 September 46			Week ending 5 October 46		
M/C	-	—	M/C	-	—
Cars	-	1	Cars	-	3
Lorries	-	4	Lorries	-	4
			Trailors	-	1
Total		5	Total		8

21st Recovery Commission

Week ending 28 September 46

-.-

Week ending 5 October 46

-.-

4th Repair Unit

Week ending 28 September 46			Week ending 5 October 46		
M/C	-	—	M/C	-	1
Cars	-	6	Cars	-	—
Lorries	-	1	Lorries	-	4
Total		7	Total		5

16th Repair Unit

Week ending 28 September 46			Week ending 5 October 46		
M/C	-	1	M/C	-	1
Cars	-	3	Cars	-	8
Lorries	-	6	Lorries	-	5
Trailors	-	2	Total		14
Total		12			

"Friuli" Workshop

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1st Mobile Park

Week ending 28 September 46		
M/C	-	—
Cars	-	1
Lorries	-	4
Total		5

Week ending 5 October 46		
M/C	-	—
Cars	-	3
Lorries	-	4
Trailors	-	1
Total		8

21st Recovery Commission

Week ending 28 September 46

-.-

Week ending 5 October 46

-.-

4th Repair Unit

Week ending 28 September 46		
M/C	-	—
Cars	-	6
Lorries	-	1
Total		7

Week ending 5 October 46		
M/C	-	1
Cars	-	—
Lorries	-	4
Total		5

16th Repair Unit

Week ending 28 September 46		
M/C	-	1
Cars	-	3
Lorries	-	6
Trailors	-	2
Total		12

Week ending 5 October 46		
M/C	-	1
Cars	-	8
Lorries	-	5
Total		14

"Friuli" Workshop

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Week ending 27 September 46		
M/C	-	5
Cars	-	8
Lorries	-	6
Total		19

Week ending 4 October 46		
M/C	-	1
Cars	-	2
Lorries	-	9
Total		12

Enclos.

A.H.White.

Capt.
S.C. REME 4 B.L.U.

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R & I STORES

Function

To record all incoming and outgoing items sent in by Units for repair. Also to store these items before and after repair or hold until backloaded complete with documents.

Method (In)

Unit will bring item for repair and 3 copies of AFG. 1045, also (AB 412 and 406 in respect of vehicles). In the case where unit cannot produce AFG. 1045 R & I Office will render one for the unit in respect of Class II 3 4 6 Vehicles and also Other Items requiring heavy repairs.

Procedure in respect of Vehicles coming into Workshop.

The N.C.O. i/c R & I will decide if the vehicle is 1st or 2nd Echelon repair.
The following is procedure for 1st Echelon Repairs:-
1. Enter particulars in 1st Echelon Job Book showing :-
   (a) Job Card No.
   (b) Date.
   (c) W.D. No.
   (d) Make and Type.
   (e) Repairs required.
   (f) Unit.
   (g) Date completed.
   (h) Signature of driver.
2. A Job Card will be made out and passed to customer with instructions to report to 1st Echelon Bay.
3. When work has been completed customer will return with Job Card which he will hand into office and sign in book that the work has been completed.

The following is procedure for 2nd Echelon and lower classification :-
1. Record entry of vehicle in R & I Book 2nd Echelon Work.
2. Send driver with vehicle and 2 copies 1045, AB 412 & 406 to R & I checker.
3. R & I checker will record deficiencies on back of AFG. 1045 and sign one copy as receipt which will be given to driver to take back to Unit.
4. Checker will pass AFG. 1045 and AB 412 & 406 with vehicle to Inspection Staff.

Procedure in respect of Other Items

1. Record entry of items into R & I Book.
2. Check items for major deficiencies and note on back of 1045.
3. Sign one copy of 1045 as receipt for Unit.
4. Retain article in R & I Store.
5. Pass two AFG. 1045 to W/S Officer.
6. When W/S Officer sends for part, obtain signature in AB 108 Book. (Reason: Vehicles cannot get lost, but watches and small parts can.)

Method (Out)
Procedure in respect of Vehicles

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R & I checker will receive completed vehicle with one [illegible]

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The N.C.O. i/c R & I will decide if the vehicle is 1st or 2nd Echelon repair.

The following is procedure for 1st Echelon Repairs:-

1. Enter particulars in 1st Echelon Job Book showing :-
   - (a) Job Card No.
   - (b) Date.
   - (c) W.D. No.
   - (d) Make and Type.
   - (e) Repairs required.
   - (f) Unit.
   - (g) Date completed.
   - (h) Signature of driver.

2. A Job Card will be made out and passed to customer with instructions to report to 1st Echelon Bay.
3. When work has been completed customer will return with Job Card which he will hand into office and sign in book that the work has been completed.

The following is procedure for 2nd Echelon and lower classification :-

1. Record entry of vehicle in R & I Book 2nd Echelon Work.
2. Send driver with vehicle and 2 copies 1045, AB 412 & 406 to R & I checker.
3. R & I checker will record deficiencies on back of AFG. 1045 and sign one copy as receipt which will be given to driver to take back to Unit.
4. Checker will pass AFG. 1045 and AB 412 & 406 with vehicle to Inspection Staff.

Procedure in respect of Other Items

1. Record entry of items into R & I Book.
2. Check items for major deficiencies and note on back of 1045.
3. Sign one copy of 1045 as receipt for Unit.
4. Retain article in R & I Store.
5. Pass two AFG. 1045 to W/S Officer.
6. When W/S Officer sends for part, obtain signature in AB 108 Book. (Reason: Vehicles cannot get lost, but watches and small parts can.)

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Method (Out)
Procedure in respect of Vehicles

R & I checker will receive completed vehicle with 932 Inspection and one copy of AFG. 1045, AB 412 & AB 406.

He will,

1. Place vehicle in "Out Park".
2. Notify R & I Office that Vehicle is completed, passing AFG. 1045 & 932 Inspect., ABs 412 & 406 to R & I Clerk, who will place documents in "Awaiting collection" Box and complete AB 412.
3. R & I Clerk will inform Unit by completing notification form and when Unit collects obtain signature in R & I Book handing over at the same time AFG. 1045 and Inspection Form 932 back to unit with ABs 412 & 406.

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Procedure in respect of Other Items.

1. Repaired item with copy of AFG. 1045, will be handed to R & I by W/S Officer.
2. R & I will give receipt in AB 108.
3. R & I will notify Unit to collect on special form (stamped letter)
4. When Unit collects, R & I will obtain signature in R & I Book, handing over repaired item and 1045.

General

R & I will keep separate books for Vehicles, Small Arms. One book will be kept for "General" which will cover welding, woodwork, panel beating etc. Items BLR will be passed to R & I for disposal with documentation.

~~Procedure in respect~~
Procedure in respect of Items BLR.

Vehicles. On receipt of 932 Inspection and documents from Inspection Staff if the vehicle is found to be beyond 2nd Echelon Repair i.e. Class 3 4 or 6 the following procedure will be adopted.

1. Make out 5 copies of condemnation certificate, using serial No.
2. Enter particulars of condemnation in BLR Book.
   - (a) Date
   - (b) B.L.R. No.
   - (c) W.D. No.
   - (d) Make and Type
   - (e) Unit
   - (f) To where evacuated
   - (g) Date evacuated.
3. Pass condemnation certificate to O.C. for signature.
4. Inform W.O. i/c W/S that recovery is required for disposal of vehicle.
5. When vehicle is evacuated ABs 442 & 406, 1 copy of 932 and 1 copy of condemnation certificate will be sent with vehicle.
6. A receipt for the vehicle will be obtained on AB 108, which will normally be held in R & I Office.
7. Remaining copy of 932 will be attached to file copy of condemnation certificate and filed.
8. When receipt has been obtained for vehicle remaining copies of condemnation certificate will be forwarded in accordance with the distribution list held in office.
9. The Unit copy of condemnation certificate will have attached W/S pro-forma requesting acknowledgement of the certificate.

Other Items.

1. If an article is beyond repair in this W/S the AFG. 1045 which has been passed to W/S Office will be returned to R & I Office signed by W.O. i/c W/S to the effect that the item is B.L.R.
2. The R & I Office will make out three copies of AFG. 1043 which will be signed by an officer.
3. Two copies will be given to Unit representative with B.L.R. item if possible or -
4. the two copies will be posted to Unit with a request attached, to collect

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the vehicle is found to be beyond [illegible]
following procedure will be adopted.

1. Make out 5 copies of condemnation certificate, using serial No.
2. Enter particulars of condemnation in BLR Book.
   - (a) Date
   - (b) B.L.R. No.
   - (c) W.D. No.
   - (d) Make and Type
   - (e) Unit
   - (f) To where evacuated
   - (g) Date evacuated.
3. Pass condemnation certificate to O.C. for signature.
4. Inform W.O. i/c W/S that recovery is required for disposal of vehicle.
5. When vehicle is evacuated ABs 412 & 406, 1 copy of 932 and 1 copy of condemnation certificate will be sent with vehicle.
6. A receipt for the vehicle will be obtained on AB 108, which will normally be held in R & I Office.
7. Remaining copy of 932 will be attached to file copy of condemnation certificate and filed.
8. When receipt has been obtained for vehicle remaining copies of condemnation certificate will be forwarded in accordance with the distribution list held in office.
9. The Unit copy of condemnation certificate will have attached W/S pro-forma requesting acknowledgement of the certificate.

Other Items.

1. If an article is beyond repair in this W/S the AFG. 1045 which has been passed to W/S Office will be returned to R & I Office signed by W.O. i/c W/S to the effect that the item is B.L.R.
2. The R & I Office will make out three copies of AFG. 1043 which will be signed by an officer.
3. Two copies will be given to Unit representative with B.L.R. item if possible or -
4. the two copies will be posted to Unit with a request attached to collect B.L.R.'d item if it is a returnable store (e.g. small arms etc.) Should the item be scrap a statement to the effect that the item has been despatched to salvage will be made on the AFG. 1043's.

Tyres and Tubes.

1. These will be inspected for unfair wear by R & I. Any tyres or tubes submitted for condemnation which have suffered unfair wear will be recorded on the AFG. 1043: "Rendered U/S by unfair wear".
2. File copies will be kept as a record.

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Note.

As a guide on Other Items the following definition is given:-

1. To pass through W/S.
The repair of small arms generally takes a considerable period as usually a complete overhaul is given and usually there is no great haste. This would pass through R & I on an AFG. 1045.

2. A petrol pipe requiring a new nipple can be done in a very short period and there will be an undoubted hurry for it.
This would be passed direct to 1st Echelon Repairshop.

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INSPECTION STAFF

Procedure - "IN" Inspection.

1. Checker of R & I Store will hand over vehicle for inspection complete with 2 copies of AFG. 1045, ABs 412 & 406.
2. 932 Inspection will be made in duplicate writing parts required on back of "932".
3. Completed copies of "932" together with AFG.1045s with ABs 412 & 406 will be handed to W/S Office except Class 3 4 6 which will be returned to R & I.

Procedure - "OUT" Inspection.

1. When vehicle is passed as satisfactory, AB 412 & AB 406 with 1 copy of AFG.1045 and Inspection Report will be collected from W/S Office at the same time notifying O. i/c W/S that the vehicle has been passed. Job Card will be initialled by Inspection Staff and dated and left in W/S Office for filing with one copy of AFG.1045 and one copy of 932.
2. Other documents ABs 412 & 406, AFG. 1045 and 932 Inspection and Vehicle will be passed to R & I Checker.

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1. When Vehicle is passed as satisfactory, AFG. 1045 and Inspection Report will be collected from W/S Office at the same time notifying O. i/c W/S that the vehicle has been passed. Job Card will be initialled by Inspection Staff and dated and left in W/S Office for filing with one copy of AFG. 1045 and one copy of 932.
2. Other documents ABs 412 & 406, AFG. 1045 and 932 Inspection and Vehicle will be passed to R & I Checker.

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PROCEDURE WORKSHOP OFFICE

Documentation - Vehicles.

1. 1045s with 1 copy of 932 Inspection Report and ABs 442 & 406 will be received from Inspection Staff.
2. W/S Clerk will refer to the copy of 932 which will have written on the back parts required to repair the vehicle.
3. Clerk will make out indent for necessary parts in duplicate, pin one copy to documentation of vehicle and pass other to Stores Section. After indenting, vehicle documentation will be placed in "Parts on Indent" Box. Indent will give W.D. No., Make and Type of Vehicle.
4. Engines will be placed on indent by W.O. i/c W/S as the request for these stores does not pass through the normal Ord channels.

Method.

1. Three copies of 994 showing type code and W.D. No. of Vehicle.
2. Three copies of AFG.1043 condemning old engine to be attached to the above.
3. The indent for engine will be recorded in book form showing :-
   (a) Date.
   (b) Indent No.
   (c) Type by code.
   (a) W.D. Number.
   (c) Date received.
4. No record will be kept of AFG.1043 except file copy.
5. As soon as parts arrive they will be marked off on indent form which is attached to vehicle documentation and placed in bin which will be marked with W.D. No.
6. When all parts required have been received, Clerk willl place vehicle documentation in "Awaiting Labour" Box which will notify O. i/c W/S that repairs of vehicle can now be undertaken.
7. O. i/c W/S will ascertain if work can be undertaken and if so, will
   (a) Call in Vehicle.
   (b) Make out W/S Job Card from 932 Inspection which will be in English.
   Job No. will be entered on 1045s.
8. When vehicle is completed it will be passed to "Inspection", and if passed, Inspection Staff will collect one copy of 932 and one copy of 1045 and ABs 442 & 406.
9. The remaining 1045 and 932 with W/S Job Card will be retained for reference in "Completed" Box.
10. Note.
    If a vehicle which is being repaired is found to require further parts, an indent will be made out by clerk and taken immediately to Stores Section. If stores cannot supply, one copy will be left with stores to indent on their supply point, and the other copy will be pinned to vehicle documentation which will be placed in "Awaiting Spares" Box.
11. Clerk will inform W.O. i/c W/S that work has stopped on that vehicle due to spares. W.O. i/c W/S may if desired attempt to cannibalise from another vehicle or obtain by other means.

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Documentation - Other Items.

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Method.

1. Three copies of 994 showing type code and W.D. No. of Vehicle.
2. Three copies of AFC.1043 condemning old engine to be attached to the above.
3. The indent for engine will be recorded in book form showing :-
   (a) Date.
   (b) Indent No.
   (c) Type by code.
   (d) W.D. Number.
   (e) Date received.
4. No record will be kept of AFC.1043 except file copy.
5. As soon as parts arrive they will be marked off on indent form which is attached to vehicle documentation and placed in bin which will be marked with W.D. No.
6. When all parts required have been received, Clerk willl place vehicle documentation in "Awaiting Labour" Box which will notify O. i/c W/S that repairs of vehicle can now be undertaken.
7. O. i/c W/S will ascertain if work can be undertaken and if so, will
   (a) Call in Vehicle.
   (b) Make out W/S Job Card from 932 Inspection which will be in English.
   Job No. will be entered on 1045s.
8. When vehicle is completed it will be passed to "Inspection", and if passed, Inspection Staff will collect one copy of 932 and one copy of 1045 and ABs 412 & 406.
9. The remaining 1045 and 932 with W/S Job Card will be retained for reference in "Completed" Box.
10. Note.
    If a vehicle which is being repaired is found to require further parts, an indent will be made out by clerk and taken immediately to Stores Section. If stores cannot supply, one copy will be left with stores to indent on their supply point, and the other copy will be pinned to vehicle documentation which will be placed in "Awaiting Spares" Box.
11. Clerk will inform W.O. i/c W/S that work has stopped on that vehicle due to spares. W.O. i/c W/S may if desired attempt to cannibalise from another vehicle or obtain by other means.

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Documentation - Other Items.

1. W.O. i/c W/S on receipt of two 1045s will contact Section dealing with the item requiring repair. If they can undertake further work he will give one copy of 1045 and Job Card with instructions to collect those items from R & I for which they will sign.
2. The other copy of 1045 will be placed in "Under Repair" Box.
3. When the Section has completed the work, 1045 and Job Card will be returned to W/S Office showing that work has been completed.
4. The W/S Officer with copy of 1045 will inspect work and arrange for 1045 and work to be handed over to R & I Stores.
5. Remaining 1045 and Job Card will be filed in "Completed" Box.

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Return of Stores.

Major Assemblies. These will be returned by W/S Office.

Procedure.

1. Complete W/S pro-forma 12/FW/A/6 - 1 copy which will be enclosed with assembly.
2. Assembly will be delivered to depot and receipt obtained on AB 108.
3. Type and Make of assembly will be punted on crate with the word "Reparable".

Other Items.

Items which are not salvage will be returned to stores for onward transmission as directed by C.C. Unit.

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STORES PROCEDURE

Function.

1. To provide expendable materials for W/S use.
2. To provide M.T. Stores for repair of vehicles in W/S.
3. To issue and record AFC.1098.
4. To indent for the above when necessary to replenish and replace.

Method.

1. Expendable Stores.
   (a) These will not be accounted for and will be issued on demand.
   (b) Due to the language difficulty involved by the employment of Italians these stores will be placed so that an Italian may point to the item he requires.
   (c) A daily check will be made and further stocks will be placed on indent when it is considered necessary making due allowance for the time lag in receiving a fresh supply.

2. Issue of M.T. Spares.
   (a) The storeman on receipt of indent will check FAMTO to ascertain if the items are held.
   (b) This will be done from bin cards which will always be up to date.
   (c) If demand can be met bin card will be marked accordingly, spare issued, and issue noted on W/S indent which will be returned with stores if fully satisfied.
   (d) If full satisfaction cannot be made to indent from W/S, storeman will make out indent for items he cannot supply and note indent No. on W/S indent which will be returned to W/S with what stores are available if any.

3. Issue of AFC.1098.
This will be divided into two classes.
(a) Items on permanent issue, tool boxes etc.
(b) Items issued daily for W/S use - wheel pullers etc.
Two books will be kept to record issues giving date, quantity and description of item issued. All issues will be signed for and crossed off when the stores are returned.

4. Indenting.
This will be done in accordance with Ordnance latest instructions available in the Admin Office. The following points which are not covered by Ordnance instructions will be taken into practice.
(a) Indents will be marked "To replace FAMTO" or "W.D.No." or "V.O.R." whichever is applicable.
(b) A book will be kept giving the following informations :-
   1. Date of Indent.
   2. Indent No.
   3. Sec.
   4. Part No.
   5. Designation.
   6. Quantity.
   7. Control No.

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Italians these stores will be placed so that an Italian may point to the item he requires.

(c) A daily check will be made and further stocks will be placed on indent when it is considered necessary making due allowance for the time lag in receiving a fresh supply.

2. Issue of M.T. Spares.

(a) The storeman on receipt of indent will check FAMTO to ascertain if the items are held.

(b) This will be done from bin cards which will always be up to date.

(c) If demand can be met bin card will be marked accordingly, spare issued, and issue noted on W/S indent which will be returned with stores if fully satisfied.

(d) If full satisfaction cannot be made to indent from W/S, storeman will make out indent for items he cannot supply and note indent No. on W/S indent which will be returned to W/S with that stores are available if any.

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(b) A book will be kept giving the following informations :-

1. Date of Indent.
2. Indent No.
3. Sec.
4. Part No.
5. Designation.
6. Quantity.
7. Control No.
8. Date received.
9. Date hastened.
10. Remarks such as N.A. (6 copy) cancelled etc.
11. For FAMTO or for vehicle (give W.D. No.).

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5. When stores are received they will be checked against indent book, FAMTO items will be placed in stock amending stock cards accordingly and items for the repair of specific vehicles will be labelled with W.D. No. and Indent No. and passed to W/S Office.

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1st ECHELON REPAIR WORKSHOP

Intention.

1. To deal with vehicles and items which only require minor repairs e.g. not in need of replacement or the removal of major assemblies.

Note. It is intended that the driver in the case of vehicles will normally remain with the vehicle whilst it is under repair.

2. Method.

(a) N.C.O. i/c Sec will receive from R & I Office item for repair with Job Card.

(b) The work will be undertaken on degree of priority.

(c) An endeavour should be made to give the customer an estimated time when the work will be completed, but not before it has been ascertained that the stores are available. No promise will be given that repair will have been made by any fixed time.

3. Stores.

(a) N.C.O. i/c Sec may draw stores direct from Stores Sec without indent. If the stores are not available he will contact W.O. i/c W/S who will endeavour to find necessary parts through the normal unusual channels.

(b) Should the above procedure not produce the required parts, N.C.O. i/c Sec will indent for part in duplicate giving W.D. No., Make and Type of Vehicle.

(c) The indent will be recorded in an indent book which will show:- Date, Indent No., Parts required, W.D. No. of Vehicle, Date received.

(d) One copy of indent will be retained and one copy passed to Stores Sec which will be returned showing indent number after indent has been submitted.

Note. (a) The Tyre Repair Sec will be under the control of N.C.O. i/c 1st Echelon Sec.

(b) Any repairs requiring the assistance of turners, welders, carpenters, will be brought to the notice of W.O. i/c W/S who will arrange for these repairs to be undertaken in preference to 2nd Echelon Work.

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time when the work will be completed, but not before it has been ascertained that the stores are available. No promise will be given that repair will have been made by any fixed time.

3. Stores.

(a) N.C.O. i/c Sec may draw stores direct from Stores Sec without indent. If the stores are not available he will contact W.O. i/c W/S who will endeavour to find necessary parts through the normal unusual channels.

(b) Should the above procedure not produce the required parts, N.C.O. i/c Sec will indent for part in duplicate giving W.D. No., Make and Type of Vehicle.

(c) The indent will be recorded in an indent book which will show:- Date, Indent No., Parts required, W.D. No. of Vehicle, Date received.

(d) One copy of indent will be retained and one copy passed to Stores Sec which will be returned showing indent number after indent has been submitted.

Note. (a) The Tyre Repair Sec will be under the control of N.C.O. i/c 1st Echelon Sec.

(b) Any repairs requiring the assistance of turners, welders, carpenters, will be brought to the notice of W.O. i/c W/S who will arrange for these repairs to be undertaken in preference to 2nd Echelon Work.

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Translation.

INTERNAL ORDER given on 24 March 1946.

Subject:- Assumption of Civilian Personnel.

To:- ..... (left out)

Some offices are still making suggestions regarding the assumption of civilian personnel.

It is therefore brought to the notice of everybody that the Ministry of War has definitely (absolutely) prohibited any new assumption of civilian personnel whatever the mode may be, and it has been pointed out that even employments within W.E. to replace released personnel, will not be approved of.

If absolutely necessary, authority will be given for postings from one place to another one.

Authority for any new assumption can only be obtained from the Ministry.

On Order :-

THE CHIEF OF THE GENERAL STAFF A.T.C.

(sgd) Colonel Enrico Duranti

Certified true copy:-
The Officer i/c
(sgd) Lt. Edi Zucchet.

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Subject:- Assumption of Civilian Personnel.

To:- ..... (left out)

Some offices are still making suggestions regarding the assumption of civilian personnel.

It is therefore brought to the notice of everybody that the Ministry of War has definitely (absolutely) prohibited any new assumption of civilian personnel whatever the mode may be, and it has been pointed out that even employments within W.E. to replace released personnel, will not be approved of.

If absolutely necessary, authority will be given for postings from one place to another one.

Authority for any new assumption can only be obtained from the Ministry.

On Order :-

THE CHIEF OF THE GENERAL STAFF A.T.C.

(sgd) Colonel Enrico Duranti

Certified true copy:-
The Officer i/c
(sgd) Lt. Edi Zucchet.

T.

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

COPY.

16° REPARTO RIPARAZIONI AUTO

SPECCHIO RIEPILOGATIVO DEL PERSONALE MILITARE E CIVILE

Forza complessiva	Organico	Presenti	Differenza
Complessivo	142	148	+ 6
Specialisti	76	72	- 4

IL COMANDANTE
(sgd) Ten.Col. Zannini Gino

- - - - - -

SPECCHIO DEL PERSONALE MILITARE

Categoria	Organico	Presenti	Differenza
Ufficiali Superiori	1	1	---
Capitani	1	1	---
Ufficiali subalterni	4	4	---
Sottufficiali	10	12 di cui: 4 specializzati 8 servizi vari	 --- + 2
Truppa	52	8	-44

IL COMANDANTE
(sgd) Ten.Col. Zannini Gino

2254

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

(sgd) Ten.Col. Zannini Gino

- - - - - -

SPECCHIO DEL PERSONALE MILITARE

Categoria	Organico	Presenti	Differenza
Ufficiali Superiori	1	1	---
Capitani	1	1	---
Ufficiali subalterni	4	4	---
Sottufficiali	10	12 di cui: 4 specializzati 8 servizi vari	 --- + 2
Truppa	52	8	-44

IL COMANDANTE
(sgd) Ten.Col. Zannini Gino

2254

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COPY.

16° REPARTO RIPARAZIONI AUTO

SPECCHIO DIMOSTRATIVO DEL PERSONALE MILITARE E PERSONALE CIVILE DI RUOLO, SALARIATI SECONDO L'ORGANICO.

Denominazione	Personale Militare		Personale Civile di ruolo e salariati	
	Organico	Esistenza	Organico	Esistenza
Rag. d'Artiglieria			1	1
Archivisti, scritturali e dattilografi			11	11
Disegnatori			1	1
Telefonisti			2	2
Infermieri			1	1
Cucinieri	2	1		
Attendenti	2	-		
Barbiere			1	-
Addetto distribuzione carburante			1	1
Calzolai			1	1
Sarto			1	1
Inservienti d'ufficio			2	2
Addetti magazzino			2	2
Motoristi	8	8 (Civili)	8	8
Montatori	8	8 (Civili)	8	8
Aggiustatori	4	4 (Civili)	4	4
Tornitori	2	2 (Civili)	2	2
Fabbri fucinatori	2	2 (Civili)	2	2
Lamieristi	2	2 (Civili)	2	2
Radiatoristi	1	1 (Civile)	1	1
Saldatori autogeni	1	1 (Civile)	1	1
Elettricisti magnetisti	2	2 (Civili)	2	2
Verificatori pompe iniezoni	1	1 (Civile)	1	1
Falegnami - scoccai	2	2 (Civili)	2	2
Tappezzieri	2	-	2	-
Verniciatori	2	2 (Civili)	2	2
Vulcanizzatori	1	1 (Civile)	1	1
Personale di manovalanza			4	4
Guardie giurate			8	8
Motociclisti	1	1 (Civile)	-	-
Conduttori	9	9 (di cui 3 civ.)	-	-
Ufficiali superiori	1	1		
Capitani	1	1		
Ufficiali subalterni	4	4		
Sottufficiali				
Specializzati	4	4		
Servizi vari	6	6		
Totali	68	63	74	71

PERSONALE MILITARE . DEFICIENZE rispetto all'Organico No. 5

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Attendenti	2	-	1	-
Barbiere			1	1
Addetto distribuzione carburante			1	1
Calzolai			1	1
Sarto			2	2
Inservienti d'ufficio			2	2
Addetti magazzino			8	8
Motoristi	8	8 (Civili)	8	8
Montatori	4	4 (Civili)	4	4
Aggiustatori	2	2 (Civili)	2	2
Tornitori	2	2 (Civili)	2	2
Fabbri fucinatori	2	2 (Civili)	2	2
Lamieristi	1	1 (Civile)	1	1
Radiatoristi	1	1 (Civile)	1	1
Saldatori autogeni	2	2 (Civili)	2	2
Elettricisti magnetisti	1	1 (Civile)	1	1
Verificatori pompe iniezoni	2	2 (Civili)	2	2
Falegnami - scoccai	2	-	2	-
Tappezzieri	2	2 (Civili)	2	2
Verniciatori	1	1 (Civile)	1	1
Vulcanizzatori			4	4
Personale di manovalanza			8	8
Guardie giurate				
Motociclisti	1	1 (Civile)	-	-
Conduttori	9	9 (di cui 3 civ.)	-	-
Ufficiali superiori	1	1		
Capitani	1	1		
Ufficiali subalterni	4	4		
Sottufficiali Specializzati	4	4		
Servizi vari	6	6		
Totali	68	63	74	71

PERSONALE MILITARE : DEFICIENZE rispetto all'Organico No. 5
No. 1 cuciniere rimpiazzato da 1 dattilografo (Civ.)
No. 2 attendenti rimpiazzati da 2 scritturali ")
No. 2 tappezzieri rimpiazzati da 2 " . ")

PERSONALE CIVILE : DEFICIENZE rispetto all'Organico No. 3
No. 1 barbiere rimpiazzato da 1 addetto magazzino
No. 2 tappezzieri rimpiazzati da 2 personale di manovalanza.

FORZA COMPLESSIVA COME DA ORGANICO No. 142
FORZA COMPLESSIVA PRESENTE No. 148

ESUBERANTI RISPETTO ORGANICO COMPLESSIVO No. 8 di cui: 2 Sottufficiali (add. ai serv. var
2 Dattilografi
1 Scritturale
3 Manovali.

(sgd) IL COMANDANTE
Ten. Col. Zannini Gino.

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COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

SITUAZIONE DEL PERSONALE DELLA DIVISIONE "FRIULI"

a) - da inoltrare l'ultimo di ogni mese
b) - stato alle ore 12 del mese di data 30 Settembre 1946.

REPARTO (a)	Forza organica (b)	Personale militare attuale (totale) (c)	Personale militare che verra' congedato el.... (d)	Civili (e)
Officina Mobile Divisionale	174	98		55
Plotone Officina Trasporti	45	15		3
L.A.D. 1	12	5		1
L.A.D. 2	12	5		2
L.A.D. 3	12	5		NIL
L.A.D. 4	12	NIL		NIL
L.A.D. 5	12	NIL		NIL
L.A.D. 6	12	NIL		NIL
Totali	291	128		61

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

(a)	(b)	(c) (totale)	(d) (di cui sopra)	(e)
Officina Mobile Divisionale	174	98		55
Plotone Officina Trasporti	45	15		3
L.A.D. 1	12	5		1
L.A.D. 2	12	5		2
L.A.D. 3	12	5		NIL
L.A.D. 4	12	NIL		NIL
L.A.D. 5	12	NIL		NIL
L.A.D. 6	12	NIL		NIL
Totali	291	128		61

2252

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEL MATERIALE RADIO RIPARATO DA QUESTA OFFICINA MOBILE
dal 25 Settembre al 5 Ottobre 1946

Reparto	Denominazione del materiale	In riparazione	Riparati	Da riparare	B.L.R.	Funzionamento
35 Rgt.Art.	Radio 22	20	6	14	-	Buono (1)
" " "	Radio 48	1	1	-	-	Buono (1)
" " "	Telefono	1	1	-	-	Buono
" " "	Batterie	32	25	-	7 (1)	
20 T.R.T.	Batterie	13	2	-	11 (1)	

(1) addebitate al reparto

Trento, li 5/10/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Reparto	Denominazione del materiale	In riparazione	Riparati	Da riparare	B.L.R.	Funzionamento
35 Rgt.Art.	Radio 22	20	6	14	-	Buono (1)
" " "	Radio 48	1	1	-	-	Buono (1)
" " "	Telefono	1	1	-	-	Buono
" " "	Batterie	32	25	-	7 (1)	
20 T.R.T.	Batterie	13	2	-	11 (1)	

(1) addebitate al reparto

Trento, li 5/10/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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Declassified E.O. 12065 Section 3-402/NNDD NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
dal 25 Settembre al 5 Ottobre 1946

Reparto e Tipo	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	Note
88 Rgt. Ftr. Ufficio Materiali					
Fucili M/I		34	34		
Fucili M/4		44	44		
Mortai 3 Pollici		3	3		
Piat		3	3		
Bren		3	3		
Thompsons		2	2		
5 Comp.Art.					
Thompson		20	20		
35 Art. I Gruppo					
Cannoni	8	1	1	-	Buono
Avantreni tipo 27	16	1	1	-	

Trento, li 5 Ottobre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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e T i p o	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	N o t e
86 Rgt. Ftr.					
Ufficio Materiali					
Fucili M/I		34	34		
Fucili M/4		44	44		
Mortai 3 Pollici		3	3		
Piat		3	3		
Bren		3	3		
Thompsons		2	2		
5 Comp.Art.					
Thompson		20	20		
35 Art. I Gruppo					
Cannoni	8	1	1	-	Buono
Avantreni tipo 27	16	1	1	-	

Trento, li 5 Ottobre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 16 al 30 Settembre 1946.

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87 Regg/to Fanteria (I° L.A.D.)	7	4	3
88° Regg/to Fanteria (2° L.A.D.)	2	2	-
35° Regg/to Artiglieria (3° L.A.D.)	3	3	-

Levico, li 2 Ottobre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

2249

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87 Regg/to Fanteria (I° L.A.D.)	7	4	3
88° Regg/to Fanteria (2° L.A.D.)	2	2	-
35° Regg/to Artiglieria (3° L.A.D.)	3	3	-

Levico, li 2 Ottobre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

2249

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dal 22 al 28 Settembre 1946

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti Civili	Note
Dodge	-	1	Officina Marconi

Trento, li 29/9/46

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

SITUAZIONE MOTORI REVISIONATI dal 29 Settembre al 5 Ottobre 1946

NONE.

Trento, li 5/10/46

per IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Cap. L.Maccarone

2248

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

dall'Off. Mobile | da Trasmissioni | [illegible]

Dodge - 1 Officina Marconi

Trento, li 29/9/46

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

SITUAZIONE MOTORI REVISIONATI dal 29 Settembre al 5 Ottobre 1946

N O N E .

Trento, li 5/10/46

per IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Cap. L.Maccanone

2248

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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

REME 4 B.L.U.
Ref.: S/R 28

23 September 1946.

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

Period 8 September - 21 September 1946.

1. 4th Repair Unit (Bolzano).

(a) The above Unit was visited by EME on the 9 September 46. During this visit it was learnt that the Camera del Lavoro is arranging a special train from Bolzano to Merano, so that when the Workshop moves, it will not be possible, as had previously been hoped, to dismiss the unsatisfactory personnel; para 5 (i) of my S/R 25 dated 12 August 46 refers.

(b) The order prohibiting the dismissal of workers which was supposed to be effective only until 31 August 46, has according to Captain Rossi, O.C. Workshop, been extended.

(c) Apart from having unwanted personnel the Workshop is also extremely deficient of personnel, especially officers and special clerical staff. Attached is a personnel state as at 19 Sept 46.

(d) Attached is a translated copy of a further letter received by the Workshop from the Camera del Lavoro Bolzano. As it may be seen this time, they have forced the Workshop to dismiss guards with which they are satisfied, because they are not resident of this area, and are compelling them to employ local personnel which may or may not be satisfactory. It is normally a wise policy to employ as guards men from other areas, the local inhabitants having generally too many contacts who can be very helpful in disposing of stolen material.

(e) When visiting this W/S on 17 September 46 it was learnt that certain officers and N.C.O.'s intended to apply for a transfer from the Workshop due to the overdisciplining by the O.C. This somewhat difficult point was overcome by first congratulating the O.C. on his efforts to improve discipline and then suggesting a weekly conference of Workshop officers and senior personnel. The method of introduction at the conference was also suggested, which has been found from experience to be extremely successful, i.e. The O.C. cannot run the whole Workshop alone, he is entirely dependent on the good will and close cooperation of his officers and senior personnel and they in turn, on their men.

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1. 4th Repair Unit (Bolzano).

(a) The above Unit was visited by EME on the 9 September 46. During this visit it was learnt that the Camera del Lavoro is arranging a special train from Bolzano to Merano, so that when the Workshop moves, it will not be possible, as had previously been hoped, to dismiss the unsatisfactory personnel; para 5 (i) of my S/R 25 dated 12 August 46 refers.

(b) The order prohibiting the dismissal of workers which was supposed to be effective only until 31 August 46, has according to Captain Rossi, O.C. Workshop, been extended.

(c) Apart from having unwanted personnel the Workshop is also extremely deficient of personnel, especially officers and special clerical staff. Attached is a personnel state as at 19 Sept 46.

(d) Attached is a translated copy of a further letter received by the Workshop from the Camera del Lavoro Bolzano. As it may be seen this time, they have forced the Workshop to dismiss guards with which they are satisfied, because they are not resident of this area, and are compelling them to employ local personnel which may or may not be satisfactory. It is normally a wise policy to employ as guards men from other areas, the local inhabitants having generally too many contacts who can be very helpful in disposing of stolen material.

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2. No.2 L.A.D. "Friuli" Infantry Division (Riva).

2944 RECEIVED 8-007 [illegible]

(a) The above L.A.D. was visited on 11 September 46. A 2 Sjt. has been posted to this L.A.D. and on day of visit was found to be reorganizing stores, tools etc. A great improvement was noted on previous visits.

(b) As the Italian U.M.I. was making inspections in the area it was suggested that the Sjt. should go and see their methods, which he did.

Later the U.M.I. Inspector visited the L.A.D. and carried out an inspection, for benefit of the Sjt. on a L.A.D. vehicle. The Sjt. was obviously amazed at the number of faults found and it is thought, learnt a great deal. It is hoped he will

Rey 8/10/46

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now practise his knowledge on the Unit vehicles.

(c) Colonel Ricci commanding the U.M.I. was also present at this inspection and again caught out the M.T.O. of the Unit, the 88th Infantry Regiment (previously reported for lack of interest in my S/R 25 dated 12 August 46), who had carried out an inspection on the vehicle a few days previously. The AB 406 showed the vehicle as being in perfect condition, when infact it was almost a relic. The M.T.O. later admitted he had not inspected the vehicle and had completed the 406's in his office.

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

(a) A visit was paid to above Workshop on the 13 September 46. The general state of this Workshop appeared to be going down. Knowing that General Goulburn, M.M.I.A., would shortly visit the Workshop, several suggestions were put to Captain Maccarone (in absence of O.C. on leave) on improving the general appearance of the Workshop.

(b) Some time ago the poor state of the Workshop vehicles was brought to the notice of Major Figliolia (O.C. Workshop) with a suggestion that he should ensure that they were properly maintained.

(c) A start was made, but during this visit it was noted that general overhaul of each vehicle in turn was being practised instead of daily maintenance. It was suggested that the task system should be done properly and that overhauls should be given when necessary.

(d) A complaint of lack of men was brought forward as an excuse, but it was suggested if fewer men were employed in a non-essential work of carrying out what is undoubtedly magnificent upholstering and spraying of cars, sufficient men would be found.

4. 21st Recovery Commission (Vicenza).

On the 14 September 46 whilst visiting Colonel Frontero, Director of Repairs 4 T.C., it was learnt that the 21st Recovery Commission will be disbanded on the 15 October 46, the machinery and material passing to the "Mantova" Infantry Division.

5. Visit of General Goulburn, M.M.I.A.

(a) On the 19 September 46 EME was present when General Goulburn visited the following Units :-

(i) New site of 4th Repair Unit, Merano.
(ii) 4th Transport Platoon Company Workshop, Bolzano.
(iii) Main Workshop "Friuli" Infantry Division, Trento.
General Goulburn also visited the 16th Repair Unit at Verona.

(b) During General Goulburn's tour of the "Friuli" Workshop, he picked on a point, that of "In" Inspections on vehicles which

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general state of this Workshop appeared to be [illegible]
Knowing that General Goulburn, M.M.I.A., would shortly visit the Workshop, several suggestions were put to Captain Maccanone (in absence of O.C. on leave) on improving the general appearance of the Workshop.

(b) Some time ago the poor state of the Workshop vehicles was brought to the notice of Major Figliolia (C.C. Workshop) with a suggestion that he should ensure that they were properly maintained.

(c) A start was made, but during this visit it was noted that general overhaul of each vehicle in turn was being practised instead of daily maintenance. It was suggested that the task system should be done properly and that overhauls should be given when necessary.

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(ii) 4th Transport Platoon Company Workshop, Bolzano.
(iii) Main Workshop "Friuli" Infantry Division, Trento.

General Goulburn also visited the 16th Repair Unit at Verona.

(b) During General Goulburn's tour of the "Friuli" Workshop, he picked on a point, that of "In" Inspections on vehicles which this Workshop has never practised and which has been suggested to the O.C. several times without result by EME. The O.C., it is felt, thinks "we never have, so why start now". He has always shown a tendency to think of his Workshop as perfect and beyond improvement.

(c) An attempt was made by perhaps too many people to explain all the troubles of the M.T. of the Division to General Goulburn in too few minutes, but it was finally summed up by General Bernardi as

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(i) lack of money;
(ii) lack of skilled personnel and drivers;
(iii) lack of spare parts,

which is more or less identical to my remarks in my S/R 25 para 5 (c) (i), (ii), (iii) dated 12 August 46.

(d) It was pointed out to General Goulburn that it is possible to give an Infantry Division poor instructors and the defects will not show too greatly under time of war, but poor mechanics are soon shown up by a terrific Park of vehicles awaiting repair, it is possible to give Troops half the necessary equipment and they will struggle and manage, but vehicles on the other hand will not run with only half the parts. To stint money and personnel on vehicles only costs more in the long run and are possibly lost altogether, perhaps some 200.000.- Lire for the lack of a comparatively small sum.

(e) After the departure of the General the EME spent again, this time with General Bernardi commanding the Division as an interested spectator, over an hour dealing with all the questions and objections put forward on "In" Inspections. It was finally agreed to commence "In" Inspections at the point when EME was almost convinced the whole British Army and not the "Friuli" Workshop was in the wrong.

(f) General Bernardi then turned to another point on which countless times the EME has remarked and on which finally a letter was written to the CME, but on which still no action was taken - that of building up derelict cars to luxurious vehicles upholstered throughout, chromium plated and painted to the equivalent of the maker's finish.

General Bernardi suffering from lack of transport due to break downs, was extremely annoyed to find men wasting their time in a Workshop in this fashion when he was off the road and prohibited the C.C. to continue work of this type, which apart from waste of labour is costing the Division a great deal of money which will be better spent in spare parts and engine overhauls.

(g) A final point brought to the notice of O.C. Workshop, Captain Maccanone, was that the state of the Workshop was extremely poor considering the ample warning he had been given of the General's visit. Suggestion made to him on previous visit such as lining up new influx of vehicles etc. was not carried out. It was later learnt that the CME had also warned Captain Maccanone of visit and was equally surprised to find the Workshop so dirty on arrival of the General.

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6. CME "Friuli" Infantry Division -Monthly Report.

Attached is a translated copy of CME "Friuli" Infantry Division Monthly Report.

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2245

6. CME "Friuli" Infantry Division Monthly Report.

Attached is a translated copy of CME "Friuli" Infantry Division Monthly Report.

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

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

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

Attached is a list of engines repaired in the Workshop and by local firms during this period.

p.t.o.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

9. W.E. of B.L.U.

Attached is copy of 217 Area letter showing increase of B.L.U. Strength by 1 Sjt. Veh., 1 Cpl Armourer plus a vehicle. It is hoped that these personnel will be quickly forthcoming, as they will be extremely useful providing they have also the transport allotted.

10. Workshop Outputs.

1st Mobile Park

Week ending 14 September 46			Week ending 21 September 46		
M/C	-	—	M/C	-	—
Cars	-	—	Cars	-	1
Lorries	-	4	Lorries	-	5
Total		4	Total		6

21st Recovery Commission

Week ending 14 September 46			Week ending 21 September 46		
M/C	-	1	M/C	-	2
Cars	-	1	Cars	-	1
Lorries	-	3	Lorries	-	4
Total		5	Trailers	-	1
			Total		8

4th Repair Unit

Week ending 14 September 46			Week ending 21 September 46		
M/C	-	—	M/C	-	1
Cars	-	5	Cars	-	6
Lorries	-	3	Lorries	-	4
Total		8	Total		11

16th Repair Unit

Week ending 14 September 46			Week ending 21 September 46		
M/C	-	—	M/C	-	—
Cars	-	5	Cars	-	7
Lorries	-	9	Lorries	-	5
Total		14	Total		12

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"Friuli" Workshop

Week ending 13 September 46			Week ending 20 September 46		
M/C	-	3	M/C	-	2

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Lorries	-	4
Total		4

Lorries	-	5
Total		6

21st Recovery Commission

Week ending 14 September 46		
M/C	-	1
Cars	-	1
Lorries	-	3
Total		5

Week ending 21 September 46		
M/C	-	2
Cars	-	1
Lorries	-	4
Trailers	-	1
Total		8

4th Repair Unit

Week ending 14 September 46		
M/C	-	—
Cars	-	5
Lorries	-	3
Total		8

Week ending 21 September 46		
M/C	-	1
Cars	-	6
Lorries	-	4
Total		11

16th Repair Unit

Week ending 14 September 46		
M/C	-	—
Cars	-	5
Lorries	-	9
Total		14

Week ending 21 September 46		
M/C	-	—
Cars	-	7
Lorries	-	5
Total		12

2244

"Friuli" Workshop

Week ending 13 September 46		
M/C	-	3
Cars	-	4
Lorries	-	13
Total		20

Week ending 20 September 46		
M/C	-	2
Cars	-	10
Lorries	-	8
Total		20

Enclos.

A Pollock

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

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

COPI.

IV° REPARTO RIPARAZIONI AUTOVEICOLI

SPECCHIO RIEPILOGATIVO DEL PERSONALE -
(UFFICIALI - SOTTUFFICIALI - GRADUATI - PERSONALE CIVILE)

Forza complessiva	Organico	Presenti	Differenza
Complessivo	158	122	36
Specialisti	78	52	26

IL COMANDANTE INTER/LE DEL REPARTO
(sgd) Cap.no Bruno Rossi

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Forza complessiva	Organico	Presenti	Differenza
Complessivo	158	122	36
Specialisti	78	52	26

IL COMANDANTE INTER/LE DEL REPARTO
(sgd) Cap.no Bruno Rossi

2243

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

IV° REPARTO RIPARAZIONI AUTOVEICOLI

SPECCHIO DIMOSTRATIVO DEGLI UFFICIALI, SOTTUFFICIALI, GRADUATI, SOLDATI, PERSONALE CIVILE DI RUOLO E SALARIATI SECONDO L'ORGANICO
- Esuberanze e Deficienze

DENOMINAZIONE	PERSONALE MILITARE Organ.	Esist.	-	PERSONALE CIVILE DI RUOLO E SALARIATI Organ.	Esist.
Ragioniere d'Art.	=	=		1	1
Archivisti, scritt.li	=	=		9	9
Dattilografi	=	=		4	4
Disegnatori	=	=		1	1
Operai per serv.vari	=	=		=	=
Telefonisti	1	=	1	1	1
Infermieri	1	=	1	1	1
Cucinieri	2	1	1	=	=
Addet. distr. carburanti	1	=	1	=	=
Attendenti	3	1	2	=	=
Barbiere	=	=		1	1
Calzolaio	=	=		1	1
Sarto	=	=		1	1
Inservienti d'ufficio	=	=		3	3
Addetti magazzini	2	=	2	2	2
Motoristi	14	=	14	14	14
Montatori	13	=	13	13	13
Aggiustatori	4	=	4	4	4
Tornitori	2	=	2	2	2
Fabbri fucinatori	2	=	2	2	2
Lamieristi	2	=	2	2	2
Radiatoristi	1	=	1	1	1
Saldatori autogeno	1	=	1	1	1
Elettricisti magnet.	2	=	2	2	2
Verificatori p. iniez.	1	=	1	1	1
Falegnami scoccai	2	=	2	2	2
Tappezzieri	1	=	1	2	2
Verniciatori	2	=	2	3	3
Vulcanizzatori	1	=	1	2	2
Personale di manovalan.	=	=	=	1	1
Guardie giurate	=	=	=	6	6
Motociclisti	2	2	=	10	10
Conduttori	11	11	=	=	=
UFFICIALI - SOTTUFFICIALI					
Ufficiali Superiori	1	=	1		
Capitani	3	3	=		
Ufficiali subalterni	4	1	3		
Sottufficiali	8	8	=		
Sottufficiali Specialisti	4	2	2		
Totale:	67	29	38	91	91

reduced to 24 under M.o.W. instructions: 2, 14, 13, 4, 2, 2, 2, 1, 1, 2, 1, 2, 3, 2, 1

reduced to 24 under M.o.W. instructions: 2, 14, 13, 4, 2, 2, 2, 1, 1, 2, 1, 2, 1, 2, 1

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Ragioniere d'Art.	=	=	=	1	1
Archivisti, scritt.li	=	=	=	9	9
Dattilografi	=	=	=	4	4
Disegnatori	=	=	=	1	1
Operai per serv.vari	1	1	=	=	=
Telefonisti	1	1	=	=	=
Infermieri	2	1	1	1	1
Cucinieri	1	1	=	=	=
Addet.distr.carburanti	3	3	=	=	=
Attendenti	=	=	=	1	1
Barbiere	=	=	=	1	1
Calzolaio	=	=	=	1	1
Sarto	=	=	=	3	3
Inservienti d'ufficio	2	2	=	2	2
Addetti magazzini	14	14	=	14	14
Motoristi	13	13	=	13	13
Montatori	4	4	=	4	4
Aggiustatori	2	2	=	2	2
Tornitori	2	2	=	2	2
Fabbri fucinatori	2	2	=	2	2
Lamieristi	1	1	=	1	1
Radiatoristi	1	1	=	1	1
Saldatori autogeno	2	2	=	2	2
Elettricisti magnet.	1	1	=	1	1
Verificatori p.iniez.	2	2	=	2	2
Falegnami scoccai	1	1	=	1	1
Tappezzieri	2	2	=	2	2
Verniciatori	1	1	=	1	1
Vulcanizzatori	1	1	=	1	1
Personale di manovalan.	=	=		6	6
Guardie giurate	=	=		10	10
Motociclisti	2	2	=	=	=
Conduttori	11	11	=	=	=
UFFICIALI - SOTTUFFICIALI					
Ufficiali Superiori	1	=	1		
Capitani	3	3	=		
Ufficiali subalterni	4	1	3		
Sottufficiali	8	8	=		
Sottufficiali Specialisti	4	2	2		
Totale:	67	29	38	91	91

reduced to 24 under M.o.W. instructions

reduced to 24 under M.o.W. instructions

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Surplus to W.E.: 2 Personale di manovalan.

IL COMANDANTE INTER/LE DEL REPARTO
(sgd) Cap.no Bruno Rossi

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Translation.

Subject:- Guards bound by an oath.

MINISTERO DEL LAVORO e DELLA
PREVIDENZA SOCIALE
-Ufficio Provinciale del Lavoro-
B O L Z A N O
Ref.: 17235 Liaison Sect.

Bolzano, 5 September 1946.

To:- C.C. 4th Repair Unit,
B o l z a n o

For information to:- Questura, Bolzano.

Yesterday our office has come to an agreement with the HQ. Corpo d'Armata - Comdt. Colonel FRONTERO - that 5 unemployed labourers be sent to your Command to replace the guards which are not residing in Bolzano.

The Questura will postpone the repatriation of the following persons w.e.f. to-day up to the 20th inst. :-

1.) D'Andrea Ermenegildo
2.) Gerini Giuseppe
3.) Tessaro Antonio
4.) Mattrel Amedeo
5.) Facci Luigi
6.) Moroso Antonio.

If on the 20th September the 4th Repair Unit have not complied with the above, the Questura will be authorized to proceed on the repatriation of the above mentioned labourers.

THE REGENT
for Geom. Trusso Giovanni
-signature illegible-

W/W.

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Ref.: 17235 Liaison Sect.

Bolzano, 5 September 1946.

To:- O.C. 4th Repair Unit,
B o l z a n o

For information to:- Questura, Bolzano.

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for Geom. Trusso Giovanni
-signature illegible-

W/W.

2241

Declassified E.O. 12065 Section 1-402/NNDC NO. 785020

Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

Levico, 4 September 1946.

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :

MONTH OF A U G U S T 1946.

(1) Ordinary Maintenance :-
After the return of the Officers and Serjeants who have attended the U.M.I. course last month, to their Units, the duty system attained a certain technical degree.
In some Units however, the ordinary maintenance service can't be fully evolved, because they are deficient of personnel due to the release of the eldest soldiers which have not been replaced yet by the "recruit" personnel, these still being engaged by the training course.
As already pointed out in the July Report, it would be necessary to evolve a theoretical-practical M.T. course for the Officers and Serjeants being in charge of M.T., with a view to complete their knowledge of vehicle maintenance - and it even would be advisable to establish a theoretic-practical school only for the training of drivers at the site of the Division. -
For this purpose it will be necessary to assign at least 2 Officers and 3 Serjeants in the capacity of instructors to the Division.

(2) Extraordinary Maintenance :-
No alterations are to be reported as regards this para in my previous report.

(3) Efficiency State of Vehicles :-
The percentage of vehicles and motorcycles being inefficient owing to lack of tyres is continuously increasing; this especially refers to heavy lorries, motorcycles and cars. - Recently 12 complete tyres for Jeep have been assigned to the Division, and it is hoped that we shall be able to get part of the Jeeps the Division has on its charge, efficient with same. Furthermore 4 Jeeps complete with tyres have been assigned, which on arrival at the Division, will be issued to the Units being in most urgent need of same.

The tyres the Division mostly needs, are as follows :-

Sizes	Tyres	Tubes
10,50 x 20	150	62
10,00 x 22	19	-
10,50 x 13	5	52
11,50 x 20	4	2
14,00 x 20	8	-
7,50 x 20	16	12
7,00 x 16	4	2
6,00 x 16	38	30
6,00 x 18	6	6

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

(1) Ordinary Maintenance :-
After the return of the Officers and Serjeants who have attended the U.M.I. course last month, to their Units, the duty system attained a certain technical degree.
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14,00 x 20	8	-
7,50 x 20	16	12
7,00 x 16	4	2
6,00 x 16	38	30
6,00 x 18	6	6
5,50 x 20	12	-
5,50 x 15	29	12
5,50 x 16	9	9
5,00 x 18	5	5
5,00 x 15	60	25
165 x 40	4	4

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p. t. o.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Sizes	Tyres	Tubes
150 x 40	12	12
4,00 x 17	8	7
210 x 20	10	10
4,00 x 15	10	10
3,25 x 19	97	89.

There is a deficiency of vehicles and motorcycles in comparison with the W.E. of the Division, as 82 (vehicles and motorcycles) of the number the Division had on its charge, have been transferred to O.A.R.E., and up to date the Division has not obtained any assignment to fill up this deficiency.

(4) Lorries' Equipment :-
We are still awaiting assignment of the equipments requested in accordance with circular letter No. 26600 dated 3 April 46 of the Ministry of War - G.Q. Artillery & Motorisation.
In order to enable the Units to carry out the vehicle maintenance in the meantime, our Command is just going to have a small number of equipments bought by the Mobile Park, so that at least 50% of the vehicles will get the necessary equipment.

(5) Equipment and Functioning L.A.D. :-
Owing to deficiency of specialized personnel the number of L.A.D.'s had to be reduced at present, so that actually there are only 3 L.A.D.'s which are being equipped in the best way.
We are just going to purchase 3 electric vulcanizators, small for inner-tubes; 3 compressors ("compressori"); 3 jacks, transportable on wheels; as well as the respective grind-stones, so that the L.A.D.'s will be able to carry out the necessary small repairs.

(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of 3 Sjts./Maj. Chiefs of the W/S and of technical personnel at the Units.

(7) Main Workshop of the Division :-
It is hoped that by the assignment of the workshop of the 1st Mobile Park Peschiera to the Main Workshop of the Division, the necessary productive capacity will be attained to meet the requirements of the Division.

(8) Spares for Allied Vehicles :-
After very many endeavours we succeeded in finding out a few firms in Milan which have bound themselves to supply the Division with all required spares at prices which are a little inferior to those indicated in the Edicts previously published by the M.T. Office of the "Legnano" Division. -
The essential items of these spares have already been tested by using same in 3 completely overhauled engines which have been running on the test-bed for a long time to ascertain the quality of the material. As first-class results were obtained, the Mobile Park under our Command is going to provide for the necessary spares in order to meet with the requirements of the Divisional Workshops.

(9) Driver Discipline :-
The courses for specializing evolved at the regiments, some of which are

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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The essential items of these spares have already been tested by using same in 3 completely overhauled engines which have been running on the test-bed for a long time to ascertain the quality of the material. As first-class results were obtained, the Mobile Park under our Command is going to provide for the necessary spares in order to meet with the requirements of the Divisional Workshops.

(9) Driver Discipline :-
The courses for specializing evolved at the regiments, some of which are still running, did not show the results expected, so that there is still a certain deficiency of drivers for the vehicles on charge.

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Therefore it is felt that it will still be necessary to establish a Divisional School for Drivers, for which purpose however it will be necessary to assign the personnel as under para (1) of this report.

On Order:-
(sgd) THE CHIEF OF THE M.T. OFFICE
Major Leone.

(Seen) THE GENERAL COMMANDING
Tullio Bernardi.

Declassified E.O. 12065 Section 3-402/NND No. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEL MATERIALE RADIO RIPARATO DA QUESTA OFFICINA MOBILE
dall' 8 al 24 Settembre 1946

Reparto	Denominazione del materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35° Rgt. Art.	Radio 22	7	3	4	-	ottimo
" " "	cuffie mic.	3	2	1	-	ottimo
" " "	Variometro per 19	1	1	-	-	ottimo
" " "	Centralini	2	2	-	-	ottimo
Officina Mobile	Accumulatori (radio) da Go 12 V.	8	8	-	-	ottimo

Trento, li 25 Settembre 1946.

IL DIRETTORE DELL'OFFICINA MOBILE
(sgd) S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

dall' 8 al 24 Settembre 1946

Reparto	Denominazione del materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35° Rgt. Art.	Radio 22	7	3	4	-	ottimo
" " "	cuffie mic.	3	2	1	-	ottimo
" " "	Variometro per 19	1	1	-	-	ottimo
" " "	Centralini	2	2	-	-	ottimo
Officina Mobile	Accumulatori (radio) da Go 12 V.	8	8	-	-	ottimo

Trento, li 25 Settembre 1946.

IL DIRETTORE DELL'OFFICINA MOBILE
(sgd) S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
dall' 8 al 24 Settembre 1946

Tipo	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.
2° BATTAG. 87 FTR.				
Fucili m.1	108	99	11	
Fucili m.4	538	522	184	11
Thompson	128	117	14	1
Bren	63	63	7	
Pistole 38	28	28		
Piat	21	21	1	
Mortai 3 pollici	4	4		
" 2 "	17	17		
Pistole Segnalaz.	20	20		
3° BTG. 87° FTR.				
Fucili m.1	50	47	8	
Fucili m.4	355	342	116	15
Thompsons	138	126	17	
Bren	63	63	5	
Pistole 38	29	29	1	
Piat	16	16	2	
Mortai 3 pollici	4	4		
" 2 "	22	22		
Pistole Segnalaz.	9	9		
COMP. MORTAI 87 FTR.				
Fucili m.1	9	9	2	
Fucili m.4	146	146	35	4
Thompson	66	62	10	5
Bren	9	9	2	
Pistole 38	24	22	1	
Piat	4	4	1	
Mortai 3 pollici	8	8		
" 2 "	1	1		
Pistole Segnalaz.	10	10		

Trento, 25 Settembre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Tipo	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.
2° BATTAG. 87 FTR.				
Fucili m.1	108	99	11	
Fucili m.4	538	522	184	11
Thompson	128	117	14	1
Bren	63	63	7	
Pistole 38	28	28		
Piat	21	21	1	
Mortai 3 pollici	4	4		
" 2 "	17	17		
Pistole Segnalaz.	20	20		
3° BTG. 87° FTR.				
Fucili m.1	50	47	8	
Fucili m.4	355	342	116	15
Thompsons	138	126	17	
Bren	63	63	5	
Pistole 38	29	29	1	
Piat	16	16	2	
Mortai 3 pollici	4	4		
" 2 "	22	22		
Pistole Segnalaz.	9	.9		
COMP. MORTAI 87 FTR.				
Fucili m.1	9	9	2	
Fucili m.4	146	146	35	4
Thompson	66	62	10	5
Bren	9	9	2	
Pistole 38	24	22	1	
Piat	4	4	1	
Mortai 3 pollici	8	8		
" 2 "	1	1		
Pistole Segnalaz.	10	10		

Trento, 25 Settembre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE "FRIULI" dall' 8 al 24 Settembre 1946

Tipo	In carico	Ispezionati	Riparati	B.L.R.	Stato d'uso
35° Rgt. Art. III Gruppo					
Avantreno Tipo 27	16	1	1	-	Buono
35° Rgt.Art. V Gruppo					
Cannoni	8	1	1	-	Buone

Trento, li 25 Settembre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Tipo	In carico	Ispezionati	Riparati	B.L.R.	Stato d'uso
35° Rgt. Art. III Gruppo					
Avantreno Tipo 27	16	1	1	-	Buono
35° Rgt. Art. V Gruppo					
Cannoni	8	1	1	-	Buono

Trento, li 25 Settembre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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Declassified E.O. 12065 Section 3-402/NNRG NO. 785020

COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 1° al 15 Settembre 1946.

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87° Regg.to Fanteria (I° L.A.D.)	9	5	4
88° Regg.to Fanteria (II° L.A.D.)	10	10	-
35 Regg.to Artiglieria (3° L.A.D.)	25	23	2

Levico, li 17 Settembre 1946.

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

AUTOMEZZI ISPEZIONATI dal 1° al 15 Settembre 1946.

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Levico, li 17 Settembre 1946.

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

2235

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dall' 8 al 14 Settembre 1946

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti Civili	Note
Jeep	1	-	35° Rgt. Art.
Hillman	1	-	Officina Mobile

Trento, li 15/9/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

- - - - -

SITUAZIONE MOTORI REVISIONATI dal 15 al 21 Settembre 1946

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti Civili	Note
Ford 8 V	-	1	Officina Marconi, Mantova
Bedford	-	1	" " "
Dodge	-	1	" " "

Trento li 21/9/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

2234

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Tipo	dall'Off.Mobile	da Enti Civili	Note
Jeep	1	-	35° Rgt. Art.
Hillman	1	-	Officina Mobile

Trento, li 15/9/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

- - - - -

SITUAZIONE MOTORI REVISIONATI dal 15 al 21 Settembre 1946

-.-.-.

C O P Y .

Subject:- W.E.

HQ 217 Area, CMF

Ref.: 1321 G

2 Sep 46

1 SEP Centre CM
4 BLU
6 BLU
7 BLU

Appended extract from 295th meeting of W.E. Committee is forwarded for information.

SS/gc

(sgd)
????????
Major,
GS.
217 Area.

CM/1112/2

BRITISH LIAISON UNIT (TYPE 'A') TO AN ITALIAN TERRITORIAL HEADQUARTERS

The following amendment to the above War Establishment was approved wef 19 Aug 46.

Under (i) Personnel

R.E.M.E.

Add	Vehicle mechanic -	
	Serjeant	- 1
	Armourer -	
	Corporal	- 1

Under (ii) Transport

Add	Car, 4 x 2, light utility	- 1

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

1 SEP Centre CA
4 BLU
6 BLU
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GS.
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Under (i) Personnel

R.E.M.E.

Add	Vehicle mechanic - Serjeant	- 1
	Armourer - Corporal	- 1

Under (ii) Transport

Add	Car, 4 x 2, light utility	- 1
Against	Cars, 4 x 2, light utility	

Add footnote (a) " Additional drivers will be provided by the Italian Army."

2233

Will be promulgated as amendment No. 2.

File: SD/0544

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

400

(5.)

Subject:- Personnel, Drivers for 4th Repair Unit.

RGHE

Headquarters
4 B. L. U.
B o l z a n o
Ref.: 4/ME/8-237

23 September 1946.

To:- ADME, HQ. M.M.I.A.,
R o m e

MF/43/C

Reference extracted para (a) of Director of Repairs (4 T.C.) Memorandum to Ministry of War dated 28 August 46, para 3 of M.o.W. letter 63033/061342 dated 7 September 46, and para 3 of Director of Repairs letter Aut/12567/3/6 dated 14 September 46.

NT

1. Whilst these letters continue to flow backwards and forwards, the 4th Repair Section continues to be without drivers. It is anticipated that at the present rate the correspondence will eventually cease on arrival of the drivers from the School of Cecchignola, but in the meantime the 4th Repair Unit being deficient of drivers, is forced to use skilled personnel which is a waste of money, they normally receiving higher pay, and effects output, and causes general disorganization of the W/S.

2. As a solution to the problem it is suggested that either the W.E. be amended to fit the supply of personnel (this to include vehicles and other personnel which drivers serve) or to permit as in the British Army the Units to employ automatically, civilians in lieu of military.

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

Enclos.

RECEIVED 26 SEP 1946
2644

2230

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Reference extracted para (a) of Director of Repairs (4 T.C.) Memorandum to Ministry of War dated 28 August 46, para 3 of M.o.W. letter 63033/061342 dated 7 September 46, and para 3 of Director of Repairs letter Aut/12567/3/6 dated 14 September 46.

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Enclos.

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

RECEIVED 26 SEP 1946
2644

2232

Rg 26/9/46

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

COMANDO MILITARE TERRITORIALE
DI BOLZANO (IV)
- Director of Repairs -
Ref.: Aut/12671/3-6

Bolzano, 18 September 1946.

M E M O R A N D U M for CAPTAIN W H I T E .

Herewith extract copied from the "Promemoria di Servizio" submitted to Colonel Balanzino in date of 28 August 46 :-

.....
.....

(a) Employment of Civilian Drivers.

Due to the release of classes 1923 and first four months of 1924, the 4th Repair Unit ("4° Autoreparto") is deficient of drivers. Considering these facts may authority please be given for the assumption of civilian drivers, at least until the specialists coming from the School of Cecchignola will be assigned to the Units.

At least approx. 20 drivers.

(b) Assignment of Tyres.

I ask you instantly to kindly assign at least 6 tyres for the Car 1500 (size 5,50 x 15); 6 tyres for the Car 1100 (size 5 x 15 or 5 x 16); 6 tyres for Lancia Aprilia Car (size 165 x 400); and 6 tyres for Ardea Car (size 145 x 400). -

.....
.....

(sgd) THE DIRECTOR OF REPAIRS
Colonel Dante FRONTE[illegible]

231

W.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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.....

(sgd) THE DIRECTOR OF REPAIRS
Colonel Dante FRONTE

2231

W.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

MINISTERO DELLA GUERRA
General Motorisation Inspectorate
GHQ. Artillery & Motorisation
- Mot.Branch - 1st Sect. -
Ref.: 63033/061342

Roma, 7 September 1946.

Subject:- Arrangements for 4th and 16th Repair Unit.
Assumption of Civilian Drivers.

To:- Comando Militare Territoriale
- Reparto Riparazioni Auto -
B o l z a n o

Reference your Memorandum dated 28-8-46.

1. Arrangement for 4th Repair Unit to be stationed at Merano.
Regarding the handing over of 4th Repair Unit equipments, the A.R.A.R. of Rome has already urged on A.R.A.R., Bolzano, by cable.

2. Arrangement for 16th Repair Unit in the Bracks "Riva di Villasanta" at Verona.
It is not necessary to alter the category of the 16th Repair Unit. In no way should the moving of the 16th Repair Unit in to the new baracks be postponed.

3. Assumption of Civilian Drivers.
As it is forbidden to employ new civilian personnel, it will be necessary that an attempt be made to draw the drivers off the workmen of the Artillery Establishments, who are to be instructed accordingly.

THE DIRECTOR OF THE BRANCH+
(sgd) Colonel G. BALANZINO.

W.

2230

Declassified E.O. 12065 Section 3-402/NNDC NO. 78S020

Subject:- Arrangements for 4th and 16th Repair Unit.
Assumption of Civilian Drivers.

To:- Comando Militare Territoriale
- Reparto Riparazioni Auto -
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Reference your Memorandum dated 28-8-46.

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(sgd) THE DIRECTOR OF THE BRANCH+
Colonel G. BALANZINO.

W.

2230

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Translation.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
- Directory of Repairs -
Ref.: Aut/12567/3/6

Bolzano, 14 September 1946.

Subject:- Arrangements for 4th and 16th Repair Unit.
Assumption of Civilian Drivers.

To:- Ministero della Guerra,
GHQ. Artillery & Motorisation,
- Mot.Branch - 1st Sect. -
R o m e

Reference your letter No. 63033 /06134-2/Mot.Branch dated 7 inst.

1. Herewith we are sending you the file copy back, which by mistake has been sent to our Command together with the letter addressed to our Directory and not to the Repair Unit.

2. At the same time we beg to inform you that :-

(a) the 4th Repair Unit is already being transferred to Merano, and the movement will be terminated by the end of September as per the plan submitted ~~xxxx~~ to your GHQ. in our letter No. Aut/12198/3/2 dated 7 Sept.

(b) the establishing of the 16th Repair Unit in the Baracks "Riva di Villasanta" is connected with the establishing of the 4th Repair Unit at Merano in the Baracks "CEM 2 Bis".

3. The Artillery Establishments already have a reduced W.E., and therefore it is impossible to draw workmen off there and to make them drivers; on the other hand considerable time and fuel are to be spent for their training as well as the instructing personnel is to be provided for.

THE DIRECTOR OF REPAIRS
(sgd) Colonel Dante FRONTERO.

W.

2229

Declassified E.O. 12065 Section 3-402/NNBG No. 785020

Subject:- Arrangements for 4th and 16th Repair Unit.
Assumption of Civilian Drivers.

To:- Ministero della Guerra,
GHQ. Artillery & Motorisation,
- Mot.Branch - 1st Sect. -
R o m e

Reference your letter No. 63033 /061342/Mot.Branch dated 7 inst.

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(a) the 4th Repair Unit is already being transferred to Merano, and the movement will be terminated by the end of September as per the plan submitted ~~yesterday~~ to your GHQ. in our letter No. Aut/12198/3/2 dated 7 Sept.

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THE DIRECTOR OF REPAIRS
(sgd) Colonel Dante FRONTERO.

W.

2229

Declassified E.O. 12065 Section 3-402/NNRD NO. 785020

(4)

SUBJECT :- Sitreps.

(1)

Land Forces Sub Comm. A.C.
M.E.I.A R C M P.
MX/43/C/4
27 Sept. '40

TO :- MXE 4 B.I.U.

(2) (3)

In reply to your sitreps S/R26 and S/R27.

1. These are most valuable, informative, and very welcome. In general, as many facts as possible, together with your comments thereon, should be included.

2. This HQ. is pointing out to the Ministry of War certain points (covering administration, testing of personnel, and provision of stores at the workshop) in which Repair Units could be improved, but it is likely that finance will prove a great obstacle to this last point. In the meantime, it is suggested that you discuss with the Dir. of Repairs any possible de-centralisation and the institution of some form of test before mechanics etc. are engaged.

3. The quantities of engines overhauled by civilian firms seems disappointingly small. Is it possible to get Friuli Division to increase this figure to the region of 40 per month, for it is believed that sufficient money is available to permit this?

4. Your troubles regarding domestic transport are noted, and it is suggested that instead of setting up a large unit workshop that you make more use of e.g. 4 Repair Unit or 21 Recovery Commission. Are 13 Corps able to help with Austin Spares at all?

It is hoped to post you a vehicle mechanic (also an armourer) before long and for part of the time he might be able to assist. It is however inadvisable for an MXE to be burdened with the daily administration of unit transport, though he should as an officer of the BLU be prepared to assist.

As a matter of interest, valves from a Fiat Topolino after modification can be used for an Austin Utility engine.

2228

AB

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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As a matter of interest, valves from a Fiat Topolino after modification can be used for an Austin Utility engine.

2228

AB

A. BLUNT. LT. COL.
Assistant Director of Mechanical Engineering.
M.M.I.A.

AB/ma

File.

Reg 27/2/46

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

43/C

REME (3)

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

REME 4 B.L.U.
Ref.: S/R 27

9 September 1946.

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

Sec 7 Unit 4

Period 25 August 46 - 7 September 46.

1. General.

(a) A great deal of this period has been spent on general Unit duties and general office work. Due to the distance involved to HQ. 217 Area (Bologna) even the most trivial Unit problems necessitating a visit to HQ. 217 Area take a period of 3 or more days to complete.

M5288093
M 5394996
Copia Kef Pk
Jeep

(b) Added to this is our transport problem which will never improve whilst we are issued with class 1 Utility Austins which in the first month in this Unit have developped the following troubles:-

(i) Broken two fan belts.
(ii) Both vehicles have suffered burnt out valves.
(iii) One diff. pinion bearing collapsed, writing off diff. (plenty of oil).
(iv) Both vehicles had mal-adjusted brakes and U/S linings these had to be finally adjusted by EME after three attempts by Italian mechanics.
(v) One dynamo ceased to function and on dismantling was found to be a bodged job the field wires had been hooked together without soldering.
(vi) Shock absorber link rubbers on both vehicles are U/S and must be bodged until arrival of correct spares.
(vii) Door windows on both vehicles fell out due to worn parts.
(viii) Numerous other small jobs have had to be done on the vehicles which would not have been necessary on a new or properly reconditioned vehicle.

RECEIVED 23 SEP 1946 2534

(c) In reading the above it should be appreciated that the FAMTO for these vehicles has not yet been received (no spares are held) and the "Friuli" Infantry Division having no Austin Utilities, hold no spares. Our nearest REME Workshop is a 150 miles away and not, as all REME Workshops, generally willing to play in giving spare parts.

(d) Further, this Unit has other transport which is also old and

2292

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(a) A great deal of this period has been spent on general Unit duties and general office work. Due to the distance involved to HQ. 217 Area (Bologna) even the most trivial Unit problems necessitating a visit to HQ. 217 Area take a period of 3 or more days to complete.

M52880 93
M 5394996
(plus York Pk
Jeep

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RECEIVED 23 SEP 1946 2534

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(d) Further, this Unit has other transport which is 2227 old and is also always giving a fair amount of trouble.

(e) To obtain spares for these vehicles, apart from scrounging (at the best of times a lengthy process) is to indent on to 217 Area (Post 4 or 5 days at least), whoch forward to B.T.A., who select and forward by rail to Bologna. Usual period for this process is normally at a minimum 6 weeks to 2 months.

(f) Due to the lack of a M.T. Cpl. in this Unit the EME is rapidly becoming part time M.T. Cpl. getting vehicles in and out of W/S and scrounging spare parts from distant places, and part time Liaison Officer (this when transport situation and Unit problems permit).

p.t.o.

Reg 23/9/46

Declassified E.O. 12065 Section 3-402/NNDG No. 785020

2. No.1 L.A.D. "Friuli" Infantry Division (Bolzano).

(a) The above L.A.D. was visited on 29 August 46 at the request of Major Leone, CME "Friuli" Infantry Division, to note progress made since a previous visit reported in my S/R 21 dated 18 June 46.

(b) This L.A.D. now has an officer in charge and with unit personnel, a strength of 14 OR's. The general layout of the L.A.D. was found to be well organized as regards office, stores, workshop etc., but it was noted that an engine had been stripped and that the welder was without work, which indicated that the O.C. L.A.D. had little idea of his duties.

(c) A couple of hours was spent in explaining to him why engines should not be stripped (chain of repairs etc.) and on his duties of inspecting the unit transport which, it was felt by the lack of work for the welder, were not being carried out correctly.

(d) An opportunity to press further on L.A.D. vehicle inspections arose on the 5 September 46, when the U.M.I. (Italian) from Milan visited the unit to carry out inspections.

The L.A.D. officer's attention was drawn to the method of inspecting, which was extremely well carried out by the U.M.I., with a suggestion that he posted his best N.C.O. to watch and copy. The L.A.D. officer, who is very willing to learn, immediately carried out the suggestion.

(e) The U.M.I. is also visiting Riva at a later date (No.2 L.A.D.) and it is intended to carry out the same procedure there.

(f) No.1 L.A.D. although now reasonably organized is still only capable of doing little more than inspections due to a practical M.T. stores section and shortage of tools. The CME is, it is understood, obtaining tools probably from 1st Mobile Park (Peschiera), but as the vehicle spares are controlled by the ever present problem of money, he has faint hopes of being able to restock the stores.

3. 1st Mobile Park (Peschiera).

It is understood from CME "Friuli" Infantry Division that on the closing of 1st Mobile Park Peschiera the "Friuli" Infantry Division will receive an allotment of this workshop's vehicles and tools, which will be of great assistance especially in the L.A.D.'s, which are extremely deficient of ordinary hand-tools.

2226

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

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms and Vehicles in the "Friuli" Infantry Division during this period.
Due to release of the only N.C.O. Artillery Field, gun inspections had to be discontinued.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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2226

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Attached are lists of inspections which have taken place on Telecom Equipment, Small Arms and Vehicles in the "Friuli" Infantry Division during this period.
Due to release of the only N.C.O. Artillery Field, gun inspections had to be discontinued.

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

Attached is a list of engines repaired in the workshop and by local firms during this period.

p.t.o.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

6. M.T. Stores 4th Repair Unit (Bolzano).

(a) Reference para (d) under 'Further Enclosures' of my previous Sitrep S/R 26 dated 26 August 46.

(b) Of 112 items (not including quantities of these items) demanded during the period of a month from Piacenza, only 19 issues were made. 21% issues.

(c) Captain Gavotti, W/S Officer of the 4th Repair Unit, personally went to collect the last bulk demand recently, and reports he found that again the stores awaiting him satisfied only a fraction of the demands.

(d) He then requested that he be shown round the stores to obtain a general idea of its contents, and to see what demands would probably be met. He reports that he found many items which were on his indents, but which had not been satisfied and his general impression was that a far higher percentage of demands would be met if the stores organization was improved.

(e) It is further understood that there seems to be a dispute as to who is commanding the depot, there being two Majors posted to this unit, who, it is again understood, are at loggerheads.

p.t.o.

7. Workshop Outputs.

1 Mobile Park

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	—	M/C	-	—
Cars	-	2	Cars	-	1
Lorries	-	6	Lorries	-	8
Total		8	Total		9

21st Recovery Commission

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	1	M/C	-	—
Cars	-	1	Cars	-	—
Lorries	-	2	Lorries	-	5
Total		4	Total		5

4th Repair Unit

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	1	M/C	-	—
Cars	-	3	Cars	-	4
Lorries	-	5	Lorries	-	6
Total		9	Trailers	-	1
			Total		11

16th Repair Unit

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	1	M/C	-	2
Cars	-	6	Cars	-	4
Lorries	-	6	Lorries	-	6
Total		13	Total		12

"Friuli" Workshop

Week ending 30 August 46			Week ending 6 September 46		
M/C	-	2	M/C	-	3
Cars	-	2	Cars	-	8
Lorries	-	8	Lorries	-	7
Total		12	Total		18

Enclos.

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Lorries	-	2
Total		4

Lorries	-	5
Total		5

4th Repair Unit

Week ending 31 August 46		
M/C	-	1
Cars	-	3
Lorries	-	5
Total		9

Week ending 7 September 46		
M/C	-	—
Cars	-	4
Lorries	-	6
Trailers	-	1
Total		11

16th Repair Unit

Week ending 31 August 46		
M/C	-	1
Cars	-	6
Lorries	-	6
Total		13

Week ending 7 September 46		
M/C	-	2
Cars	-	4
Lorries	-	6
Total		12

"Friuli" Workshop

Week ending 30 August 46		
M/C	-	2
Cars	-	2
Lorries	-	8
Total		12

Week ending 6 September 46		
M/C	-	3
Cars	-	8
Lorries	-	7
Total		18

2224

Enclos.

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

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C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dal 25 al 31-8-46

T i p o	Revisionati dall'Off.Mob.	Revisionati da Enti Civili	N o t e
Dodge	1	-	
Cetrano	-	1	

Trento, li 31 Agosto 1946.

IL COMANDANTE L'OFFICINA MOBILE
FOR Magg. Figliolia Giovanni
(sgd) Capt. L.Mananone

- - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 1 al 7-9-46

T i p o	Revisionati dall'Off.Mob.	Revisionati da Enti Civili	N o t e
Ford Canada	-	4	
Willys Jeep	1	-	

Trento, li 7 Settembre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Tipo	Revisionati dall'Off.Mob.	Revisionati da Enti Civili
Dodge	1	-
Cetrano	-	1

Trento, li 31 Agosto 1946.

IL COMANDANTE L'OFFICINA MOBILE
FOR Magg. Figliolia Giovanni
(sgd) Capt. L.Mananone

- - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 1 al 7-9-46

Tipo	Revisionati dall'Off.Mob.	Revisionati da Enti Civili	Note
Ford Canada	-	4	
Willys Jeep	1	-	

Trento, li 7 Settembre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
durante il periodo dal 25 Agosto al 7 Settembre 1946

Reparto	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.
87° Rgt. Fanteria I° Battaglione				
Fucili M.1	89	77	22	1
Fucili M.4	512	501	159	16
Thompson	120	105	23	2
Bren	63	63	15	-
Pistole 38	29	29	1	-
Piat	18	18	4	-
Pistole fumogene	7	7	-	-
Mortai da 3 pll.	4	4	1	-
Mortai da 2 pll.	18	18	2	-

Trento, li 7 Settembre 1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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	Armi	Armi ispezionate	Armi riparate	B.L.R.
87° Rgt. Fanteria I° Battaglione				
Fucili M.1	89	77	22	1
Fucili M.4	512	501	159	16
Thompson	120	105	23	2
Bren	63	63	15	-
Pistole 38	29	29	1	-
Piat	18	18	4	-
Pistole fumogene	7	7	-	-
Mortai da 3 pll.	4	4	1	-
Mortai da 2 pll.	18	18	2	-

Trento, li 7 Settembre 1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO
PRESSO QUESTA OFFICINA MOBILE "FRIULI" dal 25 Agosto al 7 Settembre 46

Reparto	Denominazione del Materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35° Rgt.Art.	Radio Tipo 22	3	3	-	-	buono
35° Rgt.Art.	Cuffie M.	1	1	-	-	buono
20 T.R.T.	Accumulatori	2	2	-	-	buono

Trento, li 7 Settembre 1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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Reparto	Denominazione del Materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35° Rgt.Art.	Radio Tipo 22	3	3	-	-	buono
35° Rgt.Art.	Cuffie M.	1	1	-	-	buono
20 T.R.T.	Accumulatori	2	2	-	-	buono

Trento, li 7 Settembre 1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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Reparto	Denominazione del Materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35° Rgt.Art.	Radio Tipo 22	3	3	-	-	buono
35° Rgt.Art.	Cuffie M.	1	1	-	-	buono
20 T.R.T.	Accumulatori	2	2	-	-	buono

Trento, li 7 Settembre 1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 16 al 31 Agosto 1946.

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina mobile per grandi riparazioni
87 Regg.to Fanteria (I° L.A.D.)	12	11	1
35 Regg.to Artiglieria (3° L.A.D.)	19	14	5

Levico, 2 Settembre 1946.

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

Declassified E.O. 12065 Section 3-402/NNBD NO. 785020

Rapporto mensile dal 1° al 31 Agosto 1946.

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina mobile per grandi riparazioni
87 Regg.to Fanteria (I° L.A.D.)	12	11	1
35 Regg.to Artiglieria (3° L.A.D.)	19	14	5

Levico, 2 Settembre 1946.

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

2220

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Rome - (2)

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

RECEIVED 4 - SEP 1946 1932

REME 4 B.L.U.
Ref.: S/R 26

26 August 1946.

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

CC Hqs Fwd Echelons + Rear Echelons

Period 11 August 46 - 24 August 46.

1. General.

The first part of this period was spent in completing last Sitrep (30 pages) and at Bologna, on Unit Camp and duties.

2. Movement of Units.

(a) The 4th Repair Unit, it is understood from Colonel Frontero (Director of Repairs 4 T.C.) will move to its new location at Merano about the 15 of September 46. As far as can be ascertained, this new site has no name.

(b) The 16th Repair Unit is also to move its location to the Caserma "Alberto Riva di Villasanta", Verona, about the end of September 46.

3. 4th Repair Unit (Bolzano).

(a) A visit was paid to above unit on the 20 August 46. During this visit it was noted that costing of work had been introduced in the workshop. On inquiring by whose instructions this had been put into operation, the EME was shown a thick workshop book dated 1938. Captain Rossi, O.C. Workshop, is working to this book.

(b) It is felt, judging by the costing of every job etc. that this book is as much behind the times as it is believed our own workshop instructions are of that date.

(c) If the Italian workshops are to continue to work on their own old system, then it is doubtful if any EME can advise and assist them in organization which they are acquainted with and of which the EME has only a vague conception.

(d) Attempting to introduce present British methods into the Italian system is only causing greater havoc, it is felt, and in any case unless the O.C. Workshop has definite instructions to run his workshop on British lines, he will without orders to the contrary continue on the old system for fear of being asked by whose orders he has introduced new methods. This also applies to the Director of Repairs

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(30 pages) and at Bologna, on Unit Camp and duties.

2. Movement of Units.

(a) The 4th Repair Unit, it is understood from Colonel Frontero (Director of Repairs 4 T.C.) will move to its new location at Merano about the 15 of September 46. As far as can be ascertained, this new site has no name.

(b) The 16th Repair Unit is also to move its location to the Caserma "Alberto Riva di Villasanta", Verona, about the end of September 46.

3. 4th Repair Unit (Bolzano).

(a) A visit was paid to above unit on the 20 August 46. During this visit it was noted that costing of work had been introduced in the workshop. On inquiring by whose instructions this had been put into operation, the EME was shown a thick workshop book dated 1938. Captain Rossi, O.C. Workshop, is working to this book.

(b) It is felt, judging by the costing of every job etc. that this book is as much behind the times as it is believed our own workshop instructions are of that date.

(c) If the Italian workshops are to continue to work on their own old system, then it is doubtful if any EME can advise and assist them in organization which they are acquainted with and of which the EME has only a vague conception.

(d) Attempting to introduce present British methods into the Italian system is only causing greater havoc, it is felt, and in any case unless the O.C. Workshop has definite instructions to run his workshop on British lines, he will without orders to the contrary continue on the old system for fear of being asked by whose orders he has introduced new methods. This also applies to the Director of Repairs through whom the advice and suggestions are normally given.

(e) One or two British ideas have been introduced (932's, 1045's etc.), but the major type of organizing such as the stores (the life blood of the workshops) is at present running on recent instructions of the Ministry of War, which according to the stores officer 4th Repair Unit are not practical.

p. t. o.

Rey 5/9/46

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(f) When these instructions are finally translated and then studied it may be possible (bearing in mind that the writer has no practical experience of the system) to see if the stores officer is at fault. In the meantime the stores section continues to function erratically filled with more paper than useful stores.

4. "Friuli" Main Workshop (Trento).

A visit was made to this workshop on the 22 August 46. During this visit it was learnt that the General of the Division had also visited the workshop on a previous day to investigate the cause of complaints by units that the workshop output is insufficient. After learning the state of spares and personnel and seeing the condition of vehicles sent in for repair, the General has arranged to meet all O.C. Units in the workshop in the near future with the intention, it is believed, of pointing out the errors of their ways regarding M.T. and also to let them see the situation. The workshop had on the 23 August 46: 285 vehicles awaiting repair.

5. CME "Friuli" Infantry Division (Levico).

A visit was paid to Major Leone, CME "Friuli" Infantry Division on 23 August 46. His main problem during this visit was an instruction (ref. 6/3268/Ser. dated 29 July 46) received from Rome through 4 Territorial Command, to remove all signs on Divisional vehicles with the exception of the targa, this at the request of M.M.I.A. He was doubtful if the original order included the number of the Regiment, and as this work involved the whole of the Division, he does not wish to commence work without being certain the instructions are correct. This query is in hand (telephone conversation Captain White, 4 B.L.U. - Major Franklin, REME M.M.I.A., of 24 August 46). Reply sent See MF 30/2/33 dated 27 Aug 46.

6. Documentation.

Attached is a workshop indent form (based on AFG 1045) which is being issued by the Director of Repairs 4 T.C. to replace letters when requesting vehicle repairs.

7. Purchase of M.T. items 4 T.C. Workshops.

After numerous comments by both, Director of Repairs and O.C. Workshops on lack of money to buy the necessary spares, a request was made for the instructions dealing on payment. Attached is a translated copy of the instructions. Colonel Frontero, Director of Repairs 4 T.C., admits he himself has not yet fathomed them out.

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

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms and Vehicles in the "Friuli" Infantry Division during this period. 2218
Due to release of the only H.C.O. Artillery Field [illegible]

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the near future with the intention, it is believed, of pointing out the errors of their ways regarding M.T. and also to let them see the situation. The workshop had on the 23 August 46: 285 vehicles awaiting repair.

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Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms and Vehicles in the "Friuli" Infantry Division during this period.
Due to release of the only N.C.O. Artillery Field, gun inspections had to be discontinued.

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

Attached is a list of engines repaired in the workshop and by local firms during this period.

p. t. o.

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10. Workshop Outputs.

1 Mobile Park

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	1	M/C	-	—
Cars	-	—	Cars	-	3
Lorries	-	3	Lorries	-	3
Total		4	Total		6

21st Recovery Commission

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	—	M/C	-	—
Cars	-	—	Cars	-	3
Lorries	-	4	Lorries	-	4
Total		4	Total		7

4th Repair Unit

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	1	M/C	-	—
Cars	-	4	Cars	-	6
Lorries	-	2	Lorries	-	4
Total		7	Total		10

16th Repair Unit

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	1	M/C	-	2
Cars	-	6	Cars	-	5
Lorries	-	7	Lorries	-	4
Total		14	Trailers	-	1
			Total		12

"Friuli" Workshop

Week ending 16 August 46			Week ending 23 August 46		
M/C	-	2	M/C	-	3
Cars	-	3	Cars	-	4
Lorries	-	7	Lorries	-	10
Total		12	Total		17

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M/C	-	—
Cars	-	—
Lorries	-	4
Total		4

M/C	-	—
Cars	-	3
Lorries	-	4
Total		7

4th Repair Unit

Week ending 17 August 46		
M/C	-	1
Cars	-	4
Lorries	-	2
Total		7

Week ending 24 August 46		
M/C	-	—
Cars	-	6
Lorries	-	4
Total		10

16th Repair Unit

Week ending 17 August 46		
M/C	-	1
Cars	-	6
Lorries	-	7
Total		14

Week ending 24 August 46		
M/C	-	2
Cars	-	5
Lorries	-	4
Trailers	-	1
Total		12

"Friuli" Workshop

Week ending 16 August 46		
M/C	-	2
Cars	-	3
Lorries	-	7
Total		12

Week ending 23 August 46		
M/C	-	3
Cars	-	4
Lorries	-	10
Total		17

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

Enclos.

Further Enclosures :-

(a) Since completing this Sitrep the M.o.W. letter on M.T. Spares has been translated, a copy of which is attached.

(b) It is noted that the second para of item 5. states that no stores will be kept by workshops.

P. t. o.

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(c) It is considered that no workshop could run successfully without a good store section. Work will be dropped time and time again for lack of spare parts. The 3rd M.T. Stores Section serving this Command is a dwindling concern and is over a hundred miles from Bolzano.

(d) It would be interesting to see a British 2nd Echelon Workshop coping in a similar situation, that is, without its Ord Section attached and its OFP a hundred miles away with insufficient transport to reach it and on arrival finding that the stores are ever decreasing. It is known that Piacenza Stores Section does not supply more than 20% if as such of the demands. A correct percentage will be obtained for next Sitrep.

(e) Further, when the spares are not available under paras 3. and 4. they are permitted to local purchase, this is suitable for Commands in Milan and Turin etc., but in Bolzano sometimes even the smallest articles mean a journey of 2 days with the added difficulty of shortage of transport and tyres. Naturally frequent journeys are not made, but this only serves to hold up repairs for an even greater period.

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(e) Further, when the spares are not available under para 3, they are permitted to local purchase, this is suitable for Commands in Milan and Turin etc., but in Bolzano sometimes even the smallest articles mean a journey of 2 days with the added difficulty of shortage of transport and tyres. Naturally frequent journeys are not made, but this only serves to hold up repairs for an even greater period.

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Ente che invia l'automezzo alla riparazione:

.....

N...... *di richiesta*

Data.....

Descrizione del veicolo o della parte da riparare

Targa N......

.....

.....

.....

.....

Specie della riparazione

.....

.....

.....

Importo della riparazione
in caso di incidente o di addebito

.....

Ente che invia l'automezzo alla riparazione

215

N...... *di richiesta*

N° di lavoro	DESCRIZIONE del veicolo o della parte da riparare Targa n.	Quantità delle parti da riparare	SPEC

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Ente che invia l'automezzo alla riparazione 215

Data.....

N...... *di richiesta*

N° di lavoro	DESCRIZIONE del veicolo o della parte da riparare Targa n.	Quantità delle parti da riparare	SPECIE DELLA RIPARAZIONE	IMPORTO della riparazione in caso di incidente o di addebito

Firma di chi chiede il lavoro

Translation.

MINISTRY OF WAR
GHQ. ARTILLERY & MOTORISATION
1 st Admin. Section
Ref.: 27921
1-1-4

Rome, 27 April 1946.

To:- .....
(left out)

CIRCULAR LETTER.

According to instructions given in Lieutenancy Legislative Decree No. 172 dated 26 March 1946 (published in the "Gazzetta Ufficiale" No. 91 of 18 April 1946) the Royal Decree Law No. 856 dated 21 June 1940 will be abrogated on the 30 June 1946, and with effect from 1 July 1946 up to 30 June 1947 the limits set to expenditure and laid down in the law of the general public budget will be increased ten-fold in the projects or schemes of contracts on judgment of the Senate ("Consiglio di Stato").

Therefore, w.e.f. 1 July 46, it will be necessary to return to the normal procedure regarding the stipulation, approval and performance of contracts.

Taking into consideration para 7 of the law of the general public budget, further considering that the contracts for the artillery and motorization services are being based on the public expenditure, which the Senate already had approved of, the new expenditure limits -besides those for which judgment must be given by the a/n Assembly w.e.f. 1 July 46- will be as follows :-

Lire 4.500.000.- for contracts stipulated after public auctions;
Lire 2.250.000.- for contracts stipulated after private auctions (sales);
Lire 1.125.000.- for contracts stipulated after private negociations;
Lire 300.000.- for economic services or work.

Regarding purchases and incidental expenses for work, the instructions given in para XV of the regulations for artillery and M.T. material service and the permanent amendments as per Royal Decree No. 556 dated 16 August 1942 (circular letter 448 G.M. 1942) and the temporary amendments as per Lieutenancy Legislative Decree No. 352 dated 24 May 1945 (circular letter 284 G.M. 1945) will still be in force.

W.e.f. 1 July 46 the contracting units have to send the contracts-draughts in triplicate to the GHQ. Artillery and Motorisation - Technical Section or Motorisation Section (with the exception of economic contracts ("contratti ad economia") which can be submitted when already stipulated and registered, together with the documents as ordered), and a short report is to be attached thereto, illustrating the particular clauses of the contracts and further containing suggestions re the procedure for the adjudication (private negociations, or private auctions, or public auctions). In the case of private negociations or private auctions it will be necessary

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According to instructions given in Lieutenancy Legislative Decree No. 172 dated 26 March 1946 (published in the "Gazzetta Ufficiale" No. 91 of 18 April 1946) the Royal Decree Law No. 856 dated 21 June 1940 will be abrogated on the 30 June 1946, and with effect from 1 July 1946 up to 30 June 1947 the limits set to expenditure and laid down in the law of the general public budget will be increased ten-fold in the projects or schemes of contracts on judgment of the Senate ("Consiglio di Stato").

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Taking into consideration para 7 of the law of the general public budget, further considering that the contracts for the artillery and motorization services are being based on the public expenditure, which the Senate already had approved of, the new expenditure limits -besides those for which judgment must be given by the a/m Assembly w.e.f. 1 July 46- will be as follows :-

Lire 4.500.000.- for contracts stipulated after public auctions;
Lire 2.250.000.- for contracts stipulated after private auctions (sales);
Lire 1.125.000.- for contracts stipulated after private negociations;
Lire 300.000.- for economic services or work.

Regarding purchases and incidental expenses for work, the instructions given in para XV of the regulations for artillery and M.T. material service and the permanent amendments as per Royal Decree No. 556 dated 16 August 1942 (circular letter 448 G.M. 1942) and the temporary amendments as per Lieutenancy Legislative Decree No. 352 dated 24 May 1945 (circular letter 284 G.M. 1945) will still be in force.

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p.t.o.

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After having got the judgment of the Senate (where this has been necessary) the Technical Section or the Motorisation Section will then return the scheme to the contracting unit for transformation into a regular contract, eventually with suggestions for amendments (modifications) they consider necessary.

Then the contracting unit will submit the registered contract, together with the documents as ordered, to the GHQ. Art. & Mot. - competent Administration Section - which will provide for the approval.

After having got the approval, the contracting unit will take care of the fiscal registration (which w.e.f. 1 July 46 will no more be gratis) and the performance of the contract.

For the practice it is important to realize that payments for material supplied and sanctioned when taken over, cannot be made but after approval of the contract; and it does not make any difference if payments are to be made by opening of an account (credit) or from the advances-funds for economic contracts ("contratti ad economia"). Furthermore w.e.f. 1 July 46, the delivery conditions (terms) will come into force on the next day after that one when the approval of the contract from the firm which bound itself to supply, has been received.

If a prompt performance of the contract is desired, it therefore will be necessary to hasten on the approval to the contract, as without having got this approval no payment can be made to the supplying firm.

All Directors of units and establishments of Artillery and Motorization may call the attention of the Chiefs of the Administration Office and of all personnel working in administration offices to the orders given in this circular letter.

For THE MINISTER
(sgd) F.G. Properzj.

W.

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material supplied and sanctioned when taken over, cannot be made but after approval of the contract; and it does not make any difference if payments are to be made by opening of an account (credit) or from the advances-funds for economic contracts ("contratti ad economia"). Furthermore w.e.f. 1 July 46, the delivery conditions (terms) will come into force on the next day after that one when the approval of the contract from the firm which bound itself to supply, has been received.

If a prompt performance of the contract is desired, it therefore will be necessary to hasten on the approval to the contract, as without having got this approval no payment can be made to the supplying firm.

All Directors of units and establishments of Artillery and Motorization may call the attention of the Chiefs of the Administration Office and of all personnel working in administration offices to the orders given in this circular letter.

For THE MINISTER
(sgd) P.G. Properzj.

W.

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dall' 11 al 17-8-46

Tipo	Revisionati dall' O.M.	Revisionati da enti civili	Note
Austin	---	1	Officina Marconi
Mack	---	1	Officina Marconi
Bedford	---	3	Officina Marconi
Dodge	---	3	Officina Marconi
Ford	---	5	Officina Marconi

Trento, li 17 Agosto 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando.

- - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 18 al 24-8-46

Tipo	Revisionati dall' O.M.	Revisionati da Enti civili	Note
Dodge	1	---	
Jeep	1	---	

Trento, li 24 Agosto 1946.

IL COMANDANTE L'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni.

2212

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Dodge	---	3	Officina Marconi
Ford	---	5	Officina Marconi

Trento, li 17 Agosto 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando.

- - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 18 al 24-8-46

Tipo	Revisionati dall' O.M.	Revisionati da Enti civili	Note
Dodge	1	---	
Jeep	1	---	

Trento, li 24 Agosto 1946.

IL COMANDANTE L'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni.

2212

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

214

DIVISIONE DI FANTERIA
- Comando Officine -

SPECCHIO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"

dall ' 11 al 24-8-46

Reparti	Carico delle Armi	Armi ispezionate	Armi riparate	B. L. R.
87° Regt. Fanteria	—	3	3	—
88° Regt. Fanteria	—	2	2	—
20 Comp. Teleradio	—	177	177	—

Trento, li 24 Agosto 1946.

IL DIRETTORE DELL'OFFICINA

(sgd) S.Ten. F.Martinelli

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

COPY.

211

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

ELLO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"

dall' 11 al 24-8-46

...o delle Armi	Armi ispezionate	Armi riparate	B. L. R.	N o t e
—	3	3	—	
—	2	2	—	
—	177	177	—	

1946.

IL DIRETTORE DELL'OFFICINA

(sgd) S.Ten. F.Mortinelli

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

210

DIVISIONE FANTE
- Comando Officin

SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATI PRESSO QUESTA OFFICINA AL MATERIALE RADIO

dall' 11 al 24 Agosto 1946

Reparto	Denominazione materiale	In riparazione	Riparate	Da riparare	B. L. R.	Funzione
35 Art. Comando	Radio 19	1	1	—	—	ottim
35 Art. Comando	Radio 22	1	1	—	—	ottim
35 Art. Comando	Centr. Tel.	1	1	—	—	buono
35 Art. Comando	telefono	1	1	—	—	ottim
35 Art. Comando	Microf. tel.	3	3	—	1 (1)	ottim
35 Art. Comando	Cuffie micr.	1	1	—	—	ottim
35 Art. 5 Gruppo	Accumulatori	4	4	—	—	buono

Trento, li 24 Agosto 1946.

IL DIRETTORE DELL'OFFICINA

(sgd) S.Ten. F.Martinelli

Unclassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

210

TIVO DELLE RIPARAZIONI EFFETTUATI PRESSO QUESTA OFFICINA AL MATERIALE RADIO

dall' 11 al 24 Agosto 1946

ione ale	In riparazione	Riparate	Da riparare	R. L. R.	Funzionamento	Note
	1	1	—	—	ottimo	
	1	1	—	—	ottimo	
	1	1	—	—	buono	
el.	1	1	—	—	ottimo	
	1	1	—	—	ottimo	
	1	1	—	1 (1)	ottimo	sostituito con 1 nuovo
tel.	3	3	—	—	ottimo	
iar.	1	1	—	—	buono	
tori	4	4	—	—		

o 1946.

IL DIRETTORE DELL'OFFICINA

(sgd) S.Ten. F.Martinelli

Translation.

MINISTRY OF WAR
GHQ. ARTILLERY & MOTORISATION
Motorisation HQ. 2nd Sect.
Ref.: 35000

Rome, 25 June 1946.

Subject:- Provisioning and Supply of Italian M.T. Spares and various materials.

To:- ..... (left out)

For the supply of spares, tyres and various other materials required for the repair of the military vehicles attention is to be paid to the following procedure :-

I. Requests for Material :-

1. The Repair Units and the Establishments in charge of vehicle repairs will submit in triplicate the request for :-

(a) spares of normal manufacture of the vehicle factories (with the exception of the assemblies);
(b) spares especially manufactured by specialized firms (carburettors, batteries, shackles, brakes, sparking plugs etc.);
(c) equipments and tools of workshops (with the exception of machine-tools)

to the Units mentioned below according to the following classification :-

(i) to the U.A.A.R.E., Torino
as far as units are concerned, stationed in the areas of Direzione Riparauto, Torino and Genova;
(ii) to the 3° Magazzino Ricambi Auto, Piacenza
as far as units are concerned, stationed in the areas of Direzione Riparauto of Milano, Bolzano, Udine, Bologna and Firenze;
(iii) to the 8° Magazzino Ricambi Auto, Roma
as far as units are concerned, stationed in the areas of Direzione Riparauto of Roma, Bari, Napoli and Palermo.

2. The 3° and 8° Magazzino Ricambi Auto (vehicle spares depot) will after having received the requests from the various units as under (ii) and (iii) and checked same, provide for :-

(a) storing immediately the available material and will contact directly the requesting units regarding the

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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as far as units are concerned, stationed in the areas of Direzione Riparauto of Roma, Bari, Napoli and Palermo.

2. The 3° and 8° Magazzino Ricambi Auto (vehicle spares depot) will after having received the requests from the various units as under (ii) and (iii) and checked same, provide for :-

(a) storing immediately the available material and will contact directly the requesting units regarding the collection and the forwarding;
(b) submitting quickest possible to the U.A.A.R.E. and for information to the Ministry of War, a copy of the requests crossing out the issued material and taking into consideration eventual reductions made by the depots.

The 3° Magazzino Ricambi Auto will keep in mind that our Ministry at present does not intend to renew the stores, but to perform the issue of all material available, save that later on the whole organization programme of the stores depots (Magazzini Ricambi) will be reviewed. Therefore, at present no further requests to the U.A.A.R.E. can be made for supplies to the depot.

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The 8° Magazzino Ricambi Auto however has to add on the lists of spares required they have got from the Units, in a special column the quantities being necessary to maintain a small store in the depot.

The U.A.A.R.E. will, after a quick perusal of the requests and without waiting for the approval from the Ministry of War, pass the order to the firms to get different parcels manufactured for the several units after having come to an arrangement previously with the parties concerned.

Furthermore the U.A.A.R.E. will provide for payment of the material in accordance with Administrative Regulations in force, and will deliver the material to the unit to which it is destined without charging the expenditure to its account.

For the sake of control and statistics the U.A.A.R.E. will send a brief synopsis of expenditure arisen on account of every unit to the Ministry of War every three months.

3. The "fast moving large items" (materiali di largo consumo) will be collected from the 3° and 8° Magazzino Ricambi Auto by the Units and Workshops.

If these two depots don't have the material available, they will :-

(a) immediately inform the requesting units, which in this case will be authorized to provide for the indispensable quantity by local purchase, taking into consideration that these purchases must be in conformity with the administrative regulations for purchases of the nature of incidental expenses, being actually in force as per Ministry of War - 1st Admin. Sect. circular letter No. 27921/1/1/4 dated 27 April 1946;

(b) submit the requests directly to U.A.A.R.E. stating in same their own stores, too. A copy of these requests to be sent to the M.o.W. for information.

4. Regarding "small items" (small because of the quantity and the value) the Repair Units and the Workshops are authorized to buy them directly from the vehicle factories, specialized firms or from their agencies and representatives; this refers only to material as under para 1. (a) and (b) if urgently required, and to material as under para 1. (c), that means equipment of special tools.
These purchases will be practised by adhering to the instructions given in paras II. and III. below.

5. The several Units should not repeat their requests submitted for collection or provisioning, as far as spares are concerned, because the U.A.A.R.E. will not lose sight of the requests until they are definitely settled.

The insignificant items (amounts) available from the public

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The insignificant items (amounts) available from the public finance (budget) as well as the transport difficulties will oblige to keep the expenditure for spares and various materials within the limit of what is strictly indispensable. It is therefore necessary that the number of spares and other material required for the repairs to be carried out is to be restricted to that one being definitely required for the repairs in question, and any storing is to be desisted from.

The Directors of the Workshops making the requests, are personally responsible for the requests of material in as far as these will refer to what is definitely and really required to carry out the repair work.

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In these requests full particulars must be stated for specification of the material; regarding spares, the catalogue numbers or the manufacture number of the firm must be stated.

When compiling the requests, the number (quantity) of every type (make) of vehicle which are to be repaired, must be indicated.

6. Requests for machine-tools for workshops are to be made to the Ministry of War through Direzione Riparazioni Automobilistiche, which will give judgment on same with regard to the necessity of the items required from the respective workshop.

7. Concerning assemblies, the M.o.W. intends to keep a small store at every Repair Unit and at every Spares Depot ("Magazzino Ricambi Auto"), after an uniformity of the vehicle types will have been attained in every area; and for the purpose of establishing these stores the assemblies already purchased, those being recovered, and those which have got efficient again after having been replaced, will be used.

At present an explicit authority from the M.o.W. will be necessary for purchase of new assemblies. The Directors of Repairs (Direzioni Riparazioni Automobilistiche) will submit the requests from part of the Repair Units to the Ministry of War after having them winnowed.

II. Delivery of Spares and Tyres from the Factories :-

The U.A.A.R.E. will immediately make arrangements for stipulation of contracts for supply of an indeterminate quantity with the various firms manufacturing spares, tyres, ball bearings, electric material etc. exclusively. Awaiting the performance of the contracts,

1. The U.A.A.R.E. will inform the Units and the Ministry of War of the price lists, the discounts and the state of provisioning ruling on the date of 1 July 46, or on the day when they closed the agreements.

2. The spares, tyres etc. will be charged to the several units concerned on collection, by referring to the current contract stipulated. The income tax on the invoices will be to the debit of the firm, but the invoices are not to be registered, as they are included in the total amount of the contract which is subject to registration. Payments are to be made by the units which collected the items within 15 days from date of collection or if delivered to them, from date of arrival of the goods by means of postal money order.

III. Purchase of Various Materials.

For material purchases of incidental expenses (materials which are not collected from the 3° and the 8° Magazzino Ricambi Auto) the Units and Establishments must adhere to the instructions given by the Ministry of War - 1st Admin.Sect. in circular letter No. 27291/1/1/4 dated 27 April 1946, which are re-called to your mind.

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Declassified E.O. 12065 Section 3-402/NNNC NO. 785020

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In order to facilitate matters regarding purchases of those materials for the Repair Units, the U.A.A.R.E. will compile a list of these materials with the names of the specialized and accredited manufacturing firms and will send it to all Repair Units and Workshops, together with the respective price lists; a copy to be sent to the Ministry of War for information.

The U.A.A.R.E. is obliged to check these lists and price lists periodically and to amend them, to post them up to date, informing the Repair Units and the Workshops as well as the Ministry of War periodically of the respective amendments.

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V. Competitions for provisioning of materials.

The provisioning of materials for which the expenditure imposed will be higher than limits stated for incidental expenses (circular letter No. 284 of G.M. 1945), must be made by competitions by adhering to the instructions of para 175 of the Regulations for the Artillery and M.T. Service.

The competitions concerning an amount from Lire 60.000.- up to Lire 300.000.- must be sanctioned by the Ministry of War; for those concerning an amount of more than Lire 300.000.- a preliminary approval will be necessary.

When starting the competitions, the O.C.'s Repair Units or the Directors of the Establishments must take care (watch) that the technical and administrative sections under their command are co-operating very well (closely contacting), in order to avoid any inconveniences which may occur when during the competitions the close co-operation between these two branches is missing.

The circular letter No. 29500 dated 3 May 1946 is to be considered out of force and is replaced by the present directive.

FOR THE MINISTER
(sgd) General P.G.Properzj.

V.

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Declassified E.O. 12065 Section 3-402/NNDB NO. 785020

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FOR THE MINISTER
(sgd) General P.G.Properzj.

T.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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

REME

(1)

See 7

REME 4 B.L.U.
Ref.: S/R 25

12 August 1946.

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

26 AUG 1946
1642

Period 28 July 46 - 10 August 46.

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

(a) On the 29 July 46 during a visit to above workshop it was learnt that on the 15 August 46 the military personnel of the workshop will be reduced to 12, the equivalent of a L.A.D. With the released men will go practically all the instruction given by the REME training increment. As there is now no increment to train replacements, it is hoped that trained replacements will be quickly forthcoming.

(b) The personnel position of the workshop on the 29 July 46 was 50 below W.E. of 174, and of 124 held 57 were civilians.

2. Local Purchase by Territorial Command Workshops.

(a) On 30 July 46 a visit was paid to Colonel Frontero (Director of Repairs 4 T.C.) to discuss system of local purchase by workshops.

(b) It had been learnt that the workshops have no authority to buy even the smallest article without first obtaining his permission. Due to large amount of buying necessarily practised by the workshops and the difficulty of finding Colonel Frontero at the desired moment, work in workshops is frequently held up for a small part.

(c) It was suggested to Colonel Frontero that he allotted a limited sum to each workshop for expenditure on small urgent items, but he would not agree to this as he had already told the workshops that in a case of emergency they could always buy the necessary article without his prior sanction. Unfortunately it has been noted that he and the O.C.'s Workshops are not in accordance with the degree of emergencies which causes arguments and tends to make O.C.'s Workshops refrain from buying even the smallest article thereby holding up work quite unnecessarily.

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3. 16th Repair Unit (Verona).

(a) On the 1st August 46 a visit was made to the above workshop accompanied by Colonel Frontero.

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(b) This workshop was found to be running well with the exception that it had no "in" and "out" inspections. During this visit Colonel Frontero produced a letter which was originally drafted by EME and presented to both the CME "Friuli" Infantry Division and Colonel Frontero. The CME "Friuli" Infantry Division incorporated this draft in a letter which was signed by the General of the Division and sent to units of the Division. A copy of this letter eventually reached General Negroni of 4 Territorial Command who apparently approved of its contents and instructed Colonel Frontero to ensure that instructions outlined in the letter were put into operation in all Territorial Command Workshops. The subject of the letter was "In" and "Out" inspections, a translation of which was enclosed with my Sitrep S/R 23 dated 15 July 46.

(86) old file

4. 21st Recovery Commission (Vicenza).

Also on the 1st August 46 a visit was made to 21st Recovery Commission Workshop. This workshop is still considered to be the best of 4 Workshops in the Command. No outstanding problems or difficulties were encountered during this visit.

5. 4th Repair Unit (Bolzano).

(a) A further period has been spent in above workshop with the intention of assisting in organization etc.

(b) The first problem to arise was personnel who besides being poor craftsmen were undisciplined. When suggesting the obvious solution of dismissal the attached letters (Group A) were produced.

(c) The EME was also present when the Internal Commission of the workshop had a conference with the O.C. Workshop. This Internal Commission , it was felt, showed by its manner towards the C.C. that they were aware that they had the upper hand which was given them when the O.C. decided to dismiss 15 of their number, and later had his decision reversed by the T.C. due to their complaints to the Camera del Lavoro. These men now almost openly defy the O.C. Workshop.

(d) As a further example of the power of these Internal Commissions a letter from the Internal Commission of 16th Repair Unit is also attached to Group A. 220-4

(e) A discussion was held with Colonel Frontero on the unsatisfactory position of the personnel. He felt that as the 4th Repair Unit is now very shortly to move to Merano

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4. 21st Recovery Commission (Vicenza).

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5. 4th Repair Unit (Bolzano).

(a) A further period has been spent in above workshop with the intention of assisting in organization etc.

(b) The first problem to arise was personnel who besides being poor craftsmen were undisciplined. When suggesting the obvious solution of dismissal the attached letters (Group A) were produced.

(c) The EME was also present when the Internal Commission of the workshop had a conference with the O.C. Workshop. This Internal Commission , it was felt, showed by its manner towards the O.C. that they were aware that they had the upper hand which was given them when the O.C. decided to dismiss 15 of their number, and later had his decision reversed by the T.C. due to their complaints to the Camera del Lavoro. These men now almost openly defy the O.C. Workshop.

(d) As a further example of the power of these Internal Commissions a letter from the Internal Commission of 16th Repair Unit is also attached to Group A.

(e) A discussion was held with Colonel Frontero on the unsatisfactory position of the personnel. He felt that as the 4th Repair Unit is now very shortly to move to Merano the problem will solve itself with the move - practically all personnel will have to be dismissed as the distance will be too great for them to travel daily.

(f) The second problem encountered was the lack of expendible items in the stores. These had been indented for but not received. It was gathered that all possible action had been taken to obtain the stores, but they were still not forthcoming. As the items were important, but of small money value (nuts, bolts, packing etc.) and were holding up output, it was suggested that these items might be purchased locally. Colonel Frontero reduced the list of

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items to hopelessly small quantities before giving authority. He explained that he had as yet received no reply from the M.o.W. to his bid for money required during the present period. He therefore did not feel inclined to spend more than a minimum amount.

(g) The third problem which is encountered daily is the paper work involved. The whole workshop system appears to be stiffled with paper. This was mentioned to Colonel Frontero who replied that the workshop could not hope to run properly as it was deficient of 3 officers. He jokingly remarked, but with truth, that he and the O.C.'s Workshops are not Directors, but slaves in a paper mill.

Sufficient workshop officers it appears are on the strength of the 4 Territorial Command, but unfortunately 4 are under arrest on matters involving money.!

To sum up the position, the main problems of the workshops are not those normally found in a British workshop, but come under the following headings :-

(i) Lack of money
which means lack of skilled workers, tools and spares etc. etc.

(ii) Administration, general
which includes an overpowering amount of paper work and turns directors into clerks.

(iii) Politics
which prevent the dismissal of useless personnel and cause undermining of the discipline of the civilian employees.

6. Director of Repairs 4 Territorial Command.

Colonel Frontero, Director of Repairs 4 T.C. hopes to obtain release shortly at the approximate age of 60. Due to his successor being involved in a car accident he has been compulsory deferred. Nevertheless he is becoming increasingly difficult to interest on any amendments to procedure etc. He might be said to be release-happy, which is causing a little difficulty for the EME.

7. L.A.D.'s of the "Friuli" Infantry Division.

Attached letter of the General Commanding "Friuli" Infantry Division gives information of further action taken on the state of L.A.D.'s when visited by EME.

2203

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Sufficient workshop officers it appears are on the strength of the 4 Territorial Command, but unfortunately 4 are under arrest on matters involving money.!

To sum up the position, the main problems of the workshops are not those normally found in a British workshop, but come under the following headings :-

(i) Lack of money
which means lack of skilled workers, tools and spares etc. etc.

(ii) Administration, general
which includes an overpowering amount of paper work and turns directors into clerks.

(iii) Politics
which prevent the dismissal of useless personnel and cause undermining of the discipline of the civilian employees.

6. Director of Repairs 4 Territorial Command.

Colonel Frontero, Director of Repairs 4 T.C. hopes to obtain release shortly at the approximate age of 60. Due to his successor being involved in a car accident he has been compulsory deferred. Nevertheless he is becoming increasingly difficult to interest on any amendments to procedure etc. He might be said to be release-happy, which is causing a little difficulty for the EME.

7. L.A.D.'s of the "Friuli" Infantry Division.

Attached letter of the General Commanding "Friuli" Infantry Division gives information of further action taken on the state of L.A.D.'s when visited by EME.

2203

8. CME's Monthly Report.

Attached for information is a translated copy of the "Friuli" Infantry Division CME Monthly Report.

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

Attached is a list of engines repaired locally during the period.

P.t.o.

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

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

11. Workshop Outputs.

1 Mobile Park

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	—	M/C	-	—
Cars	-	1	Cars	-	1
Lorries	-	4	Lorries	-	5
Total		5	Total		6

21st Recovery Commission

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	—	M/C	-	1
Cars	-	2	Cars	-	2
Lorries	-	5	Lorries	-	4
Trailers	-	1	Total		7
Total		8			

4th Repair Unit

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	1	M/C	-	—
Cars	-	4	Cars	-	2
Lorries	-	5	Lorries	-	5
Total		10	Trailers	-	1
			Total		8

16th Repair Unit

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	—	M/C	-	1
Cars	-	6	Cars	-	3
Lorries	-	6	Lorries	-	9
Total		12	Total		13

"Friuli" Workshops

Week ending 2 August 46			Week ending 9 August 46		
M/C	-	—	M/C	-	3
Cars	-	3	Cars	-	7

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Lorries	-	5
Total		5

Total		

21st Recovery Commission

Week ending 3 August 46		
M/C	-	—
Cars	-	2
Lorries	-	5
Trailers	-	1
Total		8

Week ending 10 August 46		
M/C	-	1
Cars	-	2
Lorries	-	4
Total		7

4th Repair Unit

Week ending 3 August 46		
M/C	-	1
Cars	-	4
Lorries	-	5
Total		10

Week ending 10 August 46		
M/C	-	—
Cars	-	2
Lorries	-	5
Trailers	-	1
Total		8

16th Repair Unit

Week ending 3 August 46		
M/C	-	—
Cars	-	6
Lorries	-	6
Total		12

Week ending 10 August 46		
M/C	-	1
Cars	-	3
Lorries	-	9
Total		13

2202

"Friuli" Workshops

Week ending 2 August 46		
M/C	-	—
Cars	-	3
Lorries	-	7
Total		10

Week ending 9 August 46		
M/C	-	3
Cars	-	7
Lorries	-	15
Total		25

Enclos.

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

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Groups A

Subject:- Dismissal of Labourers.

O.C. 4° REPARTO RIPARAZIONI AUTOMOBILISTICHE
Ref.: 2961/C.

Bolzano, 2 August 1946.

To:- Comando Militare Territoriale
- Director of Repairs -
B o l z a n o

W.e.f. 16 June 46 I have assumed the service with this Unit and have carefully investigated the functioning of the workshop.

I have stated that, in comparison with the number of civilian Labour in this workshop, the efficiency was no good for the following reasons :-

1. Deficiency of any workshop equipment; now nearly all equipment is available.

2. Supply of spares; in order to carry out a repair order an infinite number of material purchase tickets were issued to enable proceeding of the work, because the dismounting of all assemblies to be repaired on the vehicle sent in was not going on but little by little. - Also this procedure is going to meet with the instructions given (prescriptions), and no further loss of time will be caused as previously when it was necessary to discover the relative spares somewhere round the place.

3. Disqualification of nearly all labourers for the job.

By the fact that vehicles which left the workshop, were returned after a few days for being reviewed, as the repair had not been carried out satisfactorily, I have been convinced that the personnel responsible for that work were not equal to perform their duties.

When investigating this matter, the following was stated :-

6	labourers	who	have	been	classified:	incapable with worst efficiency;
10	"	"	"	"	"	: mediocre with scanty efficiency;
8	"	"	"	"	"	: mediocre with good efficiency;
27	"	"	"	"	"	: capable with good or discreet efficiency.

And this is due to the fact that:-

(a) these labourers did not do any specimen (proof-work) when being employed;

(b) the capability and efficiency of everyone was brought into relation with the number of workmen available on site and the job of the labourer;

(c) the rates of pay of this Unit are not in conformity with those paid by the local trade-unions of Bolzano;

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p.t.o.

1736

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(d) the medical examination of everyone before being employed was not carried on.

Taking the above into account and considering further the requirements (exigences) of the service - the output and the expenses - a decision was made to a dismissal (first) of labourers with view to replace them by others, which I hope will be found, if not on site, perhaps in neighbouring places and which are expected to be more reliable in their work and respectively efficient.

I consequently have given a preliminary announcement of the dismissal effective on the 10th inst. by Daily Order No.132 dated 1st August 46, referring to the fohlowing labourers :-

PURIN Celso - engine specialist ("motorista")
TOMASETTI Serafino - fitter
MARINO Domenico - fitter
ZAGLIA Filotero - fitter
CHINAGLIA Albino - fitter
CORTELLI Bruno - electrician
ALIPRANDI Pietro - radiator specialist ("radiatorista")
GAIONI Pierino - fitter
DI LORENZO Nunzio - fitter
GREGORI Bruno - fitter
LIRTINI Sandro - fitter
STEFANONI Oreste - electrician
CONIA Bartolomeo - plate-maker ("lamierista")
MAZANI Tullio - varnisher.

The above for your office information.

(sgd) THE TEMPORARY O.C. UNIT
Captain Bruno Rossi.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

4° REPARTO RIPARAZIONI AUTOMOBILISTICHE
C O M A N D O

N° 2961/C di prot. Bolzano, li 2/8/1946

O g g e t t o: Licenziamento operai. =

AL COMANDO MILITARE TERRITORIALE
Direzione Riparazioni Automobilistiche = Bolzano =

Dal 16 Giugno scorso, ho preso servizio presso questo re= parto ed ho esaminato in tutti i particolari il funzionamento dell'of= ficina. -

Constatai che dato il numero degli operai civili in offici= na il loro rendimento non era buono, per i sottonotati motivi:
- mancanza di alcune attrezzature d'officina, oggi quasi totalmente col= mati;
- rifornimento dei ricambi, in quanto per compiere un dato ordine di la= voro venivano fatti un numero indefinito di buoni di acquisto materia= li in relazione al susseguirsi del lavoro, dato che non si procedeva al lo smontaggio di tutti i complessivi da riparare su quel dato automez= zo, ma solo di volta in volta, - anche questa procedura sta prendendo la forma prescritta evitando così la perdita di tempo giustificata dal la difficoltà di ritrovare sulla piazza i ricambi;
- incapacità di lavoro degli operai nella loro quasi totalità. =

Accertato che automezzi deliberati, nel giro di pochi giorni, rientravano nuovamente in officina per essere riesaminati, in quanto pre= sentavano delle imperfezioni nelle riparazioni eseguite, mi convinsi che il personale preposto alla lavorazione non era all'altezza del compito. =

Fatto fare un esame dei singoli, si è constatato:
- n° 6 operai sono stati classificati = non idonei con pessimo rendimento
- n°10 " sono " " = mediocri con scarso rendimento;
- n° 8 " sono " " = mediocri con buon rendimento;
- n°27 " sono " " = idonei con buono o discreto rendimento;

Se ciò è dovuto:
- perchè nell'assunzione degli operai non fu fatto fare un capolavoro;
- perchè la capacità e rendimento di ognuno va messa in relazione alla disponibilità della mano d'opera sulla piazza e della mansione dell'ope= raio;
- perchè le paghe di questo reparto non sono conformi a quelli degli sta= bilimenti sulla piazza di Bolzano;
- perchè non si è proceduto alla visita medica di ognuno prima della loro assunzione; =

2199

Tenendo calcolo di quanto sopra, ma tenendo anche presente le esi genze del servizio - il rendimento nelle lavorazioni - le spese che si sostengono, si è venuto nella determinazione di dar corso ad un primo

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

licenziamento di operai per sostituirli con altri che si spera tro= vare, se non sarà possibile sulla piazza di questa Città su quelle maestranze, - i quali danno maggior affidamento nelle lavorazioni con il proporzionale rendimento. =

In conseguenza con ordine del giorno nº132 del 1º corr., ho preavvisato il licenziamento per il giorno 10 dei sottonotati ope= rai:

- PURIN Celso- motorista
- TORASETTI Serafini -montatore
- MARINO Domenico - montatore
- ZAGLIA Filotero - montatore
- CHINAGLIA Albino -montatore
- CORBELLI Bruno - elettricista
- ALIPRANDI Pietro- radiatorista
- GAIONI Pierino- montatore
- DI LORENZO Nunzio - montatore
- GREGORI Bruno- montatore
- LENINI Sandro - montatore
- STEFANONI Oreste- elettricista
- CORIA Bartolomeo - lamierista
- MAZARI Tullio - verniciatore

Quanto si porta a conoscenza di codesta Direzione per debito d'Ufficio. -

IL COMANDANTE INTER/LE DEL REPARTO
(Cap.no Bruno Rossi)

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Dismissal of Labourers.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
- Director of Repairs -
Ref.: Aut/10538/3-6

Bolzano, 2 August 46.

To:- O.C. 4th Repair Unit,
B o l z a n o

I have taken notice of the information received from the O.C. Unit re efficiency of the workshop and position of the civilian personnel.

I fully agree with your actions and it gives me great pleasure to see your zeal and passion in re-organizing the delicate and cumbersome vehicle repair service. -

The assumption of new civilian personnel will of course depend from the result of an examination and a specimen (proof-work) in future; however the request for labours will be made through the Camera Provinciale del Lavoro.

(sgd) THE DIRECTOR
Colonel Dante Frontero.

T.

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Direzione Riparazioni automobilistiche

Bolzano, li 2/8/1946

Prot/ 10538/3-6

O g g e t t o: Licenziamento operai. =

Al COMANDO 4° REPARTO RIPARAZIONI = B O L Z A N O =

^^^^^^^^^^^^

Prendo atto di quanto comunicato dal Comandante di codesto reparto circa il rendimento dell'officina ed la situazione del personale civile.

Approvo in pieno il suo operato e mi compiaccio vivamente per lo zelo e la passione che dimostra nel riorganizzare il delicato e complesso servizio delle riparazioni automobilistiche. -

Resta senz'altro inteso che d'ora in poi l'assunzione di nuovo personale civile, è subordinata all'esito dell'esame e del capolavoro (però la richiesta sia fatta tramite Provincia del Lavoro) =

2196

IL COLONNELLO DIRETTORE
F/to: Dante Frontero

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Translation.

Subject:- Question of 4th Repair Unit.

CAMERA CONFEDERALE DEL LAVORO DI BOLZANO
- Secretary's Office -
Ref.: 10756/S/3

Bolzano, 2nd August 1946.

To:- Colonel Duranti,
Chief of the General Staff,
Corpo d'Armata, Bolzano.

Sir:-

Complying with your request, herewith Memorandum with regard to the question of 4th Repair Unit.

Under the present circumstances I am asking for your intervention at the Command, with the view to stop these provoking actions (procedure) which insult the labourer class.

I remind you of the fact that the order in force of dismissal of employees will be effective until 31st August 1946.

Thanking you in anticipation for taking interest in this matter,

I remain,

Yours faithfully,

(sgd) THE SECRETARY
????????????

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

M E M O R A N D U M .

1. On the 1st August 46 a 10 days preliminary announcement of dismissal has been made to 14 labourers, giving as reason their not being qualified for the Unit (it is emphasized that those labourers are now working 8-9 months).

2. Captain Rossi replied to the Internal Commission intervening for getting informations about the reasons for these dismissals, that these will not only be restricted to 14 personnel, but would reach 25.

3. The same Captain has asserted that he also could close the Workshop.

4. When continuing the discussion with the Internal Commission, the same Captain Rossi asserted that an Officer would not dirty his shoes to go to the Camera del Lavoro.

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COPY.

Confederazione Generale Italiana del Lavoro
CAMERA CONFEDERALE DEL LAVORO
DI BOLZANO

Ufficio SEGRETERIA

Prot. N. 10756/S/3

Bolzano, li 2 agosto 1946
Via Orazio N.2
Telef. 38-21 - 14-63 - 14-64

OGGETTO: Questione IV° Riparto.-

Preg. Col. DURANTI
Capo Stato Magg. Corpo d'Armata
B o l z a n o

Ill.mo Sig. Colonnello,

Come d'accordo, eccole il promemoria sulla questione del IV° Riparto.

Stando cosi' le cose La prego Sig.Col. di intervenire presso detto Comando, affinche' questi vari sistemi provvocatori che insultano la classe operaia, abbiano a cessare.

Le rammento che fino al 31-8-46 vige il Blocco sui licenziamenti, grato del Suo interessamento distintamente La salutiamo.

LA SEGRETERIA
(sgd) ??????????

2193

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

P R O M E M O R I A.

1°) In data 1° agosto e' stato dato un preavviso di gg. 10 per licenziamento a 14 operai, con la mansione di non-idoneita' al Reparto (notasi che sono operai che lavorano da 8-9 anni).-

2°) Alla Commissione Interna, intervenuta per conoscere le cause di questi licenziamenti gli fu risposto dal Sig. Cap. Rossi che non solo si sarebbe limitato ai 14 licenziamenti, ma sarebbe arrivato a 25.-

3°) Lo stesso Capitano ha affermato che potrebbe anche chiudere l'Officina.

4°) Continuando la discussione con la Commissione Interna lo stesso Cap. Rossi ha affermato che un Ufficiale non si sarebbe sporcato le scarpe per andare alla Camera del Lavoro.

INITIALLED AND STAMPED
IN CAMERA DEL LAVORO.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Letter from Camera del Lavoro.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
- General Staff - Personnel Office -
Ref.: 05/2236/C.

Bolzano, 2 August 1946.

To:- O.C. 4th Repair Unit,
Bolzano

For information to:- Director of Repairs, Bolzano.

It is requested that Captain Rossi gives particulars with regard to the information received from Camera Confederale del Lavoro - see attached letter and enclosure to it. (please return same !)

This also refers to the verbal information given to Captain Rossi this morning by the Chief of the General Staff of our Command.

It is added that the dismissals are to be prorogued until 31 August 1946.

At any way an investigation is being made now to check comparatively all labour personnel in order to obtain grading and classification and realizing these results, the eliminations (always gradually) will be practised w.e.f. 1st September 46.

On Order :-
THE CHIEF OF THE PERSONNEL OFFICE
(sgd) Colonel Giuseppe Volpe.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

M/dec

COMANDO MILITARE TERRITORIALE DI BOLZANO IV
Stato Maggiore - Ufficio Personale

N. 05/2236/O di prot.-

Bolzano, 2 agosto 1946

OGGETTO: Lettera Camera del Lavoro.-

AL COMANDO 4° RIPARAUTO BOLZANO

e, per conoscenza:

ALLA DIREZIONE RIPARAZ. AUTOMOBIL. SEDE

Si prega il Capitano ROSSI di fornire chiarimenti in merito a quanto reso noto dalla Camera Confederale del Lavoro con l'unita lettera ed allegato. (da restituire).

Cio' anche in relazione a quanto reso noto a voce allo stesso Capitano ROSSI dal Capo di Stato Maggiore di questo Comando questa mattina.

Si soggiunge che i licenziamenti debbono essere prorogati al 31 agosto p.v. -

In ogni modo si proceda fin d'ora all'esame comparativo di tutto il personale operaio per stabilire apposite graduatoria di merito in modo da tenerne conto per le eliminazioni (sempre graduali) da farsi a partire dal 1° settembre p.v. -

d' ordine
IL CAPO UFFICIO PERSONALE
(sgd) Colonnello Giuseppe Volpe

Translation.

O.C. 4th REPARTO RIPARAZIONI AUTOMOBILISTICHE
Ref.: 3081

Bolzano, 10 August 1946.

Subject:- Letter from Camera del Lavoro.

To:- IV Comando Militare Territoriale,
- General Staff - Personnel Office -
B o l z a n o

For Information to:- Director of Repairs, IV Comiliter, Bolzano.

Reference your letter No. 05/2236/C dated 2 August 46.

The preliminary announcement of the dismissal of 14 labourers given by Daily Order No.132 dated 1st August 46 of this Unit, was the result of an attentive and scrupulous investigation of the position and the workshop efficiency.

As far as I know, there are only 9 labourers who have been serving more than 9 months with the workshop, 46 approx. 6-7 months, the remainder of the personnel approx. 3 months.

It is pointed out that the Internal Commission has been informed of the reasons for the dismissal prior to the publication of the Daily Order; these reasons will be checked again when classifying every single employee after having investigated his efficiency and productive capacity.

The classification was made on judgment of the Director of the Workshop, Chief of the Workshop, and the Foremen (two of the foremen are members of the Internal Commission).

The result of the classification was as follows :-
6 personnel have been classified:"unqualified with worst efficiency";
10 " " " " :"mediocre with scanty efficiency";
8 " " " " :"mediocre with good efficiency";
27 " " " " :"qualified with good or discreet efficiency";
and therefore the first dismissal group embraces 16 personnel (for two of same the dismissal has been prorogued they being ill-lucky) of the lowest classifications.

However it will become necessary to make further selections gradually and the dismissals are supposed to arrive at a number of more than 25, provided we want to get the workshop efficient in proportion to the number of personnel.

2189

If we should not be allowed to replace the incapable personnel and that of scanty efficiency, it would be advisable to close the workshop, because it would be fraudulent to continue operating without any

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2189

If we should not be allowed to replace the incapable personnel and that of scanty efficiency, it would be advisable to close the workshop, because it would be fraudulent to continue operating without any production (output+) and without justifying the expenses for its being in operation and without getting the vehicles of the Units of the Corpo d'Armata efficient and maintaining their efficiency state and a contemporaneous recovery of those vehicles to be stored in the Vehicle Reserve Stores (Depot).

The suggestion to close the workshop is not only an idea of the O.C. Unit, but this judgment was given by the Commander of Corpo d'Armata, too, during a recent visit, and in conclusion he expressed the opinion: "It is an undisciplined, unproductive and not much honourable Unit; if it will continue in this way, it would be better to disband it."

p.t.o.

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When realizing that the crowd of this workshop's operators is every month influencing the public finance (treasury) incisively to an extent of :-

Pay for altogether 97 workers (artisans)	=	Lire 1.113.642.--
Pay for 15 clerical grades	=	" 122.815.--
total :-		Lire 1.236.457.--

the efficiency (output) should be expected to be in due proportion to the expenditure, whilst at present there is no covering.

It is further necessary to realize that several engine repairs are still now carried out by civilian workshops, due to lack of qualified personnel and due to this workshop not having yet a turning-lathe for rectification of crankshafts and a template for main bearings.

By having such work done outside, considerable amounts of money are wasted, whilst the work leaves very much to be desired. It is expected to be able very shortly to carry out that work in the proper workshop, as soon as the two above mentioned machine-tools will be obtained.

Previously (about one and a half month ago) the Internal Commission of this Workshop submitted an application (enquiry) to the Camera del Lavoro : "why the attention of the Superior Command (= 4 Terr.Comnd) has not been called to the reasons for this workshop's being unproductive, i.e.:-

(a) lack of workshop equipments;
(b) the directory being incapable to get the workshop functioning."

Now they can't refer again to the same lacks (defects), because:-
Re equipment - this has rather completely provided for by purchases (and now, it is felt, the workshop can compete with any other one on site for the equipment);
Re managing the workshop - there is now more qualified and competent personnel present up there.

The only difficulty regarding the advancement (evolvement) of the work is at present that of supply of spares and material urgently needed; reasons :-

(a) the unit never had and has not yet a store of spares and for emergency; the small quantity being available here is very scanty and unimportant for a workshop;

(b) it is difficult to obtain spares and emergency material on site (Bolzano), even the smallest indispensable number for a determined work; of the small quantity which can be found here, we nearly always have to pay more than on other places;

(c) we don't get always the authority for purchase of spares and emergency material, because according to administrative directives given by the Ministry of War, these should be supplied by the military stores of Piacenza or by the Army vehicle provisioning office of Torino; but these sections are unable to supply even urgently required material now, they not being established yet.

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rectification of crankshafts and a template for main bearings.

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All the above facts, of course, influence the work (output), whilst other vehicles will be taken under repair when awaiting supply of spares from local purchases or from the military stores, in order to perform the W/S duties.

For the purpose of overcoming the difficulties regarding deficiency of qualified personnel, our Unit has contacted the Liaison Office Bolzano with a view to send unoccupied labours the conditions of which are in conformity with the Ministerial instructions (returned previous prisoners of war, partisans, disabled soldiers of the war etc.), and which will be able

p.t.o.

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to perform the duties of ~~engine~~ later specialists, electricians, radiator specialists etc. 12 ~~labours~~ were sent up here and were examinated by giving them a specimen (proof-work), but only 4 of them were considered to be qualified and they definitely will be employed as soon as their certificate of conduct will be available.

With regard to para 4) of the Camera Confederale del Lavoro Memorandum: "That the O.C. Unit is said to have asserted, that an Officer would not dirty his shoes to go to the Camera del Lavoro", it is pointed out that the informer (the chief of the workshop's internal commission) has not been generous when reporting the O.C.'s words which were as follows :-

"You must understand, that it is not the officer who has to go down to the Camera del Lavoro, but the Camera del Lavoro has to go up to the Officer". (dovete capire che non dev'essere l'ufficiale che deve scendere alla Camera del Lavoro, ma bensi' la Camera del Lavoro che deve salire all'Ufficiale).

"That it is useless to submit records to the Camera del Lavoro re requests for increases of pay, prizes (rewards), leave (holidays) etc., if during the discussion the military deputy of the Corpo d'Armata is not present, who will take notice of the labours' requests and submit them to the competent military authorities for approval."

It is necessary to realize that the personnel of this workshop are still considered to be daily paid workers without any work-contract, as the competent Ministry has not sanctioned yet the qualification of temporary labours.

(sgd) THE TEMPORARY O.C. UNIT
Captain Bruno Rossi

T.

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(sgd) THE TEMPORARY O.C. UNIT
Captain Bruno Rossi

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Civilian Chief Administrator (Artillery) AMORATI CARLO, 16th Repair Unit, Verona.

COMANDO MILITARE TERRITORIALE DI BOLZANO IV
- Director of Repairs -

Bolzano, 6 August 1946.

MEMORANDUM FOR MAJOR VALLI, PAOLO
4 B.L.U., BOLZANO.

Will you please inform Colonel Douglas of the following matter:-

By Signal No. 78916 dated 8 July 46 (copy sent to 4 Territorial Command -Personnel Office- for information) the Ministry of War - General Directory Civilian Personnel and General Affairs - has ordered the posting of the Administrator Amorati Carlo from the 16th Repair Unit, Verona, to the Artillery HQ., Verona, and the replacement by Chief Administrator (Artillery) Masotto Giovanni; basing on a reply given by the 4 Territorial Command to the Ministry of War where it has been stated: "that they don't think it will be necessary to revoke that posting".

I beg to emphasize that this posting would provoke a grave prejudice in the service and that it is by no means justified, and it shows that the cumbersome difficulties of the M.T.Service are not understood thoroughly.

The Administrator Amorati Carlo, who was assigned to the 16th Repair Unit on 2 January 46 (general order 1946 para III) has already been serving with the 4th Driver Regiment and therefore is much experienced in the M.T.Service, and he is - as I personally know and appreciate - exceptionally active, capable and honest.

The loss of the Administrator Amorati Carlo is unimaginable for the 16th Repair Unit his presence being absolutely indispensable especially in these days when -in addition to the ordinary duties- they are in charge of the liquidation of 1st Mobile Park which is being disbanded, and furthermore they will have to incorporate with the 21st Recovery Commission which is supposed to be disbanded, too.

I further want to point out that the labourers are bearing heavy ill-will (hostility) against Administrator Masotto Giovanni, and this is another argument to dissuade from his assignment to the 16th Repair Unit. (I am enclosing copy of an information given to the 16th Repair Unit by the Internal Commission.)

THE DIRECTOR
(sgd) Colonel Dante Frontero.

W.

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Translation.

Verona, 13 July 1946.

To:- O.C. 16th Repair Unit,
Verona

Our Commission has heard of the posting of Administrator Masotti to this Unit and wants to notify you, that the labourers of the 16th Repair Unit do not agree to this for the same reasons as those which the Internal Commission of the Artillery HQ. has considered it impossible for him to resume his job at the HQ. All the employees of 16th Repair Unit do not consent to the assignment of the above named functionary and ask for action to be taken in order to get the assigment of Administrator Masotti revoked.

THE INTERNAL COMMISSION
OF THE 16th REPAIR UNIT :-

(sgd) Antoniazzi Tullio
Zamboni Lino
Pasetto Amelio
Rag. Bertolini Giuseppe

W.

Translation.

Group B

Subject:- Visit to the L.A.D.'s of the "Friuli" Division made by 4 B.L.U. Officer.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -
Ref.: 2135/Aut.

Levico, 19 July 1946.

To:- IV Comando Militare Territoriale
- General Staff - Service Office -,
B o l z a n o

For information:- Director of Repairs, IV Comiliter, Bolzano.

Referring to your letter 04/10115/Serv. I want to inform you of the actions taken in order to remove the inconveniences met with when the CME (Capo Ufficio Automobilistico) of the Division and the EME Capt. White of 4 B.L.U. inspected the 6 L.A.D.'s.

Concerning the L.A.D. of 87th Infantry Regiment I have given order to the O.C. Regiment to take care of establishing the L.A.D. in another locality of the same baracks which is thought to be more appropriate and which already has been designated by the CME during the inspection.

I have informed the O.C.'s Regiments concerned as well as the O.C. Engineer Battalion of the inconveniences stated and have contemporaneously ordered to remove same immediately giving me a report in confirmation of this.

Considering the scarsity of workmen in consequence of the release of classes 1922 to 1923 and first four months 1924 and considering the lack of material, I have incorporated No.2 and No.5 L.A.D., Riva, into one workshop under disciplinary supervision of the O.C. 88th Infantry Regt., whilst the CME of the 88th Inf.Regt. will give them technical assistance. All units (sections) stationed in the Riva area may apply to this workshop for small repairs.

At the present moment I have given order to No.6 L.A.D., Strigno, to re-establish at the site of Main Workshops, Trento, awaiting assignment of personnel from the Ministry; respective request was made on 17 July 46 by letter No. 2194, a copy of which was sent to your Command for information.

So, the 6 L.A.D.'s definitely have been incorporated into 3 regimental workshops:- one at Trento consisting of No.3 and No.4 L.A.D. for the 35th Artillery Regiment; one at Riva for the 88th Infantry Regiment; one at Bolzano for the 87th Infantry Regiment.

A long time ago the request for equipment required by the L.A.D.'s was made to the Ministry pointing out that under present circumstances they

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A long time ago the request for equipment required by the L.A.D.'s was made to the Ministry pointing out that under present circumstances they can't be useful; it is now being prepared.

The request for spares, too, has repeatedly been made to the Ministry, and considering the deficiency of this material the M.T. Office under this command tries to get the most important parts by local purchase from firms being authorized by the Ministry and in accordance with prices fixed by the Ministry.

Furthermore directives for the L.A.D.'s have been given by the divisional M.T.Office in consequence of inspection report as per letter No.1883/Aut. dated 21 June 1946, copy of which is attached hereto.

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Further I have taken disciplinary actions against the following officers :-

Capt. of the M.T.Corps (s.p.c.) Vanzini Ernesto, 87th Infantry Regiment - 5 days of simple arrest;

Capt. of the M.T.Corps (s.a.c.) De Masi Mario, 88th Infantry Regiment - 5 days of simple arrest.

Argument:- "Officer in charge of M.T. Office of the Regiment did not take any interest in the organization and functioning of the regimental L.A.D., so that it became entirely passivé".

Capt. Varno Italo, O.C. 52nd Artisan Coy. - 5 days of simple arrest.

Argument:- "O.C. Unit did not take any interest in the functioning of the L.A.D. attached to the unit, so that it became rather completely passive."

As to the 4th para of the reference letter, the M.T. Office under our Command has indeed assumed -especially after having changed from the war status to that of the peace- partly duties i.e. office work as well as holding inspections, administrative controls, road tests of repaired vehicles, technical assistance to civilian workshops, examinations for drivers of vehicles and motorcycles etc. -all duties which definitely can't be performed by one single officer. It will therefore be necessary to modify the organization of this office (at present consisting of one officer and two serjeants) in the following way :-

1 superior officer - chief of office;
1 Captain in charge of the office;
1 subaltern officer in charge of the vehicle statistics;
1 serjeant responsible for registers and records :
1 serjeant in charge of fuel (carburant) revisions;
1 typist.

At this occasion I am informing you that the M.T. Office of the "Legnano" Division is consisting of :-

1 superior officer - chief of office;
1 Captain in charge of the office;
2 subaltern officers;
4 serjeants;
2 typists;
1 draughtsman.

All these officers are members of the M.T. Corps.

THE GENERAL COMMANDING
(sgd) Tullio Bernardi.

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Certified true copy:-

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All these officers are members of the M.T. Corps.

THE GENERAL COMMANDING
(sgd) Tullio Bernardi.

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Certified true copy:-

THE CHIEF OF THE SERVICE OFFICE
Lieut.-Col. Luigi Zenga.

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Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

Levico, 3 August 1946.

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :

MONTH OF J U L Y 1946.

(1) Ordinary Maintenance :-
No alterations regarding the system of the daily duties. -
During the first fortnight of July a vehicle maintenance course for Officers and Serjeants in charge of M.T. in the various Units was held at the Division. The manager of this course was Capt. Mirenghi Nicola, Inspector of U.M.I. Detachment Milan. - 32 Officers and 28 Serjeants have taken part - 29 Officers and 26 Serjeants of same proved to be capable.
This course has been very useful and has shown satisfactory results when taking into account that the majority of the frequenters had nearly no technical knowledge regarding the various types of vehicles. Considering the short period of the course (7 days), it would be useful to practise a theoretical-practical vehicle traffic (M.T.) course at the Division; however the Division has no capable instructors to secure the expected results.
The Directory of the M.T. Office of the Division could manage the course, but there is only one single officer of the M.T.Corps (according to W.E.), Major Leone, Chief of that office; however a heavy lot of work is already incumbent on him and therefore no other duties can't be imposed to him.
It would be advisable to establish a theoretic-pratical school for drivers of vehicles and motorcycles at the site of the Division, as it already had been suggested and discussed with Major Catalano, nominated Inspector for the 5 Division Combat Groups by the Ministry; these courses are actually running at the units, but with scanty avail owing to deficiency of really capable instructors.
In order to overcome these difficulties (inconveniences) and to secure the right vehicle maintenance service , it will be necessaxry to assign at least 2 Officers and 3 Serjeants of the M.T.Corps, being adequate for this job, to that school of the Division.

(2) Extraordinary Maintenance :-
The extraordinary maintenance service is performed every fortnight as far as possible considering the deficiency of drivers due to the release of the old classes, for which reason for considerable number of vehicles no driver is detailed.

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(3) Efficiency State of Vehicles :-
The number of inefficient vehicles and motorcycles is continuously increasing owing to lack of tyres especially those for heavy lorries, motorcycles and cars. The Division is in need of the following tyres in order to get the various vehicles efficient :-

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Sizes	Tyres	Tubes
10,50 x 20	144	52
10,00 x 22	19	-
10,50 x 13	4	52
11,50 x 20	3	-
14,00 x 20	8	-
8,50 x 20	-	11
7,50 x 20	16	7
7,00 x 16	4	2
6,00 x 16	50	40
6,00 x 18	6	6
5,50 x 20	12	-
5,50 x 15	31	11
5,50 x 16	9	9
5,00 x 18	5	5
5,00 x 15	65	27
5,25 x 15	-	12
165 x 40	4	4
150 x 40	12	12
4,00 x 17	8	7
240 x 20	3	3
4,00 x 15	10	10
3,25 x 19	106	91.

(4) Lorries' Equipment :-
To complete this equipment we are still awaiting the assignments which should be made in accordance with the announcements as per circular letter No. 26600 of the Ministry of War - GHQ. Artillery & Motorisation, dated 3 April 1946.
As already mentioned in previous reports, our Command has taken care of the manufacture of a type of grease-gun (or nipple) with lever and with a special coupling (connecting part) for the Allied vehicles, in order to equip every vehicle with one of it.
Furthermore we have issued to the units (sections) one pressure-gauge for every 6 lorries.

(5) Equipment L.A.D. :-
There is still the deficiency already reported in the May report, viz.:

6 anvils
6 forges
6 small vulcanizators for inner-tube
6 jacks transportable on wheels
6 boxes of polygonal keys
6 sets of polygonal keys, bent
6 sets of levers for mounting and dismounting of tyres
6 grind-stones
6 sets of files, assorted
6 small saws for iron
6 small borers (drills)
6 sets of firm keys.

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The request for the assignment of these tools has been made through the Inspector for the 5 Divisions ex-Combat Groups, Major Catalano of the "Legnano" Division, but up to date nothing has been assigned yet.
Furthermore 9 grease-guns, foot have been assigned to the Division which were issued to all workshops under command.

(6) Deficiencies of Technical Personnel :-
There is still the deficiency mentioned in the previous monthly report, viz.: 4 Sjts./Maj. Chiefs of the W/S. and specialized workers (electricians, fitters, solderers, plate-makers).
A request for this personnel was made by letter No. 2194 dated 17 July 46 to the General Staff - Service Office.
The assignment of the 4 Sjts./Maj. Chiefs of the W/S. is now rather urgent, because it became necessary to remodel (withdraw) 3 of the 6 L.A.D.'s of the Division owing to the release of the Serjeants who managed same. Of the 3 L.A.D.'s carrying on now, there is only one managed by a Sjt./Maj. , whilst the other two are directed by two Serjeants who will be released on 15 August.
Furthermore there is still the deficiency of technical personnel in the units (sections) and that -in another respect- in the M.T. Office of the Division.

(7) Deficiency of Drivers :-
By the release of the old classes the position became rather problematic. The courses for specializing held at the regiments have shown scanty results.
Reference is made to the suggestion already given in para (1) of this report.

On Order :-
THE CHIEF OF THE GENERAL STAFF
Lieut.Col. G.Verando.

Certified true copy :-
THE CHIEF Of THE M.T. OFFICE
(sgd) Major Leone Bonaventura.

T.

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
Comando Officina Mobile

SITUAZIONE MOTORI REVISIONATI dal 28-7-46 al 3-8-46

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti civili	Note
Dodge	---	3	Officine meccaniche di Curtatone
Bedford	---	2	Officine meccaniche di Curtatone

Trento, li 3 agosto 1946

(sgd) IL MAGGIORE
COMANDANTE L'OFFICINA MOBILE
Giovanni Figliolia

SITUAZIONE MOTORI REVISIONATI dal 4-8-46 al 10-8-46

Tipo	Riparati all'Officina Mobile	Revisionati da Enti civili	Note
G.M.C.	1	---	
Morris trattore	1	---	
Jeep	1	---	

Trento, li 11 agosto 1946

(sgd) IL MAGGIORE
COMANDANTE L'OFFICINA MOBILE
Giovanni Figliolia

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Trento, li 3 agosto 1946

(sgd) IL MAGGIORE
COMANDANTE L'OFFICINA MOBILE
Giovanni Figliolia

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SITUAZIONE MOTORI REVISIONATI dal 4-8-46 al 10-8-46

Tipo	Riparati all'Officina Mobile	Revisionati da Enti civili	Note
G.M.C.	1	---	
Morris trattore	1	---	
Jeep	1	---	

Trento, li 11 agosto 1946

(sgd) IL MAGGIORE
COMANDANTE L'OFFICINA MOBILE
Giovanni Figliolia

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DIVISIONE DI FANTERIA
- Comando Officina Mob

SPECCHIO DIMOSTRATIVO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"

dal 1° al 10 Agosto 1946

Reparto	Carico delle Armi	Armi ispezionate	Armi riparate	Armi B.L.R.
88° Rgt.Ftr. "Friuli"				
Fucili M.4	949	963	230	23
Fucili M.1	170	168	15	—
Thompson	253	242	7	1
Mitra Bren	110	108	6	—
Piat	32	32	4	—
Mortai da 2 pollici	39	39	2	—
Mortai da 3 pollici	4	4	1	—
Pistole Mod. 38	55	55	3	—
Pistole da segnalazione	15	15	—	—

Trento, li 14 Agosto 1946

(sgd) IL DIRETTORE DELL'OFFICI
S.Ten. Martinelli Ferdin

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile

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OSTRATIVO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"

dal 1° al 10 Agosto 1946

Elco delle Armi	Armi ispezionate	Armi riparate	Armi B.L.R.	N o t e
949	963	230	23	
170	168	15	—	
253	242	7	1	
110	108	6	—	
32	32	4	—	
39	39	2	—	
4	4	1	—	
55	55	3	—	
15	15	—	—	

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(sgd) IL DIRETTORE DELL'OFFICINA
S.Ten. Martinelli Ferdinando

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DIVISIONE DI FANTERIA "
- Comando Officina Mob

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE

dal 1 al 10 Agosto 1946

Reparto	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B. L. R.	Stato d'uso
35° Art. V° Gruppo	8	2	2	—	ottimo
35° Art. VI° Gruppo	11	2	2	—	buono

Trento, li 14 Agosto 1946

(sgd) IL DIRETTORE DELL'OFFICINA
S.Ten. Martinelli Ferdinando

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

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CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE

dal 1 al 10 Agosto 1946

n	Cannoni ispezionati	Cannoni riparati	Cannoni B. L. R.	Stato d'uso	Note
	2	2	—	ottimo	
	2	2	—	buono	

(sgd) IL DIRETTORE DELL'OFFICINA
S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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DIVISIONE DI FANTERIA '
- Comando Officina Mo

SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PRESSO QUESTA OFFICINA

dal 1 al 10 Agosto 1946

Reparto	Denominazione Materiale	Quantita'	Riparate	da riparare	B. I. R.	Funzion
35° Rgt. Art.	Radio 22	3	3	—	—	ottim
" " "	Radio 48	3	3	—	—	ottim
20 Cpm/ T.R.T.	Acc. G.e 12 V.	4	—	—	4 (1)	---
35° Rgt. Art.	Acc. Ge 12 V.	38	38	—	—	Buono

Trento, li 14 Agosto 1946

(sgd) IL DIRETTORE DELL'O
S.Ten. Martinelli F.

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

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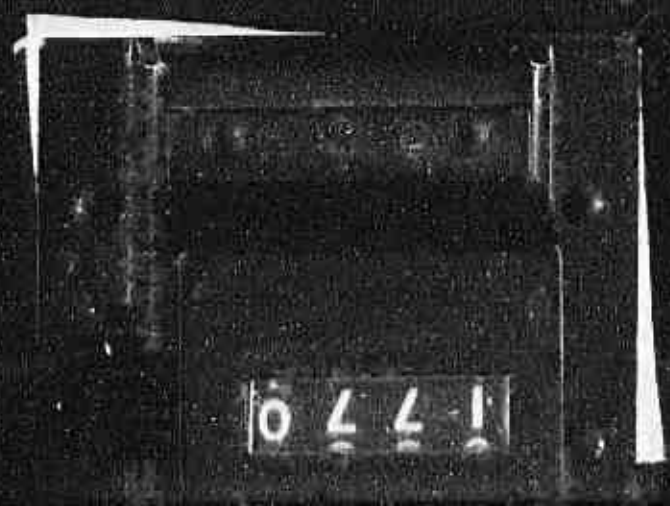
DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PRESSO QUESTA OFFICINA

dal 1 al 10 Agosto 946

ione e	Quantita'	Riparate	da riparare	B. L. R.	Funzionamento	N o t e
	3	3	—	—	ottimo	
	3	3	—	—	ottimo	
12 V.	4	—	—	4 (1)	—	(1) addebitate al reparto perche' causa cattiva manutenzione
2 V.	38	38	—	—	buono	

(sgd) IL DIRETTORE DELL'OFFICINA
S.Ten. Martinelli Ferdinando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