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10000|120|3493 EME/1701 Miscellaneous (to April 19th - closed) (3142 3247)

opened Apr 17, 1945 - Closed April 1, 1945

Jan. - Apr 1945

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LIAISON OFFICER
LAND FORCES SUB COMMISSION
ALLIED COMMISSION (N.M.I.A.)
A.P.O. 397, U.S. Army

15 January 1945

REPORT IN BRIEF OF WORKSHOP OPERATION AND VEHICLE RECOVERY IN SARDINIA

My first visit to this island in February, 1944 revealed that the transport, workshop and spares problem was in a far better position than that of the liberated portion of the Italian continent at that time.

While the estimated quantity in Italy was about 3000 in all, the numbers in Sardinia were about 4500 and the condition was about the same, namely, rough. On the mainland repair facilities were nil - on the island one good workshop not completed building but with possibilities. Spares in each case were in extremely short supply. The Italians were already crying "wolf" and I too was concerned but observed that sufficient vehicles "continued" to run and that in spite of all the minus quantities the crisis which seemed imminent was not to be solved immediately by the supply of spares but that it was necessary to commence the formation of any available men into some service organisation to keep things going until I was able to get a more accurate picture of the state, particularly in view of the Italian story of alarm. After consultation with the Ministry of War, I was able to get a rather sketchy service running at Catenzaro, Messagne, Bari, Naples and several small mobile units.

With something being done at these places I continued to travel around and look at anything mechanical that I could find. This brought to light three other useful units which were immediately absorbed in the above services. Also I was able to pay a periodical visit to Sardinia and investigate further there. This place appeared full of possibilities and I endeavored to get things going without any serious result. As is usual in Italian circles nobody has any authority to do anything and everybody is watching everybody else to ensure that nothing is done without authority from someone who does not seem to exist.

On a visit to Sardinia I explained this position to Major 32027 Lingley Browning and emphasised that in view of the transport situation on the mainland it appeared necessary that the most should be made of the apparent excess of transport in Sardinia but that it could not be done under Italian arrangement and suggested that if I stayed I could take things over myself and reorganise the workshops etc and produce about

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Results remain at about 300 in spite of the small jobs being almost finished and the medium and larger growing in quantity all the time. The latest programme figure after reaching a total of 1000 in four months, is a further 600 in three months. While all this has been accomplished the workshop itself has been mobilising and is now about 80% mobile. It will comprise just under 500 men entirely self-contained with tentage, vehicles, machinery, etc fully mobile and able to function as a 3rd/4th echelon shop in any area at short notice.

It is interesting to note that in my travels here I have found about:

2000 vehicles
300 tons spares

and still continue in smaller quantity.

Total shipped with units from island since December 1943 to December 1944:

Approx.	2000	
From my programme.	1000	
Total remaining	3500	(300 on garrison (3200 in parks for repair and demolition
	6500	

It is pointed out that in the figure given there are included the repair of vehicles for units proceeding to the continent and those of the garrison.

Also it is interesting to note that:

1) The only Allied assistance was and still is by the writer and his batman.

2) The only Allied material supplied has been 50 gallons of brake fluid.

3.) I have asked for assistance of six officers so that I may extent a similar effort throughout the whole Italian Army. I hope that it may be granted.

C. A. HAIL, Major 3296
D.A.D.M.E.

CORPO ITALIANO DI LIBERAZIONE

SITUATION MOTOR VEHICLES ON JULY 1st 1944

	S.	US.	TOTAL
Lorries	312	233	545
Ambulances	24	3	27
Mobile Bath	1	=	1
Tank Trucks	2	=	2
Machine Shop	3	=	3
Trailers	3	19	22
Tractors	45	2	47
Autobus	6	1	7
Motor Cars	19	20	39
Motorcycles	141	85	226
Chemical Cars	1	=	1
Mobile X-Ray Unit	2	=	2
	559	363	922
15 Cwt.	39	3	42
Austin Utility	4	=	4
Dodge Water Truck	6	=	6
Water Trailers	2	=	2
Austin Ambulance	4	=	4
Jeep Car	19	2	21
Motorcycles	51	4	55
Carrier Universal	23	3	26
Portees	=	1	1
	148	13	161

British vehicles

"NEMBO DIVISION"

Lorries	70	41	111
Ambulances	=	1	1
Machine Shop	2	=	2
Tractors	38	2	40
Autobus	2	1	3
Motor Cars	7	=	7
Motor-Cycles	116	18	134
	235	63	298
Lorries	53	6	59
Ambulances	14	=	14
Water Trucks	3	=	3
8 Cwt	10	4	14
Carriers Universal	12	=	12
	92	10	102

British vehicles 329 5

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Machine Shop	3	=	3	
Trailers	3	19	22	
Tractors	45	2	47	
Autobus	6	1	7	
Motor Cars	19	20	39	
Motorcycles	141	85	226	
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OREME

Subject:- Report on the Mechanical state of 1st Italian Motorised Bde.

Rear H.Q. 10 Corps.
Ref:- 54/REME.
19th May, 1944.

D.A. & Q.M.G. 10 Corps.(3)

Copies to :- DDOS 10 Corps.
DDME EIGHTH ARMY.

1. GENERAL. Since the Italian Motorised Brigade has been under command 10 Corps there has been a considerable improvement in the state of their transport. Comparative crock states are shown at Appx "A" to this letter.

Initially their difficulty was shortage of certain spares, the main deficiencies being sparking plugs, tyres, petrol pumps, gaskets, fuel injection equipments, and to a more limited extent major assemblies of all types.

Ordnance have assisted considerably by the issue of 443 tyres, 1046 plugs, and by their issue of diaphragm type petrol pumps in place of the unsatisfactory bellows-type which cannot be repaired. By local manufacture, and repair, REME has been able to put into action considerable numbers of diaphragm petrol pumps, gear boxes, steering columns, dynamos etc.

The vehicles which now remain off the road cannot be repaired by either issue of Ord stores or manufacture, and must depend on the provision of major assemblies obtained by cannabilization, or by supply from dumps so far unexplored. It should be here mentioned that although further supplies of tyres may not increase the numbers of vehicles in service, yet they do increase the carrying capacity of the Bde, as they are used to replace badly worn tyres on vehs still running, permitting in many cases a load increase from one ton to the nominal 5 - 6 tons for which the vehicle was designed.

2. PRESENT REPAIR ORGANIZATION.

The Bde has so far operated with three light repair sections each comprising one machinery trailer and a staff of about ten men. These have been located as follows:-

i) One at COLLE VOLTURNO engaged on the forward repair of vehicles, including the exchange of major assemblies provided by cannabilization from rear areas.

ii) At S MARIA VICO near CAPUA, engaged on heavier repairs of vehicles, and cannabilization of useless vehicles to provide spares for Wksps at COLLE.

iii) Attached to the Bde Artillery Group for repair and maintenance of guns, tractors etc., on charge to the group for which the Arty of the Italian Army is responsible

During the past three weeks the Heavy Wksps has been installing itself in the Barracks between CAPUA and SANTA MARIA, and this unit was inspected on Tuesday May 16th. It comprises 63 enlisted men, some machy salvaged from its original E.1098, plus anything else not requisitioned, from various parts of Italy. This machy will enable fairly extensive manufacture,

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injection equipments, and to a more limited extent major assemblies of all types.

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In addition to the Italian Wksps outlined above, civilian resources are being used as follows:-

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Present Repair Organisation contd.

i) Employment 70 - 80 local civilians at the CAPUA Wksps. The Town Major of SANTA MARIA is being most helpful in locating tradesmen, providing nominal rolls etc.

ii) The moving of a civilian wksp, complete with machy, from the NAPLES area to SANTA MARIA, where the overhaul of electrical and other minor components such as dynamos, starter motors, magnetos, carburettors etc., will be undertaken. The separation of the civilian and military wksps by some five miles is not regarded as reducing efficiency, as each shop is engaged on a different class of work, and the military definitely desire to keep civilian organisations out of their unit lines.
Although the CAPUA Wksps is at present a most untidy place, the planned organisation is good and sound, and it is considered that considerable improvements may be expected when the plant etc., has been installed and got running. The policy is to overhaul major assemblies at CAPUA, which will be sent for fitting in forward wksps - the replaced U/S assembly being returned to CAPUA. Backloading of vehicles will be kept to a minimum.

3. ASSISTANCE AT PRESENT BEING ARRANGED.

i) HQ 8 Army has been asked to investigate the manufacture of gaskets at Base Wksps, and samples of the gaskets most urgently required have been fwd.

ii) A small quantity of captured hand tools surplus to the requirements of REME Wksps have been loaned to the Heavy Wksps to enable a start to be made on repair.

iii) A valuable quantity of spares, and major assemblies have been received through ASCOP at POTENZA and these are being well used at CAPUA. Promises of further assistance wherever possible has also been received from the same source.

iv) A certain amount of useful material, machinery and tools is at present lying unused in the 5 Army Ord Depot (late Small Arms Factory) Capua, and authority is being obtained through "Q" for the Heavy Wksps to collect such equipment as they require.

4. FUTURE POLICY.

The future policy for the employment of this Bde and the maintenance of its equipment is not known, but if its desired to continue to use them with Italian vehicles and equipment, more energetic action must be taken to ensure that such equipment can be maintained.

It is considered that the Italian repair services are quite capable of being considerably more self supporting, provided that they are initially reasonably well equipped.

The following recommendations are made to improve the present position and to put the repair services on a firmer basis.

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iii) A valuable quantity of spares, and major assemblies have been received through ABBOT at POTENZA and these are being well used at CAPUA. Promises of further assistance wherever possible has also been received from the same source.

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The following recommendations are made to improve the present position 3293 and to put the repair services on a firmer basis.

5. RECOMMENDATIONS FOR PROVIDING ADDITIONAL ASSISTANCE FROM ITALIAN SOURCES.

i) The present scale of three light wksps is inadequate to maintain the Bde equipment in a satisfactory state, as they are now too fully engaged in major repairs, rather than undertaking the "preventative" maintenance for which they are designed. It is reported by Capt. Boromeo that there are 18 Light Wksps at present in SARDINIA, with full complement of machinery, hand tools and personnel. It is strongly recommended that four of these be shipped complete to this area, and that the hand tools and personnel of a further six be moved to reinforce the Heavy Wksps at CAPUA.

ii) Any additional Italian Firms moving into the area must be accompanied by Light Wksps on the scale of one per 100 equipments, and tradesmen reinforcements of 50 men per 300 equipments for the Heavy Wksps at CAPUA - unless independant Heavy Wksps are provided.

/2.....

5. Recommendations
for providing additional assistance from Italian sources contd.

iii) Every effort must be made in the rear areas by MMIA to produce spares, either from dumps, or by cannabilization. Although much valuable material should be available in North Africa and ME from captured equipments, it is suggested that SARDINIA would be better able to provide material in better condition. Capt. Boromeo reports that there are many thousands of military and civilian vehicles lying idle in SARDINIA due to shortage of fuel, which could either be used complete or if sufficient shipping is not available could be broken down for spares. Injection equipment is especially important as no British substitutes are possible.

FROM BRITISH SOURCES.

The provision from British sources of the following items of equipment is considered justified :-

i) Provision of loose hand tools - not kits (List being prepared).

ii) A second heavy generating plant for the Heavy Wksps.

iii) Manufacture in Base Wksps (either here or in M.E.) of gaskets all types.

In conclusion it can be reported that we have been favourably impressed by the efforts of the Italian repair services to help themselves by improvisation, cannabilization, and a reasonably well thought out plan of the most economic utilisation of the resources available.

It is considered that much closer liaison is required between the MMIA at LECCI, and the troops operating in the forward areas - we have never had any communication with the staff at LECCI although it is stated that a DADME is employed on the staff, and whom we are now endeavouring to contact.

Colonel.
DDME.

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Colonel.
DAIME.

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Appendix "A" to Rear HQ 30 Corps Letter ref:- M/2/6.
dated 19th May, 1944.

Comparative Strength States of 1st Italian Motorised Bde.

	Serviceable as at 15/5.	Serviceable as at 8/5.	Unserviceable as at 15/5.	Unserviceable as at 8/5.	Total Holdings.
Lorries.	269	316	147	120	436
Ambulances.	9	9	-	-	9
Water Trucks.	1	1	1	1	2
Machine Shops.	3	3	-	-	3
Trailers.	26	27	3	2	29
Tractors.	38	43	7	2	45
Autobus.	5	5	-	-	5
Motor Cars.	37	32	10	5	27
Motor Cycles.	253	174	43	22	296
TOTAL.	741	610	211	132	722

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Subject:- Report on MT Vehicles - Italian Army

Military Mission to
Italian Army
EME/1
17 Jan 44

DDME, AFHQ Adv Adm Echelon

Copy to:- Comd, MMIA

1. I inspected vehicles of PICENO Division numbering of various types and M/Cycles. This division is probably the best equipped of any and it is considered that a reasonable estimate of the vehicle state as a whole can be obtained from the information obtained, particularly so as up to the present much work has been done in generally looking around at vehicles, workshops, expected maintenance facilities etc., together with many talks with the Director of Motorisation and his Staff.

2. General outlook is very obscure as the whole question of MT is so dependant on each of the following conditions:-

i) Vehicle condition at present.

ii) No of vehicles required to be mobile.

iii) Availability of spares in accordance with condition of vehs in para(i) and vehs required in para(ii).

iv) Workshop facilities for repair of vehs according to para's (i) and (ii). i.e. size of programme.

v) Plant required for para (iv).

vi) Tradesmen required for para(iv) i.e. Workshops. versus tradesmen required for GT Coys and REME Workshops.

3. The PICENO Division inspection reveals the following:-

Maintenance generally very poor.

Divisional workshops or workshops of any kind NIL.

Spares negligable tyres, ballraces, clutch and brake linings, etc pistons rings being completely unobtainable.

Total vehicles examined	86	
" M/cycles "	33	(not included in table of percentages)

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4. Table showing percentages only

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Total vehicles examined 86
" M/cycles " 33 (not included in table of percentages)

3290

4. Table showing percentages only.

	%	Condition as mileage applies	English standard repairs if any
A	5	Vehs useful upto 10,000 miles	1 & 2 line
B	12	" " 10,000 to 25,000 "	
	(50	" " 25;000 to100,000 "	
C	(7	" " 25,000 up & awaiting spares	
	(26	Vehicles should be scrapped	
	100%		

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Item A All almost new.

Item B All as mileage applies.

Item C 1, 2 & 3 are grouped because it is considered that C1 is so large. Many vehicles are civilian requisitioned and although runners are in need of complete re - conditioning or for preference scrapping. C2 are well on the way to C3 classification while C3 are mostly of last war vintage, solids etc with impossible oil and petrol consumptions and much expensive noise.

5. Working up these % figures to the MT vehicle state as at 7 Jan 44 the following table shows clearly the position.

Actual Nos ~~Condition~~ as mileage ~~applies~~ Corrected Apr 21st 44.			English standard of repairs if any
A	116	Vehicles useful upto 10,000 miles	1st line
B	282	" " 10,000 to 25,000 "	2nd to 3rd Line
C(1	1171	" " 25,000 to100,000 "	4th - Base
C(2	176	" " 25,000 up & awaiting spares	" "
(3	596	Vehicles should be scrapped	" "
	2341		

M/Cs fair 40% Scrap 40% Repairable 20%

6. Considering these estimated figures and remarks of mileage and condition it will be seen that very few vehicles are really road - worthy and of the remainder it does not appear reasonable to think of a repair programme in view of the spares situation.

7. Spare Parts

Present stock available is totally inadequate to meet requirements as above and breaking down for spares is being resorted to as far as possible, and it is to be expected that only worn parts would be available in view of the large mileage of most of the vehicles available for this breaking down. There is NO factory supply as all the main producers are in the North of ITALY. Manufacture of small parts is very small with the plant available, but ballraces, pistons, clutch and brake linings, electrical parts etc cannot be manufactured in these parts. Estimted quantity of assorted spares in stock at present is about 10 - 15 tons only, including heavy parts such as cylinder heads and blocks, radiators etc.

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8. The Italian Authorities state that they lost large quantities of spares in North AFRICA, MEF, East AFRICA, SICILY, and ask if these could be obtained to ease the situation.

CEMEC state that:-

i) N. AFRICA stores have been handed to the French.

ii) In SICILY the quantity was only small.

iii) Leaving only, MEF places such as TOBRUK, BEDA LITTORIA, BARCE, BENGHASI, and TRIPOLI. I personally, found the stores at BEDA LITTORIA and moved a lot of it to BENGHASI.

/3

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I understood the rest would eventually go back to Captured enemy stores at ALEXANDRIA, believed to be at 6 AOD, for reissue and running of captured vehicles at Base. Can MEF be contacted to find out the position over there, and the possibilities of shipping it if available, and if advisable according to policy decided.

9. TYRES.

The position of these is identical to that of spares, tyres and spares having been in the same stores as mentioned. Stocks are NIL in many instances of popular sizes such as:-

500 X 15, 550 X 15, 140 X 400, 165 X 400, 500 X 17, 560 X 18,
32 X 7, 36 X 8, 38 X 7, 40 X 8, 200 X 20, 30 X 5.

Of 3881 tyres shown on the stock list at this date, the following is an analyis of their usefulness.

Cycle and M/Cycles Tyres	1200
little used	1403
useful and semi popular	1278 (mostly load carriers)
	3881

Thus only approx 1/3rd of the stock held is useful although not suitable for latest types, and where cycle and m/cycle and little used sizes are removed from the list, the remainder does not allow even one tyre per vehicle, if vehicles are fit to use them.

10. The Italian Authorities ask if it would be possible to obtain supplies of tyres from SPAIN, where there are Italian owned factories of Pirelli at BARCELONA. It is believed that stocks are held there of the more popular sizes, which are in urgent demand.

11. WORKSHOPS.

The Italians have endeavoured to put small services into operation at the following places, but without much success:-

BARI

FIAT Works, ALFA ROMEO Works, S.I.T.A., all requisitioned from them by the Allies.

9 Autieri Regt Workshops, only small shop, but all useful plant moved to 12 ABW at MOLFETTA.

POTENZA

Small shop taken over by Indian Div. Vehicles taken over by AMGOT and still retained.

TREPUZZI

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POTENZA

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TREPUZZI

Small shops operating mostly on the vehicles of the Ministero della Guerra and Stato Maggiore.

MESSAGNE

Just recently started and, although small, has possibilities. It is rather scattered in the village, but the Italians have a plan to construct more buildings to house a possible labour element of 600.

In each case at BARI and POTENZA these have been reported to the requisition authorities.

/4

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Reference BARI, at the beginning of January the Italians started another small workshops there and I arranged with the Town Major that it should be placed on the "not to be requisitioned list". This was done, but the Americans have come along and demand -ed it. The L.O. at BARI is intervening in the matter, but the result is not yet known.

Reference POTENZA, 38 OMP. AMGOT took over all the 8 vehicles of this unit when the Indian REME took over the Workshops. Application has been made for the release of these vehicles, but so far one machinery only has been handed over; the personnel have been returned to duty with Italian Army.

These are great difficulties in view of the great shortage of plant for workshops.

12. Workshops Plant and Vehicles

Machinery vehicles, total quantity available believed only 4, one of which still held by AMGOT. Situation, I at POTENZA(AMGOT), 2 at TREPUZZI, 1 held by Italians pending settlement with AMGOT on remaining vehicle of 38 OMP.

FIXED PLANT

BARI. negligable. All removed to 12XABW at MOLFETTA. It is hoped that it may be possible to get this back and I am investigating this possibility.

MESSAGNE. At present lathe, driller, shaper, sawbench, electrical test bench, Diesel calibrating and phasing kit(Italian), small hand forge, electrical welding from mains. Most of this has been requisitioned from civilian sources and it is intended to increase the quantity as the place grows.

TREPUZZI. Has now two of the 4 Mobile machinery wagons as Mentioned.

13. PERSONNEL. Returns have been called for from the Italians for a return by trades of all tradesmen as applicable to REME. It is expected that figures will be very big and although hastening action is being taken, it seems likely to be some time yet before any numbers can be given.

Present known approx strengths are:-

BARI	9 Autieri Regt	10
"	9 " " at 12 ABW	20

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12. Workshops Plant and Vehicles

Machinery vehicles, total quantity available believed only 4, one of which still held by AMGOT. Situation, I at POTENZA(AMGOT), 2 at TREPUZZI, 1 held by Italians pending settlement with AMGOT on remaining vehicle of 38 OMP.

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Present known approx strengths are:-

BARI 9 Autieri Regt	10	
" 9 " " at 12 ABW	20	
MESSAGNE	20	
TREPUZZI	70	
POTENZA(38 OMP)	20	
51 Corps. various trades	280	450
(believed to include 60 carpenters)		

Of these latter it is proposed to strengthen BARI, MESSAGNE and 38 OMP upto about 70 - 100 each and then as and when other personnel are found, to build up MESSAGNE to 600. Each point to be used as a workshops and holding point from which units may be formed if and when possible.

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14. The final situation of the workshops to be BARI and MESSAGNE on the one side of the Mainland, and move TREPUZZI when the Italian Government moves to that area and 38 OMP to SALERNO on the other side of the Mainland.

15. Of the possible figures of tradesmen there is the call of the RASC for the GT Coy Workshops which are already being formed, and this of course reduces the possible figures still more.

16. The Italians state that there are about 4,000 tradesmen and 30 - 40 Engineer Officers now POW in AFRICA. Can these be brought over ?

In SARDINIA there are about the same numbers or even more. Can these be brought over ?

17. Please may some direction be given on all these items so that some programme may be formed and worked to. It does not seem reasonable or economical to attempt to recondition about 14 to 1500 Italian vehicles with literally nothing in Workshops or spares requirements apart from the fact that they all of high mileage and old vehicles.

18. For your information enclosed is a letter on the position from the Italians which gives a good picture from their point of view and brought about by American demands which cannot be met.

19. On the other hand any useful plant and workshops seem to have been taken from them by the Allies. See enclosed letter dated 24 Jan from the Italian Ministry of War, ref the 10 Autieri Regt, NAPLES.

Ca. Hall Major
D.A.D.M.E.
Military Mission to Italian Army

cc/mm

3286

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C.A. Hall
Major
D.A.D.M.T.
Military Mission to Italian Army

cc/mm

3286

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TRANSLATION.

240/Serv.
16 Jan 44.

From: S.M.S.O.

To : M.M.L.A.

1. H.Q Italian Forces in CAMPANIA have been approached by HQ., PBS with their 451.01 MPPCS dated 31 Dec (with one enclosure) in an attempt to hasten the replacement of vehs out of order in the 1st Mob Bde Gp., as well as the supply of tyres and spare parts to it.

H.Q Italian Forces in CAMPANIA wrote to PBS (008 dated 5 Jan) stating that it was not possible to do this, since, as they had stated before: -

- They have no vehs, stores of tyres or spare parts.
- They are unable to recover those vehs which were once U.K. property and are now in the unlawful hands of civilians because the latter armed with statements by various Allied authorities, refuse to part with them.
- They are unable to repair broken down vehs because the 10th M.T. Regt, the only M.T. unit in the area, has not been allowed to reoccupy its own barracks with attached Wkshps and because the civilian garages in NAPLES are all working exclusively for the Allies.
- They have no breakdown vehs for towing vehs.

2. The critical situation in the question of M.T. portrayed by Italian H.Q CAMPANIA is, however, the same in all our units.

In fact our M.T. resources, very limited at that, are totally unsuitable for the requirements of the various H.Qs , and units which have use of them, nor is it possible to increase their number since the only source of supply requisitioning is well nigh exhausted.

A high percentage, estimated at approx. 30% of these vehs is off the road and we have not the means of repairing them, for the following reasons:

(a) Tyres are lacking; you have already been informed of this by our letter, (2713/C3 dated 27 Dec 43) and by the Divisione Generale della Motorizzazione, and a reply is awaited.
(b) Spare parts are lacking; up till today we have been trying to meet the most pressing requirements with the stocks available and by cannibalization, but this system will no longer be of any use both because the source is almost exhausted and because it is not always possible to obtain the required parts from vehs that are out of order.
(c) Absence of wkshps because the Allies have requisitioned, besides that of the 10° Autieri Regt (NAPLES) the 9th Autieri Regt (BARI), the only M.T. repair units in the liberated territories, besides the largest civilian wkshps. Those which are still available to us consist of a few unit wkshps and on one or two small civilian wkshps which with their fittings cannot cope with ever increasing repair jobs.

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3. This state of affairs growing worse every day, threatens to compromise before long and irreparably, our whole system of essential tpt for supplies

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- they are unable to recover those vehs which were once A.A. property and are now in the unlawful hands of civilians because the latter armed with statements by various Allied authorities, refuse to part with them.
- They are unable to repair broken down vehs because the 10th M.T. Regt, the only M.T. unit in the area, has not been allowed to reoccupy its own barracks with attached Wkshps and because the civilian garages in NAPLES are all working exclusively for the Allies.
- They have no breakdown vehs for towing vehs.

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In fact our M.T. resources, very limited at that, are totally unsuitable for the requirements of the various HQs , and units which have use of them, nor is it possible to increase their number since the only source of supply requisitioning is well nigh exhausted.

A high percentage, estimated at approx. 30% of these vehs is off the road and we have not the means of repairing them, for the following reasons:

(a) Tyres are lacking; you have already been informed of this by our letter, (2718/03 dated 27 Dec 43) and by the Divisione Generale della Motorizzazione, and a reply is awaited.
(b) Spare parts are lacking; up till today we have been trying to meet the most pressing requirements with the stocks available and by cannibalization, but this system will no longer be of any use both because the source is almost exhausted and because it is not always possible to obtain the required parts from vehs that are out of order.
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3. This state of affairs growing worse every day, threatens to compromise before long and irreparably, our whole system of essential upt for supplies and the needs of our organization which is more than ever indispensible in view of the small output of the railways. 328 er

It is therefore necessary and a matter of some urgency that a solution be found: with this end in view we ask you to draw the attention of the Allied Authorities to our needs in order that they may yield us the following:

(a) The supplies of tyres already requested and such spare parts as will be notified by the Divisione Gen. della Motorizzazione.
(b) The return to us of the barracks and attached wkshps of the 10th Autieri Regt in NAPLES, the shop of the 9th Autieri Regt in BARI as well as any other wkshp that can be made available to us.
(c) The possibility of a supply of vehicles (cars and lorries) even if only for the units employed by the Allied Armies.
(d) The power to recover every type of vehicle which was once the property of the Amministrazione Militare and is now unlawfully in the hands of civilians throughout liberated Italy, even if these civilians are in the service of Allied bodies.

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Part 2.

In the latter case, the w[illegible] case they are again in possession of the military information would be made available to the Allies if required with [illegible] delays.

(a) Permission to transfer to ZONE five MORETTA three vehs which can be [illegible] three (transfigurations are in progress) by means of refuelling [illegible] which we have found necessary to order. In order carries to meet the [illegible] roads in the vicinity.

TVP.

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TRANSLATION.

451.01 DPOG
31 Dec 43.

From: Comando del P.A.S.

To: Generale Antonio Basso, Cte .FP AA della CARMELA.

1. Repeated requests have been made to you to supply vehs to replace battle losses in 1st Bgb Div Gp also tyres and spare parts for the upkeep of these vehs. To date no vehs and very few spares have been furnished.

2. 1st Bgb Div Gp cannot operate successfully without the necessary support of Italian Supply Organisations. It is essential that immediate and active steps be taken to obtain the vehs previously requested, as well as a reasonable stock of spare parts and tyres for Italian units in service with the 5th Army and P.A.S.

3. On a request by your L.O. Lt Col McTAGGART, the necessary documents were given to Lt. Col. TRAINOR of the 10th Ambulance to enable him to collect vehs, spare parts and tyres which were in the hands of civilians. It seems that after several trips, Lt. Col. TRAINOR and his unit produced almost negative results and so far as we know not a single vehicle has been supplied to 1st Bgb Div Gp.

4. This question must be considered immediately otherwise we shall have to inform GHQ AMG that FP.AA DELLA CARMELA is not capable of supporting the Bde Gp in battle.

An early reply indicating the measures you intend to take to solve this unsatisfactory situation, will be appreciated.

3283

A.M. [illegible].

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FROM: ITALIAN

From: HQ Italian Forces in CAMPANIA (Q Branch)

To: A.F.H.Q.

009/auto
3 Jan 44.

The question of supply of vehs and M.T. equipment to 1st Mob Bde Gp by HQ.AA CAMPANIA has not, nor will have, in the immediate future, any satisfactory solution for the following reasons :

1. This Command has no available M.T. units or depots of spare parts on which to draw. We just manage to keep on the road the few vehs we have for essential services.
2. All vehs which once belonged to the Army and are now unlawfully in the hands of civilians are used if they are in working order by authority of various Allied authorities (A.M.G.O.T. - Local Governments . Police, various military units etc.) It has never been possible to recover these vehs without long discussions with these authorities who more often than not refuse to concede provided the users of the vehs are working (or say they are) for the Allies themselves or in the Food Supply services.
3. Those vehs which were recovered with the use of your authorizations are real wrecks which had already been denuded of all useful parts firstly by the Germans, then by civilians and finally by the Allied elements, doubtless irresponsible.

In order to rebuild the above wrecks 10th Autieri Regt will made its own barrack and wkshp or at least the use of the machinery of more important wkshps in NAPLES.

Each one of my repeated requests for the above have been opposed by the Allied authorities (see A.G. 601 RECDS dated 20 Nov 43, A.G. 601 RECDS dated 20 Dec 43, and conversations with Capt. MERRILL of A.F.H.Q.)

Further 10 Autieri Regt has no facilities for towing broken down vehs in that it has no break down lorries. A demand by me for two such lorries was not receipted (see A.G. 400 5591 RECDS dated 6 Dec 43)

Also it is worth recalling that Allied officers and ORs have several times entered the improvised M.T. parks of 10 Autieri Regt and have carried away the little there was in working order (for example : amongst others, see my 662 of 1 Dec and 730 of 1 Dec 43.)

4. In order to reach a practical solution to the problem, radical steps must be taken, decided on, i.e. : -

- that this HQ and, on its behalf 10 Autieri Regt be empowered to requisition and bring back on its charge all kinds of vehs once the property of the Italian Army and now in unlawful possession of civilians regardless of the fact that they are in the service of Allied organizations which invariably intervene in attempts to prevent the recovery or identification. Bearing in mind that where transp my these vehs will always remain at the disposal of the Allies in any capacity yourwish.

- that we be given some wkshps for repairs.
- that we be given special recovery vehicles.

Should it not be found possible to meet these requests bearing in mind that 10 Autieri Regt has already supplied all it could to 1st Mob Bde Gp no other course is open but to demand that which is required from A.M.G.O.T. on whom, as you know, the 1st Mob Bde Gp depends for all purposes. However I shall uproot also inform [illegible] and the War Ministry with this letter, attaching a copy of the letter you have sent to me.

3282.

civilians are used if they are in working order by authority of various Allied authorities (A.M.G.O.T. - Local Governments . Police, various military units etc.) It has never been possible to recover these vehs without long discussions with these authorities who more often than not refuse to concede provided the users of the vehs are working (or any day are) for the Allies themselves or in the Food Supply services.

3. These vehs which were recovered with the use of your authorizations are real wrecks which had already been derailed of all useful parts firstly by the Germans, then by civilians and finally by the Allied elements, doubtless irresponsible.

In order to rebuild the above wrecks 10th Autieri Regt will needs its own barrack and shop or at least the use of the machinery of more important shops in Rome.

Each one of my repeated requests for the above have been opposed by the Allied authorities (see A.G. 601 RRRS dated 30 Nov 43, A.G. 601 RRRS dated 30 Dec 43, and conversations with Capt. MERCHL of A.M.G.)

Further 10 Autieri Regt has no facilities for towing broken down vehs in that it has no break down lorries. A demand by me for 4ro such lorries was not receipted (see A.G. 400 5791 RRRS dated 6 Dec 43)

Also it is worth recalling that Allied officers and OR have several times entered the improvised M.T. parks of 10 Autieri Regt and have carried away the little there was in working order (for example : amongst others, see my 662 of 4 Dec and 720 of 4 Dec 43.)

4. In order to reach a practical solution to the problem, radical steps must be taken, decided on, i.e. :-

- that this H) and, on its behalf 10 Autieri Regt be empowered to requisition and bring back on its charge all kinds of vehs once the property of the Italian Army and now in unlawful possession of civilians regardless, of the fact that they are in the service of Allied organizations which, invariably intervene in attempts to prevent the recovery or identification. Bearing in mind that these means by these vehs will always remain at the disposal of the Allies in my capacity yourself.

- that we be given some vehs for repairs.
- that we be given special recovery vehicles.

Should it not be found feasible to meet these requests bearing in mind that 10 Autieri Regt has already supplied all it could to Ist. Mob Bde Gp no other course is open but to demand that which is required from A.M.G.O.T. on whom, as you know, the Ist Mob Bde Gp depends for all purposes. However I shall myself also inform 3282.
and the War Ministry with this letter, attaching a copy of the letter you have sent to me.

Copy/TWB.

Antonio BASSO.

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TRANSLATION.

Ref. No 1036/5
21 Jan 44.

SUBJECT: Request for the return of a workshop Premises requisitioned by the Allies.

From: War Ministry

To MLA (Leguilio)

The commander of the 10th AUTIERI Regt., of NAPLES has signalled that the premises of ALBERGO di MARECHIARO (Naples) 36, Via Nazionali reserved for the transfer of the Meccanotecnica Meridionale workshop installation, have been requisitioned by the 3 Area Base, R.A.F.

We were expecting good results from the work which could be made by above firm for the repair of trucks, and salvage from CAMPAGNA which is re-issued after repair to the 10th AUTIERI Regt.

Spare parts, very short in the area controlled by the Allies, had to be manufactured by above firm.

Considering the necessity of the work which can be done by the firm in the CAMPAGNA area - work which will be of a great help to the units of the 1st Mobile Bde., we would kindly ask you to see whether it is possible to avoid requisitioning of the firm itself and, if possible, the return of the premises to MARIGLIANO.

COPY/TVS.

3281

SUBJECT: Report - Ital. A Army MT.

Military Mission to Italian Army.
MMY/1
11 Jun 44.

M.M.I.N. AFHQ Adv Adm Echelon.

Copy to: Commander, MTA.

Brief points on M.T. Italian Army pending full report in preparation.

1. Based on examination of FOLGORE Division, probably the best equipped.

2. Figures estimated on whole Army on data obtained in 1., and general observation.

3. Tyres and spares - provision. Impossible to state except after consideration of item 2.

4. Possible supply of spares of tyres from N.A., M.E.F., N.A., SPAIN and small quantity of 15 trucks from SICILY.

5. Workshop facilities. Still almost NIL, having had FIAT, ALFA ROMEO and S.I.M.A shops of 3rd requisitioned by Allies and small wkshp at FOGGIA retained by A.M.G.O.T.

Estimate on M.T. Condition of whole Italian Army.

1. On examination of vehicles in the FOLGORE Division and working up percentages on this basis the following gives a brief picture of the state as at 7 Jun 44:

	2. Actual Nos.	%	Condition as mileage applies.	English standard. Remarks if any.
A	~~87~~ 116	5	Vehicles useful up to 10,000 miles.	1st line.
B	~~167~~ 282	12	" " 10,000 to 25,000 .	2nd. to 3rd. line.
C 1	~~621~~ 1171	50	" " 25,000 to 100,000	4th - Base.
C 2	~~185~~ 176	7	" " 25,000 up A awaiting spares.	" "
3.	~~396~~ 576	26	Vehicles should be scrapped.	" "
Total Vehs	~~1361~~ 2341	100%		

Motor cycles are not mentioned in state but useful proportions estimated are:

40% fair 10% scrap 20% unusable.

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4. Possible supply of spares of tyres from N.A., M.E.F., N.A., SPAIN and small quantity of 15 trucks from SICILY.

5. Workshop facilities. Still almost NIL, having had FIAT, ALFA ROMEO and S.I.E.A shops of RASI requisitioned by Allies and small shop at POTENZA retained by A.M.G.O.T.

Estimate on M.T. Condition of whole Italian Army.

1. On examination of vehicles in the MACERATA Division and working up percentages on this basis the following gives a brief picture of the state as at 7 Jan 44:

	Actual Nos.	%	Condition as mileage applies.	English standard. Repairs if any.
A	~~67~~ 116	5	Vehicles useful up to 10,000 miles.	1st line.
B	~~167~~ 282	12	" " 10,000 to 25,000 .	2nd. to 3rd. line.
C 1)	~~671~~ 1171	50	" " 25,000 to 100,000	Adv - Base.
C 2)	~~185~~ 176	7	" " 25,000 up & awaiting spares.	" "
C 3)	~~396~~ 596	26	Vehicles should be scrapped.	" "
	2341			
Total Vehs	~~1351~~	100%		

Motor cycles are not mentioned in state but useful proportions estimated are: 3280

40% fair: 40% scrap: 20% repairable.

3. Tyres and Spares. are closely connected.

It is not known what numbers of vehicles will have to be maintained in view of above figures. Tyres are almost exhausted as are spares.

At least twenty types and sizes of tyres are in general use and even more types of spares.

A/. possible though remote.....

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4. Possible, through route [illegible] of supply, viz: North Africa, M.E.F., East Africa ? Spain (from PIRELLI Tyre Factories, Italian-owned) ? and a small quantity unknown types from SICILY of about 15 track loads.

5. Workshop Facilities.

At present there are two shops working on maintenance 100 man-power strong in all and one about 20.

Main shops in Area have been requisitioned by Allies, namely FIAT, ANSA-MORINO and S.I. M.Armadi shop at PORTICA is retained by A.M.G.O.T. Each instance having been reported to the requisite authorities.

Please may some direction be given on item 2, the general figure-state, on which all other items depend.

Major.
D.A.D.M.T.
M.M.I.A.

WW/.

3279

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- Tyres, Tubes and Wheels for Italian Vehicles

Military Mission to
Italian Army
AQ/5/2
8 Jan 44

DIRECTOR OF MOTORIZZAZIONE
General PEEDICCHI

The problem of supply of tyres, tubes and wheels for Italian vehicles is being examined.

It is therefore requested that your immediate requirements be submitted as soon as possible as per attached proforma.

Certain interchangeabilities of sizes between British and Italian are known but any information that can be given will be appreciated.

TVS

for Brig
Comd.

APPENDIX A

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX A

(a) Immediate Requirements

(1) Size	(2) Covers	(3) Tubes	(4) Wheels.	(5) No of stud holes.	(6) Size of Stud holes	(7) pitch circle diameter	(8) Bore	(9) Type ie Wire Disc or spoke.

Columns 5,6,7,8,9 need only be filled up if wheels are required.

(b) Estimated Monthly Wastage

(1) Size	(2) Covers	(3) Tubes	(4) Wheels	(5) No of Stud holes:	(6) Size of Stud holes	(7) Pitch Circle Diameter	(8) Bore	(9) Type, ie Wire Disc or spoke.

Columns 5,6,7,8,9, need only be filled up if wheels are required.

D'E/b

Allegato n° 1 al Foglio n°_____ del 22/3/44

FABBISOGNO IMMEDIATO COPERTURE - CAMERE D'ARIA - RUOTE

Immediate requirements of

Dimensioni SIZE	coperture TYRES	camere d'aria TUBES	ruote WHEELS	numero dei fori dei bulloni N° of screw holes	dimensioni fori dei bulloni Size of	diametro esterior cerchio diameter of wheel	foro interior diam. of wheel	TYPE (spokes - disc - plain) tipo (a raggi - disco - razzo ecc.
14x40 X	50	—	50	4	mm. 15	mm. 400	mm.55	disco
15x45 X	30	—	—	—	—	—	—	—
36x7	50	50	—	—	—	—	—	—
30x5	50	50	—	—	—	—	—	—
36x8	50	100	—	—	—	—	—	—
130x40 X	50	50	—	—	—	—	—	—
140x40 X	150	—	50	4	mm. 15	mm. 400	mm.70	disco
150x40 X	100	100	—	—	—	—	—	—
160x40 X	50	50	—	—	—	—	—	—
165x40 X	50	50	30	4	mm. 17	mm. 400	mm.70	disco
210x20 X	500	400	125	—	—	mm. 510	—	razze triàx
350x19	300	400	100	—	—	—	—	raggi
400x15	200	100	75	4	mm. 15	15"	mm.55	—
400x17	150	150	—	—	—	—	—	—
500x15	600	700	75	4	mm. 15	15"	mm.100	disco
500x16	150	200	50	4	mm. 15	16"	" 100	disco
550x18	200	250	50	4	mm. 17	18"	" 100	disco
550x15	400	500	50	4	mm. 17	15"	" 62	disco
600x16	100	150	—	—	—	—	—	—
600x18	100	—	50	—	—	18"	—	razzo
650x16	50	50	—	—	—	—	—	—
750x20	100	100	—	—	—	—	—	—
425x17	100	100	—	—	—	—	—	—

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15x45 X	30	—	—	—	—	—	—	—
36x7	50	50	—	—	—	—	—	—
30x5	50	50	—	—	—	—	—	—
36x8	50	100	—	—	—	—	—	—
130x40 X	50	50	—	—	—	—	—	—
140x40 X	150	—	50	4	mm. 15	mm. 400	mm.70	disco
150x40 X	100	100	—	—	—	—	—	—
160x40 X	50	50	—	—	—	—	—	—
165x40 X	50	50	30	4	mm. 17	mm. 400	mm.70	disco
210x20 X	500	400	125	—	—	mm. 510	—	razze trilex
350x19	300	400	100	—	—	—	—	raggi
400x15	200	100	75	4	mm. 15	15"	mm.55	—
400x17	150	150	—	—	—	—	—	—
500x15	600	700	75	4	mm. 15	15"	mm.100	disco
500x16	150	200	50	4	mm. 15	16"	" 100	disco
550x18	200	250	50	4	mm. 17	18"	" 100	disco
550x15	400	500	50	4	mm. 17	15"	" 62	disco
600x16	100	150	—	—	—	—	—	—
600x18	100	—	50	—	—	18"	—	a razzo
650x16	50	50	—	—	—	—	—	—
750x20	100	100	—	—	—	—	—	—
425x17	100	100	—	—	—	—	—	—
270x20 X	—	—	20	—	—	mm. 510	—	razze trilex

Measurements of tyre sizes in inches except those marked x which are metric

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Allegato n° 2 al foglio n° _____ del 22/3/44

Monthly wastage

USURA MENSILE

Dimensioni	Tyre coperture	Tube camere aria	ruote	note
14 x 40 X	12	12	—	
15 x 45 X	6	6	—	
36 x 7	18	18	—	
30 x 5	18	18	—	
36 x 8	18	30	—	
130 x 40 X	12	12	—	
140 x 40 X	50	50	—	
150 x 40 X	25	25	—	
160 x 40 X	18	18	—	
165 x 40 X	18	18	—	
210 x 20 X	100	100	—	
350 x 19	100	125	—	
400 x 15	50	50	—	
400 x 17	36	36	—	
500 x 15	150	150	—	
500 x 16	36	50	—	
500 x 18	50	60	—	
550 x 15	100	120	—	
600 x 16	25	36	—	
600 x 18	25	25	—	
650 x 16	12	12	—	
750 x 20	25	25	—	
425 x 17	25	25	—	
270 x 20 X				

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	36 x 7	18	18	—		
	30 x 5	18	18	—		
	36 x 8	18	30	—		
	130 x 40 X	12	12	—		
	140 x 40 X	50	50	—		
	150 x 40 X	25	25	—		
	160 x 40 X	18	18	—		
	165 x 40 X	18	18	—		
	210 x 20 X	100	100	—		
	350 x 19	100	125	—		
	400 x 15	50	50	—		
	400 x 17	36	36	—		
	500 x 15	150	150	—		
	500 x 16	36	50	—		
	500 x 18	50	60	—		
	550 x 15	100	120	—		
	600 x 16	25	36	—		
	600 x 18	25	25	—		
	650 x 16	12	12	—		
	750 x 20	25	25	—		
	425 x 17	25	25	—		
	270 x 20 X	18	18	—		

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Measurements in inches except those X which are metric.

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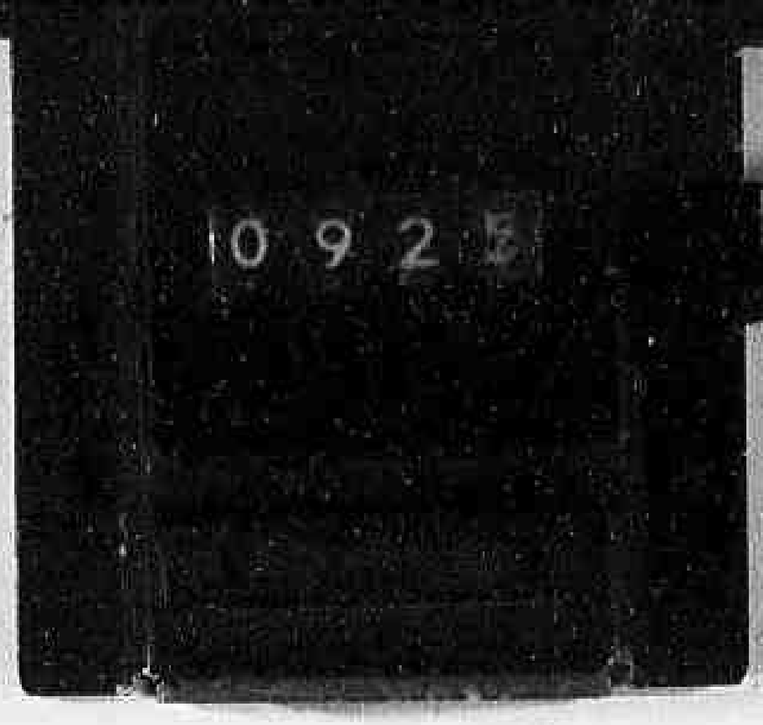

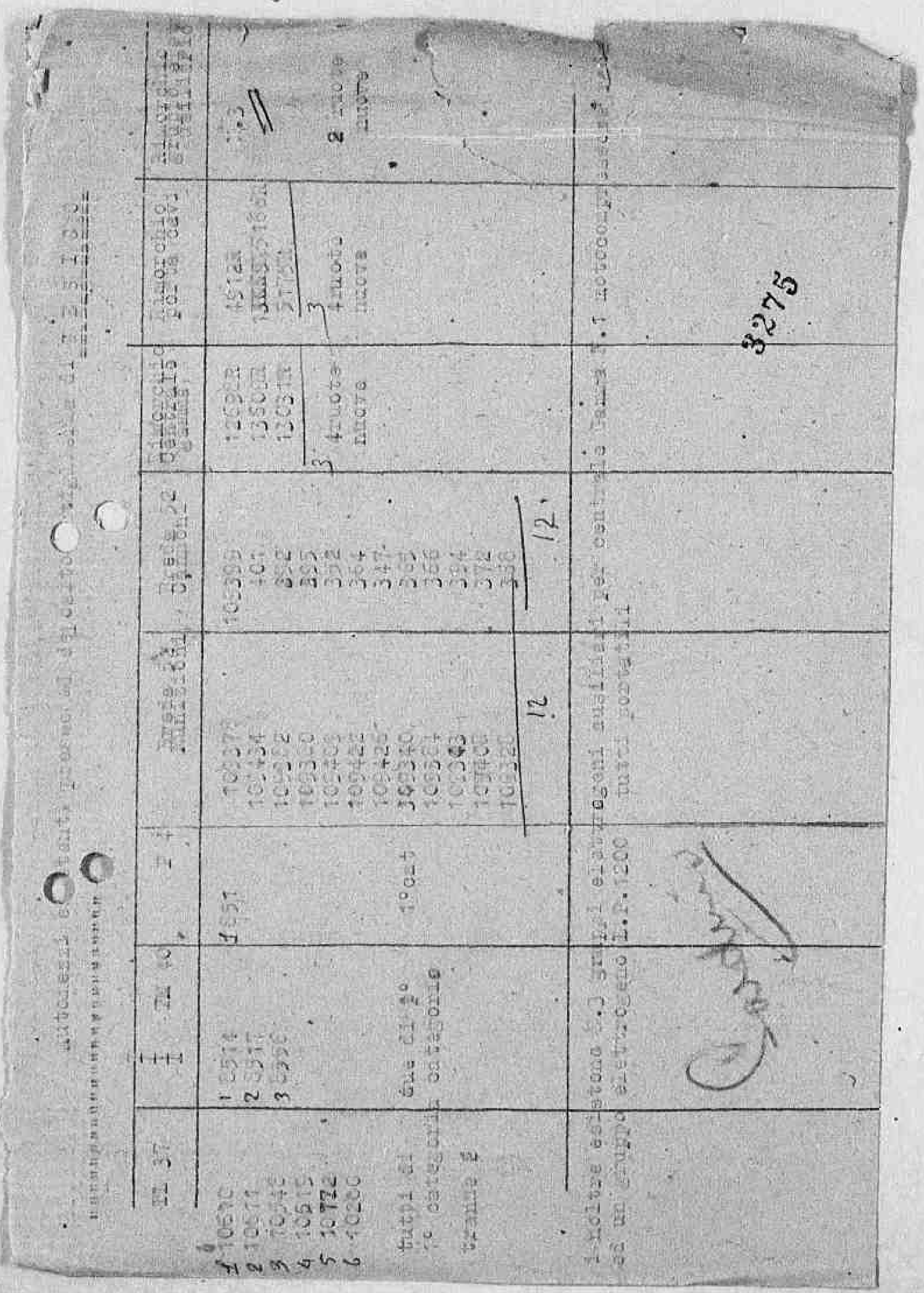

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RELAZIONE SULLA SISTEMAZIONE DEL SERVIZIO AUTOMOBILISTICO IN SARDEGNA

Secondo le istruzioni della M.M.I.A. nella persona del Magg. Hall, il servizio automobilistico in Sardegna dovrà, dopo la formazione del Primo Parco Mobile, essere così costituito:

1°) una Direzione o Ufficio Automobilistico col compito principale delle requisizione degli automotomezzi;
2°) una Direzione o Ufficio Trasporti Automobilistici che dovrà regolare il traffico automobilistico, controllare e ordinare gli automotomezzi in distribuzione ai reparti militari della Sardegna;
3°) un Parco Automobilistico in Abbasanta per la sorveglianza ed il controllo dei Parchi Autoguasti e Ricuperi di Paulilatino, Tanca Regia e Monti;
4°) tre officine per la riparazione degli automotomezzi in servizio in Sardegna, dislocate:
   - una in Abbasanta presso il 13° Parco
   - una in Cagliari presso il Dep. 13° Rgt. Autieri
   - una in Sassari in forza alla Div. "Calabria".-

A queste tre officine dovranno affluire gli automotomezzi delle rispettive zone.-

Ai quattro gruppi verranno assegnati complessivamente 66 militari autieri (Ufficiali compresi) così suddivisi:

a) Direz. o Ufficio Automobilistico	1 Capitano 1 Conduttore attendente	presso il C.M.S.
b) Direz. o Ufficio Trasp.Automobil.	1 Capitano 1 Conduttore attendente	
c) 13° Parco	1 Capitano Direttore 1 Subalterno 9 Sottufficiali 10 Truppa	
d) Officina Cagliari	1 Ufficiale Direttore 1 Sottufficiale capo Officina 4 Operai militari specializzati 2 Conduttori 1 Attendente	
e) Officina Abbasanta	1 Ufficiale Direttore 1 Sottufficiale capo officina 7 Operai militari specializzati 3 conduttori 1 Attendente	
f) Officina Div. "Calabria"	1 Sottufficiale capo Officina 13 Operai militari specializzati	

Alla Officina di Abbasanta ed a quella di Cagliari sono assegnati operai

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4°) tre officine per la riparazione degli automotomezzi in servizio in Sardegna, dislocate:

- una in Abbasanta presso il 13° Parco
- una in Cagliari presso il Dep. 13° Rgt. Autieri
- una in Sassari in forza alla Div. "Calabria".-

A queste tre officine dovranno affluire gli automotomezzi delle rispettive zone.-

Ai quattro gruppi verranno assegnati complessivamente 66 militari autieri (Ufficiali compresi) così suddivisi:

a) Direz. o Ufficio Automobilistico	1 Capitano 1 Conduttore attendente	presso il C.M.S.
b) Direz. o Ufficio Trasp.Automobil.	1 Capitano 1 Conduttore attendente	
c) 13° Parco	1 Capitano Direttore 1 Subalterno 9 Sottufficiali 10 Truppa	
d) Officina Cagliari	1 Ufficiale Direttore 1 Sottufficiale capo Officina 4 Operai militari specializzati 2 Conduttori 1 Attendente	
e) Officina Abbasanta	1 Ufficiale Direttore 1 Sottufficiale capo officina 7 Operai militari specializzati 3 conduttori 1 Attendente	
f) Officina Div. "Calabria"	1 Sottufficiale capo Officina 13 Operai militari specializzati	

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Alle Officine di Abbasanta ed a quella di Cagliari sono assegnati operai civili specializzati: sei per la prima e nove per la seconda.-

La Direzione Automobilistica, Trasporti e quella del 13° Parco potranno avvalersi anche dell'opera di un impiegato civile da assumere con le norme in vigore.-

Saranno assegnati i seguenti automezzi:

- Direz. o Ufficio Automobilistico	- una autovettura
- Direz. o Ufficio Trasporti Automobil.	- una autovettura
- Direz. 13° Parco	- una autovettura Uno Spa I.39 Uno Fiat 634

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- Officina Abbasanta	- uno Spa L.39 uno carro soccorso uno Fiat 634
- Officina Cagliari	- uno Spa L.39 uno carro soccorso

UFFICIO AMMINISTRAZIONE

Attualmente il 13° Parco ha in organico un Ufficio di Amm/ne che, oltre ad amministrare il Parco, compie:
a)- pagamento fatture per la S.I.E.;
b)- pagamento fornitura carburanti al C.I.P.;
c)- liquidazione trasporti per civili compiuti dalla organizzazione Tosi;
d) pagamento e incasso dei materiali vari automobilistici acquistati o ceduti a terzi dal Parco.-

Il movimento mensile dei fondi è notevole nè è possibile che i compiti succennati vengano d'un tratto a cessare.-

Si rende perciò necessario il passaggio di tale attività ad altro ente e la creazione di un Ufficio Stralcio per la chiusura delle contabilità in corso. A questo Ufficio dovrebbe essere preposto un ufficiale di amm/ne coadiuvato da personale militare o civile.-

UFFICIO CARBURANTI E LUBRIFICANTI

Esiste inoltre alle dipendenze amministrative e disciplinari del 13° Parco l'Ufficio Carburanti e Lubrificanti, il quale pur avendo oggi perduto molto della sua importanza per il diminuito numero di automotomezzi in servizio in Sardegna, deve ancora far fronte al ritiro dal C.I.P. delle ma quantità di carburante e lubrificante necessario per i servizi in atto.-

L'Ufficio stesso ha in carico numerosi fusti vuoti nei depositi occasionali di Serramanna e Tempio, fusti che non possono essere lasciati incustoditi.-

D'altra parte sia a Nuoro, come a Sassari, Macomer, Oristano ecc. esistono reparti che debbono essere riforniti di carburanti e quindi non può abolirsi l'Ufficio che deve presiedere a tali forniture, nè è possibile che tutti i reparti possano rifornirsi direttamente a Cagliari.-

Si propone perciò:
1°) per Sassari consegnare l'attuale posto di distribuzione alla Div."Calabria" per il rifornimento di tutti i reparti della provincia;
2°) per Nuoro lasciare come attualmente (Comando Presidio);
3°) affidare un posto di distribuzione a Bonutrau al Dep.13° Rgt. Artiglieria per Macomer e zone adiacenti;
4°) affidare la distribuzione per la zona di Oristano al Comando Presidio di Oristano;
5°) Cagliari e zona si riforniscono a Cagliari presso il posto di distribuzione del 1° Rgt. Artiglieria.-

Si eliminerebbero così i posti di distribuzione contro [illegible] dal 13° Parco di Sassari, Abbasanta e Sulcis, rimanendo a Cagliari il posto

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c)- liquidazione trasporti per civili compiuti dalla organizzazione Tosi;
d) pagamento e incasso dei materiali vari automobilistici acquistati o ceduti a terzi dal Parco.-

Il movimento mensile dei fondi è notevole nè è possibile che i compiti suaccennati vengano d'un tratto a cessare.-

Si rende perciò necessario il passaggio di tale attività ad altro ente e la creazione di un Ufficio Stralcio per la chiusura delle contabilità in corso. A questo Ufficio dovrebbe essere preposto un ufficiale di amm/ne coadiuvato da personale militare o civile.-

UFFICIO CARBURANTI E LUBRIFICANTI

Esiste inoltre alle dipendenze amministrative e disciplinari del 13° Parco l'Ufficio Carburanti e Lubrificanti, il quale pur avendo oggi perduto molto della sua importanza per il diminuito numero di automotomezzi in servizio in Sardegna, deve ancora far fronte al ritiro del C.I.P. delle [illegible] quantità di carburante e lubrificante necessario per i servizi in atto.-

L'Ufficio stesso ha in carico numerosi fusti vuoti nei depositi occasionali di Serramenta e Tempio, fusti che non possono essere lasciati incustoditi.-

D'altra parte sia a Nuoro, come a Sassari, Macomer, Oristano ecc. esistono reparti che debbono essere riforniti di carburanti e quindi non può abolirsi l'Ufficio che deve presiedere a tali forniture, nè è possibile che tutti i reparti possano rifornirsi direttamente a Cagliari.-

Si propone perciò:

1°) per Sassari consegnare l'attuale posto di distribuzione alla Div."Calabria" per il rifornimento di tutti i reparti della provincia;
2°) per Nuoro lasciare come attualmente (Comando Presidio);
3°) affidare un posto di distribuzione a Domusnau al Dep.13° Rgt. Artiglieria per Macomer e zone adiacenti;
4°) affidare la distribuzione per la zona di Oristano al Comando Presidio di Oristano;
5°) Cagliari e zona si riforniscono a Cagliari presso il posto di distribuzione del 13° Rgt. Artieri.-

Si eliminerebbero così i posti di distribuzione controllati dal 13° Parco di Sassari, Abbasanta e Siliqua, rimanendo a Cagliari il posto di distribuzione sopraccitato e l'Ufficio Carburanti per il ritiro del carburante dal C.I.P. e la consegna ai vari enti distributori.-

L'Ufficio Carburanti dovrebbe essere composto da:

- un ufficiale (Capitano)
- un sottufficiale di contabilità
- un attendente conduttore
- due conduttori
- due impiegati civili

e gli dovrebbero essere assegnati i seguenti mezzi:

- una motocarrozzetta
- una autobotte Fiat 666 con rimorchio.-

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I depositi lasciati liberi e cioè media capacità Sassari, Abbasanta, Terralba e Siliqua sarebbero guardati da un custode fisso e così quello occasionale di Serramenta e Tempio.-

Il 13° Parco ed il Parco Mobile si approvvigioneranno direttamente dall'Ufficio di Cagliari.- (1)

L'organico relativo al servizio automobilistico in Sardegna è indicato dagli allegati A) e B) sia per le persone come per gli automezzi.-

In conseguenza di questa definitiva sistemazione del servizio automobilistico e delle riparazioni e dato il numero limitato di automotomezzi che rimarranno in Sardegna per il servizio dei trasporti si rende superflua l'organizzazione del Servizio Lavorazioni Esterne e quindi cesserà da parte del Parco ogni richiesta di collaborazione della organizzazione Fiat Sardegna per la riparazione di automezzi.-

Quanto agli automezzi che vengono assegnati, come dall'allegato A), al servizio automobilistico in Sardegna, il Magg. Hall provvederà perchè siano considerati in aumento all'organico stabilito.-

PRIMO PARCO MOBILE

La costituzione di una autoofficina mobile, che ha avuto il nome di Primo Parco Mobile, ideata dal Magg. Hall e approvata dal Generale Alberti è in avanzata esecuzione tanto che è ora necessario scluderlo del 13° Parco e provvedere alla formazione del suo organico sia come personale che come automotomezzi.-

Il Parco Mobile è organizzato per poter lavorare ovunque; oltre ad un completo macchinario per tutte le lavorazioni, ad un magazzino parti ricambio gomme e carburanti, alla sezione trasporti e ricuperi, alla sezione reggimentale con i suoi magazzini vestiario ed equipaggiamento e viveri, ha cucine per ufficiali e truppa, attendamenti, carri mensa e ufficio, carri attrezzati per rifornimento acque, autombulanze ecc. sicchè può vivere dovunque di vita propria.-

L'organico delle persone e degli automezzi è indicato dagli allegati C) e D).-

Per quanto sopra esposto si chiede subordinatamente a codesto Comando

1°) approvare l'organico del personale e degli automezzi per il servizio automobilistico e delle riparazioni in Sardegna come dagli allegati A) e D) ed in conseguenza:
   a)- dichiarare disciolto il Magazzino Autoveicoli di riserva con la conseguente resa del conto giudiziale ed il passaggio del materiale ad altro consegnatario;
   b)- dichiarare disciolto l'Ufficio Amm/ne del 13° Parco e il conseguente passaggio ad altro ente di tutte le pratiche relative ai pagamenti e alle riscossioni che erano affidate allo stesso Ufficio;
   c)- disporre la costituzione dell'Ufficio carburanti e lubrificanti.-
2°) approvare l'organico del Primo Parco Mobile sia come personale

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Sardegna per le riparazioni di automezzi.-

Quanto a li automezzi che vengono assegnati, come dall'allegato A), al servizio automobilistico in Sardegna, il Magg. Hall provvederà perchè siano considerati in aumento all'organico stabilito.-

PRIMO PARCO MOBILE

La costituzione di una autoofficina mobile, che ha avuto il nome di Primo Parco Mobile, ideata dal Magg. Hall e approvata dal Generale Alberti è in avanzata esecuzione tanto che è ora necessario scinderlo dal 13° Parco e provvedere alla formazione del suo organico sia come personale che come automotomezzi.-

Il Parco Mobile è organizzato per poter lavorare ovunque; oltre ad un completo macchinario per tutte le lavorazioni, ad un magazzino parti ricambio gomme e carburanti, alla sezione trasporti e ricuperi, alla sezione reggimentale con i suoi magazzini vestiario ed equipaggiamento e viveri, le cucine per ufficiali e truppa, attendamenti, carri mensa e ufficio, carri attrezzati per rifornimento acqua, autoambulanze ecc. sicchè può vivere dovunque di vita propria.-

L'organico delle persone e degli automezzi è indicato dagli allegati C) e D).-

Per quanto sopra esposto si chiede subordinatamente a codesto Comando

1°) approvare l'organico del personale e degli automezzi per il servizio automobilistico e delle riparazioni in Sardegna come dagli allegati A) e B) ed in conseguenza:
   a)- dichiarare disciolto il Magazzino Autoveicoli di riserva con la conseguente resa del conto giudiziale ed il passaggio del materiale ad altro consegnatario;
   b)- dichiarare disciolto l'Ufficio Amm/ne del 13° Parco e il conseguente passaggio ad altro ente di tutte le pratiche relative ai pagamenti e alle riscossioni che erano affidate allo stesso Ufficio;
   c)- disporre la costituzione dell'Ufficio carburanti e lubrificanti.-
2°) approvare l'organico del Primo Parco Mobile sia come personale che come automotomezzi di cui agli allegati C) e D);
3°) scindere dal 13° Parco il Parco Mobile considerandolo come una unità a se stante col compito di continuare nella riparazione di automotomezzi (800 circa) prelevando dai parchi autoguasti del 13° Parco sia gli autoveicoli medesimi come i particolari necessari alla loro riparazione.-
4°) confermare la proposta avanzata dal Magg. Hall di nominare Direttore del 13° Parco il Cap.no SOLDATI, Consegnatario del Magazzino Autoveicoli di riserva, e Direttore del Primo Parco Mobile il sottoscritto.-

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PERSONALE ESUBERANTE

Il personale esuberante è indicato nell'allegato E) e comprende personale disponibile, personale in attesa di essere inviato in licenza di convalescenze e personale attualmente degente negli ospedali.-

Inoltre l'allegato E) indica il personale effettivo a questo Parco ma in servizio presso l'Autoparco del Poetto.

Questo personale che non dovrà rimanere in Sardegna sarà dato disponibile non appena l'Autoparco medesimo avrà cessato dal compito affidatogli.-

Si fa presente che il personale disponibile di cui l'allegato E) non potrà essere ritirato dal Parco fino a che sia il 1j° come il Parco Mobile non avranno trovata la loro definitive sistemazione.=

(1) - L'Ufficio Carburanti dipende direttamente dalla Direzione o Ufficio Trasporti automobilistici presso il C.M.S. e dovrebbe assorbire l'attuale Ufficio assegnazione carburanti ai reparti.=

IL DIRETTORE INT. DEL PARCO
(Magg. Corrado Martellacci)

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essere ritirato dal Parco fino a che sia al 13° come il Parco mobile non avrà trovato la loro definitiva sistemazione.=

(1) - L'Ufficio Carburanti dipende direttamente dalla Direzione o Ufficio Trasporti automobilistici presso il C.M.S. e dovrebbe assorbire l'attuale Ufficio assegnazione carburanti ai reparti.=

IL DIRETTORE INT. DEL PARCO
(Magg. Corrado Martellacci)

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ALLEGATO A)

ORGANICO DEL PERSONALE PER IL SERVIZIO AUTOMOBILISTICO DELLA SARDEGNA

Uffici	Capitani	Subalterni	Sottufficiali	Capi ottimi	Sottufficiali	Uomini servizi	Guidatori	Attend. conduttr.	Conduttori	Motoristi	Aggiustatori	Saldatori	Lamieristi	Fornitori	Fabbri	Falegnami	Elettricisti	Spazzacamini	Meccanici
DIREZIONE AUTOMOBIL.	1	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–
DIREZIONE TRASPORTI	1	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–
13° PARCO	1	1	7	–	–	6	2	2	2	–	–	–	–	–	–	–	–	–	–
OFFICINA ARBASANTA	–	1	–	1	1	–	–	1	3	2	3	–	1	1	1	–	1	1	1
OFFICINA CAGLIARI	–	1	–	1	1	–	–	1	2	5	1	1	–	–	1	1	1	1	–
OFFICINA SASSARI	–	–	–	1	1	–	–	–	1	2	3	–	–	1	1	–	1	–	–
UFFICIO CARBURANTI	1	–	1	–	–	–	–	1	2	–	–	–	–	–	–	–	–	–	–
TOTALE	4	3	8	3	3	6	2	7	10	9	7	1	1	2	3	1	3	2	1

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ALLEGATO A)

DEL PERSONALE PER IL SERVIZIO AUTOMOBILISTICO DELLA SARDEGNA

Sottufficiali	Capi ufficio	Scritturali	Uomini servizio	Cuochi	Attend. comando	Conduttori	Motoristi	Assistatori	Saldatori	Lamieristi	Tornitori	Fabbri	Falegnami	Elettricisti	Tappezzieri	Motociclisti	Montatori	TOTALE PERSONALE Militare	TOTALE PERSONALE Civ.
–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	2	
–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	2	
7	–	–	6	2	2	2	–	–	–	–	–	–	–	–	–	–	–	21	
1	1	1	–	–	1	3	2	3	–	1	1	1	–	1	1	1	1	13	6
1	1	1	–	–	1	2	5	1	1	–	–	1	1	1	1	–	1	9	9
1	1	1	–	–	–	1	2	3	–	–	1	1	–	1	–	–	3	14	
1	–	–	–	–	1	2	–	–	–	–	–	–	–	–	–	–	–	5	
11	3	3	6	2	7	10	9	7	1	1	2	3	1	3	2	1	5	66	15

ALLEGATO B)

ORGANICO DEGLI AUTOMEZZI DEL SERVIZIO AUTOMOBILISTICO DELLA SARDEGNA

U F F I C I	Vetture	Autocarri leggeri	Autocarri pesanti	Autosoccorso	Moto	TOTALE
DIREZIONE AUTOMOBIL..	1	-	-	-	-	1
DIREZIONE TRASPORTI	1	-	-	-	-	1
13° PARCO	1	1	1	-	-	3
OFFICINA ARBASANTA	-	1	1	1	-	3
OFFICINA CAGLIARI	-	1	-	1	-	2
OFFICINA SASSARI	-	-	-	-	-	-
UFFICIO CARBURANTI	-	-	1(*)	-	1	2
TOTALE	3	3	3	2	1	12

(*) - Autobotte con rimorchio.-

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DIREZIONE AUTOMOBIL.	1	–	–	–	–	1
DIREZIONE TRASPORTI	1	–	–	–	–	1
13° PARCO	1	1	1	–	–	3
OFFICINA ARBASANTA	–	1	1	1	–	3
OFFICINA CAGLIARI	–	1	–	1	–	2
OFFICINA SASSARI	–	–	–	–	–	–
UFFICIO CARBURANTI	–	–	1(*)	–	1	2
TOTALE	3	3	3	2	1	12

(*) - Autobotte con rimorchio.=

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ALLEGATO C)

ORGANICO PERSONALE DEL PRIMO PARCO MOBILE

UFFICI O SERVIZI	Ufficiali	Sottuff. contab.	Scrittuali	Scritturali	Attendenti	Attendenti cond.	Fattorini	Fattorini cond.	Telefonisti	Equip. servizio	Motociclisti	Conduttori	M/11 Meccanici	Sottuff. meccanici	Motoristi	Montatori	Assistenti	Elettr. c. stelle	Elettr. condut.	Fabbri	Falegnami	Falegnami cond.	Selleitori	Tappezzieri	Tornitori	Tubisti	Lattonieri	Carrozzieri
DIREZ. PARCO (1 Uff.Sup.)	3	1	1	1	–	3	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
UFF.REGGIMENT.	1	4	1	1	–	4	–	4	2	19	–	9	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
DIR.LABORATORIO	2	1	1	1	–	2	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
CONTROLLO	–	1	–	–	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
COLLAUDO	–	–	–	–	–	–	–	–	–	–	–	2	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–
SEZIONE A.	1	–	–	1	–	1	–	–	–	–	–	–	1	10	10	20	10	5	–	–	–	–	2	4	–	–	–	–
SEZIONE B.	1	–	–	1	–	1	–	–	–	–	–	–	1	10	10	20	10	5	–	–	–	–	2	4	–	–	–	–
SEZIONE C.	1	–	–	1	–	1	–	–	–	–	–	–	1	7	8	–	5	10	3	9	20	7	5	–	12	3	–	–
MAGAZZINO	1	4	2	–	–	1	–	1	–	–	–	64	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
UFF.RICUPERI	1	2	–	–	–	1	–	–	–	6	–	21	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
MANUT.E TRASP.	1	1	–	–	–	1	–	–	–	2	6	6	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTALE	15	14	5	6	–	15	1	6	2	29	6	103	4	30	28	40	25	20	3	9	20	7	9	8	12	3	1	1

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ALLEGATO 6)

ORGANICO PERSONALE DEL TRENO PARCO MOBILE

Attendenti cond.	Tientcol	Tientcol cond.	Telefonisti	Truppa cavalli	Motociclisti	Conduttori	M/Ili meccan.	Schiuf.meccan.	Motoristi	Montatori	Ascoltatori	Elettric.radio	Elettr.esercizio	Fabbri	Falegnami	Tappezzieri	Selleri	Sellai	Conciatori	Tendoni	Motocicl.	Vulcanizzatori	Verniciatori	Fonditori	Attrezzisti	Magazzinieri	TOTALE
3	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	10
2	–	1	2	19	–	9	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	48
1	–	–	–	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	9
1	–	–	–	–	–	2	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
1	–	–	–	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
1	–	–	–	–	–	1	10	10	20	10	5	–	–	–	–	–	2	4	–	–	4	–	–	–	–	–	65
1	–	–	–	–	–	1	10	10	20	10	5	–	–	–	–	–	2	4	–	–	4	–	–	–	–	–	69
1	–	–	–	–	–	–	1	7	8	–	5	10	3	9	20	7	5	–	12	3	–	3	6	3	2	–	107
1	–	1	–	–	–	64	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	76
1	–	–	–	6	–	21	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	31
1	1	–	–	2	6	6	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	18
15	1	6	2	29	6	103	4	30	28	40	25	20	3	9	20	7	9	8	12	3	4	3	6	3	2	2	440

ALLEGATO "D"

ORGANICO DEGLI AUTOMEZZI DEL PRIMO PARCO MOBILE

UFFICI O SERVIZI	Autovetture	SPA L. 39	Autocarri medi	Autocarri pesanti	Autocarri speciali	Autocarri soccorso	Trattori	Rimorchi	Autoambulanza	Carro officina	Motocicli	TOTALE
DIREZIONE PARCO	1	3	1	1	1	1	1	1	1	1	1	5
UFF.REGGIMENTALE	1	4	5	2	6	1	1	1	1	1	1	16
DIREZ. LABORATORIO	1	2	1	1	2	1	1	1	1	1	1	5
CONTROLLO	1	1	1	1	1	1	1	1	1	1	1	1
COLLAUDO	1	1	1	1	1	1	1	1	1	1	1	1
SEZIONE A.	1	1	10	1	1	1	1	1	1	1	1	13
SEZIONE B.	1	1	11	1	1	1	1	1	1	1	1	13
SEZIONE C.	1	5	3	15	1	1	1	2	1	1	1	26
MAGAZZINO	1	1	1	32	1	1	1	1	1	1	1	35
UFF. RICUPERI	1	2	1	1	1	5	6	4	1	1	1	17
MANUTENZIONE E TRASP.	2	1	3	2	1	1	1	1	1	1	6	14
TOTALE	4	20	34	52	11	5	7	6	1	2	6	148

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	A	B	C	D	E	F	G	H	I	L	M	
DIREZIONE PARCO	1	3	–	–	1	–	–	–	–	–	–	5
UFF.REGGIMENTALE	–	4	5	2	6	–	–	–	1	–	–	18
DIREZ. LABORATORIO	1	2	–	–	2	–	–	–	–	–	–	5
CONTROLLO	–	–	–	–	1	–	–	–	–	–	–	1
COLLAUDO	–	–	1	–	–	–	–	–	–	–	–	1
SEZIONE A.	–	1	10	–	–	–	1	–	–	1	–	13
SEZIONE B.	–	1	11	–	–	–	–	–	–	1	–	13
SEZIONE C.	–	5	3	16	–	–	–	2	–	–	–	26
MAGAZZINO	–	1	1	32	1	–	–	–	–	–	–	35
UFF. RICUPERI	–	2	–	–	–	5	6	4	–	–	–	17
MANUTENZIONE E TRASP.	2	1	3	2	–	–	–	–	–	–	6	14
TOTALE	4	20	34	52	11	5	7	6	1	2	6	148

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ALLEGATO B)

ELENCO DEL PERSONALE ESTRATTO AL 13° TURNO AUTOMOBILISTICO

S.Ten. CARNACCA Paolo
" " FISLINC "
E/Tlo ZANT Eraldo
" " MARZO Claudio
" " PAIS Egidio
S.A. " ROCCA Lorenzo
" " DECARLI Renzo
Serg. " SILVESTRI Silvano
C.S. " ARZESE Giuseppe
" " ROSSETTI Antonio
Cap. " BATOT Guido
Aut. " MARTINUZZI Alceo
" " PONTELLO Emilio
" " CRAPELLI Ettore
" " COLLI Salvatore
" " SCARPELLI Albino
" " SCUDELLARO Ettore
" " CELESTINO Ernesto
" " ZAMPA Silvio
" " MESSINA Vincenzo

ELENCO DEL PERSONALE ESTRATTO AL 13° TURNO AUTOMOBILISTICO

Serg. MAGGIORE Pietro
" NOVESI Adolfo
C.S. " COLETTO Enzo
Cap. " DI SANT Renzo
Aut. " MOSCONI Valentino
" " TOMASELLI Giovanni
" " TOMASELLI Vittorio
C.S. " GIOVANNINI Ettore
C.S. " MACCA Pietro
" " RUSSO Fulvio

ELENCO DEL PERSONALE MILITARI RICHIAMATI IN ATTO DI GUERRA

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C.le.	Ale[illegible]ri Giovanni
" "	ECSELLI Angelo
" "	FALCONI Guido
Cap.	Martini Luigi
Ast.	ROTTOLINI Alceo
"	ESSAHEWI Emilio
"	ecin Salvatore
"	[illegible]ATTISTELLA Arturo
"	[illegible]OMO Ermanno
"	[illegible]ELLEGRINO Guido
"	[illegible]ACCI Ettore
"	[illegible]AMAIA Ernesto
"	[illegible]ONTE Silvio

Serg.	[illegible]ANDI Dino
"	[illegible]ONTANI Guelfo
C.le.	[illegible]CUCCO Enzo
Cap.	[illegible]IGLIETTI Enzo
Art.	[illegible]ARIONI Giovanni
"	ROCCHI Valso
"	CIUFFATTO [illegible]

Serg.	[illegible]ECCA Pietro
C.le.	[illegible]ELLI Guido

ALL. ATO F)

ELENCO NOMINATIVO DEL PERSONALE IN FORZA AL 13° PARCO IN SERVIZIO ALL'AUTO-PARCO DEL POETTO

Cap.mo VARENGO Valerio
Ten. BURATTE Gianluigi
S.Ten. VANNINI Romeo
" " RISSO Luigi
" "Med. PUTZOLU Vittorio
S.M. DEL BIANCO Guido
" " ESPOSITO Francesco
" " MARCHESINI Ulderico
" " TERRANEO Luigi
" " SPICA Giovanni
" " FIDIA Giovanni
Sergente CASELLI Giorgio
" CHIAPPONI Angelo
" LENTY Luigi
" OZZOLA Aldo
C.M. BARONE Amedeo
" " BERETTA Pietro
" " BRAZZI Dante
" " D'ORAZIO Elio
" " VINCENTI Creolando
Cap.le BANDI Ozzo
" DANOVARO Angelo
" DE AGOSTINI Giuseppe
" DE IOGU Michele
" MARCHINI Anacleto
" PALAVERA Alberto
" SPERANDIO Leonello
" RAIMONDI Raimondo
" IECIS Italo
" PORRO Clemente
" SAVNA Florio
" BISCO Italo
" CALUGI Alvaro
" ELISEI Antonio
" ROSSO Andrea
" SGARIBOLDI Francesco
Aut. CINI Ruggero
" SAVIO Alfredo
" TASCZZI Giovanni
" FRIGERIO Mario
" LILLIU Creste
" DELIDDA Vincenzo

Aut. BERNAROLI Clviero
" BRISCHI Emilio
" CHIRICHELLO Vito
" CORRIAS Luigi
" COCAI Andrea
" FAVRE Carlo
" CESARONI Ottorino
" GALASSI Luigi
" GALVANI Nando
" GHIONE Creste
" LEGATI Romolo
" MAZZUCHETTI Alessandro
" MICHELETTO Giovanni
" NERI Antonio
" OCHIZK Francesco
" RUSSO Adolfo
" SCARAMUZZA Biagio
" SOLAGNO Antonio
" TESSARI Antonio
" VARTI Vittorio
" VIVALDI Archimede
" BREVIGLIERI Aldo
" SOSTERO Pietro
" ALONGI Gianni
" ARDENAGHI Luigi
" CORTI Giovanni
" PONA Ercole
" PELEGATTI Aldo
" VARISCO Guerrino

Declassified E.O. 12356 Section 3.3/NND No. 785020

" "	TERRANEO Luigi	"	GALLANI Ando
" "	SPIGA Giovanni	"	GUIOTO Creste
" "	FILIA Giovanni	"	LEGATI Romolo
Sergente	CASELLI Giorgio	"	MAZZUCHETTI Alessandro
"	CHIARETONI Angelo	"	MICHELETTO Giovanni
"	LENTI Luigi	"	NERI Antonio
"	OZZOLA Aldo	"	OSRIZK Francesco
C.M.	BARONE Amedeo	"	RUSSO Adolfo
" "	BERETTA Pietro	"	SCARAMUZZA Biagio
" "	BRAZZI Dante	"	SOLAGNO Antonio
" "	D'ORAZIO Elio	"	TESSARI Antonio
"	VENCENTI Creolando	"	VITTA Vittorio
Cap.le	BANZI Ozzo	"	VIVALDI Archimede
"	BANOVARO Angelo	"	BREVIGLIERI Aldo
"	DE AGOSTINI Giuseppe	"	SOSTERO Pietro
"	DE LOGU Michele	"	ALONGI Gianni
"	MARCHINI Anacleto	"	ARDEMAGNI Luigi
"	PALAVERA Alberto	"	CORDI Giovanni
"	SPERANDIO Leonello	"	POMA Ercole
"	RAIMONDI Raimondo	"	PELETATTI Aldo
"	LECIS Italo	"	VARISCO Guerrino
"	PONRO Clemente		
"	SANNA Florio		
"	BISCO Italo		
"	CALUGI Alvaro		
"	ELISEI Antonio		
"	ROCCO Andrea		
"	SCARIBOLDI Francesco		
Aut.	CINI Ruggero		
"	SAVIO Alfredo		
"	TICOZZI Giovanni		
"	FRITERIO Mario		
"	LILLIU Oreste		
"	DELEDDA Vincenzo		
"	CAU Emanuele		
"	GANGINI Eligio		
"	AGUS Antonio		
"	ZUDDAS Antonio		
"	ROLLI Enrico		
"	CAIROLI Giuseppe		
"	ALBERTI Augusto		

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Declassified E.O. 12356 Section 3.3/NND No. 785020

SUBJECT: Italian Workshop at Bari

Army Sub Commission A.C.C.
Main H.Q. (MFIA)
LEQUILE (LECCE)
FME/1/2
20 Mar 44

DDME FALMBO

Situation 9th Artieri Regt Barracks
Via Tanzi
Casermor V. Emanuele
under command Lt Col BARONE.

Covered area of shop about 25,000 sq ft estimated. Hard standing approximately same. Room for expansion to double this area both covered and open if necessary. Used at present for service and standing of regimental vehicles.

SUB SHOP at VIA GONDAR (about 5 mins away)
Covered area about 50,000 sq ft estimated. Hard standing about 7000 sq ft.

Castell
Major
DADME

CGL.

Declassified E.O. 12356 Section 3.3/NND No. 785020

SUBJECT: Italian Army Workshops. Report on Arrangement with Area and Sub Area R.M.L.C.

Army Sub Commission A.C.C.
Main H.Q. (MFIA)
LEQUILE (LECCE)
FME/1/1
20 Mar 44

DDME AFHQ FLAMBO

I visited Major Louis at Sub Area SALERNO and advised him of the likely opening of an Italian Military M.T. Workship in his area and asked him to be looking out for a possible site.

I visited Col CAREY at 2 District and advised him of the Italian Military Workshop at BARI. He promises to look after this and I took Major Donald to the works and showed him round, introducing him to Lt Col BABONE the Italian O.C.

CGL.

Major
DADME

DADME

They are now called
ADI (AFMECH)
21/5

To:- Brigadier BROADH...st.

5 January '44.

BRIEF REPORT ON ABOUT 10 DAY INVESTIGATION OF THE ITALIAN ARMY ON THE FOLLOWING POINTS:-

(a) Workshop Facilities.

(b) State of Transport.

(c) Potential for REME Tradesmen.

I have visited the MINISTERO GUERRA and the STATO MAGGIORE R ESSERCITO and Talked with General PERDICCHI, Director General of the DIREZIONE DI MOTORIZZAZIONE, Lt.Col RAMPA 2nd i/c and Lt.Col QUERCIO, Director of the personnel branch.

It is clear from these talks, the Italians do not know the present position or quantity of any of the items, a, b, or c. They express grave doubts of any useful workshops being in existence, the transport is in great need of tyres and spares but it is not known in full detail exactly what is lacking over these items or what is available. The position of specialist tradesmen is the same.

On further discussion it was agreed that it would be necessary to know the total quantity and details of each item a, b, c and General PERDICCHI has undertaken to get out a full return on these points starting with Specialist personnel and spare parts each item in full detail.

The state of Transport is rather more difficult as it is varying from day to day but from my own enquiries I should estimate there are about 300 off the road for either tyres or spare parts in MESSAGNE and BARI alone.

I have visited workshops at MESSAGNE, BARI and POTENZA. The first two named are very small: the third is also small and now occupied by the British. Facilities and personnel available in these shops would hardly make one English Lt. Repair Section.

I am going further into these points and will be reporting again later.

During conversations, the General appears most anxious to get their Transport etc into order and he is already working on a scheme for training of Tradesmen to this end. A full report and general proposals are being prepared by him and it is hoped it will be in our hands next week.

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Copy to:- Brigadier DUCHESNE.

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It is clear from these talks, the Italians do not know the present position or quantity of any of the items, a, b, or c. They express grave doubts of any useful workshops being in existence, the transport is in great need of tyres and spares but it is not known in full detail exactly what is lacking over these items or what is available. The position of specialist tradesmen is the same.

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I have visited workshops at MESSAGNE, BARI and FOGGIA. The first two named are very small: the third is also small and now occupied by the British. Facilities and personnel available in these shops would hardly make one English Lt. Repair Section.

I am going further into these points and will be reporting again later.

During conversations, the General appears most anxious to get their Transport etc into order and he is already working on a scheme for training of Tradesmen to this end. A full report and general proposals are being prepared by him and it is hoped it will be in our hands next week.

3264

Copy to:- Brigadier DUGDALE.

Declassified E.O. 12356 Section 3.3/NND No. 785020

D'E/gg.-

MINISTERO DELLA GUERRA

DIREZIONE GENERALE DELLA MOTORIZZAZIONE
- 2ª Divisione -

N. di prot. 2605/2ª Sez.-
Allegato n°1.-

P.M.107, *li* 6/2/1944.-

Risp. al foglio ..... *del* .....

OGGETTO: - Parti di ricambio Fiat.-
Issue of spare parts from FIAT - BARI to the It. army.

ALLA MISSIONE MILITARE BRITANNICA

LEQUILE

Codesta Missione con messaggio Q.307, autorizzava questo Ministero al prelevamento presso la Filiale Fiat di Bari dei materiali indicati nella distinta acclusa al foglio n°2040 del 31/12/43 necessari per la rimessa in efficienza di automezzi giacenti presso il Parco Automobilistico d'Armata di Mesagne.- La Filiale Fiat in parola con lettera 31 scorso, che si acclude in copia, informa che le Forze Armate Americane non consentono il prelievo di particolari inerenti a vetture da turismo.- Poichè la quasi totalità delle vetture in uso nei Comandi dipendenti sono da turismo, e che però differiscono dalle militari solo nella carrozzeria, avendo in comune le parti meccaniche del motore, trasmissione, cambio e sospensione, si prega codesta Missione di voler intervenire presso le Forze Armate Americane, affinchè non si oppongano al prelevamento delle parti di ricambio già accordate da codesta Missione e necessarie per mantenere in efficienza gli automezzi, la cui situazione già gravemente deficitaria, diverrebbe ancora più precaria se, per mancanza di pezzi di ricambio, si fosse posti nell'impossibilità di eseguire le necessarie riparazioni.-

IL SOTTOSEGRETARIO DI STATO

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLA MISSIONE MILITARE BRITANNICA

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LEQUILE

Codesta Missione con messaggio Q.307, autorizzava questo Ministero al prelevamento presso la Filiale Fiat di Bari dei materiali indicati nella distinta acclusa al foglio n°2040 del 31/12/43 necessari per la rimessa in efficienza di automezzi giacenti presso il Parco Automobilistico d'Armata di Mesagne.- La Filiale Fiat in parola con lettera 31 scorso, che si acclude in copia, informa che le Forze Armate Americane non consentono il prelievo di particolari inerenti a vetture da turismo.- Poichè la quasi totalità delle vetture in uso nei Comandi dipendenti sono da turismo, e che però differiscono dalle militari solo nella carrozzeria, avendo in comune le parti meccaniche del motore, trasmissione, cambio e sospensione, si prega codesta Missione di voler intervenire presso le Forze Armate Americane, affinchè non si oppongano al prelevamento delle parti di ricambio già accordate da codesta Missione e necessarie per mantenere in efficienza gli automezzi, la cui situazione già gravemente deficitaria, diverrebbe ancora più precaria se, per mancanza di pezzi di ricambio, si fosse posti nell'impossibilità di eseguire le necessarie riparazioni.-

p. IL SOTTOSEGRETARIO DI STATO
Il Direttore Generale

MILITARY MISSION.
Date 4 febbraio AQ/5/2.
to
ITALIAN ARMY.

Declassified E.O. 12356 Sec. 3.3/NND No. 785020

A U T O M O B I L I -FIAT
Filiale B A R I =

AL
MINISTERO DELLA GUERRA
DIREZIONE GENERALE DELLA
MOTORIZZAZIONE

POSTA MOLITARE 107

Bari 3 Gennaio 1944

Ordinazione 7 Gennaio n.318/2

A conferma di quanto già segnalato verbalmente in occasione della nostra visita di sabato,29 corrente, confermiamo che il Comando delle Forze Armate Americane, che utilizza il nostro Stabilimento, ci ha fatto presente che non può consentirci l'evasione del Vostro ordine per quante riguarda particolari inerentiia vetture da turismo.-

Pertanto,in relazione alle disponibilità delle nostre scorte,stiamo preparando l'elencazione di un primo quantitativo di materiale,che contiamo di poter mettere a Vostra disposizione per la fine della corren= te settimana.

F.I.A.T.
FILIALE DI BARI
Il Direttore

P. c. c.
IL CAPO DIVISIONE
Ten. Col. Angelo Rampa

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Declassified E.O. 12356 Section 3.3/NND No. 785020

confermiamo che il Comando delle Forze Armate Americane, che utilizza il nostro Stabilimento, ci ha fatto presente che non può consentirci l'evasione del Vostro ordine per quanto riguarda particolari inerenti a vetture da turismo.-

Pertanto, in relazione alle disponibilità delle nostre scorte, stiamo preparando l'elencazione di un primo quantitativo di materiale, che contiamo di poter mettere a Vostra disposizione per la fine della corrente settimana.

F.I.A.T.
FILIALE DI BARI
Il Direttore

IL CAPO DIVISIONE
(Ten. Col. Angelo Rampa)

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Declassified E.O. 12356 Section 3.3/NND No. 785020

Gen/gg.-

MINISTERO DELLA GUERRA

DIREZIONE GENERALE DELLA MOTORIZZAZIONE

- Segreteria -

N. di prot. 623 /C/Segreteria.- P.M.107, li 30 Gennaio 1944.-

Allegati: N. 6.

Risp. al foglio ..... del .....

OGGETTO: - Organizzazione del Servizio Automobilistico.-

ALLA MISSIONE MILITARE BRITANNICA

L E Q U I L E

In seguito a richiesta verbale del Sig.Magg.Hall, si forniscono i dati relativi al Servizio Automobilistico : -

1°) - CONSISTENZA TOTALE AUTOVEICOLI - Total Strength of vehicles are shown under

a) - Gli autoveicoli, rimorchi e motomezzi dell'Esercito Italiano in tutto il territorio liberato sono rappresentati dalle seguenti cifre : -

TIPO	Marcianti	Abbisognevoli di grandi riparazioni	Abbisognevoli di medie e piccole riparazioni	TOTALI
- Autovetture	859	161	54	1.074
- Camioncini e furgonc.	153	29	9	191
- Autocarri pesanti	1.101	206	69	1.376
- Autocarri leggeri	3.160	594	198	3.952
- Autocarrette	150	29	9	188
- Autobus	89	16	6	111
- Autoambulanze	135	25	9	169
- Autobotti	2	1	1	4
- Trattori	305	58	19	382
- Trattrici	59	9	3	71
- Rimorchi	378	71	24	473

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OGGETTO: [illegible] del Servizio Automobilistico.-

ALLA MISSIONE MILITARE BRITANNICA

L E Q U I L E

In seguito a richiesta verbale del Sig.Magg.Hall, si forniscono i dati relativi al Servizio Automobilistico : -

1°) - CONSISTENZA TOTALE AUTOVEICOLI - Total Strength of vehicles are shown below

a) - Gli autoveicoli, rimorchi e motomezzi dell'Esercito Italiano in tutto il territorio liberato sono rappresentati dalle seguenti cifre : -

T I P O	Marcianti	Abbisognevoli di grandi riparazioni	Abbisognevoli di medie e piccole riparazioni	TOTALI
- Autovetture	859	161	54	1.074
- Camioncini e furgonc.	153	29	9	191
- Autocarri pesanti	1.101	206	69	1.376
- Autocarri leggeri	3.160	594	198	3.952
- Autocarrette	150	29	9	188
- Autobus	89	16	6	111
- Autoambulanze	135	25	9	169
- Autobotti	2	1	1	4
- Trattori	305	58	19	382
- Trattrici	59	9	3	71
- Rimorchi	378	71	24	473
- Motocarri	316	59	20	395
- Motocarrozzette	194	17	6	217
- Motocicli	1.652	310	103	2.065
- Autospeciali-Autoff.	116	22	7	145
T O T A L I.....	8.669	1.607	537	10.813

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Trucks taken by civilians working with the Allies

b) - Automezzi presi dai civili che lavorano (ovvero dicono di lavorare) per gli Alleati -

In tutte le regioni del territorio Liberato vi sono automezzi dell'Esercito Italiano : -

- presi abusivamente dai civili che ora lavorano per loro conto;
- catturati dai Comandi Alleati che poi li hanno ceduti a ditte o persone civili incaricate di fare trasporti per conto dei Governi Alleati delle varie provincie.-

Non è possibile dare il numero esatto perchè mancano gli elenchi di tutti gli autoveicoli in carico ai vari Reparti.-

Si conoscono casi particolari come quello, per esempio, della 38^ Officina Mobile Pesante di Potenza i cui 12 automezzi sono stati requisiti e lavorano per conto dell'A.M.G. di quella provincia.-

In ogni modo si crede di poter fare questo calcolo approssimativo : -

- Puglia e Lucania : - circa il 40% -
- Calabria : - circa il 50% -
- Campania : - tutti -
- Sicilia : - tutti -
- Sardegna : - circa il 10%.-

Trucks abandoned by U.S.

c) - Automezzi abbandonati che si possono considerare fuori uso perchè depredati delle gomme e loro parti principali -

Vi sono in tutte le regioni, ma specialmente in Campania, Sicilia e Calabria.-

Request for number of trucks

d) - PROVVEDIMENTI PER AUMENTARE IL NUMERO DEGLI AUTOMEZZI : -

- autorizzarci a fare le requisizioni di automezzi Italiani in tutto il territorio liberato -
- fare restituire tutti gli autoveicoli dell'Esercito Ita-

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Non è possibile dare il numero esatto perchè mancano gli elenchi di tutti gli autoveicoli in carico ai vari Reparti.-

Si conoscono casi particolari come quello, per esempio, della 38^ Officina Mobile Pesante di Potenza i cui 12 automezzi sono stati requisiti e lavorano per conto dell'A.M.G. di quella provincia.-

In ogni modo si crede di poter fare questo calcolo approssimativo : -

- Puglia e Lucania : - circa il 40% -
- Calabria : - circa il 50% -
- Campania : - tutti -
- Sicilia : - tutti -
- Sardegna : - circa il 10%.-

Trucks abandoned c) - Automezzi abbandonati che si possono considerare fuori uso perchè depredati delle gomme e loro parti principali -

Vi sono in tutte le regioni, ma specialmente in Campania, Sicilia e Calabria.-

Request for increase d) - PROVVEDIMENTI PER AUMENTARE IL NUMERO DEGLI AUTOMEZZI : -

- autorizzarci a fare le requisizioni di automezzi Italiani in tutto il territorio liberato -
- fare restituire tutti gli autoveicoli dell'Esercito Italiano catturati dalla Truppe Alleate oppure presi dai civili.- Questo lavoro uguale per tutte le regioni e cioè: Campania, Puglie, Lucania, Calabria, Sicilia e Sardegna.-

=:=:°:=:=

Work Shops 2°) - OFFICINE DI RIPARAZIONE -

In questo momento l'Esercito Italiano dispone delle seguenti officine : -

./. ./. ./.

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Military Workshops

a) - Officine Militari : -

- Officina del Parco di Mesagne -
- 59^ Officina Mobile Pesante di Trepuzzi -
- 38^ Officina Mobile Pesante di Potenza -
- Officina del Parco in Sardegna -
- alcune Officine Mobili Leggere in Sardegna -

Da ricordare che le due Officine Mobili Pesanti 38^ e 59^ devono andare in Campania per servire le truppe Italiane sul fronte della 5^ Armata.-

Civilian Workshops

b) - Officine civili : -

Tutte le officine principali in tutte le regioni sono state requisite dai Comandi Alleati.- Così : Fiat, Lancia, O.M., Alfa Romeo, ecc.-

L'Esercito Italiano in passato si serviva molto di queste importanti officine, ma ora questo lavoro non è più permesso e allora siamo stati costretti a ricorrere a qualche piccola officina borghese lasciata libera dai Comandi Alleati.- Però si tratta di organizzazioni assai modeste che lavorano poco.-

Rimettere nuovamente N° of W/shops

c) - PROVVEDIMENTI PER AUMENTARE LE OFFICINE : -

- fare restituire all'Esercito Italiano le nostre officine militari : 9° Reggimento Autieri (Bari) - 10° Reggimento Autieri (Napoli) - 12° Reggimento Autieri (Palermo) -
- mettere a nostra disposizione una-due delle più importanti officine Fiat, Lancia, ecc., in ogni regione (Campania-Puglia - Lucania - Calabria - Sicilia - Sardegna) -
- dare all'Esercito Italiano le macchine e gli utensili necessari per costituire delle nuove officine militari.- Queste macchine sono : tornio, trapano, alesatrici, rettifiche, frese, ecc.ecc.-

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ne sul fronte della 5ª Armata.-

b) - Officine civili : -

Tutte le officine principali in tutte le regioni sono state requisite dai Comandi Alleati.- Così : Fiat, Lancia, O.M., Alfa Romeo, ecc.-

L'Esercito Italiano in passato si serviva molto di queste importanti officine, ma ora questo lavoro non è più permesso e allora siamo stati costretti a ricorrere a qualche piccola officina borghese lasciata libera dai Comandi Alleati.- Però si tratta di organizzazioni assai modeste che lavorano poco.-

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3°) - MILITARI (ufficiali, sottufficiali ed operai) SPECIALIZZATI DEL CORPO AUTOMOBILISTICO CHE ORA PRESTANO SERVIZIO PRESSO LE OFFICINE MILITARI.-

Attualmente presso tutte le nostre officine militari sono impiegati gli ufficiali - sottufficiali e militari di truppa del Corpo Automobilistico indicati negli elenchi nº1 - 2 - 3.-

./. ./. ./.

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O Rs belonging to other Corps of the MT Corps and working at the Military W/shops

4°) - MILITARI DI TRUPPA NON APPARTENENTI AL CORPO AUTOMOBILISTICO CHE SARANNO IMPIEGATI NELLE OFFICINE MILITARI -

Allo scopo di aumentare il numero degli operai militari delle nostre officine abbiamo fatto ricercare presso tutti i Reparti (non automobilisti) i militari che hanno pratica dei mestieri necessari per il servizio automobilistico.-

Questi operai militari sono indicati nell'elenco n°4.-

Essi saranno divisi fra il Parco di Mesagne e le Officine Mobili Pesanti 38^ e 59^.- Si vedrà in seguito se sarà possibile raccogliere altri elementi da istruire presso le nostre officine oppure facendo dei corsi alle Scuole Tecniche Industriali.-

- PROVVEDIMENTI PER AUMENTARE ANCORA GLI OPERAI : -

Siccome il numero totale degli operai non può essere sufficiente, mentre è anche necessario costituire altre officine nella zona delle operazioni (Campania) e nelle Puglie e in Calabria,

- SI PROPONE -

che il Comando Alleato esamini la possibilità di liberare tutti gli ufficiali, sottufficiali e militari di truppa del Corpo Automobilistico appartenenti all'Esercito Italiano ora nei campi di concentramento in Africa ovvero altrove.- Si può calcolare che, soltanto in A.S., vi erano almeno 4000-:-5000 autieri nostri.-

Spare parts for the repair of =:=°=:= trucks & cars

5°) - PARTI DI RICAMBIO E MATERIALI VARI PER RIPARARE GLI AUTOMEZZI -

a) - attualmente abbiamo parti di ricambio al Parco di Mesagne ed al 9° Reggimento Autieri - Bari.- Altro piccolo magazzino si trovà pure a Cosenza.-

b) - Riteniamo di poter ricavare pezzi dallo smontaggio degli automezzi che non si possono riparare .- Questi pezzi, se saranno in buono stato potranno essere subito adoperati, in caso contrario saranno prima riparati o rigenerati (ingranaggi, cuscinetti a sfere, magneti, carburatori, ecc.ecc.).-

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bili Pesanti 38^ e 59^.- Si vedrà in seguito se sarà possibile raccogliere altri elementi da istruire presso le nostre officine oppure facendo dei corsi alle Scuole Tecniche Industriali.-

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c) - Abbiamo iniziato trattative con la Fiat di Bari e con la S. Giorgio di Taranto per esaminare la possibilità di costruire pezzi di ricambio nuovi.-

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Abbiamo anche trovato la Ditta Donato D'Addario - Grottaglie (Taranto) - la quale si è impegnata di fare la ricostruzione delle batterie accumulatori guaste.-

Il lavoro viene fatto smontando le batterie vecchie e utilizzando tutte le parti in buono stato.-

Suggestions to gather more spare parts

- PROVVEDIMENTI PER RACCOGLIERE ALTRE PARTI DI RICAMBIO -

Siccome i magazzini di Mesagne - Bari e Cosenza sono molto modesti e poi non contengono tutti i pezzi necessari; siccome anche lo smontaggio delle macchine vecchie non potrà dare tutto l'occorrente, mentre per le nuove costruzioni non si potrà fare presto,

- SI PROPONE : -

- autorizzare Fiat di Bari ed altre Ditte a costruire pezzi di ricambio; per questo bisognerebbe fare restituire i locali ora requisiti.-
- Autorizzare l'Esercito Italiano a ritirare pezzi di ricambio dalle Ditte Fiat - Lancia - Alfa Romeo - O.M., ecc., che ora sono requisite dai Comandi Inglesi e Americani in tutte le regioni (Campania-Lucania - Puglie - Calabria - Sicilia e Sardegna).-
  Altri magazzini di parti di ricambio esistenti a Napoli sono pure stati requisiti dagli Alleati.-

  Per esempio : Ditta Borghese, Ditta Grilli, fabbrica accumulatori Heinsemberg ed altre.-
- Autorizzare l'Esercito Italiano a cercare e ritirare pezzi di ricambio dai depositi che avevamo nella Sicilia ed in A.S.-
- Esaminare la possibilità di avere dei pezzi dalle filiali Fiat-Lancia,ecc., esistenti in Inghilterra ovvero negli altri territori controllati.-

=:=°=:=

Tyres & Tubes 6°) - GOMME (coperture e camere d'aria) - 3260

a) - Tutta la questione delle gomme è stata più volte rappresenta-

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=:=°=:=

Tyres & Tubes 6°) - GOMME (coperture e camere d'aria) - 3260

a) - Tutta la questione delle gomme è stata più volte rappresentata a codesta Missione, quindi il problema è conosciuto.-
  Da tenere presente che ogni giorno che passa le difficoltà aumentano perchè abbiamo il consumo mentre le piccole scorte dei magazzini sono quasi finite.-

b) - Sono stati fatti esperimenti con le gomme della vetturetta "Jeep" ma su questo argomento abbiamo date le indicazioni nella nostra lettera n°1273 data 23 corrente mese.-

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- Meglio sarebbe provare le gomme "Dunlop Fort" 6.00 x 16 ed esaminare la possibilità di poter avere un riformimento di pneumatici delle misure 5.00 x 15 ed anche 5.50 x 15

c) - Per cercare di risolvere il problema in qualche modo abbiamo studiato la maniera di riparare le vecchie gomme facendo ricostruire tutto il battistrada nuovo.-

Per questo abbiamo due Ditte specializzate a Bari : Violante e Ianiri che hanno già fatto un po' di lavoro.-

Ora però siamo fermi perchè è venuta a mancare la materia prima.-

Ispettorato a Lubrificanti
Re Lyra

- PROVVEDIMENTI PER RISOLVERE IL PROBLEMA GOMME -

- esaminare la possibilità di farci avere le gomme dei nostri vecchi depositi in Sicilia ed in A.S. -
- vedere se possibile fare acquisti in Spagna presso filiale "Pirelli" di Barcellona -
- vedere se possibile di farci avere della "para" ovvero gomma grezza da impiegare per la ricostruzione del battistrada alle gomme vecchie.-

Contemporaneamente sarebbe necessario rifornirci di soluzione e pezze varie per le piccole riparazioni delle camere d'aria.-

- Infine, esaminare la possibilità di assicurarci rifornimenti di gomme di produzione Inglese oppure Americana che siano però adatte alle autovetture di costruzione Italiana.-

=:=°=:=

7°) - DEPOSITI CARBURANTI -

P.O.L. Stores

a) - La situazione dei nostri depositi militari viene segnalata a codesta Missione periodicamente ogni dieci giorni.-

b) - Con la nostra lettera n°2076 del 28 corrente mese abbiamo segnalato i depositi A.G.I.P. esistenti in Calabria precisando anche che i carburanti possono quindi essere assegnati direttamente al C.I.P. delle Calabria.-

3259

Declassified E.O. 12356 Section 3.3/NND No. 785080

e fumi che hanno già fatto un po' di lavoro.-

Ora però siamo fermi perchè è venuta a mancare la materia prima.-

Suggestions of Subjects
Re tyres - PROVVEDIMENTI PER RISOLVERE IL PROBLEMA GOMME -

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  Contemporaneamente sarebbe necessario rifornirci di soluzione e pezze varie per le piccole riparazioni delle camere d'aria.-
- Infine, esaminare la possibilità di assicurarci rifornimenti di gomme di produzione Inglese oppure Americana che siano però adatte alle autovetture di costruzione Italiana.-

=:=°=:=

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3259

Suggestions - PROVVEDIMENTI DA PRENDERE -

none - per ora, nessuno.-

=:=°=:=

In questa relazione si omette lo studio dettagliato per la Sardegna che sarà compilato dopo prossima visita sul posto.-

Particulars for SARDINIA will be sent as soon as repeat made by further to Our inspection in the Sfax

./. ./. ./.

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Si uniscono anche : - Endosures

a) - Elenco officine e Ditte Civili del territorio della Campania (Allegato 5).-

b) - Elenco come sopra delle zone delle Puglie e della Calabria (Allegato 6).-

IL DIRETTORE GENERALE
(Gen.E.Perdicchi.)

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IL DIRETTORE GENERALE
(Gen.E.Perdicchi.)

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SITUAZIONE NUMERICA UFFICIALI DIRETTORI DI OFFICINA DEL CORPO AUTOMOBILIS

	Grado			
	Maggiori Majors	Capitani Capts.	Tenenti Lt.	S
IX Corpo d'Armata	—	—	—	
XXXI Corpo d'Armata	—	—	—	
LI Corpo d'Armata	—	—	—	
Comando FF.AA. Campania	—	—	—	
~~Comando~~ FF.AA. Sardegna	—	1	2	
Parco Automobilistico Mesagne MT Park Mesagne	1	—	1	
59ª Officina Mobile Pesante 59 Mobile Heavy W/shop	—	1	—	
38ª Officina Mobile Pesante 38 " " "	—	—	1	
T O T A L E.....	1	2	4	

TOTALE GENERALE..... 16

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Allegato n° 1

ZIONE NUMERICA UFFICIALI DIRETTORI DI OFFICINA DEL CORPO AUTOMOBILISTICO

	Grado			
	Maggiori	Capitani	Tenenti 1/1	S.Tenenti 2/1
	—	—	—	2
	—	—	—	—
	—	—	—	—
ania	—	—	—	—
egna	—	1	2	6
co Messagne MT Parks Message	1	—	1	1
Pesante SG Mobile Heavy W/shop	—	1	—	—
Pesante 38 " " "	—	—	1	—
.....	1	2	4	9

..... 16

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Servizi NCO Specialisti

SITUAZIONE NUMERICA SOTTUFFICIALI SPECIALIZZATI DEL CORPO AUTOMOBILISTICO

	Capo Officina chief workshop	Capo meccanico chief Mech.	Motoristi Motor engineer Mech.	Meccanici Mechanics	Falegnami carpenters	Lamieristi
IX Corpo d'Armata	1	==	7	17	2	==
XXXI Corpo d'Armata	==	==	2	2	==	==
LI Corpo d'Armata	==	==	==	==	==	==
Comando FF.AA. Sardegna	1	11	26	24	==	1
Comando FF.AA. Campania	1	2	1	==	==	==
Parco Automobil. Mesagne	==	1	3	6	==	==
59^Officina Mobile Pesante	==	==	3	==	==	==
38^Officina Mobile Pesante	==	1	2	1	==	==
T o t a l e.....	3	15	44	50	2	1

TOTALE GENERALE..... 120

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9

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Allegato nº 2

Vari & NCO's Specialists

CA SOTTUFFICIALI SPECIALIZZATI DEL CORPO AUTOMOBILISTICO

32257

	Capo Officina Chief Workshop	Capo meccanico Chief Mech.	Motoristi Motor Engineers Mech.	Meccanici Mechanics	Falegnami Carpenters	Lamieristi Plate & Sheet metal	Tornitori Turners	Elettricisti Electricians
	1	==	7	17	2	==	==	==
	==	==	2	2	==	==	==	==
	==	==	==	==	==	==	==	==
	1	11	26	24	==	1	1	1
	1	2	1	==	==	==	==	==
	==	1	3	6	==	==	1	1
	==	==	3	==	==	==	==	==
	==	1	2	1	==	==	1	==
	3	15	44	50	2	1	3	2

120

65

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2 3 d

1 9 2

292

196

468

COPY

HQ (for WWR)

Subject :- Italian Military Workshops.

HQ ACMF (ADM ECH

Flambo 124

REME/6013

13 March, 1944.

To :- G (SD).

1. Previous bids for the formation of Italian Workshops to assist REME were withdrawn after a survey had been completed by DADME Army Sub-Committee ACC showing that there were insufficient Military Wksps personnel in this country to meet satisfactorily the urgent needs of the Italian Army itself.

2. DADME Army Sub-Committee ACC has now carried out a similar survey of SARDINIA and reports that there are approx. 950 Italian Military Wksp personnel in the island and that this number is greatly in excess of the Wksp requirements.

3. It is considered that a number of these artisans might be advantageously employed in assisting REME Base Installations in this country with the following urgent commitments :-

(a) Repair and Assembly of Guns.
(b) " " " " 'A' and 'B' Vehs.

4. It is suggested that in order to do this, two Italian Military Wksp Coys be formed, each of approx. 4 Officers and 200 O.Rs for attachment to 16 Base Wksps.

5. Attached at Appendix 'A' is a suggested distribution by Trades for these Wksp Coys. In addition, an administrative section would be required in each case, so that the Coys can be self-contained.

6. It is suggested that the Coys should be located in tented Camps as close as possible to the Wksp at which they are to be employed.

7. May this proposal receive early consideration.

s/ R.G.B. CRITTALL

(R.G.B. CRITTALL)
(ADME Org)
Lt. Colonel
for Brigadier.
Deputy Director Mech Engineering.

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3. It is considered that a number of these artisans might be advantageously employed in assisting REME Base Installations in this country with the following urgent commitments :-

(a) Repair and Assembly of Guns.
(b) " " " " 'A' and 'B' Vehs.

4. It is suggested that in order to do this, two Italian Military Wksp Coys be formed, each of approx. 4 Officers and 200 O.Rs for attachment to 16 Base Wksps.

5. Attached at Appendix 'A' is a suggested distribution by Trades for these Wksp Coys. In addition, an administrative section would be required in each case, so that the Coys can be self-contained.

6. It is suggested that the Coys should be located in tented Camps as close as possible to the Wksp at which they are to be employed.

7. May this proposal receive early consideration.

s/ R.G.B. CRITTALL

(R.G.B. CRITTALL)
(ADME Orgs) Lt. Colonel
for Brigadier.
Deputy Director Mech Engineering.

APPENDIX 'A' to
REME/6013 dated
13 March, 1944

3256

Suggested Distribution by Trades
for Italian Military Wksp Coys.

Blacksmiths	10
Electricians	25
Vehs Mechs	75
Mechanics	70
Welders	20
	200

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

ARMY FORM 0193 (Revised)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

— OFFICE DATE STAMP. —

FROM (A) Originator: MMTA

Date Time of Origin: 03 1536B

For Action

TO: Q DSITNO

(W) For information (INFO)

MMIA LO DISTNO DADLE

Message Instructions | GR —

Originator's No.

AQ 893 (*) Italian War Ministry request (*) ONE (*) derequisition of plant and premises CARTINE TANIRI BARI vulcanizing works urgently required for continuation of tyre repairs and servicing for Italian Army (*) TWO (*) Rolling derequisition than access to facilities whose loss is severe set back to rehabilitation of Italian AF

THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS	EXCEPT	WIRELESS	IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS THIS MESSAGE MUST BE SENT IN CIPHER	ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY

SIGNED

SIGNED B.G. Lamb Brig

Time	System	Op.
TH or TOR		
3295 Observed		

Declassified E.O. 12356 Section 3.3/NND No. 785020

Army Form C2130.
(Pads of 100.)

MESSAGE FORM

Serial No. 32/6

CALL AND INSTRUCTIONS		No. of Groups.	Office Date Stamp
	IN MEYT/MESG M QVR1 NR042/6 QQX	GR. 28	
	OUT		

TO MMA INFO RENZE MMA [illegible]

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

FROM	Originator's Number	Date	In Reply to Number
DISTWO			

Q567 O Your AQ893 O No intention requisition for remainder genuine but only parts of plant required for VR2 type refrig. unit

THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS EXCEPT ..... WIRELESS.

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

ORIGINATOR'S INSTRUCTIONS/DEGREE OF PRIORITY

TIME OF ORIGIN 0 6 1 2 0 6

Signed

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In	Time (GMT)	Reader	Sender	System Out	Time Out	Reader	Sender	System Out	Time Out	Reader	Sender
C	1206	ALG								3	254

T.H.I. 1750

T.O.R.

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

M2/3675/705. 40m. Pads. 12/42 C. B. & S. Ltd. 51—611

Subject: Tyre Replacement.

His Copy to Maj C.A. Hall

Army Sub Commission, A.C.C.
Main HQ (MMIA)
LEQUILE (LECCE)
AQ/10.

DIRECTOR, TRANSPORTATION SUB-COMMISSION, ACC.

7 July 44.

1. Reference your ACC/TN/TP dated 29 June 1944, also our AQ/10 dated 5 June addressed to Industry & Commerce Sub Commission; Subject: Repair of Military Tyres.

2. In our letter AQ/10, 5 June 44, addressed to Industry & Commerce Sub Commission, we requested that a portion of the out-put of vulcanising plant, JANIRA of 67 Via CARDISSI, BARI be allocated to the repair of tyres critically needed for the Italian Army. To date no reply or acknowledgement to this letter has been received. Your ACC/TN/TP dated 29 June does, however, indicate that the repair of tyres for Requisitioned vehicles and for civilian use has been arranged but no reference is made as to the repair of tyres for the Italian Military. As you know the Italian Army are required to obtain all available supplies and services from local resources before anything can be furnished them from Allied sources.

3. It is requested that this HQ be advised :

(a) The amount of tyre repair that can be allotted to the Italian Army from the output of JANIRA plant at BARI.

(b) Will any portion of the tyre repair program described in your letter ACC/TN/TP dated 29 June 44 be available to repair Italian Military tyres and if so what it will amount to in terms of tyres per month.

(c) Do you know of any tyre repair facilities which could be placed at the disposal of the Italian Army and provided with necessary repairing materials to accomplish repairs for the Italian Army.

4. A copy of our letter AQ/10 dated 5 June is attached for your ready reference.

3253
Geo A Shepler Lt Col
for Major General.
Army Sub Commission, A.C.C.

GAS/hh.

Declassified E.O. 12356 Section 3.3/NND No. 785020

2. In our letter AC/10, 5 June 44, addressed to Industry & Commerce Sub Commission, we requested that a portion of the out-put of vulcanizing plant, JANIRA of 67 Via CARDISSI, BARI be allocated to the repair of tyres critically needed for the Italian Army. To date no reply or acknowledgement to this letter has been received. Your ACC/TM/TP dated 29 June does, however, indicate that the repair of tyres for Requisitioned vehicles and for civilian use has been arranged but no reference is made as to the repair of tyres for the Italian Military. As you know the Italian Army are required to obtain all available supplies and services from local resources before anything can be furnished them from Allied sources.

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(a) The amount of tyre repair that can be allotted to the Italian Army from the output of JANIRA plant at BARI.

(b) Will any portion of the tyre repair program described in your letter ACC/TM/TP dated 29 June 44 be available to repair Italian Military tyres and if so what it will amount to in terms of tyres per month.

(c) Do you know of any tyre repair facilities which could be placed at the disposal of the Italian Army and provided with necessary repairing materials to accomplish repairs for the Italian Army.

4. A copy of our letter AC/10 dated 5 June is attached for your ready reference.

3253
Geo A Sleyden Lt Col
for Major General.
Army Sub Commission, A.C.C.

CAS/hh.

Inspected and found
letter information March 45
Still not working
and not expected to
ex AFHQ
copy of
cable

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

Subject: Repair of Military Tyres.

Army Sub Commission, A.C.C.
Main HQ (MMIA)
LEQUILE (LECCE)
AQ/10

Industry & Commerce Sub Commission ACC — 5 June 44

1. The output of Vulcanizing Plant, JANIRI of 67 via CARDISSI, BARI, has been placed at the disposal of ACC.

2. It is requested that a portion of the output of this plant, sufficient to recap and repair a minimum of 200 tyres per month be made available for the Italians under supervision of this Sub Commission. The working arrangement could be similar to one under consideration with the Air Force Sub Commission for the Italian Air Force.

3. The need for tyres and tyre repairs for the Italian Army is extremely critical and any assistance will be especially appreciated.

(sgd) G.A.SHIPLEY Lt.Col.
for
Major General
Army Sub Commission, A.C.C.

hh.

AR/b

MINISTERO DELLA GUERRA
Direzione Generale della Motorizzazione
2ª Divisione

Per il Sig. Magg. Hill

nº 6400 /4ª Sez.
OGGETTO :- Riparazione degli automotomezzi.-

P.M.107, lì 27 marzo 1944

AL COMANDO FF.AA. DELLA CAMPANIA - Direzione Auto -	P.M. 120
AL COMANDO MILITARE DELLA SARDEGNA (XIII C.A.)	P.M. 50
AL COMANDO MILITARE DELLA SICILIA (XII C.A.)	PALERMO
AL COMANDO DEL IX CORPO D'ARMATA - Direzione Auto -	P.M. 67
AL COMANDO DEL XXVI CORPO D'ARMATA - Direz. Auto -	P.M. 114
AL COMANDO DEL II CORPO D'ARMATA - Ufficio Auto -	P.M. 410
AL COMANDO DEI CAMPI DI RIORDINAMENTO	P.M. 107
AL COMANDO CC.RR. ITALIA LIBERATA	CAVA DEI TIRR.
AL COMANDO DEL I° RAGGRUPPAMENTO MOTORIZZATO	P.M. 155
ALLA DIREZIONE DEL PARCO AUTOMOBILISTICO D'ARMATA	MESAGNE
ALL'AUTODRAPPELLO DI CASA REALE	P.M. 151/A
ALL'AUTODRAPPELLO DI S.E. IL CAPO DEL GOVERNO	P.M. 151/A
ALL'AUTODRAPPELLO DELLA PRESIDENZA CONSIGLIO MINISTRI	P.M. 151/A
ALL'AUTODRAPPELLO DEL COMANDO SUPREMO	P.M. 151/A
ALL'AUTODRAPPELLO MINISTERO DELLA GUERRA	S E D E
ALL'AUTODRAPPELLO DELLO S.M.R.E.	P.M. 151
ALLA DIREZIONE DELLA 59ª OFFICINA NOBILE PESANTE	TREPUZZI
e, per conoscenza :-	
ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI	SALERNO
AL COMANDO SUPREMO	P.M. 151/A
ALLO STATO MAGGIORE REGIO ESERCITO = UFFICIO SERVIZI	P.M. 151

^^^^^^^^

L'attuale precaria situazione del materiale automobilistico in dotazione alle Grandi Unità, e la necessità di rimettere in efficienza al più presto il maggior numero possibile di automezzi, impone la temporanea adozione di particolari accorgimenti circa la organizzazione delle riparazioni, in deroga alle norme stabilite dalla Circolare nº 2000 di questo Ministero Direzione Generale della Motorizzazione - del 15 gennaio 1943.-

Si ravvisa in altri termini la necessità di dare il massimo sviluppo anche presso gli stabilimenti del servizio automobilistico alla esecuzione delle piccole e medie riparazioni, a scapito delle grandi riparazioni e di quelle che richiedono numerose parti di ricambio e notevole impiego di mano d'opera.-

3251

A tale intento si dispone :-

1º) - i Reggimenti Autieri, i Parchi Automobilistici e le Sezioni Lavorazioni Esterne alle dirette dipendenze delle Direzioni Automobilistiche di Corpo d'Armata, porteranno sollecitamente a termine tutte le grandi riparazioni in corso, in modo da poter subito dopo orientare le lavorazioni verso gli automezzi inefficienti per guasti di lieve entità.-

2º) - conformemente ai Comandi di Corpo d'Armata apparterranno presso i

Declassified E.O. 12356 Section 3.3/NND No. 785020

AL COMANDO DEL IX CORPO D'ARMATA - Direzione Auto - PALERMO
AL COMANDO DEL XXXI CORPO D'ARMATA - Direz. Auto - P.M. 67
AL COMANDO DEL LI CORPO D'ARMATA - Ufficio Auto - P.M. 114
AL COMANDO DEI CAMPI DI RIORDINAMENTO P.M. 410
AL COMANDO GG.RR. ITALIA LIBERATA P.M. 107
AL COMANDO DEL I° RAGGRUPPAMENTO MOTORIZZATO CAVA DEI TIRR.
ALLA DIREZIONE DEL PARCO AUTOMOBILISTICO D'ARMATA P.M. 155
ALL'AUTODRAPPELLO DI CASA REALE MESAGNE
ALL'AUTODRAPPELLO DI S.E. IL CAPO DEL GOVERNO P.M. 151/A
ALL'AUTODRAPPELLO DELLA PRESIDENZA CONSIGLIO MINISTRI P.M. 151/A
ALL'AUTODRAPPELLO DEL COMANDO SUPREMO P.M. 151/A
ALL'AUTODRAPPELLO MINISTERO DELLA GUERRA P.M. 151/A
ALL'AUTODRAPPELLO DELLO S.M.R.E. S E D E
ALLA DIREZIONE DELLA 59^ OFFICINA MOBILE PESANTE P.M. 151
TRESPUZZI

e, per conoscenza :-
ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
AL COMANDO SUPREMO SALERNO
ALLO STATO MAGGIORE REGIO ESERCITO = UFFICIO SERVIZI P.M. 151/A
P.M. 151

^^^^^^^^

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Si ravvisa in altri termini la necessità di dare il massimo sviluppo anche presso gli stabilimenti del servizio automobilistico alla esecuzione delle piccole e medie riparazioni, a scapito delle grandi riparazioni e di quelle che richiedono numerose parti di ricambio e notevole impiego di mano d'opera.-

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1°) - i Reggimenti Autieri, i Parchi Automobilistici e le Sezioni Lavorazioni Esterne alle dirette dipendenze delle Direzioni Automobilistiche di Corpo d'Armata, porteranno sollecitamente a termine tutte le grandi riparazioni in corso, in modo da poter subito dopo orientare le lavorazioni verso gli automezzi inefficienti per guasti di lieve entità.-

2°) - contemporaneamente i Comandi di Corpo d'Armata accerteranno presso i Corpi e Reparti dipendenti la situazione degli automotomezzi inefficienti per i motivi di cui al precedente n° 1°), facendo eseguire al più presto, ove occorra, sopraluoghi e cura degli ufficiali incaricati della sorveglianza delle lavorazioni esterne, allo scopo di accertare le reali

.../../...

Declassified E.O. 12356 Section 3.3/NND No. 785020

condizioni del materiale e il fabbisogno di pezzi di ricambio o di lavorazioni per la rimessa in efficienza -

3°) - appena in possesso di tali elementi i predetti Comandi col concorso delle officine civili autorizzate, delle officine tipo "A" dei Reggimenti Autieri e con le autofficine leggere di reparto, daranno senz'altro corso alle esecuzioni delle piccole riparazioni degli automezzi inefficienti.-

4°) - Il LI Corpo d'Armata, che non ha alle propria dipendenze un reggimento Autieri, si appoggierà in prevalenza al Parco Automobilistico di Mesagne, al quale rivolgerà richieste dirette per eventuali sopraluoghi, ecc.-

5°) - Il materiale Spa L/39 abbisognevole di piccole riparazioni e appartenente al IX e LI Corpo d'Armata, sarà invece inviato preferibilmente alla 59^ Officina Mobile Pesante di Trepuzzi che ha discreta dotazione di parti di ricambio di tale tipo.-

6°) - I Reggimenti Autieri, i Parchi Automobilistici, la 59^ Officina Mobile Pesante, inoltre completeranno o costituiranno nelle rispettive sedi un nucleo mobile di assistenza e riparazioni automobilistiche composto di 1 ufficiale, 1 sottufficiale capo-meccanico e un certo numero di operai specializzati, da inviare, sempre che possibile, direttamente presso i Corpi per le riparazioni speditive degli automotomezzi inefficienti di cui al n° 2°) e 3°).- A detti nuclei sarà assegnato un autocarro leggero.-

7°) - Data la forte deficienza di parti di ricambio nei magazzini dipendenti, i materiali occorrenti per le riparazioni devono sempre che possibile essere acquistati dal commercio, alle migliori quotazioni.- Le parti non esistenti presso le ditte civili siano richieste a questa Direzione Generale, per blocchi di automezzi.- All'uopo un ufficiale delle singole Direzioni Automobilistiche è autorizzato a visitare i magazzini del Reggimento Autieri della giurisdizione, il Parco Automobilistico di Mesagne e la 59^ Officina Mobile Pesante di Trepuzzi, allo scopo di conoscere, di massima, le disponibilità per specie e tipo di automezzi.- Gli autocarri inefficienti, per i quali occorrono anche pochi ricambi, ma non disponibili nei magazzini dipendenti, devono essere accantonati da parte, unitamente a quelli abbisognevoli di grandi riparazioni.-

8°) - A fine di ogni mese i Comandi ed Enti in indirizzo invieranno a questo Ministero una breve relazione sulla situazione dei mezzi riparati e sullo sviluppo avuto dalle riparazioni sulla base dei concetti suesposti.-

3250

Questo Ministero, pur conoscendo le grandi difficoltà che si oppongono nell'attuale situazione, alla buona conservazione del materiale automobilistico presso i Corpi e Reparti dipendenti, aggravate dalla scarsa disponibilità di parti di ricambio, e sopratutto di gomme, è convinto che con l'intima collaborazione tra i Comandi periferici e gli Enti incaricati del servizio riparazioni, possano conseguirsi notevoli vantaggi,

Declassified E.O. 12356 Section 3.3/NND No. 785020

4°) - Il III Corpo d'Armata, che non ha alle proprie dipendenze un reggimento Autieri, si appoggierà in prevalenza al Parco Automobilistico di Messagne, al quale rivolgerà richieste dirette per eventuali sopraluoghi, ecc.-

5°) - Il materiale Spa L/39 abbisognevole di piccole riparazioni e appartenente al II e III Corpo d'Armata, sarà invece inviato preferibilmente alla 59^ Officina Mobile Pesante di Trepuzzi che ha discreta dotazione di parti di ricambio di tale tipo.-

6°) - I Reggimenti Autieri, i Parchi Automobilistici, la 59^ Officina Mobile Pesante, inoltre completeranno o costituiranno nelle rispettive sedi un nucleo mobile di assistenza e riparazioni automobilistiche composto di 1 ufficiale, 1 sottufficiale capo-meccanico e un certo numero di operai specializzati, da inviare, sempre che possibile, direttamente presso i Corpi per le riparazioni speditive degli automotomezzi inefficienti di cui al n° 2°) e 3°).- A detti nuclei sarà assegnato un autocarro leggero.-

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8°) - A fine di ogni mese i Comandi ed Enti in indirizzo invieranno a questo Ministero una breve relazione sulla situazione dei mezzi riparati e sullo sviluppo avuto dalle riparazioni sulla base dei 3250 fatti suesposti.-

Questo Ministero, pur conoscendo le grandi difficoltà che si oppongono nell'attuale situazione, alla buona conservazione del materiale automobilistico presso i Corpi e Reparti dipendenti, aggravate dalla scarsa disponibilità di parti di ricambio, e soprattutto di gomme, è convinto che con l'intima collaborazione tra i Comandi periferici e gli Enti incaricati del servizio riparazioni, possano conseguirsi notevoli vantaggi, ed un miglioramento dello ~~xxxxx~~ attuale precario stato di efficienza del materiale automobilistico.-

P. C. C.
IL CAPO DIVISIONE
(Ten. Col. A. Raupa)

p. IL MINISTRO
F/to: Gen. A. Aliberti

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- Formation of Italian Workshop Coy, R.E.M.E.

HQ. AAI. (Adm Ech) CMF.

To:- Commander, Army Sub Commission, A.C.C.

Flambo 123.

REME/6013.

7th April 1944.

1. Ref Flambo message SD 447/22979 dated 14 March 44.

2. These Workshop Coys are urgently needed for 16 Base Workshops.

3. Attached is draft copy of the W.E. of these companies.

4. You will appreciate the importance of selection in Sardinia by an officer qualified to assess the type and degree of skill required in the various technical trade groups. I recommend Major HALL for this duty and your concurrence in his visiting Sardinia at the earliest opportunity, calling at this H.Q. en route for final detailed instructions, would be much appreciated.

(R.E. BROADHURST) Brigadier.
Deputy Director Mech Engineering.

3249

To major Hall

CIRCULATE to Her actions 24 Dec 44 EB

Classification of "A" & "B" Vehicles

1 The classification of "A" and "B" vehicles in the field will be carried out on the following basis :-

Class I Vehicles which are fit for operational use or can be made fit by unit or 1st. Echelon repairs, i.e. in under 4 working hours.

Class II Vehicles which can be made fit for operational use by 2nd. Echelon workshops, i.e. in under 24 working hours.

Class III Vehicles which require repair in 3rd. Echelon workshops. Such vehicles will normally be struck off Unit Charge. If evacuated to Base they will be marked with a white label.

MOLFETTA & NAPLES

Class IV Vehicles worth evacuation but requiring complete overhaul in 4th Echelon (Base) workshops. Such vehicles will be struck of unit charge and marked with a red label for evacuation.

MOLFETTA & NAPLES

After arrival at Base all Class IV vehicles will be inspected by an EME and further divided as follows:-

Class IV Vehicles which, after overhaul, will be fit for operational use.

Class V Vehicles which are no longer fit for operational use, but willbe suitable for Base duties or for training purposes.

Class VI Vehicles which are beyond profitable repair and recommended for breaking down for spares. Such vehicles will be marked with a blue label.

2 (a) In the case of Cl.I or II vehicles the Officer classifying the vehicles will add to the classification the mileage for which he estimates the vehicle will be fit for operational use.

(b) This mileage will be shown in brackets thus :- "Class I (500)"

(c) As a guide in making this estimate, vehicles will be regarded as fit for operational use if they are mechanically sound and have not exceeded the average mileage which can be expected from a vehicle of the type concerned, before major overhaul (see para. 5). The figure 3248 shown in the classification will normally approximate to this total mileage less the mileage done since the vehicle was new or last overhauled; subject to the classifying officer's opinion of the vehicle's mechanical state.

3 The average life which can be expected before major overhaul is as follows :-

'A' Vehicles	Miles
Grant, Lee, Sherman and Priest	1,500

Declassified E.O. 12356 Section 3.3/NND No. 785020

Holfeith Hamel

struck of unit charge and marked with a red label for evacuation.

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Class IV — Vehicles which, after overhaul, will be fit for operational use.

Class V — Vehicles which are no longer fit for operational use, but willbe suitable for Base duties or for training purposes.

Class VI — Vehicles which are beyond profitable repair and recommended for breaking down for spares. Such vehicles will be marked with a blue label.

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3248

4 The average life which can be expected before major overhaul is as follows :-

'A' Vehicles	Miles
Grant, Lee, Sherman and Priest	1,500
Stuart	3,500
Matildas	1,000
Valentines and Bishops	2,000 - 2,500
Crusaders	1,000 - 1,200
Carriers, Tracked	3,000
Scout Cars	4,000
Armoured Cars	4,000
Armoured Command Vehicles	5,000
Armoured Carriers, wheeled	5,000

'B' Vehicles

Fitness of 'B' vehicles for operational use with field units depends on a number of factors, such as the type of vehicle and the conditions prevailing in the theatre of war.

Over.

Declassified E.O. 12356 Section 3.3/NND No. 785080

MINISTERO DELLA GUERRA

DIREZIONE GENERALE DELLA MOTORIZZAZIONE
- 2^Divisione -

N. di prot. 5787 /2^Div. P.M.107, *li* 28 marzo 1944.-

Risp. al foglio ..... *del* .....

OGGETTO:= materiale automobilistico della Sicilia.-

M. T. Material from Sicily

ALLA SOTTOCOMMISSIONE PER L'ESERCITO DELLA COMMISSIONE ALLEATA DI CONTROLLO (M.M.I.A.)

e, per conoscenza = LEQUILE =

AL COMANDO DEL XII CORPO D'ARMATA = PALERMO =

ALLA DELEGAZIONE PER LA SICILIA presso l'A.A.C.
- Via Roma n° 343 - = PALERMO =

****

E' pervenuta questo Ministero con foglio 237 dell'11 marzo una dettagliata relazione sul materiale automobilistico esistente in Sicilia, compilata dal Maggiore PARETI Massimo, membro della Delegazione e rappresentante di questa Direzione Generale presso l'A.A.C.-

HANCOCK Il suddetto ufficiale in seguito ad autorizzazione del Ten. Col.Hontroc, Commissario regionale per la Sicilia, ha preso contatto con le autorità alleate allo scopo di conoscere l'esatta situazione degli automezzi militari dislocati in Sicilia, ed ha raccolto le seguenti notizie:

3247

1°)- tutti gli automezzi italiani in possesso dell'A.M.G., in un primo tempo dati in uso ad enti pubblici e ditte private, stanno gradualmente passando all'Istituto Nazionale Trasporti cui é affidata, oltrell'impiego, la gestione, la manutenzione e la conservazione del materiale;

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLA SOTTOCOMMISSIONE PER L'ESERCITO DELLA COMMISSIONE ALLEATA DI CONTROLLO (M.M.I.A.)

e, per conoscenza = LEQUILE =

AL COMANDO DEL XII CORPO D'ARMATA = PALERMO =

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- Via Roma n° 343 - = PALERMO =

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E' pervenuta questo Ministero con foglio 237 dell'11 marzo una dettagliata relazione sul materiale automobilistico esistente in Sicilia, compilata dal Maggiore PARETI Massimo, membro della Delegazione e rappresentante di questa Direzione Generale presso l'A.A.C.-

HANCOCK Il suddetto ufficiale in seguito ad autorizzazione del Ten. Col.Hontroc, Commissario regionale per la Sicilia, ha preso contatto con le autorità alleate allo scopo di conoscere l'esatta situazione degli automezzi militari dislocati in Sicilia, ed ha raccolto le seguenti notizie:

3247

1°)- tutti gli automezzi italiani in possesso dell'A.M.G., in un primo tempo dati in uso ad enti pubblici e ditte private, stanno gradualmente passando all'Istituto Nazionale Trasporti cui é affidata, oltrell'impiego, la gestione, la manutenzione e la conservazione del materiale;

2°)- il numero degli automezzi, compresi gli inefficienti, si aggira sulla cifra di 1200; di essi almeno il 90 per cento appartenevano all'Esercito Italiano;

..../....

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

..../....

3°)- gli automezzi verranno messi a disposizione dei vari enti che hanno necessità di fare effettuare trasporti di pubblica utilità (provincie; comuni; consorzio alimentazione, ecc.) e dei comandi alleati. Quelli in soprannumero verranno ceduti in affitto temporaneo a privati;

4°)- nel magazzino di Caltanissetta il lavoro delle casse di materiale che debbono essere avviate in continente, procede bene; é pure in definizione un contratto d'affitto con ditte private di Catania, per locali che debbono servire da magazzino per il materiale di imbarco;

5°)- é stata effettuata una ricognizione dal Capitano TROMBETTONE a Castelbuono ed a Carleone e sono state recuperate alcune macchine utensili non completamente efficienti, per mancanza di accessori, sufficienti però per costituire il primo nucleo di una officina mobile per la riparazione del materiale automobilistico del XII Corpo d'Armata.

La Direzione Generale scrivente pur trovando la situazione attuale (passaggio all'I.N.T.) migliore della preesistente, nell'intento di garantire gli interessi del R.E. e allo scopo anche di facilitare il potenziamento e il riordinamento delle unità italiane in Sicilia, rappresenta a codesta Sottocommissione l'opportunità di:

1°)- designare presso l'I.N.T.un ufficiale italiano con l'incarico di sorvegliare l'impiego, la conservazione e la manutenzione degli automezzi militari.

2°)- effettuare, nel più breve tempo possibile le ricerche statistiche tendenti a stabilire l'entità e la specie degli automotomezzi militari esistenti nell'isola;

4°)- nel magazzino di Caltanissetta il lavoro delle casse di materiale che debbono essere avviate in continente, procede bene; é pure in definizione un contratto d'affitto con ditte private di Catania, per locali che debbono servire da magazzino per il materiale di imbarco;

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2°)- effettuare, nel più breve tempo possibile le ricerche statistiche tendenti a stabilire l'entità e la specie degli automotomezzi militari esistenti nell'isola;

3°)- richiedere al comando alleato la restituzione di una prima aliquota di 48 autocarri (due autosezioni) possibilmente tra quelli aventi le caratteristiche militari: Lancia 3/Ro - Fiat 626 - 666 -

..../....

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Spa 38/R., ecc., per consentire la raccolta, il caricamento e la spedizione del materiale da recuperare, nonchè la ricostituzione dell'officina di riparazione.-

4°) - ottenere gradualmente la restituzione degli autocarri militari che si renderanno disponibili dopo aver assicurato i trasporti di pubblica utilità, e mano a mano che miglioreranno i trasporti ferroviari.-

Questa Direzione Generale sarà pertanto grata a codesta Sottocommissione se vorrà interessare in tal senso il competente Comando Alleato, facendo conoscere appena possibile le decisioni prese in merito, per le conseguenti disposizioni agli Enti competenti.-

p. IL MINISTRO

Hilert

3246

Declassified E.O. 12356 Section 3.3/NND No. 785020

M/b

MINISTERO della GUERRA
DIREZIONE GENERALE della MOTORIZZAZIONE
II^ Divisione - I^ Sezione

nº 6910 /21/Aa. P.M. 107, lì 2 aprile 1944

OGGETTO :- situazione automezzi.-

ALLA SOTTOCOMMISSIONE PER L'ESERCITO DELLA COMMISSIONE
ALLEATA DI CONTROLLO

= L E Q U I L E =

Rif y.

Con riferimento al foglio EME/SD/10/2, del gennaio u.s., di codesta Sottocommissione, si trasmette - qui unito - lo specchio della consistenza autoveicoli al giorno 2 aprile 1944.-

Herewith state of italian trucks as the 2/4/44

Copy.

IL CAPO DIVISIONE
(Ten. Col. A. Rampe) 3245

M/b

MINISTERO DELLA GUERRA
Direzione Generale della Motorizzazione
- 2ª Divisione -

CONSISTENZA TOTALE AUTOVEICOLI AL 2 APRILE 1944

TIPO	Marcianti	Abbisognevoli di grandi riparazioni	Abbisognevoli di piccole e medie riparazioni	TOTALI
Autovetture	930	175	58	1163
camioncini e furgonc.	195	38	12	245
autocarri pesanti	1269	239	79	1587
autocarri leggeri	3181	597	199	3977
autocarrette	49	9	4	62
autobus	97	19	6	122
autoambulanze	159	30	10	199
autobotti	8	1	1	10
trattori	485	91	31	607
trattrici	104	19	7	130
rimorchi	397	142	48	587
motocarri	497	93	31	621
motocarrozzette	169	32	11	212
motocicli	2557	479	160	3196
autospeciali-autoff.	177	33	11	221
Totali.	10274	1997	668	12939

MINISTERO della GUERRA - Direz. Generale della Motorizzazione

3244

Declassified E.O. 12356 Section 3.3/NND No. 785020

autocarri leggeri	3181	597	199	3977
autocarrette	49	9	4	62
autobus	97	19	6	122
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3244

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

IMMEDIATE SECRET 272040 A

FROM MMIA

TO AC SARDINIA FOR MMIA LO

INFO BEIROUTH FOR MMIA LO

ST/1021

PLEASE SIGNAL IMMEDIATELY.

FIRST TOTAL NUMBER OF VEHICLES BY EACH TYPE FOR EXAMPLE MOTORCYCLES, LIGHT RUNABOUTS, MEDIUM TRUCKS LOADED IN SALERNO AND CASERTA RESPECTIVELY.

SECOND TOTAL NUMBER OF VEHICLES EACH TYPE PRESENTLY ON HAND IN POSTTO PARK.

THIRD ESTIMATE TOTAL NUMBER OF TYPES AND WHICH WILL BECOME AVAILABLE FOR SHIPMENT AS RESULT OF REMAINDER REPAIR PROGRAMME ALLOWING VEHICLE REALLOTMENTS IN THE ISLAND.

SIGNAL FIRST AND SECOND IN ADVANCE THIRD IF NECESSARY. PLEASE SIGNAL POSTTO PARK VEHICLE STATE AS AT CLOSE 12 JANUARY 1945 AND FORTNIGHTLY THEREAFTER.

RECEIPT VJT 29 DECEMBER 1944

COPY TO: MAJOR MARTIN

MAJOR HALL

500 a week

200 a month

maximum battlefield losses 15%

600 in 3 months.

3243

2/12

please let me have data requested in (3) above to be incorporated in a reply.

(3)

Declassified E.O. 12356 Section 3.3/NND No. 785020

TO ACC MAIN FOR OFFENHAUER

FROM MMIA

AQI355 I3

CONFIDENTIAL (.) IN REPLY TO YOUR 6059 OF II (.)MINISTRYD// MINISTRY OF WAR CANNOT SUPPLY ANY OF THE TYRES REQUIRED (.) TYRES ARE NOT RPT NOT IN BARI (.) EMPLOYING FORMATION SHOULDIND//SHOULD INDENT I//9,ON ALLIES FOR REPLACEMENT

MMIA

ACC MAIN

6059

6/II/44

CONFIDENTIAL
PRIORITY
ARMY SUB COMMISSION

FOLLOWING TYRES AND TUBES URGENTLY REQUIRED BY CIL PD 210 X 20 QTY 944 PD 750 X20 QTY 29 PD 34 X 7 QTY II5 PD 500 X I5 QTY 440 PD 550 X I5 QTY I78 PD I60 X 40 QTY 85 PD 600 X I6 QTY 7I PD PLEASE CHECK ITALIAN STOCKES PD TYRES IMPORTED FROM AFRICA BELIEVED TO BE HELD IN 500 AOD CMA BARI PD REQUEST DEFICIENIES BE DEMANDED FROM ALLIED SOURCES PD NUMBER OF VEHICLES TO BE PUT ON IT ROAD TOTALS 329 PD PAREN TO MMIA FOR LIAISON OFFICER FROM ACC MAIN SIGNED MAC FARLANE PAREN BRITISH EQUIVALENTS MAY BE ASCERTAINE FROM MINISTRY OF WAR CMA LECCE

LOUIS T. MONTANT JR
Ist. Lt. AGD
ADJUTANT

Declassified E.O. 12356 Section 3.3/NND No. 785020

ARMY FORM C.2128

MESSAGE FORM

DADME

Serial No.	No. of Groups	Office Date Stamp
	GR.	

CALL AND INSTRUCTIONS IN / OUT

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY)

TO Main ACC for OFFENHAUER

FROM M M I A

Originator's Number	Date	In Reply to Number
SD1091	-02	

(*) ref your 6968 of 1 July (*) 28 Werkshops will remain present location

(*) Ministry of War have been instructed to issue orders to this effect

This Message may be sent AS WRITTEN by any means (Except) ( ) Wireless	This Message must be sent IN CIPHER if liable to interception or to fall into enemy hands	Originator's Instructions Degree of Priority IMPORTANT	Time of Origin 1200
Signature	Signature		T.H.I.
			T.O.R. 3241

* Originator may delete "Except" and insert "Including."

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

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

16Sig/CHQP 7/41

AA/b

Copia per il Magg. HALL
Sottocommissione per L'Esercito
della Commiss.Alleata di Controll
(M.M.I.A.)
= LEQUILE =

MINISTERO DELLA GUERRA

DIREZIONE GENERALE DELLA MOTORIZZAZIONE

2^ DIVISIONE — 4^ SEZIONE

N. di prot. 13084

P.M. 107 li 22 giugno 1944.-

Allegati

Risp. al f. del

OGGETTO: - Condizioni di efficienza degli stabilimenti del Servizio Automobilistico.-

****

Dalla ricognizione eseguita da ufficiali di questa Direzione Generale agli stabilimenti in oggetto è risultato :-

1°) - Officina tipo "A" dell'8° Reggimento Autieri (via Guido Reni).-

E' efficiente in tutti i suoi reparti.- Dal tedesco è stata asportata solamente la rettifica per cilindri.- Personale quasi al completo (circa 60 operai); occorre qualche motorista.- Discreta disponibilità di parti di ricambio per taluni tipi di automezzi in servizio nell'Esercito Italiano.- Deficienza assoluta per alcuni (Lancia e Fiat).- Deficienza completa di coperture per autovetture e autocarri.-

Il laboratorio, data l'attrezzatura e la maestranza, se subito riorganizzato, sarebbe in grado di riparare all'incirca 80-100 autocarri al mese.-

Attualmente non può funzionare per mancanza di energia elettrica, deficienza che però può essere superata con l'impiego di gruppi elettrogeni.-

2°) - Centro Studi Motori

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Sec. 3.3/NND No. 785020

****

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2°) - Centro Studi Motorizzazione.- Viale Pinturicchio 19-21

Stabilimento moderno e completamente attrezzato con macchinari, gabinetti scientifici e laboratori idonei a qualsiasi rilievo sperimentale, saggio o prova di laboratorio interessante qualsiasi ramo della produzione automobilistica.-

../..

../..

Gli immobili e le attrezzature sono intatti e al completo.-

Quattro locali sono occupati da un Ufficio Postale Americano.-

Data la larga dotazione di mezzi e la disponibilità di ottima maestranza specializzata, il Centro Studi potrebbe rapidamente essere organizzato ed utilizzato come Centro di riparazione per automezzi di sicuro e ottimo rendimento.-

Poichè è vera fortuna che due ottime attrezzature quali quelle sopra indicate abbiano potuto rimanere intatte ed in condizioni di poter essere rapidamente riattivate, ed allo scopo di evitare che una occupazione degli stabilimenti predetti per altri fini (alloggiamento, magazzini, impiego per altri servizi, ecc.) possa dar luogo a dispersimento o per lo meno a non razionale utilizzazione di materiali e attrezzature preziose e di cui si ha così scarsa disponibilità, si rappresenta l'urgente necessità che dall'Autorità Alleata venga disposto che gli stabilimenti in questione vengano lasciati a disposizione di questa Direzione Generale per le necessità del Servizio Automobilistico e pertanto ne venga vietata l'occupazione per altro impiego, disponendo il trasferimento in altri locali, indubbiamente facilmente reperibili in Roma, dell'Ufficio Postale che come già detto ha sede in locali del Centro Studi.-

IL DIRETTORE GENERALE
F/to: Aliberti

p. c. c.
IL CAPO DIVISIONE
(Col. A. Parma)

Declassified E.O. 12356 Section 3.3/NND No. 785020

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IL DIRETTORE GENERALE
F/to: Aliberti

D. C. C.
IL CAPO DIVISIONE
(Col. A. Renna)

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

ARMY FORM C.2128

MESSAGE FORM

CALL AND INSTRUCTIONS	IN / OUT	No. of Groups GR.	Serial No. / Office Date Stamp

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY)

TO **Ministry of War**

FROM **M M X A**

Originator's Number	Date	In Reply to Number
SD1090	02	

(*) NO order yet received by BASSO from Ministry of War that 38 Workshops will remain present location under command Ministry of War (*) orders have been given by C.I.L. that unit is to move to C.I.L. on 5 July (*) Ensure this order is cancelled immediately and correct orders issued to BASSO

This Message may be sent AS WRITTEN by any means
* (Except)
( ) Wireless

Signature

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

Signature

Originator's Instructions
Degree of Priority

IMMEDIATE

Time of Origin

T.H.I.

T.O.R. 3239

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

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

WSS/CHQP/4531

COMANDO MILITARE DELLA SARDEGNA
Il Sottocapo di Stato Maggiore
---------=oOo=---------

N.4623 /A/Ord.di prot. P.M.50, 13 settembre 1944

OGGETTO: Maggiore automobilista ZOPPI Felice.-

AL SIG. MAGGIORE HALL
presso 13° Parco Automobilistico

A B B A S A N T A

Il XIII Autogruppo, comandato dal Maggiore ZOPPI Felice, è destinato a sciogliersi.

L'attuale Direttore del Parco, Maggiore MARTELLACCI Corrado, dovrà essere ricollocato in congedo per età.

Come già verbalmente Le ho rappresentato, e sempre che nulla osti da parte di V.S., sarebbe intendimento di questo Comando di assegnare il Maggiore ZOPPI al 13° Parco.

E' un vecchio ufficiale che certo farà bene.

Rimango in attesa di cortese riscontro.

Cordiali saluti

T. Col. Mario Capello 3238

(Ten.Col.Mario Capello)

Notificata Zoppi 6/9

Declassified E.O. 12356 Section 3.3/NND No. 785020

presso 13° Parco Automobilistico

A B B A S A N T A

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T. Col. Mario Capello 3238

(Ten.Col.Mario Capello)

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

RESTRICTED ROUTINE 301215 B

FROM MEDIA

FOR ACTION AGC SARDINIA FOR SIMMONS RPT ACC SICILY REGION FOR ALBERT

CITE AQ 1750

IF HALL STILL WITH YOU REQUEST HIM TO REPORT TO ALBERT IN PALERMO.
NEW SUBJECT. FOR ALBERT. INSTRUCT HALL TO MAKE REPORT ON CAPRONI
FACTORY.

RESCRIPT VJT 31 JULY 1944

COPY TO MAJOR HALL

an Cancelled Cer Telegram Sent

Declassified E.O. 12356 Section 3.3/NND No. 785020

MAJOR HALLO

Subject:- Tyres and Tubes from Seriously Inefficient Vehicles

ST/1071

13 Dec. 44

Land Forces Sub Comm A.C.(MMIA)
ROME
Tel. 489081 EXT 526

To:- L.O.s Land Forces Sub Comm A.C. (MMIA):-
Sardinia - Sicily - c/o H.Q. 52 Area - c/o H.Q.54 Area.
Naples - 1 District - 3 District - Rear 5 Army -
Brit Incr. Rear 5 Army - Rear 8 Army.

1. Attached translation of 25100/22 dated 7 Dec.44 from Italian War Ministry to Comando Campania; Sardegna; Calabria; Puglia-Lucania; Sicilia; Lazio-Umbria - Abruzzi, is self-explanatory.

2. Please follow up to ensure compliance by the Command to which you are accredited.

(O.C. PATURAU)
Major RASC
for Lt.Col.
ADST, Land Forces Sub Comm A.C.(MMIA)

JMD/sg

3236

FILE ; M/T

Subject:- TYRES AND TUBES OF SERIOUSLY INEFFICIENT VEHICLES

1. On occasion of visits and inspections it has frequently been observed that, in spite of repeated instructions, vehicles which have been collected in damaged vehicle Parks as a result of recovery operations or turned in by units with a definite transfer of accountancy charge are frequently left with their Tyres mounted on them for a considerable time. Alternatively the Tyres are sometimes removed but kept in provisional storing places not suitable for the best protection of the Tyres and from which their existence in not reported.

2. It is therefore laid down that:
a) In the territory of each of the Military H.Q.s, who receive this letter, one single tyre depot will be set up, under the control of the H.Q.s themselves, and run by the largest Motorisation Unit in the Area (Autieri Groups etc).-
b) The tyres will be removed from all vehicles concentrated in damaged vehicle Parks as a result of recovery or turning in by units of vehicles with definite transfer of accountancy charge in anticipation of demolition or large repairs.-
c) Such tyres will be classified and stored under three different headings: serviceable, repairable (by ordinary vulcanising or by technical process re-treading), useless (scrap).-
d) The tyres in the first two categories will be sent to the Territorial Tyre Depot, who will include them in the periodical stock reports which have been laid down.-
e) The tyres of the third category will, after the necessary formal procedure, be dealt with as scrap.-
f) The tyre outer covers which are in need of ordinary vulcanisation will be repaired as soon as possible, whereas those that require re-treading will be sent monthly to 8 REPAIR AND RECOVERY CENTRE Rome, with a copy of the types and sizes despatched to this Ministry. Those Tyres which need to be reconstructed and are at the moment in store will be sent in the first despatch, which will take place as quickly as possible.-

3. All serviceable tyres which will be collected under these arrangements in the respective Tyre Depots will be subject to allotment by this Ministry. Therefore authority must be asked for from this Ministry, even for replacing tyres on repaired vehicles. 3235
For the moving of vehicles to be repaired at military or civilian workshops, the Tyres required may be employed temporarily without any permit from this Ministry. Care will be taken, however to use those least efficient, and the tyres will be returned to store after the journey.-

4. Bearing in mind all the above, it is obvious that

Declassified E.O. 12356 Section 3.3/NND No. 785080

trol of the H.Q.s themselves, and run by the largest Motorisation Unit in the Area (Autieri Groups etc).-

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4. Bearing in mind all the above, it is obvious that no vehicle in a damaged vehicle park will be able to keep it's tyres of any description and that no justification will be acceptable from personnel in charge of such parks, in the case of any breach of these orders being established.-

5. Will you please acknowledge this and assure that the above orders have been carried out by 31 Dec. 44.-

(Signed) ALIBERTI, Gen. for
THE MINISTER.

Rec'd
1700
DEC 15 '44
E.

Declassified E.O. 12356 Section 3.3/NND No. 785020

SUBJECT: M.T. Vehicles of ITALIAN ARMY.

Military Mission to Italian Army.
MM/5/1
29 Jan 44

AFHQ Adv. Adm Echelon.
Hq. ACSF - ref para 3 (d)

Comdg General PBS)
Hq; No. 2 District.) for information.
Hq; No. 3 District.)

1. I forward at Appendix 'A' extracts from a report MM/1 of 27 Jan addressed to D.D.M.T. AFHQ Adv Adm Echelon. The report disclosed that of the 8341 trucks on strength of Italian Army in Italy on 7 Jan only about 400 are estimated to be serviceable. The remainder are not worth repair on Allied standards but can be kept going in steadily reducing numbers by cannibalisation.

2. It is noteworthy that this figure of 400 corresponds closely to the 450 vehicles on strength of the Italian Motorised Group operating with Fifth Army ; on whose maintenance Comdg Gen PBS commented in his 451.01 of 31 Dec , reproduced at Appendix 'B'.

3. In view of the serious situation disclosed, I recommend the following policy in the order of priority stated:-

(a) That the Italian Army be allotted sufficient Allied vehicles to carry out the food distribution responsibilities laid down in AFHQ letter No. AG 400 -1 (Italy) GDI -AGM of 9 Jan.
(b) That Allied vehicles sufficient for food, water technical equipment and minimum supervision be allotted to all Italian units ,(except DAFINC Motorised Gp), now employed by Allies in both Combat Zone and L of C areas.
(c) The case for all Italian units due to be formed for Allied purposes under Hq. ACSF 1605/50/4/1/ GDI of 24 Jan.
(d) The DAFINC Motorised Group is due to be expanded to a combat division of strength 17,000. When this is done it is recommended that it be organised on the establishment of a normal Infantry division which is shown in Handbook of the Italian Army 1943 at 363 MT vehicles.

4. I will forward later estimated requirements for 3(a), 3 (b), and 3 (c) above.

30.

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The remainder are not worth repair on Allied standards but can be kept going in steadily reducing numbers by cannibalisation.

2. It is noteworthy that this figure of 400 corresponds closely to the 450 vehicles on strength of the Italian Motorised Group operating with Fifth Army : on whose maintenance Gendg Gen PBS commented in his 451.01 of 31 Dec , reproduced at Appendix 'B'.

3. In view of the serious situation disclosed, I recommend the following policy in the order of priority stated:-

(a) That the Italian Army be allotted sufficient Allied vehicles to carry out the food distribution responsibilities laid down in AFHQ letter No. AG 400 -1 (Italy) GBS -ADM of 9 Jan.
(b) That Allied vehicles sufficient for food, water technical equipment and minimum supervision be allotted to all Italian units ,(except DAPINO Motorised Gp), now employed by Allies in both Combat Zone and L of C areas.
(c) The same for all Italian units due to be formed for Allied purposes under HQ. AGWF 1605/00/4/1/ GD1 of 24 Jan.
(d) The DAPINO Motorised Group is due to be expanded to a combat division of strength 12,000. When this is done it is recommended that it be organised on the establishment of a normal infantry division which is shown in Handbook of the Italian Army ,1945 at 363 MT vehicles.

4. I will forward later estimated requirements for 3(a), 3 (b), and 3 (c) above.

3234

TVS.

Brig.
Gend.

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Extracts from Rep/1 of 17 Jan Appendix 'A'

5. Working up these # figures to the AT vehicle state as at 7 Jan 44 the following table shows clearly the position.

Actual Nos. (corrected since 1st Jan)		Remarks as to mileage applies.	English standard of repairs if any.
A 116	Vehicles used up to 10,000 miles		1st Line.
B 282	" " 10,000 to 15,000 "		2nd; to rd Line.
C(1 117	" " 15,000 to 20,000 "		4th. - Base.
C(2 176	" " 20,000 up & needing spares.		" "
(3 326	Vehicles should be scrapped.		" "
921			

M/Cs fair 40% Scrap 16% Repairable 20%

6. Considering these estimated figures and remarks of mileage and condition it will be seen that very few vehicles are really roadworthy and of the remainder it does not appear reasonable to think of a repair programme in view of the spares situation.

7. Spare parts.

Present stock available is totally inadequate to meet requirements as above and breaking down for spares is being resorted to as far as possible, and it is to be expected that only very few parts would be available in view of the large mileage of most of the vehicles available for this breaking down. There is NO factory supply as all the main producers are in the North of ITALY. Manufacture of small part is very small with the plant available, but ball races, pistons, clutch and brake linings, electrical parts etc cannot be manufactured in these parts. Estimated quantity of assorted spares in stock at present is about 10 - 15 tons only, including heavy parts such as cylinder heads and blocks radiators etc.

9. Tyres.

The position of these is identical to that of spares, tyres and spares having been in the same stores as mentioned.

11. Workshops.

The Italians have endeavoured to put small services into operation at the following places, but without much success:-

2 Autieri Regt Workshops, only small shop, but all useful plant moved to [illegible] at ROLETTO.

8. The final situation of the workshops to be built and operated on the one side of the Peninsula, and more practical when the 1st Line Div transport moves to that area and at [illegible] to be available on the other side of the Peninsula.

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6. Considering these estimated figures and remarks of mileage and condition it will be seen that very few vehicles are really roadworthy and of the remainder it does not appear reasonable to think of a repair programme in view of the spares situation.

7. Spare parts.
Present stock available is totally inadequate to meet requirements as above and breaking down for spares is being resorted to as far as possible, but it is to be expected that only worn parts would be available in view of the large mileage of most of the vehicles available for this breaking down. There is no factory supply as all the main producers are in the North of Italy. Manufacture of small parts is very small with the plant available, but ballraces, pistons, clutch and brake linings, electrical parts etc cannot be manufactured in these parts. Estimated quantity of assorted spares in stock at present is about 10 - 15 tons only, including heavy parts such as cylinder heads and blocks; radiators etc.

9. Tyres.
The position of these is identical to that of spares, tyres and spares having been in the same stores as mentioned.

11. Workshops.
The Italians have endeavoured to put small services into operation at the following places, but without much success:-
2 Autieri Regt Workshops, only small shop, but all useful plant moved to [illegible] at MOLFETTA.

14. The final situation of the workshops to be held and [illegible] on the one side of the mainland, and more THEREBY when the Italian Government moves to that area and HQ AMF to SALERNO on the other side of the mainland.

19. On the other hand any useful plant and workshops seem to have been taken from them by the Allies. See enclosed letter dated 21 Jun from the Italian Ministry of War, ref the 10 Autieri Regt HQ's.

3233

TV.

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Annex 'B'

Translation.

45.Cl Recd
31 Dec 43.

From: Commando Sol F S

To : General Antonio Basso, Cdo .FF.AA della CAPITAL.

1. Repeated requests have been made to you to supply vehs to replace battle losses in 1st Sub Sp also tyres and spare parts for the upkeep of these vehs. To date no vehs and very few spares have been furnished.

2. 1st Sub Sp cannot operate successfully without the necessary support of Italian supply organisations. It is essential that immediate and active steps be taken to obtain the vehs previously requested, as well as a reasonable stock of spare parts and tyres for Italian units in service with the 5th Army and F S S.

3. On a request by your L.O. Lt Col GRILLI, the necessary documents were given to Lt Col TRAINOR of the 5th Subsistence to enable him to collect vehs, spare parts and tyres which were to the credit of civilians. It seems that after several weeks Lt. Col. TRAINOR and his unit produced almost negative results and so far as we know not a single vehicle has been supplied to 1st Sub Sp.

4. This situation must be corrected immediately otherwise we shall have to inform 5th Army that FF.AA Rs, CAPITAL is not capable of supporting the Sub Sp in battle.

An early reply indicating the measures you intend to take to solve this essential rotary situation will be appreciated.

(sgd) [illegible]

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Subject :- Report - M.T. and Wksp Org. - Italian Army.

To :- DDMS. HQ. ACSF. (Adm Sch). 9 March 1944.

1. Examination and study of the Workshop facilities, Transport and tradesman personnel, reveals complete chaos. - no Workshops - few spares - no maintenance of vehicles - in fact no organisation at all to use the small amount of equipment, men etc. Men and vehicles dotted about all over the place in various conditions.

2. In view of this situation I felt that the only thing to do was to collect it together and use it to get the Italian army transport supported, to teach maintenance to them, and, in view of the eventual use of Allied vehicles by Italians, to put in some organisation to take care of these vehicles.

3. Therefore I have discussed and arranged the following with the Director of Motorisation, General [redacted]:-

(i) Regular maintenance on British lines will be instituted.

(ii) Workshops are being formed at [redacted], BARI, NAPLES, CATANZARO and possibly [redacted].

(iii) Available equipment and personnel are being sent to these shops which will carry out repairs up to 2nd line.

(iv) Vehicles repaired will be put into a pool, as far as possible, for equipment of Italian units being formed.

(v) With the ruling that :- "British vehicles used by Italian units will be repaired and maintained by Italian organisation up to 2nd line" - these workshops will be used for this work.

(vi) As progress is made the workshops will be able to carry out repairs of Allied vehicles in their area.

(vii) These workshops will be developed as far as possible and really be the centres of "REME in the Italian Army".

(viii) Already in the province of CALABRIA most services are Italian and this is progressing as more provinces are handed over.

(ix) It is thought that it will be useful to bring over some tradesmen from SARDINIA to workshops here.

(x) Personnel available on Mainland approx. 400.

(xi) Personnel available on SARDINIA approx. 965 ?

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care of these vehicles.

3. Therefore I have discussed and arranged the following with the Director of Motorisation, General [redacted]:-

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(ix) It is thought that it will be useful to bring over some tradesmen from SARDINIA to workshops here.

(x) Personnel available on Mainland approx. 400.

(xi) Personnel available on SARDINIA approx. 965. ?

(xii) Total technical Officers - 14. ?

3232

(xiii) SARDINIA could produce about 1600 serviceable vehicles.

(xiv) Mainland only about 400.

(xv) Total possible vehicles - 2,200 mostly load carriers.

(xvi) If assistance is given to me to push on this organisation I am sure that it will be able to relaive and reduce the British responsibility for transport and workshop facilities. They will grow more accustomed to British vehicles as Italian vehicles drop out after their useful mileage has been used up and are replaced by British vehicles.

/(xvii) It is pointed out.....

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(xvii) It is pointed out that there are not any surplus personnel or vehicles yet and if the organisation is used and operated by the Italians with British control it would be a great asset to [redacted].

DAGHE. Major.
Army Sub Commission.

/rag

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Declassified E.O. 12356 Section 3.3/NND No. 785020

3231

Report on Visits by Major C A HALL DADME MMIA.

1. Visit to 32 Veh Coy Monopoli

Serial 1204 for release of 80 4x2 3 tonners.
Visited 32 Veh Coy Monopoli. CO away interviewed Capt Salmon. Vehicles not availablr immediately but as serial 1205 and 1227 were cancelled on 16th. Serial 1204 is now first priority. To assist us delivery can be made from 5 Park Foggia. Will we please keep in touch with the Veh Coy to arrange collection as the vehs become available in small quantities. They have agreed that nothing less than class 2 will be issued and they should all be running in view of the fact that they can be collected for a forward veh park.

Serial 1308 Ambulances.
32 Veh Coy have no knowledge.
Remark: 32 Veh Coy are now handling the whole of the vehicle distribution for the mainland.
Italian drivers at Coy----writing us on this point.

Visit to 1001 Coy

1001 Coy Visited Coy at PALO del COLLE. Interviewed Capt EDWARDS and inspected vehicles and vehicle records.

Vehs originally issued to Coy.

	CLASSES				
VEHICLES	2	3	4	5	
Austins	1	3	3	2	9
Bedford	4	19	14	2	39
Chev	2	7	4		13
Commet	0	2	1	0	3
Dodge	4	7	1	0	12
Ford 20 Six cyl	4	29	12	2	47
GMC 5 ton			3		3
				Total 3 ton	126
				4x2	
15 cwts	6	2		Total 15 cwts	8
M/Cs BSA		8		2	
				Total M/Cs	10

V.O.R. at date 16th 5 o p.m. 77

Of the total of 126 vehicles, 111 are in immediate need of new engines and various other work bringing them into a REME responsibility. Therefore the DDME 2 Dis Col CAREY was interviewed on the position with the following result:

Six vehs at a time to 607 L of C w/shop at CAPURSO. 12 in hand at present, one already B.L.R.

20 vehs a week to 606 L of C w/shop at TRANI to commence Tuesday 21st.

Vehs will be treated in normal manner and repaired and reconditioned including new assemblies at these shops, and if beyond local resources will be B.L.R. and evacuated.

NOTE: (At the present time repairs to any 4x2 vehicle is NOT permitted in 3rd or 4th line shops. 606 and 607 L of C shops are 2nd line.)

Declassified E.O. 12356 Section 3.3/NND No. 785020

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NOTE: (At the present time repairs to any 4x2 vehicle is NOT permitted in 3rd or 4th line shops. 606 and 607 L of C shops are 2nd line.)

Capt EDWARDS informed of the facilities.

Coy at present has temporary cadre of:

2 officers non technical.

8 O R's technical.

3230

One workshop lorry and one Stores lorry EMPTY. Workshop tools satisfactory. Vehicle tools bad. e.g. No grease guns etc. It is pointed out that in view of the difficult position of shortage of engines, spares and tools a date of completionof the Coy cannot be estimated.

Visited Lt Col HOGEN A.D.S.T. 2 Dis and advised him of the position up to date. Lt Col Hagen told us of a compensation with FLAMBO at 16.30 16th to the effect that a full British Cadre is to be supplied and all u/s vehicles were to be replaced. Confirmation not yet to hand.

(over)

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Driving Scho 1 being formed at PALIGNANO for temporary operation. G.S.D. to inform THRUPP ref posting of necessary Italian personnel of next G.K. Coy so that workshop personnel can have experience in an R.A.S.C. workshop.

Declassified E.O. 12356 Section 3.3/NND No. 785020

SUBJECT:- Moves of ~~ops~~ and MT from SARDINIA

Army Sub Commission A.C.C.
Main H.Q. (SUSA)
LECCE (LECCE)
SB/14/9
19 Mar 44

A.A.I. (Admech)

Copy to: HQ A.A.I.
Army Sub Commission (A.C.C.) SARDINIA
MEDIALO A.A.I. (Admech)
D.A.D.M.E. Main A.S.C. (LECCE)

1. The Italian General Staff state that whereas there are only 5 Light Mobile Wksps on the mainland there are at least 28 in SARDINIA. They request that 6, complete with personnel and equipment, be brought over when shipping is available.

2. They also request that 25 lorries be transferred from SARDINIA to the mainland for the use of General BASSO's HQ in CAMPANIA which is experiencing great difficulty in distributing supplies etc.

3. DADME Army Sub Commission who has just returned from SARDINIA states that there are over 50 Light Mobile Wksps in SARDINIA, not all complete in personnel and equipment. He recommends that 25 of them be completed to the scale of 3 vehs and 12 men and brought to the mainland for the use of the Allies as well as the Italian Army. In his opinion these could be spared in addition to the two Wksp Coys which are now included at Serial 1071A in the A.A.I. programme. A copy of this report is in the hands of DADME A.A.I. (Adm Ech).

4. Ref para 2 above it is recommended that as many vehicles as possible be brought over when shipping is available.

5. This matter is considered of importance although it is known that any decision depends entirely on the availability of ships, and that there are already many vehicles awaiting shipment belonging to units which have already been or will be shipped, including the MMMBC Div.

Malfuchanan Dunlop Lt Col

for Brigadier,
Army Sub Comm A.C.C.

ABC

Declassified E.O. 12356 Section 3.3/NND No. 785080

experiencing great difficulty in distributing supplies etc.

3. DABME Army Sub Commission who has returned from SARDINIA states that there are over 50 Light Mobile Wksps in SARDINIA, not all complete in personnel and equipment. He recommends that 25 of them be completed to the scale of 3 vehs and 12 men and brought to the mainland for the use of the Allies as well as the Italian Army. In his opinion these could be spared in addition to the two Wksp Coys which are now included at Serial 1071A in the A.A.I. programme. A copy of this report is in the hands of DDME A.A.I. (Adm Sch).

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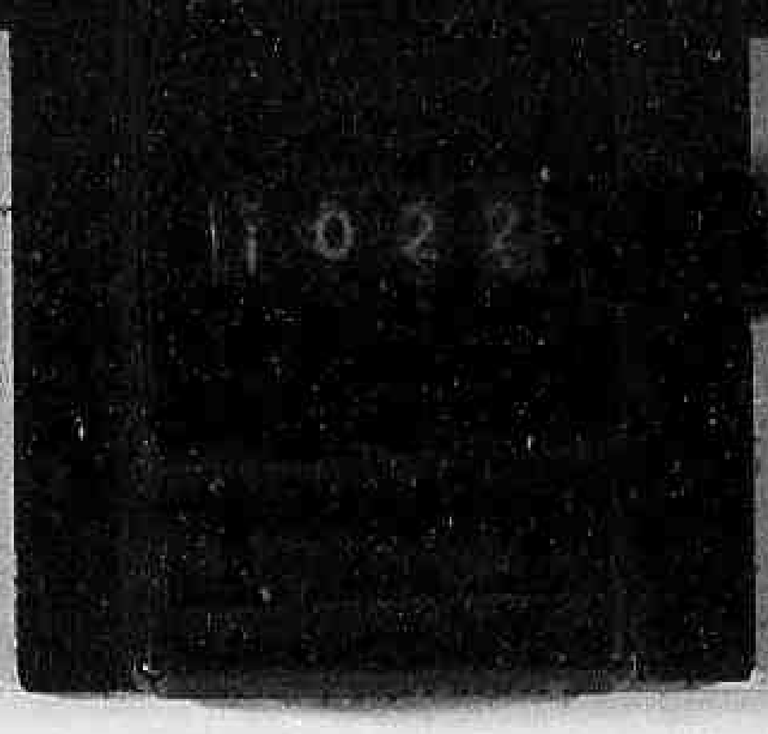
Brigadier,
Army Sub Comm A.C.C.

ABC

3229

Declassified E.O. 12356 Section 3.3/NND No. 785020



Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- Autoofficine Leggere arrived from Sardinia.

ST/1022/M

10 Dec. 44

Land Forces Sub Comm A.C. (MMIA)
ROME
Tel: 489081 EXT 526

To:- S.M.R.R. Ufficio Automobilismo

Copy to: L.C. Land Forces Sub Comm A.C.(MMIA)
Naples.
Direz. Gen. della Motorizzazione
Ministry of War.
DADSE MMIA c/o Land Forces Sub Comm A.C.
Sardinia.

1. An Autoofficine Leggere has lately arrived in Naples from Sardinia (being the replacement for 100 Autoofficine Leggere sent from Rome to 210 Division).

2. M.M.I.A. LO. Naples has requested that for the present this Autoofficine Leggera should be established in Fuorigrotta Park to service the vehicles arriving from Sardinia.-

3. This HQ approves the request (it is considered vehicles of Autodrappello Ministero Guerra needing attention can for the present be dealt with either at S Centre or under Sezione Lavori Esterni arrangements).-

4. Please therefore issue orders for the Autoofficine Leggera which has arrived in Naples from Sardinia to be assigned to 10 Autieri for work in Fuorigrotta Park under supervision of MMIA LO. Naples.-

for (O.C. PATTISON)
Major R.A.O.C.
for Lt.Col
ADST, Land Forces Sub Comm A.C.(MMIA).

3228

OCP/eg.

Copy : ST/1041.

To:- Brigadier BROADHURST.

5 January '44.

BRIEF REPORT ON ABOUT 10 DAY INVESTIGATION OF THE ITALIAN ARMY ON THE FOLLOWING POINTS:-

(a) Workshop Facilities.

(b) State of Transport.

(c) Potential for REME Tradesmen.

I have visited the MINISTERO GUERRA and the STATO MAGGIORE R ESERCITO and Talked with General PERDICCHI, Director General of the DIREZIONE DI MOTOREGGAGIONE, Lt.Col RAMPA 2nd i/c and Lt.Col QUEICIO, Director of the personnel branch.

It is clear from these talks, the Italians do not know the present position or quantity of any of the items, a, b, or c. They express grave doubts of any useful workshops being in existence, the transport is in great need of tyres and spares but it is not known in full detail exactly what is lacking over these items or what is available. The position of specialist tradesmen is the same.

On further discussion it was agreed that it would be necessary to know the total quantity and details of each item a, b, c and General PERDICCHI has undertaken to get out a full return on these points starting with Specialist personnel and spare parts each item in full detail.

X The state of Transport is rather more difficult as it is varying from day to day but from my own enquiries I should estimate there are about 300 off the road for either tyres or spare parts in MESSAGNE and BARI alone.

I have visited workshops at MESSAGNE, BARI and POTENZA. The first two named are very small; the third is also small and now occupied by the British. Facilities and personnel available in these shops would hardly make one English Lt. Repair Section.

I am going further into these points and will be reporting again later.

Y During conversations, the General appears most anxious to get their Transport etc into order: and he is already working on a scheme for training of Tradesmen to this end. A full report and general proposals are being prepared by him and it is hoped it will be in our hands next week.

C.A.Hall - major

Copy to:- Brigadier DUCHESNE.

3227

Declassified E.O. 12356 Section 3.3/NND No. 785020

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C.A. Hull Major

3227

Copy to:- Brigadier DUCHESNE.

DA DME.

1. The latest state of the ITALIAN ARMY shows { 847 lorries over 3 tons; 855 .. between 1-3 tons; 361 staff cars.
2. Ref X & Y above (a) how many of above are off the road?
   (b) for what reasons?
   (c) how long will it take to repair them?
   (d) And what measures are necessary to do so?
3. I want a written report on these lines. Pl come & talk about it.

9/1

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SECRET PRIORITY 27 1900

SIGNED SAC CITE FHGCT

TO FOR ACTION ALLIED GARRISON SARDINIA FOR SIMMONS INFORMATION PENSOUTH

FOR MMIA LO

FX 75031

CONFIRMING MMIA SD 1998 DATED 24 DECEMBER.

SHIP EARLIEST 1 OFFICER 50 OTHER RANKS FROM SARDINIA WORKSHOPS TO NAPLES FOR ONWARD MOVEMENT TERNI WORKSHOPS IN SERIAL 204 A ON LIST 7.

RESCRIPT 30 DECEMBER 44 /rrc

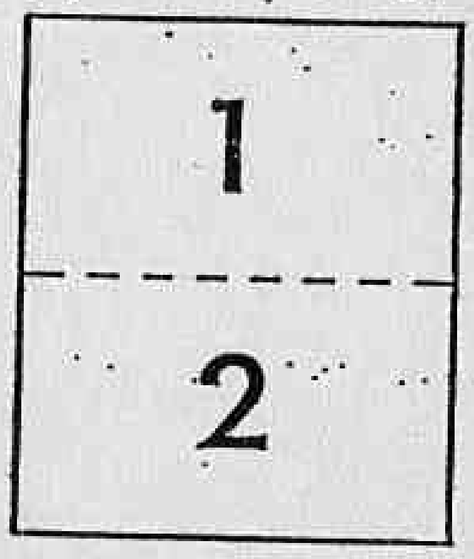
COPY TO MAJOR HALL

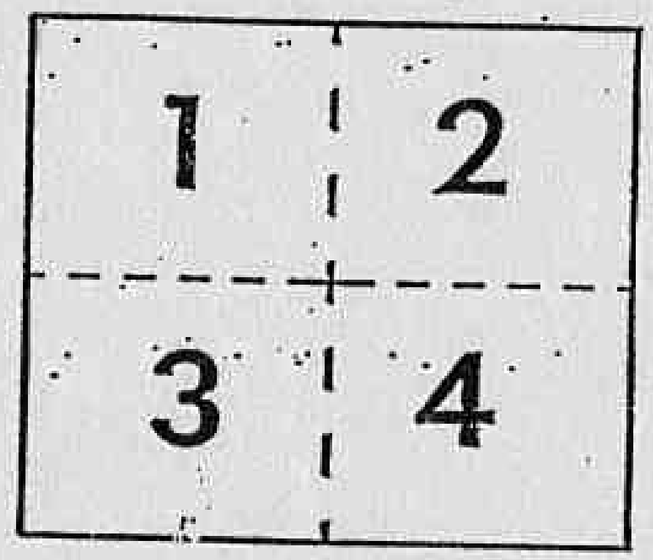
get and confirm on this

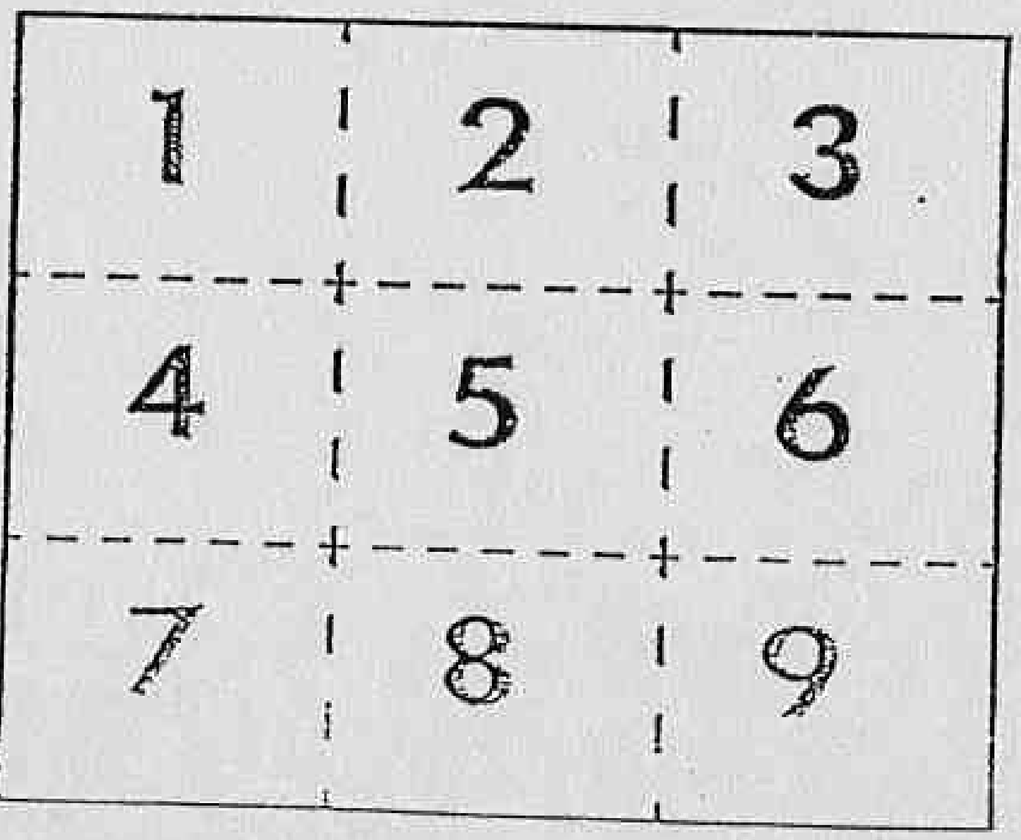
Declassified E.O. 12356 Section 3.3/NND No. 785020

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

SEE DIAGRAMS BELOW.







Declassified E.O. 12356 Section 3.3/NND No. 785020

Alleg.n.2 al foglio A

COMANDO XXXI CORPO D'ARMATA
Ufficio Automobilistico-2ª Sez.

AUTOMEZZI ABBISOGNEVOLI DI PICCOLE RIPARAZIONI E GOMME :

N° ord.	Tipo automezzo	N° targa RE.	Dimensioni coperture e camere d'aria	Quantità occorrenti		Ente di appartenenza	Elenco delle parti mecc per la messa in efficie
				coperture	camere d'aria		
1	Alfa Romeo 800	98756				Div."Mantova"	Biella compressore aria.
2	" " "	98755				" "	Gruppo valvole di sicurez
3	Fiat 626/B	160796				" "	Frizione.
4	" "	160781				" "	Pompa A.C.
5	Trattore Spa37	136916				" "	Frizione
6	Spa Dovunque	131171				" "	Pistone servofreno.
7	Fiat 626/B	160383				" "	Coperchio spinterogeno.
8	" "	160760				" "	Pompa A.C.
9	" "	150677				" "	Sincronizzatore cambio ve
10	Fiat 626/N	80713				" "	Pompa A.C.
11	OM 3/BOD	80702	205 x 720,5	4(1)		" "	Smerigliatura valvole.
12	" "	80695	" "	4(1)		" "	Revisione freni e sterzo.
13	Fiat 18/BL	017541				211ª Divisione	Sostituzione magnete e ri
14	" "	017542				" "	Riparazione carter,alimen
15	Fiat 618	030277				" "	Raddriz.longheroni,parafa
16	Spa L/39	123176				" "	n.4 candele di accensione
17	Fiat 621	012852				" "	Membrana pompa A.C.- forc
18	" "	049075				" "	Rip.carrozzeria,freni,ste
19	Fiat 1100	38282				" "	n.4 candele accensione.
20	Fiat 1100	36499				" "	Corona differenziale.
21	Fiat 618	00113				" "	Magnete e bicchiere.
22	" " Cs	51065				" "	Sost.bobina-ripar.serbato
23	Bianchi Miles	117216				" "	Pompa A.C.-motorino avvia
24	Fiat 508 Cs	35320	4.40 x 19	5	5	212ª Divisione	Cinghia ventilatore-giunt smerigliatura valvole-rev
25	" "	38407	6.00 x 16	2	2	" "	Un semiasse-un tamburo po
26	Isotta F. D/70	014045	34 x 7	=	2	" "	Pompa olio per freni.
27	" "	043349	" "	=	1	" "	Pompa freni-guarniz.testa
28	Bianchi Miles	117134	" "	=	1	" "	Pistoncini pompa inizion
29	Bianchi Med.	017305	" "	=	2	" "	Rev.carrozzeria-pompa fre
30	Alfa Romeo 500	036769	" "	=	1	" "	n.6 pistoncini pompa inie
31	Fiat 1100	44088	5.00 x 18	4	4	Com.Artiglieria	Ferodo per freni-dinamo.
32	Fiat 634	06329	42 x 9	5	5	" 31° A.A.	Pompa iniezione-n.3 iniet
33	Fiat 626	018644	34 x 7	4	=	" "	Riparazione messa in moto
34	Fiat 666	100580	270 x 20	2	2	" "	Pompa A.C.-rev.impianto e
35	Alfa Romeo 500	018694	34 x 7	1	=	" "	Rev.freni e scatola diffe

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Alleg.n.2 al foglio AU/1574 del 13/2/1944

COMANDO XXXI CORPO D'ARMATA
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I ABBISOGNEVOLI DI PICCOLE RIPARAZIONI E GOMME :

Dimensioni coperture e camere d'aria	Quantità accorrenti: coperture	Quantità accorrenti: camere d'aria	Ente di appartenenza	Elenco delle parti meccaniche occorrenti per la messa in efficienza.
			Div."Mantova"	Biella compressore aria.
			" "	Gruppo valvole di sicurezza aria compressa.
			" "	Frizione.
			" "	Pompa A.C.
			" "	Frizione
			" "	Pistone servofreno.
			" "	Coperchio spinterogeno.
			" "	Pompa A.C.
			" "	Sincronizzatore cambio velocità.
			" "	Pompa A.C.
205 x 720,5	4(1)		" "	Smerigliatura valvole. (1) Semipneumatici
" "	4(1)		" "	Revisione freni e sterzo.
			211^ Divisione	Sostituzione magnete e riparazione alimentatore.
			" "	Riparazione carter,alimentatore,impianto elettr.
			" "	Raddriz.longheroni,parafanghi-Rev.freni-sos[illegible]ari.
			" "	n.4 candele di accensione.
			" "	Membrana pompa A.C.- forcella per frizione.
			" "	Rip.carrozzeria,freni,sterzo,imp.elettr.,accumolato
			" "	n.4 candele accensione. ri.
			" "	Corona differenziale.
			" "	Magnete e bicchiere.
			" "	Sost.bobina-ripar.serbatoio,carburatore,batterie-can
			" "	Pompa A.C.-motorino avviamento. dele
4.40 x 19	5	5	212^ Divisione	Cinghia ventilatore-giunto elastico-ammortizzatori-
				smerigliatura valvole-revisione sterzo.
6.00 x 16	2	2	" "	Un semiasse-un tamburo post.-revisdone sterzo.
34 x 7	=	2	" "	Pompa olio per freni.
" "	=	1	" "	Pompa freni-guarniz.testata-frizione-olio freni.
" "	=	1	" "	Pistoncini pompa iniezione-ingranaggio cambio(retrom
" "	=	2	" "	Rev.carrozzeria-pompa freni-olio freni. marcia)
" "	=	1	" "	n.6 pistoncini pompa iniezione-n.6 spruzzatori per
5.00 x 18	4	4	Com.Artiglieria	Ferodo per freni-dinamo. (iniettori.
42 x 9	5	5	" 31° M.A.	Pompa iniezione-n.3 iniettori.
34 x 7	4	=	" "	Riparazione messa in moto.
270 x 20	2	2	" "	Pompa A.C.-rev.impianto elettrico.
34 x 7	1	=	" "	Rev.freni e scatola differenziale.

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30	Alfa Romeo 500	036769	" "	=	1	" "	n.6 pistoncini pompa ini
31	Fiat 1100	44088	5.00 x 18	4	4	Com.Artiglieria	Ferodo per freni-dinamo.
32	Fiat 634	06329	42 x 9	5	5	" 31° C.A.	Pompa iniezione-n.3 inie
33	Fiat 626	018644	34 x 7	4	=	" "	Riparazione messa in mot
34	Fiat 666	100580	270 x 20	2	2	" "	Pompa A.C.-rev.impianto
35	Alfa Romeo 500	018694	34 x 7	1	=	" "	Rev.freni e scatola diff
36	Bianchi Miles	82765				" "	Taratura pompa iniez.ed
37	Bianchi Med.	011681				" "	Rev.sterzo,impianto elet
38	Trattore P4	6047				" "	Revisione magnete.
39	" "	3439				" "	Revisione magnete.
40	" "	6044				" "	" "
41	" "	6079				" "	" "
42	Alfa Romeo 800	15382				" "	Pompa iniezione rotta-fil
43	OM Taurus	01713				" "	Interruttore di minima-fi
44	Fiat 1500	01582	5.50 x 15	5	5	" "	Saldatura longherone-giun
45	Fiat 626/N	107605				" "	Pompa aspirazione nafta r
46	Autocarrata Spa	17137				" "	Spazzola rotante del magn
47	Spa 38/R (37	135638				" "	Tubo raccordo benzina.
48	Alfa Romeo 800	151365				" "	Sostituzione tubo pompa i
49	Isotta F. D/80	75906				" "	revisione frizione.
50	Spa 38/R	136457	2.00 x 20	1	1	Com.Genio 31°C.A.	Rev.premistoppa,trasmissi
51	Fiat 18/BL	24046				" " "	Dinamo.
52	Fiat 621	026017				" " "	"
53	OM Taurus	87889				" " "	Rev.pompa acqua,radiatore
54	Trattore TL37	7539				" " "	Guarnizione testata motor
55	OM Ursus	97858				" " "	Calamita magnete.
56	Spa 38/R	136517	200 x 20	4	6	" " "	Guarnizione pistoncini se
57	OM Taurus	113699				" " "	Pompa A.C.-saldatura para
58	" "	113696	37 x 20	1	1	" " "	n.4 pistoncini freni-2 pi
59	Fiat 626/B	112684	210 x 20	1	1	" " "	mistoppa-1 manometro acqua
60	" "	160539	" "	1	1	" " "	4 pistoncini per freni co
61	" "	112641	" "	1	1	" " "	2 candele accensione.
62	Spa 38/R	68275		1	1	" " "	2 candele accensione.
63	Fiat 626/N	160537	210 x 20	1	1	" " "	Pompa acqua.
							Pompa acqua-disco frizione
							n.2 candele accensione.

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"	"	=	1	" "	n.6 pistoncini pompa iniezione-n.6 spruzzatori per
6.00	x 18	4	4	Com.Artiglieria	Ferodo per freni-dinamo. (iniettori.
42	x 9	5	5	" 31° C.A.	Pompa iniezione-n.3 iniettori.
34	x 7	4	=	" "	Riparazione messa in moto.
270	x 20	2	2	" "	Pompa A.C.-rev.impianto elettrico.
34	x 7	1	=	" "	Rev.freni e scatola differenziale.
				" "	Taratura pompa iniez.ed iniettore-rev.sterzo.
				" "	Rev.sterzo,impianto elettrico-rip.carrozzeria.
				" "	Revisione magnete.
				" "	Revisione magnete.
				" "	" "
				" "	" "
				" "	Pompa iniezione rotta-filtro nafta rotto.
				" "	Interruttore di minima-filtro olio.
6.50	x 15	5	5	" "	Saldatura longherone-giunto flessibile.
				" "	Pompa aspirazione nafta rotta.
				" "	Spazzola rotante del magnete.
				" "	Tubo raccordo benzina.
				" "	Sostituzione tubo pompa iniez.-smerigliatura valvole
					revisione frizione.
				" "	Rev.premistoppa,trasmissione,freni.
12.00	x 20	1	1	Com.Genio 31°C.A.	Dinamo.
				" " "	"
				" " "	Rev.pompa acqua,radiatore,impianto elettrico.
				" " "	Guarnizione testata motore.
				" " "	Calamita magnete.
				" " "	Guarnizione pistoncini servomotore.
200	x 20	4	6	" " "	Pompa A.C.-saldatura parafanghi-rip.carroz.e cabina
				" " "	n.4 pistoncini freni-2 pistoncini serra freni-1 pre-
					mistoppa-1 manometro acqua.
37	x 20	1	1	" " "	4 pistoncini per freni completi-2 candele accensione
210	x 20	1	1	" " "	2 candele accensione.
"	"	1	1	" " "	2 candele accensione.
"	"	1	1	" " "	Pompa acqua.
				" " "	Pompa acqua-disco frizione.
210	x 20	1	1	" " "	n.2 candele accensione.

(segue)

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84	Fiat 626/B	160551	210 x 20	7	7	179°	Autoreparto M.	"	Dinamo-cinghia ventilato
85	" "	160603	" "	2	2	"	"	"	Dinamo-cinghia ventilato
86	Alfa Romeo 500	027424	" "	2	1	"	"	"	Dinamo-pompa A.C.-gommin
87	Bianchi Miles	117072	" "	2	2	286°	Autoreparto P.		Calotta principale servo
88	" "	116388	" "	2	2	"	"	"	" "
89	" "	117001	" "	2	2	"	"	"	Calotta principale tenut
90	" "	106383	" "	2	2	"	"	"	Rev.pompa iniez.ed iniet
91	" "	116984	" "	1	1	"	"	"	" " " "
92	" "	106332	" "	3	3	"	"	"	" " " "
93	" "	117071	" "	2	2	"	"	"	Anello antifrizione-coma
94	" "	106397	" "	1	1	"	"	"	Rev.pompa iniez.ed iniet
95	" "	117002	" "	3	3	"	"	"	" " " "
96	Spa Dovunque	138296	32 x 6	3	3	294°	Autoreparto P.		Rev.cambio ed impianto el
97	" "	138302	" "	2	2	"	"	"	Compless.frizione-4 cande
98	Bianchi Miles	107028	210 x 20	2	2	"	"	"	" scatola differen
99	Fiat 626/N	111278	" "	2	3	"	"	"	Pompa A.C.-4 iniettori.
100	" "/B	156156	" "	1	1	"	"	"	" " -5 candele di a
101	" "	156144	" "	1	=	"	"	"	" " -" "
102	" "	155726	" "	2	2	"	"	"	" " -ferodi per fre
103	" "	114776	" "	=	2	"	"	"	" " "
104	Spa 38/R	135861				"	"	"	n.4 candele d'accensione.
105	Spa L/39	122133				"	"	"	" " " -"
106	Fiat 508/CM	43829	5.50 x 15	4	4	"	"	"	Cambio-frizione-giunto el
107	Lancia 3/RO	102404	270 x 20	4	5	"	"	"	Pompa iniezione completa.
108	Fiat 1100	37987	6.00 x 16	5	5	Autodrappello 31°			Bobina-spinterogeno.
109	Autobus Spa 25	10105				"	" C.A.		Rev.trasmissione.
110	Fiat 626/N	112024	210 x 20	6	6	108^	Comp.Motocicl		Rev.Sterzo,frizione,impia
									netto a sfere per dinamo.
111	Fiat 618	51804	6.00 x 20	2	2	III^	Comp.Chimica		Balestra anteriore.
112	Lancia RO	74870				"	" "		Guarnizione testata cilin
113	Fiat 626/B	150484	220 x 20	2	2	62^	O.M.P.		Scatola guida completa-ba
114	" "	160507	" "	1	1	"	"		n.2 batterie-2 lampad.bil
115	Fiat 18/BL	22152				Com.Artiglieria 3/it.			Magnete,dinamo.
116	Fiat 508	0334	130 x 40	4	4	Com.Genio 31°C.A.			Gruppo differenziale.
117	Spa 25 C.10	9420				"	" "		Frizione compl.-ferodo pe
118	Bianchi Miles	88822				"	" "		Ingr.diff.-ingr.marcia ri
119	Fiat 626/N	101465				"	" "		Batteria-pompa A.C.-4 fan
120	Fiat 666/N	85673	270 x 20	7	7	"	" "		Pompa iniezione-7 cerchio
121	Bianchi Med.	020437	" "	7	7	"	" "		Batterie-7 cerchioni per
122	Fiat 1100	38425				"	" "		Coppa ingr.diff.-carburat
123	Fiat 1100	01001				"	" "		Differenziale completo.
124	Borgward	109140				251°	Autoreparto P.		Gruppo tronco conico del

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210 x 20	7	7	179°Autoreparto M.	Dinamo-cinghia ventilatore-pompa alimentazione.
" "	2	2	" " "	Dinamo-cinghia ventilatore.
" "	2	1	" " "	Dinamo-pompa A.C.-gommini per pompa freni.
" "	2	2	286°Autoreparto P.	Calotta principale servofreno-pistonc.freni.
" "	2	2	" " "	" " " - " "
" "	2	2	" " "	Calotta principale tenuta servofreno.
" "	2	2	" " "	Rev.pompa iniez.ed iniett.-snodo cardano.
" "	1	1	" " "	" " " " -
" "	3	3	" " "	" " " " -
" "	2	2	" " "	Anello antifrizione-comando frizione.
" "	1	1	" " "	Rev.pompa iniez.ed iniett.-saldatura radiatore.
" "	3	3	" " "	" " " " .
32 x 6	3	3	294°Autoreparto P.	Rev.cambio ed impianto elettrico.
" "	2	2	" " "	Compless.frizione-4 candele accensione.
210 x 20	2	2	" " "	" scatola differenziale.
" "	2	3	" " "	Pompa A.C.-4 iniettori.
" "	1	1	" " "	" " -5 candele di accensione.
" "	1	=	" " "	" " -" " " .
" "	2	2	" " "	" " -ferodi per freni-rev.impianto elettrico.
" "	=	2	" " "	" " " " " " "
			" " "	n.4 candele d'accensione.
			" " "	" " " -un magnete.
5.50 x 15	4	4	" " "	Cambio-frizione-giunto elastico-4 candele accens.
270 x 20	4	5	" " "	Pompa iniezione completa.
6.00 x 16	5	5	Autodrappello 31°	Bobina-spinterogeno.
			" " C.A.	Rev.trasmissione.
210 x 20	6	6	108^Comp.Motocicl	Rev.Sterzo,frizione,impianto elettr.,spazzole e sci netto a sfere per dinamo.
6.00 x 20	2	2	III^Comp.Chimica	Balestra anteriore.
			" " "	Guarnizione testata cilindri.
210 x 20	2	2	62^ O.M.P.	Scatola guida completa-batteria accumolatori.
" "	1	1	" "	n.2 batterie-2 lampad.biluce-2 lamp.piccole-2 vetri
			Com.Artiglieria 3/	Magnete,dinamo. (fari.
130 x 40	4	4	Com.Genio 31°C.A.	Gruppo differenziale.
			" " "	Frizione compl.-ferodo per freni-2 candele accens.
			" " "	Ingr.diff.-ingr.marcia ridotta-dinamo-2 iniettori.
			" " "	Batteria-pompa A.C.-4 fanalini-1 fanale.
270 x 20	7	7	" " "	Pompa iniezione-7 cerchioni per ruote.
" "	7	7	" " "	Batterie-7 cerchioni per ruote-.
			" " "	Coppa ingr.diff.-carburatore Zenit.
			" " "	Differenziale completo.
			251°Autoreparto P.	Gruppo tronco conico del diff.-

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COMANDO XXXI CORPO D'ARMATA
Ufficio Automobilistico-2^Sez.

AUTOMEZZI ABBISOGNEVOLI DI PICCOLE RIPARAZIONI E GOMME :

N° ord	Tipo automezzo	N° targa RE.	Dimensioni coperture e camere d'aria	Quantità occorrenti		Ente di appartenenza	Elenco delle parti mecc per la messa in efficie
				coperture	camere d'aria		
64	Autocarretta OM 35	8427	7.00 x 20	3	3	Com.Genio 31°C.A.	Guarniz.tubo collettore e t
65	Lancia I.Z.	7815					zione,3 candele accensione,
66	Fiat 508	SM4278				Leg.Terr.CC.RR.	Sostituzione leva comando m
67	" "	SM3595	4.00 x 17	2	2	" " "	Smerigliatura valvole-rev.f
68	Fiat 508/CM	39207				" " "	Batteria accumolatori.
69	OM Taurus	153697				66°Autogruppo P.	Spinterogeno-batteria-cande
70	Fiat 626/B	160425	210 x 20	2	2	" " "	Pistoncino compressore aria
71	Fiat 626/B	160479	210 x 20	1	1	54°Autoreparto P.	Revisione impianto elettric
72	" "	160512	" "	2	2	" " "	Batteria non carica.
73	Lancia 3/RO	86018				" " "	Rev.impianto elettrico-pomp
74	Fiat 15 Ter.	12097				" " "	Pompa iniezione-revisione c
75	Spa 38/R	3816				" " "	Rev.dinamo,frizione,impiant
76	Fiat 626/B	118597	210 x 20	6	4	" " "	Candele accensione-rev.magn
77	" "	118612	" "	6	4	84°Autoreparto P.	Semiasse destro rotto.
78	" "	150361	" "	6	3	" " "	Cambio-pompa A.C.
79	" "	156087	" "	6	5	" " "	Pompa A.C.
80	" "	118605	" "	6	3	" " "	Rev.impianto elettrico.
81	" "	156015	" "	6	6	" " "	Pompa A.C.
82	Alfa Romeo 800	98916				" " "	Pompa A.C.-raccordi per fre
83	Fiat 508/CM	43985	5.00 x 18	5	4	" " "	Differenziale-pompa A.C.-ba
84	Fiat 626/B	160551	210 x 20	7	7	" " "	Batteria.
85	" "	160603	" "	2	2	179°Autoreparto M.	Dinamo-cinghia mentilatore-
86	Alfa Romeo 500	027424	" "	2	1	" " "	Dinamo-cinghia ventilatore.
87	Bianchi Miles	117072	" "	2	2	" " "	Dinamo-pompa A.C.-gommini p
88	" "	116388	" "	2	2	286°Autoreparto P.	Calotta principale servofre
89	" "	117001	" "	2	2	" " "	" " "
90	" "	106383	" "	2	2	" " "	Calotta principale tenuta s
91	" "	116984	" "	1	1	" " "	Rev.pompa iniez.ed iniett.-
92	" "	106332	" "	3	3	" " "	" " " " -
93	" "	117071	" "	2	2	" " "	" " " " -
94	" "	106397	" "	1	1	" " "	Anello antifrizione-comando
95	" "	117002	" "	3	3	" " "	Rev.pompa iniez.ed iniett.-
96	Spa Dovunque	138296	32 x 6	3	3	" " "	" " " " .
97	" "	138302	" "	2	2	294°Autoreparto P.	Rev.cambio ed impianto elet
						" " "	Compless.frizione-4 candele

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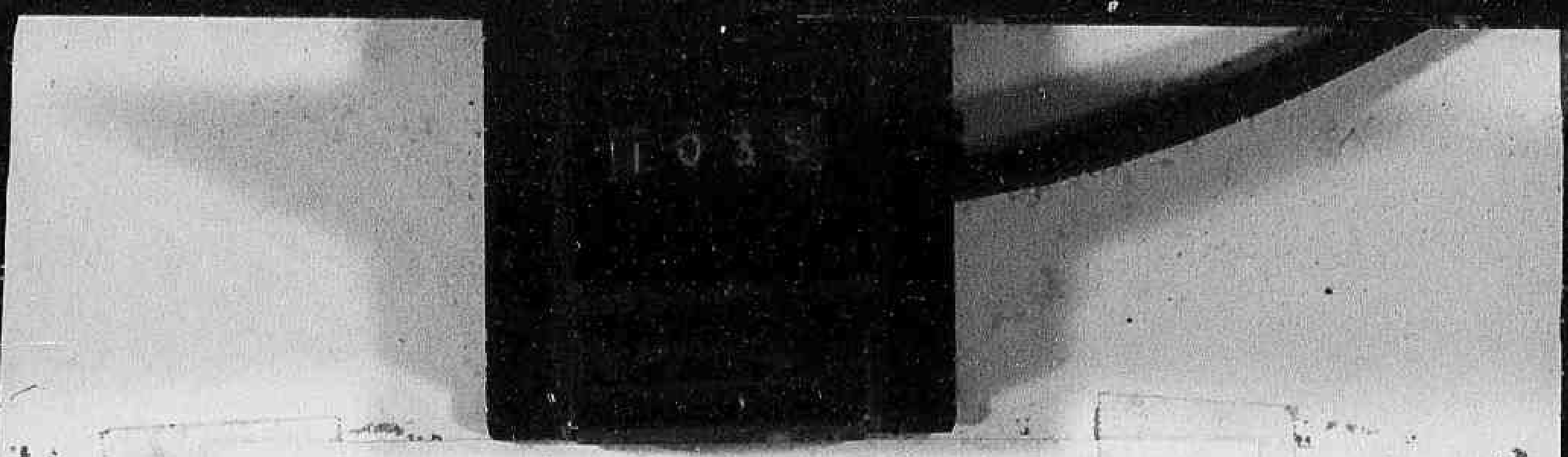
I ABBISOGNEVOLI DI PICCOLE RIPARAZIONI E GOMME :

Dimensioni coperture e camere d'aria	Quantità occorrenti: coperture	Quantità occorrenti: camere d'aria	Ente di appartenenza	Elenco delle parti meccaniche occorrenti per la messa in efficienza.
7.00 x 18	3	3	Com.Genio 31°C.A.	Guarniz.tubo collettore e tubo scarico,ferodi per frizione,3 candele accensione,catena albero distribuzio-
			Leg.Terr.CC.RR.	Sostituzione leva comando marce-rev.frizione,fremi(ne.
			" " "	Smerigliatura valvole-rev.freni,impianto elettrico.
4.00 x 17	2	2	" " "	Batteria accumolatori.
			66°Autogruppo P.	Spinterogeno-batteria-candele-giunto trasmissione.
			" " "	Pistoncino compressore aria-vetri-tubo freni.
210 x 20	2	2	54°Autoreparto P.	Revisione impianto elettrico.
210 x 20	1	1	" " "	Batteria non carica.
" "	2	2	" " "	Rev.impianto elettrico-pompa A.C.
			" " "	Pompa iniezione-revisione carrozzeria.
			" " "	Rev.dinamo,frizione,impianto elettrico.
			" " "	Candele accensione-rev.magnete e dinamo.
210 x 20	6	4	84°Autoreparto P.	Semiasse destro rotto.
" "	6	4	" " "	Cambio-pompa A.C.
" "	6	3	" " "	Pompa A.C.
" "	6	5	" " "	Rev.impianto elettrico.
" "	6	3	" " "	Pompa A.C.
" "	6	6	" " "	Pompa A.C.-raccordi per freni.
			" " "	Differenziale-pompa A.C.-balestre posteriori.
5.00 x 18	5	4	" " "	Batteria.
210 x 20	7	7	179°Autoreparto M.	Dinamo-cinghia ventilatore-pompa alimentazione.
" "	2	2	" " "	Dinamo-cinghia ventilatore.
" "	2	1	" " "	Dinamo-pompa A.C.-gommini per pompa freni.
" "	2	2	286°Autoreparto P.	Calotta principale servofreno-pistonc.freni.
" "	2	2	" " "	" " " - " "
" "	2	2	" " "	Calotta principale tenuta servofreno.
" "	2	2	" " "	Rev.pompa iniez.ed iniett.-snodo cardano.
" "	1	1	" " "	" " " " -
" "	3	3	" " "	" " " " -
" "	2	2	" " "	Anello antifrizione-comando frizione.
" "	1	1	" " "	Rev.pompa iniez.ed iniett.-saldatura radiatore.
" "	3	3	" " "	" " " " .
12 x 6	3	3	294°Autoreparto P.	Rev.cambio ed impianto elettrico.
" "	2	2	" " "	Compless.frizione-4 candele accensione.



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93	" "	117071	" "	2	2	" " "	Anello antifrizione-comando
94	" "	106397	" "	1	1	" " "	Rev.pompa iniez.ed iniett.-
95	" "	117002	" "	3	3	" " "	" " " " .
96	Spa Dovunque	138296	32 x 6	3	3	29¼°Autoreparto P.	Rev.cambio ed impianto elet
97	" "	138302	" "	2	2	" " "	Compless.frizione-4 candele
98	Bianchi Miles	107028	210 x 20	2	2	" " "	" scatola differenzi
99	Fiat 626/N	111278	" "	2	3	" " "	Pompa A.C.-4 iniettori.
100	" "/B	156156	" "	1	1	" " "	" " -5 candele di acc
101	" "	156144	" "	1	=	" " "	" " -" "
102	" "	155726	" "	2	2	" " "	" " -ferodi per freni
103	" "	114776	" "	=	2	" " "	" " " "
104	Spa 38/R	135861				" " "	n.4 candele d'accensione.
105	Spa L/39	122133				" " "	" " " -un
106	Fiat 508/CM	43829	5.50 x 15	4	4	" " "	Cambio-frizione-giunto elas
107	Lancia 3/RO	102404	270 x 20	4	5	" " "	Pompa iniezione completa.
108	Fiat 1100	37987	6.00 x 16	5	5	Autodrappello 31°	Bobina-spinterogeno.
109	Autobus Spa 25	10105				" " C.A.	Rev.trasmissione.
110	Fiat 626/N	112024	210 x 20	6	6	108^Comp.Motocicl	Rev.Sterzo,frizione,impianto
							netto a sfere per dinamo.
111	Fiat 618	51804	6.00 x 20	2	2	III^Comp.Chimica	Balestra anteriore.
112	Lancia RO	74870				" " "	Guarnizione testata cilindri
113	Fiat 626/B	150484	220 x 20	2	2	62^ O.M.P.	Scatola guida completa-batte
114	" "	160507	" "	1	1	" "	n.2 batterie-2 lampad.biluc
115	Fiat 18/BL	22152				Com.Artiglieria 3/te	Magnete,dinamo.
116	Fiat 508	0334	130 x 40	4	4	Com.Genio 31°C.A.	Gruppo differenziale.
117	Spa 25 C.10	9420				" " "	Frizione compl.-ferodo per f
118	Bianchi Miles	88822				" " "	Ingr.diff.-ingr.marcia ridot
119	Fiat 626/N	101465				" " "	Batteria-pompa A.C.-4 fanali
120	Fiat 666/N	85673	270 x 20	7	7	" " "	Pompa iniezione-7 cerchioni
121	Bianchi Med.	020437	" "	7	7	" " "	Batterie-7 cerchioni per ruo
122	Fiat 1100	38425				" " "	Coppa ingr.diff.-carburatore
123	Fiat 1100	01001				" " "	Differenziale completo.
124	Borgward	109140				251°Autoreparto P.	Gruppo tronco conico del dif

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"	"	2	2	" " "	Anello antifrizione-comando frizione.
"	"	1	1	" " "	Rev.pompa iniez.ed iniett.-saldatura radiatore.
"	"	3	3	" " "	" " " " .
32	x 6	3	3	294°Autoreparto P.	Rev.cambio ed impianto elettrico.
"	"	2	2	" " "	Compless.frizione-4 candele accensione.
210	x 20	2	2	" " "	" scatola differenziale.
"	"	2	3	" " "	Pompa A.C.-4 iniettori.
"	"	1	1	" " "	" " -5 candele di accensione.
"	"	1	=	" " "	" " -" " " .
"	"	2	2	" " "	" " -ferodi per freni-rev.impianto elettrico.
"	"	=	2	" " "	" " " " " " "
				" " "	n.4 candele d'accensione.
				" " "	" " " -un magnete.
5.50	x 15	4	4	" " "	Cambio-frizione-giunto elastico-4 candele accens.
270	x 20	4	5	" " "	Pompa iniezione completa.
6.00	x 16	5	5	Autodrappello 31°	Bobina-spinterogeno.
				" " C.A.	Rev.trasmissione.
210	x 20	6	6	108^Comp.Motocicl	Rev.Sterzo,frizione,impianto elettr.,spazzole e sci
					netto a sfere per dinamo.
6.00	x 20	2	2	III^Comp.Chimica	Balestra anteriore.
				" " "	Guarnizione testata cilindri.
270	x 20	2	2	62^ O.M.P.	Scatola guida completa-batteria accumolatori.
"	"	1	1	" "	n.2 batterie-2 lampad.biluce-2 lamp.piccole-2 vetri
				Com.Artiglieria 3/it.	Magnete,dinamo. (fari.
130	x 40	4	4	Com.Genio 31°C.A.	Gruppo differenziale.
				" " "	Frizione compl.-ferodo per freni-2 candele accens.
				" " "	Ingr.diff.-ingr.marcia ridotta-dinamo-2 iniettori.
				" " "	Batteria-pompa A.C.-4 fanalini-1 fanale.
270	x 20	7	7	" " "	Pompa iniezione-7 cerchioni per ruote.
"	"	7	7	" " "	Batterie-7 cerchioni per ruote-.
				" " "	Coppa ingr.diff.-carburatore Zenit.
				" " "	Differenziale completo.
				251°Autoreparto P.	Gruppo tronco conico del diff.-

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Alleg.n.1 al F.AU/1574
del 13/2/1944

COMANDO XXXI CORPO D'ARMATA
Ufficio Automobilistico-2^ Sez.

AUTOMEZZI IN BUONE CONDIZIONI ABBISOGNEVOLI DI GOMME

Nº ord.	Tipo automezzo	Nº targa RE.	Dimensioni coperture e camere d'aria	Quantità occorrenti		Ente di appartenenza	Note
				coperture	camere d'aria		
1	Autocarretta Spa L/39	132287	7.00 x 18	1	1	Div."Mantova"	
2	Autocarretta Spa L/39	122325	7.00 x 18	5	5	" "	
3	Fiat 508/CM	43825	5.00 x 18	5	5	" "	
4	Alfa Romeo 800	98763	10.50x 18	1	1	" "	
5	" " "	98757	10.50x 18	1	=	" "	
6	Lancia RO	76641	9.75 x 20	2(1	=	" "	(1) Semi-
7	Alfa Romeo 800	98762	10.50x 20	1	=	" "	pneumatici.
8	Bianchi Miles	117211	210 x 20	2	2	" "	
9	Fiat 626/B	118622	210 x 20	1	1	" "	
10	Fiat 632/N	030298	36 x 8	1	1	" "	
11	Fiat 508/CM	35019	450 x 19	=	1	" "	
12	OM Taurus	105258	7.50 x 19	3	3	" "	
13	Fiat 621/N	020399	32 x 6	1	1	" "	
14	" "	020539	32 x 6	1	=	" "	
15	Fiat 508/C	41304	5.00 x 15	5	5	" "	
16	Fiat 508/CM	43883	5.00 x 18	5	5	" "	
17	OM 3/BOD	80701	205x720,5	6(1)		" "	(1) Semi-
18	Lancia 3/RO	82448	225x720,5	6(1)		" "	pneumatici.
19	" "	84450	225x720,5	6(1)		" "	
20	Isotta F.D/80	81195	205x720,5	6(1)		" "	
21	" "	81560	205x720,5	6(1)		" "	
22	Fiat 18/BL	017150	36 x 6	1	2	211^ Divisione	
23	Autocarretta Spa L/39	00112	7.00 x 18	2	2	" "	
24	Spa 38	17934	200 x 20	7	7	" "	
25	Fiat 626/N	101463	210 x 20	7	7	" "	
26	OM 3/BOD	030476	38 x 9	7	7	" "	
27	Fiat 508/CM	38326	6.00 x 18	5	5	" "	
28	Citroen(vett.)	119032	14 x 45	3	3	" "	
29	Fiat 508	00104	4.00 x 16	5	5	" "	
30	Fiat 508/C	01019	5.00 x 15	3	3	212^ Divisione	
31	Fiat 508/C	00100	5.50 x 15	3	3	" "	
32	Fiat 508/C	40893	5.00 x 15	5	5	" "	
33	Fiat 1500	92519	5.50 x 15	5	5	" "	
34	Fiat 508/C	40665	5.25 x 15	5	5	" "	

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29	Fiat 508	00104	4.00 x 16	5	5	"	"
30	Fiat 508/C	01019	5.00 x 15	3	3	212ª Divisione	
31	Fiat 508/C	00100	5.50 x 15	3	3	"	"
32	Fiat 508/C	40893	5.00 x 15	5	5	"	"
33	Fiat 1500	92519	5.50 x 15	5	5	"	"
34	Fiat 508/C	40665	5.25 x 15	5	5	"	"
35	Fiat 508/CL	38422	6.00 x 16	4	4	"	"
36	Fiat 1500	04995	5.50 x 15	5	5	Com.Artiglieria 31°	
37	Lancia 3/RO	110904	170 x 20	4	5	"	" C.A.
38	" "	111122	170 x 20	1	1	"	"
39	" "	101915	170 x 20	1	1	"	"
40	" "	111168	170 x 20	1	1	"	"
41	" "	101933	170 x 20	1	1	"	"
42	" "	111118	170 x 20	1	1	"	"
43	OM Taurus	116786	7.50 x 20	1	1	"	"
44	Fiat 508/C	39878	5.00 x 18	4	4	Com.Genio 31° C.A.	
45	OM Taurus	113695	6.00 x 9	4	6	"	"
46	" "	113700	6.00 x 9	4	6	"	"
47	Fiat 626	160503	210 x 20	4	6	"	"
48	" "	156069	210 x 20	4	6	"	"
49	" "	118566	210 x 20	4	6	"	"
50	Fiat 508	43747	4.00 x 17	4	5	"	"
51	Fiat 626/BL	118683	210 x 20	1	1	"	"
52	" "	150718	210 x 20	1	1	"	"
53	Fiat 508	012075	140 x 40	4	4	Legione Terr.CC.RR.	
54	" "	SM.3606	4.00 x 17	2	2	"	" "
55	" "	SM.3625	4.00 x 17	5	4	"	" "
56	" "	SM.3611	4.00 x 17	5	5	"	" "
57	Fiat 626/BL	160537	210 x 20	1	1	54° Autoreparto P.	
58	" "	150718	" "	2	2	"	" "
59	" "	160539	" "	1	1	"	" "
60	" "	118517	" "	6	4	84° Autoreparto P.	
61	" "	118525	" "	6	4	"	" "
62	" "	118479	" "	6	4	"	" "
63	" "	118544	" "	6	4	"	" "
64	" "	118519	" "	6	5	"	" "
65	" "	118573	" "	6	5	"	" "
66	" "	118510	" "	2	2	"	" "
67	Fiat 1500	0167	5.50 x 15	6	3	"	" "
68	Fiat 626/N	97113	210 x 20	5	5	179° Autoreparto M.	
69	" "	97114	" "	7	5	"	" "
70	" "	97115	" "	7	5	"	" "
71	" "	97117	" "	7	5	"	" "
72	" "	97118	" "	7	5	"	" "
73	" 626/B	150748	" "	7	5	"	" "
74	" "	160503	" "	7	7	"	" "
75	" "	160589	" "	7	7	"	" "
76	Bianchi Miles	117113	" "	7	4	"	" "
77	Fiat 514	1244	4.75 x 18	2	2	"	" "
				5	2	"	" "

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63	"	"	118544	"	"	6	5	"	"	"
64	"	"	118519	"	"	6	5	"	"	"
65	"	"	118573	"	"	2	2	"	"	"
66	"	"	118510	"	"	6	3	"	"	"
67	Fiat	1500	0167	5.50 x	15	5	5	179°	Autoreparto	M.
68	Fiat	626/N	97113	210 x	20	7	5	"	"	"
69	"	"	97114	"	"	7	5	"	"	"
70	"	"	97115	"	"	7	5	"	"	"
71	"	"	97117	"	"	7	5	"	"	"
72	"	"	97118	"	"	7	5	"	"	"
73	"	626/B	150748	"	"	7	7	"	"	"
74	"	"	160503	"	"	7	7	"	"	"
75	"	"	160589	"	"	7	4	"	"	"
76	Bianchi	Miles	117113	"	"	2	2	"	"	"
77	Fiat	514	1244	4.75 x	18	5	2	"	"	"
78	Fiat	508/CM	40041	5.50 x	15	5	3	251°	Autoreparto	P.
79	"	"	40182	6.00 x	16	5	4	"	"	"
80	Bianchi	Miles	108840	210 x	20	4	5	"	"	"
81	Borgward		108834	190 x	20	7	7	"	"	"
82	"		108792	"	"	7	7	"	"	"
83	"		108850	"	"	7	7	"	"	"
84	"		108999	"	"	7	7	"	"	"
85	"		109031	"	"	7	7	"	"	"
86	"		109033	"	"	7	7	"	"	"
87	"		109034	"	"	7	7	"	"	"
88	"		109085	"	"	7	7	"	"	"
89	"		109092	"	"	7	7	"	"	"
90	"		109129	"	"	7	7	"	"	"
91	"		109158	"	"	7	7	"	"	"
92	Bianchi	Miles	116990	210 x	20	3	3	286°	Autoreparto	P.
93	"	"	116941	"	"	3	3	"	"	"
94	"	"	117078	"	"	2	2	"	"	"
95	"	"	117019	"	"	1	1	"	"	"
96	"	"	117031	"	"	1	1	"	"	"
97	Spa	Dovunque	338286	32 x	6	3	2	294°	Autoreparto	P.
98	Lancia	3/RO	102646	270 x	20	3	4	"	"	"
99	Alfa	Romeo 800	98957	10.50x	20	2	3	"	"	"
100	Fiat	666/N	100274	"	"	6	6	"	"	"

(segue)

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N° ord.	Tipo Automezzo	N° targa RE.	Dimensioni coperture e camere d'ar.	Quantità occorrenti: coperture.	Quantità occorrenti: camere d'aria	Ente di appartenenza	Note
101	Fiat 626/E	156158	210 x 20	2	1	294° Autoreparto P.	
102	" "	156191	" "	1	1	" " "	
103	" "	156121	" "	2	2	" " "	
104	" "	156157	" "	3	4	" " "	
105	Bianchi Miles	106299	" "	2	3	" " "	
106	" "	107010	" "	2	2	" " "	
107	" "	107029	" "	1	2	" " "	
108	" "	107139	" "	1	1	" " "	
109	" "	107024	" "	1	2	" " "	
110	Spa L/39	129455	7.00 x 18	1	1	" " "	
111	" "	122998	" "	2	2	" " "	
112	" "	124936	" "	2	1	" " "	
113	" "	55746	" "	1	1	" " "	
114	Fiat 508/C	40833	5.00 x 15	5	5	Autodrappello 31°C.A.	
115	" "	40846	" "	5	5	" "	
116	" "	010836	" "	5	5	" "	
117	" "	40828	" "	5	5	" "	
118	" "	035019	" "	5	5	" "	
119	" "	40883	" "	5	5	" "	
120	Fiat 1500	31084	5.50 x 15	2	2	" "	
121	" "	010859	" "	5	5	" "	
122	Fiat 626/N	111987	210 x 20	6	6	108^Comp.Motocicli-	
123	" "	112000	" "	6	6	" " " sti	
124	Rimorchio Viberti	7883	270 x 20	2	2	62^ O.M.P.	

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Alleg.n.4

COMANDO XXXI CORPO D'ARMATA
Ufficio Automobilistico-2^Sez.

AUTOMEZZI ABBISOGNEVOLI DI PICCOLE RIPARAZIONI (di cui al n.2) CHE POSSONO ESSERE RESI I
LE PARTI NECESSARIE DAGLI AUTOMEZZI ABBISOGNEVOLI DI GRANDI RIPARAZIONI (di cui al n.3)

N° ord.	Ente di appartenenza	Tipo dell'automezzo	N° targa RE.	NOTE
1	212^ Divisione	Alfa Romeo 500	036769	Utilizzare le parti dell'automezzo Alfa R
2	n.Artigl.31° C.A.	Fiat 666	100580	" " " Fiat 6
3	" " "	Alfa Romeo 500	018694	" " " Alfa R
	" " "	Bianchi Med.	011681	" " " Bianch

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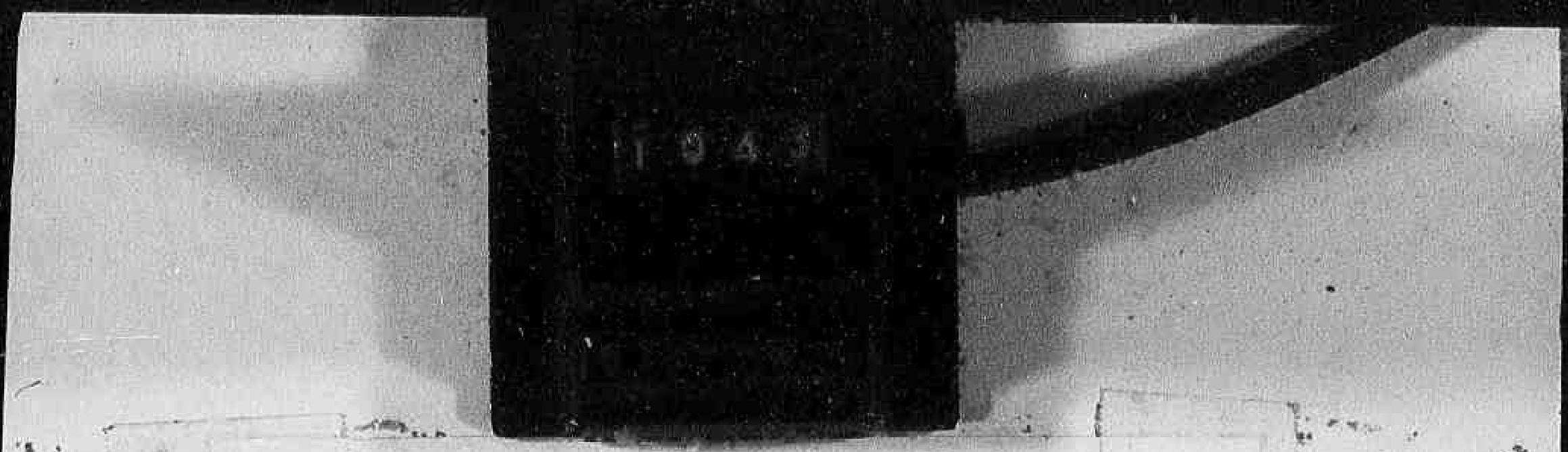
COMANDO XXXI CORPO D'ARMATA
Ufficio Automobilistico-2^Sez.

Alleg.n.4 al foglio AU/1574 del 13/2/1944

DI PICCOLE RIPARAZIONI (di cui al n.2) CHE POSSONO ESSERE RESI EFFICIENTI ASPORTANDO
I AUTOMEZZI ABBISOGNEVOLI DI GRANDI RIPARAZIONI (di cui al n.3) :

Tipo dell'automezzo	N° targa RE.	NOTE
Romeo 500	036769	Utilizzare le parti dell'automezzo Alfa Romeo 500 RE.036452 (Alleg.n.3)
666	100580	" " " Fiat 666 RE.100564 (" " ")
Romeo 500	018694	" " " Alfa Romeo 500 RE.018695 (" " ")
hi Med.	011681	" " " Bianchi Med. RE.011737 (" " ")



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1	Div.Mantova	Fiat 632/N	09347	Rev.gen.motore ed autotelaio	Serie completa
2	" "	OM 3/BOD	80720	Rev.gen.motore e differenziale	Pistoni-fascie iniezione-cusci
3	" "	Isotta F. D/80	81700	Sostituzione monoblocco	Monoblocco-6 se
4	" "	Fiat 621/N	020610	Rev.gen.motore	Fascie elastich
5	" "	Fiat 626/N	111575	Rev.gen.motore	Serie completa
6	" "	Spa L/39	132369	motore	Fascie elastich
7	211^ Divisione	Spa 25/C.10	038313	Motore e magnete	Fascie elastich
8	" "	Fiat 621/N	023760	Motore-frizione-trasmissione	Fascie elastich ti cardanici.
9	" "	Fiat 626/N	94383	Rev.gen.motore	Fascie elastich
10	" "	Fiat 621/P	038312	Rev.gen.motore e trasmissione	Monoblocco-test
11	" "	Lancia RO	038311	Rev.gen.motore ed autotelo	Sostit.camicia, ventilatore-fo
12	" "	Fiat 18/BL	017545	Rev.motore	Bronzine-magnet
13	" "	Fiat 621/PN	012833	Rev.gen.motore	Sost.balestra a pompa A.C.-rev.
14	212^ Divisione	Fiat 1100	38390	Rev.motore	Fascie elastic.
15	" "	Fiat 18/BL	016829	Radiatore-autotelaio	Radiatore-magne
16	" "	Fiat 15 Ter.	5335	Motore-trasmissione	Rev.motore-cand
17	" "	Fiat 15 Ter.	7020	Motore-trasmissione	Gruppo differen
18	" "	Fiat 621/B	037782	Motore-autotelaio	Pompa A.C.-spir alberino pompa
19	" "	OM BLD	035215	Motore	Testata-tutte l iniettori-dina
20	" "	OM BLD	017382	Rev.motore	Pompa iniez.ed
21	" "	Fiat 621/N	025825	Rev.motore ed autotelaio	Bronzine di bie
22	" "	Alfa Romeo 500	036452	Rev.motore,imp.elettr.	Bronzine-pompa
23	Com.Artigl.31°CA	Fiat 508/CM	37220	Rev.motore-rev.cambio	Batteria-2 gom
24	" " "	Fiat 500	41475	Rev.gen.motore	====
25	" " "	Alfa Romeo 800	151395	Rev.motore	Testa post.mot
26	" " "	Fiat 1100	40033	Rev.motore	Fascie elastich sportello ant.d
27	" " "	Alfa Romeo 500	018695	Rev.motore,freni,sterzo	Pignone sterzo
28	" " "	Fiat 634	018720	Motore-cambio-frizione	Albero motore-f 1 semiasse-1 cu pompa iniezione
29	" " "	Fiat 634	014061	Rev.motore-imp.elettr.	Bronzine-1 biel
30	" " "	Fiat 666	100564	Motore-cambio-imp.elettr.	Cambio-pompa A.
31	" " "	Bianchi Med.	011737	Motore	Pompa iniezion
32	" " "	Fiat 508/CM	37035	Rev.motore e trasmissione	Guarn.testata-b capote-batteri

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632/N	09347	Rev.gen.motore ed autotelaio	Serie completa fascie elastic.-2 iniettori
BOD	80720	Rev.gen.motore e differenziale	Pistoni-fascie elastic.-pistoncini pompa iniezione-cuscinetto piccolo del pign.diff.
a F. D/80	81700	Sostituzione monoblocco	Monoblocco-6 semipneumatici-205 x 720,5.
621/N	020610	Rev.gen.motore	Fascie elastiche.
626/N	111575	Rev.gen.motore	Serie completa fascie elastic.-pompa A.C.
/39	132369	motore	Fascie elastiche.
5/C.10	038313	Motore e magnete	Fascie elastiche e revisione magnete.
621/N	023760	Motore-frizione-trasmissione	Fascie elastiche-dischi friz.-boccale giunti cardanici.
626/N	94383	Rev.gen.motore	Fascie elastiche.
621/P	038312	Rev.gen.motore e trasmissione	Monoblocco-testata.
a RO	038311	Rev.gen.motore ed autotelaio	Sostit.camicia,valvole-motorino avviamento-ventilatore-foglia maestra balestra post.sin
18/BL	017545	Rev.motore	Bronzine-magnete-rev.imp.elettr.
621/PN	012833	Rev.gen.motore	Sost.balestra ant.destra-rev.sterzo,freni pompa A.C.-rev.imp.elettr.
1100	38390	Rev.motore	Fascie elastic.-guarnizione testata.
18/BL	016829	Radiatore-autotelaio	Radiatore-magnete-raddriz.longheroni.
15 Ter.	5335	Motore-trasmissione	Rev.motore-candele-magnete-fanaleria.
15 Ter.	7020	Motore-trasmissione	Gruppo differenziale-bronzine di biella.
621/B	037782	Motore-autotelaio	Pompa A.C.-spinterogeno-candele-cambio-alberino pompa acqua-rev.carrozzeria.
LD	035215	Motore	Testata-tutte le ruote-pompa d'iniezione ed iniettori-dinamo-motorino avv.
LD	017382	Rev.motore	Pompa iniez.ed iniett.-dinamo-motor.avv.
621/N	025825	Rev.motore ed autotelaio	Bronzine di biella-fascie elast.-soff.freni
Romeo 500	036452	Rev.motore,imp.elettr.	Bronzine-pompa iniez.ed iniett.-pompa A.C.
508/CM	37220	Rev.motore-rev.cambio	Batteria-2 gomme 5.00x18.
500	41475	Rev.gen.motore	====
Romeo 800	151395	Rev.motore	Testa post.motore-guarnizione testata.
1100	40033	Rev.motore	Fascie elastiche-vetro parabrezza,molla sportello ant.destro.
Romeo 500	018695	Rev.motore,freni,sterzo	Pignone sterzo e vite senza fine-olio freni.
634	018720	Motore-cambio-frizione	Albero motore-frizione-ingranaggi cambio-1 semiasse-1 cuscinetto-bronzine-taratura pompa iniezione-1 copripolvere.
634	014061	Rev.motore-imp.elettr.	Bronzine-1 biella-1 spinotto.
666	100564	Motore-cambio-imp.elettr.	Cambio-pompa A.C.-batterie-parabrezza-sedile
chi Med.	011737	Motore	Pompa iniezione.
508/CM	37035	Rev.motore e trasmissione	Guarn.testata-boccola motore-differenziale capote-batteria-ruota di scorta.

Declassified E.O. 12356 Section 3.3/NND No. 785020

33	Com.Artigl.31 CA	Fiat 1100	03182	Motore	Albero motore.
34	" " "	Fiat 621/B	011661	Rev.gen.motore,imp.elettr.	Fascie elastiche-
35	" " "	Fiat 621/B	011660	Rev.gen.motore e trasmis.	Fascie elastiche-
36	Com.Genio 31°C.A.	Alfa Romeo 500	032211	Tarat.pompa iniez.ed iniett. frizione-radiatore-imp.elet.	Pompa Farina per
37	" " "	Bianchi Miles	117165	Rev.motore,differenz.-friz.	Balestra-guarniz.
38	" " "	Spa 38/R	136471	Rev.motore,freni,frizione	n.4 coperture e n.
39	" " "	Fiat 18/BL	14973	Rev.motore,imp.elettr.freni	~~n.4~~
40	" " "	Spa L/39	55746	Rev.motore	n.1 pistone compl
41	" " "	OM Taurus	113700	Rev.motore	n.2 gomme 7.00x18.
42	" " "	OM Taurus	113695	Rev.motore	~~Prigioniero~~-imp.el
43	" " "	Fiat 626/N	13524	Rev.motore	Prigioniero.
44	Com.Terr.31° C.A.	OM CRD	76168	Rev.gen.motore e differ.	Monoblocco-1 biel
45	Com.66°Autogruppo	Fiat 508/CM	43732	Motore	motorino avviament
46	54°Autoreparto P.	Fiat 626/B	119930	Rev.monoblocco	Pompa iniezione-cu
47	" " "	Fiat 626/B	160464	Motore fuso	Bielle e bronzine-
48	" " "	" "	160470	" "	Pistone.
49	" " "	" "	160467	Investimento	n.2 bronzine.
50	" " "	" "	160484	"	" "
51	" " "	" "	160433	"	Radiatore-fari-bo
52	84°Autoreparto P.	" "	118614	Rev.gen.motore,autotelaio	" "
53	" " "	" "	118520	" " "	batteria-cabina c
54	" " "	Spa 38/R	58785	" " "	raddrizzatura lon
55	179°Autoreparto MP.	Fiat 621/N	07177	" " "	Come sopra
56	251°Autoreparto P.	Fiat 508/CM	40169	Rev.gen.motore	Volante-motor.avv.
57	" " "	Borgward	109031	" " "	Motor.avv.-dinamo-
58	" " "	"	109108	" " "	Cambio-magnete-bi
59	" " "	"	109034	" " "	Non si conoscono l
60	" " "	"	108800	" " "	ancora non smontat
61	" " "	"	108999	" " "	Alesaggio e sost.p
62	286°Autoreparto P.	Bianchi Miles	117083	Rev.motore ed autotelaio	Pistoni-bielle-bro
63	294°Autoreparto P.	Spa Dovunque	138287	Motore fuso-rev.avantreno	" "
64	" " "	" "	128300	Motore fuso	" "
65	" " "	" "	138283	" "	" "
					Anello cdo frizion
					enodo cardano-calo
					cilindretti freno.
					Cambio-frizione-ra
					bielle-coppa olio-s
					Serie bronzine-fri
					~~4~~ candele-fer
					frizione-radiatore

Declassified E.O. 12356 Section 3.3/NND No. 785020

1100	03182	Motore	Albero motore.
621/B	011661	Rev.gen.motore,imp.elettr.	Fascie elastiche-cambio-batterie.
621/B	011660	Rev.gen.motore e trasmis.	Fascie elastiche-batterie-imp.elettr.
Romeo 500	032211	Tarat.pompa iniez.ed iniett. frizione-radiatore-imp.elet.	Pompa Farina per ~~freni~~.
hi Miles	117165	Rev.motore,differenz.-friz.	Balestra-guarniz.testata-testatamotore
8/R	136471	Rev.motore,freni,frizione	n.4 coperture e n.6 cam.aria 2.00x20. ~~n.4~~
18/BL	14973	Rev.motore,imp.elettr.freni	n.1 pistone completo-n.2 candele accensione
/39	55746	Rev.motore	n.2 gomme 7.00x18.
urus	113700	Rev.motore	~~Prigxxxxxx~~-imp.elettr.-cambio-frizione
urus	113695	Rev.motore	Prigioniero.
626/N	13524	Rev.motore	Monoblocco-1 biella-1 bronzina-dinamo-motorino avviamento.
D	76168	Rev.gen.motore e differ.	Pompa iniezione-cuscinetto anteriore
508/CM	43732	Motore	Bielle e bronzine-vetri per fanali.
626/B	119930	Rev.monoblocco	Pistone.
626/B	160464	Motore fuso	n.2 bronzine.
"	160470	" "	" "
"	160467	Investimento	Radiatore-fari-bobine-dinamo-pompa A.C.
"	160484	"	" " " " "
			batteria-cabina con sportelli-coppa olio-raddrizzatura longheroni.
"	160433	"	Come sopra
"	118614	Rev.gen.motore,autotelaio	Volante-motor.avv.-dinamo-cambio-differ.
"	118520	" " "	Motor.avv.-dinamo-albero trasm.-pompa A.C.
8/R	58785	" " "	Cambio-magnete-bicchiere compl.benzina.
621/N	07177	" " "	Non si conoscono le parti occorrenti perché ancora non smontate.
508/CM	40169	Rev.gen.motore	Alesaggio e sost.pistoni e fascie elast.
ward	109031	" " "	Pistoni-bielle-bronzine di banco.
"	109108	" " "	" " " "
"	109034	" " "	" " " "
"	108800	" " "	" " " "
"	108999	" " "	" " " "
chi Miles	117083	Rev.motore ed autotelaio	Anello cdo frizione-termostatoradiatore-snodo cardano-calotta servofreno-gomme per cilindretti freno.
Dovunque	138287	Motore fuso-rev.avantreno	Cambio-frizione-radiat.-bronz.di banco-4 bielle-coppa olio-avantreno completo.
"	128300	Motore fuso	Serie bronzine-friz.-radiat.-~~xxxxxxxxx~~
"	138283	" "	~~xxxx~~4 candele-ferodi freni-serie bronzine-frizione-radiatore.

Declassified E.O. 12356 Section 3.3/NND No. 785020

66	249°Autoreparto P.	Lancia RO	010489	Motore fuso	Motore compl.-friz.
67	" " "	Fiat 626/B	156169	Rev.gen.motore ed autotelaio	Bronzine-pompa AC. avv.-dinamo-imp.el. 5 candele-2 parab.
68	" " "	Bianchi Miles	107026	Rev.gen.motore e autotelaio	4 iniett.-compres. radiatore-differ-.
69	" " "	" "	107025	Rev.parz.mot.e autotelaio	2 pistoni-2 biell. ti radiatore-grupp.
70	" " "	Spa L/39	67100	Motore fuso	Serie bronzine-2 p. dele-cambio comple.
71	" " "	" "	122662	" "	2 bronz.-2 pist.-2
72	" " "	" "	129430	Rev.parz.motore	2 pistoni completi
73	CVI Btg.Mov.Strad	Fiat 508/C	38390	Rev.motore e trasmissione	4 pist.-4 spinotti olio-3 bielle-1 c. nizioni mot.-2 di. co e 4 aspirazion. boccole-2 registri con molle e testa. 1 cuscinetto per p.
74	Autodrappello 31ª A	Fiat 1100	0888	Rev.motore-trasm.-imp.elettr.	Pistoni-segmenti-s. ghia ventilatore-g.
75	" "	Fiat 1100	38434	Rev.gen.mot.,freni,imp.elettr. trasmissione.	Pompa A.C.-bobina ghia vent.-giunto testata-4 gomme 5.
76	" " " "		40589	Rev.gen.motore-freni-imp. elettr.-trasmissione	Bielle-bronzine-p. to elast.-interrut. 5 gomme 5.00 x 18.
77	" "	Spa 38/R	127457	Rev.gen.motore	Sost.motore - 5 g.
	" " " "		127855	Rev.motore e cambio	Sost.cambio-5 gom.
79	" " " "		127862	Rev.mot.,freni,imp.elettr.	Spinotti-pistoni-s. 5 gomme 32 x 6.
80	" " " "		127905	Rev.mot.freni,imp.elettr.	Pistoni-spinotti-s. 5 gomme 32 x 6.
81	53ª O.M.P.	Fiat 508/CM	39861	Rev.motore ed autotelaio	2 cuscinetti per a. lo tenuta stantuff. 1 valvola cilindro cuscinetti a rulli cuscinetto a rulli accensione-2 fari-

Declassified E.O. 12356 Section 3.3/NND No. 785020

ia RO	010489	Motore fuso	Motore compl.frizione-snodo card.-messa moto Bronzine-pompa AC.-2 bobine-2 batterie-mot. avv.-dinamo-imp.elettr.-frizione-telone-5 candele-2 parabrezza.
626/B	156169	Rev.gen.motore ed autotelaio	4 iniett.-compress.aria-1 tamburo-2 fanali-radiatore-differ-avv.inerzia-ventilatore.
chi Miles	107026	Rev.gen.motore e autotelaio	2 pistoni-2 bielle-8 fascie elast.-3 elementi radiatore-gruppo differ.
"	107025	Rev.parz.mot.e autotelaio	Serie bronzine-2 pist.e fascie elast.-4 candele-cambio completo-frizione.
L/39	67100	Motore fuso	2 bronz.-2 pist.-2 spinotti-4 candele.
"	122662	" "	2 pistoni copleti di fascie elastiche.
"	129430	Rev.parz.motore	4 pist.-4 spinotti-12 fascie elast.-4 raschiolio-3 bielle-1 catena distr.-1 serie guarnizioni mot.-2 dischi friz.-4 valvole scarico e 4 aspirazione-2 perni snodo-2 spine-4 boccole-2 registri corona-4 perni sferici con molle e testalini-1 coppia conica 6x37-1 cuscinetto per pign.-2 camere d'aria 500X15
508/C	38390	Rev.motore e trasmissione	
1100	0888	Rev.motore-trasm.-imp.elettr.	Pistoni-segmenti-spinotti-giunto elast.-cinghia ventilatore-guarn.testata-4 gomme 500x15
1100	38434	Rev.gen.mot.,freni,imp.elettr. trasmissione.	Pompa A.C.-bobina spinter.-interr.minima-cinghia vent.-giunto elast.-pompa freni-guarn. testata-4 gomme 5.00 x 18.
"	40589	Rev.gen.motore-freni-imp. elettr.-trasmissione	Bielle-bronzine-pompa A.C.-pompa freni-giunto elast.-interr.minima-bobina spinterogeno-5 gomme 5.00 x 18.
38/R	127457	Rev.gen.motore	Sost.motore - 5 gomme 32 x 6
"	127855	Rev.motore e cambio	Sost.cambio-5 gomme 32 x 6.
"	127862	Rev.mot.,freni,imp.elettr.	Spinotti-pistoni-segmenti-magnete-olio freni-5 gomme 32 x 6.
"	127905	Rev.mot.freni,imp.elettr.	Pistoni-spinotti-segmenti-magnete-olio freni-5 gomme 32 x 6.
508/CM	39861	Rev.motore ed autotelaio	2 cuscinetti per albero-4 diaframmi-1 cappello tenuta stantuffo cilindro maestro-1 anello 1 valvola cilindro maestro-giunto elast.-2 cuscinetti a rulli per scatola int.diff.-1 cuscinetto a rulli inf.pign.conico-2 candele accensione-2 fari-batteria.

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO XXXI CORPO D'ARMATA
Ufficio Automobilistico-2ª Sez.

Alleg.n.3 al fog

AUTOMEZZI INEFFICIENTI PER GRANDI RIPARAZIONI :

N° ord.	Ente di appartenenza	Tipo automezzo	N° targa RE.	Stato dell'inefficienza	Parti necessarie
82	62ª O.M.P.	Lancia 3/RO	113943	Rev.motore ed autotelaio	Pompa iniezione-in ventilatore-compre acqua-impianto ele cristallo-vetri pa centine-telone-7 g

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO XXXI CORPO D'ARMATA
Ufficio Automobilistico-2^Sez.

Alleg.n.3 al foglio AU/1574 del 13/2/1944

AUTOMEZZI INEFFICIENTI PER GRANDI RIPARAZIONI :

Tipo automezzo	N° targa RE.	Stato dell'inefficienza	Parti necessarie alla messa in efficienza
Lancia 3/RO	113943	Rev.motore ed autotelaio	Pompa iniezione-iniettori-dinamo-cinghia ventilatore-compressore aria-collettore acqua-impianto elettrico-fari-frecce-tergi cristallo-vetri parabrezza-sedile interno-centine-telone-7 gomme 270 x 20.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Reme 8

Subject : LEGNANO Combat Group

British Increment (REME Branch),
Rear HQ Fifth Army, C.M.F.

Phone : Lightning Rear 175,

ME5A/8G/11

7 Apr 45

DADME HQ Land Forces Sub Commission (MMIA), CMF

Copy to : 'Q' Brit Ino
HQ 52 BLU
EME 52 BLU

Trace NT

Ref this HQ letter ME5A/8G dated 31 Mar 45.

1. For subject of the above letter please delete 'FOLGORE Combat Group' and substitute 'LEGNANO Combat Group'.

(R.J. HOLT) COLONEL
D.D.M.E.

R
20/4/45

3216

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Attachments - O.Rs.

No. 701 Veh. Assy. Wksp.,
R.E.M.E., C.M.F.
701 VAW/R6/317

To :- D.A.D.M.E.,
(A) M.M.I.A.

18th. Jan 45.

7625692 Dvr. Beattie A.

Reference your S.S.467 dated 13th. Dec 44.

May I please be informed as to whether the a/n soldier of this Unit is still attached to you or have posting instructions been issued for him.

If posting instructions have been issued may relevant authority for such posting please be forwarded to this office in order that the necessary casualties may be rendered.

May copy of R.L.R. certificate inrespect of Austin Utility 5288368 also be forwarded please.

In the Field.
RFH/GWR.

O.H. Harris-Tysall Major,
Officer Commanding.

20/1/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

MESSAGE FORM

FROM : EMBEE MEXICO

TO (FOR ACTION) : C.C. 701 VAN REMI

DATE - TIME

23 0730 A

SS 596

SECURITY
CLASSIFICATION

CAPT EDWARDS AND DRIVER ARRIVING 24 JANUARY (.) WOULD APPRECIATE

ACCOMODATION FOR ONE NIGHT

REFERENCE IMMEDIATE IMPORTANT

AUTHENTICATING
OFFICER

3214

Declassified E.O. 12356 Section 3.3/NND No. 785020

Rome/8
REME/80

STATO MAGGIORE R. ESERCITO

Ufficio Operazioni e Addestramento
Sezione Addestramento

N.1273/E.4 di prot. P.M.3800, 29 marzo 1945.

Oggetto: pubblicazioni.

ALLA LAND FORCES SUB COMMISSION
(M.M.I.A.)
R O M A

Si inviano 60 copie della pubblicazione :"Addestramento armi portatili -Esame e riparazione del fucile, della pistola da pollici 0,38 (cal. 9,5); del moschetto automatico Thompson, del fucile mitragliatore Bren -1944 -Traduzione dall'Inglese", in due pacchi di 30 copie ciascuno; con preghiera di inoltrarle ai seguenti Enti:
- C.G.5(U.S.) Army For REME,
- D.D.M.E. H.Q.1 District;
che le hanno richieste con la lettera di cui si unisce copia.-

IL GENERALE ADDETTO
- G. Liuzzi -

ALLEGATO AL F. N° 1273/E/4/del 29/3/45

Subject: Publications

VERY URGENT

S.M.R.E.
Italian Ministry of War,
R O M E

Copy to: - CG 5(US) Army (for REME).

1. Will you pleäse forward immediately the under mentioned publication as follows:-

"ADDESTRAMENTO ARMI PORTATILI

ESAME E RIPARAZIONI DEL FUCILE, DELLA PISTOLA DA POLLICI 0,38 (CAL.9,5), DEL MOSCHETTO AUTOMATICO THOMPSON, DEL FUCILE MITRAGLIATOR BREN

1944
(traduzione dall'inglese)"

for CG (US) Army for REME - 30 copies each)
for BBME HQ 1 District - 30 copies each) = 60 copies.

2. These Publications are very urgently required.

A.E. MOCKRIDGE, capt.
S.O., REME
for Brigadier
Deputy Director of Mech Engineering.

S.M.R.E. - Ufficio Operazioni e Addestramento

Declassified E.O. 12356 Section 3.3/NND No. 785020

publication as follows:-

"ADDESTRAMENTO ARMI PORTATILI

ESAME E RIPARAZIONI DEL FUCILE, DELIA PISTOLA DA POLLICI 0,38 (CAL.9,5), DEL MOSCHETTO AUTOMATICO THOMPSON, DEL FUCILE MITRAGLIATOR BREN

1944
(traduzione dall'inglese)"

for CG (US) Army for REME - 30 copies each)
for BBME HQ 1 District - 30 copies each) = 60 copies.

2. These Publications are very urgently required.

A.E. MOCKRIDGE, capt.
S.O., REME
for Brigadier
Deputy Director of Mech Engineering.

S.M.R.E. - Ufficio Organizzazioni e Addestramento

3213

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Capt Edwards

DADME MMIA 14 1100 A

701 V A W CMF.

SS 553 RESTRICTED

PLEASE REDIRECT MAIL FOR DVR BEATTIE TO THIS H.Q.

ROUTINE

H.F.H. EDWARDS, CAPT.

3212

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject:- 102, VIA ANTONIO TAGLIAMENTO, SECONDIGLIANO.

Lena Forces Sub-Cen. A.C.
(M.M.I.A.)

A/10.
31 January, 45.

To:- Headquarters, No. 21A Group,
R.A.F., C.M.F.

Reference your 21AG/301/7 Ops. dated 21st. Jan. 45.

There is no objection on the part of this H... to your taking over the above premises.

D.S.D. [illegible], Major.
for Major General
M.I. A.

DSD/gb

Copy to: Ministry of War.
[illegible] (Conversation Capt CLARK - F/Lt. POLLARD refers).
Rome, MCLA.

3211

Declassified E.O. 12356 Section 3.3/NND No. 785020

MESSAGE FORM

FROM : DALMI MAIA

DATE - TIME

TO (F OR ACTION): [illegible] 50 BLU
[illegible] 51 BLU

23 0930 A

ES 595

SECURITY
CLASSIFICATION_____

CAPT EDWARDS WITH DRIVER WILL VISIT YOU BETWEEN 25 AND 30 JANUARY (.)

WOULD APPRECIATE ACCOMMODATION

PRECEDENCE [illegible]

AUTHENTICATING
OFFICER _____

3210

Maj Taylor

ALLIED FORCE HEADQUARTERS
AMG&

FREEDOM 305

Subject: Italian AMG Administration. AG/1A/1605/1:

To: CCS Eighth Army 2-6 May 45.
CG 5 U.S. Army for Info for AMG
CofS 5 Corps
" 10 "
" 13 "
" 1 District
" 2 "
" 3 "

1. Please cancel our AG/1A/1605/1 dated 19 Apr relating to the wearing of the AMG flash and badge and the flying of the AMG flag by Italian AMG Majs.

2. Kindly acknowledge receipt.

E.D. BELLAMY, Major,
DADME,
for Major General,
Director of Mechanical Engineering.

Copy to: HQ Allied Forces Sub Commission (AMG)
Q(AE), AFHQ
Ord (Br), AFHQ
CC 15 Army Group for AMG
GI (Br) AG (thru Major [illegible])

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED FORCE HEADQUARTERS
REME

maj Taylor

Subject: Italian EME Administration.

MS/1A/1605/1.

To: DREME Eighth Army
CG 5 U.S. Army Br Inar for REME
DREME 5 Corps
" 10 "
" 13 "
" 1 District
" 2 "
" 3 "

17 Mar 45.

FREEDOM 503

1. There are considerable numbers of Italian EME Tradesmen and vehicles now operating in this Theatre with the Italian Combat Groups.

2. In view of the fact that these Combat Groups are operating within British Corps it has been decided that:-

(a) Italian EME Wksps may fly the REME flag.

(b) Italian EME personnel may wear the REME flash.

3. REME Tradesmen's badges may NOT be worn by Italian Tradesmen.

4. Will you please bring the above to the attention of all concerned.

R.G.B.CRITTALL, Lt Colonel, AEME.
For Major General,
Director of Mechanical Engineering.

Copy to: HQ Land Forces Sub Commission (AMIA)
Q(A&), AFHQ
Ord (Br), AFHQ
CG 15 Army Group for REME

Declassified E.O. 12356 Section 3.3/NND No. 785020

Mar 45.

FREEDOM 303

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2. In view of the fact that these Combat Groups are operating within British Corps it has been decided that:-

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(b) Italian EME personnel may wear the REME flash.

3. REME Tradesmen's badges may NOT be worn by Italian Tradesmen.

4. Will you please bring the above to the attention of all concerned.

R.G.B.CRITTALL, Lt Colonel, AEME.
For Major General,
Director of Mechanical Engineering.

Copy to: HQ Land Forces Sub Commission (AMMA)
Q(AS), AFHQ
Ord (Br), AFHQ
CG 15 Army Group for REME

(Continuation) 2/3 attd

3208

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Rome/8

PERSONAL

Subject:- Conv oy of Vehs from 14 Veh Pk ROME & 9 Veh Pk CAPUA

Training Inc REME

Ref No:- EME/11

Maj Taylor

Date:- 19 Mar 45

Maj Edwards
DADME FMTA HQ.

Attached copy of report on Vehs Convoy (NAPLES-FOGGIA-RONSI) is forwarded for your information.

"S & T. MMIA.

Read 23 hours

File ST/

P.H. Nelson. Lieut
EME 52 BLU

326

COPY OF

REPORT ON JOURNEY TO ROME AND NAPLES FOR COLLECTION OF 47 VEHICLES AND 9 MOTOR CYCLES AT CAPUA & 6 VEHS AT ROME BY 7630082 CPL SOUTHGATE, A.J. (REME)

My orders were to be at the Mech Eng Wksps at 0815 hours Thursday 8 Mar 45 to contact an Italian Captain and Lieutenant with party of drivers and vehicles. The Captain failed to appear until 1100 hours, consequently we did not arrive in ROME until after dark, and too late to visit 14 Veh Park. On this journey one veh, DODGE, had a puncture and none of the vehs had jacks or spare wheels with the exception of my own BEDFORD. This Bedford spare wheel was fitted to the Dodge and has not yet been returned.

Next morning, 9 Mar 45, I went with an Italian Sergeant to 14 Veh Park to draw 6 DODGES. When they were drawn and checked I proceeded to CAPUA with the Sergeant, arriving too late to visit 9 Veh Park that night. Since none of the other drivers or the officer were to be found next morning, I went on to NAPLES to look for them, but only found one driver walking along the road. I returned to CAPUA and by 1200 hours they had all returned. The Captain then discovered he had forgotten the release vouchers, and 9 Veh Park refused to release any vehs without them, but referred me to AFHQ at CASERTA. After several hours in AFHQ, I obtained duplicate release vouchers, but too late to draw the vehs that evening.

Next morning, 9 Veh Pk started to issue the Vehicles, but a telegram arrived for 12 Vehicles to proceed to NAPLES to draw 500 containers. The officer left with these vehs after dinner, after which I was entirely on my own, all the other drivers having disappeared. This meant that no vehs were checked other than those I did myself, consequently it was midday the next day before we were able to leave the Park, a number of vehs having punctures, brake trouble etc. and five drivers being short.(we should have had one surplus owing to an accident the previous day). Five Italians were found from other units and conscripted to drive whether they could do so or not. Either the officer or the men were unwilling to leave that evening, so they agreed to leaguer at SANTA MARIA, 1½ miles away. I was last to leave the Veh Pk and on arriving at SANTA MARIA I found all the trucks "Dirt Tracking" at high speeds round the Parking Ground.

That evening I went to the REME Recovery Section to check on a DODGE 3-Ton they had recovered the previous day. The veh was BLR, the Italian Officer having the certificate

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That evening I went to the REME Recovery Section to check on a DODGE 3-Ton they had recovered the previous day. The veh was BLR, the Italian Officer having the certificate.

3206

We fin ally left SANTA MARIA for ROME on TUESDAY morning complete with what I believe were the full 47 vehicles. I followed in the rear, meanwhile arranging for a 15-cwt to be towed that had been left on the roadside. I stopped a few more minutes with some tractors that were in trouble, then hurried on to overtake the convoy. In spite of the fact that I travelled about 45 mph, I failed to do this, passing only about dozen stationary vehs on the road. No vehs were in the Italian Barracks (the pre-arranged leaguer spot) when I arrived, but 8 arrived later on in the evening.

I waited all next day, but only two more came in, so on Thursday morning we left for SIENA with 10 vehicles and my own

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with which I led the convoy at 25 mph. However, by the time we reached SIENA, four vehs had disappeared. During the midday halt a driver was run-over by the Lieut and had to be detained in the local hospital.

Outside SIENA I left the Lieut with the six vehs and returned to camp, picking up two of the drivers I had taken to CAPUA who were "hitch-hiking" on the SIENA-POGGIBONSI road.

Throughout the whole journey I only saw the Captain before leaving at POGGIBONSI, and at CAPUA 2 days later, while we drew the vehs. The Lieut rode with me on the return journey.

There were no convoy orders or DR system.

16 Mar 45

(Sgd) ~~Sgt~~ Southgate, AJ

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Subject: Office Accommodation

Rue 8

Land Forces Sub Comm. A. C.
(M. M. I. A.) ROME
S/A/38

// Mar 45.

1. The necessary change over of telephones for those offices that are being changed vide para 2 below will commence at 0900 hrs on the 12th and be completed during that day.

2. Changes to take place on or before Monday 12th, are as follows:-

DADMS & S.C. MED	From Room	30	to Room	16
SC & LO MOV	"	"	32	"	"	18
ADST	"	"	22	"	"	8
DADS & S.C. S&T	"	"	24	"	"	4
SORE & SOR Sigs	"	"	54	"	"	24
Q 2	"	"	52	"	"	34
RE & Sigs Clerks	"	"	38	"	"	23

3. The following moves will take place on Tuesday 13th March 45:

DA & QMG	From Room	52	to Room	58
GII Org, GII Org	"	"	58	to Room	56
GIII Orbat & Maj MIFSUD	"	"	58	"	"	54
GII WE & Maj CALABRINI	"	"	41	"	"	54
GII Liaison & GIII Int	"	"	56	"	"	52

4. SOR Sigs will please arrange transfer of telephones, for moves outlined in para 3 to take place as early as possible on 13th inst.

F. J. NOAKES, Col,
DA & QMG,
M. M. I. A.

DSLG/wk

Distribution:

All branches & services MMIA

3204

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Rm 8

REME

Subject: Office Accommodation.

Land Forces Sub Comm.A.C.
(M.M.I.A.) ROME.
S/A/38

6th Mar 45

1. The whole of the offices, excluding the Annexe, of the 7th Floor of this building will be taken over by M.M.I.A.

2. Labour Sub Commission who occupied the offices on the N. Side of the building have already moved and Agriculture Sub Commission who occupied those on the S. side will be going shortly.

3. Until the latter have moved the whole scheme cannot be implemented, but certain moves will be possible as soon as the Labour Sub Commission offices have been taken over from the H.Q. Comdt A.C. The completion of this take-over will be intimated to those concerned by Maj. GREGSON and moves will take place as soon after this intimation as is practicable.

4. Those concerned in the first stage are as follows :-

HQ Comdt (US)	From Room	36	to Room	2
US Supply Room	"	"	29	"	"	2
DADOS and Clerk	"	"	23	"	"	14
Welfare and Clerk	"	"	37	"	"	10
Labour and Clerk	"	"	23	"	"	6
Chief Clerk and Despatch .	"	"	39	"	"	36
RE and Sigs Clerk	"	"	38	"	"	23

5. Further moves will be detailed as extra offices become available.

DSLG/hh

F.J.NOAKES Col.
D.A. & Q.M.G.
M.M.I.A.

DISTRIBUTION:-

All Branches and
Services, MMIA.

3203

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ALLIED FORCE HEADQUARTERS
REME

Freedom 503

ME 1B/2052

Subject: Vehicles

To: DADME MMIA

12 Feb 45

1. Herewith copy of Q (AE)'s letter AFHQ/8158/Q(AE) dated 10 Feb 45, for information.

E.R. Pomeroy Capt.

E.R. POMEROY, Capt,
for Major General,
Director of Mechanical Engineering.

Enc.

20/4/45

3202

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY.

ALLIED FORCE HEA JARTERS

Subject: Vehicles

Tel. No. FREEDOM 1

AFHQ/8158/Q(AE)

ORD (B)

10 Feb 45

Reference is made to our VR/858 dated 29 Dec 44, which released 1 x Car 2 str 4 x 2 to DADME, MMIA, on loan.

Will you please arrange for the issue to be made permanent against a deficiency in WE.

DHT/DY

(Sgd.) D.H. TOON, Capt.,
for Brigadier, Q (AE).

Copy to: REME (Your ME/1B/2052 dated 8 Feb 45 refers.)

Declassified E.O. 12356 Section 3.3/NND No. 785020

CONFIDENTIAL

SUBJECT: Report on visit to CREMONA - PEUBLI and LECCARI Combat Groups 24 Jan 45 to 8 Feb 45. Mileage - 1320 miles.

LAND FORCES SUB-COM. A.C.
(L.F.T.A.)
S/S/20/9
11 February 45

To : D.D.A.L.H.Q.

Copy to: D.D.M.S. HQ 1 District.

During the above-mentioned tour I reported to the following headquarters :-

61 Area	A.D.M.S.	Lt. Col. BOONE
8th Army Rear	D.D.M.S.	Brig. TAYLOR
8th Army Rear	A.D.M.S.	Lt. Col. STERLING
5th Corps Rear	A.D.M.S.	Lt. Col. HENRY
Canadian Corps Rear	D.D.M.S.	Col. MARTIN
Canadian Corps Rear	D.A.D.M.S.	Major HUGHES
HQ 1 District	D.D.M.S.	Brig. MACARTHUR
HQ 1 District	A.D.M.S.	Lt. Col. MATTHEWS
HQ 1 District	D.A.D.M.S.	Major WALKER
55 Area	A.D.M.S.	Lt. Col. LLOYD
55 Area	D.A.D.M.S.	Major BAILEY
HQ 50 BLU		
HQ 51 BLU		
HQ 52 BLU		

I made contact with the PEUBLI Combat Group in transit, on my arrival in ANCONA.

Recovery and Workshop repairs were being undertaken by the following workshops :-

606 L of C W/S
10 Fork W/S
624 L of C W/S

R 20/4/45

I found that no arrangements had been made to accomodate or feed Italian personnel of vehicles going into the workshops for repair. A.D.M.S. 61 Area has now arranged for any Italian personnel of the Combat Groups pass-

During the above-mentioned tour I reported to the following headquarters :-

61 Area	A.D.M.S.	Lt. Col. ROOME
8th Army Rear	D.D.M.S.	Brig. TAYLOR
8th Army Rear	A.D.M.S.	Lt. Col. STEELE'S
5th Corps Rear	A.D.M.S.	Lt. Col. HENRY
Canadian Corps Rear	D.D.M.S.	Col. HEARNE
Canadian Corps Rear	D.A.D.M.S.	Major HUGG
HQ 1 District	D.D.M.S.	Brig. BRIARHURST
HQ 1 District	A.D.M.S.	Lt. Col. BANDERS
HQ 1 District	D.A.D.M.S.	Major WALKER
55 Area	A.D.M.S.	Lt. Col. LLOYD
55 Area	D.A.D.M.S.	Major BAILEY
HQ 50 BDU		
HQ 51 BDU		
HQ 52 BDU		

I made contact with the FRIULI Combat Group in transit, on my arrival in ANCONA.

Recovery and Workshop repairs were being undertaken by the following workshops :-

606 L of C W/S
10 Port W/S
624 L of C W/S

R
20/4/45

I found that no arrangements had been made to accomodate or feed Italian personnel of vehicles going into the workshops for repair. A.D.M.S. 61 Area has now arranged for any Italian personnel of the Combat Groups passing through his area in future to be accomodated and fed by the H.Q. COMANDO MILITARE - 4 Via Castel Federdi - ANCONA.

The petrol filling point for the FRIULI Combat Group was located approximately 10 miles north of ANCONA at CASTEL FEDARDI. D.R's were found to be arriving in ANCONA with insufficient petrol to reach the official supply point. 3201

I arranged with Capt WALTS 229 F.D. FALCONARA to allow D.R's only to fill up at any local petrol point in his area. This will apply to any Combat Group which may have to pass through this area in the near future.

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The C.M.E. of the FMHKI Combat Group is considered unsuitable and will have to be replaced. This officer lacks the drive and personality necessary to make the Infantry Regts maintenance minded. This matter is being taken up by the D.E.M.E. 50 M.U through his M.O. requesting that a keener and younger officer with Technical experience be posted to this Combat Group as early as possible.

The D.E.M.E's of both 50 and 51 M.U's report a marked improvement with the Italian Workshop Services and Recovery personnel since the Combat Groups have moved into the forward area.

In order to assist the D.E.M.E's of 50 and 51 M.U's in the execution of their duties, Canadian Corps Rear have temporarily attached a Captain to the CBMPCMA Workshop and 5 Corps Rear a Lieutenant to the FMHKI Workshop.

Although it is not necessary for these officers to be included on the W.E. it is essential for each D.E.M.E. with a M.U. to have extra assistance of this nature.

It is agreed by 5 Corps REAR - CANADIAN CORPS REAR and HQ 1 District that the present British Training Increment W.E. for the Combat Groups should be amended, and the following W.E. is proposed for your approval:-

PERSONNEL			
A.A. Veh	W.O. II	1	) Divisional Workshops
A.A. Fd & A.A.	C/Sgt	1	) Mech. Engr Platoon and Internal organisation.
Veh. Mech.	Sgt	3	1 per two L.A.D's.
Armourer	Sgt	1	Workshops and Units.
Storeman	Sgt	1	Workshops and L.A.D's.
Instrument Mech.	Cpl	1	Workshops
Telecom. Mech.	Cpl	1	Workshops
Electrician	Cpl	1	Workshops
Clerk Tech.	Cpl	1	Staff Duties.
A.C.C. Cook	-	1	British Training Increment.
	TOTAL	12	

VEHICLES	
Truck 15 cwt 4 x 2 G.S.	1
Car 5 cwt 4 x 4	1
Motor Cycles	3
TOTAL	5

No provision has been made for a vehicle for the use of the CME's in the Combat Groups. It is suggested that they each be provided with a car 5 cwt 4 x 4 as early as possible.

No provision has been made for a Stores wagon on the W.E. of the Mechanical Engineers Platoon.

Will you please give this matter your earliest consideration.

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Although it is not necessary for these officers to be included on the T.E. it is essential for each R.A.M.C. with a B.L.V. to have extra assistance of this nature.

It is agreed by 5 Corps REAR - CANADIAN CORPS REAR and HQ 1 District that the present British Training Increment R.E. for the Combat Groups should be amended, and the following W.E. is proposed for your approval.

PERSONNEL

A.A. Veh	W.O. II	1	) Divisional Workshops
A.A. Fd & A.A.	S/Sjt	1	) Mech. Engr Platoon and Internal organisation.
Veh. Mech.	Sjt	9	1 per two L.A.D's.
Armourer	Sjt	1	Workshops and Units.
Storeman	Sjt	1	Workshops and L.A.D's.
Instrument Mech.	Cpl	1	Workshops
Telecom. Mech.	Cpl	1	Workshops
Electrician	Cpl	1	Workshops
Clerk Tech.	Cpl	1	Staff Duties.
A.C.C. Cook	-	1	British Training Increment.
	TOTAL	12	

VEHICLES

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Car 5 cwt 4 x 4	1
Motor Cycles	3
TOTAL	5

NO provision has been made for a vehicle for the use of the CRE's in the Combat Groups. It is suggested that they each be provided with a car 5 cwt 4 x 4 as early as possible.

No provision has been made for a Stores wagon on the W.E. of the Mechanical Engineers Platoon.

Will you please give this matter your earliest consideration.

The lorries 3 ton 6 x 4 issued to the CREMONA and FEUILI W/S in lieu of Recovery Vehicles are being adapted with suitable jibs through Corps Channels and in the case of the CREMONA W/S, 2 of these lorries are being fitted with SCAMMELL bodies. 3200

The LEGNANO W/S has been issued with 2 SCAMMELL RECOVERY VEHICLES and in view of the FEUILI W/S being without a suitable heavy recovery vehicle - which is essential now they are in the forward area - it has been agreed both by AFHQ (telephone conversation Major BELLAMY - Capt EDWARDS 9th Feb 45) and HQ 1 District, for 1 of these 2 SCAMMELLS to be transferred to the FEUILI W/S in exchange for 1 Lorry 3 ton 6 x 4. Arrangements are now being made for this exchange to be effected.

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The Spares situation is still very serious and although considerable help is being given by the D.D.S.T.'s - 8th Army - 5 Corps and Canadian Corps (RLAR) from local resources, the position at the moment is very unhealthy.

The speeding up of the delivery of Spares, especially expendable items, would considerably ease the workshop troubles and a reduction in S.L.R. vehicles now being shown on returns would be improved.

The non-delivery of Spares is unfortunately causing the Italian personnel to lose interest in the maintenance of their vehicles and action by the Unit Commanders. The difficulty in obtaining Spares was explained to General SCATTINI - (FRIULI COMBAT GROUP) and he is doing all in his power to keep his officers and personnel interested.

General SCATTINI was also informed that vehicles in his division were continually arriving at the W/S in a dirty condition and deficient of M.T. items. He immediately had a meeting with the officers of the units concerned with the result that the 20 vehicles which arrived at the W/S on the following day were clean and complete in every way.

Considerable improvement was noticed in all the Workshops Services, especially with the Recovery Sections who are showing a good team spirit and interest in the maintenance of their vehicles.

All branches of the Workshops are showing a keenness to improve their technical knowledge, but unless the M.T. Spares situation can be improved and speeded up, it is going to be very difficult for the British Training Increments to keep the Italian personnel interested in their work.

DAIRE, M.M.I./.

INTAKE/1.
~~A.A.G.~~ A/G.
Spec Sec
~~G.S.~~ G/Ops
File (3)

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DAINA, M.M.I.A.

INTERNAL:
~~A-Mech~~ A/Q.
Spec Sec
~~Ord~~ Q/Os
File (3)

3199

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Declassified E.O. 12356 Section 3.3/NND No. 785020

HQ ROSE AREA ALLIED COMMAND
APO 794 US ARMY

SECRET

Ref: 46A59

21 Jan 45

Subject: Disbandment of New Units - [redacted]

HQ 2Q1 Sub-Area (2)

Copy: ADOS RAAC
G-S(Br) RAAC
G-4(Br) RAAC
DADMS RAAC
Land Forces Sub-Commission, AC (MGIA)

1. Disbandment of 65 HAA Wksp Type 'A' will be effected in accordance with the attached AFHQ CR/1154/G-1(Br((Ser 1411) dated 17 Jan 45 under the supervision of your HQ.

2. Please submit progress reports (in triplicate) to G-1(Br) this HQ on 31 Jan and 7 Feb 45.

K.L. LOUDEN
Major
for Lt-Col
AA & QMG

BTW/ag

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(2)

Subject: [illegible] Report

To: [illegible]

1. [illegible]
2. [illegible] 25 Army Group
3. [illegible] 2 District
4. [illegible] 5 Corps
5. [illegible] [illegible]

Herewith Report on technical equipment Signal Corps Services in Field Italian Combat Group, together with list of important deficiencies against special equipment on this scale.

(T J Stocker)
Capt.
S.S.O., 50 Inf Division Unit.

In the field
[illegible]

R
20/4/1944

REPORT ON MECHANICAL ENGINEERS SERVICES
IN DIVISIONAL WORKSHOP AND MECH ENGINEERS
PLATOON - "FRIULI" ITALIAN COMBAT GROUP

1. PERSONNEL

Considerable trouble has been experienced in obtaining skilled Workmen of any description.

At present their knowledge of British and American vehicles is considered to be reasonably good, and in spite of the shortage of bodies the output of the Workshops is good. However, this will improve with experience.

The question of Trade-Testing all ranks has been deferred for a further two months.

The following trades are considered satisfactory:-

- Recovery Sect
- Armourers
- Blacksmiths
- Turners
- Carpenters
- Tinsmith
- Welders
- Fitters - 40 % are First Class. Remainder are doubtful.

Continued training is required, and will be undertaken by the REME Increment, of the:

- Gun Fitters
- Instrument Mechs
- Electricians.
- Telecom Mechs.

Replacement of any tradesman presents a major difficulty, therefore it is not possible to improve the Mechanical Engineers Services by cross-posting or reinforcements.

The standard of NCOs is quite good. The Men are extremely keen. It is considered that there should be some distinction whereby they would be recognised as an organisation of Tradesmen. e.g. a Tradesman's badge or a coloured flash. This would go far to improve the morale of the Mechanical Engineering Services in the Division.

2. EQUIPMENT

Equipment is being maintained satisfactorily but att Special Equipment list deficiencies causes some anxiety.

Aldershot Shelters are essential, and release is expected on the following scale:

Shelters Portable No.9 -- 2 per Mech Eng Wksp
1 per Mech Eng Pln.

3196

The release of [illegible] ton Vehicles to carry these was not granted.

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- Recovery Sect
- Armourers
- Blacksmiths
- Turners
- Carpenters
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2. EQUIPMENT

Equipment is being maintained satisfactorily but att Special Equipment list deficiencies causes some anxiety.

Aldershot Shelters are essential, and release is expected on the following scale:

Shelters Portable No.2 -- 2 per Mech Eng Wksp
1 per Mech Eng Pln.

3196

The release of THREE 3ton Vehicles to carry these was not granted. It was stated that Wksps would adopt the "Ferry" method. This is not considered satisfactory.

FIVE TRACKLAYER Winches have been demanded for the Div RECOVERY Section.

Recovery Equipment for the whole Div is proving inadequate, due to:

(i) Excessive vehicle casualties
(ii) No type of Rec vehicle released to this Div, namely:
5 Trucks GS 6x6 with Winch
5 Morris 30 cwt 6x4
5 Austin 5 ton 6x4

Experience has shown that at least ONE SCAMMELL per Division would go far to alleviate this position, as the Winch gear of the above vehicles leaves much to be desired.

Contd.....

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2. EQUIPMENT (contd)

At a recent conference with DDME 1 DISTRICT it was decided that a type "Y" Lorry be issued in lieu of the "Z" Type on Establishment. One vehicle has now been converted into an INSTRUMENT Wksp. The GUN Section has a MACHINERY truck and a 3 Ton GS for stores, and is completely mobile.

3. WKSP STORES SECTION

Normal Card Index system in operation. Section functions well providing that a British M.T. Storeman is in attendance to clarify the continual problems of the following nature;-

Many Spare Parts Catalogues and Ord Vocabs are not illustrated, e.g. LV7/MT 1 to 15, MORRIS, S.S.A., LEYLAND etc., thus it is impossible for an Italian Storeman who cannot read English to demand replacements parts. This causes considerable difficulty throughout the Division and can only be rectified by one of the following methods:-

(i) Aid of Interpreters
(ii) English speaking Italians trained as Storemen.

Reference to this question was made in a letter to DDME.,1 DISTRICT, and MMIA. on 30 Dec 44 when distribution of English Speaking Storemen was proposed as follows:-

1 per	LAD	Total 6
1 "	Mk Wksp	1
1 "	ME Pln	1

No subsequent information has been received regarding this matter. May action be hastened.

Availability has been low owing to the abnormal requirements of this Division.
It has only been possible to partially cope with Wksp demands through close contact with RWPs and SALVAGE.
The wastage of material by misuse in the Regts of this Div is extremely serious

4. OFFICERS

The C.M.E. - Maj SCOTTIE.
This Officer has been with the Division about 6 weeks, but does not appear to be capable of carrying out the duties of a Com. Mech Engineers. He is not usually smart in his appearance and lacks the drive and personality necessary to bring the INFANTRY Regts up to an even reasonable standard of MT care.

Maj VOLPE
Has commanded Wksp for 6 weeks. Very good both technically and as a disciplinarian. Has plenty of drive and is always willing to take severe measures. However, he is not popular with his [illegible] and the team spirit which would be [illegible]

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4. OFFICERS

The C.M.E. - Maj SCOTTIE.

This Officer has been with the Division about 6 weeks, but does not appear to be capable of carrying out the duties of a Com. Mech Engineers. He is not usually smart in his appearance and lacks the drive and personality necessary to bring the INFANTRY Regts up to an even reasonable standard of MT care.

Maj VOLPE

Has commanded Wksp for 6 weeks. Very good both technically and as a disciplinarian. Has plenty of drive and is always willing to take severe measures. However, he is not popular with his men and the team spirit which used to exist, is dying. He does not spend enough time in the Wksp or amongst his men.

3195

Capt. MACCARRONE

A thoroughly capable officer, he commanded the Wksp for 6 weeks and produced a good turn out. He is popular with the men but is apt to spend too much time on office work which could be handled by his clerks.

Contd. .....

Declassified E.O. 12356 Section 3.3/NND No. 785020

4. OFFICERS (contd)

Capt PERSIANI-
Also thoroughly competent and carries out the duties of Adjutant and Q.M. with zeal and efficiency.

2 Lt BORIN
Technically sound, but inclined to be impetuous. Knows how to look after his men, but does not have the opportunity to use his initiative.

2 Lt ALBERTAZZI
Recovery Officer. Appears to be afraid of using his own initiative. Has a really good team spirit amongst his section and looks after them well. Will probably improve, given time.

Lt. MASSONE
A very young Officer. Not one of the Wksp assets, and is not capable of running his STORES Section in a satisfactory manner, unless under regular supervision.

VEHICLE CASUALTIES THROUGHOUT THE DIVISION SINCE FORMATION (SEPT 44)

Number of "A" Vehs B.L.R 52
" " "B" " B.L.R 150

No.of Vehs repaired by L of C REME Wksps..... 60
" " " " 83 HAA Wksp REME.....150
" " " " REME 50 BLU Detachment....190
" " passed through Italian Wksps..... 1321

The following items of Equipment have also been B.L.R.

GUNS -- 1 25 pr
1 17 pr
1 40mm (Bofors)

DIRECTORS -- 4

The number of vehs Recovered by Div Rec Section, comprising 7 Lorries = 250

Large numbers of vehs have been B.L.R. through non-availability of Spares and Major Assemblies.
Should the Stores situation improve it would still be necessary to backload a great percentage of work as the Wksp Establishment is not sufficient to cope with the excessive breakages and damage brought about by the inexperience and inefficiency of soldiers in this Division.

Declassified E.O. 12356 Section 3.3/NND No. 785020

5th Reserve

A very young Officer. Not one of the Wksp assets, and is not capable of running his STORES Section in a satisfactory manner, unless under regular supervision.

VEHICLE CASUALTIES THROUGHOUT THE DIVISION SINCE FORMATION (SEPT 44)

Number of "A" Vehs B.L.R 52
" " "B" " B.L.R 130

No.of Vehs repaired by L of C REME Wksps..... 60
" " " " 93 HAA Wksp REME.....150
" " " " REME 50 BLU Detachment....190
" " passed through Italian Wksps..... 1321

The following items of Equipment have also been B.L.R.

GUNS -- 1 25 pr
1 17 pr
1 40mm (Bofors)

DIRECTORS -- 4

The number of vehs Recovered by Div Rec Section, comprising 7 Lorries = 250

Large numbers of vehs have been B.L.R. through non-availability of Spares and Major Assemblies.

Should the Stores situation improve it would still be necessary to backload a great percentage of work as the Wksp Establishment is not sufficient to cope with the excessive breakages and damage brought about by the inexperience and inefficiency of soldiers in this Division.

3194

S/Capt.
(W J Stocker)
E.M.E., 50 Brit Liaison Unit.

In the field.
CMF
18 Jan 45

Declassified E.O. 12356 Section 3.3/NND No. 785020

1st Italian Combat Gp - FRIULI Div
1098 Scale
S.E.L. o.129/1
IMPORTANT ITEMS NOT RECEIVED AND URGENTLY REQUD.

Part 11 - SPECIAL EQUIPMENT

Part No.	Designation		Quty
	Section F.		
FB 0574	Vernier 0-6 in		1
13875	Gauges Surface Universal No.1		1
FA 2007	Gauges, Metal Sheet & Hoop		1
2010	" Screw pitch - Metric		1
2011	" " " - Whitworth		1
FB 1384	Indicator, Dial Test		1
0735	" Gauges Dial		2
FA 2351	" Speed		1
FA 3035	Micrometers, Outside 0 - 1 in		1
3036	" " 1 - 2 in		1
3037	" " 2 - 3 in		1
3484	Plates, Surface 18in x 15in		1
4526	Scissors, 8 in		2
4829	Spanners Adjustable 8 in	prs	4
	N.I.V.		4
FB 0979	Extractors, Stud, No. 2 Range 1/4" to 5/8"		2
	Section M 3		
MC 1480	Hammers, Hide-faced No. 3 Mk 1		2
	Section V 2		
VC 5680	Compasses, prismatic - Liquid Mk 111)		
0700	" " OR Mk 11)		
0702	" " OR Mk 1X)		3
	Section W 2		
WB 0147	Cable, Electric 0.0045	yds	30
0150	" " 0.04	"	20
0258	Cord, Electric, 3 core, Cab tyre, Low, Mk 1	"	30
	Section W 3 Part 1		
WX 0538	Machines, Sewing, 132K6, with Stand & Table, 110v DC		1
0021	Machine, Shearing, ¼ in, Hand operated		2
0491	Trestles, Mobile Wksps	prs	6
	N.I.V.		
FB 3973	Lathes, "PULTRA"		1
	Section W 3 Part 11		
WX 15526	Adaptors, Outlet - American Acetylene Cylinder		2
15525	" " " Oxygen "		2
15527	" To connect LAP Regulator to Acety Cylinder		2
15524	" " " " " Oxy "		2
	Section Z 1		
XA 9650	Voltmeters, DC 3volts, Secy, Cell, Mk 1		3

Section LV6/WT1

Declassified E.O. 12356 Section 3.3/NND No. 785020

	4526	Plates, Surface 18in x 15in		1
	4329	Scissors, 8 in		2
		Spanners Adjustable 8 in	prs	4
		N.I.V.		4
FB	0979	Extractors, Stud, No. 2 Range 1/4" to 5/8"		2
		Section M 3		
MC	1480	Hammers, Hide-faced No. 3 Mk 1		2
		Section V 2		
VC	5680	Compasses, prismatic - Liquid Mk 111)		
	0700	" " OR Mk 11)		
	0702	" " OR Mk 1X)		3
		Section W 2		
WB	0147	Cable, Electric 0.0045		
	0150	" " 0.04	yds	30
	0258	Cord, Electric, 3 core, Cab tyre, Low, Mk 1	"	20
			"	30
		Section W 3 Part 1		
WX	0538	Machines, Sewing, 132K6, with Stand & Table, 110v DC		1
	0021	Machine, Shearing, ½ in, Hand operated		1
	0491	Trestles, Mobile Wksps	prs	6
		N.I.V.		1
FB	3973	Lathes, "PULTRA"		1
		Section W 3 Part 11		
WX	15526	Adaptors, Outlet - American Acetylene Cylinder		2
	15525	" " " " Oxygen "		2
	15527	" To connect LAP Regulator to Acety Cylinder		2
	15524	" " " " " " Oxy "		2
		Section Z 1		
XA	9650	Voltmeters, DC 3volts, Secy, Cell, Mk 1		1
		Section LV6/MT1		
	43604	Jacks, Lifting, Screw 2 tons		3
	31443	" " " 4 tons		3
	26348	" " HALEY Type		2
	26169	" Hydraulic, 4ton, SKYHI Type, No.3353		2
	26344	" Trolley Type, Screw, 4½ ton		1
		Section LV6/MT2		
	45447	Levers, Dunlop No. 1		2
	45448	" " No. 2		2
	31985	Spanners, Double Ended SAE 3/8"x7/16" Am Nat Fine		4
	19482	" " " " 1/2"x9/16" " " "		4
	8212	" " " " 5/8"x11/16" " " "		2

contd.....

B193

Declassified E.O. 12356 Sec 3.3/NND No. 785020

Part No.	Part 11 SPECIAL EQUIPMENT		Quty
	Section LV6/MT2 (contd)		
10084	Spanners Double Hex Ring, Am Nat Fine 7/16"x1/2"		2
10085	" " " " " " " 9/16"x5/8"		2
10087	" " " " " " " 11/16"x3/4"		2
	Section LV6/MT3		
18530	Batteries, Dry 4 volt		8
84060	Lamps Electric, Hand Hellesen or sim 4v 3amp MES		8
	Section LV6/MT4		
13981	Voltmeters, 0 - 20v		1
	Section LV6/MT6		
44422	Material Solution Rubber	pints	6
17014	" " Vulcanising RED	Tins	6
	Section LV6/MT10		
24711	Welding Metals, Rods welding, Steel Cast 1/8" dia	Set	200
24725	" " " " " " 1/4" dia	feet	200
10454	" " " " " Mild 1/8" dia	feet	200
	Section J 1		
JA 0072	Axes, Pick, 4½lb HEADS		2
0073	" " " HELVES		6

PART 1V - MATERIAL FOR ARM ARTS (INSTS)

	Secton F. N.I.V		
FB 0334	Boxes, Material AA Instruments Type "A", Empty, c/w Case, wood, packing....		1
5025	Balsam, Canada	OZS	2
5216	Beccotine	Tubes	12
	Section V2		
VC 2534) 7532)	Watches GS 1/10 sec Mk 11 or 1/5 sec Wristlet		1
	Section V5		
VE 0058	Clinometers, Fd Mk V1 OR)		
OS 532GA	" " No.2 Mk 1)		1
	Sectio V6		
OS 667A	Telescopes, Auxiliary, No 1 Mk 1		1
581A	" " No 2 Mk 1A)		
994A	" " No 2 Mk 1B)		1
	Sectiom W5		
WZ 0014	Collimators, Binocular, Rotating type Mk 1		1
0017	" Small, General Purposes		1
OS 552	Pedestals, Portable		2
WZ 0045	Sprayers, Oil Solution		1

Declassified E.O. 12356 Section 3.3/NND No. 785020

Section LV6/TT10

24711	Welding Metals, Rods welding, Steel Cast	1/8" dia	Set	200
24725	" " " " "	1/4" dia	feet	200
10458	" " " " "	Mild 1/8" dia	feet	200

Section J 1

JA 0072	Axes, Pick, 4½lb HEADS	2
0073	" " " HELVES	6

PART IV - MATERIAL FOR ARM ARTS (INSTS)

Secton F. N.I.V

FB 0334	Boxes, Material AA Instruments Type "A", Empty, c/w Case, wood, packing....	1
5025	Balsam, Canada OZS	2
5216	Seccotine Tubes	12

Section V2

VC 2534) 7532)	Watches GS 1/10 sec Mk 11 or 1/5 sec Wristlet	1

Section V5

VE 0058	Clinometers, Fd Mk V1 OR)	
OS 532GA	" " No.2 Mk 1)	1

Sectio V6

OS 867A	Telescopes, Auxiliary, No 1 Mk 1	1
581A	" " No 2 Mk 1A)	
994A	" " No 2 Mk 1B)	1

Section W5

WZ 0014	Collimators, Binocular, Rotating type Mk 1	1
0017	" Small, General Purposes	1
OS 532	Pedestals, Portable	2
WZ 0045	Sprayers, Oil Solution	1

Declassified E.O. 12356 Section 3.3/NND No. 785020

IMPORTANT ITEMS NOT RECD AND URGENTLY REQUD

PART V - TEST EQUIPMENT- TOOLS SPECIAL ARM ART (INSTS)

		Qty
	Section W5	
WZ 0057	Tools, Angle Measuring Instruments No.1 Mk 1) --- Spanner fo Clino sight scog nuts)	2
WZ 0058	Tools, Angle Measuring Instruments No 2 Mk 1	1
0059	" " " " No 3 Mk 1	1
0060	" " " " No 4 Mk 1	1
0061	" " " " No 5 Mk 1	1
0048	Tools, Binoculars No 1 Mk 1	1
0049	" " No 2 Mk 1	1
0050	" " No 3 Mk 1	1
0051	" " No 4 Mk 1	1
0052	" " No 5 Mk 1	1
0053	" " No 6 Mk 1	1
0054	" ,Instruments, Withdrawing Universal	1
0065	Tripods Testing Scales, Mk 1A	2
0066	" Adaptors No 1	1
0067	" " No 2	1
0068	" " No 3	1
0071	" " No 6	1
0072	" " No 7	1
0073	" " No 8	1
0074	" " No 9	1
	Section Z2	
ZB 0458	Instruments, Testing, Avometers, Universal	1

PART V1 - TOOLS AND GAUGES FOR EXAMINATION OF ORDNANCE

	Section F	
FA 3055	Micrometers, Outside 0 - 1 in	1
	Section M 4	
	Apparatus, Testing cline plane with axis of Bore-	
MC 0105	-- Sectors QF 25 pr Mk 1	1
MC 0106-0108	-- Sectors, 3 in Bore Mk 1	1
MC 0316	-- Striker Gauges Mk 11)	
MC 0314	-- " " Mk 1)	1
[illegible]		
MC 1098	Gauges, Measuring Bore No 10 Mk 1	1
MC 7658	" " " No 13 Mk 11	1
MC 1258	" Plug bore, low limit for P.C. QF 6 pr Mk 1	1
MC 1314	" Striker Eccentricity, plugs, Mk 1	50
MD 0147	" Testing blow of Striker ML 2 in Mk 11 to 11**) Mortars Mk 1)	1
MD 0147	" " " " " ML 2in Mk 1V & V11) Mortars Mk 1)	1
MC 1342	" " " " " L 2in Small Mk 1	1
MC 1402	" Testing straightness of Bore ML 3in Mortar M**	1
MC 2102	Mirrors, Examining Bore 2.75" to 3.7" Mk 1	1
MC 2680	Rods Measuring bore [illegible]	1

8492

Declassified E.O. 12356 Section 3.3/NND No. 785020

0053	"	" No 6 Mk 1	1
0054	"	,Instruments, Withdrawing Universal	1
0065	Tripods	Testing Scales, Mk 1A	1
0066	"	Adaptors No 1	2
0067	"	" No 2	1
0068	"	" No 3	1
0071	"	" No 6	1
0072	"	" No 7	1
0073	"	" No 8	1
0074	"	" No 9	1

Section Z2

ZB 0458	Instruments, Testing, Avominors, Universal	1

PART V1 - TOOLS AND GAUGES FOR EXAMINATION OF ORDNANCE

Section F

FA 3035	Micrometers, Outside 0 - 1 in	1

Section M 4

MC 0105	Apparatus, Testing cline plane with axis of Bore-	
MC 0106-0108	-- Sectors QF 25 pr Mk 1	
MC 0316	-- Sectors, 3 in Bore Mk 1	1
MC 0514	-- Striker Gauges Mk 11)	1
MC [illegible]	-- " " Mk 1)	
MC 1098	Gauges, Measuring Bore No 10 Mk 1	1
MC 7658	" " " No 13 Mk 11	1
MC 1258	" Plug bore, low limit for P.C. QF 6 pr Mk 1	1
MC 1314	" Striker Eccentricity, plugs, Mk 1	1
MD 0147	" Testing blow of Striker ML 2 in Mk 11 to 11**)	50
MD 0147	" " " " " Mortars Mk 1)	1
MC 1342	" " " " " ML 2in Mk 1V & V11) Mortars Mk 1)	1
MC 1402	" Testing straightness of Bore ML 2in Small Mk 1	1
MC 2102	Mirrors, Examining Bore 2.75" to 3.7" Mk 1	1
MC 2680	Rods Measuring bore 100"x.324" Graduated Mk 1	2
MC 2682	" " " 100"x.324" Plain Mk 1	1
MC 2677	" " " 1907mm x .324" Graduated Mk1	1
MC 2678	" " " 1907mm x .324" Plain Mk1	1
MC 3308	Straightedges 18 in x 1½ in Mk 1	1
MC 6232	" Cases, Mk 1	1

Section V6

OS 11694	Cases, Clinometer No 1 Mk 1	1
329GA	Clinometers, Large No 1 MK 11)	
328GA OR	" " No 1 MK 1)	1

Declassified E.O. 12356 Section 3.3/NND No. 785020

FRIULI J.C.G
G 1098 Sale
S.E.L. No 129/1

IMPORTANT ITEMS NOT RECD AND URGENTLY REQUIRED

PART V11 - TOOLS, COMPONENTS etc FOR REPAIR OF S.A. AND MACHINE GUNS

Part No	Des	Quty
	Section C 1	
BE 6457	Gauges, firing pin point BREN .303 in MG Mk 1	3
9651	Guns Machine Bren .303 in - Covers Mag open Mk 11)	
9438	" " " " " " "OR Mk 1)	4
8178	" " " " Extractors	6
9451	" " " " Levers change	4
9462	" " " " Nuts Buffer Position	2
	Section C 2	
XBG 9228	Guns, Machine, BESA, 7.92mm Springs pin firing	8

PART V111 - TOOLS FOR MAINTENANCE & REPAIR OF ARTILLERY EQUIPMENTS.

	Section M 2	
CM 212	Keys - Hydraulic Brake drain p lug - 40mm AA Platform Mk 1..	1
CM 375	Spanners No 758 Mk 1	1
CM 2806	" No 982 Mk 1 (a)	1
28XM07	" No 983 Mk 1 (a)	1
2810	" No 986 Mk 1 (a)	1
2811	" No 987 Mk 1 (a)	1
2813	Tommies No 108 Mk 1 (x)	1
2814	" No 109 Mk 1	1
AN 5931	Wrenches - Pawl - Springs	1
5998	" - Breech Mechanism No 340 Mk 1	1
5999	" - " " No 341 Mk 1	1
CM 2813	" - Mk 111 40mm AA Mtg Mk 1 (a)	1
	Section M 3	
MC 0042	Adaptors, Reservoir No 2 Mk 1	1
MC 1298	Gauges, Pressure, No 5 Mk 1)	
CM 468A	" " OR No 16 Mk 1)	1
	Section N 1	
NA 0020	Attachments, Quick release No 3 Mk 11	1
	" " " for 17 pr	1

**** (a) For Mk 111 Mtgs ONLY

Declassified E.O. 12356 Section 3.3/NND No. 785020

Section M 2

CM 212	Keys - Hydraulic Brake drain p lug - 40mm AA Platform Mk 1	1
CM 375	Spanners No 758 Mk 1	1
CM 2806	" No 982 Mk 1 (a)	1
28XX07	" No 983 Mk 1 (a)	1
2810	" No 986 Mk 1 (a)	1
2811	" No 987 Mk 1 (a)	1
2813	Tommies No 108 Mk 1 (a)	1
2814	" No 109 Mk 1	1
AN 3931	Wrenches - Pawl - Springs	1
3998	" - Breech Mechanism No 340 Mk 1	1
3999	" - " " No 341 Mk 1	1
CM 2813	" - Mk 111 40mm AA Mtg Mk 1 (a)	1

Section M 3

MC 0042	Adaptors, Reservoir No 2 Mk 1	1
MC 1298	Gauges, Pressure, No 5 Mk 1)	
CM 468A	" " OR No 16 Mk 1)	1

Section N 1

NA 0020	Attachments, Quick release No 3 Mk 11	1
	" " " for 17 pr	1

**** (a) For Mk 111 Mtgs ONLY

Contd.....5

Declassified E.O. 12356 Section 3.3/NND No. 785020

IMPORTANT ITEMS NOT RECD AND URGENTLY REQUIRED

PART X - TOOLS, SPECIAL, FORD SERVICE

Part No	Des	Quty
Section LV7/FD		
ABVVF 167	Compressor Clutches	1
CY 353	Clutch and Locators	1
ABV137	Cutters, Valve seat, Roughing and finishing	1
V108	Distributors - Scale, spring tension	1
VVFZ136A	" - Timing fixture	1
V50	Pilots, valve seat Cutter	1
VV149	Presses, Axle Housing Race	1
BB150	" Hub Race, Inner and Outer	1
VZ60A	Removers, Valve guide	1
NZ 60	" " "	1
V 78	" Valve Assy - Bar Type	1
VF 78	" " " Bar Type	1
V 81	Spanners - Ratchet	1
V 72	Wrenches - Carburettor	1
V107	" - Connecting Rod, Big End Nut	1
9510A	" - Jet Combination	1
V133	" - V8 Dual Carburettor	1
V133A	" - V8 " "	1

PART X1 - TOOL$, SPECIAL, MORRIS SERVICE

Section LV7/ML		
SR 370	Extractors - Camshaft Gear	
SR 344	" - Dynamo Gear - 4 cyl Engine	1
SR 32?	Pliers - for fitting valve cotters	1
SR 8?	Pullers - Hub, Rear Axle	1
SR 342	Reamers - Steering Knuckle Bush	1
		1

PART XII- BOXES, SPARE PARTS, FIELD ARMY, FILLED MK 1

Section V2 - M.I.V		
VC 5639	Compasses Prismatic - Liquid Mk 111 - Rings Index Glass	6
5641	" " " " " - Screws fixing Loop	12
5588	" " " " " - Windows with bezel) and screws)	14
5582	" " Mk 1X - DIALS	2
5554	" " " " - JEWELS MOUNTED	12
5583	" " " " - PIVOTS	12
Section V 5		
FL 2157	Compasses Prismatic - Bubbles Spirit glass "C" Mk 1	12
M.I.V		
10700	Stands Instruments, - COVERS LEATHER	12
832 SA	Joints Ball	3
4728A	Telescopes, Sighting, Nos. 24, 29 & 30) -- Covers Erecting Lens Mk 1)	

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NZ 80	"	"	1
V 78	"	Valve Assy - Bar Type	1
VF 78	"	" " Bar Type	1
V 51	Spanners	- Ratchet	1
V 72	Wrenches	- Carburettor	1
V107	"	- Connecting Rod, Big End Nut	1
9510A	"	- Jet Combination	1
V133	"	- V8 Dual Carburettor	1
V133A	"	- V8 " "	1

PART X1 - TOOL$, SPECIAL, MORRIS SERVICE

Section LV7/ML

SR 370	Extractors	- Camshaft Gear	1
SR 344	"	- Dynamo Gear - 4 cyl Engine	1
SR 329	Pliers	- for fitting valve cotters	1
SR 88	Pullers	- Hub, Rear Axle	1
SR 342	Reamers	- Steering Knuckle Bush	1

PART XII- BOXES, SPARE PARTS, FIELD ARMY, FILLED Mk 1

Section V2 - M.I.V

VC 5639	Compasses Prismatic - Liquid Mk 111	- Rings Index Glass	6
5641	" " " " "	- Screws fixing Loop	12
5588	" " " "	- Windows with bezel and screws)	14
5582	" " Mk 1X	- DIALS	2
5554	" " " "	- JEWELS MOUNTED	12
5583	" " " "	- PIVOTS	12

Section V 5

3130

FL 2157	Compasses Prismatic - Bubbles Spirit glass "C" Mk 1	12	8

N.I.V

10700	Stands Instruments, - COVERS LEATHER	12
632 SA	Joints Ball	3
472SA	Telescopes, Sighting, Nos. 24, 29 & 30) -- Covers Erecting Lens Mk 11A)	3

Section V 6

3621	Stands Instruments - NUTS, WING, CLAMPING SCREW Mk 1	6

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Declassified E.O. 12356 Section 3.3/NND No. 785020

REME 5/2

SUBJECT: Repair of Vehs.

British Inorement (REME Branch)
Rear H.Q. Fifth Army, CMF.

OC 5 Army Tps Wksps

Phone: Lightning Rear 175.
MES5A/2.
3 Feb 45.

1. It is required that you carry out repairs to Morris Utility WD No. 1510533 on charge to the LEGNANO Combat Group.

The Veh is personal veh of the Commanding General of the Gp.

2. Will you please accommodate the driver of the car whilst repairs are being carried out.

(JFS PELDEN) Major for,
Colonel,
D.D.M.E.

R
20/4/45

Copy to: MMIA

3128

ALLIED FORCE HEADQUARTERS
REME

SECRET

FREEDOM 533

ME/14/1621

10 Jan 45

Subject:- Provision of REME Units for Land Forces ADriatic

To:- DDME HQ 3 District

Confirming telephone conversation (BELLAMY - WILLIAMS) of 10 Jan.

1. HQ Land Forces Adriatic are in urgent need of a Telecommunication Section for the maintenance and repair of line and wireless equipment.

2. It is considered that the most suitable unit for this purpose is 83 HAA Wksp Telecom Section at present attached to the FOLGORE Italian Combat Group.

3. Will you please make arrangements for this Telecom Section made up as follows:-

Personnel			Transport	
Officer	-	1	Cars 4 str 4x2 Hy Utility Type T	- 1
Arm Art Radio	-	2	Lorries 3 Ton 4 x 2 GS	- 1
D Mech	-	1	Lorries 3 Ton 4 x 2 cy Type Z	- 1
Telecom Mechs (HAA)	-	8		
Batman Driver	-	1		

to proceed forthwith to HQ LFA at BARI and report to the ADME (Lt-Col GODFREY)

4. Disbandment orders for 83 HAA Wksp will be less the Telecom Sec in order that the personnel may continue to be accounted.

5. Staff authority for the move of the Section will be issued in due course.

B.D. BELLAMY, Major,
DADME,
for Major-General,
Director of Mechanical Engineering.

Copy to:- ADME HQ LFA
Q(AE) AFHQ - our ME/14/1946 of 27 Dec 44 refers.

Declassified E.O. 12356 Section 3.3/NND No. 785020

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3. Will you please make arrangements for this Telecom Section made up as follows:-

Personnel			Transport	
Officer	-	1	Cars 4 str 4x2 Hy Utility Type T	- 1
Arm Art Radio	-	2	Lorries 3 Ton 4 x 2 GS	- 1
D Mech	-	1	Lorries 3 Ton 4 x 2 cy Type Z	- 1
Telecom Mechs (HAA)	-	8		
Batman Driver	-	1		

to proceed forthwith to HQ LFA at BARI and report to the ADME (Lt-Col GODFREY)

4. Disbandment orders for 83 HAA Wksp will be less the Telecom Sec in order that the personnel may continue to be established.

5. Staff authority for the move of the Section will be issued in due course.

B.D. Bellamy

B.D. BELLAMY, Major,
DADME,
for Major-General,
Director of Mechanical Engineering.

Copy to:- ADME HQ LFA
Q(AE) AFHQ - our ME/14/1946 of 27 Dec 44 refers.
Capt EDWARDS REME, att'd HQ Land Forces Sub Commission (MMIA)
G-1 (Br) A9 Section
File ME/1946
" ME/1605/1

3/188

R
20/4/45

B. 105

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Copy for info.

S/Sec for drafting

"Jan

ALLIED FORCE HEADQUARTERS
REME

SECRET

Tel: FREEDOM 503

ME A1/1940

9 Jan 45

Subject:- Moves of REME Units - 19 Port Wksps

To:- G-1 (Trg AFHQ)

19 Port Wksp is at present repairing vehicles in 209 Sub-Area near PESCARA. It is estimated that its task will be complete by 21 Jan 45. It is then required for a period ofbetween one and two months to carry out repairs to vehicles which are being issued to the new Reinforcement Training Centre for the Italian Army at MACCARESE (Rome Area Allied Command).

It is intended that the Italian Army should organise a Wksp as quickly as possible to take over this commitment from 19 Port Wksp.

It is requested that 19 Port Wksp be ordered to move on 22 Jan 45 by road. The unit is fully mobile (7 vehicles).

K.A.McK. MANDERS, Lt-Col., ADME,
for Major-General,
Director of Mechanical Engineering.

Copy to:- DMT AFHQ
G(AE) AFHQ
HQ MMLA
DDME 3 District
DADME Rome Area Allied Cmd
File 1670/29

R
10/31/87

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19 Port Wksp is at present repairing vehicles in 209 Sub-Area near PESCARA. It is estimated that its task will be complete by 21 Jan 45. It is then required for a period ofbetween one and two months to carry out repairs to vehicles which are being issued to the new Reinforcement Training Centre for the Italian Army at [redacted] (Rome Area Allied Command).

It is intended that the Italian Army should organise a Wksp as quickly as possible to take over this commitment from 19 Port Wksp.

It is requested that 19 Port Wksp be ordered to move on 22 Jan 45 by road. The unit is fully mobile (7 vehicles).

K.[illegible]McK. [redacted], Lt-Col., ADME,
for Major-General,
Director of Mechanical Engineering.

Copy to:- DMT AFHQ
9(AE) AFHQ
HQ MBLA
DDME 5 District
[redacted] Rome Area Allied Cmd
File 1670/19

R
Id/3187

13 / 45

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Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

SUBJECT: Arrivals ex SARDINIA

Land Forces Sub Com, A.C.
(M.M.I.A.)
SD/LL/1
21 Jan 45

TO : Ministry of War

1. Attached list shows confirmed arrivals of Italian Troops from SARDINIA since 11 Dec 44.

2. "FORT RICHLIEU" and "SAMLEYTE" had not completed discharge of cargoes on 19 Jan 45, date of compilation of this list.

Major General
M.M.I.A.

Internal Distrt:
Spec Sec
AQ
Q(AE)
RE
X
ST
Mod
Ord
REME
Lab
Mov (2)
SD/50

R
20/4/45

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DATE & SHIP	UNIT	OFFICERS	O/R	VEHS & STORES	DIS
11 December	55 Gp. (1 Tpt Unit)	2	66	54 Trucks 1 Mob Wksp 1 Ambulance 1 Elec Generator 3 M/C, 1 Trailer 10 Tons Stores	
THISTLEMUIR					To Jo
	Poetto Auto Park	1	30	119 Vehicles	Furigro
	7 Base Commissariato	1	20	50 Tons Clothing	Depot 59
15 December	Arty Rft. Unit	12	163		
	Inf Rft. Unit	7	232		Afragol
MONTECUCCOLI	59 Inf Regt Personnel		50		to As
	13 Sup. Coy	2	58		Decem
	Driver Rft. Unit	2	55		
	Mixed Engr Unit	2	30		10 Regt
	Volunteers	2	59		Afragol Mantova
	13 Med Coy (Rfts for 525 Fd Hosp)		26		Afragol Astroni
	Air Force	5	25		
	Casuals	26	153		Inform
27 December	Poetto Park	1	24	53 M/C 202 Vehicles	Fuorigr
	Engineer Stores	1	5	Misc Stores	Comando
SAN FEUCH	Medical Stores		3	Med Stores	Direz.
	Commissariato Wksps	1	5	Mixed Stores	Depot 5
	Mob. Wksp		11	1 Vehicle	Furigro
	Casuals	4	29		Inform
	Air Force	1	4		
28 December	1182 Mob. Ambulance Sec.	1	16	10 Ambulances	10 Reg.
SALVORE					

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	OFFICERS	O/R	VEHS & STORES	DISPOSAL
nit)	2	66	54 Trucks 1 Mob Wksp 1 Ambulance 1 Elec Generator 3 M/C, 1 Trailer 10 Tons Stores	To Join Unit
rk	1	30	119 Vehicles	Furigrotta Park
ariato	1	20	50 Tons Clothing	Depot 591
	12	163		Afragola transferred to Astroni 20 December 1944.
rsonnel	7	232		
		50		
	2	58		
it	2	55		
t	2	30		10 Regt Genio S. Maria C.V.
	2	59		Afragola, Subsequently to Mantova Gp.
s for 525 Fd Hosp)		26		Afragola, Subsequently to Astroni for Movement Rome
	5	25		
	26	153		Information Centre
			53 M/C	
	1	24	202 Vehicles	Fuorigrotta Park
	1	5	Misc Stores	Comando Genio Naples
		3	Med Stores	Direz. Sanita, Naples
Wksps	1	5	Mixed Stores	Depot 593
		11	1 Vehicle	Furigrotta Park
	4	29		Information Centre
	1	4		
lance Sec.	1	16	10 Ambulances	10 Reg. Auto-Rome

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DATE & SHIP	UNIT	OFFICERS	O/R	VEHS & STORES	DISPOS
4 January	13 Med Coy		8	4 Mob Baths	Fuorigrotta
	13 Sup Coy	1	4	13 Tons misc matr.	Commissariat
FORT RICHLIEU	Poetto Auto Park	1	19	113 Tractors	Fuorigrotta
(Still	Engineer Material		6	424 Tons	Comando Geni
discharging)	Air Force		20	110 Tons misc eqpt.	
66					
11 January	Poetto Park	1	20	98 Misc Veh 135 W/C 4 Disinfector Stoves 12 Mob Baths 11 Tons Material	Fuorigrotta
SAMLEYTE					
(not yet					
discharging)	Engineer Material	1	3	638 Tons	Comando Geni
	Commissariato		6	55 Tons Clothing & general stores, 29 Tons barrels of Cognac	Commissariat
	Air Force	1	21	21 Vehs 112 Tons Stores	
11 January	Combat Volunteers	2	97		Afragola
	Cavalry Nucleus		58		Naples, sub Franca for
MONTECUCCOLI	59 Inf Regt Pers	1	60		Naples, sub
	ET Personnel	1	49		Afragola, s for Wksp at
	Pigeon Escort		4	50 Pigeons	Comando Gen
	Geotopographical Sec	7	6	2 Tons	Campo Contu
	Finance Gds		14		
	SHE Vehs		2	2 Vehs	
	Air Force	6	44		
	Discharge & Casuals	64	203	2 cars	Information

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	OFFICERS	O/R	VEHS & STORES	DISPOS
		8	4 Mob baths	Fuorigrotta Park.
	1	4	13 Tons misc matr.	Commissariato, Naples.
k	1	19	113 Tractors	Fuorigrotta Park.
al		6	424 Tons	Comando Genio.
		20	110 Tons misc eqpt.	
	1	20	98 Misc Vehs 135 W/C 4 Disinfector Stoves 12 Mob Baths 11 Tons Material	Fuorigrotta Park
rial	1	3	638 Tons	Comando Genio
		6	55 Tons Clothing & general stores, 29 Tons barrels of Cognac	Commissariato Depot
	1	21	21 Vehs 112 Tons Stores	
ers	2	97		Afragola
us		58		Naples, subsequently Martina Franca for Piceno Div.
ers	1	60		Naples, subsequently to Crotone
	1	49		Afragola, subsequently to Rome for Wkap at Terni
		4	50 Pigeons	Comando Genio
al Sec	7	6	2 Tons	Campo Contumaciale, Naples
		14		
		2	2 Vehs	
	6	44		
asuals	64	203	2 cars	Information Centre

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Subject:- Report on Workshops - FRIULI and LOMBANO Combat Groups

Land Forces Sub Comm A.C. (MMIA)
DADME/11
Dec 44.

DEAR AFHQ

A visit was made to the LOMBANO and FRIULI Combat Groups by Maj Hall and myself on the 18th and 21st instant.

Investigation of the troubles being experienced by the EME's attached to these Combat Groups show that at present no clear cut workshop organisation is in operation and the attached directives are put forward for your approval.

Due to the present organisation and the difficulties in obtaining spares for 1st line repairs, very heavy pressure is being put upon the LAD's and Workshops trying to keep transport on the road.

The spares situation is very serious and is a matter which must be given the highest priority. I feel that a false impression is being given in this respect as EME's have to date managed to keep approximately 85% of the transport on the road by their own efforts, and the position has now arisen where practically no further spare items are available from these outside sources i.e. RVP's - Salvage Dumps etc. Unless spares are forthcoming very quickly via the normal Ordnance channels a greater increase in vehicles off the road will soon be noticed.

For your information attached hereto please find list of N.A. stores (19 - 23 Dec inclusive) for FRIULI Combat Group.

Major Head, Ordnance, is taking this matter up with AFHQ.

20/12/44

D.A.D.M.E.
Land Forces Sub Comm A.C. (MMIA)

ESH

Copy - Col Pidsley
Ord - Maj Head.

3184

DUTIES OF C.M.E.

C.M.E. DIVISIONAL

1. The C.M.E. is directly responsible to the Divisional Commander for the proper functioning of all M.E. services within the Division, and, departmentally to the D.D.M.E. of the most higher formation.

2. His duties comprise :-
(a) Advice to and co-operation with the Divisional staff to ensure that his M.E. units are moved and located in proper rotation to the tactical situation, to the anticipated workshop load, to the existing commitments of work, to the state of roads in relation to recovery and backloading, and to the supporting 3rd and 4th ech. of the most higher formation.

(b) Constant reveiw of the condition of equipment within the formation by inspections and other means on order :-
(i) To be in a position continually to advise the Commander as to the state of mechanical preparedness of his formation.
(ii) To be in a position to detect weaknesses in the way in which units use and maintain their equipment and to advise on methods of improvement.
(iii) To be in a position to anticipate the need of the Divisional for 2nd, 3rd and 4th ech repairs and by doing so to be able to plan his 2nd ech.repair and assembly replacement programme, to advise "Q" and "ORD" on requirements of assemblies, D.D.M.E. of the most higher formation of the future 3rd, and 4th. ech. repair load, and "Q" of the replacement load necessary to meet this wastage.
(iv) To discover, asessily as possible, incipient defects in equipment, which would not otherwise come to light until failure occurs.

(c) The direct command of all 2nd ech. workshops in the Division, and the control of L.A.D.s. and,other 1st ech. M.E. units and detachments in order that a universal policy is maintained throughout the division. This policy must be co-ordinated with the 3rd ech. repair policy to the D.D.M.E. of the most higher formation via S/Capt R.E.M.E. [redacted] R.L.U.

(d) The co-ordination and organisation of recovery both forward and on the Divisional axis. He must keep xxxx close and constant touch with the D.D.M.E. of the most higher formation on this subject so that the latter can reinforce him quickly so releive him of part of his responsibilities, or clear his workshops by backloading.

(e) The seeking of defects in equipment and their investigation as far as possible with the facilities at his diposal. The prompt reporting of defects after inv[illegible]

37[illegible]

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formation by inspections and other means on order :-

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(iii) To be in a position to anticipate the need of the Division for 2nd, 3rd and 4th ech repairs and by doing so to be able to plan his 2nd ech.repair and assembly replacement programme, to advise "Q" and "ORD" on requirements of assemblies, D.D. M.E. of the most higher formation of the future 3rd, and 4th. ech. repair load, and "Q" of the replacement load necessary to meet this wastage.

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(e) The seeking of defects in equipment and their investigation as far as possible with the facilities at his diposal. The prompt reporting of defects after investigation, together with sound proposals for their remedy. 3183

(f) The general administration of all M.E. units under command including postings and promotions within such limitations as may be imposed by higher authority.

3. In general, the C. .E. must do everything possible to improve the mechanical condition of the equipment of his formation, both by advising on unit operation and maintenance, and by ensuring the e efficiency, and the efficient application of the .E. units provided for recovery and repairs. His technical advise must at all times be at the disposal of hisCommander, and must be framed in general conformity with the policy of his D.D.M.E.

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MECHANICAL ENGINEERS DIV WKSP PROCEDURE

1. The wksp is a self - accounting and self administering unit under the officer commanding who is responsible for its Regt and technical adm, incl trg, regt and technical.

The OC Wksps is responsible to the senior offr, Mech Engineers.

WORK UNDERTAKEN

The repair capacity is a variable factor governed by :-

(a) Availability of personnel and their technical ability.
(b) Availability of repair equipment suitable for any particular job.
(c) The amount of work in hand and the amount of work of higher priority outstanding.
(d) The maximum period (specified by the senior officers orders) which may be spent on any one repair job.
(e) The non - availability of stores.
(f) Theamount of time specified as defined in para (d) may be varied provided that

(i) The OC receives orders to do so from the CME.
(ii) If he is satisfied on his own responsibility that the exigencies of the Service justify his action.

WKSP PROCEDURE DOCUMENTATION

2. Repair work will be restricted to the following :-

(a) Wksp Indent AF G1045 will be used for all equipment incl Arty and Engineer Stores.
(b) A job card devised by OC Wksps.
(c) Indent for Ord Stores AF G994.
(d) Temporary Receipt AB 108.
(e) Wksp Journal (daily statement of wksps activity.
(f) Inspection reports AF G857 (a) and (b) etc.
(g) Condemnation Certificate AF G1043.
(h) Activity report to CME as instructed.

RECEIPT OF WORK

3. The unit or LAD representative with equipment requiring repair will, on arrival at wksp, report or be instructed to report to the R&I Stores (Receipt & Issue Stores), where he will hand in a written demand, signed by an offr or WO of the unit concerned. Normally this demand would be made on AF G1045. If unit is operational and no form is available, the R&I storeman will initiate an AF G1045 which will be signed by the unit representative, in order to provide continuity. Unit representative will be directed to Unit inspection

3782

(c) The amount of work in hand and the amount of work of higher priority outstanding.
(d) The maximum period (specified by the senior officers orders) which may be spent on any one repair job.
(e) The non - availability of stores.
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(e) Wksp Journel (daily statement of wksps activity.
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4. Where a veh or equipment is recovered from unit lines, the NCO or soldier IC the recovery veh will aknowledge receipt of the equipment on AF 108 as "unexamined", i.e. has not been checked for deficencies. R&I clerk will check tools and equipment as per log book or history sheet on arrival at wksps. He will enter same on a AF 108 in duplicate, original copy to Unit - copy to remain in 108 as permanent record.

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WKSP OFFICE

5. The wksp is controlled by the wksp office staff which will normally consist of :-

(a) Offr IC Wksps.
(b) WO IC Wksps.
(c) Wksp Office Clerks.
(d) Spares Progress Chasers.

In order to effect this control, the wksp office staff will be reponsible for the following :-

(a) Maint of Daily Statement of wksp activities (Wksp Journal) containing details of work outstanding, in hand, awaiting spares, labour, or completed.
(b) Allocating work to the appropriate wksps sections for repair in accordance with the degree of priority decided by the OC Wksps subject to instructions by the CME. The available stores and suitible personnel, and not necessarily in accordance with the rotation in which the work was received by wksps.
(c) Progressing work through wksps and maintaining an even flow of repairs.
(d) Close liaison with stores section in connection with the allocation and progressing of stores.
(e) Preparing the wksp activities return required by the senior offr of the ME for the signature of the OC Wksps.
(f) Records of different types of equipment requiring repair will be kept in separate books. Jobs will be numbered consecutively, 1 - 999. After which a new series will commence and each Job No. will be prefixed by the letter denoting the type of equipment as per table below :-

A/ "A" Vehs incl tanks.
B/ "S" Vehs and MCs.
C/ Armaments
T/ Telecommunications
I/ Instruments
S/ Small Arms
O/ Miscellaneous - Gen Work
R/ Engineer Eqiupment
M/ Machine jobs.

6. The WO IC Wksps will review all outstanding entries in the wksps journal at least once every day to ensure that no work is overlooked, and thetentries are maintained up to data.

One of the wksps office clerks will be responsible for maintaining these wksp journals up to date from the wksp indents G1045 and the wksp progress chaser or WO IC Wksps. The wksp journal will contain the following information :-

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repair in accordance with the degree of priority decided by the OC Wksps subject to instructions by the CME. The available stores and suitible personnel, and not necessarily in accordance with the rotation in which the work was received by wksps.

(c) Progressing work through wksps and maintaining an even flow of repairs.

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One of the wksps office clerks will be responsible for maintaining these wksp journals up to date from the wksp indents G1045 and the wksp progress chaser or WO IC Wksps. The wksp journal 3181 contain the following information :-

Column 1 Job No
2 MD No or registered No
3 Make, Type. (e.g. BEDFORD 3 Ton GS 4 X 2)
4 Repair required (brief particulars)
5 Date 'In'
6 Present position
7 Date of completion
8 Signature of collecting representative.

...../Progressing of repairs.

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PROGRESSING OF REPAIRS

It will be necessary for the offr IC wksps aided by WO IC wksps and progress chasers to work in close co - operation with each NCO IC wksp Sec, and offr IC Technical Stores Sec, so that he is always familar with the position of all work in wksps. He will be responsible for investigating all causes of delay, and hold-ups, and for arranging for the necessary action to eliminate such breaks in the progress of repairs.

COLLECTION OF REPAIRED EQUIPMENTS

7. On collection of the repaired equipment the unit or IAD representative collecting will sign in Column 8 of the workshops journal at the same time, the wksp office will enter the repair in the appropriate page of the AB 412 or ~~Unit~~ History Sheet of the equipment.

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WORKSHOP REPAIR ORGANISATION FOR COMBAT GROUPS

Unit Maintenance.

1. Maintenance in units as per the Task System already laid down.
2. The Unit Commander will be responsible in seeing that the daily maintenance of vehicles is carried out properly.
3. No repairs will be undertaken in Unit lines, but application will be made immediately a vehicle is in need of repair, to the unit L.A.D. to collect it.

Function of the L.A.D.

The function of the L.A.D. is to carry out small repairs up to a maximum of 12 hours, but not until it has been first ascertained that spares are available immediately.
This will ensure that no large repairs are undertaken by them.
Repairs which are estimated will take more than 12 hours will be sent to the workshops in the Division.

Function of the Workshop.

The function of the workshop is to carry out medium repairs not exceeding 4 days, but not until it has been ascertained that spares are available from the Ord. Fd. Park attached to the workshop. Repairs which are estimated to take more than 4 days will be reported to the C.R.E. of the Division, who, after consultation with the workshop Officer concerned, will decide what action is to be taken.
To ensure smooth running of these lines of repair, it is necessary to classify every vehicle requiring repair in one of the following categories :-

CLASS I	Small repairs up to 12 hours	- L.A.D.
CLASS II	Medium repairs up to 4 days	- MEW & MEP
CLASS III	Large repairs or complete overhaul limited in time only by the spares situation.	- B.W.
CLASS IV	Vehicles not economically repairable or vehicles considerd of greater value if broken down to obtain spares	- R.V.P.

The procedure of the workshop immediately a vehicle is brought in is for it to be received by the R and I (Receipts and Issues) office where a receipt will be given to the unit concerned. It will then pass to the inspection for examination and classification, and according to the State placed in the Unit lines when the necessary efforts will be made to obtain spares from the Field Park Stores Section attached to the workshop.

This will ensure that no large repairs are undertaken by them. Repairs which are estimated will take more then 12 hours will be sent to the workshops in the Division.

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CLASS II	Medium repairs up to 4 days	- MEW & MEP
CLASS III	Large repairs or complete overhaul limited in time only by the spares situation.	- B.W.
CLASS IV.	Vehicles not economically repairable or vehicles considerd of greater value if broken down to obtain spares	- B.V.R.

The procedure of the workshop immediately a vehicle is brought in is for it to be received by the R and I (Receipts and Issues) office where a receipt will be given to the unit concerned. It will then pass to the inspection for examination and classification, and according to the State placed in the Unit lines when the necessary efforts will be made to obtain spare s from the Field Park Stores Section attached to the workshop.

In the event of a vehicle being beyond local repair, i.e. Class III or IV, a report will immediately be sent to the C.O.R. of the Division, who, after consultation with the workshop officer concerned, will decide what action is to be taken.

This method of operation ensures that only one person in the workshop can decide what repairs are necessary or classify a vehicle. In every case the workshop officer will be the final deciding factor for the classification of any vehicle. Thena vehicle is over Class II or unable to be completed within a reasonable time due to the non - availability of spares, he will retain the vehicle and give the Unit a B.E.R. certificate, who, in return will immediately arrange to

- Cont-

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have the vehicle struck off strength and make a demand for a replac. vehicle in the normal way.

All vehicles accepted at any workshop will be dealt with in strict order of arrival, and priorties, if any, will only be dealt with first on instructions from the C.M.E. of the Division after consultation with the officer of the workshop concerned.

The aforementioned procedure automatically controls the spares situation, as repairs will not be carried out by units, but only by L.A.Ds. and Workshops, where spares will be obtained from the Fiels Park Section.

The L.A.Ds. and Workshops will make out a daily return as detailed below, of the state of the vehicles in for repairs. This return will be sent to the C.M.E. of the Division every evening by 17.00 hours, for his information and records. This will ensure that the C.M.E. is always conversant with the latest repair State of all vehicles in the Division, and is able to immediately impart a true state to his Chief of Staff when required to do so.

VEHS CODE

"A" = V Received into workshops.

"B" = W Awaiting spares.

GUNS - G6 = X Completed within next 24 hours.
G17

G25 = Y Awaiting evacuation.

G40 = Z Evacuated.

Example :- AV. 30 - AW 10 - A X 8 - A X 9 - AZ3

"A" Vehicles:-

Received 30 - awaiting spares	10
completed within next 24 hrs	8
Awaiting evacuation	9
Evacuated	3

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that the C.M.E. is always conversant with the latest repair State of all vehicles in the Division, and is able to immediately impart a true state to his Chief of Staff when required to do so.

VEHS — CODE

"A" = V Received into workshops.

"B" = W Awaiting spares.

GUNS - G6 = X Completed within next 24 hours.
G17

G25 = Y Awaiting evacuation.

G10 = Z Evacuated.

Example :- AV. 30 - AW 10 - A X 8 - A X 9 - AZ3

"A" Vehicles:-

Received 30 - awaiting spares	10
completed within next 24 hrs	8
Awaiting evacuation	9
Evacuated	3

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1. [illegible] ORGANISATION AND WORKS ARRANGEMENTS

The Wksp is a self-accounting and self administering unit under the officer commanding who is responsible for its regt and technical adm, incl Ary, regt and technical.

The C Wksps is not available to the senior offr, both Engineers.

WORK CAPACITY

The repair capacity is a variable factor governed by :-

(a) Availability of personnel and their technical ability.
(b) Availability of repair eq upment suitable for any particular job.
(c) The amount of work in hand and the amount of work of higher priority outstanding.
(d) The maximum period (specified by the senior officers orders) which may be spent on any one repair job.
(e) The non-availability of stores.
(f) The amount of time specified as defined in para (d) may be varied provided that

(i) The CO receives orders to do so from the CRE
(ii) If he is satisfied on his own responsibility that the exigencies of the Service justify his action.

2. [illegible] WORK PROCEDURE DOCUMENTATION

Repair work will be regulated by the following :-

(a) Wksp Indent AF G403 will be used for all equipment incl Ary and Engineer stores.
(b) a job card devised by OC Wksps.
(c) Indent for unit stores AF G998.
(d) Temporary Receipt AF 1(a)
(e) Wksp Journal (daily statement of wksps activity.
(f) Inspection reports AF G857(a) and (b) etc
(g) Condemnation Certificate AF G403.
(h) Activity report to CRE as instructed.

3. [illegible] RECEIPT OF WORK

The unit or RAD representative with equipment requiring repair will, on arrival at wksp, report or be instructed to report to the RAD Stores (Receipt & Issue Stores), where he will hand in a written demand, signed by an offr or SO of the unit concerned. Normally this demand would be made on AF G403. If unit is operational and no form is available, the RAD storeman will initiate an AF G403 which will be signed by the unit representative, in order to provide continuity. Unit representative will be directed to 'In' inspection.

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4. When a veh or equipment is recovered from unit lines, the RSO or soldier of the recovery veh will immediately receipt of the equipment on AF 165 as "unrecorded". i.e. has not been checked for deficiencies.

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(e) The non-availability of stores.
(f) The amount of time specified as defined in para (a) may be waived provided that

(i) The CO receives orders to do so from the OOC
(ii) If he is satisfied on his own responsibility that the exigencies of the Service justify his action.

2. [illegible]

Repair work will be directed to the following :-

(a) Wksp Indent AF C4043 will be used for all equipment Mod Arty and Engineer Stores.
(b) A Job card devised by CO Wksps.
(c) Indent for Ord Stores AF 2252.
(d) Temporary Receipt AF 128
(e) Wksp Journal (daily statement of wksps activity.
(f) Inspection reports AF C657(a) and (b) etc
(g) Conformation Certificate A. C4043.
(h) Activity reports to CMF as instructed.

3. [illegible]

The unit or LAD representative with equipment awaiting repair will, on arrival at wksp, report or be instructed to report to the RAI Stores (Receipts & Issue Stores), where he will hand in a written demand, signed by an offr or WO of the unit concerned. Normally this demand would be made on AF C4043. If unit is operational and no form is available, the RAI storeman will initiate an AF C4043 which will be signed by the unit representative, in order to provide continuity. Unit representative will be directed to 'In' inspection.

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4. When a veh or equipment is recovered from unit lines, the LCC or soldier in the recovery veh will acknowledge receipt of the equipment on AF 106 as "unexamined", i.e. has not been checked for deficiencies. RAI clerk will check tools and equipment as per log book or history sheet on arrival at wksps. He will enter same on a AF 106 in duplicate, original copy to Unit - copy to remain in 106 as permanent record.

[illegible]/5.

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WSP OFFICE

The wksp is controlled by the wksp office staff which will normally consist of :-

(a) Offr IC Wksps
(b) WO IC Wksps
(c) Wksp Office Clerks
(d) Spares Progress Chasers

In order to effect this control, the wksp office staff will be responsible for the following :-

(a) Maint of Daily Statement of wksp activities (Wksp Journal), containing details of work outstanding, in hand, awaiting spares, labour, or completed.

(b) Allocating work to the appropriate wksp sections for repair in accordance with the degree of priority decided by the IC wksps subject to instructions by the CRE. The available stores and suitable personnel, and not necessarily in accordance with the rotation in which the work was received by wksps.

(c) Pre reading work through wksps and maintaining an even flow of repairs.

(d) Close liaison with stores section in connection with the allocation and progressing of stores.

(e) Preparing the wksp activities return required by the senior offr of the WP for the signature of the IC wksps.

(f) Records of different types of equipment requiring repair will be kept in separate books. Jobs will be numbered consecutively, 1 - 999. After which a new series will commence and each job to be will be prefixed by the letter denoting the type of equipment as per table below:-

A/ "A" Vehs incl tanks.
B/ "B" Vehs and MCs
C/ Armaments
D/ Telecommunications
E/ Instruments
F/ Small Arms
G/ Miscellaneous - Gen Mech
H/ Engineer Equipment
K/ Electrics Misc.

The IC IC Wksps will review all outstanding entries in the wksps journal at least once every day to ensure that no work is overlooked, and that entries are maintained up to date.

One of the wksps offices clerks will be responsible for

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(b) Allocating work to the appropriate shops sections for repair in accordance with the degree of priority decided by the AO Shops subject to instructions by the CRO. The available stores and suitable personnel, and not necessarily in accordance with the rotation in which the work was received by Shops.

(c) Progressing work through shops and maintaining an even flow of repairs.

(d) Close liaison with stores section in connection with the allocation and progressing of stores.

(e) Preparing the Shop activities return required by the senior offr of the RE for the signature of the AO Shops.

(f) Records of different types of equipment requiring repair will be kept in separate books. Jobs will be numbered consecutively, 1 - 999. After which a new section will commence and each job will be prefixed by the letter denoting the type of equipment as per table below:-

A/ "A" Vehs incl tanks.
B/ "B" Vehs and MCs
C/ Armaments
D/ Telecommunications
E/ Instruments
F/ Small Arms
G/ Miscellaneous - Gen Work
H/ Engineer Equipment
M/ Machine Jobs.

6. The AO IC Shops will review all outstanding entries in the shops journal at least once every day to ensure that no work is overlooked, and that entries are maintain up to date.

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One of the shops office clerks will be responsible for maintaining these shop journals up to date from the shop Indents (1412), and the shop progress sheets or AO IC Shops. The shop journal will contain the following information

Column 1 Job No.
2 RE No or registered No
3 Make, Type. (e.g. Bedford 3 ton GS 4 x 2).
4 Repair required (Brief particulars).
5 Date 'In'
6 Present position
7 Date of completion
8 Signature of collecting representative.

...../Progressing of repairs.

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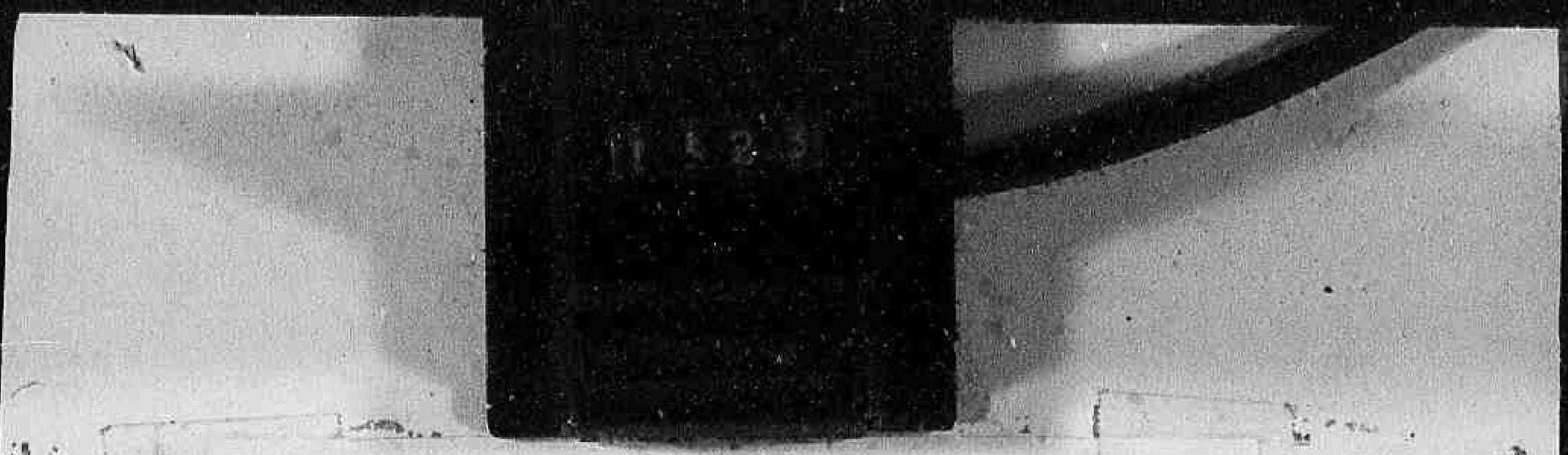
PROCESSING OF REPAIR

It will be necessary for the ASF IO shops added by WD IO shops and progress clerks to work in close co-operation with each ITC IO shop rec, and ASF IO Technical Stores Rec. so that he is always familiar with the position of all work in these. He will be responsible for investigating all causes of delay, and failure, and for arranging for the necessary action to eliminate such breaks in the progress of repairs.

7.

COLLECTION OF REPAIRED EQUIPMENT

On collection of the repaired equipment the unit or IAD representative collecting will sign in column 8 of the warrisage journal at the same time, the ASF officer will enter the repair in the appropriate page of the AR 612 or History Sheet of the equipment.



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STORES NOT AVAILABLE IN THIS DIVISION FOR VEHICLES OFF ROAD.

Date	Indent - Ref. Section -	Designation	Part No. -	Qnty
44				
19 Dec	42 LW7/CHD	Engine Assy	5269790	8
19 Dec	43 LW7/MD	Axle Assy Rear	40008	1
19 Dec	44 LW7/BD	Fan Belt	1053417	50
"	" "	Gasket	1053575	20
19 Dec	45 MD	Coil Ignition	MH408121	10
19 Dec	46 MD4	Generator Assy	CB D4511/51	10
" "	" "	Brush Assy	CB 5485/30A	20
19 Dec	47 LW7/BD	Coil Assy	S/A12024	10
" "	" "	Coil Ignition with 10000 ohm	C11A12024	10
19 Dec	48 LW7/AD	Engine Assy	W/E3/11	1
" "	" "	Piston Rings (72 mm1/16")	1686-51	18
19 Dec	49 LW7/BC	Piston Rings (STD)	1686-51	6
" "	" "	Engine Assy	WW90/W5MD	1
" "	" "	Piston Rings	E1681	16
" "	" "	Rings Piston Scraper	E687	8
" "	" "	Clutch Assy	T416CLT	5
" "	" "	Plate Clutch Driving (Corked)	T414	12
" "	" "	Plate Clutch	T415	16
19 Dec	50 LW7/BC	Rings Piston	D5-R511	10
" "	" "	" " Scraper	S5-SR111	5
" "	" "	Clutch Plate Steel Plain Thick	6-K-2	6
" "	" "	" Plate Steel Plain thin	5-K	20
" "	" "	Clutch Friction Plate with Inserts	5-K-2	20
20 Dec	51 LW7/ED	Fan Assy	C253/8605	2
" "	" "	Carburettor	914/3510A2	3
" "	" "	"	C23009510	3
20 Dec	52 LW7/DC	Master Cylinder Pipe	947600	10
" "	" "	Brake Drum	S82507	4
" "	" "	Brake Hose Front	S81545	8
" "	" "	" " Rear	323812	8
20 Dec	53 LW7/AMD	Kit	70-K-1455	12
" "	" "	Kit	MH210183973	12
20 Dec	54 MD	Bulbs 6v 5w SCC	47174	40
" "	" "	Bulbs 6v 24w SCC	12534	30
20 Dec	55 LW7/BC	Engine Assy	2W4CW 5AD	1
" "	" "	Wheel Rear Complete	W792	1
" "	" "	Outfit Tyre repair	DA 160	10
" "	" "	Spring Kickstarter Retn	T31	3
" "	" "	Head Cylinder	E2100	4
" "	" "	Pipe Exhaust	M1580	1
" "	" "	Silencer	P1567	1
20 Dec	56 LW7/BD	Body Assy for BEDFORD 15 cwt	MK	1
23 Dec	66 LW7/BMD	Carburettor Assy	3873	3
" "	" "	Gasket	121-48	10

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19 Dec	49	LW7/BC				
" "	"	"				
" "	"	"				
" "	"	"				
" "	"	"				
19 Dec	50	LW7/MC				
" "	"	"				
" "	"	"				
" "	"	"				
20 Dec	51	LW7/FD				
" "	"	"				
" "	"	"				
20 Dec	52	LW7/HC				
" "	"	"				
" "	"	"				
20 Dec	53	LW7/AMC				
" "	"	"				
20 Dec	54	MC5				
" "	"	"				
20 Dec	55	LW7/BC				
" "	"	"				
" "	"	"				
" "	"	"				
" "	"	"				
" "	"	"				
20 Dec	56	LW7/BD				
23 Dec	66	LW7/CMC				
" "	"	"				
" "	"	"				
23 Dec	67	LW7/FD				
" "	"	"				
" "	"	"				
23 Dec	68	LW/DC				
" "	"	7 "				
23 Dec	69	LW7/ED				
" "	70	LW6/MC10				
" "	"	"				
" "	"	"				
" "	"	"				

Piston Rings (WS Eng)	1556-37	6
Engine Assy	EM90/E3542	1
Piston Rings	E1381	16
Rings Piston Scraper	E387	8
Clutch Assy	E416AC/MC	3
Plate Clutch Driving (Corked)	E414	12
Plate Clutch	E415	16
Rings Piston	D5-E511	10
" " Scraper	500-E511	5
Clutch Plate Steel Plain Thick	6-X-2	6
" Plate Steel Plain thin	5-X	20
Clutch Friction Plate with Inserts	5-E-2	20
Fan Assy	C25B/3600	2
Carburettor	914/3510A2	3
"	C23009510	3
Master Cylinder Pipe	947600	10
Brake Drum	S82507	4
Brake Hose Front	S81545	8
" " Rear	325812	8
Kit	MC-E-1455	12
Kit	EM210183978	12
Bulbs 6v 3w SCC	47174	40
Bulbs 6v 21w SBC	12594	30
Engine Assy	EM.CMC 3510	1
Wheel Rear Complete	W79R	1
Outfit Tyre repair	DA 160	10
Spring Kickstarter Retn	E31	3
Head Cylinder	E2100	1
Pipe Exhaust	E1580	1
Silencer	E1567	1
Body Assy for DELFORD 15 cwt	BK	1
Carburettor Assy	3873	3
Gasket	121-48	10
Pump Assy Fuel	1557579	6
Headlamp Assy	5269573	5
Headlamp Assy	911A13006C	10
Speedometer Assy	91E-17255	3
Shaft Drive Assy Front	GOD-4600	1
Headlamp Assy	948355	2
Coil Ignition Assy	962576	3
Headlamp	7059583	10
Welding Metals -Flectroden Steel Mild	10SWG 14617	500 ft
" " "	14SWG 14742	500 "
" " "	8SWG 14603	500 "
" " "	6SWG 30032	500 "

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STORES NOT AVAILABLE IN UNIT DIVISION FOR U.S.E. (Contd)

Date	Indent	Section -	Designation -	Part No.	Quty.
23 Dec	70	DF6/MEMO	**Welding Metals**	No.	
" "	"	"	-Cast Iron Super Silicon	5/16"dia 24678	300 ft
" "	"	"	" " "	3/8" dia 27975	300 "
" "	"	"	- Aluminium Pure	1/8"dia 24497	200 "
" "	"	"	- Oxy Acety Bronze SHF	1/16" dia 24550	10lbs
			Coloured Glasses for shield	NK	4
23 Dec	71	DF7/GEN	Coil Ignition Assy	Part No. 1150013	3
21 Dec		DF7/MO	Engine Assy Ref 5 litre	NK	1
19 Dec	41	DF7/AMO	Engine Assy	WO-A-1193	1
" "	"	"	Bearing	WO-657007	4
23 Dec	72	DF7/MO	Rear Axle Assy Complte	6070-40 03	6
23 Dec	73	"	Axle Assy Rear "	557-	6
15cwt Bedford					
23 Dec	Nil	DF7/MO	Fuel Tank Assy MK	0030-90020	1
3ton Ford			Engine Assy	6090 6000	4
3ton Bedford			" "	7058025	2
15cwt Bedford			" "	7058025	4
Tractor Ford			" "	G19007 6000AMO3	1
15cwt Dodge			" "	247675	2
M/C Triumph			" "	BEL08M5MO	3
M/C Triumph			Clutch Assy	9.16AMM	8
"			Spring Front Shock	57A834	2
"			Cap Oil Tank Filler	35708	2
"			Plug Oil Tank Drain	P1792	1
M/C BSA			Gear Box Assy	G31,08M	2
"			Gear Box Assy Complete	NK) no catlgues	5
MT 5			Tappets "		2
			Lamp Head Assy	LU/CM6S/140	4
Dodge			Water Pump Assy	666936	2
Bedford			Plate Assy Radiator Front	7061539	2
"			Belt Fan and Generator	1053417	6
"			Controller 12v Lucas	7059021	5
Chevrolet			Rotor Distributor	220445	2
"			Bearing Steering Worm	179291	2
"			Regulator Assy	1118201	1
MT 12			Carburettor	SK/35/DC FBLT/6589	1
"			"	SK/35/DZ/VD	1
MT 8			Distributor	LU/A6354	1
Ford			Regulator Voltage Assy	10505	6

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Then Kenair

23 Dec 44 LW7/ED

3ton Ford	Axle Assy Rear	557-A	6
3ton Bedford			
15cwt Bedford	Fuel Tank Assy RH	0020-90020	1
Tractor Ford			
15cwt Dodge	Engine Assy	0290 6000	4
M/C Triumph	" "	7058025	2
	" "	7058025	4
M/C Triumph	" "	G19002 6000cc/HC	1
"	" "	927676	2
"	" "	[illegible]	3
"			
M/C BSA	Clutch Assy	T4-16 MLT	8
"	Spring Thrust Rock	T7425	2
MT 5	Cap Oil Tank Filler	5370B	2
	Plug Oil Tank Drain	P1792	1
Dodge	Gear Box Assy	GB4001	2
Bedford	Gear Box Assy Complete	MK) no catlgues	5
"	Tappets	"	24
	Lamp Head Assy	LU/C222/140	
Chevrolet	Water Pump Assy	868926	2
"	Plate Assy Radiator Front	7061339	2
	Belt Fan and denerator	1053-17	6
MT 12	Controller 12v Lucas	7058021	6
"			
MT 8	Rotor Distributor	820845	2
Ford	Bearing Steering Worm	179291	2
	Regulator Assy	1113201	1
	Carburettor	SU/3S/SE RU1/3559	1
	"	SU/3S/HP/70	1
	Distributor	LU/D6354	1
	Regulator Voltage Assy	10905	6

In the field.

24 Dec. 44.

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OFFICINA MECCANICA D'ESPANIA TRASPORTI
1st ITALIAN COMBAT GROUP.

M.T. SPARES REQUIRED.

Type.	Part No.	Description	Qnty Reqd.
Ford 3ton	C1CA 12024	Coil Assembly Ignition	3
" "	21A 12100	Distributor- Less Coil Assy	1
" "	C0IQ 8005	Radiator Assy	1
" "	C2SO 9550	Pump Assy electric fuel	1
" "	09T8 6211	Bearing Connecting Rod Liner	8
" "	C0IQ 10655	Batteries c/w Electrolyte	4
Bedford 3/4	027112 705744	Kit-front Spring Assy complete	1
" "	296 1035417	Fan Belt	5
" "	7059032	Headlamp Assy RH incl Blackout shield	1
Dodge 15cwt	681869	Pump,Oil, Assy	1
Ford 3ton	C0IQ 9002A	Tank Assy - fuel RH	1
Willys MB (Jeep)	A1653	Rotor	1

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			Distributor Cyl Assembly	4
Bedford 3/4	CH7112	7057644	Kit-Front Spring Assy complete	1
" "	D96	1051417	Fan Belt	5
" "		7055038	Headlamp Assy RH incl Blackout shield	1
Dodge 1½ton		601269	Pump,Oil, Assy	1
Ford 3ton		3017 90024	Tank Assy - Fuel RH	1
Willys MD (Jeep)		A1653	Rotor	1

25 Dec. 44.

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Subject: MT Spares.

Ref. 31/67

To: [illegible] S.,
[illegible]zzc.

30 Dec 44

May permission please be granted to draw the following Spares from No.7 Adv R.V.P. today:-

Section	Part No.	Designation	Qty
LV7/TC	EM40HW3MC	Engine Assy	1
LV7/TC	T416 ACLT	Clutch Assy	1
"	T414	Plate Clutch Driving (Corked)	12
"	T415	Plate Clutch	15
"	W72E	Wheel Rear complete	21
"	T51	Spring Kickstarter Return	1
"	B2100	Head Cylinder	1
"	B1560	Pipe Exhaust	1
"	B1567	Silencer	1
"	TE4234	Spring Front Fork	2
"	M370A	Cap Oil Tank Filler	1
"	A1792	Plug Oil Tank Drain	1
"	GB40 SW	Gear Box Assy	1
"	M85A	Quadrant Kickstarter	1
"	M27	Ratchet Kickstarter	1
"	M26	"	1
"	MEW 03	Fork Assy Rear Mudguard	1
"	B2961	Frame Assy Rear	1
"	B1850	Screw Tool box lid securing	2
"	B1692	Tool box with fastener	1
"	B915	Spring Rear Stand	1
"	B342	Nuts Rear Wheel Spindle	2
"	T5	Locknut Rear Brake	2
"	T4	Nut Rear Wheel Adjusting	2
"	B5372	" " Brake "	2
"	F977	Bolt Rear Stand Pivot	1
"	[illegible]	Pedal Footchange	1
"	B357	Bolt Mudguard Stay	2
"	F920	" Rear Mudguard Stay	2
"	F8190	Head Cylinder c/w Guides	1
"	18/150	Clutch Lever Assy	1
"	18/052	Lever Assy Front Brake	1
"	D764	Cable Assy " "	1
"	T400	Cap Gearbox Filler	1
LV7/BC	D3-E-311	Ring Piston	1
"	6-X-2	Steel plain clutch plate thick	10
"	[illegible]	" " " " thin	6
"	2-X-2	Clutch friction plate with inserts	20
LV7/BC	NK	Gearbox Assy	20
LV7/AL	4600-40	Forks c/w Steering column	1
"	6557-41	Thumbscrew for lid	1
"	6430-40	Twist Grip Control complete	2
"	6416B-38	Front Brake Lever	1
"	6416A-38	" " Bracket	1
"	4301-38	Reamer Knot	4
"	4606-40	[illegible]	2

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"	11590	Pipe Exhaust	1
"	W1567	Silencer	1
"	AM4254	Spring Front Fork	2
"	2570A	Cap Oil Tank Filler	1
"	1792	Plug Oil Tank Drain	1
"	GB40 SW	Gear Box Assy	1
"	985A	Quadrant Kickstarter	1
"	987	Ratchet Kickstarter	1
"	986	"	1
"	RMW 68	Fork Assy Rear Mudguard	1
"	FS261	Frame Assy Pannier	1
"	W1850	Screw Tool box lid securing	2
"	W1892	Tool box with fastener	1
"	F915	Spring Rear Stand	1
"	F942	Nuts Rear Wheel Spindle	2
"	W5	Locknut Rear Brake	2
"	W4	Nut Rear Wheel Adjusting	2
"	WS372	" " Brake "	2
"	F977	Bolt Rear Stand Pivot	1
"	[illegible]	Pedal Footchange	1
"	BS57	Bolt Mudguard Stay	2
"	S929	" Rear Mudguard Stay	2
"	FS100	Head Cylinder c/w Guides	1
"	18/130	Clutch Lever Assy	1
"	18/0$2	Lever Assy Front Brake	1
"	976A	Cable Assy " "	1
"	1400	Cap Gearbox filler	1
LV7/EC	D8-E-311	Ring Piston	10
"	6-X-2	Steel plain clutch plate thick	6
"	5-X	" " " " thin	29
"	8-X-2	Clutch friction plate with inserts	20
LV7/EC	NK	Gearbox Assy	1
LV7/AL	4600-40	Forks c/w Steering Column	1
"	6557-41	Thumbscrew for lid	2
"	6430-40	Twist Grip Control complete	1
"	6416B-38	Front Brake Lever	1
"	6416A-38	" " Bracket	1
"	4301-38	Damper Knob	1
"	3505B-42	Foot Control Lever only	1
"	5635-41	Pannier Carrier complete	2

Capt. RMP.,
(W. J. Stocker)
50 Brit Liaison Unit.

In the field.
CRM.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

DUTIES OF C.M.E.

C.M.E. DIVISIONAL

1. The C.M.E. is directly responsible to the Divisional Commander for the proper functioning of all ME services within the Division, ~~and, departmentally to the DDME of the next higher formation.~~

2. His duties comprise :-

(a) Advice to and co-operation with the Divisional staff to ensure that his ME units are moved and located in proper relation to the tactical situation, to the anticipated workshop load, to the existing commitments of work, to the state of roads in relation to recovery and backloading, and to the supporting 3rd and 4th ech of the next higher formation.

(b) Constant review of the condition of equipment within the formation by inspections and other means in order :-

(i) To be in a position continually to advise the Commander as to the state of mechanical preparedness of his formation.

(ii) To be in a position to detect weaknesses in the way in which units use and maintain their equipment and to advise on methods of improvement.

(iii) To be in a position to anticipate the need of the Division for 2nd, 3rd and 4th ech repairs and by doing so to be able to plan his 2nd ech repair and assembly replacement programme, to advise "Q" and "ORD" on requirements of assemblies, DDME of the next higher formation of the future 3rd, and 4th ech repair load, and "Q" of the replacement load necessary to meet this wastage.

(iv) To discover, as early as possible, incipient defects in equipment, which would not otherwise come to light until failure occurs.

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(c) The direct command of all 2nd ech workshops in the Division, and the Tech control of LADs or other 1st ech ME units and detachments in order that a

the supporting 3rd and 4th ech of the next higher formation.

(b) Constant review of the condition of equipment within the formation by inspections and other means in order :-

(i) To be in a position continually to advise the Commander as to the state of mechanical preparedness of his formation.

(ii) To be in a position to detect weaknesses in the way in which units use and maintain their equipment and to advise on methods of improvement.

(iii) To be in a position to anticipate the need of the Division for 2nd, 3rd and 4th ech repairs and by doing so to be able to plan his 2nd ech repair and assembly replacement programme, to advise "Q" and "ORD" on requirements of assemblies, DDME of the next higher formation of the future 3rd, and 4th ech repair load, and "Q" of the replacement load necessary to meet this wastage.

(iv) To discover, as early as possible, incipient defects in equipment, which would not otherwise come to light until failure occurs. 3170

(c) The direct command of all 2nd ech workshops in the Division, and the Tech control of LADs or other 1st ech ME units and detachments in order that a universal policy is maintained throughout the division. This policy must be co-ordinated with the 3rd ech repair policy ~~to the DDME of the next higher formation via~~ to S/Capt REME, HLU.

(d) The co-ordination and organisation of recovery both forward and on the Divisional axis. He must keep close and constant touch with the ~~DDME~~ S/Capt REME HLU of the ~~Next higher formation~~ Army HQ on this subject so that the latter can reinforce him quickly or relieve him of part of his responsibilities, or clear his workshop by backloading.

2/.....

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(e) The seeking of defects in equipment and their investigation as far as possible with the facilities at his disposal. The prompt reporting of defects after investigation, together with sound proposals for their remedy.

(f) The general administration of all ME units under command including postings and promotions within such limitations as may be imposed by higher authority.

3. In general, the CME must do everything possible to improve the mechanical condition of the equipment of his formation, both by advising on unit operation and maintenance, and by ensuring the efficiency, and the efficient application of the ME units provided for recovery and repairs. His technical advice must at all time be at the disposal of his Commander, ~~and must be framed in general conformity with the policy of his DDME~~.

. . . . . .

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3. In general, the CME must do everything possible to improve the mechanical condition of the equipment of his formation, both by advising on unit operation and maintenance, and by ensuring the efficiency, and the efficient application of the ME units provided for recovery and repairs. His technical advice must at all time be at the disposal of his Commander, ~~and must be framed in general conformity with the policy of his DME~~.

. . . . . .

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HANICAL ENGINEERS DIV WKSP PRO URE

1. RESPONSIBILITY

The wksp is a self-accounting and self-administering unit under the officer commanding who is responsible for its Regtl and Technical adm, including training, regimental and technical.

The O i/c Wksp is responsible to the O C Mech Engineers, who in return is responsible tc the CME.

WORK UNDERTAKEN. The repair capacity is a variable factor governed by :-

(a) Availability of personnel and their technical ability.

(b) Availability of repair equipment suitable for any particular job.

(c) The amount of work in hand and the amount of work of higher priority cutstanding.

(d) The maximum period (specified by the Senior officers orders) which may be spent on any one repair job.

(e) The non-availability of stores.

(f) The amount of time specified as defined in para (d) may be varied provided that -

(i) The OC received orders to do so from the CME, or

(ii) If he is satisfied on his own responsibility that the exigencies of the Service justify his action.

(g) The object must always be to achieve maximum output, and so reduce backloading to a minimum: bearing in mind always that the worst condition that can occur in Wksps is for Wksps tc be fully committed to a few heavy repairs with the result that an accumulation of easier jobs awaiting labour occurs.

2. WKSP PROCEDURE DOCUMENTATION

Repair work will be controlled by the use of the following (for details see following paras):-

(a) Wksp Indent AF G.1045 will be used for all equipment incl Arty and

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(b) Availability of repair equipment suitable for any particular job.

(c) The amount of work in hand and the amount of work of higher priority outstanding.

(d) The maximum period (specified by the Senior officers orders) which may be spent on any one repair job.

(e) The non-availability of stores.

(f) The amount of time specified as defined in para (d) may be varied provided that -

(i) The OC received orders to do so from the CME, or

(ii) If he is satisfied on his own responsibility that the exigencies of the Service justify his action.

(g) The object must always be to achieve maximum output, and so reduce backloading to a minimum: bearing in mind always that the worst condition that can occur in Wksps is for Wksps to be fully committed to a few heavy repairs with the result that an accumulation of easier jobs awaiting labour occurs.

2. WKSP PROCEDURE DOCUMENTATION

Repair work will be controlled by the use of the following (for details see following paras):-

(a) Wksp Indent AF G.1045 will be used for all equipment incl Arty and 3168 Engineer Stores (See specimen - filled in - at Appx " ").

(b) A job card devised by OC Wksps (see specimen-filled in-at Appx " ").

(c) Indent for Ord Stores AF G.994 (see specimen - filled in - at Appx " ").

(d) Temporary Receipt AB 108. (see specimen - filled in - at Appx " ").

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(e) Wksp Journal daily statement of wksps activi) (see specimen - filled in - at Appx "β").

(f) Inspection reports AF G.857A, AF. G.8578, etc. (see specimen - filled in - at Appx " ").

(g) Condemnation Certificate AF G.104? (see specimen - filled in - at Appx " ").

(h) Activity report to CME as instructed. (see specimen - filled in - at Appx "β").

3. RECEIPT OF WORK

The unit or LAD representative with equipment requiring repair will, on arrival at wksp, report or be instructed to report to the R & I Stores (Receipt and Issue Stores), where he will hand in a written demand, signed by an officer or WO of the unit concerned. Normally this demand would be made on AF G.1045. If unit is operational and no form is available, the R & I storeman will initiate an AF G.1045 which will be signed by the unit representative, in order to provide continuity. Unit representative will be directed to "In" Inspection.

4. Where a veh or equipment is recovered from unit lines, the NCO or soldier IC the recovery veh will acknowledge receipt of the equipment on AF 108 as "unexamined", i.e., has not been checked for deficiencies. R & I clerk will check tools and equipment as per log book or history sheet on arrival at wksps. He will enter same on a AF 108 in duplicate, original copy to Unit - copy to remain with 108 as permanent record.

5. WKSP OFFICE

The wksp is controlled by the wksp office staff which will normally consist of:-

(a) Officer i/c Wksps

(b) WO i/c Wksps

(c) Wksp Office Clerks

(d) Spares Progress Chasers.

In order to effect this control the wksp office staff will be responsible

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and Issue Stores), where he will hand in a written demand, signed by an officer or WO of the unit concerned. Normally this demand would be made on AF G.1045. If unit is operational and no form is available, the R & I storeman will initiate an AF G.1045 which will be signed by the unit representative, in order to provide continuity. Unit representative will be directed to "In" Inspection.

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5. <u>WKSP OFFICE</u>

The wksp is controlled by the wksp office staff which will normally consist of:-

(a) Officer i/c Wksps

(b) WO i/c Wksps

(c) Wksp Office Clerks

(d) Spares Progress Chasers.

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In order to effect this control, the wksp office staff will be responsible for the following :-

(a) Main of Daily Statement of wksp activities (Wksp Journal) containing details of work outstanding, in hand, awaiting spares, labour, or completed.

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(b) Allocating wk to the appropriate wksps sect s for repair in accordance with the degree of priority decided by the OC Wksps subject to instructions by the CME, and in accordance with stores and suitable personnel available, and not necessarily in accordance with the rotation in which the work was received by wksps.

(c) Progressing work through wksps and maintaining an even flow of repairs.

(d) Close liaison with stores section in connection with the allocation and progressing of stores.

(e) Preparing the wksp activities return required by the senior officer of the ME for the signature of the OC Wksps.

(f) Records of different types of equipment requiring repair being kept in separate books. Jobs will be numbered consequtively, 1 - 999. After which a new series will commence and each Job No. will be prefixed by the letter denoting the type of equipment as per table below :-

A/ "A" Vehs including tanks.
B/ "B" Vehs and MCs.
C/ Armaments
T/ Telecommunications
I/ Instruments
S/ Small Arms
O/ Miscellaneous - Gen Work
R/ Engineer Equipment

6. The WO i/c Wksps will review all outstanding entries in the wksps journal at least once every day to ensure that no work is overlooked, and that entires are maintained up to date.

One of the wksps office clerks will be responsible for maintaining these wksp journals up to date from the wksp indents G.1045 and the wksp progress chaser of WO i/c Wksps. The wksp journal will contain the following information :-

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Column 1 - Job No.

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of the SM for the signature of the OC Wksps.

(f) Records of different types of equipment requiring repair being kept in separate books. Jobs will be numbered consequtively, 1 - 999. After which a new series will commence and each Job No. will be prefixed by the letter denoting the type of equipment as per table below :-

A/ "A" Vehs. including tanks. (Carriers)

B/ "B" Vehs and MCs. (Infantry vehicles)

C/ Armaments

T/ Telecommunications

I/ Instruments

S/ Small Arms

O/ Miscellaneous - Gen Work

R/ Engineer Equipment

6. The WO i/c Wksps will review all outstanding entries in the wksps journal at least once every day to ensure that no work is overlooked, and that entires are maintained up to date.

One of the wksps office clerks will be responsible for maintaining these wksp journals up to date from the wksp indents G.1045 and the wksp progress chaser of WO i/c Wksps. The wksp journal will contain the following information :-

Column 1 - Job No.

2 - WD No or Registered No.

3 - Make, type, (e.g. BEDFORD 3-ton GS 4x2).

4 - Repair required (brief particulars)

5 - Date "In"

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6 - Date of completion

7 - Signature of collecting representative.

PROGRESSING OF REPAIRS

It will be necessary for the officer i/c Wksps aided by WO i/c Wksps and progress chasers to work in close co-operation with each NCO i/c Wksp Sec and officer i/c Technical Stores Sec so that he is always familiar with the position of all work in wksps. He will be responsible for investigating all causes of delay, and hold-ups, and for arranging for the necessary action to eliminate any breaks in the progress of repairs.

COLLECTION OF REPAIRED EQUIPMENTS

7. On collection of the repaired equipment the unit or LAD representative collecting will sign in Column 8 of the workshops journal at the same time, the wksp office will enter the repair in the appropriate page of the AB 412 or History Sheet of the equipment.

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for investigating all causes of delay, and hold-ups, and for arranging for the necessary action to eliminate any breaks in the progress of repairs.

COLLECTION OF REPAIRED EQUIPMENTS

7. On collection of the repaired equipment the unit or LAD representative collecting will sign in Column 8 of the workshops journal at the same time, the wksp office will enter the repair in the appropriate page of the AB 412 or History Sheet of the equipment.

. . . . . .

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APPENDIX "B" TO ME A

Type of Equipment	Div Workshops				ME Platoon		
	Recd in Prev 24 hrs.	Total in Wkshps.	Completed in prev. 24 hours.	Evacuated in prev. 24 hours.	Recd in prev 24 hours	Total in Wkshps	Completed in prev 24 hours.
"A" Vehicles							
Carriers	1	3	1	-			
Armoured Cars	4	7	2	3			
"B" Vehicles							
8-cwt PU	1	3	1	-			
15-cwt GS	7	11	3	1			
3-ton GS	9	22	5	2			
etc							
Motor Cycles							
Guns :-							
6-pdr	-	1	-	-			
17-pdr	-	-	-	-			
25-pdr	1	3	1	1			
40 mm	1	1	-	-			
etc							
Small Arms etc							

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APPENDIX "B" TO ME AI/1605/1 of JAN 45

	Div Workshops			ME Platoon				
s.	Total in Wkshps.	Completed in prev. 24 hours.	Evacuated in prev. 24 hours.	Recd in prev 24 hours	Total in Wkshps	Completed in prev 24 hours.	Evacuated in prev 24 hours	
	3 7	1 2	- 3					
	3 11 22	1 3 5	- 1 2					
	1 - 3 1	- - 1 -	- - 1 -					

C.R.E.

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APPENDIX "A"

Makes & Types	W.D. No.	Unit	Date Recd	Date Work started	Code letter
"A" Vehicles					
Carrier U.	T.43721	/...../	21.12.44	26.12.44	A
"B" Vehicles					
Bedford 3 - ton 4x4	L.4443786	/...../	16.12.44	19/12.44	B
Motor Cycles					
Guns					
Small Arms					
Instruments					
Miscellaneous (e.g. petrol cookers etc)					

NOTE: Details of individual jobs not required. State number of jobs only.

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APPENDIX "A" TO ME AI/1605/1 DATED JAN 45

Unit	Date Read	Date Work started	Code letter	Remarks
/...../	21.12.44	26.12.44	A	
/...../	16.12.44	19/12.44	B	

CODE

A - Work in progress
B - Awaiting labour
C - Awaiting spares
D - Completed awaiting collection
E - Completed collected
F - Awaiting evacuation
G - Evacuated

NOTE

D becomes E on day of collection, the entry for this equipment then ceases.

F becomes G on day of evacuation, the entry for this equipment then ceases.

of individual jobs not required.
umber of jobs only.

Workshop Formed

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WORKSHIP REPAIR ORGANISATION FOR COMBAT GROUPS

Unit Maintenance

1. Maintenance in units as per the Task System already laid down.

2. The Unit Commander will be responsible for seeing that the daily maintenance of vehicles is carried out properly.

3. No repairs will be undertaken in Unit lines, but application will be made immediately a vehicle is in need of repair, to the unit LAD to collect it.

4. New par re AB 406 - see covering letter.

Function of the LAD

Function of the LAD is to carry out small repairs up to a maximum of 12 hours, but not until it has been first ascertained that spares are available immediately.

This will ensure that no large repairs are undertaken by them.

Repairs which are estimated will take more than 12 hours will be sent to the workships in the Division.

Function of the Wrokshop

The function of the workshop is to carry out medium repairs not exceeding 4 days, but notuntil ithas been ascertained that spares are available from the Stores Section attached to the Wksp. Repairs which are estimated to take more than 4 days will be reported to the CME of theDivision, who, after consultation with the workshop officer concerned, will decide what action is to be taken.

To ensure smmoth running of these lines of repair, it is necessary to classify every vehicle requiring repair in one of the following categories :-

CLASS I Small repairs up to 12 hours - LAD

CLASS II Medium repairs up to 4 days - (ME Wksp 3162
(ME Platoon

CLASS III Veh which require repair in 3rd line Wksps

Function of the LAD is to carry out small repairs up to a maximum of 12 hours, but not until it has been first ascertained that spares are available immediately.

This will ensure that no large repairs are undertaken by them.

Repairs which are estimated will take more than 12 hours will be sent to the workships in the Division.

Function of the Wrokshop

The function of the workshop is to carry out medium repairs not exceeding 4 days, but notuntil ithas been ascertained that spares are available from the Stores Section attached to the Wksp. Repairs which are estimated to take more than 4 days will be reported to the CME of theDivision, who, after consultation with the workshop officer concerned, will decide what action is to be taken.

To ensure smmoth running of these lines of repair, it is necessary to classify every vehicle requiring repair in one of the following categories :-

CLASS I	Small repairs up to 12 hours	- LAD
CLASS II	Medium repairs up to 4 days	- (ME Wksp (ME Platoon
CLASS III	Veh which require repair in 3rd line Wksps and which will be struck of unit charge	- Inf Tps Wksp
CLASS IV	Vehicles worth evacuation but requiring complete overhaul in 4th line (Base) Wksps	- RVP
CLASS V	Veh which are beyond profitable repair and recommended for breaking down for spares	- RVP

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c/.....

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The procedure for the workshop immediately a vehicle is brought in is for it to be received by the R and I (Receipts and Issues) office where a receipt will be given to the unit concerned. It will then pass to the inspection for examination and classification, and will then be parked in either

(a) the "Awaiting Wksps" Park while every effort is being made to get the necessary spares

or

(b) the "Awaiting Evacuation" Park of the workshop

In the event of a vehicle being beyond local repair, i.e. CLASS III or IV, a report will immediately be sent to the CME of the Division, who, after consultation with the EME ELU will decide what action is to be taken.

This method of operation ensures that only one person in the workshop can decide what repairs are necessary or classify a vehicle. In every case the workshop officer will be responsible for the classification of any vehicle. When a vehicle isover Class II or unable to be completed within a reasonable time due to the non-availability of spares, he will retain the vehicle and give the Unit a BLR certificate (completed specimen attached at Appx -) The Unit will immediately arrange to have the vehicle struck off strength and make a demand for a replacement vehicle in the normal way through staff channels.

All vehicles accepted at any workshop will be dealt with in strict order of arrival, subject to spares availability, except for any priorities allotted by the CME of the Division.

The aforementioned procedure automatically controls the spares situation as repairs will not be carried out by units, butonly by L&Is and Workshops where spares will be obtained from the Field Park Section.

Workshops will make out a daily return as detailed at Appx 'A' showing

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In the event of a vehicle being beyond local repair, i.e. CLASS III or IV, a report will immediately be sent to the CME of the Division, who, after consultation with the EME BLU will decide what action is to be taken.

This method of operation ensures that only one person in the workshop can decide what repairs are necessary or classify a vehicle. In every case the workshop officer will be responsible for the classification of any vehicle. When a vehicle isover Class II or unable to be completed within a reasonable time due to the non-availability of spares, he will retain the vehicle and give the Unit a BLR certificate (completed specimen attached at Appx -) The Unit will immediately arrange to have the vehicle struck off strength and make a demand for a replacement venicle in the normal way through staff channels.

All vehicles accepted at any workshop will be dealt with in strict order of arrival, subject to spares availability, except for any priorities allotted by the CME of the Division.

The aforementioned procedure automatically controls the spares situation as repairs will not be carried out by units, butonly by LADs and Workshops where spares will be obtained from the Field Park Section.

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Workshops will make out a daily return as detailed at Appx 'A' snowing the stste of the vehicles and equipment in for repairs. This return will be sent to the CME of the Division every evening by 1700 hours, for his information and records. This will ensure that the CME is always conversant with the latest repair State of all tech equipment in the Division, andis able immediately to impart a true state to his Chief of Staff when required to do so.

LADs will render a similar return weekly on Fridays to reach the CME by 1700 hours.

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SIGNAL

FROM DADME HQ MMIA 02 1505 A

TO\ 52 BLU FOR EME

REF. S/2 SECURITY CLASSIFICATION RESTRICTED

REF MY SIGNAL SS 619 TO YOU DATED 11 FEB READING AS FOLLOWS (.) QUOTE (.)

PLEASE CONFIRM YOU ARE HOLDING 2 SCAMMELL RECOVERY VEHICLES AND QUOTE W D NUMBERS (.) UNQUOTE (.)

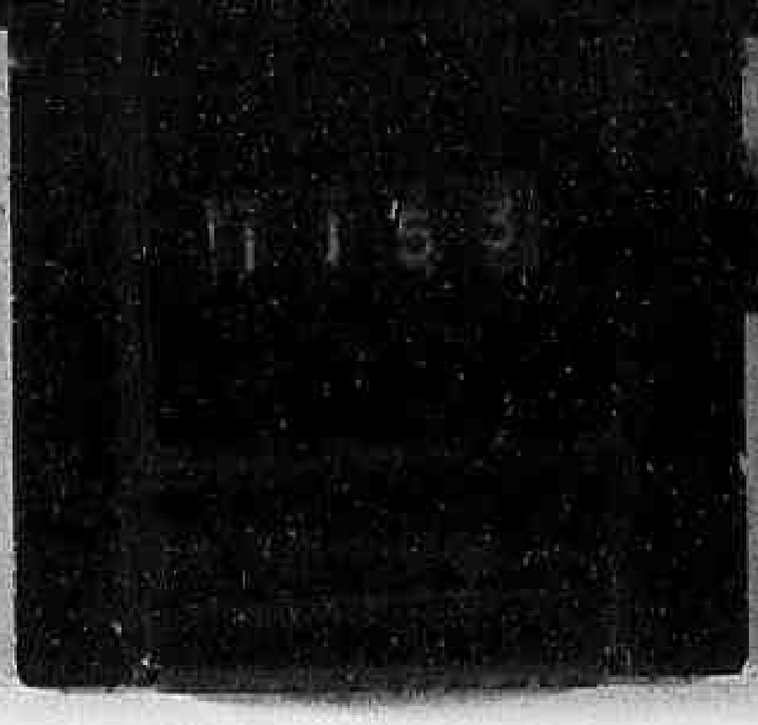
PLEASE REPLY IMMEDIATELY STATING CAUSE OF DELAY

PRECEDENCE IMPORTANT

AUTHENTICATED Major

Files REME 3

ek



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S I G N A L

FROM D A D M E HQ M M I A 1505 A

TO E M E 50 BLU

REF. 5/1 SECURITY CLASSIFICATION CONFIDENTIAL

CAPT C E L U C C I LEAVING HERE ON SUNDAY 3 MARCH IN CHARGE OF LORRIES 3 - 3 TON CMA 4 - 15 CWT AND 1 MOTOR CYCLE

PRECEDENCE IMPORTANT

AUTHENTICATED Major

Filet Reme 3

ek

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Copy 3

LROF V LRAR NR 6959
QVR 1
FROM EIE 52 ELU 091330A
TO DADME HQ MMIA
ADME 26 ELU
GR - BT

ME/MT/108 REFERENCE MESSAGES REGARDING NUMBER GEAR BOX .
THIS ASSEMBLY NO LONGER REQUIRED . YOUR ASSISTANCE APPRECIATED

BT
SENT NR 6959 0920 AC R 2
RECD NR 6959 AT 0920A BP AR KKKK

Remé

MMIA
2 34/10

R 9/11/45
116.

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IMMEDIATE

IEOF V MAAZ NR395 IMMEDIATE
FROM EME 52 BLU Ø4123ØA
TO BADME HQ MAIA
GGX GR 27 BT

RESTRICTED (.) REF YOUR SIGNAL Ø2151ØA (.) CONFIRMED TWO SCAMMEL RECOVERY VEHICLES HELD (.) MD NO 5 AS FOLLOWS H5545246 AND H 5545253 (.) YOUR SIGNAL S/2 NOT RECEIVED BY EME HENCE DELAY (.)

DT THI Ø4153ØA
SENT NR395 BY BW AT Ø4-1619A AR K
RD HUTTON NR395 1619 AR TJS

Rene 3 7/10 H

9785

3157

Declassified E.O. 12356 Section 3.3/NND No. 785020

FRM AFHQ cite FHGCT 031812 TGO
TOR 032342 THI

TO MMIA

INFO ALCOM SARDINIA for SIMMONS

FX78540

SECRET

PARA ONE (*) SHIPPING HAS BEEN MADE AVAILABLE TO COVER PRIORITY LIST SEVEN (*) AFTER ALL AVAILABLE VEHICLES HAVE BEEN SHIPPED TO MAINLAND RETAINED IT REMAINS NECESSARY TO ARRANGE MOVEMENT RAILWAY WAGGONS OF WHICH ONLY FEW CAN BE LOADED EACH SHIP LEAVING CONSIDERABLE SPACE UNOCCUPIED (*) PARA TWO (*) THEREFORE DESIRE THAT VEHICLES IN NEED OF REPAIR ALSO BE EMPLOYED IN ABOVE SHIPMENTS IF VEHICLES ARE CONSIDERED REPAIRABLE AND THEN GOOD FOR FIVE THOUSAND MILES (*) PARA THREE (*) SUBMIT THIS HQ LIST OF VEHICLES REMAINING SARDINIA FOR SHIPMENT

SD DISTN

SD/15/2
SD/14/2
ST
RUNE
SD/50
FLOAT

FMTN

PRIORITY

3156

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LROF V MAAZ 336
FROM EME 50 B L U
TO DADME , M M I A
QQY 0809Z0A
VZ/12Z/129
ME/MIS /109 . PLEASE SEND EARLIESST COPY OF ~~E M E M 11~~ / R E M E
PROCEDCURE AND VEHICLE CASUALTY CODE RETURN AS APPROVED
A F H Q . REPEAT VEHICLE CASUALTY CODE RETURN . ALSO A F H Q
ANSWER TO OUR PROPOSAL RE ~~ZZ~~45 L A A ~~SIGNAL~~/WKSP R E M E
SENT SC 0600
CCRTS WA REPEAT ALSO
RECD 336 061///// 0615 REB K

Capt Edwards
S/Sec
9 Jun 39 9/09
6766
20/3155

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED FORCE HEADQUARTERS

TEL.NO. FREEDOM 518

AFHQ/9193/Q(AE)

16 Feb 45

SUBJECT:- Equipping of MANTOVA GRUPPO

No.3 District

In reply to 650/6 Q dated 3 Feb 45, approval is given to the immediate equipment of three LADs on NA/540/1 and SEL 130/1 for the MANTOVA Gruppo.

Such vehicles as are available in stock will be released immediately. The balance will be released when stocks arrive.

Demands for Workshop G.1098 equipment may be placed on Depots by DADOS BIU.

S.G. Gaskell Major

S.G. GASKELL, Major.
for Major General G-4 (Er).

SGG/MLP

Copy to: MMIA
Ord (B)

20/2/45

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8

RESTRICTED

SUBJECT: Training Italian Army

LAND FORCES SUB COM. A.C.
(M.M.I.A.)
S/C/29/2
February 45

TO : D.M.E.T A.F.H.Q.

Peference your ME/1A/1670/19 dated 26th Jannury 45 enclosing Italian Booklets. D.A.D.M.E. ROME Area Allied Command is making arrangements for several sets of these to be purchased for onward transmission to the Technical Wing of the Italian Reinforcement Training Centre.

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

INTERNAL:
Spec Sec

ek

R
20/1/45

Declassified E.O. 12356 Section 3.3/NND No. 785020

ROME AREA ALLIED COMMAND
APO No 794 US Army

Q 136

SG/lwt
1 January 1945

SUBJECT: Veh Releases

TO : Ord

Reference AFHQ signal FX76320 of 29 Dec 44, copy to you.

1. Herewith Release No. VR/856 of 29 Dec 44:

Qty	Serial	Vehicle	Veh Park
1	6010/10	Car light utility 4x2 CI 1	9 Veh Pk CAPUA

on loan for 14 days.

2. Please issue necessary release note and ~~dispersal~~ collecting instructions.

3. This car is on loan for 14 days and must be handed in to 11 RVP on 15 Jan 44. Notification that this has been done should be forwarded to this office.

W. H. HUGHES
Major
DAQMG

Copy to: MMIA (Attention: DADSC) (retain BLR certificate returned herewith)
11 RVP

676 Engr Group Report 3153
Capture

Declassified E.O. 12356 Section 3.3/NND No. 785020

ELENCO MATERIALE AUTOMOBILISTICO OCCORRENTE

Acqua distillata per accomulatori

Acido preparato per accomulatori

Nastro isolante insulating tape

Filo per impianti

Filo per candele

Cavi per accomulatori Cable accum

Morsetti positivi e negativi per accomulatori clamps + and - for acc

Attacchi per fili candele Sparking plugs lead clips

Filo piombo per valvole Lead wire for valves

Dinamo completo per DODGE Model T 116L 5

idem.....per BEDFORD Truck 3 Ton

Motorino completo per DODGE C/S

idem-----.....per BEDFORD C/S

Interruttore di minima per DODGE / BEDFORD e AUSTIN 10 HP Switch

idem.....per motocicli BSA

Pulsanti per tromba elettrica Electric buttons

Commutatori per fari Switches for lights

Lampadine da 12 Wolt e ~~X~~ Wolt Bulbs

Lampadine 75 Wolt per illuminazione carro officina Bulbs for mobile W/S

Catrame per riparazione accumulatori Tar for repair of acc

Candele di accensione Ignition plugs

Calottr distributrici per spinterogeno Distributor head

Spazzole rotanti per spinterogeno " rotor arms

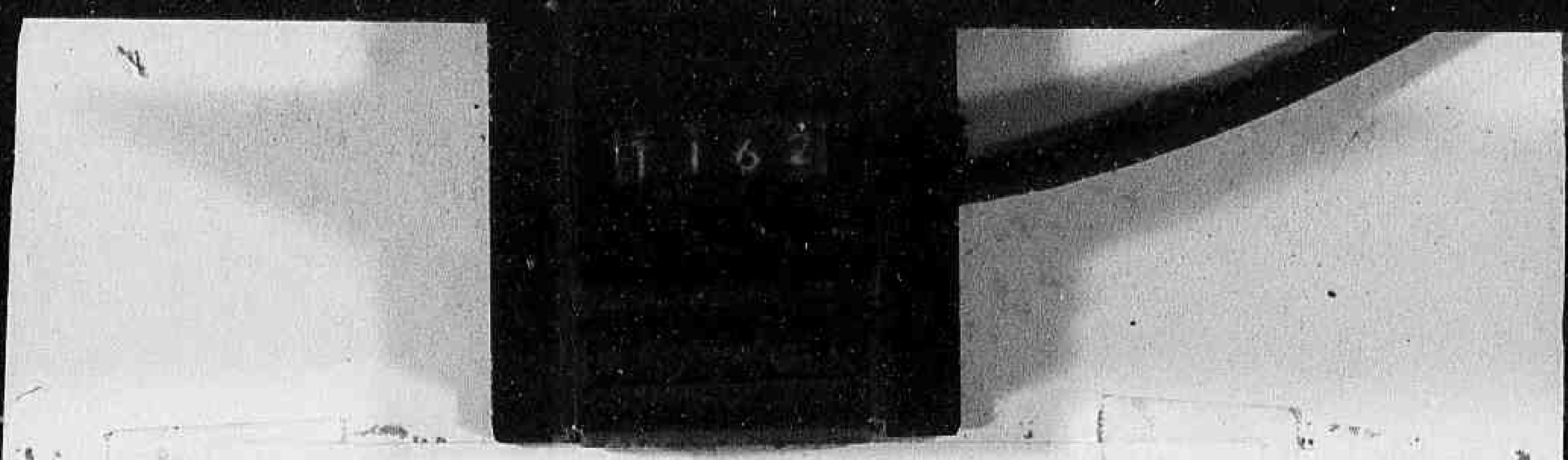
Puntine platinate per spinterogeno Distributor points

Condensatori per spinterogeno Condensers - Distributor

Bobine Coils

Valvola a membrana per anticipo a depressione completa

Depression diaphragm valves for advance complete



Declassified E.O. 12356 Section 3.3/NND No. 785020

Spinterogeni complet Distributors complete

Filo acciaio per comandi Steel cable - control knobs -

Pommelli vari per comandi

Ermetico Air pump

Smeriglio e spuntiglio per valvole Valve grinding paste.

Tela smeriglio Emery paper

Carta vetrata Sand "

Carta per guerniture Fiber for gaskets

Cartone flessibile per guerniture pliable fiber for gaskets

Fibbra, sughero , feltro, cuoio per guerniture fiber cork felt leather for gaskets

Coppiglie, rondelle spaccate, rondelle tornite di varia misura split pins washers - split washers various

Assortimento completo di bulloni vari di ogni passo e misura Nuts & bolts

Spine coniche e chiavette Cotter pins & keys

Radiatori con tubi e fascette serra tubo radiators complete

Cinghie ventilatore Belts - fan

Ventilatori e pulegge per detti fans & driving wheels of same

Pulegge albero motore Crank shaft Driving wheels for same

Dadi a innesto manovella per fissaggio Pulegge albero motore Starting handle for fan wheels of crank shafts

Fermi per dette locks for same

Pompe acqua complete Water pumps complete

Alberini, cuscinetti, anelli primistoppa per pompa acqua Shafts, ball bearings, rings for water pumps

Valvole di aspirazione e scarico con relative molle e fermi Inlet & outlet valves with springs & locks

Guerniture coperchi punterie gaskets for ?

" testate multimanifold gaskets

Serie complete pistoni con fasce elastiche spinotti e fermi Pistons complete with rings gudgeon pins & locks

Serie complete bielle Piston rods complete

Alberi bilancieri completi Crank shafts complete

Aste comando punterie ?

Guerniture coperchio aste punterie ?

" sottocoppa Sump gasket

3113

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Pompe olio Oil pumps

Pompe benzina complete Pol pumps

Parti varie componenti la pompa per carburante Spares of POL pumps

Elementi filtri olio con guerniture Spares oil filters w/ gaskets

Elementi filtri benzina con guerniture " POL " "

Tubi flessibili per sistema carburante Flexible tubes for fuel

Rubinetti a tre vie par sistema carburante Three way cocks for fuel

Tubi rigidi con biconi e raccordi per sistema carburante Copper tubes with joints for POL system

Dischi condotta per frizione Clutch plates

Dischi conduttori con piatti spingidischi e molle per frizione Clutch discs with pressure plates

Cuscinetti reggispinta per frizione Ball-bearings for the clutch

Alberi sempre in presa con relativi cuscinetti Shafts with b/bearings

Alberi primari primary shafts

Serie complete guerniture paraolio per scatolr cambio Complete series of gaskets for gear boxes

Snodi cardani completi Universal joints complete

Serie complete guerniture di gomma per cilindrettii di espansione Series of rubber gaskets for expansion cylinders

Pompa freno completa Brake pumps complete

Cilindretti completi Cylinders complete

Olio per freni Oil for brakes

Dentini e seghetti di arresto per freni a mano Ratchets & clamps for

Serie di tubi flessibili per freni idraulici Flexible tubes for hydraulic brakes hand brakes

Balestre anteriori e posteriori Springs fore & aft

Perni e biscottini per dette Pads & links for same

Staffe ad U per fissaggio balestre Pattern U for Springs

NB DETTO MATERIALE VERRA' IMPIEGATO PER AUTOCARRI DODGE T 110 L5 , BEDFORD 3 Ton 4X2 , AUSTIN 10 HP e MOTOCICLI BSA NELLE SEGUENTI PROPORZIONI:

DODGE	58
BEDFORD	82
AUSTIN	8
MOTOCICLI	19

3150

Subject:- Vehicle Repair

EME
Italian Divisions
CRE

606/48

Herewith list of vehicles of the Cremona and Frioli Divisions repaired in this Workshop.

Repairs marked N.K. denote work was completed at night and no clerical staff were available to make documentation. Several other vehicles extra to this list have been serviced out of normal working hours and work has not been recorded.

In	Type	WD No	Unit	Remarks	Out
8.1.45	Bedford 3 Ton	517006	4490 T.Coy Cremona Div.	Water Pump	9.1.45
9.1.45	" " "	528028	"	Radiator (Recovery Job)	10.1.45.
9.1.45.	" " "	4883335	"	Accident	BLR
24.1.45	Ford " "	5604898	35 Inf Arty Frioli Div	Elect. & Petrol Systems	25.1.45.
25.1.45	Bedford "	4881838	"	N.K.	
25.1.45.	Ford Tractor	5310433	"	N.K.	
26.1.45	Chev. 3 Ton	5686617	Cremona Div	Adj.Brakes	26.1.45.
11.1.45.	Morris Tractor	4494687	7 Arty 4 Gp Cremona Div	Carb.	11.1.45.
11.1.45.	Bedford Tract.	4921274	"	Clutch	14.1.45.
11.1.45.	Morris "	4305263	7 Arty 5 Gp Cremona Div	Dist.	12.1.45.
13.1.45.	Ford 15 Cwt	5314477	3 Bty Cremona Div	Electrical	16.1.45.
14.1.45.	Bedford 15 cwt	4661192	44 Wireless Gp Cremona Div	Dynamo	14.1.45.
15.1.45.	" " "	4512022	"	Radiator etc	17.1.45.
16.1.45.	" " "	4177867	Medical Sec. Cremona Div	Radiator	
21.1.45.	Dodge 15 Cwt	5337594	Folgore Div	Radiator	21.1.45.
24.1.45.	" " "	5627739	87 Fanteria Fus	Petrol System	25.1.45.
26.1.45.	Bedford 15 "	442994	Frioli Div	N.K.	
26.1.45.	Morris 15 cwt	5401781	" "	Engine [redacted] Decoke	
26.1.45.	Morris Tractor	4902519	" " Arty	Valve Spring Broken	
				Dist. faulty	

R
20/4/45

37

Declassified E.O. 12356 Section 3.3/NND No. 785020

9.1.45.	"	"	"	4883335	"	
24.1.45	Ford	"	"	5604898	35 Inf Arty Frioli Div	Elect. & Petrol Systems 25.1.45.
25.1.45	Bedford	"		4881838	"	N.K.
25.1.45.	Ford Tractor			5310433	"	N.K.
26.1.45	Chev. 3 Ton			5686617	Cremona Div	Adj.Brakes 26.1.45.
11.1.45.	Morris Tractor			4494687	7 Arty 4 Gp Cremona Div	Carb. 11.1.45.
11.1.45.	Bedford Tract.			4921274	"	Clutch 14.1.45.
11.1.45.	Morris	"		4305263	7 Arty 5 Gp Cremona Div	Dist. 12.1.45.
13.1.45.	Ford 15 Cwt			5314477	3 Bty Cremona Div	Electrical 16.1.45.
14.1.45.	Bedford 15 cwt			4661192	44 Wireless Gp Cremona Div	Dynamo 14.1.45.
15.1.45.	"	"	"	4512022	"	Radiator etc 17.1.45.
16.1.45.	"	"	"	4177867	Medical Sec. Cremona Div	Radiator
21.1.45.	Dodge 15 Cwt			5337594	Folgore Div	Radiator 21.1.45.
24.1.45.	"	"	"	5627739	87 Fanteria Fus	Petrol System 25.1.45.
26.1.45.	Bedford 15 "			442994	Frioli Div	N.K.
26.1.45.	Morris 15 cwt			5401781	" "	Engine [redacted] Decoke
26.1.45.	Morris Tractor			4902519	" " Arty	Valve Spring Broken
						Dist. faulty

R
20/47/45
3149

Capt OC
606 L of C Workshops REME

Field
27.Jan 45
ATL/HM.

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED FORCE HEADQUARTERS
REME

Tel: FREEDOM 503

Subject:- NA Spards for MT

ME A1/1605/1

To:- DADME MMIA

15 Jan 45

Reference your DADME/11 undated and further to my even number of 4 Jan 45.

1. Your list of NA spares has been referred to DOS AFHQ who comments as follows :-

"There are many items that are in short supply but there are also many items that could be obtained if correctly demanded.

Most "electrical" items are in short supply and very "fast moving" but contimual action is being taken to make supplies available.

The reason why many of these items have not been issued is no doubt because Depot would not know what to issue, due to wrong part numbers being quoted. General observations on the list are as follows :-

1. GMC., Ford and Dodge engines are in good supply and would no doubt be issued if demanded through proper channels. Every demand for Ford engines received over the past six months has been met.

2. Ford axle assy rear. The number given - 4000 - is the basic numbers for all Ford rear axles irrespective of type or country of origin. It is necessary to give the prefix or details of vehicle in demands. This applies to all Ford part numbers. A nearly correct Ford part number is given for a Karrier rear axle in sheet 2.

3. Motor cycle engines are in very poor supply.

4. Outfits tyre repair are Section LV6/MT6 not LV7/TC and Welding Metals are Section G.1 not LV6/MT10.

5. Body assemblies are not serviced. Such should be obtainable from VDU or Salvage.

Indents checkers at 557 BOD will do their best to right the errors on demands, but this cannot be done in all cases.

If units are deficient of correct Parts Lists they can be obtained on demand from DDOS L of C, CMF. This matter will be referred to Major Head when the matter, mentioned in last para is received."

2. Will you please refer this

Declassified E.O. 12356 Section 3.3/NND No. 785080

1. Your list of NA spares has been referred to DOS AFHQ who comments as follows :-

"There are many items that are in short supply but there are also many items that could be obtained if correctly demanded.

Most "electrical" items are in short supply and very "fast moving" but continual action is being taken to make supplies available.

The reason why many of these items have not been issued is no doubt because Depot would not know what to issue, due to wrong part numbers being quoted. General observations on the list are as follows :-

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2. Ford axle assy rear. The number given - 4000 - is the basic numbers for all Ford rear axles irrespective of type or country of origin. It is necessary to give the prefix or details of vehicle in demands. This applies to all Ford part numbers. A nearly correct Ford part number is given for a Karrier rear axle in sheet 2.

3. Motor cycle engines are in very poor supply.

4. Outfits tyre repair are Section LV6/MT6 not LV7/TC and Welding Metals are Section G.1 not LV6/MT10.

5. Body assemblies are not serviced. Such should be obtainable from VDU or Salvage.

Indents checkers at 557 BOD will do their best to right the errors on demands, but this cannot be done in all cases.

If units are deficient of correct Parts Lists they can be obtained on demand from DDOS L of C, CMF. This matter will be referred to Major Head when the matter, mentioned in last para is received."

2. Will you please refer this matter to EME 50 ELU for appropriate action, and further comment if necessary.

R
20/4/45

K.A.MCK. RANDLES, Lt-Col., ADME,
for Major-General,
Director of Mechanical Engineering.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- M.A. - M.T. Spares.

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

DADME/29/9
January, 45.

To :- E.M.E. 50 M.U.

Reference our recent conversation on the above, herewith extract from AFHQ letter on this subject.

"There are many items that are in short supply but there are also many items that could be obtained if correctly demanded.

Most "electrical" items are in short supply and very "fast moving" but continual action is beingtaken to make supplies available.

The reason why many of these items have not been issued is no doubt because Depot would not know what to issue , due to wrong part numbers being quoted. General observations on the list are as follows :-

1. GMC., Ford and Dodge engines are in good supply and would no doubt be issued if demanded through proper channels. Every demand for Ford engines received over the past six months has been met.

2. Ford axle assy rear. The number given - 4000 - is the basic numbers for all Ford rear axles irrespective of type or country of origin. It is necessary to give the prefix or details of vehicle in demands. This applies to all Ford part numbers. A nearly correct Ford part number is given for a Karrier rear axle in sheet 2.

3. Moter cycle engines are in very good supply.

4. Outfits tyre repair are Section LV6/MT6 not LV7/TC and welding Metals are Section C.1 not LV[illegible]T10.

5. Body assemblies are not serviced. Such should be obtainable from VDH or Salvage.

Indents checkers at 557 SOD will do their best to right the errors on demands, but this cannot be done in all cases.

If units are [illegible]

37

Declassified E.O. 12356 Section 3.3/NND No. 785020

There are many items that are in short supply but there are also many items that could be obtained if correctly demanded.

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The reason why many of these items have not been issued is no doubt because Depot would not know what to issue , due to wrong part numbers being quoted. General observations on the list are as follows :-

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3. Moter cycle engines are in very poor supply.

4. Outfits tyre repair are Section LV6/MT6 not LV7/TC and welding Metals are Section C.1 not LV6/MT10.

5. Body assemblies are not serviced. Such should be obtainable from VBW or Salvage.

Indents checkers at 557 BOD will do their best to right the errors on demands, but this cannot be done in all cases.

If units are deficient of correct Part Lists they can be obtained on demand from DADOS L of C, CMF. This matter will be referred to Major HEAD when the matter, mentioned in last para is received."

3147

Wrong part numbers and Sections were given on your list of spares.

Will you please ensure that future indents are thoroughly checked before being passed to 557 BOD via your DADOS.

Major M.M.I.A.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

SIGNAL MESSAGE

REME

Rome/3

DATE TIME

09 1510 A

FROM: MMIA

TO: LO SARDINIA

Q 56 SECRET

SUBJECT IS REPAIR OF VEHICLES AND TANKS (*) TOP REPEAT TOP PRIORITY WILL NOW BE REPAIR OF EIGHTY FIVE REPEAT EIGHTY FIVE LOAD CARRIER TRUCKS FOR RAF WORK ON ELMAS AIRFIELD (*) VEHICLES WILL BE ISSUED BY YOU ON LOAN REPEAT LOAN BASIS TO SIXTY THREE STAGING POST RAF AS AVAILABLE (*) REPORT ISSUES BY SIGNAL AS MADE (*) PROVISION THESE TRUCKS REGARDED BY FREEDOM AS HIGH OPERATIONAL (*) HALL HAS BEEN INFORMED ⊙ acknowledge this signal

PRECEDENCE Immediate

AUTHENTICATED [illegible]

Internal -
GSD
REME
ST

20/4/45

3146

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

Copy Given

FROM: [redacted] IA TO SARDINIA SIGNED AIRCOMS

TO : AMIA for ZEBRA 061550

INFO: AFHQ CITE FREOT

Y 14 SECRET

Ref AFHQ cable FX 78540 cite FREOT Recommend no further MT vessels be dispatched after SS BRIGHTON (.) Believe remaining MT and other stores can be loaded vessels dispatched for railway wagons in space NOT occupied by wagons (.) Complete details shipping situation subject conference at AMIA 8 or 9 Jan

PRECEDENCE IMMEDIATE

mb

DISTRIBUTION: SD/14/2
G4
ST
Nav (2)
[redacted]
SD/SO
FLOAT

3145

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

From : G-3(Org) Foriegn

To : [redacted]

Ref : F 86740

17 15 A

RESTRICTED

Forward estimated date 392 Italian Mtop Coy (-) Mow MOLFETTA required for Combat Group

G-3, G(AF)
[redacted]

ROUTINE

SD Dist:
Action Copy to: Spec Sec.
SD/10
SD/50
[redacted]
Fleet

3144

Declassified E.O. 12356 Section 3.3/NND No. 785020

SIGNAL

FROM D A D M E HQ M M I A 02 1305 A

TO E M E 50 BLU

REF. REME 1 5/1 SECURITY CLASSIFICATION CONFIDENTIAL

CAPT C E L U C C I LEAVING HERE ON SUNDAY 3 MARCH IN CHARGE OF LORRIES 3 - 3 TON CMA 4 - 15 CWT AND 1 MOTOR CYCLE

PRECEDENCE IMPORTANT

AUTHENTICATED Major

File: Reme 3

ek

R

3143

Declassified E.O. 12356 Section 3.3/NND No. 785020

S I G N A L

FROM DADME HQ MMIA 021505 A

TO 52 BLU FOR EME

REF. S/2 SECURITY CLASSIFICATION RESTRICTED

REF MY SIGNAL SS 619 TO YOU DATED 11 FEB READING AS FOLLOWS (.) QUOTE (.)

PLEASE CONFIRM YOU ARE HOLDING 2 SCAMMELL RECOVERY VEHICLES AND QUOTE W D NUMBERS (.) UNQUOTE (.)

PLEASE REPLY IMMEDIATELY STATING CAUSE OF DELAY

PRECEDENCE IMPORTANT

AUTHENTICATED Major

Files REME 3

ek

3142

1175