

ACC

10000/120/3656

5Q

opened Ma

10000/120/3656

5Q

Moves By Road

2nd Census

opened May 1, 1945 - Closed Aug 30, 1945

REF: 186A - FIVE 32/4 40-A

Subject :- Remarks on the Move by Road of the Combat Group from ROMAGNA

HQ Combat Group MANTOVA
03/3720

All Units.

30 Aug 45

The transfer of the Combat Group from ROMAGNA was for the most part well carried out and has shown, compared with the previous move a marked improvement in march discipline and organizing a convoy.

I congratulate the OC's of columns and convoys for the good results obtained in spite of the heat which made the journey much harder.

To certain of these I have already personally expressed my praise and have already pointed out certain small mistakes which occurred during the move.

Here is a list of other more serious mistakes in order that these may serve as a lesson for the future and may be explained to all officers NCO's and drivers during a special conference in which the following instructions should also be brought to notice :-

03/1745 of 6/4	:	Orders for convoys.
03/2140 of 8/5	:	Remarks on road movement etc.
01/2998 of 5/5	:	Remarks on a bn road move.
03/3009 of 14/7	:	Move from the CHIANTI area.
03/3057 of 17/7	:	Remarks on the road move of the 15/7/45.

1. START POINT.

It is different from the FORMING UP POINT as laid down in the Italian Army Orders.

The START POINT is that point past which the head and tail of a convoy must pass at the precise time as laid down in the movement order.

The duty of the convoy commander is to select the FORMING UP POINT before the START POINT. (Naturally off the main highway)

It therefore does not matter if the START POINT is on a bend or in the middle of a large town.

2. ROAD SPEED.

The units, in their reports, complained in general that the speed was too low (15 MPH). The Allied orders, under which we work, lay down that the road speed be fixed by the unit which controls the roads and which issues the movements orders (time, staging areas, halts, refueling etc). In this case these orders were issued by HQ 1 District.

3. STOPS.

The halt at RUBICRA was too short. While the British regulations lay down 10 mins halt in each 120 mins of actual movement, the American regulations do not allow for halts. As the route was under American control, we had to follow the instructions as laid down.

I congratulate the OC's of columns and convoys for the good results obtained in spite of the heat which made the journey much harder.

To certain of these I have already personally expressed my praise and have already pointed out certain small mistakes which occurred during the move.

Here is a list of other more serious mistakes in order that these may serve as a lesson for the future and may be explained to all officers NCO's and drivers during a special conference in which the following instructions should also be brought to notice :-

03/1745 of 6/4	:	Orders for convoys.
03/2140 of 8/5	:	Remarks on road movement etc.
01/2998 of 5/5	:	Remarks on a bn road move.
03/3009 of 14/7	:	Move from the CHIANTI area.
03/3057 of 17/7	:	Remarks on the road move of the 15/7/45.

1. START POINT.

It is different from the FORMING UP POINT as laid down in the Italian Army Orders.

The START POINT is that point past which the head and tail of a convoy must pass at the precise time as laid down in the movement order.

The duty of the convoy commander is to select the FORMING UP POINT before the START POINT. (Naturally off the main highway)

It therefore does not matter if the START POINT is on a bend ~~on the~~ middle of a large town.

2. ROAD SPEED.

The units, in their reports, complained in general that the speed was too low (15 MPH). The Allied orders, under which we work, lay down that the road speed be fixed by the unit which controls the roads and which issues the movements orders (time, staging areas, halts, refueling etc). In this case these orders were issued by HQ 1 District.

3. STOPS.

The halt at RUBIGRA was too short. While the British regulations lay down 10 mins halt in each 120 mins of actual movement, the American regulations do not allow for halts. As the route was under American control, we had to follow the instructions as laid down in the movement order.

We shall try in any future move, to obtain longer halts in areas more suitable.

It is necessary however, not to "dismiss" at a halt. At RUBIGRA it happened that many vehicles did not leave on time because the drivers (and also officers) had gone into a restaurant to eat.

2/.....

-2-

It is to be noticed, that to begin with, the halt point was in the square of RUBERA and in the shade. The Allied police, however, seeing that the convoy did not leave on time as the drivers were in the restaurants, changed the halt area to the "hellish" river bed.

4. OBEYING OF THE TIME TABLE.

While several convoys passed the control posts perfectly on time, others were 25 - 30 mins too soon.

This shows that, if one wants to, a perfect timing can be maintained and that this generally depends on the ability and interest shown by the convoy commander.

It is a form of time-race in which one has to fight the time. The OC's units should try to convince the men under them and instill in them a respect for the "regularity trials" and not one of speeding.

It is not possible however to obtain a respect of the time if the convoy commander, for example, does not have the time-table that his convoy should follow.

5. MILITARY POLICE.

These must be obeyed by everyone, without exception. The Carabinieri or duty policemen have a job which should be obeyed and must ensure that these are obeyed.

It requires a greater effort by the CC RR and more initiative and activity on the part of the DRs at the traffic posts, greater understanding and discipline on the part of everyone.

6. POSITION OF THE "BLOCKS" IN A CONVOY.

It is laid down in the movement order and should not and must not occur that a "block" overtakes another as in fact did happen.

7. ORGANIZATION OF HALT AREAS.

(a) Shortage of petrol pumps at the PIACENZA halt organized by the Allied Command. This HQ sent all the pumps capable of working to speed up this refueling. The HLU has assured me that better arrangements will be made for any later moves.

(b) Shortage of canteens. The units, in the same way as they sent their kitchens on ahead, should also have sent the canteens.

8. COLUMN AND CONVOY COMMANDERS.

Many OC's drove their own vehicles during the convoy move. Being occupied in driving they can pay little attention to the convoy which may lead to mistakes.

The duty of a column or convoy commander is a tiring one and therefore it is a mistake to tire oneself by driving during their duty.

The moving up and down the convoy, the halts to watch the convoy move past, correction of distances, the intervention to increase or decrease the speed etc are duties which tire one but if the OC's are active and energetic the convoy will run smoothly.

units should try to convince the men under them and install in them a respect for the "regularity trials" and not one of speeding.

It is not possible however to obtain a respect of the time if the convoy commander, for example, does not have the time-table that his convoy should follow.

5. MILITARY POLICE.

These must be obeyed by everyone, without exception. The Carabinieri or duty policemen have a job which should be obeyed and must ensure that these are obeyed.

It requires a greater effort by the CC ER and more initiative and activity on the part of the IERs at the traffic posts, greater understanding and discipline on the part of everyone.

6. POSITION OF THE "BLOCKS" IN A CONVOY.

It is laid down in the movement order and should not and must not occur that a "block" overtakes another as in fact did happen.

7. ORGANIZATION OF HALT AREAS.

(a) Shortage of petrol pumps at the PIACENZA halts organized by the Allied Command. This HQ sent all the pumps capable of working to speed up this refueling. The ELU has assured me that better arrangements will be made for any later moves.

(b) Shortage of canteens. The units, in the same way as they sent their kitchens on ahead, should also have sent the canteens.

8. COLUMN AND CONVOY COMMANDERS.

Many CC's drove their own vehicles during the convoy move. Being occupied in driving they can pay little attention to the convoy which may lead to mistakes.

The duty of a column or convoy commander is a tiring one and therefore it is a mistake to tire oneself by driving during their duty.

The moving up and down the convoy, the halts to watch the convoy move past, correction of distances, the intervention to increase or decrease the speed etc are duties which tire one but if the CC's are active and energetic the convoy will run smoothly.

9. MOTORCYCLISTS.

As has already been pointed out before, if the M/Cs of the column and convoy carry out their difficult duty well, the march will be carried out in good order. If this does not happen, the desired discipline cannot be obtained.

3/.....

-3-

It is necessary to train the M/Cs and interest and teach them to be, as in fact they are, the most direct assistants of the OC's.

Few convoys sent ahead to the start point, traffic posts and destination posts, a motorcyclist to give warning of the arrival of the convoy.

A unit wants to praise its own motorcyclists.

It is the duty and responsibility of the OC unit or of the regt commander.

10. WIRELESS.

(a) The OC's column and convoy used very little of the wireless for communications, it is most useful to inform, for example, a Recovery Post of a broken down vehicle that requires recovery.

(b) Some wireless stations were temporarily left by their operators. (FORLI station, the 18 and 20 July at about 1200 hrs)

(c) Lack of enthusiasm in general, on the part of the personnel concerned.

11. RECOVERY.

Worked well and repaired a considerably number of vehicles. A unit wants to praise the work of its own fitters. It is the duty of the OC to do so.

12. REPORTS OF THE UNITS ON THE MOVE.

Some of these are very short in which well known facts have been quoted, time of departure, arrival etc.

Others are very optimistic and express the opinion that the move was carried out very well indeed, while the traffic posts and control officers have pointed out several mistakes of a non-serious nature. (advance of timing of arrival at RUBICRA by 25 - 30 mins, overtaking of convoys).

An HQ sent with a covering letter, the remarks of 2 i/c column without even attaching its own opinion.

Almost all these reports arrive with great delay and often must be asked for several times.

As these reports should contain observations and criticisms, useful for the working out of a move, it is necessary that a lot of attention is paid to them in the contents and preparation.

General Commanding

Giudo BOLOGNA.

File

SUBJECT: - Move of 342 Italian Field Bakery.

HQ Combat Group MANTOVA

34A

56 BLU
5 Q

2 July 45

1. Under authority 1 District 342 Italian Field Bakery will move from Under Command MANTOVA Group at CERVIA to Under Command FRIULI at SAN GIOVANNI LUPATOTO F. 6848.
 2. The Bakery will be moved by four 3 Ton vehicles which will be supplied by 61 Area.
 3. The 342 Field Bakery will move immediately the vehicles are received from 61 Area.
- 33A refers*

In The Field,
HTT/ajv

for J. Thomas

Lt Col,
GS

6610

13
 1300Z
 FROM EASTROVER 131200Z
 TO US BUN. NOV FLORENCE. NOV BOLOGNA.
 INFO HISTONE(BY HAND) . 71 SUB AREA.
 CR73 BT

NOV 1301
 RESTRICTED() REF YOUR MSG OF 13 JUNE 2007 TO ALL

27A
 STOVA COMBAT
 1300Z STRENGTH 70 VMS WILL MOVE AS FOLLOWS POSITIONED TO CESENA 21
 JUNE() DEP IN THREE EQUAL ~~1000~~ BLOCKS AT 15 MIN INTERVAL COMMENCING
 0200 HRS VIA ROUTE 2-
 FLORENCE- ROUTE 67 HALT PONTASSIEVE 1030 TO 1130 PASS FORBI 1630 HRS
 ROUTE 6 TO CESENA APR 1640 HRS() CONVOY NO 05/01/237() SPEED ~~100~~ 614
 15 MIN DENSITY 28 VMS() AGREEED NOV FLORENCE

BT

ED 000000000000

IMMEDIATE 306 TX 1849

18 JUN 1945

MBKI V MBZX NR 28630 IMPORTANT

QVR 1

FROM DISTONE 281835B

TO 56 BLU
INFO AFHQ CITE FHGCT - 71 SUB AREA - 214 SUB AREA
PW INCR 21 TK BDE - EASTMOVES - MOV FOLIGNO
GR -- BT

SD 32 . CONFIDENTIAL . ~~MANTOVA~~ MANTOVA COMBAT GROUP WILL MOVE FROM RADDA
TO AREA VIA CERVIA M6320 - RIMINI AS FOLLOWS . FIRST . TO ARRIVE BY 1
JUNE . ARTY REGT AND ONE INF BN . TO ARRIVE BY 3 JUN . ENGR BN . TO
ARRIVE BY 4 ~~14~~ JUNE . ONE INF BN . TO ARRIVE BY 7 JUNE . TWO INF
BNS . TO ARRIVE BY 10 ~~14~~ JUNE . ONE INF BN . SECOND . MOVE IN
ACCORDANCE WITH TIMINGS TO BE ISSUED BY EASTMOVES . THREE . ALL
UNITS WILL MOVE BY RD FERRYING IN GROUP TPT . FOUR . CONTACT Q
DISTONE FOR ACCN DETAILS

BT 281835B

SENT PJRS B 3 K K

RD NR 28630 281// 282322B JC AR// B1 KKK

50

25A

see 23A

6613

309

VEKI V MBZX NR 29720 "p"

XFROM 56 BLU (ADV)

TO 56 B L U

BT

M/1 (.) CONFIDENTIAL (.) REF 1 DIS SD40 OUTLINING NEW PLAN FOR MOVE
THIS IS NOW CANCELLED (.) MANTOVA GP WILL MOVE ACCORDING TO PREVIOUS
PLAN ON FIRST FOURTH SEVENTH AND TENTH (.) SG COMPANY FINISHES
DUTIES WITH 71 SUB AREA ON 29 AND RETURNS TO MANTOVA ON 30 MAY (.)
EN OF 114 INF REGT CARRYING OUT GUARD TVZY// DUTIES IN MONTECARO///
MONTEVARCHI WILL MOVE LAST AND BE RELEASED FROM THEIR DUTIES ON MORNING
3 MAY

BT

CORR: LINE THREE READ (.) ST COMPANY IMI ST

I 10

22A

6612

CIPHER

21A

P

INCOMING MESSAGE

CIPHER SRL 81
SIGNAL SRL 621

FROM: 56 BLU

021140B

TO: DISTORE (Q)

QG5. SECRET.

FOR 56 BLU. 56 BLU CLOSING PRESENT LOCATION AT 1830 HRS 3 JUNE. ALL
MESSAGES FOR DA AND QMG OR REAR PARTY TO BE SENT TO DADOS (E) 56 BLU
TELEPHONE FLORIDA 21126. ALL 56 BLU LESS DADOS REAR AND DAA AND QMG ARRIVE
3 JUNE

17A refers
IMPORTANT.6610
5Q

MEMO V BFWI NR 3, "P.T.M."

FROM 56 BLU 0211253

TO CMC DIST (C)

CR --- AT

035 (.) FOR 56 BLU (.) RMT YOUR MESSAGE DATED 2 (.)

EXPEDITE HQ MASTON (.) ALL BLU LESS CAMP ARRIVE 3 JUNE

BT

SENT NR 6 0215403 JC 12 N

RECD

021522

JC AR-5

16A refer

HQ. 1 DISTRICT

1 JUN 1945

6609.31

SQ

394/2 · 208

MBK

MBKI V MBZX NR 30181 IMMEDIATE QVR 1

FROM DISTONE 301045B

TO 56 BLU

INFO AFHQ CITEFHGCT -- 71 SUB AREA -- 214 SUB AREA -- EASTMOVES
MOV FOLIGNO -- PW INC 21 TK BDE

SD41 . CONFIDENTIAL . REF MY SD40 OF 29 MAY . MANTOVA COMBAT
GROUP WILL NOW MOVE TO AREA CERVIA - RIMINI TO ARRIVE
ON FOLLOWING DATES . ONE . 1 JUN . 155 ARMY REGT AND TWO BNS 76
INF REGT . TWO . 2 JUN . 104 ENGR BN . THREE . 3 JUN . MED UNITS .
FOUR . 4 JUN . HQ AND ONE BN 76 INF REGT . FIVE . 7 JUNE . 114 INF
REGT LESS ONE BN . SIX . 10 JUN . ONE BN 114 INF REGT NOW GUARDING
S A DUMPS AT MONTEVARCHI . REP TO EASTMOVES FOR TIMINGS
BT

SENT (JM) 1240 BB

RD NR30181 FH KK



1 JUN 1945

6608

MBKI V MBZX NR 30262 --- IMPORTANT ---
QVR, 1

FROM EASTMOVES --- 301245/9

TO 56 BLU -- MOV FOLIGNO -- MOV FLORENE -- MOV BOLOGNA --
INFO:-

AFHQ -- DISTONE (BY HAND) -- 217 AREA (BY HAND) --

71 SUB AREA -- 214 SUB AREA -- PW INCR 21 TK BDE --

GRS--BT

NOV 1241 . CONFIDENTIAL
REF DISTONE SD 32 OF 28 MAY NOT TO ALL WHEELS MANTOVA COMBAT GP MOVE
AS FOLLOWS AREAS RADDA TO AREA CESENA COMMENCING 1 JUNE . CARRIERS
REMAIN IS// IN PRESENT LOCATION . PENDING FURTHER ORDERS .
FIRST:-

SP MONTEVARCHI DIS P CESENA . ROUTE . ROUTE 69 TO PONTASSIEVE
ROUTE 67 TO FORLI - ROUTE 9 TO DIS P . ALL CONVOYS HALT 30 MINS
PONTASSIEVE STAGING AREA . ALL MOVES AT RATE 100 VEHs PER HR IN
BLOCKS 25 VEHs AT 15 MIN ITE// IT// INTERVALS .
SECOND:- TIMINGS AND ORDER OF MARCH ; READ (A) DATE (B) UNITS
NOMINATED (C) NO OF VEHs (D) TIMINGS PAS T SP (E) TIMINGS PAST

DIS P (F) CONVOY NO .
(A) 1 JUNE (B) ARTY & TWO BNS (C) 350 (D) 0700 TO 1030 (E) 1500 TO
1830 (F) 06/NE/001 .
(A) 2 JUNE (B) ENG BN (C) 100 (D) 0700 TO 0800 (E) 1500 TO 1600
(F) 06/NE/002 .
(A) 3 JUNE (B) ADM UNITS (C) 100 (D) 0700 OT 0800 (E) 1500 TO 1600
(F) 06/NE/003 .
(A) 4 JUNE HQ INF REGT AND ONE BN (C) 200 (D) 0700 TO 0900 (E) 1500 TO

1700 (F) 06/NE/004 .
(A) 7 JUNE (B) HQ GP AND TWO BNS (C) 200 (D) 0700 TO 0900 (E) 1500 TO
1700 (F) 06/NE/005 .
(A) 10 JUNE (B) ONE BN AND ADM UNITS (C) 200 (D) 0700 TO 0900 (E)
1500 TO 1700 (F) 06/NE/006 .
XXXXXXXXX ESTIMATE CONVOYS ARRIVE HALT AREA TWO HOURS AFTER
PASSING SP . ALL CONVOYS 12-1/2 MIH 20 VTM WITHIN ORDERED DENSITY

HI ---
SENT NR 262 J/V -(AR)-TKS-K-
RD 1950 BS B 2

13A

IN 50

1512

1945

AFHQ -- DISTONE (BY HAND) -- 217 AREA (BY HAND) --

71 SUB AREA -- 214 SUB AREA -- PW INCR 21 TK BDE --

GRS--BT

MOV 1241 . CONFIDENTIAL .

REF DISTONE SD 32 OF 28 MAY NOT TO ALL WHEELS MANTOVA COMBAT GP MOVE
AS FOLLOWS AREAS RADDA TO AREA CESENA COMMENCING 1 JUNE . CARRIERS
REMAIN IS// IN PRESENT LOCATION . PENDING FURTHER ORDERS .

FIRST:--

SP MONTEVARCHI DIS P CESENA . ROUTE . ROUTE 69 TO PONTASSIVEVE
ROUTE 67 TO FORLI - ROUTE 9 TO DIS P . ALL CONVOYS HALT 30 MINS
PONTASSIVEVE STAGING AREA . ALL MOVES AT RATE 100 VEHs PER HR IN
BLOCKS 25 VEHs AT 15 MIN ITE// IT// INTERVALS .

SECOND:-- TIMINGS AND ORDER OF MARCH ; READ (A) DATE (B) UNITS

NOMINATED (C) NO OF VEHs (D) TIMINGS PAS T SP (E) TIMINGS PAST

DIS P (F) CONVOY NO .

(A) 1 JUNE (B) ARTY & TWO BNS (C) 350 (D) 0700 TO 1030 (E) 1500 TO

1830 (F) 06/NE/001 .

(A) 2 JUNE (B) ENG BN (C) 100 (D) 0700 TO 0800 (E) 1500 TO 1600

(F) 06/NE/002 .

(A) 3 JUNE (B) ADM UNITS (C) 100 (D) 0700 OT 0800 (E) 1500 TO 1600

(F) 06/NE/003 .

(A) 4 JUNE HQ INF REGT AND ONE BN (C) 200 (D) 0700 TO 0900 (E) 1500 TO

XXXXXX 1700 (F) 06/NE/004 .

(A) 7 JUNE (B) HQ GP AND TWO BNS (C) 200 (D) 0700 TO 0900 (E) 1500 6607

TO 1700 (F) 06/NE/005 .

(A) 10 JUNE (B) ONE BN AND ADM UNITS (C) 200 (D) 0700 TO 0900 (E)

1500 TO 1700 (F) 06/NE/006 .

XXXXXXXXXX ESTIMATE CONVOYS ARRIVE HALT AREA TWO HOURS AFTER

PASSING SP . ALL CONVOYS 12-1/2 MIH 20 VTM WITHIN ORDERED DENSITY

HI ---

SENT NR 262 J/V --(AR)--TKS-K-

RD 1950 BS B 2

1 JUN 1945

0 6 4

File 12A

SUBJECT: 342 FIELD BAKERY

56 BLU

59

Hq Combat Group "MANTOVA"

10A
31 May 45

Instructions have been received from AFHQ (ref their signal FX61929 of 25 May) that 342 Field Bakery, strength one officer and 32 ORs will be attached from Eighth Army to MANTOVA Combat Group to be under operational command AFHQ and local administrative command of 1 District.

In The Field,
JEM/ajw

R. Morrisley
Lt Col,
GS.

6606

SECRETSUBJECT:- Move - MANTOVA GP

1505/45/C(3D)

26 May 45

71 Sub Area
 56 EIU
 Q
 CSO
 ST
 Postal

30 MAY 1945

5Q

For info.

[Signature]
 Lt Col,
 CSO I,
 No.1 District.

CMP.

EDITED COPY

FROM : FRIENDS: cite PHGCT signed SACRED 251748B
 TO : MAIN EIGHTH ARMY
 INFO : 15 Army Gp: DISTONE; MMIA REAR EIGHTH ARMY.

FX 81929. SECRET. Your SD 2251 dated 23 May refers. 342
 Italian PD Bakery str one offr 32 ORs 2 vehs will move by
 road nearest under arrangements EIGHTH ARMY from UDINE for
 RADA for MANTOVA GROUP to under op comd AFHQ local admin
 DISTONE

6604

IMPORTANT.

MBKI V MBZX NR 28642 IMPORTANT

QVR 1

FROM DISTONE 281755B
TO 56 BLU
INFO PW INC , 21 TK BDE - 217 AREA - 214 SUB AREA - 71 SUB AREA
GR -- BT

Q 14 . RESTD . FIRST . MANTOVA MOVE PRESENT LOCATION TO CESENA-CERVIA
AREA BY ROAD 1-10 JUNE IN OWN TPT . SECOND . MAINTENANCE .
A . AMN . DEMANDS TO BE FORWARDED TO ORD THIS HQ . CONTROLLED
STORES AND VEHS . DEMANDED BY Q BLU ON Q THIS HQ IN ACCORDANCE
THIS HQ ADM INSTR 45 . SIGNAL CONTROLLED STORES DIRECT TO CSO THIS HQ .
B . RE STORES . FOR WORKS SERVICES TO 67 CRE EXCEPT WHEN REQUIRED FOR
CONSTR AS ~~OPPOSED~~ / OPPOSED TO MAINT WHEN THRO Q 214 SUB AREA WHO
WILL FORWARD TO THIS HQ FOR AUTHORITY OR ~~PASS~~ / PASS DIRECT TO 67 CRE
AS FOR BR UNITS . C . SUPS ~~DISINF~~ / DISINFECTANTS MISC ITEMS EX 204
DID FORLI . (D) POL . ON BARREL FOR BARREL BASIS EX 4 MPFC ~~FRL~~ /
FORLIMPOPOLI . E . MEDICAL . STORES FROM S ADV DEPOT ~~ME~~ / MED STORES
RIMINI . SICK EVACUATED GRUPPO MED INSTALLATIONS . FURTHER EVACUATION
SUBJECT SEPARATE INSTRUCTIONS . F . ORD . DEMANDS FOR ORD STORES . 6603
VOTE 9 INCL MT IN 557 BOD . DOS RESERVED STORES ORD THIS HQ .
VOTE 7 AND 8 ITEMS 35 AOD . G . BLU POSTAL . APO FORLI . H . SAL .
SALVAGE COLLECTING CENTRE RIMINI . J . EFI SUPPLIES ~~X~~ / EX 35 BIS
CESENA . K . FUEL . UNDER ARRANGEMENTS ADST 217 AREA . THIRD . THIS
SIGNAL TO BE READ IN CONJUNCTION WITH THIS HQ ADM INSTR NO 54 .

BT

SENT PJRS B 1 K

RD NR 28642 282329B JC AR// B1 K

30 MAY 1945

*File**8A*Subject:- Movement Order

56 BLU

5 Q

20 May 45

WCO I/O Section of 14 Mob Bath Unit

1. You will move your Mobile Bath Section with the u/m personnel to join the 14 Mobile Bath Unit at ANCONA.

Cpl JOHN
Pte RICHARD
Pte HOUGH
Pte ALBON

2. START TIME. 0800 Hrs 21 May 45.
3. ROUTE. RADDA - PERUGIA - ANCONA.
4. ETA. 1400 Hours 22 May 45.
5. RATIONS. 2 days rations will be collected from 56 BLU at 1300 hours 20 May 45.

In The Field.
SMT/wh.

Lt Col
Lt Col

8002

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(M)

Originator

Date-Time of Origin

OFFICE DATE STAMP

56 BLU

18 1230

For Action

TO

(W) For Information (INFO)

HQ 59 Area

Rear DISTWO

Message Instructions

GR

Originator's No.

5Q @ Ref your G 25/12 of 17 @
 LX 3 TONNER NO. L52445 will arrive
 MILAN A.M. 19 to assist in recovery
 and repair L5451398

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

EXCEPT

WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

SIGNED

AB Hiles
 major

SIGNED

Important
 Restricted

0001

Time

System

Op

THI or TOR

Time cleared

J.M.

IMMEDIATE

CIPHER MESSAGE IN

SIGS SER 34
CIPHER NO. D/240IMMEDIATE,

ACTION REAR DISTO FOR 56 BLU (MANTOVA GRUPPO)

FROM HQ 59 AREA

G25/12

171500G.

1 X 3 TONNER NO. L5451308 BELONGING TO MANTOVA GRUPPO BROKEN DOWN
WITH BIG END GONE IN MILAN. CAPT VITTALE 2 OFFRS 12 GRS ON BOARD.
SEND RECOVERY SOONEST TO REPORT TO HQ 59 AREA. SIGNAL INTENTIONS
SAME PLACE

Vittale returned 18/5.

IRT.

IMMEDIATE.

This message will NOT be
classified as SECRET or CONFIDENTIAL
unless it contains information
the disclosure of which would
be injurious to the national
defense.

ECCO

20 MAY 1945

CIPHER

CIPHER MESSAGE IN.
QVR 3 5-10.

IMPORTANT.

SIGS SERIAL 166.
CIPHER NO. D401.

TO. ACTION. MOV ROME. MOV POLIGNO. 56 BLU.

INFO. MOVCENT. DISTWO. DISTHREE. 56 AREA. 55 AREA.
71 Subarea 59 area RAAC MMIA.
15 ARMY GROUP. 8 ARMY. AFHQ CITE FHGDM.

FROM. MOVWIT.

MOV/H/1019.

291655B.

SECRET.

SECRET

6590

CONVOY 05/NA/01 ME WKSHPS MANTOVA GROUP 5 OFFERS 180 ORS 50 VEHS
 DEP AVELLINO 010700 HALT VAIRANO 1120/1145 MELFA 1330/1430 ANAGNI
 1700/1730 ETA CENTOCELLE 2000 STAGE DEP 020700 HALT BOLSENA 1130/1230
 ETA DESTINATION POGGIBONSI 1815 HRS. ROUTE KX 1-2 (6-2 ?). refuel
 ROUTE 6 MR F8563. 15 MIH 30 VTM. AFHQ FX55862 OF 06 NOT TO ALL REFERS

RWE.

1 MAY 1945

IMPORTANT

This Message will NOT be distributed
 outside British Government Departments
 or Headquarters, re-transmitted, even
 in Cipher, without being PARAPHRASED
 (messages marked O.T.P. need not be
 paraphrased).

118A
 FILE 4Q (Closed)

0 6 5 0