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ACC

10000/120/3482

ME/43/E

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10000/120/3482

ME/43/E

Sitings + Reports

G/BLU

2311
2328

Sept - Oct. 1946

Subject:- Sitreps

To ADME
Land Forces Sub. Com. A.C.
(MMA)

RECEIVED 9 - OCT 1946

REME
7 British Liaison Unit
c/o 6 B.L.U.
Tel:- 217 Area Ext. 7
Ref:- EME/2/10

4 Oct. 46

REME

Ref. your ME/43/E/2 dated 24 Sept. 46.

Para I (b) (iii) So far these vehicles have not been transferred to the O.A.R.E. but we have advised the O.A.R.E. of the Ministry of War letter and will progress this matter.

Para I o This booklet appears most satisfactory and we are obtaining views of the Director of Repairs of 6 & 7 Terr. Com, the O.A.R.E. and the Folgore Division and intend to push the adoption of the maintenance procedure laid down in this booklet.

Para Ig (iv)

ME/24/32 Due to the relative quantities of vehicles backloaded by the Divs. (see our letter EME/89/34) it is impossible to avoid concentration on Folgore Vehicles and fair treatment for other Divs. will depend on their cooperation and active b/loading programme. In this connection we have been informed that no order regarding backloading has been issued to the Divs. by the Ministry of War; could you please verify this?

Para 2.

In view of the release of MT Stores from Allied Sources it is essential that the organisation of this MT. Base Store Depot be given priority. The S/Cdr attached to this Unit is due for release in November and it seems pity that due to a late decision regarding this Depot he will be unable to assist with its organisation.

Para 4 e (i)

We attach a translation of the Transport control system adopted by the Folgore Division.

SC. REME

AB
Transferred
to ME 20/5
AB

2328

Ref 9/10/46

SUBJECT :- Citren.

Land Forces Sub Comm. A.C.
H.M.I.A.
R.O.E.

MM/45/1/3

24 Sept '46

TO :- E.M.E.
G.E.L.M.

Your Mitren for August 1946.

Para 1 (b) (iii). Ministry of War in their 22398 of 7 Sep to 7 Terr. Comd. have authorized the transfer of these vehicles.

It is not considered at present advisable to press for the formation of a Base Recovery Unit, other than the preparation of W.F. etc.

Evacuation under present conditions should be by rail.

Para 1 (e). The booklet "norme per l'ispezione e la manutenzione dell'Automeccanico" of Aug. 4 lists the oils required for Allied and Italian vehicles.

Para 1 (e). The reference of the Ministry of War letter giving the O.M.E. responsibility for technical coordination of Assembly Repair and Manufacture of M.T. spares for the Divisions is required (a copy would be preferable since it is not held here).

Para 1 (c) (iv). Care must be taken that the O.M.E. does not become a further workshop for Belgere Division, and that the other Divisions receive fair treatment.

Para 1. S.M.E. advise that Bologna is to be the site of the M.F. Base Stores Depot. The building selected has not been nominated in writing but is verbally stated to be the Caserma Tagliamento.

Para 4 (b) (ii). The Division should apply to the Director of Repairs at Terr. Comd.

Para 4 (d) (i). It is pointed out that in connection with Assembly Repair that after dismantling of the assembly, thorough inspection of the components is necessary before those components are sentenced as fit for further service.

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Para 1 (e). The reference of the Ministry of War letter giving the C.I.M.M. responsibility for technical coordination of Assembly Repair and Manufacture of M.F. spares for the 5 Divisions is required (a copy would be preferable since it is not held here).

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Para 4 (e) (ii). A translation of the scheme would be welcomed.

Para 5 (b). The my 2200/27 of 11 July, regarding which Ministry of War favours establishing such workshops at the Arsenal at Naples and Piacenza.

AB/cb

A. BLUNT, Lt. Col.
Assistant Director of Mechanical Engineering.

ABJ .. 2327

File

Reg 24/9/46

R.E.M.E. MONTHLY SITREP - AUGUST 1946

ITALIAN INF. DIVISIONS AND BASE INSTALLATIONS

1. Base W/Shop (O.A.R.E.)

(a) Personnel - (Officers & Tradesmen)

The War Establishment ref. SS/125/1 dated 1st June issued by S.M.R.E. is far from satisfactory having apparently been prepared with very little attention to technical details. This was previously foreseen by us and in our Sitrep ref. BME/2/3 dated 8 Feb. 46 in which we stressed the necessity for the S.M.R.E. to liaise with personnel actually engaged on the organisation of the O.A.R.E.

The principal technical errors in the WE, are the omissions of the important legal Contract office, which in view of the WE, are the omissions of the regarding Local Manufacture for Divisions, is most essential; the non-technical division of the various W/Shop Sections and the omission of certain Tradesmen. The total number of Vehicles on WE, is also considered insufficient being identical to that of Class I Repair Unit whose commitments are confined to a Terr. Command and base no comparison of the O.A.R.E.

Obviously it will be possible to make the necessary technical adjustments maintaining totals fixed by the WE, but it is considered that every attempt should be made to amend the WE, which we suggest should be based on its British equivalent and thereby bring it into line with the Italian Divisional W/Shops.

With regard to Officers Personnel we have no comments to make except for the appointment of two Directors both shown as Staff Officers which we feel will lead to a certain amount of friction. The total number of Officers Personnel on WE, of the O.A.R.E. is 20 which compares favourably with the total of 12 for Class I Repair Unit.

Names and details of the O.A.R.E. Officers Personnel are given in Table 'A' below and it will be seen from this Table that in all cases Personnel are most suitable

TABLE 'A'

OFFICERS PERSONNEL

Rank	Name	Appointment	Comments
Maj.	PELLUZZI Dino	Direttore Interinale	Most satisfactory and efficient
"	ALFONSO Sebastiano	Vice-Direttore f.f.	-do-
Capt.	CALOCCHI Antonio	Direttore dei Conti	Satisfactory
"	LEPPI Giuliano	Capo Ufficio Stralcio	-do-
"	BARTOLOMEO Alfonso	Direttore ff. Deposito	-do-
"	EMMI Egidio	Base Ricambi Auto	Very satisfactory
"	MISURACA Francesco	Addetto P.V.E. ed Ineff.	"
"	DELLI CILLI Mario	"	Unknown
"	SLAVERIO Giovanni	Com.te Reparto Operai Mil.	Satisfactory
"	BOLLETTA Renzo	Capo Uff. Personale Civile	Very efficient and satis.
"	MARTINELLI Giulio	Segretario	Very satisfactory
"	MIOCCOLI Silvio	Add. P.V.E. ed P.V.I.	Not well known
"	GATTI Giorgio	" Dep. Base Ricambi Auto	Very satisfactory
"	CATIZONE Tommaso	" Sez. Studi Uff. Lavori	Good

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"	CATTI Giorgio	" Dep. Base Ricambi Auto	Very satisfactory
"	CATIZONE Tommaso	" Sez. Studi Uff. Lavori	Good
"	TODARO Pasquale	" " " (traduttore cataloghi)	Good
Lt.	STAGNI Angelo	Add. Sez. Studi	Good
"	MANCINI Camillo	" P.V.E. ed Ineff.	Very satisfactory
"	BERSELLI Enzo	" Sez. Lavori	"
S. Ten.	PASSERI Renato	" Acquisti	Not known
"	BUTTA' Mario	Com.te Plotone Servizi	Satisfactory
"	ORSINI Umberto	Ref. Operai Mil.	Useless- was with me in the "Legnano" as an Interpreter; should be removed promptly.
		Add. P.V.E. ed Ineff.	Not known.
		Tradut. cataloghi di auto	
		Sez. Studi.	
S.Ten. Med. TIRALOSI Gesualdo Dir. Serv. Sanitario			

Very satisfactory
" 2326

Tradesmen

The WE. provides for a total 918 (excluding Officers & O.R. personnel) of which 850 are Tradesmen, but, inspite of frequent requests for authority to engage additional Personnel, the O.A.R.E. are still only permitted to employ 500.

Details regarding the distribution of the principal trades are given in Table 'B' below together with the WE. figures and from this Table it will be obvious that correct balance of W/Shop Sections is impossible which in turn retards W/Shop organisation and the Vehicle Repair Programme.

The difficulty due to lack of Tradesmen is apparent in all W/Shop Sections and up to now has been made even more serious by the lack of Genio assistance which has made necessary the employment of some 250 O.A.R.E. Tradesmen on building constructions and Repair Work.

With the authority for Genio Work and the commencement of this work on Sept. 3rd, these personnel will be made available for employment on Vehicle Repair Work and a considerable increase in efficiency and output is anticipated.

The ~~agreement~~ put forward for refusing authority for additional Personnel until a satisfactory and ample supply of Spare Parts is available is not valid as with these additional Personnel Salvage and Vehicle Break-down can be expedited resulting in a considerable increase in efficiency and also providing a solution to the difficulties being experienced with the Local Manufacture of Allied Pattern Spares. This applies particularly to those spares requiring considerable W/Shop 'Tooling' and also to such items as Vehicle radiators grill covers etc., which entail the manufacture of large and expensive pressings completely outside the scope of the Italian Army Local Manufacture Programme.

TABLE 'B'

WORKSHOP SECTIONS

TRADE	PRESENT STRENGTH	W.E.	DEFICIENCY
Assemble Shop	53	150	75%
Motor Mech.	44	100	64%
M/Cycle Mech.	13	50	70%
Ancillary (carpenters, tinsmiths, painters, upholsterers)	67	150	60%
Electricians	29	60	50%
Blacksmiths	52	100	50%

(b) W/Shop Organisation(i) Reconstruction -

This work has been considerably retarded by the complete absence of Genio assistance but, in spite of this, due to the efforts of the O.A.R.E. Personnel, unexpected progress has been made and the W/Shops are now very definitely taking shape.

From frequent discussions with the Director and his Staff a very definite plan of development is evident and, as buildings are completed, a systematic expansion of the original cramped layout is taking place.

As previously forecast in our last Sitrep the release by the Allies of some 2/3 of the total W/Shop accommodation resulted in rapid expansion which was considerably assisted by the good condition of those buildings released. Unfortunately, however,

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As previously forecast in our last Sitrep the release by the Allies of some 2/3 of the total W/Shop accommodation resulted in rapid expansion which was considerably assisted by the good condition of those buildings released. Unfortunately, however, these buildings, due to their size and layout, are only suitable for the Vehicle Repair Shop and the Shops holding the Major Assembly Repair, Ancillary and Test Plants are those requiring considerable Genio Work and it is here that the most serious delays have occurred.

We have now been informed by the Comando Genio, No. VI Terr. Comando that full authority and priority for this work has been obtained and full scale Genio assistance will be available from the 3rd Sept. This should remove the above difficulties and it is estimated that two months should see the completion of the principal rebuilding of the O.A.R.E.

(ii) W/Shop Layout

A balanced system of W/Shop machine tools is already available but personnel difficulties make the full and balanced employment of these machine tools impossible and, until these difficulties are overcome, the output of the O.A.R.E. will be totally inadequate to meet the demands of the Inf. Divisions.

The general layout is most satisfactory and from comparison with the layout of CAPRONI Projects - 'CEMSA' and 'TALEDO', is quite capable of producing the required output of repaired vehicles providing, of course, certain difficulties at present being experienced with Local Manufacture can be overcome.

The original layout for the O.A.R.E. was based on an entirely separate R.V.P. (i.e. San Felice) but this plan has now been modified and the rear section of the O.A.R.E. is to be made into the I.V.P. and Salvage Bay and the Veh. Park at BUDRIO is to become the E.V.P. for both Italian and Allied Vehs and San Felice the I.V.P. for Italian Vehs of No. 6 Terr. Command.

This proposal has the backing of the Director of Motorisation - ROMÉ - and is encouraged by the fact that Shops and hard Standings are already available, general administration is made more easy due to its proximity to the Base W/Shop and, what is more important, results in a considerable reduction of Genio Work.

We also favour this suggestion as, due to financial difficulties, full development of San Felice is most unlikely for some considerable time and if the E.V.P. is initially located in the rear of the O.A.R.E., modifications and general improvement in layout can be effected at a later date when economy is not such an over-ruling factor.

With the commencement of Engineer Work on the 3rd Sept. we intend to arrange progress meetings with the O.A.R.E. and Comando Genio and will then be able to periodically inform you re Progress made and plans for future development.

(iii) Recovery Facilities

Although Recovery Vehicles are included on the WE, the O.A.R.E. is still deficient of these vehs and considerable difficulties are therefore being experienced.

Diamond 'T' Recovery Vehs are available in No. VII Terr. Comd. having been recovered from the Veh. Park at PONTEDERA and are now being repaired by the No. 7 Repair Unit and the need for transferring some of these vehs to the O.A.R.E. has been stressed through Italian channels and we have been unofficially advised that the Director of Motorisation is giving this matter his consideration.

In view of the urgency of this question it would be appreciated if HQ. M.M.I.A. could take all possible action to secure two or three of these vehicles for the O.A.R.E.

We are not fully aware of the Recovery Policy being adopted by the Italian Ministry of War, but still feel that, as originally suggested in our last Sitrep, considerable advantages would result from the organisation of an Italian Army Base Recovery Unit. This would permit the most economical use to be made of available Recovery Vehicles, would assist with the Divisional Reckloading Programmes and make possible the inauguration of a coordinating system of Recovery.

With such a system it would be possible to arrange Divisional Recovery Areas and Vehs Collection Parks which would be of considerable assistance to both the Divisions and the O.A.R.E. and would establish a definite link between the Italian Inf. Divisions and their Base W/Shops.

(c) W/Shop Supply

P.O.L. -

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In view of the urgency of this question it would be appreciated if HQ.

M.M.I.A. could take all possible action to secure two or three of these vehicles for the O.A.R.E. *Done. Had W. Letter 62918 of 7 Sep to VI. Remland*

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(c) W/Shop Supply

P.O.L. -

Difficulties are still being experienced due to lack of P.O.L. and this has made necessary certain restrictions in vehs and Assembly Testing: also oils received from C.I.P. are still causing troubles and there seem to be very little control on the quality of these oils.

Information regarding the correct use of Allied oils does not seem to exist in the Italian Army excepting for the Inf. Divisions who, due to the ~~previous~~ attachment of B.L.U.s, were made conversant with the data regarding lubricants (i.e. EMERS, GRCs etc.) and consequently we are frequently finding examples of incorrect veh lubrication. *no correct*

A further difficulty regarding the use of Allied type oils is their application to Italian Transport and the publication by the Director of Motorisation of a Technical Instruction on F.O.L. applicable to both Allied and Italian VEHs would go a long way to straightening out these difficulties. *Done*

One important case of misuse is the incorrect use of Grease G.S. instead of C 600 which we know from past experience has resulted in premature wear of vehs particularly steering linkages etc.

In connection with Petrol for Engine testing it is hoped to obtain the adoption of the system in use at the CARROZZI CEMSA PLANT where a sealed main Storage Tank holds the bulk of Petrol for Engine Testing and is then connected by piping to small auxiliary tanks sited at the rear of each engine test-bed. This should result in considerable economy and will bring home to the Italian Higher Authority the necessity of a supply of P.O.L. for this purpose.

In connection with the supply of P.O.L. for W/Shops the unsatisfactory P.O.L. Indent Form is still being used in which the actual W/Shop requirements are not clearly shown and it is considered that modification of this Form for W/Shop use would result in a big improvement and a greater appreciation of the P.O.L. requirements of a W/Shop. *up to W/Shop tank and make the common sense*

(a) M.T. Spares and Local Manufacture

Considerable progress has been made with regard to Local Manufacture but this was retarded in the early stages by the lack of precise authority and instructions from the Ministry of War and although several letters had been received by the O.A.R.E. from the Ministry of War in which somewhat vague and non-committal permission was given, it was quite obvious that these letters had been carefully worded to avoid direct responsibility for Local Manufacture.

The Director of the O.A.R.E. refused to commit himself to large scaled manufacture on such authority but has now obtained full and definite authority for this manufacture and it is anticipated that the progress in future will be more rapid.

The question of selection of firms and placing of contracts has, however, already been completed for the principal spares of the Dodge Vehicles and the O.A.R.E. are now making arrangements for work to commence on 20 Bedfords so that manufacturing details and data regarding Bedford Spares can be obtained for the subsequent Bedford Programme.

Certain spares will however continue to present considerable difficulties in view of the large degree of tooling necessary before manufacture is possible and the only apparent solution to this problem would appear to be the organisation of a efficient Salvage. This applies particularly to such items as large size metal press-work, brake master cylinder Assemblies, oil and water pump etc.

With the closing down of the majority of Allied Units in Italy, it would appear that a further likely source for obtaining these items would be the various Salvage Parks, for instance the Salvage Park - MONZA - and we are making inquiries in connection with this.

Close liaison between the Design and Local Contract Office of the O.A.R.E. and this office is being maintained and we have been in frequent contact with the CEMSA and TALEDO Projects and with Italian firms and valuable statistical data regarding W/Shop sealings and wastage figures have been obtained from CEMSA in connection with Engine Overhaul which has been utilised to form the bases of the O.A.R.E. Programme.

Frequent visits have been made by Technical Personnel of the O.A.R.E. to both TALEDO and CEMSA as result of which considerable information has been obtained with regard to jigs designs and aids to Local Manufacture and this has resulted in a considerable increase in the general knowledge regarding Allied M.T.

CEMSA have also agreed to forwarding to this office details regarding Engine Overhaul with special reference to the difficulties encountered by them with

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CEWSA have also agreed to forwarding to this office details regarding Engine Overhaul with special reference to the difficulties encountered by them with respect to the various makes of engines and this should prove of great assistance to the O.A.R.E.

(e) Technical Coordination of Local Manufacture

Full and precise instructions have now been received by the O.A.R.E. from the Ministry of War in which the responsibility for the technical coordination of Assembly Repair and Manufacture of M.T. Spares for the 5 Italian Divisions, is given to the O.A.R.E. This, as previously stressed by this office, will be of considerable assistance to the Local Manufacture Programme and in view of the larger quantity of Vehicles involved and possibilities with respect to centralisation should result in a considerable increase in efficiency.

Tools is already installed.

Certain deficiencies such as Capstans and Hobbing Machines required for the production of small parts and manufacture of gears etc. do exist but these are

Stage C - Initially due to the large requirement of Major Assemblies and quantities already under repair in Civilian Firms it will be impossible to inaugurate a system of backloading and replacement of Assemblies or to effect the urgent required centralisation.

To make this possible it will be necessary to build up a stock of repaired Assemblies located in a central Depot and the obvious answer here would appear to be the backloading and break-down of all Class VI vehicles. Once these have been broken down and contracts made for the necessary Assembly Repair a system of percentage issue on a 'one for one' bases will be possible and Civilian repair can then be controlled and the required standard of workmanship and cost maintained.

This also will be of considerable assistance to the Base Overhaul Programme in that it will provide a source for those spares difficult to obtain from Local Manufacture and from the Divisional point of view it will greatly assist their efficiency by restricting their degree of repair to Class II Vehs. and enable them to return to the correct REME principle of 'exchange of Assembly'.

The manufacturing capacity of the various Arsenals are also to be utilised and the O.A.M.E. have already been in touch with the Arsenals of TURIN and BOLOGNA. These W/Shops would appear most suited for the manufacture of such components as gear-boxes, shaftings etc. and to assist with this manufacture we are obtaining complete samples spares for use as 'standards'.

Complete sets of Engine components for both Dodge and Bedford have already been obtained from CEMSA and we are now endeavouring to obtain details regarding material specifications.

All these samples are held in the Design and Production office and are available for the information of Civilian firms engaged on manufacture of M.T. Spares and for the instruction of W/Shop Sections.

(f) Tools and Technical Equipment

There appears to be no difficulty in the obtainment of either Hand or Machine Tools for W/Shop use and a satisfactory and balanced layout of Machine Tools is already installed.

Certain deficiencies such as Capstans and Hobbing Machines required for the production of small parts and manufacture of gears etc. do exist but these are already on order and delivery is expected in the very near future.

(g) Repair Policy (i) Programme-

2322
The Dodge Overhaul Programme has progressed as satisfactory as could be expected in view of the difficulties regarding supply of spares and technical personnel and although the actual number of repaired Dodge Vehicles has not reached the desired quantity it is considered most satisfactory and the general quality of workmanship is extremely good.

Full and comprehensive quality control and Test work has been carried out and sample vehicles have been subjected to stringent performance tests over the Futa Pass.

The data obtained from this test work has made possible several improvements in design and also greatly assisted the organisation of the O.A.R.E. and in order to supplement this data we have arranged in conjunction with the O.A.R.E. for Divs. (particularly the "Folgore") to keep the O.A.R.E. periodically informed of performance of all reconditioned vehicles returned to them.

With this data it will be possible to maintain Defect Summaries on individual types of vehs. which will be of great assistance to the O.A.R.E. and will also lead to improved standard of vehicle maintenance and transport control in the Inf. Divisions.

As previously stated in para (d) above, work is now being commenced on a quantity of Bedford Vehicles and whilst this work is in progress quality test and design data required for the subsequent Bedford Overhaul Programme will be accumulated.

With this arrangement it will be possible to maintain a satisfactory output of repaired vehicles and progressively cover the test work and local manufacture for all Makes of vehs. in the Inf. Divisions.

It is considered necessary to emphasise that the success of this Programme depends entirely upon Divisions Backloading the required Makes of Vehicles in the required quantities and we consider that for the initial Dodge Programme Divisions should be instructed to restrict repair of Dodge Vehs. to a minimum and backload independent of classifications. This will naturally result in a shortage of Divisional Transport but on mileage alone the vast majority of Divisional Vehicles are already due for Base Overhaul and can not be considered as efficient and it would appear preferable for them to be equipped with reduced transport holdings of efficient Class I vehs.

(ii) W/Shop Activity

This is given in Appendix I and it will be seen that the total number of Base Overhauled Vehs. for the period 28 to 30.8 (1 month) amounts to 27 of which 12 are Allied Vehs. This total is quite insufficient to meet Divisional demands but for the actual number of available personnel is most satisfactory and with the commencement of Engineer Work referred to in para (b) above, a considerable increase in this figure is anticipated and if authority for fully supplementing WE. can be obtained an even greater increase can be expected.

To give some idea of the actual repair efficiency details regarding man-hours of work for both Allied and Italian Vehs. are given in Table 'C' from which it will be seen that total man-hours required by the O.A.R.E. to overhaul a Class IV Allied Vehs. amounts to 650 man-hours which compares most favourably with the 870 man-hours required for an Italian Veh.

For the purpose of comparison we are obtaining similar data from CEMSA and TALEDO and have unofficially been informed that these W/Shops with their very much better organisation of supply and greater facilities require 1000 man-hours for this work.

TABLE C MAN-HOURS OF WORK - ALLIED & ITALIAN VEHs

TYPE OF VEH.	ANCILLARY	MAJ. ASSEMBLY	DISMOUNTING	DEAD HOURS	TOTAL
Dodge 3 ton	300	130	150	70	650
" 15 ton	300	130	140	70	640
Spa 33	400	130	150	24	704
Fiat 626	450	140	160	40	790
Fiat 666	500	160	180	32	872
Fiat 700	500	160	180	32	872

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(iii) Principal Difficulties Retarding Progress

1. Economical factor affecting manufacture of certain types of M.T. Spares.
2. Shortage of Tradesmen and necessity of employing O.A.R.E. Tradesmen on rebuilding work.
3. Incomplete and shortage of W/Shop space due to lack of Genio assistance.
4. Insufficient number of vehs backloaded by Inf. Divisions and cannibalisation and deficient state of those vehicles backloaded.

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5. Impossibility of organising efficient break-down and salvage of Cl. VI vehicles due to shortage of personnel also disinclination of Divs. to backload repairable assemblies and components and the stocks of surplus assemblies.

(iv) Vehicles backloaded to and returned by the OARE

In order to indicate the degree of cooperation existing between the OARE and the Italian Inf. Div. details regarding vehicles backloaded by Individual Divisions are given at Appendix 2.

From this it will be seen that the Folgore Inf. Div. is the only Div. that is cooperating fully and consequently we have taken steps to ensure that this Div. benefits by its active cooperation.

Priority has been given by SMRE - ROME - for the return of vehicles to Folgore and arrangements have been made whereby vehicles of Class II to Class III (i.e. Class II Italian system) can be repaired and returned direct to Folgore without reference to the SMRE.

This arrangement will be of considerable assistance to Folgore who in view of their shortage of specialised personnel are now considerably restricting their repairs and are backloading considerable quantities of Class II and III vehicles to the OARE.

2. Base M.T. Stores Depot.

Considerable discussion has apparently taken place in connection with the location and organisation of this Depot and although we were informed by you that the Ministry of War were intending to locate this Depot in the Milan Area we have now heard through unofficial Italian channels that the Ministry of War favour our own original proposal (detailed in our EME/56/7 dated 3 Aug 46) and the Base M.T. Stores Depot will now be located in either Bologna or Modena.

In view of the new commitment of the OARE in regard to coordination of Assembly repair for all Inf. Divs. and the overall supply of M.T. Spares it is now essential that this Depot be located near the OARE and that its organisation be expedited.

It will be appreciated if we could be informed on the latest information received by HQ., MATA in connection with this matter.

3. R.V.P.

As previously mentioned in para (b) - Workshop lay-out - above, work on San Felice has now been suspended and the I.V.P. for Allied vehicles is now located adjacent to the OARE Base Wksp and with the commencement of Engineer Work on Sept. 3rd the rapid development of this I.V.P. and the Salvage Bay should be possible. Both the R.V.Ps. and Salvage Bay and the Base M.T. Stores are directly connected with the Organisation of local manufacture and the successful organisation of this unit will therefore have immediate effect on the arrangements for local manufacture.

4. FOLGORE INF. DIV.

(a) Personnel - (Officers and Tradesmen)

The Officers of the Folgore Div. Wksp. are now most satisfactory and have acted promptly on all suggestions and comments made by this Office and this has been further assisted by the cooperative spirit of the new C.M.E. Lt.Col. GIACCONE, who has been backed fully by the G.O.C. HQ., Folgore.

With regard to tradesmen both the Div. Wksp. and L.A.Ds. are approx.

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With regard to tradesmen both the Div. Wkps. and I.A.Ds. are approx. deficient of 30% on W.E. and the skill and ability of those tradesmen at present on strength leaves a lot to be desired.

Both the G.O.C. and the C.M.E. are extremely concerned with this question and have referred the matter to the Ministry of War but so far no improvement has been effected.

For some considerable time M.E. specialists (Military) have been promised from the Central Schools -ROME- but in view of the available Classes (i.e. 20 years old) it is most unlikely that these specialists will be sufficiently qualified and they will be poor replacement for the Civilian Technicians at present on the strength of Divisional W/Shops.

It is appreciated that the question of finance prohibits the continued employment of Civilian in Divisional W/Shops but until it is possible to organise a supply of satisfactory trained Military Tradesmen it is considered that authority for the retention of a nucleus of expert Civilian Tradesmen should be given to the Inf. Divisions. This nucleus could then improve the standard and skill of military Tradesmen which would result in a considerable increase in the efficiency of Divisional M.E. Units.

The restriction regarding the employment of Civilian does not apply to Terr. Command Repair Units which to us would appear to support the proposal for relaxation of such restrictions in the Divisional M.E. Units. Particularly in view of the considerably higher repair commitment of these Divisional Units.

(b) W/Shop Organisation

General - This is proceeding most satisfactory and complete details are given in our Inspection Report Ref. EME/70/17 dated 23 Aug. 46. There again elimination of difficulties regarding Personnel would be of considerable assistance to the re-organisation.

(c) W/Shop Supply

(i) M.T. Spares and Local Manufacture

Considerable quantities of M.T. Spares have been purchased by "Folgor" from Civilian firms in TURIN Area and their Programme for repair of Assemblies has been reasonably successful. The obtainment of these Spares has effected an improvement in the repair organisation but this is still quite inadequate to meet the Divisional demands.

Active liaison between "Folgor" and the O.A.R.E. is now very much in evidence and now that the latter has full authority for this coordination, a considerable increase in efficiency is anticipated.

(ii) Tools and Technical Equipment

These are in very short supply and the deficiencies have caused considerable difficulties. The actual channel of supply for Tools and Equipment for Inf. Divs. is not clear cut and it is suggested that the Ministry of War should be advised to consider this question, particularly in view of the fact that Terr. Command Units are able to obtain considerable quantities of these commodities.

To overcome these difficulties we have encouraged "Folgor" to liaise with the O.A.R.E. and the No. 7 Terr. Command Repair Unit and this liaison has already produced a considerable quantity of the required equipment. Engines stands benches and a certain quantity of Hand Tools have already been supplied and we have been able to unofficially supplement the latter.

The supply of Engine Stores such as Timber, building material etc. is also causing certain difficulties and as here again no definite channels of supply appear to exist ~~an~~ action by the Ministry of War is required. An obvious channel would be through the Terr. Comd. Repair Units who once again appear to have very little difficulties in obtaining these materials.

(iii) Tyres and Tubes

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(iii) Tyres and Tubes

A system appears to be in force for the replacement of normal tyres for load carriers but the supplies in respect to specialised and Technical Vehicles appear to be non-existent and in this direction the deficiency of one or two tyres can't be most serious.

This is particularly noticeable in connection with the "Folgore" Recovery Vehicles in which 50% were V.O.R. for tyre trouble. In this case replacement were unofficially obtained by us but in future this will not be possible and the Ministry of War should be advised to take action and, if possible, give priority to the issue of tyres and tubes for technical and specialised Vehicles.

(d) Repair Policy(i) Programme -

The "Folгоре" Divisional Repair Programme has now been coordinated with that of the O.A.R.E. and the G.O.C. of "Folгоре" in conjunction with the CME is now restricting the activities of the W/Shops to makes of Vehicles other than those including in the O.A.R.E. Programme.

"Folгоре" are now applying the correct interpretation of Vehicles B.L.R. and are backloading to the O.A.R.E. Dodge and Bedford Vehs of Class II classification which, due to Spares and Labour difficulties, are beyond the capacity of the "Folгоре" Divisional W/Shop. This has been of considerable assistance to the O.A.R.E. where "Folгоре" Vehs in a good state and condition are now very prominent and with the present shortage of M.T. Spares will be of considerable assistance for increasing output of the O.A.R.E.

In this connection it is worth mentioning that the Dodge Vehicles repaired to date by the O.A.R.E. would have, under British procedure, been classified Class VI and broken down for Spares and it is quite obvious from visits to CETSA and TALDO that they themselves would not undertake the work so far carried out by the O.A.R.E.

In connection with the Assembly Repair Programme of "Folгоре" it is intended to immediately effect coordination with the O.A.R.E. and whereas in connection with the other Divisions, objections are anticipated, we have already been assured by both the G.O.C. and CME of the full cooperation of the "Folгоре" Division.

(ii) W/Shop Activity

This is given in Appendix 3 and at present is based on a one-week period. This will in future be made two weeks to fit in the Sitrep and it is also suggested that this should be adopted for the O.A.R.E. output.

Considering the difficulties and the low standard of Unit maintenance the Divisional W/Shop output is very satisfactory and compares favourably with the other Divisions.

The conditions referred to in our E.E/84/27 dated 18 July 46, are still applicable and there is no balance between 1st and 2nd line Repair but the Backloading Programme now adopted by "Folгоре" and the restrictions placed on their own W/Shop will eventually lead to a solution of this problem.

(e) M.T. Administration in the "Folгоре" Inf. Div.

From previous inspections it was quite apparent that the principal difficulty in regard to W/Shop organisation was almost entirely due to the low standard of Unit maintenance in the "Folгоре" Div. and in view of this, considerable attention has been paid to this question.

The appointment of the new CME has been principally responsible for making this reorganisation possible and in his short term of office he has made extremely good progress.

We have made Italian translations of the British Army Booklet (Mechanical Transport - Vehicle Record and Procedure for Accounting, etc, March 1943) and have been endeavouring to obtain the adoption of this system in full by the "Folгоре".

Discussions on this subject took place with the CME on Monday 26 Aug. and although, due to the mixed system of transport control at present existing in the Italian Army (presumably due to lack of instructions of the Italian War Office in the early part of the re-organisation) it was not possible to obtain complete adoption of the British System, but an extremely satisfactory system is now in operation and differs only slightly from the British.

Briefly this System of M.T. control, is as follows:-

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Briefly this System of M.T. control, is as follows:-

- (i) M.T.O.s now coordinate the activities of L.A.D.s who are located as Repair Centres with approx. equal repair loads.
Each M.T.O. has a certain day allocated to him by when he has to complete his weekly report on Transport Control and Repair, arrange in accordance with a pro-forma issued by the CME. One copy of this report goes to the Regt. H.Q. and to the M.T.O. takes the second copy with him for his weekly discussion with the CME.
The pro-forma for the M.T.O.'s report is quite brief but covers all essential points including personnel, spares, and Regt. Transport States and from examination of this pro-forma it is possible for CME to keep the G.O.C. "Folgore" fully informed re his Divisional Transport State and at the same time enables him to eliminate difficulties and to a certain extent balance the Divisional Repair System.
This system eliminates approx. 80% of the normal paper-work and is of considerable assistance to CME for the planning of his Backloading Programme.

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(ii) Under the above scheme the M.T.O.s are, although under the administration of the R.H.Q., technically responsible to the CME and consequently their position as M.T.O.s is considerably strengthened.

This weakness of M.T.O.s has always been the principal cause of poor maintenance in the Inf. Divisions and the CME by giving a certain degree of financial and technical authority to his M.T.O.s has considerably strengthened their characters and from contact with his M.T.O.s it is obvious that they now feel that they have a job to do and the possibility of doing it.

Apart from Reports by M.T.O.s, Technical Reports are rendered weekly by M.E. Units through the Divisional W/Shop to the CME and a most effective technical meeting during which L.A.D.s and Divisional W/Shop are represented is held every Saturday in the CME's office.

Full and comprehensive details of this organisation have now been received from the CME who has also forwarded copies to the Ministry of War - ROME - and this is now in process of translation and if desired we can forward you copies.

5. Territorial Commands Repair Organisation

(a) General

In the 6 and 7 Terr. Comd. Areas there are now three Class I Repair Units i.e. in No. 7 Repair Unit of Florence the 15 Repair Unit of Piacenza and the No. 6 Repair Unit of Bologna.

All these Units are supplied by the No. 3 Supply Depot of PIACENZA and as inspections of these Units have revealed, similar difficulties and errors in organisation a complete and comprehensive check of their organisation is now in hand.

From the reports submitted to date from No. 7 and 6 Repair Units the following brief summary of the position has been arrived at.

(b) System of Repair

In both these Units the Italian classification of Repair i.e. I to IV is in use and the Assemblies required for the repair of Class I to III are supposed to be obtained principally from the Class IV Vechs in the I.V.P. The organisation here, however, is extremely defective and slow and only those Assemblies required for immediate W/Shop requirements are passed to Civilian factories for recondition.

Only slight stocks of Assemblies are permitted and this lack of preforecasting of Spare requirements, of course, causes a considerable delay in the execution of repairs.

Repairs of these Assemblies will presumably eventually become the responsibility of Repair Units once they are fully equipped with the required Machine Tools but even under these conditions it will be difficult to maintain adequate stocks of Assemblies and in the interest of the efficiency of these Units this matter requires immediate attention.

Engines and large Major Assemblies are apparently not stocked by either these Units although large stocks of repairable engines already exist in the Class IV Vechs stored in the I.V.P.s and re-organisation is required here also

(c) Standardisation of Vehicles

In spite of instructions issued by the Director of Motorisation in which concise details regarding the restriction of repair on certain obsolete types of vehicles both Repair Units are still spending considerable man-hours on repair of these vechs and stocks of engines and Class IV vechs coming under this

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This was pointed out to Col. BALANZINO during his last visit to Bologna and action has been taken by him in connection with this. It would, however, be of considerable assistance to this office if we could receive a copy of the Director of Motorisation Directive on this subject, so that we can draw the attention of the Directors of Repairs to this uneconomical practice.

This is, of course, partially caused by the procedure in force with regard to E.V.P.s where control is solely excised by S.M.R.E. - ROME - and due to this Terr. W/shops will bensenently be called upon to repair obsolete Vehicles 2347 heavy class repairs on charge to Units. If on the other hand, Terr. Comds had full control of their E.V.P.s, Vehicles replacements would be possible and thus all such uneconomical repairs would be eliminated and a general increase in efficiency would result.

This question of standardisation also applies to stocks of Engine Assemblies where it is apparent that Repair Units still maintain quantities of

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obsolete Makes of Engines. For example, an inspection of No. 6 Repair Unit holdings of Engines revealed that of the total of 104, 23 were obsolete and of the remaining 81 satisfactory types only 28 were serviceable and no organisation was apparent for the repair of the remainder.

It is considered that an organised system for the disposal and sale of obsolete vehicles and Assemblies would produce the required finance for the repair by Civilian Contracts of Assemblies for W/Shop use.

(a) Vehicle Inspections and Preforecasting of Spares

Both IN and OUT inspections are carried out by Repair Units, but apparently there is very little connection between IN Inspection and Preforecasting of Spares, requirements of which are not estimated until the vehicles actually enter the W/Shops for repair.

Both Repair Units give all vehicles a brief inspection for classification purposes prior passing to I.V.P., but if this could be made a full 932 inspection, an immediate forecast of Spare requirements could be made and these spares obtained whilst the vehicle was in the I.V.P.

The present system of forwarding fortnightly requirements of M.T. Spares to No. 3 Store Depot - PLACWZA - is most unsatisfactory as these demands are restricted to actual W/Shop requirements and do not cover the requirements of vehs awaiting repair in the I.V.P. nor a preforecast based on W/Shop estimates.

Consideration of this by the Director of Motorisation would be of considerable assistance to Terr. Comd Repair Units and it is suggested that this could be effected by the preparation of W/Shop scalings on the lines of the British ORD System.

Once these scalings were available to all Repair Units satisfactory stocks would automatically be maintained and the Repair Units would be encouraged to backload Salvage and repairable Assemblies and dispose of obsolete spares.

(a) Personnel and W.E.

Both Repair Units appear to be deficient of Military Personnel, particularly NCOs but hold surplus Civilian Tradesmen. Authority for this surplus has apparently been given in view of the large Recovery commitment of both W/Shops which apparently occupies approx. 1/3 of the total and would once again appear to support the proposal made by us in para 1.(b), subpara (iii) above with regard to a Base Recovery Unit.

In spite of surpluses, the general standard and quality of approx. 50% of civilian tradesmen is most unsatisfactory, in most cases they have been recruited from disbanded Arty. W/Shops and after a short 15 days' course are classified as Veh. Mechs. The solution of this question would appear to rest with the Central Schools - ROME.

In connection with the actual WE, both Directors of Repairs and W/Shops O.C.s are of the opinion that the WE requires amendment as apparently these WEs do not give a balance between the 'motorist' Veh. Mech. etc. and the Ancillary Trades. During inspections, this statement has been fully confirmed by the obvious 'bottle-neck' caused by Ancillary trades and we feel that whereas the original WE is possibly suitable for normal peace time repair work where veh. replacements and economical repair is practical, with the present shortage of Spares and Vehicles, increase in Ancillary Tradesmen is necessary.

(r) General

On completion of the investigation of the entire 6 & 7 Terr. Comd. Repair organisation a full and detailed report will be made giving particulars of action taken both by this office and the Terr. Comds concerned.

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(a) Personnel and W.E.

Both Repair Units appear to be deficient of Military Personnel, particularly NCOs but hold surplus Civilian Tradesmen. Authority for this surplus has apparently been given in view of the large Recovery commitment of both W/Shops which apparently occupies approx. 1/3 of the total and would once again appear to support the proposal made by us in para 1.(b), subpara (iii) above with regard to a Base Recovery Unit.

In spite of surpluses, the general standard and quality of approx. 50% of civilian tradesmen is most unsatisfactory, in most cases they have been recruited from disbanded Arty. W/Shops and after a short 15 days' course are classified as Veh. Mechs. The solution of this question would appear to rest with the Central Schools - ROME.

In connection with the actual W.E. both Directors of Repairs and W/Shops C.O.s are of the opinion that the W.E. requires amendment as apparently these WEs do not give a balance between the 'motorist' Veh. Mech. etc. and the Ancillary Trades. During inspections, this statement has been fully confirmed by the obvious 'bottle-neck' caused by Ancillary trades and we feel that whereas the original W.E. is possibly suitable for normal peace time repair work where veh. replacements and economical repair is practical, with the present shortage of Spares and Vehicles, increase in Ancillary Tradesmen is necessary.

(f) General

On completion of the investigation of the entire 6 & 7 Terr. Comd. Repair organisation a full and detailed report will be made giving particulars of action taken by this office and the Terr. Comds concerned.

6. R.E.M.E. Training Increment

(a) Nominal Roll and Distribution

This is given in detail in Appendix 4 and gives locations and respective duties of R.E.M.E. Incr. Personnel covering both 6 & 7 Terr. Comds.

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(b) Organisation

It will be seen from Appendix 4 that Incr. Personnel have been placed in specialised Sections where they are responsible for advising and instructing Italian W/Shop Personnel and this close contact with individual W/Shop Sections has enabled this office to maintain up to date information regarding the organisation and development of the various Italian Units, and W/Shop in 6 and 7 Terr. Comds.

This division has provided the required break-down of instructional work, for instance the Sgt. General Fitter located in the Major Assembly Repair Shop of the O.A.R.E. holds his own duplicate copies of EMERs and technical instructions and is therefore in a position to pass on this information to his respective W/Shop foremen during every day discussion. This prevents "technical constipation" and ensures that all Sections of the W/Shop are gradually informed of these instructions without the necessity of large scaled translation and consequent delay.

The procedure has already proved most successful and has encouraged cooperation and confidence between REME Personnel and the O.A.R.E.

The attachment of the AQMS to 7 B.L.U. - FLORENCE - has been made necessary due to the peculiar position existing in the 'A' and 'B' type B.L.U.s to which I am attached. Obviously the importance of the Bologna REME commitment makes it necessary for me to operate principally with 6 B.L.U. ('B' type) and I have therefore attached the AQMS in the capacity of 2 i/c to 7 B.L.U. ('A' type).

This arrangement has been most satisfactory and has the full approval of my G.S.O. 1 - 7 B.L.U. - who due to the organisation of a REME office in Florence is fully informed regarding all REME matters. It has also enabled this office to cope with the large amount of work resulting from the re-organisation of "Folgore" Inf. Div. and the progress made in this connection has well warranted this attachment.

(c) Office Procedure

To facilitate coordination of the various REME activities in both Terr. Comds. and effective system of "Action Slips" has been organised whereby all instructions are recorded on a standard Action Slip and according to importance are classified under the following five priorities:-

- | | | |
|----|-----------------------------------|----------------|
| 1. | RETURNS & EQUIPMENT STATES | - Priority 'A' |
| 2. | IMMEDIATE | - " 'B' |
| 3. | NORMAL ROUTINE PROCEDURE | - " 'C' |
| 4. | DEVELOPMENT & LONG TERM TEST WORK | - " 'D' |
| 5. | DOMESTIC | - " 'E' |

These Slips are prepared in triplicate and the original copy is held in a progress cabinet in the REME 6 B.L.U. office and are viewed daily between 0830 - and 0900 hrs. The remaining two copies are issued to the N.C.O. responsible i.e. in the case of REME 6 B.L.U. S/Sgt. BENNETT and REME 7 B.L.U. AQMS. WILL who retain the duplicate copy passing the triplicate to the individual tradesmen responsible for the required action.

This system of Action Slips is also applied in reverse and REME Incr. Personnel in specialised W/Shop Sections on noting points for 'action' or ideas for future development complete Action Slips and forward to REME office where they are given an index number and the normal procedure complied with.

These Slips have proved invaluable in connection with the organisation of the O.A.R.E. and the "Folgore" Div. and have resulted in a general increase in efficiency principally as a result of individual members of the REME Incr. being encouraged to submit ideas and suggestions and consequently develop greater appreciation of the work involved.

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They also provide a procedure whereby continuous "Follow up" action or progress or individual jobs can be maintained and avoid the necessity of the REME 6 B.L.U. office holding Action Slips on individual files thus considerably reducing office work and the possibility of the work being overlooked.

Increment meetings are wherever possible held weekly and the data contained in the Action Slips forms the bases for these meetings and also for weekly progress reports received from the FCOs responsible for coordination of the No. 6 and 7 Terr. Commands.

SC REME

▲

VEHS REPAIRED CLASS I - II														OVERHAULED													
C L A S S														JEEP	AUSTIN	DODGE	BEDFORD	M/Cycles all Types	FIAT	LANCIA	SPA	BREDA	ALFA ROMEO	OPEL & MERCEDES	AUTO-UNION	TOTALS	
Motor Cycles														6	1			12	4	1			3	5	1	12	
Cars & Utilities																			11	1						20	
Lorries G.S.																9										21	
Lorries Special																					2					2	
Tractors																											
Trailers																											
TOTALS														6	1	9		12	15	2		2	3	5	1	55	

CLASS	VEHICLES REPAIRED CLASS III & B/OVERHAUL									
Motor Cycles					9					9
Cars & Utilities										5
Lorries G.S.								1	3	22
Lorries Special										
Tractors										
Trailers										
TOTALS				12				11	3	36

CLASS	ENGINES OVERHAULED
Motor Cycles	

[illegible]

B

CLASS	VEHICLES REPAIRED CLASS III & B/OVERHAUL:-							
Moter Cycles				9				9
Cars & Utilities								5
Lorries G.S.					5			22
Lorries Special					6	1	3	
Tractors		12						
Trailers								
TOTALS		12		9	11	1	3	35

C L A S S	E N G I N E S O V E R H A U L E D							
Motor Cycles								5
Cars & Utilities							1	27
Lorries G.S.						4		
Lorries Special						10		
Tractors								
Trailers								
TOTALS				15			14	32

APPENDIX 2

VEHICLES REPAIR STATE (O.A.R.E.) as at 30 Aug. 46

TYPE & MAKE	Divisions										Others	Schools	TOTALS	
	Fo.		L.		Fr.		M.		Cr.					
	B/L	I.	B/L	I.	B/L	I.	B/L	I.	B/L	I.			B/L	E.V.P.
B.S.A. @/c	49	3	4		30								91	3
Matchless	13	3	1		6								24	1
Ariel	2	3			4								6	1
Triumph	7		1		12								30	5
Norton	21				11								43	
Austin Utility	7												14	
Morris "	1				1								3	
Standard Utility					2								4	
Jeep					2								4	
Hummer Staff Car	2												2	
Austin 3 ton	2												11	
Bedford 15 cwt	4												30	
" 3 ton	16	2	2		19								38	
Dodge 15 cwt	33				7								53	1
" 30 cwt													2	
" 3 ton	63	26	4		8								140	3
Chevrolet 15 cwt	21				3								24	
" 3 ton	8				5								13	
" Tp. F.A.	1												1	
Ford 15 cwt	10				18								28	
" 3 ton					4								3	
" Ambulance													1	
Fordson 15 Cwt	10												1	
" 3 ton													1	
Ford Tr.													1	
Morris Cmm. Treator	1												2	
" Wireless	1												1	
" Compressor	1												1	
Hillman Utility	1												1	
Austin Porter	1												1	
" Ambulance	2												4	
edford Wireless	1												1	
ord Canada 3 ton.	2												8	
" 15 cwt													1	
dodge 15 cwt Water Tank													1	
arrier Lloyd	29												31	
" Universal													85	
" Mortier	23												23	

Austin 3 ton
Bedford 15 cwt
" 3 ton
Dodge 15 cwt
" 30 cwt
" 3 ton
Chevrolet 15 cwt
" 3 ton
" Tp. F.A.
Ford 15 cwt
" 3 ton
" Ambulance
Fordson 15 Cwt
" 3 ton
Ford Tr.
Morris Cmm. Treator
" Wireless
" Compressor
Hillman Utility
Austin Porter
" Ambulance
Bedford Wireless
Ford Canada 3 ton.
" " 15 cwt
page 15 cwt Water
Carrier Lloyd
" Universal
" Mortier

2 2 4 16 33 = 63 21 8 1 10 = 10 = = 1 1 1 1 1 1 2 1 2 = Tank = 29 = 23

[illegible]

== 5 5 == == 5 == == == == == 1 == == == ==

7694 = 30 = = = 19 = 3 = 1 = = = = = 1 = 1 = 80 =

$$11 \quad 30 \quad 38 \quad 53 \quad 2 \quad 140 \quad 24 \quad 13 \quad 1 \quad 130 \quad 5 \quad 18 = 1 \quad 2 \quad 1 \quad 1 \quad 1 \quad 1 \quad 4 \quad 1 \quad 8 = 1 \quad 31 \quad 85 \quad 23$$

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WEEKLY RETURN OF REME WORKSHOP ACTIVITY

APPENDIX 3

Herewith REME W/Shops Activity Return for week ending 31 Aug. 1946

No	Repaired during week	Awaiting collection	In hand	Awaiting		Awaiting B/loading		Backloaded		In Wksp	In Unit Lines
				Labour	Spares	Cl. III & IV	Cl. IV	Cl. III & IV	Cl. IV		
	17	5	28	19	42	10	-			104	
	1	24	16		24	19				83	
	59	10	12		10	18				50	
		1				1				1	
		5				5				10	
	23		3		5					8	
	38	2	3		2	3		6		10	
	1	4	10	3	3	2		5		22	
		1	1	1	2					5	

APPENDIX 4

NOMINAL ROLL

	TRADE	LOCATION	DUTIES
	A.A.Veh. I	REME Office 7 B.L.U.	REME Office 7 B.L.U. Florence- 7 Terr. Comd. Repair Units & Veh. Parks "Folgore" Inf. Div. CC.R.R. Repair Units- 7 var. var. Advice on REME Matters to HQ. 7 B.L.U.
	L.A. Veh.I	REME Office 6 B.L.U.	REME Office 6 BLU Bologna- Tech. Administration of REME Incr. O.A.R.E. Coordination of Trg. Incr. Personnel in W/Shop sections also Sgt. attached 1 BLU-Turin(on Local Manufacture) 6 Terr. Comd. Repair Units & Veh. Parks & CC.R.R.
	Veh. Mech. I	1 B.L.U. Turin	Attached EME 1 BLU for Local Manufacture.
W.	Fitter Gen.	REME 6 B.L.U.	Major & Minor Assembly Repair Shops- Ancillary Shops-Technical Advice on General Machining and fitting problems in the W/Shop Sections. Assistance on Local Manufacture and Contracts Instruction to Assembly Repair Shop personnel in the Application of EMERs, Modifications and W/Shop Tech. Instr.
	Electrician	REME 6 B.L.U.	Electrical Shop Technical Advice on Electrical equipment and systems in other W/Shop Sections. Assistance on Local Manufacture and Contracts. Instructions to Electrical W/Shop personnel in the application of EMERs, Modifications and W/Shop Tech. Inst.
T.	Storeman Tech.	REME Office 6 B.L.U.	Clerical, Tech. Stores - and EMER's-GRO's-ACT's etc.
F.	Dvr. Mech.	REME 6 B.L.U.	Veh. Repair Shops- Engine Test Beds - W/Shop Inspectorate. Visits to Divs to arrange B/Loading programme and Inspections of Vehicles returned by O.A.R.E.
	Dvr. Mech.	REME 6 B.L.U.	
E.	Armourer	REME 6 B.L.U.	Liaison with Italian Armourers.
C.	Dvr.	REME 6 B.L.U.	REME 7 BLU and HQ. 6 BLU Domestic Transport.
B.A.	Clerk Tech.I	REME Office 6 B.L.U.	ORD org. & supply for:- O.A.R.E.-B.S.D.-6 Terr. Comd R. Units and Stores Depots "Folgore" Inf. Div. ORD Domestic-6BLU &REME Trg. Incr. 7BLU Adm.(Clerical)REME Office 6&7BLU.

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