

ACC

1000/120/3895

10000/120/3295

ST 3

TRANSPORT

Oct 26, 1944 - Oct 10, 1945

6762
6815

ST3

Transport

6742
10000 / 120 / 3895

THE POWER

10000 120 3855

THIS FOLDER

CONTAINS PAPERS

FROM

44

TO

45

CATALOGUE-

Opened: 26/10/44

Closed: 10/10/45

6879
2/42

DATE

OUT

DATE

IN

Q1R3	1	15/10	ST2/101	3	14/10
20757/3	4	22/10	ST3/103	6	22/10
Q505/23	5	15/10	ST3/102	7	23/10
7/72	8	25/10	ST2/104	14	30/10
Q6-3	9	27/10	ST2/105	15	30/10
2/6/29/2	10	29/10	ST2/106	16	31/10
Q1033 page	11	29/10	ST3/107	17	31/10
Q6-6	12	29/10	ST3/108	18	1/11
Q6-7	13	26/10	ST3/109	19	2/11
Q6-8	20	2/11	ST2/110	20	3/11
Q6-9	21	2/11	ST2/111	21	3/11
Q6-10	22	2/11	ST2/112	22	3/11
Q6-11	23	2/11	ST2/113	23	3/11
Q6-12	24	2/11	ST2/114	24	3/11
Q6-13	25	2/11	ST2/115	25	3/11
Q6-14	26	2/11	ST2/116	26	3/11
Q6-15	27	2/11	ST2/117	27	3/11
Q6-16	28	2/11	ST2/118	28	3/11
Q6-17	29	2/11	ST2/119	29	3/11
Q6-18	30	2/11	ST2/120	30	3/11
Q6-19	31	2/11	ST2/121	31	3/11
Q6-20	32	2/11	ST2/122	32	3/11
Q6-21	33	2/11	ST2/123	33	3/11
Q6-22	34	2/11	ST2/124	34	3/11
Q6-23	35	2/11	ST2/125	35	3/11
Q6-24	36	2/11	ST2/126	36	3/11
Q6-25	37	2/11	ST2/127	37	3/11
Q6-26	38	2/11	ST2/128	38	3/11
Q6-27	39	2/11	ST2/129	39	3/11
Q6-28	40	2/11	ST2/130	40	3/11
Q6-29	41	2/11	ST2/131	41	3/11
Q6-30	42	2/11	ST2/132	42	3/11
Q6-31	43	2/11	ST2/133	43	3/11
Q6-32	44	2/11	ST2/134	44	3/11
Q6-33	45	2/11	ST2/135	45	3/11
Q6-34	46	2/11	ST2/136	46	3/11
Q6-35	47	2/11	ST2/137	47	3/11
Q6-36	48	2/11	ST2/138	48	3/11
Q6-37	49	2/11	ST2/139	49	3/11
Q6-38	50	2/11	ST2/140	50	3/11
Q6-39	51	2/11	ST2/141	51	3/11
Q6-40	52	2/11	ST2/142	52	3/11
Q6-41	53	2/11	ST2/143	53	3/11
Q6-42	54	2/11	ST2/144	54	3/11
Q6-43	55	2/11	ST2/145	55	3/11
Q6-44	56	2/11	ST2/146	56	3/11
Q6-45	57	2/11	ST2/147	57	3/11
Q6-46	58	2/11	ST2/148	58	3/11
Q6-47	59	2/11	ST2/149	59	3/11
Q6-48	60	2/11	ST2/150	60	3/11
Q6-49	61	2/11	ST2/151	61	3/11
Q6-50	62	2/11	ST2/152	62	3/11
Q6-51	63	2/11	ST2/153	63	3/11
Q6-52	64	2/11	ST2/154	64	3/11
Q6-53	65	2/11	ST2/155	65	3/11
Q6-54	66	2/11	ST2/156	66	3/11
Q6-55	67	2/11	ST2/157	67	3/11
Q6-56	68	2/11	ST2/158	68	3/11
Q6-57	69	2/11	ST2/159	69	3/11
Q6-58	70	2/11	ST2/160	70	3/11
Q6-59	71	2/11	ST2/161	71	3/11
Q6-60	72	2/11	ST2/162	72	3/11
Q6-61	73	2/11	ST2/163	73	3/11
Q6-62	74	2/11	ST2/164	74	3/11
Q6-63	75	2/11	ST2/165	75	3/11
Q6-64	76	2/11	ST2/166	76	3/11
Q6-65	77	2/11	ST2/167	77	3/11
Q6-66	78	2/11	ST2/168	78	3/11
Q6-67	79	2/11	ST2/169	79	3/11
Q6-68	80	2/11	ST2/170	80	3/11
Q6-69	81	2/11	ST2/171	81	3/11
Q6-70	82	2/11	ST2/172	82	3/11
Q6-71	83	2/11	ST2/173	83	3/11
Q6-72	84	2/11	ST2/174	84	3/11
Q6-73	85	2/11	ST2/175	85	3/11
Q6-74	86	2/11	ST2/176	86	3/11
Q6-75	87	2/11	ST2/177	87	3/11
Q6-76	88	2/11	ST2/178	88	3/11
Q6-77	89	2/11	ST2/179	89	3/11
Q6-78	90	2/11	ST2/180	90	3/11
Q6-79	91	2/11	ST2/181	91	3/11
Q6-80	92	2/11	ST2/182	92	3/11
Q6-81	93	2/11	ST2/183	93	3/11
Q6-82	94	2/11	ST2/184	94	3/11
Q6-83	95	2/11	ST2/185	95	3/11
Q6-84	96	2/11	ST2/186	96	3/11
Q6-85	97	2/11	ST2/187	97	3/11
Q6-86	98	2/11	ST2/188	98	3/11
Q6-87	99	2/11	ST2/189	99	3/11
Q6-88	100	2/11	ST2/190	100	3/11
Q6-89	101	2/11	ST2/191	101	3/11
Q6-90	102	2/11	ST2/192	102	3/11
Q6-91	103	2/11	ST2/193	103	3/11
Q6-92	104	2/11	ST2/194	104	3/11
Q6-93	105	2/11	ST2/195	105	3/11
Q6-94	106	2/11	ST2/196	106	3/11
Q6-95	107	2/11	ST2/197	107	3/11
Q6-96	108	2/11	ST2/198	108	3/11
Q6-97	109	2/11	ST2/199	109	3/11
Q6-98	110	2/11	ST2/200	110	3/11
Q6-99	111	2/11	ST2/201	111	3/11
Q6-100	112	2/11	ST2/202	112	3/11
Q6-101	113	2/11	ST2/203	113	3/11
Q6-102	114	2/11	ST2/204	114	3/11
Q6-103	115	2/11	ST2/205	115	3/11
Q6-104	116	2/11	ST2/206	116	3/11
Q6-105	117	2/11	ST2/207	117	3/11
Q6-106	118	2/11	ST2/208	118	3/11
Q6-107	119	2/11	ST2/209	119	3/11
Q6-108	120	2/11	ST2/210	120	3/11
Q6-109	121	2/11	ST2/211	121	3/11
Q6-110	122	2/11	ST2/212	122	3/11
Q6-111	123	2/11	ST2/213	123	3/11
Q6-112	124	2/11	ST2/214	124	3/11
Q6-113	125	2/11	ST2/215	125	3/11
Q6-114	126	2/11	ST2/216	126	3/11
Q6-115	127	2/11	ST2/217	127	3/11
Q6-116	128	2/11	ST2/218	128	3/11
Q6-117	129	2/11	ST2/219	129	3/11
Q6-118	130	2/11	ST2/220	130	3/11
Q6-119	131	2/11	ST2/221	131	3/11
Q6-120	132	2/11	ST2/222	132	3/11
Q6-121	133	2/11	ST2/223	133	3/11
Q6-122	134	2/11	ST2/224	134	3/11
Q6-123	135	2/11	ST2/225	135	3/11
Q6-124	136	2/11	ST2/226	136	3/11
Q6-125	137	2/11	ST2/227	137	3/11
Q6-126	138	2/11	ST2/228	138	3/11
Q6-127	139	2/11	ST2/229	139	3/11
Q6-128	140	2/11	ST2/230	140	3/11
Q6-129	141	2/11	ST2/231	141	3/11
Q6-130	142	2/11	ST2/232	142	3/11
Q6-131	143	2/11	ST2/233	143	3/11
Q6-132	144	2/11	ST2/234	144	3/11
Q6-133	145	2/11	ST2/235	145	3/11
Q6-134	146	2/11	ST2/236	146	3/11
Q6-135	147	2/11	ST2/237	147	3/11
Q6-136	148	2/11	ST2/238	148	3/11
Q6-137	149	2/11	ST2/239	149	3/11
Q6-138	150	2/11	ST2/240	150	3/11
Q6-139	151	2/11	ST2/241	151	3/11
Q6-140	152	2/11	ST2/242	152	3/11
Q6-141	153	2/11	ST2/243	153	3/11
Q6-142	154	2/11	ST2/244	154	3/11
Q6-143	155	2/11	ST2/245	155	3/11
Q6-144	156	2/11	ST2/246	156	3/11
Q6-145	157	2/11	ST2/247	157	3/11
Q6-146	158	2/11	ST2/248	158	3/11
Q6-147	159	2/11	ST2/249	159	3/11
Q6-148	160	2/11	ST2/250	160	3/11
Q6-149	161	2/11	ST2/251	161	3/11
Q6-150	162	2/11	ST2/252	162	3/11
Q6-151	163	2/11	ST2/253	163	3/11
Q6-152	164	2/11	ST2/254	164	3/11
Q6-153	165	2/11	ST2/255	165	3/11
Q6-154	166	2/11	ST2/256	166	3/11
Q6-155	167	2/11	ST2/257	167	3/11
Q6-156	168	2/11	ST2/258	168	3/11
Q6-157	169	2/11	ST2/259	169	3/11
Q6-158	170	2/11	ST2/260	170	3/11
Q6-159	171	2/11	ST2/261	171	3/11
Q6-160	172	2/11	ST2/262	172	3/11
Q6-161	173	2/11	ST2/263	173	3/11
Q6-162	174	2/11	ST2/264	174	3/11
Q6-163	175	2/11	ST2/265	175	3/11
Q6-164	176	2/11	ST2/266	176	3/11
Q6-165	177	2/11	ST2/267	177	3/11
Q6-166	178	2/11	ST2/268	178	3/11
Q6-167	179	2/11	ST2/269	179	3/11
Q6-168	180	2/11	ST2/270	180	3/11
Q6-169	181	2/11	ST2/271	181	3/11
Q6-170	182	2/11	ST2/272	182	3/11
Q6-171	183	2/11	ST2/273	183	3/11
Q6-172	184	2/11	ST2/274	184	3/11
Q6-173	185	2/11	ST2/275	185	3/11
Q6-174	186	2/11	ST2/276	186	3/11
Q6-175	187	2/11	ST2/277	187	3/11
Q6-176	188	2/11	ST2/278	188	3/11
Q6-177	189	2/11	ST2/279	189	3/11
Q6-178	190	2/11	ST2/280	190	3

Oak

157

6875

573/128	573/128
573/129	573/129
573/130	573/130
573/131	573/131
573/132	573/132
573/133	573/133
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573/190	573/190
573/191	573/191
573/192	573/192
573/193	573/193
573/194	573/194
573/195	573/195
573/196	573/196
573/197	573/197
573/198	573/198
573/199	573/199
573/200	573/200

ARMY FORM C-2136 (Large) **MESSAGE FORM** Register No. Transmission Instructions

Call Srl No. Priority

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM Office Date Stamp
(A) Date Time of Origin.

114 For Action

TO Message Instructions. OR
(W) For Information (INFO)

Originator's No. *Q6-405*

114 For Action

114 For Action

6874

This message may be sent AS WRITTEN by any means except	If/able to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.	Originator's Instructions Degree of Priority	Time	System	Op.
			THL or TOR		
Signed	Signed		Time cleared		

Subject : Anti-Freeze

To : ST 2.7 Area

Combat Group FOLGORE

ST

53 B.L.U.

Ref. 26 - 412

10 Oct 45

1. Reference GRO 1072/45 and ARO 594/45.
2. Immediate requirements for Combat Group FOLGORE of Anti-Freeze are

144 galls.

3. These requirements are based on the use of anti-freeze in the w/m vehicles in this area where a 1 part Anti-Freeze to 1 part water solution has to be used.

Ambulances
Breakdown
Provost

[Signature]
Major,
G.S.
6873

Subject : Vehicle Demands

To : 217 Area

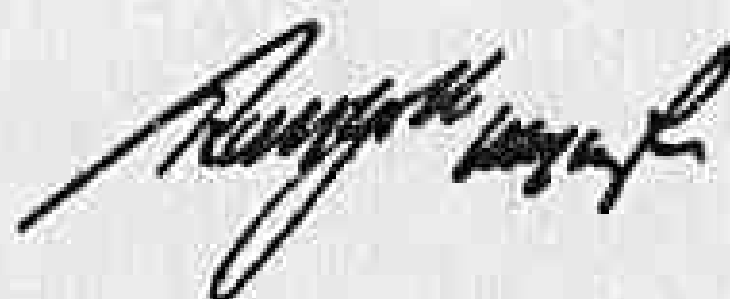
ST

Ord

Camp

53 B.L.U.
Ref. Q29 - 27
27 Sep 45

1. Ref 1 District Adm Instruction No. 65 ref 1D/2001/2/CB of 10 Jun 45.
2. Vehicle Demand in respect of this HQ for week ending 23 Sep 45 is forwarded herewith.



Lt. Col.
G.S.

6872

VEHICLE DEFICITS - COMBAT GROUP POLKOWSKI

Serial	Unit	Type of Veh required	VE No.	Entitlement	Held	Deficiency
(a)	(b)	(c)	(d)	(e)	(f)	(g)
6240/00	53 British Liaison Unit	Lorry 3 ton 4x2 GS	CM/508/2	5	3	2

- X (i) against existing deficiency on VE Ø (i)
(ii) against BLR certificates (ii)
(iii) as an issue surplus to VE (reasons for recommendation
to be given in attached letter)
(iv) Recommended as an issue on loan stating period. (iii)
(iv)

APPX 'A' to 53 ELC letter
 Ref. Q29-27 of 27 Sep 45

DS - COMBAT GROUP POLGONE

Entitlement	Held	Deficiency	Required	Reason for Demand
(c)	(r)	(u)	(1)	(j) X (j) Ø
5	3	2	1	(i) (iv)
			1 (Awaiting Write-off)	

- Ø
- (i) unit moving out of District
 - (ii) operational demand. A demand will only be considered 'operational' if the veh is required to re-equip a No Formation in rest or for a mobilising unit.
 - (iii) Unit converting to new TE
 - (iv) Normal.

or recommendation

ing period.

Subject: Vehicle Transfers.

53 B.L.U.
Ref. Q6-594
18 Sep 45

To :- H.Q. Combat Group FOLGORE
Camp Comdt 217 Area
ST -
Ord
RISSE

1. (a) Notification has been received from Camp Comdt 217 Area (under Ref. C/217/15 of 12 Sep 45) that the u/m vehicle is to be transferred to Combat Group FOLGORE from 210 Sub Area and is at present awaiting collection at H.Q. 217 Area :-

W/c Matchless 350 cc WD No. C.5805022

- (b) This HQ is not in possession of the authority for transfer of the above vehicle.
- (c) Please arrange collection through service channels without delay and also arrange for your representative to obtain a copy of the authority for transfer from the Camp Comdt HQ 217 Area which is to be forwarded to this HQ.

Reynolds
Lt. Col.
C.S.

0870

Camp Comdt HQ 217 Area:

Kindly arrange to let 'Folgores' rep have details of transfer authy of this vehicle.

Subject: Vehicle Releases and Transfers.

53 B.L.U.
Ref. Q6-392
17 Sep 45

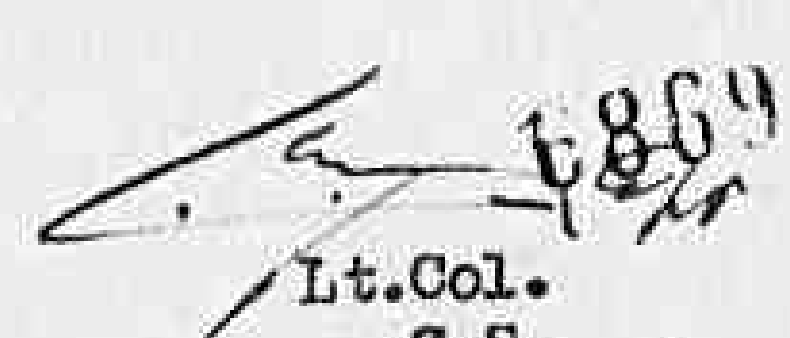
To :- H.Q. Combat Group FOLGORE

ST ✓

Ord

REME

1. (a) Ref this HQ Q6-379 of 24 Aug, para 1.
(b) It appears that Dodge 3 ton 4x2 GS L 5685814 has not yet been collected.
(c) Please arrange collection IMMEDIATELY through service channels from 21 Amad Bde Wksps RINGH and report completion to this HQ.
2. (a) Ref this HQ Q6-379 of 24 Aug 45.
(b) Dodge 15 cwt 4x2 GS WD No. 5181593, referred to in para 3 (c) of a/q letter, is now ready for collection.
(c) Please arrange immediate collection through service channels, of this vehicle from 73 Med Regt RA, CATTOLICA (MR R9688) and report completion to this HQ.
3. (a) Ref this HQ Q6-373 of 19 Aug 45.
(b) Trucks 15 cwt 4x2 CL.I qty 3, released under 1 District Release No.93 of 12 Aug are now available for collection.
(c) Please arrange collection through service channels without delay from 13 Veh Bk at FOLIGNO and report completion to this HQ.


Lt.Col.
G.S.

Subject: Vehicle Demands

To: 217 Area

Hq Combat Group FULBONE
ST
Ord

53 D.L.U.
Ref Q29 - 6
14 Sep 45

1. Ref 1 District Adm Instruction No. 65 ref 12/2001/2/03 of 10 Jun 45.
2. Vehicle Demand for Combat Group FULBONE for week ending 9 Sep 45. **858**
forwarded herewith.

[Signature]
Lt. Col.
G. S.

VEHICLE DEFICENCY - COMBAT GROUP POLCOLE

Subse

Serial	Unit	Type of Veh required	VE No.	Entitlement	Held	Deficiency
(a)	(b)	(c)	(d)	(e)	(f)	(g)
6004/00 /10	Combat Group POLCOLE	M/c Solo	Staff Table AFHQ/6520/15/Q(AE) and Amendments	1	-	1
6240/00	"	Lorry 3ton 4x2 GS	"	1	-	1

- X (i) against existing deficiency on VE
(ii) against DLR certificates
(iii) as an issue surplus to VE (reasons for recommendation
to be given in attached letter)
(iv) Recommended as an issue on loan stating period.

Ø (i) un
(ii) cr
(iii) pr
(iv) No

Appx '2' to 53 BLU letter
Ref. Q29 - 6 of 14 Sep 45

Subsequent to demands submitted on 7 Sep 45

ELS - COMBAT GROUP POLGO-E

Entitlement	Held	Deficiency	Required	Reason for Demand
(c)	(r)	(g)	(h)	(j) X (j) Ø
1	-	1	1	(i) (iv)
1	-	1	1	(i) (iv)

- Ø
- (i) unit moving out of District
 - (ii) operational demand. A Co. and will only be considered 'operational' if the veh is required to re-equip a Bn. Formation in rest or for a mobilising unit.
 - (iii) unit converting to new Bn.
 - (iv) Normal.

for recommendation

ing period.

Subject: Vehicles and Controll Stores

To:- 217 Area

RE: Combat Group FOLGORE
ST
Ord

53 R.L.U.
Ref Q29 - 5
7 Sep 45

1. Ref 1 District Adm Instruction No.65 ref 12/2001/2/CS of 10 Jan 45.
2. Original demands for vehicles to be released against U.R. of the Combat Group FOLGORE had been forwarded to 1 District who authorised a number of releases and transfers. Deficiencies now outstanding are listed on the attached Demand Forms.
3. Herewith also forwarded Controlled Stores demands for Combat Group FOLGORE.

R. R. R. R. R.

Lt. Col.
C.S.

356

VEHICLE LISTING - COMBAT GROUP POLGO-E

Serial	Unit	Type of Veh required	VE No.	Entitlement	Held	Deficiency	Reqd
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
6035/00	Combat Group POLGO-E	Car 5cwt 4wd	Staff Table AFHQ/6520/15/Q(AR) and Amendments.	12	10	2	2
6004/00 /10	"	M/c Solo	"	384	353	31	31
6012/00	"	Car 2str Lt Utility	"	74	15	58	58
6140/00	"	Truck 15cwt Compressor	"	6	4	2	2
6050/00	"	Ambulances	"	18	17	1	1
6040/00	"	Lorry 3ton Winch	"	6	4	2	2
6034/00 /10	"	Cars Lt Recce	"	17	5	12	12
6262/20	"	Lorry 3ton 6wd Breakdown	"	5	3	2	2
6015/00 /10 /20 /30 6022/00	"	Cars Staff 4/6str	"	24	1	23	23

- X (i) against existing deficiency on VE
(ii) against DLR certificates
(iii) as an issue surplus to VE (reasons for recommendation
to be given in attached letter)
(iv) Recommended as an issue on loan stating period.

- Ø (i) unit no
(ii) quantity
'operational'
'for anti'
(iii) unit co
(iv) normal.

Apex 'A' to 53 BLJ letter
Ref. 029 - 5 of 7 Sep 45

MS - COMBAT GROUP POLGORE

Entitlement	Held	Deficiency	Required	Reason for Demand	
(e)	(f)	(g)	(h)	(i) X	(j) Ø
12	10	2	2	(i)	(iv)
384	353	31	31	(i)	(iv)
74	46	58	58	(i)	(iv)
6	4	2	2	(i)	(iv)
18	17	1	1	(i)	(iv)
6	4	2	2	(i)	(iv)
17	5	12	12	(i)	(iv)
5	3	2	2	(i)	(iv)
24	1	23	23	(i)	(iv)

- Ø
- (i) unit moving out of District
 - (ii) operational demand. A demand will only be considered 'operational' if the unit is required to re-equip a Bn Formation in rest or for a mobilizing unit.
 - (iii) Unit converting to new Bn
 - (iv) Moral.

recommendation

period.

Serial	Item	Unit	(a) Staff Eqpt Table No. (b) Spec Eqpt List No. (c) AF G4098 Authority	Entitlement	Held	Def
(e)	(b)	(c)	(d)	(e)	(f)	
24) 25)	Rifles No. 4	Combat Group FOURTH	ASMD/6520/15/4(AR) of 3 Mar 45 and Amendments	5432	5436	
1100/00	Bren	"	"	504	159	

Appx 'B' to 53 BLU letter
 Ref 029 - 5 of 7 Sep 45

Eqpt Table No. Eqpt List No. Authority	Entitlement	Held	Deficiency	Required	Remarks
(d)	(e)	(f)	(g)	(h)	(j)
6520/15/Q(AR) 3 Mar 45 Amendments	5432	5436	86	86	Normal - against W.E.
"	591	499	2	2	" - " "

288

U R G E N T

Subject: Vehicle Transfer53 B.L.U.
Ref Q6 - 388
6 Sep 45To:- HQ Combat Group FOLCOREST
Ord
REMS

1. (a) Under authority 1D/2306/4/Q of 31 July 45 of 1 District, the w/m vehicles are to be transferred to HQ Combat Group FOLCORE from 30 B.D. Pl, RE.

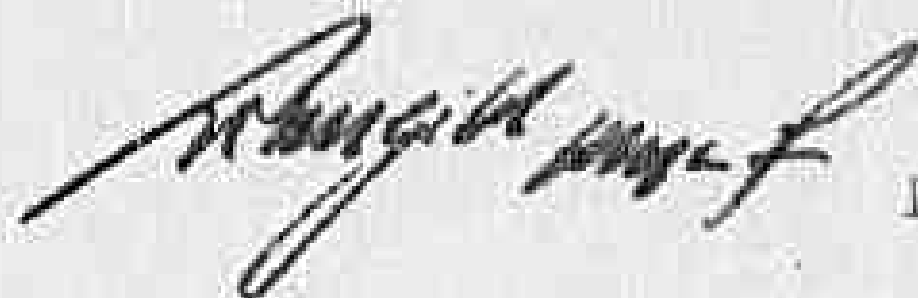
FORD 3 ton 4x2 WD No. 5604138 Cl II
BEDFORD 3ton 4x2 WD No. 14876838 Cl II

- (b) Please arrange immediate collection of these vehicles from 30 B.D. Pl, RE at CASTEL BORDOMCHIO (M.R. 773046) through service channels and report completion to this HQ.

2. (a) Under authority 1D/2306/4/Q of 31 July 45 of 1 District, the w/m vehicle is to be transferred to HQ Combat Group FOLCORE from 8 B.D. Pl, RE.

Dodge 15 cwt 4x2 WD No. 26185847 Cl I

- (b) Please arrange immediate collection of this vehicle from 8 B.D. Pl, RE at RIMINI through service channels and report completion to this HQ.

Lt. Col.
G.S.

6883

Subject: Vehicles.

53 B.L.U.

Ref. 06-341

22 Jul 45

To :- H.Q. 1 District

H.Q. Combat Group FOLGORE

ST-

Ord

REME

1. The u/m vehicles were delivered by 1 A.R.C. to the Combat Group FOLGORE and handed over on 17 July 45:-

WD No.	5312003	3 ton	Chev	4x4
"	5312006	"	"	"
"	4722568	"	"	"
"	4678554	"	Bedford	4x2
"	4731165	"	Dodge	"
"	5689726	"	"	"
"	522292	"	"	"
"	5265767	"	"	"
"	5656892	"	"	"
"	5689547	"	"	"
"	5690195	"	"	"

2. The release order for these vehicles has not yet been received but it is presumed that 1 District have issued this release and its arrival is therefore awaited.

3. Meanwhile, these vehicles have been taken on charge and put into use by the Combat Group FOLGORE.

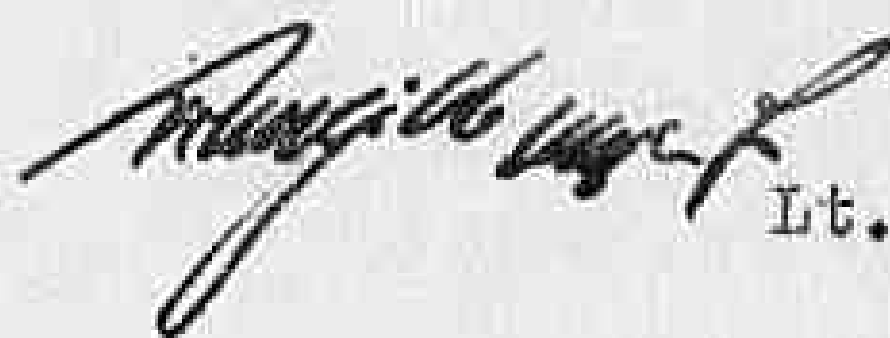
Lt. Col.
G.B.

Subject : Jeeps

To : HQ 1 District
ST
Ord
REMS

53 B.L.U.
Ref. Q6 - 382
29 Aug 45

1. Reference this HQ's Q6-358 of 4 Aug 45.
2. The u/m Jeeps have now been handed in to 10 AR VP CASENA by Combat Group FOLCORE :
M 5660254, M 5660128, Total 2.
3. This brings the total of Jeeps handed in up to 34.
4. The remaining Jeep is still undergoing repairs and will be handed in in the near future when these repairs have been completed.



Lt. Col.
G.S.

0861

Subject : Vehicle and Controlled
Stores Demands.

53 B.L.U.
Ref. Q29 - 1
17 Jul 45

To :- H.Q. 216 Sub Area (2)

ST
Ord
Camp

1. Reference Sub Area Order 142/45.
2. Herewith forwarded Appx 'A' showing Vehicle Demands for this unit, and Appx 'B' showing Controlled Stores Demands for this unit, both for week ending 0600 hrs 17 Jul 45.

Handwritten signature
Lt.Col. 363
G.S. 363

VEHICLE DETAILS - XXXXXXXXXXXXXXXXXXXX 53 BLU

Serial	Unit	Type of Veh required	VE No.	Entitlement	Held	Deficiency
(a)	(b)	(c)	(d)	(e)	(f)	(g)
6003/00 /10	53 BLU	H/Cs	CM/508/1	13	6	7
6010/00	D Trg Team (Inf)	Car 2 str U/T	CM/922/1	3	1	2
6015/00 /10 /20 /30	Trg Inc NAME ATTN: Maltese Licence Pool	Car 4/8 str	CM/630/1 CM/707/1	1	-	1

- X (i) against existing deficiency on VE
(ii) against BLR certificates
(iii) as an issue surplus to VE (reasons for recommendation to be given in attached letter)
(iv) Recommended as an issue on loan stating period.

- Ø (i) unit
(ii) opera
'oper
Forma
(iii) Unit
(iv) Norma

Appx 'A' to 53 BLU letter
Ref. ~~049-1~~ of 17 Jul 45

UNIT'S - ~~XXXXXXXXXXXXXXXXXXXX~~ 53 BLU

No.	Entitlement	Held	Deficiency	Required	Reason for Demand	
	(c)	(f)	(g)	(h)	(j) X	(j) Ø
503/1	13	6	7	7	(1)	(iv)
152/1	3	1	2	2	(1)	(iv)
160/1	1	-	1	1	(1)	(iv)
1707/1						

- Ø
- (i) unit moving out of District
 - (ii) operational demand. A demand will only be considered 'operational' if the veh is required to re-equip a Pl Formation in rest or for a mobilising unit.
 - (iii) Unit converting to new VE
 - (iv) Normal.

for recommendation

ating period.

Controlled Stores Demands for 53 HLU

Serial	Item	Unit	(a) Staff Eqpt Table No. (b) Spec Eqpt List No. (c) AF G1098 Authority	Entitlement	Held	Deficiency
(e)	(b)	(c)	(d)	(e)	(f)	(g)
24	Rifles	53 HLU	CM/503/1	28	21	7
25		D Trg Team (Inf)	CM/522/1	19	7	12
21	Pistols			16	6	10
54	Binoculars No. 2	Trg Inc H2222 AMHQ Maltese Lindson Pool	CM/620/1 CM/707/1	16	-	16
47	Compasses Prismatic	Italian Inc to HLU	XIV/822/1			

Subject: Vehicle Demands

To:- HQ 1 District

Combat Group FULCORE

ST

Ord

53 B.L.U.

Ref 96 - 335

16 July 45

1. Reference your Ada Instruction No. 65 ref ID/2001/2/GS of 10 Jun 45.

2. Vehicle demand for Combat Group FULCORE for week ending 13 July 45 857
forwarded herewith.

Raymond
Lt. Col.

G.S.

VEHICLE DEMANDS - COMBAT GROUP POLGOPE

Serial	Unit	Type of Veh required	VE No.	Entitlement	Held	Deficiency
(a)	(b)	(c)	(d)	(e)	(f)	(g)
6003/00	C.O. POLGOPE	W/co	Staff Table	394	357	37
6003/10	"	"	AMB/6520/15/Q (AM) and associated.			
6010/00	"	Gen 2 str 1/2	"	74	16	58
6015/00	"	Gen Staff	"			
/10	"	1/6 str	"	22	1	23
/20	"					
/30	"					
6022/00	"					
6030/00	"	15 ext 4x2 (S)	"	300	289	11
6031/00	"	15 ext 4x2 (S)	"	12	2	10
6060/00	"	15 ext 4x2 (S)	"	6	1	2
6035/00	"	Ambulances	"	18	17	1
6200/00	"	London 3 ton 4x2	"	312	283	29
6201/00	"	" " 4x2	"	20	37	2
"	"	" 6 ton Stores	"	10	-	10
6232/00	"	" 3 ton	"	13	30	-
/10						
/2000						

(20 3-ton Stores Lorries held in

- X (i) against existing deficiency on 72
- (ii) against BIR certificates
- (iii) as an issue surplus to VE (reasons for recommendation to be given in attached letter)
- (iv) Recommended as an issue on loan stating period.

Ø (i) unit

(ii) op

'op

For

(iii) Uni

(iv) Nor

6856

Approx. 'A' to 53 BLU letter
Ref. 26 - 335 of 16 Jul 48

ON HANDS - COLSAT GROUP POLIGON

No.	Entitlement	Held	Deficiency	Required	Reason for Demand	
(a)	(c)	(f)	(g)	(h)	(j) X	(k) Ø
File 15/0 (AM) Secrets.	300	337	47	17	(1)	(iv)
	74	16	58	58	(1)	(iv)
	26	1	23	23	(1)	(iv)
	300	289	11	11	(1)	(iv)
	12	2	10	10	(1)	(iv)
	6	4	2	2	(1)	(iv)
	18	17	1	1	(1)	(iv)
	312	293	20	20	(1)	(iv)
	22	27	2	2	(1)	(iv)
	10	-	10	-	(1)	(iv)
	13	50	-	5	(1)	(iv)

(20 3-ton Struss Lorries held in lieu of 10 6-ton)

- Ø (i) unit moving out of District
(ii) operational demand. A demand will only be considered 'operational' if the veh is required to re-equip a Fd Formation in rest or for a mobilising unit.
(iii) Unit converting to new WE
(iv) Normal.

2.

VEHICLE DEMANDS - COMBAT GROUP POLKORE

Serial	Unit	Type of Veh required	VE No.	Entitlement	Held	Deficiency
(a)	(b)	(c)	(d)	(e)	(f)	(g)
6030/00 /10	C.G. POLKORE	Lt Recon Cars	Staff Table ARL/6530/15/3(AR) and comments.	17	5	12
6032/00	"	Trucks 3 ton 6x6 R/Cover	"	5	3	2

- X (i) against existing deficiency on VE
(ii) against BLR certificates
(iii) as an issue surplus to VE (reasons for recommendation
to be given in attached letter)
(iv) Recommended as an issue on loan stating period.

Ø (i) un
(ii) of
(iii) Un
(iv) Ne

6855

2.

Appx 'A' to 53 BLU letter
Ref. Q6 - 355 of 16 Jul 45
(contd)

COMBAT GROUP POLGONE

Entitlement	Held	Deficiency	Required	Reason for Demand	
(c)	(f)	(g)	(h)	(j) X	(k) Ø
17	5	12	12	(1)	(iv)
(AR)					
5	3	2	2	(1)	(iv)

- Ø
- (i) unit moving out of District
 - (ii) operational demand. A demand will only be considered 'operational' if the veh is required to re-equip a Pd Formation in rest or for a mobilising unit.
 - (iii) Unit converting to new EE
 - (iv) Normal.

or recommendation

ing period.

Subject: Enemy Captured Vehicles

SECRET

To:- Hq Combat Group FOLGORE

53 B.L.U.
Ref Q22 - 33
4 Jul 45

SP —
Ord
RAME

1. Reference your 992/Aut of 1 July 45, submitting details of 70 Enemy Captured vehicles.
2. Pending receipt of written authority from 5 Army, you are authorised to use 50 (fifty) of the vehicles listed, and to issue temporary circulation permits for them.
3. The remaining 20 are to be kept with units in good running order, awaiting instructions for probable handing over to another Combat Group.
4. In addition 30 Jeeps (cars 5cwt 4x4) are to be handed in to Combat Gp Mech Engrs Wkps forthwith.
5. The Mech Engrs Wkps will arrange to ensure that all 30 are in good running order, and will effect the necessary repairs for this purpose.
6. These 30 Jeeps will shortly all be handed over to a collecting unit. Further instructions will be submitted to you re the handing over immediately they are available.
7. The ultimate destination of these Jeeps is the Far Eastern theatre of war.
8. Please inform this Hq as soon as possible the WD Nos. of the 30 Jeeps handed in.
9. Also please inform this Hq which 50 of the Enemy Captured vehicles are being used. This information can be given by indicating the Serial No. of each vehicle as referred to on your list of 70 in Column (a).

Anthony M. F. Lt.Col. 6851
G.S.

Subject : Captured Enemy Vehicles.

To : H.Q. Combat Group POLGORE.

ST -
Ord
REAME

53 B.L.V.

Ref A/Q-22-54

6 July 45.

1. Continuing verbal instructions already given to your H.Q.
2. Reference this H.Q. letter Q22-28 of 24th June 45.
3. All vehicles with the exception of CARS listed in Appx "E" of this letter are to be concentrated without delay at a dump selected by you. These vehicles are classified as follows :

Motor-cycles	10
15 cwt	12
Ambulances	1
3 ton	27
6 ton	15
Tractors	2
Lt recon cars	5
And 15 cwt	1

4. These vehicles must all be in good running order.
5. Please inform this H.Q. immediately all the a/n vehicles have been handed in, giving location of the dump.
6. In addition a report is required from you by 10 July showing full details and present locality of any other cars or load - carrying vehicles, civilian or enemy captured, that are at present held by you with units or in dumps.
7. Vehicles in this list must be in good running order, or can be made so with little difficulty.

George H. F.
Lt.Col.
G.S.

Subject: Vehicle Demands.

53 B.L.U.
Ref. Q6 - 327
7 Jul 45

To :- 'Q' 1 District

H.Q. Combat Group FOLGORE
ST -
Ord

1. Reference your Adm Instruction No.65 ref 1D/2001/2/Q of 10 Jun 45.
2. Attached hereto, Vehicle Demand for Combat Group FOLGORE for week ending 6 Jul 45.
3. Deficiencies of vehicles as against W.E. are shown in detail in this HQ's letter Q22 - 28 of 24 Jun 45, Appx 'A'.
4. The vehicle demands submitted herewith are in respect of further vehicles which have been evacuated since 24 Jun 45.

6853

Rough *imp. f* Lt.Col.
C.S.

Appx 'A' to 53 ELU letter
Ref. 96 - 327 of 7 Jul 45.

Vehicle Demands - Combat Group POLCORE

Serial	Unit	Type of Veh required	WD No.	Entitle ment	Defic- Held	Re- quency	Re- quired	Reason for demand	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)
1.	C.C. POLCORE	Lorry 3 ton 4x2 G3 Code 6200/00	Staff Table AFHQ/6520/15/Q(AB) and amendments.	312	208	24	2	(ii)	(iv)
2.	-do-	Carriers Lloyd	-do-	82	63	19	1	(ii)	(iv)

68

Subject: Transport - Jeeps

To: Hq Combat Group FULKRE
Ord
FHEC

53 B.L.W.
Ref 06 - 28
8 July 45

BT

1. Herewith copy of signal received from 1 District ref 07 of 5 July, forwarded for your action. This supersedes this Hq's instructions in 022 - 35 of 4 July 45, paras 4 - 8.
2. Please arrange to haul in 35 Jeeps without delay through service channels and report completion to this Hq, giving ID Nos. of Jeeps hauled in.

FROM: DISTONE
TO: 53 B.L.W.
CORT: Ord

0515500

COPIES

Angell Lt. Col.
G.S.

07 RESTRICTED. FIRST. FOLLOWING CHIEFS WILL HAUL IN 35 CARS 50WT 4X4. NORTHWEST TO 10 ARMY GROUP. SECOND. ALL VEHICLES WILL BE INSURED (A) COMPLETE WHEEL TOOL KITS (B) WITH MINIMUM 20 PSI CARGO SPARE WHEELS (C) WITH MOST SPARE WHEELS AVAILABLE AS VEHICLES ARE REQUIRED FOR OPS (D) ENGINES WILL NOT BE CHANGED PRIOR TO WITHDRAWAL. THIRD. NOTIFY 1 DISTRICT WITH HAUING IN COMPLETE.

0350

Subject: Maintenance of Vehicles

To:- Hq Combat Group FOLGORE

ST-
FOLGORE

53 B.L.U.
Ref Q6 - 302
12 Jun 45

1. Reports have been received at this Hq which tend to show that the maintenance of Gp tpt and weapons is unsatisfactory.
2. With the Gp in its present static role it should be possible for all units to lay a certain percentage of tpt off the road for a period of 2 or 3 days to enable drivers to carry out thorough maintenance on vehicles. It is suggested that the s/m percentage could, in certain units, be as high as 50%.
3. It has been reported that a number of civilian vehicles or vehicles other than Gp British tpt ^{have} been driven into your Mech Wkops for repair. It is requested that your Hq take action to ensure that only Gp tpt and Allied vehicles which break down in TRAMTO area are repaired by your Gp Wkops.
4. At the present time all Gp weapons should be in first class order.
5. A British-Italian vehicle and weapon unit maintenance team from AMHQ are likely to visit your Gp in the near future.

6873
Lt. Col.
G. S.

9th FOT:- Post -184 S & T Coy.

Re HQ 10 Corps
ST/4

27 Apr 45

G(SD), Main HQ 10 Corps

Copy to:- DADST, 53 B.L.U.

Under authority Serial 1934 of Minutes of AFHQ WEC Meeting No. 180, notified under cover of Main HQ Eighth Army letter M 670 SD2 dated 25 Mar, please may 9 x 3-ton lorries 4x2 G.S. be issued to 184 S & T Coy (Polgore Group).

C.H.F.

Colonel
D.D.S.T.

Subject: Vehicles - Releases.

53 B.L.U.

Ref. Q6 - 274

To :- H.Q. Combat Group FOLCORE

2 May 45

SF
Ord
REME

1. The u/m vehicles have been released under authority Main 10 Corps
LSD 276 dated 1 May and are to be collected from Veh Sec 10 Corps Tps GFF: -

15 cwt 4 x 2	GS	qty	4
15 cwt 4 x 4		"	2

2. Please arrange collection through service channels and report completion


Lt. Col.
G.S.

Ord - Copy of Release Authority enclosed. Please report completion.

Subject: Vehicles - Incre 18

To:- Hq Combat Group FOLGORE

ST
Ord
RAME

53 B.L.U.
Ref Q6 - 270
30 Apr 45

1. Car 5 cwt 4 x 4 Wd No.4986181 was on loan to the Combat Group from 795 Coy RASC (Corps Car) and was finally transferred on 18 April 45.

2. Please confirm that the relevant Part X Order, taking this vehicle on strength, has been published.

6846

Lt.Col.
G.S.

Subject: Releases - Vehicles

53 B.L.U.
Ref Q6 - 269
30 Apr 45

To: HQ Combat Group FULGORE

SI
Ord
RAME

1. Chevrolet 3 ton 4 x 4 WD No. 4527091 has been released under authority 10 Corps LSD 54 dated 29 April to be collected from 10 Corps Tps OFF for use by the Mech Engrs Workshop, FULGORE.

2. Please arrange collection through service channels and report completion.

Ord: Copy of authority enclosed. Please report completion.

Anthony M. F.
Lt. Col.
G.S.

68-5

Subject: Vehicle Transfers.

53 H.L.U.
Ref. 06 - 252
21 Apr 45

To :- O.C. 795 Coy RASC (HQ Corps-S&F)

1. Reference your 8/45 dated 16 Apr 45.
2. Please forward copies of the HIR Certificates of the 3 5-seater GS vehicles which you state have been HIR'ed.
3. Vehicle SD No. 4986154 has also been HIR'ed. Capt. Winton SO RASC this Hq has been instructed to contact you re this vehicle HIR certificate.
4. In view of the foregoing it appears that only one vehicle remains to be transferred. Please publish Part X orders.

Robert May F.
Lt. Col.
G.S.

Copy To : G(SD) Main HQ 13 Corps.

BY —

REMS (06 - 241 dated 12 Apr refers)

0811

Subject: Vehicles - Releases

To:- Hq Combat Group FOLCORE

ST
Ord
REME

53 B.L.U.
Ref Q6 - 272
1 May 45

1. The w/m vehicles have been released under authority LRD 264 dated 30 Apr to be collected from Veh Sec 10 Corps Off.

3 W/c's
2 Cars 5 cwt 4 x 4
5 Lorries 3 ton 4 x 2 GS
2 Lorries 3 ton 4 x 4 GS
2 Lorries 30cwt 6 x 4 Winch
1 Carrier Mortar
6 Portees 'B' - in lieu of Carriers Lloyd (on basis of
1 Portee 'B' = 2 Carriers Lloyd).
8 Trailers 1 ton

2. Please arrange collection through service channels and report completion.

Anthony M. F. Lt. Col.
G.S.

Ord. Copy of Release Authority enclosed. Please report completion.

SUBJECT:- WVS Canteen Vehs.

Rear Hq 10 Corps
ST/31/9

1 May 45

DADST, 50 B.L.U.
DADST, 53 B.L.U. ✓

WVS canteen vehs have been allotted to the Italian Forces under command Eighth Army. As these vehs are from British Coys it is requested that they be affiliated for wksp attention and inspections when in the Corps area.

C.M.F.

[Signature]
Colonel,
D.D.C.F.

68

Subject: Vehicles.

53 B.L.U.

Ref. Q6 - 246

16 Apr 45

To :- H.Q. Combat Group FOLCORE

ST
Ord
EME

Further to my AQ/Q6 - 193 of 17 Mar 45, 5-cwt 4x4 GS qty 5, on loan from 795 Car Coy RASC, will now be taken on charge by HQ Combat Group FOLCORE.

The veh already declared EIR will be included in the total and a replacement asked for. Appropriate Part X orders will be published. Authority 13 Corps SD 776 of 14 Apr.

[Signature]
Lt. Col.
G.S.

6841

Subject: Tpt - Italian Mobile Dental Centres.

53 B.L.U.

Ref. Q6 - 24B

To :- H.Q. Combat Group FOIGORE

18 Apr 45

ST -
Med

Further to my Q6 - 245 dated 16 Apr 45.

The Italian Dental truck (Box-body type) on charge 114 Mob Dental Unit will be returned forthwith to No.1 Repair and Recovery Unit, ROME. Please signal earliest date on which a/m veh can be returned.


Lt Col.
G.S.

349

Subject: Tpt - Italian Mobile Dental Centres.

To :- H.Q. Combat Group FOLGORE

ST
Mod

53 B.L.D.
Ref. Q6 - 245
16 Apr 45

Orders have been received to return to No.1 Repair and Recovery Unit, ROBE, all Italian Box-body lorries for conversion to Mobile Dental Centres. Please signal date when such vehs, if any, on your charge, can be returned. They will in all cases be replaced by British vehs. 6839

[Signature]
Lt Col
G.S.

Subject : Vehs EIR53 B.L.U.
Ref. Q6 - 250
18 Apr 45To : HQ Combat Group POLIGORE

RA
BT
Ord

WD No.	Item	Unit	NR No.
4545821	Tractor EA Coy 4 x 4	Arty Regt	FU 56
4882506	Bedford 3 ton 4 x 2	2 Bn Nambo Regt	FU 55
238916	Bedford 3 ton 4 x 2	2 Bn Nambo Regt	FU 52
4888779	Austin Utility 4 x 2	CCFR	FU 53
5101221	Hillman Utility 4 x 2	3 Marco Regt	FU 52
5101599	Hillman Utility 4 x 2	S & T Coy	FU 51
1460724	M/c Norton	Refile Bn 3 Marco Regt	FU 50

The above vehs have been declared EIR by Mech Wkpts.
condemnation certificates enclosed.

Copies of

838


Lt. Col.
C.S.

Ord : Duplicate copies of condemnation certificates enclosed.

Subject : Transport.

53 B.L.U.
Ref. Q6 - 237
10 Apr 45.

To : HQ Combat Group FOLGORE

G
ST
Ord
REME
Pro
Camp

1. Ref this HQ letter Q22-18 of 5 Apr showing your Gp holding a surplus of 18 m/os.
2. Authority has been given by higher formation for the w/m transfer of m/os to be made :-
 - (a) One m/o to OC Partisans Borgo Tossignano
 - (b) Two m/os to REME Increment to 53 BLU
3. Please arrange for these transfers to be made and inform this HQ of WD numbers of vehicles transferred, necessary casualties will be submitted.
4. SO REME this HQ will accept delivery of m/os notified in para 2(b) above.
5. It is understood that the Gp Pro are entitled on WE to certain trucks 15-cwt in addition to those now held by that unit. Owing to shortage of tpt in this area there is no immediate possibility of a full release of these vehicles. This deficiency will therefore have to be met from existing stock of these vehicles held by the Gp. The present Gp holding is 317, against a W.E. of 309, certain of these being held in lieu of smaller vehicles.

Richard May

Lt.Col.
G.S.

Further

Subject: Vehicles.

53 B.L.U.

Ref. Q6 - 234

9 Apr 45

To :- H.Q. Combat Group POLGORE

ST —
Ord
EME

Following released for collection from 13 Corps Veh Pk under authority SD 461 dated 8 Apr 45. Please arrange through service channels and report completion.

3 ton GS 4x2	qty three
15 cwt GS Class ID	" one
Portee B in lieu of Carrier Lloyd	" two
Cars 4x2 Lt Utility	" three



Lt. Col.
G.S. 6836

Ord - Release enclosed. Please report completion.

Subject: Jeep No. 12,986¹⁵

To:- OC 795 Coy RASC (13 Corps Car)

ST ✓

53 B.L.U.
Ref Q6 - 33
8 April 45

1. The a/m Jeep on loan from the Coy under your command is said to have been received by Combat Group FOLGOKE in the following condition:

- (a) General maintenance - poor.
- (b) Two tyres with large cuts, so that the vehicle was unable to proceed without having a wheel replaced by one taken from another jeep as there was no spare wheel on the original veh.
- (c) The chassis appears to be bent.
- (d) The gear mechanism has been left without oil, the second gear only engaging with difficulty.
- (e) The accumulator has been improperly refilled and the dynamo does not work.
- (f) The front shock absorbers are completely down and there are no lights.
- (g) Part of the seats and all the tool kit is missing.

835

2. It is requested that these points be borne in mind when the vehicle is sent to your works for inspection.

[Signature]
Lt. Col.
G.S.

ARMY FORM C 2136 (Large) MESSAGE FORM

Register No.

Call	Srl. No.	Priority	Transmission Instructions	Office Date Stamp

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM
(A)

Originator

Date-Time of Origin.

For Action.

HQ 1st Airborne Group, Fort Belvoir

TO

(W) For Information (INFO)

Message Instructions.

GR

Originator's No.

1st Airborne Group, Fort Belvoir, 11/43 M. Ltd. 51-7551

1st Airborne Group, Fort Belvoir, 11/43 M. Ltd. 51-7551

1st Airborne Group, Fort Belvoir, 11/43 M. Ltd. 51-7551

1st Airborne Group, Fort Belvoir, 11/43 M. Ltd. 51-7551

1st Airborne Group, Fort Belvoir, 11/43 M. Ltd. 51-7551

1st Airborne Group, Fort Belvoir, 11/43 M. Ltd. 51-7551

1st Airborne Group, Fort Belvoir, 11/43 M. Ltd. 51-7551

6831

expensive and good service

A hand-drawn sketch of a sine wave on lined paper. The wave starts at a midline, goes up to a peak, crosses the midline, goes down to a trough, and crosses the midline again. The lines are slightly irregular, suggesting a hand-drawn sketch.

6835

Time	System	Op.
Trail or TOR		
Times Cleared		

Originator's instructions.
Degree of Priority.

Eligible to be intercepted or to fall into enemy hands this message must be sent in CIPHER

Signed.

This message may be sent AS WRITTEN by any means except } WIRELESS.

Signed.

MESSAGE FORM

ARMY FORM C 2136 (Large)

Register No.

Transmission Instructions

Priority

Srl. No.

Call

ABOVE THIS LINE FOR SIGNALS USE ONLY.

Office Date Stamp

Date-Time of Origin.

Originator

FROM

(A)

For Action.

Message Instructions.

(M) For Information (INFO)

GR

TO

Hyderabad Group Telegram

Originator's No.

94/18-26 SECRET'S MIA of 400000 for Report to OFFICE of

Also 44/18-26 SECRET'S MIA of 400000 for Report to OFFICE of

PERMANENT 184511 MIA of 400000 for Report to OFFICE of

130/18-26 SECRET'S MIA of 400000 for Report to OFFICE of

6833

PERMANENT 1445 L. 000000 del 000 1500 p. 0 000000 000 000 000
 130/000 0000 000000 000 000000

0833

[Signature]

This message may be sent
 AS WRITTEN by any means
 except

WIRELESS.

Signed

Signed.

If liable to be intercepted or to fall
 into enemy hands this message must
 be sent IN CIPHER.

Originator's Instructions.
 Degree of Priority.

Time
 THL or TOR

System Op

Time Cleared

ARMY FORM C 2136 (Lar) MESSAGE FORM

Register No.

Call	Srl. No.	Priority	Transmission Instructions
			81

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM	Originator	Date-Time of Origin.	Office Date Stamp
(A) 53 2111		031700Z	

TO HQ Encl. Group Forgoth

(AM) For information (INFO)

Message Instructions. GR

Originator's No.

AQ/AB-25

SECRET - First to Further to this HQ report info HQ 24 of 3 1945

Copy of copy sent to HQ after filing Brief Re 1 Encl. to HQ

return to CHASELIER at HQ to be sent to CHASELIER del HQ 1430hr

Forward 1545 Scorpion 1700 Group 301 Home 1730 Post 1145

The copy sent at time CHASELIER del HQ with copy of 13 Mar. 1945

number 1145 (13) has passed through CHASELIER del HQ to Forward at

approximately 1145 - copy sent number of you go away 1045 for

CHASELIER del HQ copy 15 minutes 15 minutes 15 minutes 15 minutes

of copy sent by CHASELIER 1430 - Substantially passed for 1430

MESSAGE FORM

Register No.

ARMY FORM C 2136 (Large)

Transmission Instructions

Srl. No.

Priority

ABOVE THIS LINE FOR SIGNALS USE ONLY.

Office Date Stamp

FROM

(A)

Originator

Date-Time of Origin.

For Action.

TO

(W) For Information (INFO)

Message Instructions.

GR

Originator's No.

AQ/28-24

SECRET - Should be the word SECRET of 1941

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831

[illegible]

M4073E/1444 350M 11/43 M. Ltd. 51-7553

ARMY FORM C 2136 (Larg

MESSAGE FORM

Register No.

Call	Srl. No.	Priority	Transmission Instructions
			79

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM	Originator	Date-Time of Origin.	Office Date Stamp
(A)	53 B111	070003H	

For Action.

TO HQ Contact group Forgone

(W) For Information (INFO)

Message Instructions. GR

Originator's No.

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SECRET 1944-50. The subject was 1000 miles old. Will have 1944-50

ARMY FORM C 2136 (Large) MESSAGE FORM

Call	Srl. No.	Priority	Transmission Instructions	Register No.
				78

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM	Originator	Date-Time of Origin.	Office Date Stamp
(A)	53000	0110 4500	

For Action.

Mr. Robert Frank Folger

TO	(W) For Information (INFC)	Message Instructions.	GR

Originator's No.

no further action is to be taken on this matter as it is being handled by the War Relocation Authority for the War Relocation Authority and the War Relocation Authority.

The War Relocation Authority is to be kept advised of any further action taken on this matter.

The War Relocation Authority is to be kept advised of any further action taken on this matter.

you to return for the one to Puerto and return will
 time: 0400H at 1500 at 1500 as a report at 1415 L.

0829

This message may be sent
 AS WRITTEN by any means
 except

WIRELESS

Signed

Signed.

If liable to be intercepted or to fall
 into enemy hands this message must
 be sent IN CIPHER.

Originator's Instructions.
 Degree of Priority.

Time	System	Op.
THI or TOR		
Time Cleared		

ARMY FORM C 2136 (Large)

MESSAGE FORM

Register No.

Transmission Instructions

Priority

Srl. No.

Call

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM

(A)

Originator

Date-Time of Origin.

Office Date Stamp

For Action.

TO

(W) For Information (INFO)

Message Instructions.

GR

Originator's No.

A8-22

SECRET to Mr. of White House of the U.S.

for the report to the report on 2 April a letter from the American people.

The first part of the report is a letter from the American people.

While a copy will be sent to the report on 2 April a letter from the American people.

every American for the report on 2 April a letter from the American people.

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will be a letter from the report on 2 April a letter from the American people.

Mr. of the report on 2 April a letter from the American people.

The report on 2 April a letter from the American people.

0828

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0828

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This message may be sent
 AS WRITTEN by any means
 except

WIRELESS.

Signed

If liable to be intercepted or to fall
 into enemy hands this message must
 be sent IN CIPHER.

Signed.

Originator's Instructions.
 Degree of Priority.

1415 1415 1415 1415 1415 1415 1415 1415 1415 1415

Time	System	Op.
THI or TOR		
Time Cleared		

SUBJECT:- Discipline.

near No. 13 Corps.

CMF.

2025/ST.

28 Mar 45.

DRDET 53 310,
Folgope Gruppo.

1. A number of vehicles of 184 S & T Coy returning from CASTEL DEL RIO at 1745 hrs 27 Mar 45, one mile north of SCARFANIA, "double banked", contrary to instructions which have been issued from time to time.

2. It was noticed that an officer was in charge of the convoy and that vehicles belonging to other units had intermingled with those of 184 Coy; nevertheless this does not obviate the necessity of the officer maintaining column control and preventing "double banking".

3. Please ensure that OC 184 Coy is aware of the instructions which have been issued for the maintenance of road discipline and take steps to prevent a similar occurrence in future.

An only advise
Disciplinary power

G.P. Rau

6827

LBH/JMB.

Col,
DET.

Subject: VehiclesTo:- HQ Combat Group FOLGOREST
Ord
EMA53 B.L.U.
Ref Q6 - 202
23 Mar

The following vehicles have been notified as BLR by OC 16 LAA Wkps. No condemnation certificates in respect of these vehicles have been received by this HQ. Should any such certificates be in your possession they will be forwarded to this HQ forthwith. OC 16 LAA Wkps has been asked to furnish duplicate certificates if possible.

WD No.	Make and Type	Unit	Date of Evac	Place
C 5547471	M/o BSA	Officina Aut	1 Mar 45	9 RVP
C 5269626	M/o Norton	OPP	14 Mar 45	"
Z 5509432	Dodge 15 cwt	HQ S MARCO Regt	10 Mar 45	"
Z 4440399	Chev 15 cwt	CAORLE Bn S MARCO	1 Mar 45	"
H 4566847	Morris Tractor PA	Arty Regt	10 Mar 45	"
1640699	Chev 15 cwt	HQ S MARCO Regt	14 Mar 45	"
4501320	Chev 3 ton 4x4	1 Coy Engr Bn	14 Mar 45	"

826
Lt. Col.
G. S.

Subject: Transport

To: HQ Combat Group POLARON

RA

SR

Ord

REMR

53 B.L.U.
Ref Q6 - 196
23 Mar 45

74

1. The following list has been declared BAR and the necessary certificates are attached.

BU No.	Make and Type of Vehicle	Unit	Unit issuing Condemnation Certificate of 41043	Remarks
4739743	Ford 15 cwt	HQ POLARON GP	16 LAA Wkaps	Serial No. 200/P
5335737	Dodge 15 cwt	III Bn MARCO	16 LAA Wkaps	Serial No. 162
24650025	Chevrolet 15 cwt	GRABO Bn	16 LAA Wkaps	Serial No. 162
5662553	Car 5cwt 424	S MARCO Regt	16 LAA Wkaps	Serial No. 162
4668246	Bedford 3ton	HQ POLARON GP	16 LAA Wkaps	Serial No. 162
H 1740524	Morris Tractor	Medical Coy	16 LAA Wkaps	Serial No. 162
W249977	Carriers Lloyd	IV Gp Arty Regt	16 LAA Wkaps	Serial No. 162
H 1730561	Morris Tractor	A. Tk Coy	16 LAA Wkaps	Serial No. 162
4606709	Fordson 15cwt	S MARCO Regt	16 LAA Wkaps	Serial No. 162
4878669	Bedford 3 ton	III Gp Arty Regt	16 LAA Wkaps	Serial No. 162
5269625	Norton M30	HQ MARCO Regt	16 LAA Wkaps	Serial No. 162
4 4740289	Chevrolet 15cwt	HQ MARCO Regt	16 LAA Wkaps	Serial No. 162
H 4501420	QW Tractor PA	Arty Regt	16 LAA Wkaps	Serial No. 162
5269493	Norton M/c	1 Coy Engrs	16 LAA Wkaps	Serial No. 162
H 4550155	Morris Tractor	Arty Regt	16 LAA Wkaps	Serial No. 162
5305759	Matchless M/c	HQ MARCO	16 LAA Wkaps	Serial No. 162

C825

6825

5662553	Car 50wt 424	HQ 10300000 Up	16 LAA Wksp	Serial No. NIL
4663246	Bedford 5ton	Medical Coy	16 LAA Wksp	Serial No. 145
H 1740554	Morris Tractor	IV Sp Arty Regt	16 LAA Wksp	Serial No. 259
T249977	Carriers Lloyd	A.Ik Coy	16 LAA Wksp	Serial No. 200/P
H 1730561	Morris Tractor	S MARCO Regt	16 LAA Wksp	Serial No. 275
4605709	Yordson 15cwt	III Sp. Arty Regt	16 LAA Wksp	Serial No. 34/P
4678669	Bedford 5 ton	HQ NEMBO Regt	16 LAA Wksp	Serial No. NIL
5269625	Norton M3c	QWD	16 LAA Wksp	Serial No. 155/P
2 4740289	Chevrolet 15cwt	HQ S MARCO Regt	16 LAA Wksp	Serial No. NIL
H 4501450	Guy Tractor PA	Arty Regt	16 LAA Wksp	Serial No. NIL
5269493	Norton M/c	1 Coy Engrs	16 LAA Wksp	Serial No. NIL
H 4550155	Morris Tractor	Arty Regt	16 LAA Wksp	Serial No. NIL
5305759	Matchless M/c	HQ S MARCO Regt	16 LAA Wksp	Serial No. NIL
L 4501450	Chevrolet 3ton	1 Coy Engrs	16 LAA Wksp	Serial No. 27/P

In addition the following vehicles have been backloaded to 10 Corps Veh Sec
O/P under authority DIRM 10 Corps letter 134/EME of 1 Mar

T 50325	Carriers Universal	HQ S MARCO Regt	T 250138	Carrier Lloyd	HQ S MARCO
T 226357	"	"	T 249852	"	2 Bn NEMBO
T 226326	"	Bn S MARCO Regt	T 253945	"	HQ S MARCO
T 228084	"	Mortar Coy S MARCO	T 250644	"	BAFILE Bn
T 173592	"	"			S MARCO

NOTE: Duplicate copies of MIA certificates to Ord for Part X Orders and triplicate copy to R&M.

Subject: Transport

Re: HQ Combat Group FOLCORE

SI
Ord
RELE53 B.L.U.
Ref Q6 - 194
20 Mar 45
73

1. The u/m vehicle has been declared BLR and the necessary certificate referring to this is attached.

Type of Vehicle	WD No.	Unit	Unit issuing Condemnation Certificate and ref of G1043	Remarks
Lorry 3ton 4x2 Ford	5688562	S & T Coy	10 Corps Tps Wkaps M367	

Reggie M. F.
Lt. Col.
G.S.

6821

NOTE: Duplicate copy of BLR certificate to Ord for Part X Orders and triplicate copy to RELE.

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date - Time of Origin

OFFICE DATE STAMP

For Action

TO

(W) For Information (INFO)

Storage Instructions

OR

Originator's No

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

WIRELESS

SIGNED

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHER

SIGNED

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time

System

Op.

THI or TOR

Time cleared

6823

40111/1595

SUBJECT:- Wash ; Out of Vehicle
Cooling Systems.

Rear HQ 10 Corps
ST/31/10

25 Feb 45

DADST, 53 B.L.U.

1. Attached are copy of this office letter ST/31/10 and CIDT Memo. No. 112. Gladly sent to you by ELIS on 21 Feb.
2. Your requirements have been estimated as 10 galls of acid and 200 lbs of soda ash. Please advise the exact figures without delay.

20512
C.M.F.

Q. M. Ricketts
Colonel,
D.D.S.T.

6822

C O P Y

SUBJECT:- Washing Out of Vehicle
Cooling Systems.

Rear HQ 10 Corps
ST/31/40

CRASC, 10 Corps Tps
CRASC, 11 G.T. Coln
DADT, 53 B.L.U.
OC, 796 Coy RASC (Corps Car)

21 Feb 45
70

Ref CIMT Memorandum No. 112.

1. Indents are now required for the necessary solution and should be submitted to this HQ for redirection to CIMT. Consolidated demands are required in respect of all ST units and ST maintained units under command.
2. Demands should reach this office not later than 23 Feb 45.

C.M.F.

(Sgd) B.R. Symonds Major
for Colonel,
D.D.S.T. 821

Class I

CENTRAL MEDITERRANEAN FORCE.

G.I.M.T. (PASC) MEMORANDUM NO. 112.

Subject:- Washing Out of Vehicle Cooling Systems.

Vehicles affected. All makes.

Information.

The washing out of vehicle cooling systems has been neglected in the past due to the difficulty in obtaining the necessary chemicals and a good flow of running water in the field. The resultant "furring-up" of radiators and cylinder blocks has caused local over-heating of engines and, in some cases, is believed to have been responsible for an epidemic of cracked blocks and cylinder heads.

Arrangements have now been made with R.A.C.C. for the supply and delivery of the following chemicals in quantity, in the near future:-

V.A.O.S. Section II.1.

Pt.No. RA.0005	Acid, Hydrochloric (Commercial) S.G. 1.160.
Pt.No. RA.0366	Soda Ash (or Pt. No. RA. 0369 Soda Crystals (Washing Soda) in lieu).

UNITS WILL BE ADVISED WHEN TO SUBMIT INDENTS BY THEIR HIGHER AUTHORITY.

Action by Workshops.

1. O i/c Workshops will decide which of the three following procedures is necessary for the satisfactory cleaning of the cooling system of each vehicle:-

(A) Cooling System just normally dirty.

(i) A solution of Soda Ash, in the proportion of $\frac{1}{2}$ lb. to one gallon of water will be prepared and poured into the radiator. The vehicle will be run with this solution in the cooling system for a full working day.

(ii) The solution will be drained off and the cooling system flushed out with running water. To ensure a good flow, all drain cocks or taps will be removed. It is anticipated that a hose pipe and a supply of running water present difficulties in the field, but suitable arrangements will be made to effect final flushing out.

UNITS WILL BE ADVISED WHEN TO SUBMIT INCIDENTS BY THEIR HIGHER AUTHORITY.

Action By Workshops.

1. C 3/e Workshops will decide which of the three following procedures is necessary for the satisfactory cleaning of the cooling system of each vehicle:-

(A) Cooling System just normally dirty.

- (i) A solution of soda ash, in the proportion of $\frac{1}{2}$ lb. to one gallon of water will be prepared and poured into the radiator. The vehicle will be run with this solution in the cooling system for a full working day.
- (ii) The solution will be drained off and the cooling system flushed out with running water. To ensure a good flow, all drain cocks or taps will be removed. It is appreciated that a hose pipe and a supply of running water present difficulties in the field, but suitable arrangements must be improvised for this important final flushing out.

(B) Cooling System very dirty.

- (i) Make up a solution of one part of strong acid to seven parts of water, by adding the acid to water just off the boil. 6820
- (ii) Allow the solution to cool slightly before pouring into the cooling system, where it should remain for 15 mins.
- (iii) Drain off and flush out several times with water.
- (iv) Mix up a solution of 1 lb. of soda ash to one gallon of water and completely fill the cooling system. Allow it to stand for one hour. Drain off and flush out with running water.

2/... (over)...

- 2 -

(C) Cooling system of an old vehicle which is known to be badly "furred-up".

(i) The radiator will be uncoupled and the water pump, thermostat and any other part liable to be damaged by strong acid or petrol will be removed.

(ii) The cylinder block will be flushed out with ordinary petrol, to ensure a thorough internal degreasing.

(iii) All outlets in the cylinder block will be blanked off and a solution of 50% hydrochloric acid made up and poured into the block, where it should remain for one hour, or longer if there are still signs of "working". Great care must be taken in making up and handling this solution.

(iv) The acid will be drained off and the block flushed out with running water. The after-effects of the acid must then be neutralized by means of soda ash, as described in (E) (iv) above, and the use of litmus paper, if available, is recommended before the engine is re-assembled.

2. The appropriate entry will be made in A.B. 412 of each vehicle.

3. The washing out of the cooling systems of all vehicles in the Theatre will be completed by 30 June 1945.

NOTES.

(i) Vehicles, whose cooling systems are filled with anti-freeze solution, will not be flushed out until the end of the Frost Precautions period.

(ii) In the event of Washing Soda (Ft. No. H.A. 0369) being supplied in lieu of Soda ash, double the quantity of the former should be used to obtain a solution of the same strength as with the latter.

(10. Machine)

by means of soda ash, as described in (B) (iv) above, and the use of litmus paper, if available, is recommended before the engine is re-assembled.

2. The appropriate entry will be made in A.B. 412 of each vehicle.
3. The washing out of the cooling systems of all vehicles in the Theatre will be completed by 30 June 1945.

NOTE.

(i) Vehicles, whose cooling systems are filled with Anti-Freeze solution, will not be flushed out until the end of the Frost Precautions period.

(ii) In the event of Washing Soda (Pt. No. Ha. 0369) being supplied in lieu of Soda Ash, double the quantity of the former should be used to obtain a solution of the same strength as with the latter.

11 Jan 1945.

J. C. Macdonald
(J.C. Macdonald).
Major R.A.S.C.
Per Lt. Col. R.A.S.C.
C.I.M.T. (R.S.C) C.M.F.

Last Class I Memorandum published was No. 402 dated 1.12.44.

Subject: Transport - 53 B.L.U.

To:- Ufficio Servizi
Combat Group FOLGORE

Copy: Camp Commandant 53 BLU

53 B.L.U.
Ref ST3/157
13 Feb 45

68

1. Will you please arrange for the transport of 53 BLU to be inspected monthly by the Mech Engs Pl of the Transport Coy.

2. AF G 810 should be prepared by the Weps Pl and sent to Lt Bentley, the Camp Commandant., who will arrange for the vehicles to be sent in on the dates given.

3. List of vehicles is as follows:-

W/c Ariel	C 5170246
" "	C 5170231
" "	C 5361056
" "	C 5361824
" "	C 5369174
Jeep	M 5661734
"	M 5662491
"	M 5661841
Dodge 15cwt	Z 5625387
Ford	Z 5428450
"	Z 5428644
"	Z 5437161

Bedford OY	L 4668765
" "	L 4877920
Dodge 3 ton	L 5691678
" "	L 5686513
" "	L 5685236
Austin Utility	M 5289178
" "	M 5395286
" "	M 4890953
" "	M 5288550
15 cwt Signals	Z 5403107
" " "	Z 4503085

Major RASC,
D.A.D.S.T.

6819

MESSAGE FORM

ARMY FORM C 2136 (Large)

Call	Srl. No.	Priority	Transmission Instructions	Register No.
				67

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM (A)	Originator	Date-Time of Origin.	Office Date Stamp

For Action.

TO

(W) For Information (INFO)	Message Instructions.	GR

Originator's No.

70/410-26 Attached to 1st attached group 18 days 57 857 of 8 Mar 8
 at request of one then but after the one hour 1 hr 45 min
 answer 11 with 738 738 738 all details and returned 2 hr 45 min
 exchange is completed also 112 number of vehicles exchanged
 112 number of vehicles exchanged



6818

6189

This message may be sent
AS WRITTEN by any means
except

WIRELESS.

Signed.

If liable to be intercepted or to fall
into enemy hands this message must
be sent IN CIPHER.

Signed.

Originator's Instructions.
Degree of Priority.

Time System Op.

THU or TOR

Time Cleared

66

MESSAGE FORM

FROM : Main 13 Corps CB/ A
For Action : 795 Coy RASC (M2 Corps Car)
For Info : RE Main 13 Corps
5, BLW ✓

SN 857 (.) RESTRICTED (.)
request arrange to ^{EXCHANGE} ~~exchange~~ one 3-ton 4 x 2 Office
at present on charge to HK with one Lorry 3-ton 4 x 2
in class 1 order at present on charge to 5, BLW

Hand and file
Hand and file

FOR :

6817

53 B.L.V.
CENTRAL MEDITERRANEAN FORCE.

Class II

O.L.M.T. (RASC) MEMORANDUM NO. 102.

65
Subject:- Return of Unserviceable Engines to Base Workshops.

Information.

A recent inspection of unserviceable engines received at Base Workshops for re-conditioning, revealed that many Units are returning engines in a deplorable condition. This condition is caused generally by failing to ensure that the working parts of the engine were weatherproof before casing, and by careless packing of the engine in the case.

Engines were inspected where the cylinder bores and crankshafts were so badly pitted with rust that they could not be re-ground within the Maker's limits and had to be scrapped. Many engine accessories were found to be missing and many more had obviously been damaged in transit or ruined by rust.

Action by Workshops.

The following instructions for the return of unserviceable engine assemblies will be taken into effect forthwith:-

- (i) The Unit will paint its Coy. number on the block.
- (ii) The engine and all accessories will be carefully secured in the packing case in a similar manner to the reconditioned engine received in replacement.
- (iii) Cylinder heads and sumps will be in position and tightened down on their gaskets. Unserviceable sparking plugs, complete with C & A Washers will be fitted; wood plugs will not be used. The carburettor intake and the manifold exhaust port will be covered with waterproof material, which will be securely tied in position.
- (iv) Accessories, which are serviceable or which can be serviced in Base Workshops, will be protected as far as possible from damage in transit and from weather conditions.
- (v) If an engine is returned for any reason other than normal wear, i.e., broken starter ring, cracked block, etc., a note or label giving the reason will be secured to the block and protected as far as possible from the weather.

- (i) The Unit will paint its Coy. number on the block.
- (ii) The engine and all accessories will be carefully secured in the packing case in a similar manner to the reconditioned engine received in replacement.
- (iii) Cylinder heads and sumps will be in position and tightened down on their gaskets. Unservicable sparking plugs, complete with C & A Washers will be fitted; wood plugs will not be used. The carburettor intake and the manifold exhaust port will be covered with waterproof material, which will be securely tied in position.
- (iv) Accessories, which are serviceable or which can be serviced in Base Workshops, will be protected as far as possible from damage in transit and from weather conditions.
- (v) If an engine is returned for any reason other than normal wear, i.e., broken starter ring, cracked block, etc., a note or label giving the reason will be secured to the block and protected as far as possible from the weather.
- (vi) At a later date, a label will be attached to each reconditioned engine leaving the Base Workshops. Units receiving such an engine, will complete the label in full detail and securely attach it to the old engine before returning.
- (vii) The packing case will be carefully put together and strengthened where necessary, before despatch.
- (viii) The Workshop Officer or M.O.W. will personally inspect the packing of all unservicable engines before the lid of the case is screwed down.

These instructions do not alter any previously issued, which permit of unservicable accessories being returned on engines, but it is again emphasised that all engines must be returned in accordance with G.R.O. 147/44.

It is hoped to reduce the number of complaints received on defective reconditioned engines and at the same time increase the already very large output, by ensuring that Base Workshops have good material on which to start work.

1 Jan 1945.

C.I.M.T. (RASC) Memorandum No. 108 on reverse.

(*in company*)
 J.C. Macdonald
 Major R.A.S.C.
 Lt. Col. R.A.S.C.
 M.T. (RASC) C.M.F.

CENTRAL AND INTERPLANT FORCE.

Class II.

C.I.M.T. (FASC) MEMORANDUM NO. 403.Subject:- Oxy-acetylene Cutting and Welding Plants.Information.

Arrangements have been made through this Branch to equip all Workshop Platforms with one Oxy-acetylene Plant per Workshop Lorry. This issue is in addition to any electric welding sets which may be held.

Units should indent direct to C.I.M.T., without delay, to bring their holdings up to strength.

Instructional Benches have been issued with most sets, but in the event of a Unit being without a copy, application should be made to their local I.M.T.

Action By Workshops.

(i) The schedule of items contained in the plant will be entered in the "Articles in Use" Book, in accordance with C.I.M.T. Memorandum No. 48.

(ii) The plant will be issued to one artificer, who will sign for it and be responsible for its maintenance.

(iii) Suitable racks for the safe carriage of oxygen and acetylene bottles will be constructed in the Workshop or Stores Lorry. The bottles will be secured and carried upright during Platform moves.

(iv) A hand trolley for the easy transport of bottles around the Workshop site is very necessary. A suitable design, using R.E. angle-iron brackets for the frame-work, is shown in C.I.M.T. Drawing No. 136/44. Larger diameter wheels, if obtainable, give a better balance and consequently easier operation.

Safety Precautions.

(i) The equipment must be kept clean and free from oil and grease at all times. It may not be generally known that oil or grease in the presence of oxygen under pressure will ignite violently.

(i) The schedule of items contained in the print will be entered in the "Articles in Use" Book, in accordance with C.I.M.T. Memorandum No. 48.

(ii) The plant will be issued to one artificer, who will sign for it and be responsible for its maintenance.

(iii) Suitable racks for the safe carriage of oxygen and acetylene bottles will be constructed in the Workshop or Stores Lorry. The bottles will be secured and carried upright during Platoon moves.

(iv) A hand trolley for the easy transport of bottles around the Workshop site is very necessary. A suitable design, using R.F. anti-iron pickets for the framework, is shown in C.I.M.T. Drawing No. 136/44. Larger diameter vessels, if obtainable, give a better balance and consequently easier operation.

Safety Precautions.

(i) The equipment must be kept clean and free from oil and grease at all times. It may not be generally known that oil or grease in the presence of oxygen under pressure will ignite violently.

(ii) Goggles will be worn at all times when welding.

(iii) Fire fighting equipment must be readily accessible when welding is in progress.

(iv) Adequate ventilation must be provided when welding or cutting is carried out in confined spaces, on account of the danger from fumes and gases.

(v) No attempt will be made to experiment with, or modify, the torches, tips or regulators, all of which must be used in accordance with the tables issued with the plant.

(vi) Particular care will be taken to ensure the safety of the welder, before he is allowed to commence work on a fuel tank or similar container.

1 Jan 1945.

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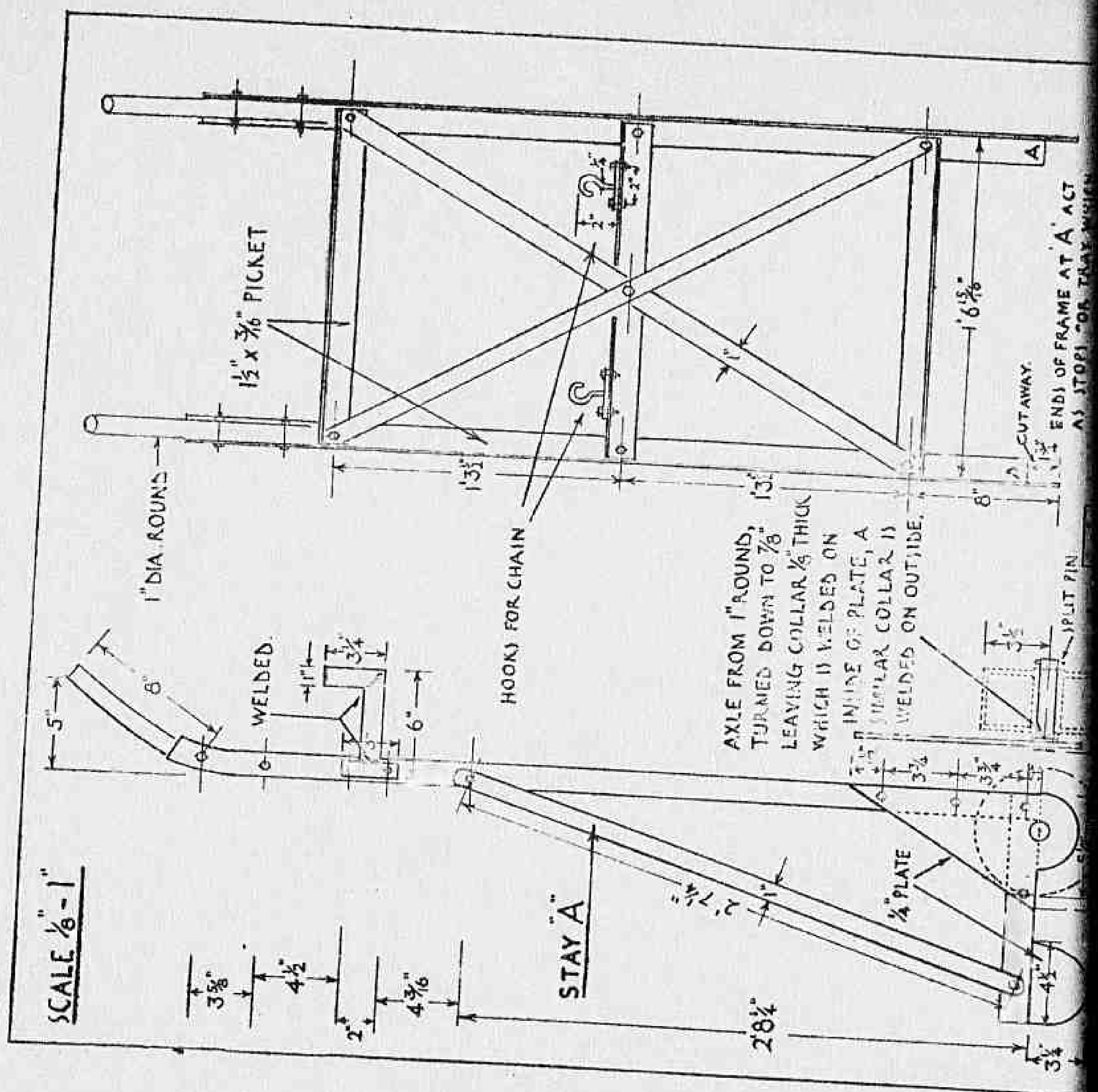
(J.C. Macnechie).

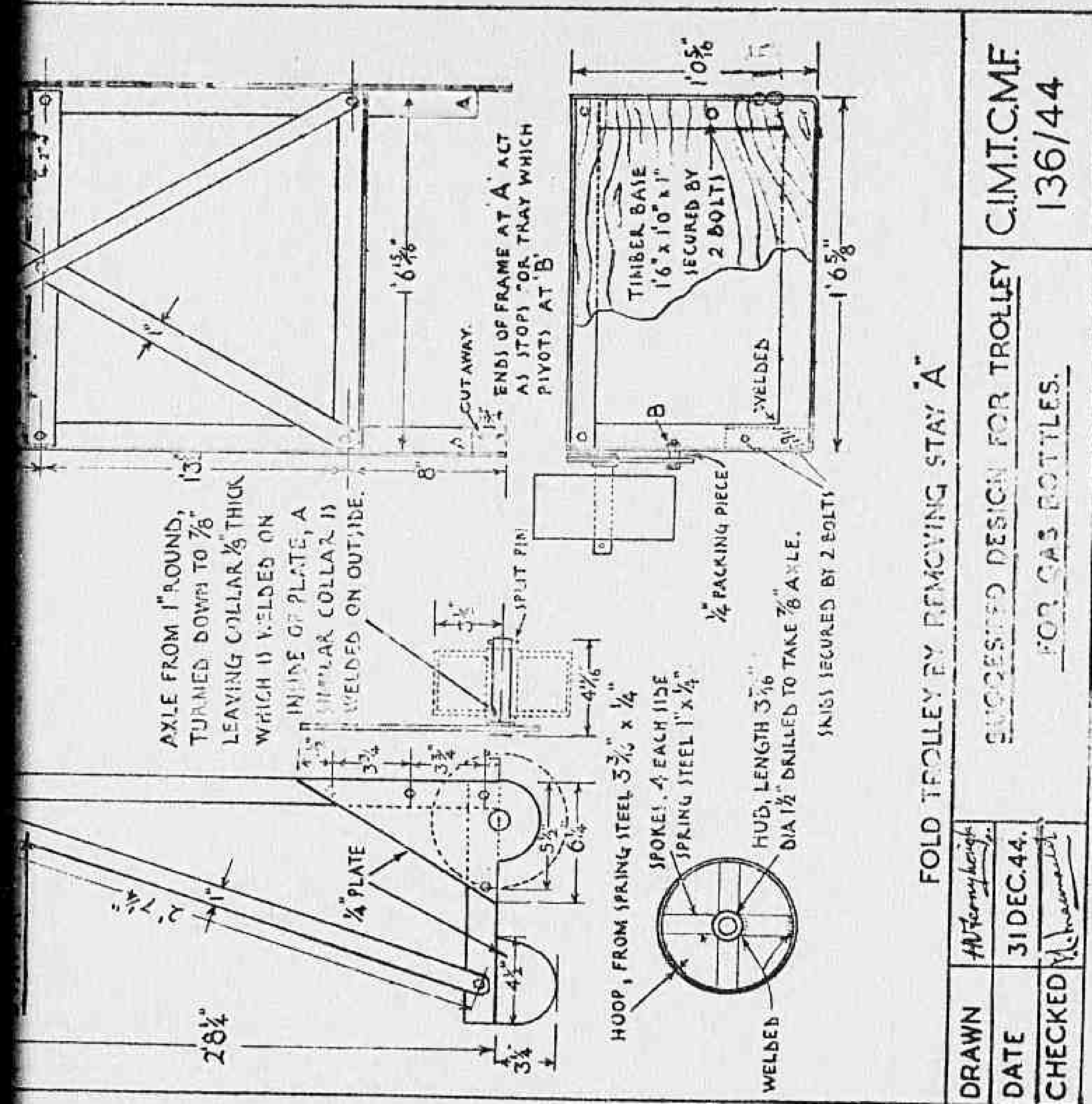
Major R.A.S.C.

for Lt. Col. R.A.S.C.

C.I.M.T. (RASC) C.M.F.

C.I.M.T. (RASC) Memorandum No. 109 on reverse.





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ALLIED FORCE HEADQUARTERS
 (AF) BRANCH

NOIENCLATURE OF 'A' VEHICLES

1. This pamphlet (Edition 2) supersedes the first edition issued Dec 41.
2. This pamphlet shows the correct nomenclature, the short title, details of engine and armament, and the War Office Census Code number of 'A' vehicles.
3. The correct nomenclature to specify a type of 'A' vehicle is shown in Coln (c). For example, for serial 4 "Car Armoured Light".
4. The correct nomenclature to specify a make and mark is a combination of Coln (c) and Coln (d). For example, for Serial 4 "Car Armoured Light, Daimler 11".
5. The short title, combining both type and make, is shown in Coln (e).
6. The use of either the full correct nomenclature in accordance with paragraphs 2 and 3 or the short title should be dictated by circumstances. For example, in signals the short title should be adopted. On the other hand the full correct nomenclature should be used on returns where space permits, or otherwise the short title with a cross heading showing type in accordance with Coln (c).
7. Where no short title is given the full correct nomenclature will be used in all cases.

6. The f

Armoured Cars
 Armoured Recon
 Bridge Layers
 Carriers AOP

" Cable
 " HMG
 " 3" P
 " T/C
 " T&A
 " Trac
 " Univ
 " Wind

Cars Armoured
 " "
 " "
 " Light Re
 " Scout
 " Tracked

Mountings Self
 Prime Mover
 Tank Recovery
 Tanks Cruiser

" "
 " Infanter
 " Light

Tractors
 Trucks 15-ton
 " "

ALLIED FORCE HEADQUARTERS
Q(AE) BRANCH

NOMENCLATURE OF 'A' VEHICLES

12 MAR 1945

011

SECRET

Ref:- AFHQ/CSIO/12/Q(AE)

Date:- Feb 45. (Edition 2)

first edition issued Dec 44.

3. The following is an index of contents of the pamphlet:-

sure, the short title, details
as Code number of 'A' vehicles.

ype of 'A' vehicle is shown in
ed Light".

ake and mark is a combination of
4 "Car Armoured Light, Rainier II".

make, is shown in Code (c).

omenclature in accordance with paragraphs
circumstances. For example, in
the other hand the full correct
oo permits, or otherwise the short
edance with Code (c).

orrect nomenclature will be used

TYPE	PAGE NO.
Armoured Command Vehicle	11
Armoured Recovery Vehicle	11 & 12
Bridge Layers	7, 8, 11
Carriers ACP	17
" Cable Laying	17
" LMG	15
" 3" Mortar	15 & 16
" TFC	16
" TS&C	16
" Tracked Towing	16 & 17
" Universal	14 & 15
" Windsor	17
Cars Armoured Heavy	2
" " Light	1 & 2
" " Medium	2
" Light Reconnaissance	1
" Scout	2 & 3
" Tracked Armoured	2
Mountings Self Propelled	12
Prime Mover	13
Tank Recovery Vehicle	12
Tanks Cruiser	4, 5, 6, 7 & 8
" " AA	0
" Infantry	9, 10 & 11
" Light	3 & 4
Tractors	12 & 13
Trucks 15-cwt 1/2 Personnel & Personnel Armoured	3
" " Half Tracked	3

Serial	War Office Census Code (See footnote (e)).	TYPE	Make & Mark	Short Title	Engine
(a)	(b)	(c)	(d)	(e)	(f)
1	6034-00	Car 4x2 Light Reconnaissance	Humber Morris		
2	6034-10	Car 4x4 Light Reconnaissance	Humber Standard Morris GHC		
3	5200-01	Car Armoured Light	Daimler I	Daimler I AC	95 HP Daimler
4	-02	-do-	Daimler II	Daimler II AC	-do-
5	-51	-do-	Fox I (GK)	Fox I AC	97 HP OHV 6 cyl
6	-11	-do-	Greyhound (M3)	Greyhound M3	Hercules (3x3) 110 HP
7		-do-	Humber I	Humber I AC	90 HP Humber
8		-do-	Humber II	Humber II AC	-do-
9	5200-11	-do-	Humber III	Humber III AC	-do-
10	-12	-do-	Humber III (rear Link)	Humber III AC (rear Link)	-do-
11	-13	-do-	Humber IV	Humber IV AC	-do-
12	5200-01	-do-	Humber AA I	Humber AA I	-do-
13		-do-	Morton Harrington IV	Morton Harrington IV	North American chassis assembled in S. Africa

Page 1

Make & Mark	Short Title	Engine	Armament	Remarks
(d)	(e)	(f)	(g)	(h)
Humber Morris				See footnote (b)
Humber Standard Morris GMC				See footnote (b)
Daimler I	Daimler I AC	95 HP Daimler	2 pr & 7.92 Besa MG 1 x .303" LMG Ssk 2 x 4"	See footnote (a)
Daimler II	Daimler II AC	-do-	-do-	See footnote (a) Improved Gun Mount 2 speed dynamo. Redesigned stowage.
Fox I (GM)	Fox I AC	97 HP GM Pet 6 cyl	.50" and .30" Browning MG AMG 1 x .303" LMG Ssk 2 x 4"	See footnote (a)
Greyhound (IS)	Greyhound IS	Hercules (3x3) 110 HP	37 mm Gun & 1 x .30" Browning AMG 1 x .30" Browning Ssk 1 x 2" or 2 x 4"	See footnote (a)
Humber I	Humber I AC	90 HP Humber	15 mm & 7.92 mm Besa MG	
Humber II	Humber II AC	-do-	-do-	Howler Armour
Humber III	Humber III AC	-do-	15 mm & 7.92 mm Besa MG AMG .303" LMG Ssk 2 x 4"	See footnote (a) 3 mm turret.
Humber III (rear Link)	Humber III AC (rear Link)	-do-	-do-	Long Range W/T Set
Humber IV	Humber IV AC	-do-	37 mm & 7.92 mm Besa MG AMG .303" LMG Ssk 2 x 4"	See footnote (a)
Humber AA I	Humber AA I	-do-	4 x 7.92 mm Besa MGs	
Hammerrington IV	Hammerrington IV	North American chassis assembled in S. Africa	2 pr & .30" Browning MG	Known in S. Africa as S.A. Arm Rocco Car Mk IVF

(a)	(b)	(c)	(d)	(e)	(f)
14		Car Armoured Light	Otter I	Otter Lt Raced	6 cyl 1 x 97 HP GM (petrol)
15	5200-21	Car Armoured Medium	AEC I	AEC I	105 HP AEC (Diesel)
16	-22	-do-	AEC II	AEC II	145 HP AEC (Diesel)
17	-23	-do-	AEC III	AEC III	165 HP AEC (A197) (Diesel)
18	-24	-do-	Coventry I	Coventry I	Hercules 190 HP
19		-do-	Deerhound (T17)	Deerhound T17	2 Hercules (3x0) 110 HP
20	-31	-do-	Staghound I (T17 E1)	Staghound I	2 Chevrolet 97 HP each
21	-32	-do-	Staghound II (T17 E1)	Staghound II	2 x 97 HP Chevrolet each
22	-33	-do-	Staghound III (T17 E1 75 mm)	Staghound III	-do-
23		-do-	Staghound (T 17 E2) A.	Staghound A.	-do-
24		Car Armoured Heavy	Deerhound (T18E2)	Deerhound	2 x 6 Motors 125 HP
25	6042-00	Car Tracked Armoured	Bombardier		
26	5300-01	Cars Scout	Mk I (Daimler)	Daimler SC I	Daimler 6-cyl 55 HP
27	-02	-do-	Mk IA "	Daimler SC IA	-do-
28	-03	-do-	Mk IB "	Daimler SC IB	-do-
29	-04	-do-	Mk II "	Daimler SC II	-do-
30	-11	-do-	Ford I	Ford I SC	
31	-12	-do-	Ford III	Ford III SC	
32	-13	-do-	Ford IV	Ford IV SC	
33	-21	-do-	Humber I	Humber I SC	Humber 6-cyl 87 HP

Page 2

	(d)	(f)	(g)	(i)
	Otter Lt Rocco	6 cyl 1 x 97 HP GM (petrol)	1 Bren Gun	
	AEC I	105 HP AEC (Diesel)	2 pr & 7.92 Besa MG	
	AEC II	165 HP AEC (Diesel)	6 pr & 7.92 Besa MG	
	AEC III	165 HP AEC (A197) (Diesel)	75 mm Gun & 7.92 mm Besa MG	
I	Coventry I	Hercules 190 HP	2 pr & 1 x 7.92 mm Besa MG	
d (T17)	Deerhound T17	2 Hercules (3XD) 110 HP	37 mm & 2 x .30" Browning MGs	
d I (1)	Staghound I	2 Chevrolet 97 HP each	37 mm & 2 x .30" Browning MGs AMC 1 x .30" Browning S&W 1 x 2"	See footnote (a)
d II (2)	Staghound II	2 x 97 HP Chevrolet each	3" How and 2 x .30" Browning MG (ME conversion)	See footnote (a)
d III (5 mm)	Staghound III	-do-	AMC 1 x .30" Browning. S&W 1 x 2" 75 mm gun (in Crusader turret) & 2 x .30" Browning MG (U.K. conversion) AMC 1 x .30" Browning. S&W 1 x 2"	See footnote (a)
d A.	Staghound AA	-do-	2 x .50" Browning MG S&W 1 x 2"	See footnote (a)
d (T18E2)	Boarhound	2 x 6 Motors 125 HP	57 mm Gun & 2 x .30" Browning MGs	8 wheels
er				See footnote (b)
inder)	Daimler SC I	Daimler 6-cyl 55 HP		Obsoloescent
"	Daimler SC IA	-do-		-do-
"	Daimler SC IB	-do-		-do-
"	Daimler SC II	-do-		-do-
	Ford I SC			
	Ford III SC			
	Ford IV SC			
	Hummer I SC	Hummer 6-cyl 87 HP		

(a)	(b)	(c)	(d)	(e)	(f)
34	5300-22	Cars Scout	Humber II	Humber II SC	Humber 6-cyl 87 HP
35		-do-	Lynx I	Lynx I SC	Ford V8 95 HP
36		-do-	Lynx II	Lynx II SC	-do-
37		Trucks 15-cwt 4x4 Personnel	White Scout Car M3 A1		
38	6120-00	Trucks 15-cwt 4x4 Personnel equipped	GMC		
39	6180-00	Trucks 15-cwt half-tracked w/Winch	Formerly known as M4		
40	-10	Trucks 15-cwt half-tracked Command w/Winch	-do-		
41	-20	Trucks 15-cwt half-tracked Personnel	Formerly known as M2, M3, M5, M5A1, & M9A1		
42	-30	Trucks 15-cwt half-tracked Personnel w/Winch	Formerly known as M5A1, M9A1 & M4		
43		Tanks Light	Mk VIA	Lt Tk Mk VIA	88.8 HP Meadows
44		-do-	Mk VIB	Lt Tk Mk VIB	-do-
45		-do-	Mk VIC	Lt Tk Mk VIC	-do-
46		-do-	(M2)	Lt Tk M2	220 HP Cadillac
47		-do-	Harry Hopkins I	Harry Hopkins I	150 HP Mat/B
48		-do-	" " II	" " II	150 HP Meadows HOP
49	5400-21	-do-	Locust (T9E1)	Locust (T9E1)	175 HP Lycoming
50	-01	-do-	Gen Stuart I (M3)	Stuart I	250 HP Continental

Page 3

	(e)	(f)	(g)	(h)
at Car	Humber II SC	Humber 6-cyl 87 HP		White MG A1 is obsolescent and should be shown separately in all returns. See footnote (b)
	Lynx I SC	Ford V8 95 HP		See footnote (b)
	Lynx II SC	-do-		See footnote (b)
known				Obsolescent - see footnote (b)
known 6, 15A1,				See footnote (b)
known 9A1 &				See footnote (b)
	Lt TK 12A VIA	88.8 HP Meadows	.5 & .303 Vickers MG	
	Lt TK 12C VII	-do-	-do-	
	Lt TK 12A VIC	-do-	15 mm & 7.92 mm Besa MG	
	Lt TK 124	220 HP Cadillac	75 mm & 2 x .30 Browning AMG 1 x .30" Browning	See footnote (a)
Hopkins I	Harry Hopkins I	150 HP Mat 13	2 pr & 7.9 mm Besa MG	
" II	" " II	150 HP Meadows HOF	-do-	
(T9E1)	Locust (T9E1)	175 HP Lycoming	37 mm & .30" MG	
Art I (13)	Spart I	250 HP Continental	37 mm & .30" Browning	

(a)	(b)	(c)	(d)	(e)	(f)
51	5400-02	Tanks Light	Gen Stuart II (133)	Stuart II	185 HP Gailberson (Diesel)
52	-03	-do-	Gen Stuart Hybrid I (Lt 13 Hybrid)	Stuart Hybrid I	250 HP Continental
53	-04	-do-	Gen Stuart Hybrid II (Lt 13 Hybrid)	Stuart Hybrid II	185 HP Gailberson (Diesel)
54	-05	-do-	Gen Stuart Hybrid III (Lt 13A3)	Stuart Hybrid III	250 HP Continental
55	-06	-do-	Gen Stuart IV (Lt 13A1)	Stuart IV	185 HP Gailberson (Diesel)
56	-07	-do-	Gen Stuart V (13A3)	Stuart V	250 HP Continental
57	-08	-do-	Gen Stuart VI (Lt 15A1)	Stuart VI	Twin Cadillac V8 110 HP each
58		-do-	Stuart Reece I	Stuart Reece I	250 HP Continental
59		-do-	Stuart Reece II	Stuart Reece II	-do-
60	5400-31	-do-	Tetrarch	Tetrarch	165 HP Meadows
61	5420-01	-do-	A.A. Mk II	Lt AA TK Mk II	88.8 HP Meadows
62		-do-	A.A. Mk I	Lt AA TK Mk I	-do-
63	5500-80	Tanks Cruiser	Cavalier	Cavalier	410 HP Huffield Liberty
64	-11	-do-	Centaur I	Centaur I	410 HP Huffield Liberty Mk V
65		-do-	" II	" II	-do-
66	-12	-do-	" III	" III	-do-

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(a)	(f)	(e)	(b)
Quart II	185 HP Griberson (Diesel)	37 mm & .30" Browning	
Quart Hybrid I	250 HP Continental	-do-	Minor design improvements
Quart Hybrid II	185 HP Griberson (Diesel)	-do-	-do-
Quart Hybrid III	250 HP Continental	-do-	With improved hull and turret design
Quart IV	185 HP Griberson (Diesel)	-do-	-do-
Quart V	250 HP Continental	37 mm & 2 x .30" Browning MG and 1 x .30" Browning	New turret, extra fuel capacity, new hull structure. See footnote (a)
Quart VI	Twin Cadillac V8 110 HP each	37 mm & 2 x .30" Browning MG and 1 x .30" Browning	New turret, extra fuel capacity, new hull structure. Improved stowage and further turret modifications. See footnote (a)
Quart Recoil I	250 HP Continental	.50 & .30" Browning MG or 2 x .30". and 1 x 2"	See footnote (a) Turret removed
Quart Recoil II	-do-	-do-	-do- Improved version of I above including additional stowage and armament.
Stretch	165 HP Meadows	2 pr & 7.92 mm Besa MG	
AA TK Mk II	88.8 HP Meadows	4 x 7.92 Besa	Improved mounting
AA TK Mk I	-do-	4 x 7.92 Besa MGs	
Challenger	410 HP Nuffield Liberty	6 pr & 2 x 7.92 mm Besa MGs	
Centaur I	410 HP Nuffield Liberty Mk V	-do-	14" Tracks
" II	-do-	-do-	15" Tracks
" III	-do-	75 mm & 2 x 7.92 Besa MGs	14" Tracks

(a)	(b)	(c)	(d)	(e)	(f)
67	5500-13	Tanks Cruiser	Centaur III CS	Centaur III CS	410 HP Muffield Liberty
68	-14	-do-	Centaur IV	Centaur IV	-do-
69	-30	-do-	Challenger I	Challenger I	600 HP Rolls Royce Moto
70	-85	-do-	Comet I	Comet I	
71	-65	-do-	Covenanter I	Covenanter I	284 HP Meadows
72		-do-	" II	" II	-do-
73	-66	-do-	" III	" III	-do-
74	-67	-do-	" III CS	" III CS	
75	-53	-do-	" IV	" IV	284 HP Meadows
76	-01	-do-	Cromwell I	Cromwell I	600 HP Rolls Royce
77	-02	-do-	" II	" II	-do-
78	-03	-do-	" III	" III	-do-
79	-04	-do-	" IV & IVFS	" IV	-do-
80	-05	-do-	" V	" V	-do-
81	-06	-do-	" VI & VI FS	" VI & VI FS	-do-
82	-07	-do-	" VII	" VII	-do-
83	-08	-do-	" VIII	" VIII	-do-
84		-do-	Crusader I	Crusader I	340 HP Muffield Liberty
85	-70	-do-	" II	" II	-do-
86	-71	-do-	" II CS	" II CS	340 HP Muffield Liberty

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(d)	(e)	(f)	(g)	(h)
III CS	Centaur III CS	410 HP Ruffield Liberty Mk V	1180 95 mm How & 2 x 7.92 mm Besa MGs 17 mm .30 Browning	14" Tracks
IV	Centaur IV	-do-		Longthaned Cromwell type hull. Six bogies per side, 15 1/2" tracks.
Challenger I	Challenger I	600 HP Rolls Royce Meteor		
I	Comet I			
Crusader I	Crusader I	284 HP Meadows	2 pr & 7.92 mm Besa MG	
II	" II	-do-	-do-	Improved cooling modified in service
III	" III	-do-	-do-	With redesigned cooling
III CS	" III CS			
IV	" IV	284 HP Meadows	2 pr & 7.92 mm Besa MG	Improved cooling incorporated in manufacture.
Crusader I	Cromwell I	600 HP Rolls Royce	6 pr & 2 x 7.92 mm Besa MGs	14" Tracks
II	" II	-do-	-do-	15 1/2" Tracks
III	" III	-do-	-do-	14" Tracks. Centaur with Meteor installations.
IV & IVFS	" IV	-do-	75 mm & 2 x 7.92 mm Besa MGs	-do-
V	" V	-do-	-do-	14" Tracks
VI & VI FS	" VI & VI FS	-do-	95 mm How & 2 x 7.92 mm Besa	-do-
VII	" VII	-do-	75 mm Gun & 2 x 7.92 mm Besa	Appique armour. Strengthened suspension. 15 1/2" Tracks.
VIII	" VIII	-do-	95 mm How & 2 x 7.92 mm Besa	-do-
Crusader I	Crusader I	340 HP Ruffield Liberty Mk III	2 pr & 7.92 mm Besa MG	
II	" II	-do-	-do-	
II CS	" II CS	340 HP Ruffield Liberty Mk III		

(a)	(b)	(c)	(d)	(e)	(f)
87	5500-72	Tanks Cruiser	Crusader III	Crusader III	340 HP Liberty 16s III, IIIA, IIIB & IV
88		-do-	Crusader II OP	Crusader II OP	340 HP Suffolk Liberty 16s III
89		-do-	" III OP	" III OP	340 HP Liberty 16s III, IIIA, IIIB & IV
90		-do-	" III Tower	" III Tower	-do-
91	5500-21	-do-	Gen Grant I (Mod 13)	Grant I	340 HP Wright
92		-do-	Gen Grant I (Mod 13) Scorpion	Grant I Scorpion	
93	-22	-do-	Gen Grant II (Mod 13A5)	Grant II	375 HP G.M. 6.71 Dual Diesel
94	-32	-do-	Gen Leo I (Mod 13)	Leo I	340 HP Wright
95	-32	-do-	Gen Leo II (Mod 13A1)	Leo II	-do-
96	-33	-do-	Gen Leo III (Mod 13 A2)	Leo III	-do-
97	-34	-do-	Gen Leo IV (Mod 13 A1)	Leo IV	345 HP Guilberson (Diesel)
98	-35	-do-	Gen Leo V (Mod 13 A3)	Leo V	375 HP GM. 6.71 Dual Diesel
99	-36	-do-	Gen Leo VI (Mod 13 A4)	Leo VI	425 HP (5 x 85 HP) Chrysler
100		-do-	Ram I (M4 A5) (Canadian Built)	Ram I	340 HP Wright
101	5500-61	-do-	Ram II (M4 A5) (Canadian Built)	Ram II	340 HP Wright
102	5540-11	-do-	Ram OP	Ram OP	

Page 6

	(c)	(f)	(g)	(h)
III	Crusader III	340 HP Liberty Mk III, IIIA, IIIB & IV	6 pr & 7.92 mm Bosa MG	
I OP	Crusader II OP	340 HP Ruffield Liberty Mk III		
II OP	" III OP	340 HP Liberty Mk III, IIIA, IIIB & IV		
Power	" III Tower	-do-		
	Grant I	340 HP Wright	75 mm & 37 mm. 2 x .30" Browning	British type turret (Turret cast, hull rivetted).
orpion	Grant I Scorpion			Fleat Tank
I	Grant II	375 HP G.M. 6.71 Dual Diesel	75 mm & 37 mm. 2 x .30" Browning	British type turret (Turret cast, hull rivetted, bottom hull rivetted or welded).
Med MG)	Leo I	340 HP Wright	75 mm & 37 mm. 2 x .30" Browning MGs	US Type turret. (Turret cast, hull rivetted or welded).
Sal)	Leo II	-do-	-do-	-do-
	Leo III	-do-	-do-	-do-
	Leo IV	345 HP Gifferson (Diesel)	-do-	US type turret. Turret cast, hull welded.
	Leo V	375 HP GM, 6.71 Dual Diesel	-do-	Same as Leo II
	Leo VI	425 HP (5 x 85 HP) Chrysler	-do-	Same as Leo III
5) (lt)	Ren I	340 HP Wright	2 pr & 2 x .30" Browning MGs	Same as Leo I
5) (lt)	Ren II	340 HP Wright	6 pr & 2 x .30" Browning MGs	
	Ren OP			

(a)	(b)	(c)	(d)	(e)	(f)
103	5500-41	Tanks Cruiser	Gen Sherman I (Mod M4)	Sherman I	340 HP Wright or Guthrie Diesel
104		-do-	Gen Sherman I (Mod M4) Plymouth Bridge	Sherman I Plymouth Bridge	-do-
105	5500-42	-do-	Gen Sherman II (Mod M4 A1)	Sherman II	340 HP Wright
106	-47	-do-	Gen Sherman II (Mod M4)	Sherman II	340 HP Wright or Guthrie Diesel
107	-46	-do-	Gen Sherman IC (Mod M4)	Sherman IC	340 HP Wright or C 1 or 4 Continent
108	-49	-do-	Gen Sherman IIA (Mod M4 A1)	Sherman IIA (M4 A1)	-do-
109		-do-	Gen Sherman IIA (Mod M4 E6)	Sherman IIA (M4 E6)	340 HP Wright
110		-do-	Gen Sherman IIA (Mod M4 E6) Bolster	Sherman IIA Bolster	
111		-do-	Gen Sherman IIC (Mod M4 A1)	Sherman IIC	340 HP Wright
112	5500-43	-do-	Gen Sherman III (Mod M4 A2)	Sherman III	375 HP GM 6.71 (Diesel Diesel)
113		-do-	Gen Sherman III (Mod M4 A2) Kangaroo	Sherman III Kangaroo	
114		-do-	Gen Sherman III (Mod M4 A2) Plymouth Bridge	Sherman III Plymouth Bridge	
115	5500-44	-do-	Gen Sherman IV (Mod M4 A3)	Sherman IV	390 HP Ford
116		-do-	Gen Sherman IVB (Mod M4 A3)	Sherman IVB	390 HP Ford

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(d)	(e)	(f)	(g)	(h)
Sherman I (4)	Sherman I	340 HP Wright or 345 HP Quiberson Diesel.	75 mm 2 1 x .30" Browning AMG 1 x 30 30" Browning	See footnote (a). Turret cast, hull welded.
Sherman I (4) Plymouth	Sherman I Plymouth Bridge	-do-		Two tanks carrying track bridge on rollers.
Sherman II (4 A1)	Sherman II	340 HP Wright	75 mm 2 2 x .30" Browning AMG 1 x .30" Browning	See footnote (a). Turret Cast. Top hull cast. Bottom hull welded.
Sherman IB (4)	Sherman IB	340 HP Wright or 345 HP Quiberson (Diesel)	105 mm How 2 2 x .30" Browning. AMG 1 x .30" Browning. Ssk 1 x 2"	See footnote (a)
Sherman IC (4)	Sherman IC	340 HP Wright or R975 C 1 or 4 Continental	17 pr and 1 x .30" Browning. AMG 1 x .30" Browning. Ssk 1 x 2"	See footnote (a)
Sherman IIA (4 A1)	Sherman IIA (4 A1)	-do-	2 x .30" Browning. 76 mm Gun	
Sherman IIA (4 E6)	Sherman IIA (4 E6)	340 HP Wright	75 mm Gun 2 2 x .30" Browning. AMG 1 x .30" Browning. Ssk 1 x 2"	See footnote (a)
Sherman IIA (4 E6) Polster	Sherman IIA Polster			As for serial 117
Sherman IIC (4 A1)	Sherman IIC	340 HP Wright	17 pr 2 2 x .30" Browning	
Sherman III (4 A2)	Sherman III	375 HP GM 6.71 (20-1 Diesel)	75 mm 2 2 x .30" Browning. AMG 1 x .30" Browning	Same as Sherman I
Sherman III Kangeroo	Sherman III Kangeroo			Turret removed. Armored personnel carrier.
Sherman III (4 A2) Plymouth Bridge	Sherman III Plymouth Bridge			As for Serial 104
Sherman IV (4 A3)	Sherman IV	390 HP Ford	75 mm Gun 2 2 x .30" Browning 115s	Turret - cast Hull - welded
Sherman IVB (4 A3)	Sherman IVB	390 HP Ford	105 mm How. 2 x .30" Browning	

(a)	(b)	(c)	(d)	(e)	(f)	
117	5500-45	Tanks Cruiser	Gen Sherman V (Mod M4 M4)	Sherman V	425 HP (5 x 85 HP) (Chrysler)	
118		-do-	Gen Sherman V (Mod M4 M4) Bolster	Sherman V Bolster		
119	5740-01	-do-	Gen Sherman V (Mod M4 M4) Crab I	Sherman V Crab I		
120		-do-	Gen Sherman V (Mod M4 M4) Crab II	Sherman V Crab II		
121	5540-01	-do-	Gen Sherman V (Mod M4 M4) O.P.	Sherman V O.P.	425 HP (5 x 85 HP Chrysler)	
122		-do-	Gen Sherman V (Mod M4 M4) Plymouth Bridge	Sherman V Plymouth Bridge		
123		-do-	Gen Sherman V (Mod M4 M4) Scorpion	Sherman V Scorpion		
124	5500-46	-do-	Gen Sherman Vc (Mod M4 M4)	Sherman Vc		
125		Tanks Cruiser AA	Centaur III AA I	Centaur III AA I	410 HP Ruffield Liberty	2
126		-do-	" " AA II	" " AA II	-do-	
127		-do-	" IV AA I	" IV AA I	-do-	
128		-do-	" IV AA II	" IV AA II	-do-	
129	5520-02	-do-	Crusader III AA I	Crusader III AA I	340 HP Ruffield Liberty Engs III or IV	4
130	-03	-do-	" III AA II	" III AA II	-do-	2
131	-01	-do-	" III AA III	" III AA III	-do-	

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(b)	(c)	(f)	(g)	(h)
Sherman V (4) A4)	Sherman V	425 HP (5 x 85 HP) (Chrysler)	Same as Sherman I	Turret - cast Hull - welded
Sherman V (4) Bolster	Sherman V Bolster			Modified to carry "fascine" (i.e. bundles of logs) for dropping into ditches.
Sherman V (4) Crab I	Sherman V Crab I			Flail Tank. Non Contouring.
Sherman V (4) Crab II	Sherman V Crab II			Flail Tank. Contouring.
Sherman V (4) C.A.P.	Sherman V C.A.P.	425 HP (5 x 85 HP Chrysler)		
Sherman V (4) Plymouth Bridge	Sherman V Plymouth Bridge			As for serial 104
Sherman V (4) Scorpion	Sherman V Scorpion			Flail Tank
Sherman V (4) A4)	Sherman Vc			
III AA I	Centaur III AA I	410 HP Ruffield Liberty	2 x 20 mm Polsten	
" AA II	" " AA II	-do-	-do-	Crusader III AA III Turret modified to accommodate extra man, new type.
IV AA I	" IV AA I	-do-	-do-	
IV AA II	" IV AA II	-do-	-do-	Sight auxiliary engine for power traverse.
III AA I	Crusader III AA I	340 HP Ruffield Liberty Mks III or IV	40 mm Bofors	
III AA II	" III AA II	-do-	2 x 20 mm Carlisons	
III AA III	" III AA III	-do-	-do-	Extended turret with new sighting gear and rearranged stowage.

(a)	(b)	(c)	(d)	(e)	(f)
132	5600-01	Tanks Infantry	Churchill I	Churchill I	350 HP Wolford
133	-02	-do-	" II	" II	-do-
134	-03	-do-	" III 6pr	" III	-do-
135		-do-	" III "Fascine" Carrier	" III "Fascine"	-do-
136	5600-04	-do-	Churchill IV 6 pr	Churchill IV	-do-
137		-do-	Churchill IV "Fascine" Carrier	Churchill IV "Fascine"	-do-
138	5600-05	-do-	Churchill V	Churchill V	-do-
139	-06	-do-	Churchill VI	Churchill VI	-do-
140	-07	-do-	Churchill VII (75 mm)	Churchill VII (75 mm)	-do-
141		-do-	Churchill VII Crocodile and Trailer	Churchill VII (Crocodile and Trailer)	-do-
142	5600-08	-do-	Churchill VIII	Churchill VIII	-do-
143	-09	-do-	Churchill III (75 mm)	Churchill III (75 mm)	
144	-10	-do-	Churchill IV (75 mm)	Churchill IV (75 mm)	
145		-do-	Churchill IV (NA)	Churchill IV 75 mm NA	

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	(a)	(f)	(g)	(h)
I	Churchill I	350 HP Bedford	2 x 3" HMG & 7.92 mm Dosa MG. AAMG 1 x .303" LMG. Ssk 1 x 2"	See footnote (a) Close support role
II	" II	-do-	2 pr. 2 x 7.92 Dosa MGs	
III 6pr	" III	-do-	6 pr & 2 x 7.92 mm Dosa MGs. AAMG 1 x .303" LMG. Ssk 1 x 2"	See footnote (a). Turret welded.
III Carrier	" III "Fascine"	-do-		Modified to carry "fascines" (i.e. bundles of faggots for dropping into ditches.
IV 6 pr	Churchill IV	-do-	6 pr & 2 x 7.92 mm Dosa MGs. AAMG 1 x .303" LMG. Ssk 1 x 2"	See footnote (a). Turret cast
IV Carrier	Churchill IV "Fascine"	-do-		As for serial 134
V	Churchill V	-do-	95 mm How & 2 x 7.92 mm Dosa MGs. AAMG 1 x .303 LMG. Ssk 1 x 2"	See footnote (a). Turret cast.
VI	Churchill VI	-do-	75 mm Gun & 2 x 7.92 mm Dosa MGs. AAMG 1 x .303 LMG. Ssk 1 x 2"	See footnote (a)
VII	Churchill VII	-do-	-do-	See footnote (a). Standard Tank - Redesign hull.
VII (a)	Churchill VII (75 mm)	-do-	-do-	See footnote (a). With towing hook for trailer and complete flame throwing equipment installed in the hull. Trailer is fuel carrying only. See footnote(d)
VII e and	Churchill VII (Crocodile and Trailer)	-do-	-do-	
VIII	Churchill VIII	-do-	95 mm How. AAMG 1 x .303 LMG. Ssk 1 x 2"	See footnote (a)
III (na)	Churchill III (75 mm)			
IV (na)	Churchill IV (75 mm)			
IV (NA)	Churchill IV 75 mm NA		75 mm & 1 x .30" Browning. Hull MG 1 x 7.92 mm (North Africa conversion) AAMG 1 x .30 LMG. Ssk 1 x 2"	See footnote (a)

(a)	(b)	(c)	(d)	(e)	(f)	
146	5730-01	Tanks Infantry	Churchill IV AVRE	Churchill IV AVRE	350 HP Bedford	1
						2
147		-do-	Churchill IV AVRE Mk I	Churchill IV AVRE Mk I	-do-	
148		-do-	Churchill OP	Churchill OP	-do-	
149		-do-	Matilda I	Matilda I	2 x 95 HP AEC (Diesel)	2
150		-do-	Matilda II	Matilda II	-do-	2
151		-do-	Matilda III	Matilda III	2 x 95 HP (Leyland Diesel)	
152		-do-	Matilda IV & IV CS	Matilda IV & IV CS	2 x 95 HP Leyland (Diesel)	2
153		-do-	Matilda V & V CS	Matilda V & V CS	2 x 95 HP Leyland (Diesel)	2
154	5730-11	-do-	Roan AVRE	Roan AVRE		
155		-do-	Valentine I	Valentine I	131 HP AEC (Petrol)	2
156		-do-	Valentine II	Valentine II	130 HP AEC (Diesel)	
157		-do-	Valentine III	Valentine III	-do-	2
158		-do-	Valentine IV	Valentine IV	130 HP GM 6.71 (Diesel)	As
159		-do-	Valentine V	Valentine V	-do-	As
160		-do-	Valentine VI	Valentine VI	-do-	As
161		-do-	Valentine VII	Valentine VII	-do-	2
162		-do-	Valentine VIII	Valentine VIII	130 HP AEC (Diesel)	6
163	5600-22	-do-	Valentine IX	Valentine IX	130 HP GM 6.71 (Diesel)	6
164	-25	-do-	Valentine XI	Valentine XI	GM 6.71 (Diesel)	75
165	5760-01	-do-	Valentine I Scorpion	Valentine I Scorpion		As

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(e)	(f)	(g)	(h)
Archill IV AVRE	350 HP Bedford	1 x Mortar recoiling spigot Mk II 2 x Bess 7.92 mm	
Archill IV AVRE Mk I	-do-	-do-	
Archill GP	-do-	-do-	
Blida I	2 x 95 HP AEC (Diesel)	2 pr & .303 Vickers MG	
Blida II	-do-	2 pr & 7.92 mm Bess MG	
Blida III	2 x 95 HP (Leyland Diesel)	-do-	
Blida IV & IV CS	2 x 95 HP Leyland (Diesel)	2 pr & 7.92 mm Bess MG	
Blida V & V CS	2 x 95 HP Leyland (Diesel)	2 pr & 7.92 mm Bess MG	Fitted with improved Leyland machinery. Pressure operated gear control on gear box.
AVRE			
Valentine I	131 HP AEC (Petrol)	2 pr & 7.92 mm Bess MG. 2 men turret.	
Valentine II	130 HP AEC (Diesel)	-do-	
Valentine III	-do-	2 pr & 7.92 mm Bess MG. 3 men turret.	
Valentine IV	138 HP GM 6.71 (Diesel)	As for Valentine I	
Valentine V	-do-	As for Valentine III	
Valentine VI	-do-	As for Valentine I	Can built.
Valentine VII	-do-	2 pr & .30" Browning MG	-do-
Valentine VIII	130 HP AEC (Diesel)	6 pr	
Valentine IX	138 HP GM 6.71 (Diesel)	6 pr	
Valentine XI	GM 6.71 (Diesel)	75 mm Gun & 1 x 7.92 mm Bess MG. AAAG 1 x .303 LMG. Smk 2 x 4"	See footnote (a)
Valentine I Scorpion			Flail Tank

(a)	(b)	(c)	(d)	(e)	(f)
166	5760-02	Tanks Infantry	Valentine II Scorpion	Valentine II Scorpion	
167	5720-01	-do-	Churchill IV Bridge Layer	Churchill IV Bridge Layer	350 HP Bedford
168	-11	Tanks Cruiser	Covenanter IV Bridge Layer	Covenanter IV Bridge Layer	284 HP Meadows
169	-21	Tanks Infantry	Valentine II Bridge Layer	Valentine II Bridge Layer	130 HP AEC (Diesel)
170	-22	-do-	Valentine III Bridge Layer	Valentine III Bridge Layer	-do-
171	5710-01	Armoured Command Vehicle	AEC 4x4 HP Type 'A'		95 HP 6 cyl AEC (Diesel)
172	-02	-do-	6x6 HP		
173	-11	-do-	4x4 LP Type 'A'		
174	-12	-do-	6x6 HP Type 'B'		
175		Armoured Recovery Vehicle	Cavalier I ARV I	Cavalier I ARV I	410 HP Nuffield Liberty
176		-do-	Churchill I ARV I	Churchill I ARV I	350 HP Bedford
177		-do-	Churchill II ARV I	Churchill II ARV I	-do-
178		-do-	Churchill IV ARV I	Churchill IV ARV I	-do-
179		-do-	Churchill II ARV II	Churchill II ARV II	-do-
180		-do-	Churchill IV ARV II	Churchill IV ARV II	-do-
181	5700-01	-do-	Cromwell I ARV I	Cromwell I ARV I	600 HP Rolls Royce Meteor
182		-do-	Cromwell III ARV I	Cromwell III ARV I	-do-
183		-do-	Cromwell IV ARV I	Cromwell IV ARV I	-do-
184		-do-	Cromwell V ARV I	Cromwell V ARV I	-do-
185		-do-	Gen Grant T2	Grant ARV T2	
186	5700-31	-do-	Ram II ARV II	Ram II ARV II	340 HP Wright

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(d)	(e)	(f)	(g)	(h)
Valentine II Scorpion	Valentine II Scorpion		808	Field Tank
Churchill IV Bridge Layer	Churchill IV Bridge Layer	350 HP Bedford		
Covenanter IV Bridge Layer	Covenanter IV Bridge Layer	284 HP Meadows		
Valentine II Bridge Layer	Valentine II Bridge Layer	130 HP AEC (Diesel)		
Valentine III Bridge Layer	Valentine III Bridge Layer	-do-		
4x4 HP Type 'A'		95 HP 6 cyl AEC (Diesel)		
6x6 HP				
4x4 LP Type 'A'				
6x6 HP Type 'A'				
Cavalier I ARV I	Cavalier I ARV I	410 HP Maffield Liberty		
Churchill I ARV I	Churchill I ARV I	350 HP Bedford	1 x 7.92 Besa, 1 x .303 Bren	See footnote (a)
Churchill II ARV I	Churchill II ARVI	-do-		
Churchill IV ARV I	Churchill IV ARVI	-do-		
Churchill II ARVII	Churchill II ARVII	-do-		
Churchill IV ARVII	Churchill IV ARVII	-do-		
Cromwell I ARV I	Cromwell I ARV I	600 HP Rolls Royce Meteor		
Cromwell III ARVI	Cromwell III ARVI	-do-		
Cromwell IV ARV I	Cromwell IV ARVI	-do-		
Cromwell V ARV I	Cromwell V ARV I	-do-		
Grant T2	Grant ARV T2		3 x .30" Browning	See footnote (a)
Com II ARV II	Com II ARV II	340 HP Wright		

(a)	(b)	(c)	(d)	(e)	(f)
187		Armored Recovery Vehicle	Gen Sherman III ARV I (M4 A2)	Sherman III ARV I	375 HP GM 6.71 (Dual Diesel)
188	5700-22	-do-	Gen Sherman Leach ARV	Sherman Leach ARV	
189		-do-	Gen Sherman V ARV I (M4 A4)	Sherman V ARV I	425 HP (5 x 85 HP Chrysler)
190		-do-	Gen Sherman III ARV II	Sherman III ARV II	375 HP GM 6.71 (Dual Diesel)
191		-do-	Gen Sherman V ARV II	Sherman V ARV II	425 HP (5 x 85 HP Chrysler)
192	5770-01	Tank Recovery Vehicle	M32	TRV. M32	
193	4357-00	Mountings SP	SP 17 pr M20 I	SP 17 pr M20 I	375 HP GM (Dual Diesel)
194		-do-	SP 17 pr M20 II	SP 17 pr M20 II	-do-
195	4357-01	-do-	SP 17 pr M2 II Valentine	Valentine 17 pr SP	GM Diesel
196	4360-00	-do-	SP 3" M20 I	3" SP M20 I	375 HP GM 6.71 (Dual Diesel)
197		-do-	" " II	" " II	-do-
198	4378-00	-do-	SP 25 pr Ram (Sexton)	Ram 25 pr SP	340 HP Wright
199	4380-00	-do-	SP 105 mm How M7 I	105 mm SP 17 I	-do-
200		-do-	" " " M7 II	105 mm SP 17 II	-do-
201	5800-01	-do-	SP 95 mm Harry Hopkins	Harry Hopkins 95 mm SP	
202	5800-01	Tractor Highspeed	M4		
203	-03	-do-	M5		
204	-02	-do-	M6		

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	(e)	(f)	(g)	(h)
II	Sherman III ARV I	375 HP GM 6.71 (Dual Diesel)		Included in Census
	Sherman Leach ARV			
	Sherman V ARV I	425 HP (5 x 85 HP Chrysler)		Included in Census
II	Sherman III ARV II	375 HP GM 6.71 (Dual Diesel)		-do-
	Sherman V ARV II	425 HP (5 x 85 HP Chrysler)		
	TRV. 102		81 mm Mortar, 1 x .30" Browning. 1 x .50" Browning. Also 1 TSMC carried in turret.	See footnote (a)
I	SP 17 pr M10 I	375 HP GM (Dual Diesel)	17 pr Gun Mk V	
II	SP 17 pr M10 II	-do-	-do-	
II	Valentino 17 pr SP	GM Diesel	-do-	
	3" SP M10 I	375 HP GM 6.71 (Dual Diesel)	3" Gun - .50" Browning	
	" " II	-do-	-do-	
	Rem 25 pr SP	340 HP Wright	25 pr Gun with 2 Iron MG Spowed	
W	105 mm SP M7 I	-do-	105 mm How .50" MG. .45" Sub MG	
II	105 mm SP M7 II	-do-	-do-	
ry	Harry Hopkins 95 mm SP			

(a)	(b)	(c)	(d)	(e)	(f)
205	5750-01	Traector Gun	Crusader I		
206		Primo Hover	MOGAI		

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(d)	(e)	(f)	(g)	(h)
for 1		6807		

Serial	War Office Census Code	Type	CARRIERS
			Make and Mark
(a)	(b)	(c)	(d)
216	5001-01	Carriers Universal	
217	-02	-do-	No. 1 Mk I
218	-03	-do-	No. 2 Mk I
219	-04	-do-	No. 2A Mk I
220	-11	-do-	No. 3 Mk I
221	-12	-do-	No. 1 Mk II
222	-13	-do-	No. 2 Mk II
223	-14	-do-	No. 2A Mk II
224	-21	-do-	No. 3 Mk II
225	-22	-do-	No. 1 Mk III
226	-23	-do-	No. 2 Mk III
227	-24	-do-	No. 2A Mk III
228	-31	-do-	No. 3 Mk III
229	-32	-do-	No. 1 Mk I*
230	-33	-do-	No. 2 Mk I*
231	-34	-do-	No. 2A Mk I*
232	-41	-do-	No. 3 Mk I*
233	-42	-do-	No. 1 Mk II*
234	-43	-do-	No. 2 Mk II*
235	-44	-do-	No. 2A Mk II*
236	-51	-do-	No. 3 Mk II*
			T 10 Mk I

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CARRIERS

Make and Mark	Remarks
(d)	(e)
No.1 Mk I	
No.2 Mk I	
No. 2A Mk I	
No.3 Mk I	
No.1 Mk II	
No.2 Mk II	
No.2A Mk II	
No.3 Mk II	
No.1 Mk III	
No.2 Mk III	
No.2A Mk III	
No.3 Mk III	
No.1 Mk I*	Canadian manufacture
No.2 Mk I*	-do-
No.2A Mk I*	-do-
No.3 Mk I*	-do-
No.1 Mk II*	-do-
No.2 Mk II*	-do-
No.2A Mk II*	-do-
No.3 Mk II*	-do-
T-10 Mk I	U.S.A. manufacture

CARRIERS

(a)	(b)	(c)	(d)
237	5001-52	Carriers Universal	AUSTRALIAN
238	-53	-do-	NEW ZEALAND
239	5040-01	Carriers M2C	No.1 Mk I
240	-02	-do-	No.2 Mk I
241	-03	-do-	No.2A Mk I
242	-04	-do-	No.3 Mk I
243	-11	-do-	No.1 Mk II
244	-12	-do-	No.2 Mk II
245	-13	-do-	No.2A Mk II
246	-14	-do-	No.3 Mk II
247	5070-01	Carriers 3 rd Harrier	No.1 Mk I
248	-02	-do-	No.2 Mk I
249	-03	-do-	No.2A Mk I
250	-04	-do-	No.3 Mk I
251	-11	-do-	No.1 Mk II
252	-12	-do-	No.2 Mk II
253	-13	-do-	No.2A Mk II
254	-14	-do-	No.3 Mk II
255	-21	-do-	No.1 Mk I4
256	-22	-do-	No.2 Mk I4
257	-23	-do-	No.2A Mk I4
258	-24	-do-	No.3 Mk I4

CARRIERS

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(c)	(d)	(e)
Universal	AUSTRALIAN	Australian manufacture
	NEW ZEALAND	New Zealand manufacture
	No.1 Mk I	
	No.2 Mk I	
	No.2A Mk I	
	No.3 Mk I	
	No.1 Mk II	
	No.2 Mk II	
	No.2A Mk II	
	No.3 Mk II	
Mortar	No.1 Mk I	
	No.2 Mk I	
	No.2A Mk I	
	No.3 Mk I	
	No.1 Mk II	
	No.2 Mk II	
	No.2A Mk II	
	No.3 Mk II	
	No.1 Mk I+	Canadian manufacture
	No.2 Mk I+	Canadian manufacture
	No.2A Mk I+	Canadian manufacture
	No.3 Mk I+	Canadian manufacture

CARRIERS

(a)	(b)	(c)	(d)
259	5070-31	Carriers 3 rd Fleet	No. 1 Mk. II
260	-32	-do-	No. 2 Mk. II
261	-33	-do-	No. 2A Mk. II
262	-34	-do-	No. 3 Mk. II
263		-do-	Amphibious
264	5100-01	Carriers T.F.C.	No. 1 Mk. I
265	-02	-do-	No. 2 Mk. I
266	-03	-do-	No. 2A Mk. I
267	-04	-do-	No. 3 Mk. I
268	-11	-do-	No. 1 Mk. II
269	-12	-do-	No. 2 Mk. II
270	-13	-do-	No. 2 Mk. II
271	-14	-do-	No. 3 Mk. II
272	5120-01	Carriers TS & C	No. 1 Mk. I
273	-02	-do-	No. 2 Mk. I
274	-03	-do-	No. 2A Mk. I
275	-04	-do-	No. 3 Mk. I
276	5140-01	Carriers Tracked Towing	No. 1 Mk. I
277	-02	-do-	No. 2 Mk. I
278	-03	-do-	No. 2A Mk. I
279	-04	-do-	No. 3 Mk. I
280	-11	-do-	No. 1 Mk. II

CARRIERS

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	(c)	(e)
Carrier	No.1 Mk II#	Canadian manufacture
	No.2 Mk II#	Canadian manufacture
	No.2A Mk II#	Canadian manufacture
	No.3 Mk II#	Canadian manufacture
	Australian	Australian manufacture
C	No.1 Mk I	
	No.2 Mk I	
	No.2A Mk I	
	No.3 Mk I	
	No.1 Mk II	
	No.2 Mk II	
	No.2 Mk II	
	No.3 Mk II	
	No.1 Mk I	
	No.2 Mk I	
	No.2A Mk I	
	No.3 Mk I	
Towing	No.1 Mk I	
	No.2 Mk I	
	No.2A Mk I	
	No.3 Mk I	
	No.1 Mk II	

CARRIERS

(a)	(b)	(c)	(d)
201	5140-12	Carriers Tracked Towing	No.2 Mk II
202	-13	-do-	No.2A Mk II
203	-14	-do-	No.3 Mk II
204	-21	-do-	No.1 Mk ZII
205	-22	-do-	No.2 Mk ZII
206	-23	-do-	No.2A Mk ZII
207	-24	-do-	No.3 Mk ZII
208	5160-01	Carriers A.O.P.	No.1 Mk III
209	-02	-do-	No.2 Mk III
290	-03	-do-	No.2A Mk III
291	-04	-do-	No.3 Mk III
292	5190-01	Carriers Cable Layer	
293		Carriers Windsor	Mk Ie

FOOTNOTES

- (a) Armament as mounted in this theatre. The smoke weapons should be interpreted as follows:- S
S
- (b) These vehicles are officially classified by War Office as "D" Vehicles, but will continue to
- (c) War Office Census Code Nos. quoted are in accordance with Q(Stats)/8/2/C/2 dated 16 August 1945. These Code numbers are a revised series, and differ from the code numbers allotted to AFV's. S.E.T's will be amended to agree with the present code numbers in due course. Vehicles which have not been allocated code numbers by War Office are not included in the "A"
- (d) The following nomenclatures will be used when reporting Trailer or Tank separately:-
- (1) Trailer Crocodile (short nomenclature the same)
 - (11) Tank Infantry Churchill VII Crocodile (short nomenclature -

CARRIERS

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(c)	(d)	(e)
Tracked Towing	No.2 Mk II	
-do-	No.2A Mk II	
-do-	No.3 Mk II	
-do-	No.1 Mk ZII	
-do-	No.2 Mk ZII	
-do-	No.2A Mk ZII	
-do-	No.3 Mk ZII	
A.O.P.	No.1 Mk III	
-do-	No.2 Mk III	
-do-	No.2A Mk III	
-do-	No.3 Mk III	
Cable Layer		
Windsor	Mk Ie	Canadian manufacture

are. The smoke weapons should be interpreted as follows:- Smoke 2" = Bomb Thrower 2"
 Smoke 4" = Discharger Smoke
 Generator 4"

Classified by War Office as "D" Vehicles, but will continue to be regarded as "A" Vehicles in this theatre.

ed are in accordance with Q(Stats)/O/2/C/2 dated 16 August 1944, including amendment No.1.
 series, and differ from the code numbers allotted to AFV's as appearing in Staff Equipment tables,
 with the present code numbers in due course.

located code numbers by War Office are not included in the "A" Vehicle Monthly Census.
 be used when reporting Trailer or Tank separately:-

Trailer Crocodile (short nomenclature the same)

Tank Infantry Churchill VII Crocodile (short nomenclature - Churchill VII Crocodile)

Subject : Transport.

To : S & T 10 Corps

53 B.L.U.
Ref. ST3/155
10 Feb 45.

63

1. Ref your 1026 dated 24 Jan 45.
2. Herewith return in duplicate of transport held by 184 S & T Coy (Folgore Gruppo) as at 10 Feb 45.
3. In certain cases chassis or contract Nos are missing owing to their not being on the vehicle.
4. A large number of vehicles are in course of collection by the Gruppo. When these have been collected the S & T Coy should be up to WE with regards to load carrying vehicles.
5. Delay in rendition of this return is regretted.

ES 6804
Major RAGO
DALST
53 B.L.U.

31 3 25 5 007 (VOLUNTARY SERVICE)
Return of validation held on at 10 Feb 45.

Size	Unit	File No.	Control No.	Continuation No.
3 ton	Truck	5607724	9109229	6006
"	"	5607743	9109283	6006
"	"	5616317	9109285	6118
"	"	5637225	9109250	6006
"	"	5668218	1121603	151
"	"	5607731	91111537	6118
"	"	5637909	91092859	6006
"	"	5607732	9109285	6056
"	"	5622100	91092831	2516
"	"	5637734	91092830	6005
"	"	5616513		6118
"	"	5637764		6006
"	"	5675435		6118
"	"	5607767	91092522	6006
"	"	5673270	91107732	6118
"	"	5634320	91120377	6191
"	"	5675714	91107218	6118
"	"	5669422	91120714	6191
"	"	5616377	91107026	6118
"	"	5605856		6191
"	"	5605990	91120250	6191
"	"	5607619	9109282	6191
"	"	5692203	91120260	6006
"	"	5691325	91120232	6191
"	"	5656904	91092448	6008
"	"	5607905	91092377	6006
"	"	5675624	91103093	6118
"	"	5675274		6118
"	"	5607737	91092214	6008
"	"	5621226	91092101	2518
"	"	5607915	91092445	6006
"	"	5621036	91092357	6006
"	"	5657771		6006
"	"	5607520	91092227	6006
"	"	5675777	91102319	6118
"	"	5637820		6006
"	"	5607813		6006
"	"	5607704	91092319	6006
"	"	5607572	91111645	6118
"	"	5607639	91092309	6006
"	"	5607135	91092306	6006

0113

6803

91092022	6191
91092043	6068
91092057	6066
91102090	6113
	6118
91092024	6069
91092041	2713
91092025	6086
91092057	6086
	6086
	6086
91092037	6116
91102049	6086
	6086
	6086
91092019	6086
91111645	6118
91092009	6086
91092036	6086
91111681	6118
91092012	6086
91092053	6086
91092003	6086
91092028	6086
91092024	6086
91092024	6086
91092036	6086
91092077	6086
91092001	6086
91092056	6086
91092028	6086
91092036	6086
91092056	6086
91092075	6086
91092011	6086
	6086
91092002	6118
91102045	6086
91101671	6086
91077021	6086
91101816	6086
91101720	6086

Make	Model	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947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15 carb

16

Uttarakhand

Water Treatment

For example, 500g 23%

http://dx.doi.org/10.1016/j.jmb.2008.01.004

112220 (Jom)

Abstract

For example, 500g 23%

http://dx.doi.org/10.1016/j.jmb.2008.01.004

2802

Mechanical Engineers Platoon.

<u>Type</u>	<u>Make</u>	<u>U.S. No.</u>	<u>Chassis No.</u>	<u>Contract No.</u>
3 ton	Dodge	L 5687765	91091232	S. N. 6006
"	"	L 5688119	91122957	S. N. 6191
"	"	L 5689075	91111754	S. N. 6118
"	"	L 5693160	91121644	S. N. 6191
"	"	L 5691308	91120062	S. N. 6121
"	Bedford	L 4213700	000 30857	V 5795 W/Sps
"	"	L 517615	000 16215	W/Sps
15 cwt	Dodge	Z 9508799	91057032	S. N. 2685
"	"	Z 3336878	91090129	S. N. 2674
Scout	Willys	H 5663402	80 341026	
Motorcycle	ITA	O 1460000	04 2015545	
500cc	"	O 1422902	21 2029555	B 170
Water Pumper	"	X 5160222		1943

t801

Subject : Transport.

To : S & T 10 Corps
* * * * *

53 B.L.U.
Ref. 873/155
10 Feb 45.
61

1. Ref your 1026 dated 21 Jan 45.
2. Herewith return in duplicate of transport held by 484 S & T Coy (Molgore Gruppo) as at 10 Feb 45.
3. In certain cases chassis or contract Nos are missing owing to their not being on the vehicle.
4. A large number of vehicles are in course of collection by the Gruppo. When these have been collected the S & T Coy should be up to MS with regards to load carrying vehicles.
5. Delay in rendition of this return is regretted.

0000
Major RASC
DADENT
53 B.L.U.

GRUPPO DI COMMERCEARIO "LEONARDO"
1846 Espresso Trasporti e Rifornimenti

Revis. di Vehicle. Ltd. 106 10 febbraio 1945
SPECCHIO AUTOMOBILI E MOTORICLI DELLA SERIE C. 1098

n° ord.	tipo	marca	n° di verga	n° dello chassis	n° di contratto	note
	Type	Make	N°	Chassis	Contract N°	
1	3 tonne	Dodge	L. 5687724	91094284	S.M. 6086	
2	"	"	L. 5687743	91099283	S.M. 6086	
3	"	"	L. 5626517	91108264	S.M. 6118	
4	"	"	L. 5687825	91094630	S.M. 6086	
5	"	"	L. 5688218	1122603	S.M. 191	
6	"	"	L. 5687751	91111637	S.M. 6118	
7	"	"	L. 5687909	91098060	S.M. 6086	
8	"	"	L. 5687732	91095985	S.M. 6086	
9	"	"	L. 5322100	91082631	S.M. 2916	
10	"	"	L. 5687794	91096880	S.M. 6086	
11	"	"	L. 5616513		S.M. 6118	
12	"	"	L. 5687764		S.M. 6086	
13	"	"	L. 5675435		S.M. 6118	
14	"	"	L. 5687767	91095322	S.M. 6086	
15	"	"	L. 5675270	91107752	S.M. 6118	
16	"	"	L. 5691320	91120977	S.M. 6191	
17	"	"	L. 5675734	91107218	S.M. 6118	

1	L.	5687825	91094630	S.M. 6086
2	L.	5688213	1121603	S.M. 191
3	L.	5687751	91111637	S.M. 6118
4	L.	5687909	91098060	S.M. 6086
5	L.	5687732	91095985	S.M. 6086
6	L.	5322100	91082631	S.M. 2916
7	L.	5687794	91096880	S.M. 6086
8	L.	5616513		S.M. 6118
9	L.	5687764		S.M. 6086
10	L.	5675435		S.M. 6118
11	L.	5687767	91095122	S.M. 6086
12	L.	5675270	91107732	S.M. 6118
13	L.	5691320	91120977	S.M. 6191
14	L.	5675714	91107248	S.M. 6118
15	L.	5689422	91120744	S.M. 6191
16	L.	5616477	91107826	S.M. 6118
17	L.	5689266		S.M. 6191
18	L.	5685090	91120950	S.M. 6191
19	L.	5687619	91095892	S.M. 6086
20	L.	5692293	91120940	S.M. 6191
21	L.	5691325	91120932	S.M. 6191
22	L.	5656981	91090448	S.M. 6086
23	L.	5687906	91094337	S.M. 6086

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2					
n° ordo	tipo	marca	n° di targa	n° dello chassis	n° di controtto
27	3 tonnell.	Dodge	L. 5615624	91109098	S.M. 6118
28	"	"	L. 5615274		S.M. 6118
29	"	"	L. 5687757	91092041	S.M. 6086
30	"	"	L. 5321886	91095101	S.M. 2918
31	"	"	L. 5687915	91094245	S.M. 6086
32	"	"	L. 5321036	91090457	S.M. 6086
33	"	"	L. 5687771		S.M. 6086
34	"	"	L. 5687520	91094297	S.M. 6086
35	"	"	L. 5675777	91109319	S.M. 6118
36	"	"	L. 5687820		S.M. 6086
37	"	"	L. 5687813		S.M. 6086
38	"	"	L. 5687784	91095819	S.M. 6086
39	"	"	L. 5687872	91111645	S.M. 6118
40	"	"	L. 5687679	91094209	S.M. 6086
41	"	"	L. 5687735	91092056	S.M. 6086
42	"	"	L. 5687766	91111681	S.M. 6118
43	"	"	L. 5687636	91096112	S.M. 6086
44	"	"	L. 5687617	91098265	S.M. 6086
45	"	"	L. 5687658	91096016	S.M. 6086
46	"	"	L. 5687740	91092048	S.M. 6086
47	"	"	L. 5687883	91095654	S.M. 6086

32	L. 5687520	91094297	S.M. 6086
33	L. 5687577	91109319	S.M. 6118
36	L. 5687820		S.M. 6086
37	L. 5687843		S.M. 6086
38	L. 5687784	91095819	S.M. 6086
39	L. 5687872	91111165	S.M. 6118
40	L. 5687639	91094203	S.M. 6086
41	L. 5687735	91092058	S.M. 6086
42	L. 5687766	91111168	S.M. 6118
43	L. 5687636	91096112	S.M. 6086
44	L. 5687617	91098263	S.M. 6086
45	L. 5687618	91098208	S.M. 6086
46	L. 5687740	91092048	S.M. 6086
47	L. 5687881	91095654	S.M. 6086
48	L. 5687735	91092052	S.M. 6086
49	L. 5687732	91095686	S.M. 6086
50	L. 5687762	91096277	S.M. 6086
51	L. 5687749	91094308	S.M. 6086
52	L. 5687850	91098265	S.M. 6086
53	L. 5687897	91098288	S.M. 6086
54	L. 5685251	91095698	S.M. 6086
55	L. 5687919	91098165	S.M. 6086
56	L. 5687871		

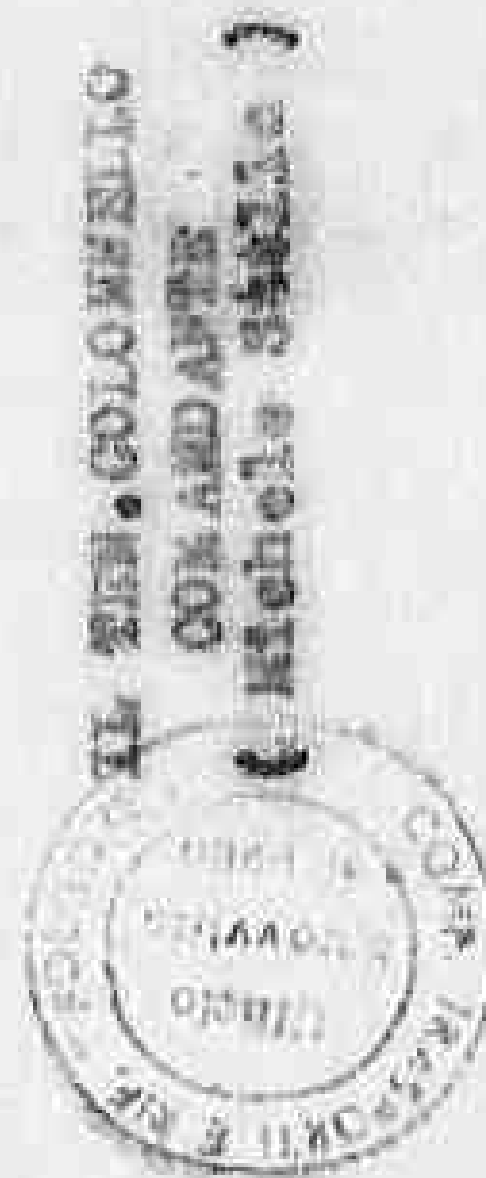
3						
n°	tipo	marca	n° di targa	es. dello chiodo	n° di contatto	note
57	3 torni.	Dodge	L. 5321040	91090478	S.M.	6068
58	"	"	L. 5685274	91094311	S.M.	6086
59	"	"	L. 5685265			
60	"	"	L. 5687839	91095888	S.M.	6086
61	"	"	L. 5616315	91108415	S.M.	6118
62	"	"	L. 5688990	91102671	S.M.	6086
63	"	"	L. 5689350	92097021	S.M.	6086
64	"	"	L. 5689089	92102816	S.M.	6086
65	"	"	L. 5689078	93101720	S.M.	6086
66	"	"	L. 5322356	91083023	S.M.	2916
67	"	"	L. 5687720	91095649	S.M.	6086
68	"	"	L. 5675300		S.M.	6118
69	"	"	L. 5687782		S.M.	6086
70	"	"	L. 5687870		S.M.	6068
71	"	"	L. 5687308		S.M.	6086
72	"	"	L. 5687674		S.M.	6086
73	"	"	L. 5318245		S.M.	2918
74	"	"	L. 5687849		S.M.	6086
75	"	"	L. 5687864		S.M.	6086
76	"	"	L. 5318250	93084439	S.M.	2918
77	"	"	L. 5687877		S.M.	6086
	"	"	L. 5687757		S.M.	6068

65				L. 5689078	91101720	S.M. 6086
66				L. 5322396	91082021	S.M. 2916
67				L. 5687720	91095619	S.M. 6086
68				L. 5675300		S.M. 6118
69				L. 5687782		S.M. 6086
70				L. 5687870		S.M. 6060
71				L. 5687508		S.M. 6086
72				L. 5687674		S.M. 6086
73				L. 5318245		S.M. 2918
74				L. 5687849		S.M. 6086
75				L. 5687864		S.M. 6086
76				L. 5318250	91081439	S.M. 2918
77				L. 5687877		S.M. 6086
78				L. 5687757		S.M. 6068
79				L. 5687799		
80				L. 5689035	91121566	S.M. 6118
81				L. 5432917		S.M. 2916
82				L. 5687837	91095797	S.M. 6086
83				L. 5687709		S.M. 6118
84				L. 5687812		S.M. 6086
85				L. 5223927		
86				L. 4974422		

0797

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n°	tipo	marca	n° di targa	n° dello chassis	n° di motore	contatore
87	3 tonna.	Dodge	L. 5318410		S.M. 2918	
88	"	"	L. 5322591	9108443	S.M. 2918	
89	"	"	L. 5688129	91121626	S.M. 6191	
90	"	"	L. 5687746		S.M. 6086	
91	"	"	L. 5687725		S.M. 6086	
92	"	"	L. 5688180	91121643	S.M. 6291	
93	"	"	L. 5687855		S.M. 6086	
94	"	"	L. 5687770		S.M. 6086	
95	"	"	L. 5687853		S.M. 6086	
96	"	"	L. 5687739		S.M. 6086	
97	"	"	L. 5687648		S.M. 6086	



IL CAPITANO
AIUTANTE MAGGIORE
(Renato Ronga)

Capitano Ronga

- 45 -

ord.	tipo	marca	n° di targa	n° dello chassis	n° di motore
1	1/4 ton	Dodge	N. 5330738	9106040	S.M. 2674
2	"	"	N. 5335422	91104942	S.M. 5129
3	"	"	N. 5335350	91049500	S.M. 2874
4	"	"	N. 5335754	93048632	S.M. 2674
5	"	"	N. 5319149		S.M. 2485

ord.	tipo	marca	n° di targa	n° dello chassis	n° di motore
1	1/4 ton	Willys (Jeep)	N. 5660131	519017	
2	"	"	N. 5660456	512223	
3	"	"	N. 5662427	519270	L.D. 3123
4	autoret. Willis ^{STANDARD} 1/2 ton		N. 4775079	2442071	S. 5014
5	"	"	N. 5101599	2563559	S. 3443

ord.	tipo	marca	n° di targa	n° dello chassis	n° di motore
1	rimorchio letto	-	N. 5160467		
2	"	"	X. 5160634		
3	"	"	X. 5160493		

5001/12/16/5

ord.	tipo	marca	n° di targa	n° dello chassis	n° di motore
1	motociclo 500	M.S.A.	C. 5115832	Z.M. 2092476	23/51048
2	"	"	C. 5121453	Z.M. 2088090	23/8/2048
3	"	"	C. 3111885	Z.M. 2020710	28/6/194

1	2/4 ton	Willow (Jesse)	N. 5660234	319017		
2	"	"	N. 5660245	312223		
3	"	"	N. 5660247	319270	L. 2.0. 3125	
4	auto-vent.	STANDARD	N. 1775079	3143079	N. 5014	
5	"	"	N. 5101599	2563599	S. 3443	

Nº	tipo	marca	Nº. de tarjeta	Nº. de llo	Nº. de	no de
1	rimovible	botte	N. 5160067			334/27/1045

2	"	"	X. 5160634			
3	"	"	X. 5160493			

Nº	tipo	marca	Nº. de tarjeta	Nº. de llo	Nº. de	no de
1	motociclo	500	N. 5113832	N. 20092438	23/51048	

2	"	"	O. 5372455	N. 2009053	23/8/1048	
3	"	"	O. 2411885	N. 2010710	18/9/14	
4	"	"	O. 5547031	N. 20106331	29/23/8429	6658/62/8429
5	"	"	O. 2411882	N. 254352	O. 7207	
6	"	"	O. 2411777	N. 208111	S. 180	
7	"	"	O. 2411092	N. 202825	S. 180	
8	"	"	O. 2460797	N. 2037726	S. 173	
9	"	"	O. 2411745		S. 193	
10	"	"	O. 2460831	N. 2022276	S. 182	

- 6 -

N° ord.	tipo	marca	N° di targa	N° dello chassis	N° di contratto	note
11	motociclo 500	D.A.A.	G. 1460699	Y.M.2027448	B. 187	
12	"	"	G. 1443152	Y.M.2057513		
13	"	"	G. 1411806	Y.M.2020761		
14	"	"	G. 1443155			
15	"	"	G. 1460780	Y.M.2033378		
16	"	"	G. 5117609	Y.M.2084209		
17	"	"	G. 1411750	Y.M.2025450		
18	"	"	G. 1460831	Y.M.3027311	B. 182	
19	"	"	G. 4862604	Y.M.5018822	G. 15290	
20	"	"	G. 1460898	Y.M.2027348		
21	"	"	G. 1442037	Y.M.2032873	B. 179	
22	"	"	G. 1411479			
23	"	"	G. 1460635			
24	"	"	G. 1411749	Y.M.2052394		
25	"	Matchless	G. 4993351			
26	"	"	G. 4992107	294/9/14499	27	

IL CAPITANO
AIUTANTE MAGGIORE

(Rendito D'ufficio)

Cap. Tony L. Smith



IL TEN. COLONNELLO
COMANDANTE
(Michele Stella)

679

GRUPPO DI COMBATTIMENTO "POLIGORRA"
 27 UNITA' OFFICINA PER RIPARAZIONE ASPORTABILI R.R.P.

Mech. Corp. Station

P.M. 146 10 febbraio 1945

SPEDIZIONE DEGLI AUTOMEZZI E MOTOCICLI DELLA SERIE C. 1098

N.º ord.	tipo	marca	N.º di targa	N.º dello chassis	N.º di contatto	note
1	3 ton.	Dodge	L. 5687765	91094292	S.M. 6086	
2	"	"	L. 5688219	91222957	S.M. 6191	
3	"	"	L. 5689075	91222734	S.M. 6118	
4	"	"	L. 5688249	91222644	S.M. 6191	
5	"	"	L. 5692308	91220862	S.M. 6221	
6	"	Bedford	L. 4213700	020 30257	V. 5795	W/34p
7	"	"	L. 517625	020 46215		W/34p
1	15 CV.	Dodge	Z. 5508799	91087052	S.M. 2683	
2	"	"	Z. 5536578	91049409	S.M. 2674	
1	1/4 ton.	Willlys	L. 5663482	80 341826		
1	motociclo 500	B.S.A.	C. 1460008	ZM 2045345		
2	"	"	C. 1442902	YM 2029555	B. 170	
1	riservorio betta	"	X. 5160282			1943

5	"	"	L. 5651308	91180862	S.N. 6323	
6	"	Model	L. 4223700	070 30257	V. 5795	W/ shp
7	"	"	L. 517635	070 46235		W/ shp

1	15 CRT.	Dodge	Z. 5508799	92067052	S.N. 2683	
2	"	"	Z. 5336578	93049409	S.N. 2674	

1	3/4 ton.	Willys	X. 5663482	NO 343826		
---	----------	--------	------------	-----------	--	--

1	motocicelo	500 B.S.A.	O. 2460008	IM 2015345		
2	"	"	O. 2442902	YM 2029555	N. 170	

1	rimorchio letto	"	X. 5160282		1943	
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IL CAPITANO
AIUTANTE MAGGIOR
(Renato Rossi)

Renato Rossi

IL TEN. COLOMELLO
COLONNATO
(Michele Stella) 793

Subject : Tpt.

To : Rear Hq 10 Corps (Q Branch)

ST

--

53 B.L.U.
Ref. Q6 - 160
10 Feb 45.

1. When Combat Group FOLCORE is ordered to move from its present location it is estimated that, with this Hq, 260 3 ton lorries will be required. This figure is based on the assumption that no 2nd line ammunition will have to be carried by the Group tpt (incl Group 3 & T Coy).
2. If, however, this 2nd line ammunition is to be carried then an additional 54 3 ton lorries will be required.

Amey R

Lt. Col.
G.S.

792

REMARKS - Replacement Engine Description.

Gen: HQ 40 Corps

327

29 Jan 45

CHASS, 10 Corps Tpn
CHASS, 11 C.F. Coin
CO, 12 Can Inf Bde Coy H&AGO
CO, 796 Coy H&AGO (Corps Bar)
H&AGO, 53 B.L.U.---

1. Units have consistently reported the unsatisfactory condition in which reconditioned engine assemblies are received.
2. This matter was taken up with GEF and extracts from their reply are given below:-

202

This HQ took up the question of better packing of reconditioned engines in the 1945 some time ago, and as a result of this action, considerably improved methods have now been adopted. The new packing has been in use for approximately one month, and it is expected that the the first engines will have reached forward units by now.

briefly, the improvements were:-

- (i) Use of 4/8 sparking plugs (when available, new plugs) in place of the old wooden bungs.
- (ii) Waterproofing and sealing carburetor intake, exhaust port and any other opening which permitted rain to enter.
- (iii) All electrical equipment thoroughly sealed with waterproofing material.
- (iv) Complete repair of engine before packing.
- (v) New methods of securing the engine in the crate with a view to preventing damage to components through rough handling.

(b)

A report on the condition of one of these engines on arrival with a forward unit and any suggestions you may wish to make for further improvement would be appreciated. It must be appreciated that it is impossible to make the packing crates waterproof.

3. Engines packed in this manner will shortly be received and reports on their condition would be appreciated.

RE ME:
for information
and return to

54.

Ans

25

for Colonel,
D.D.C.T.

6794

Subject: Transport

To :- HQ Combat Group FOLGORE

LT

FORGE

53 B.L.U.
Ref Q14 - 9
23 Dec 44

1. Some confusion is believed to exist as to when vehicle oil should be changed.

2. The following ruling is given :-

(a) On new vehicles - change oil after 500 miles.

2120

(b) On all vehicles - change oil every 2000 miles.

L.H. N. N.

Lt. Col.
G. S.

6790

UFFICIO MECCANICHE "FOLGHE"
COMANDO

N° 79041 prot.

P.M. 146.14 20/12/44

OGGETTO: Restituzione moto Sidecar.

AL 53° B. L. U. - Ufficio del Cap. no Wanton?

P.M. 146

Allegata alla presente si restituisce il mod. 108 relativo
si due moto sidecar restituiti al 9° parco automobilistico di Casua
per ordine di codesto B. L. U.

I. I. DIRETTORE
(Magg. Ing. M. Mellevicchio)*Pravinsky*

22 DEC 1944

6789

List of Stores, Plant, Tools, Instruments, &c.

9 Veh Park

From 53 D.C.

Date 18/12/2000

[illegible]

R. C. Jones

~~6788~~

Signature _____

Rank

18-12-44 Date

ARMY FORM C-236 (Small)

MESSAGE FORM

Register No.

Call

Sri. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

53 8.20

Originator

Date-Time of Origin

17 1800

OFFICE DATA SYSTEM

For Action

9 Vth. Park.

TO

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

573/149 @ Two Radio M/Cs Communication Collection
in error returned, removed. C. 11/18/50 CUSG 1700
and CUSG 1805 @ 1800. Time 1800 attached.

6787

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

WIRELESS

SIGNED

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHER

SIGNED

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time

System

Op.

THI or TOR

Time cleared

Subject: Vehicle BLR - Evacuation

To: - DADOS 3 District

Copy - DADSI -

53 B.L.U.
Ref ORD/16
17 Dec 44

Ref your letter OR/126/5 dated 30 Nov 44 addressed to Q in application for the release for 1 Lorry Water Tanker 3 ton 4 x 2. It is pointed out that although the BLR certificate was rendered by 657 Coy RASC (Gen Tpt) the vehicle is on charge to this Combat Group. The replacement is accordingly required by this Combat Group and not 657 Coy RASC.

May authority be granted please for the vehicle BLR in this connection, to be evacuated to RVP (i.e. 1 Lorry Water Tanker 3 ton 4 x 2 Dodge WD No. L5686106.)

W. A. C. Williams

Major,
DADOS,
53 British Liaison Unit.

6786

Subject: Transport

To:- Hq. Combat Group FOLGORE

53 B.L.U.
Ref Q14 - 6
19 Dec 44

1. Attached as Appx 'A' is an order, received by this Hq from higher authority on the use of chains on M1, passed to your Gp for action.
2. It is essential that all drivers are conversant with this order.

W. J. H. H. H. H. H.
Lt. Col.
U.S.

Appx 'A' to 53 BNU letter
Ref Q14 - 6 of 19 Dec 44.

USE OF CHAINS, NON-SKID AND OVERRAIL

1. Conditions of weather and terrain likely to be encountered during this winter will call for more extensive use of chains than has been usual in the past. O&C units, will, therefore ensure that all drivers are correctly instructed in the fitting, adjustment, and general use of chains.
2. The following will be drawn to the attention of all concerned :
 - (a) To avoid accidents and breakdowns it is essential that chains are fitted when driving over snow-covered, soft, or slippery surfaces.
 - (b) To avoid damage to tyres and road surfaces it is essential that :
 - (i) Chains are removed when hard surfaces are reached which are likely to be driven over for any appreciable distance,
 - (ii) Chains are of the correct length and properly fitted.

If these precautions are not taken, serious tyre trouble is bound to ensue, road surfaces will deteriorate, and the task of keeping open vital communications will be greatly increased.
3. The factors set out at 2(a) and 2(b)(i) above may well necessitate the fitting and unfitting of chains more than once a day. O&C units will ensure that the importance of complying with these precautions is impressed on all ranks.
4. CMP and TC units will report through normal channels all cases of neglect of these precautions, disciplinary action being taken, where necessary.

Subject: Inspection of M.I.

To :- H.Q. Combat Group FOLCORN.

ST

RECE

53 B.L.U. 52
Ref. Q14 - 4
10 Dec. 41.

1. Herewith as Appx. 'A' instructions on inspection of M.I. and as Appx. 'B', Instructions for carrying out M.I. inspections in accordance with A.B. 406.
2. Please ensure that the necessary orders are issued to ensure that these instructions are carried out.

Angelo May Jr.

1st. Col.
G. S.

Appx 'A' to 53 BUJ letter
of Q14 - 4 dated 10 Dec 44.

INSPECTION OF M. V.

1. The basis of Vehicles Inspections is the Record of Inspections of "B" Vehicles, A.B.406, a copy of which must be kept on each vehicle, with the front page correctly completed. A.B.406 is used for both Unit and Workshop Inspections.

2. PROCEDURE FOR UNIT INSPECTIONS

(Italian units should refer to the explanation and translation in the booklet "Inspection, Maintenance and Care of Army Vehicles (Wheelers)" and to the instructions attached for carrying out A.B.406 Inspections.)

- (a) Unit inspections of unit vehicles will be carried out once a month.
- (b) On the day of its inspection the vehicle will be "off the road". Units will keep an Inspection Schedule to ensure:-

- (i) That every vehicle is inspected once a month and that no vehicle is missed.
- (ii) That the unit inspections are carried on continuously through the month, so that only a few vehicles are "off the road" at a time.
- (iii) That vehicles are not detailed for duty on the day they should be inspected.

(c) After inspection all A.B.s 406 will be collected and sent to the unit Command who will:-

- (i) See that action is taken against drivers who have been negligent in their maintenance.
- (ii) Check that all items marked for action in the previous report have been dealt with.
- (iii) Arrange that any vehicles requiring workshop attention are sent to Workshops at once.
- (iv) Ensure that unit A.B.s attention is given where necessary.
- (v) Finally return all A.B.s 406 to their vehicles, for action by unit or L.A.D. personnel as may be necessary.

3. PROCEDURE FOR WORKSHOP INSPECTIONS

- (a) Every six months vehicles will be inspected by Workshop personnel instead of by unit personnel. This inspection will be made at the unit.
- (b) A.B.406 will be passed to the unit Command for action as above, after the inspection.
- (c) In order that Workshop Inspections should be spread over the six months, the first workshop inspection at each unit will be made during the months shown:-

who will:-

- (i) See that action is taken against drivers who have been negligent in their maintenance.
- (ii) Check that all items marked for action in the previous report have been dealt with.
- (iii) Arrange that any vehicles requiring workshop attention are sent to Workshops at once.
- (iv) Ensure that unit's L.A.D. attention is given where necessary.
- (v) Finally return all A.R.s 406 to their vehicles, for action by unit or L.A.D. personnel as may be necessary.

3. PROCEDURE FOR WORKSHOP INSPECTIONS

- (a) Every six months vehicles will be inspected by Workshop personnel instead of by unit personnel. This inspection will be made at the unit.
- (b) A.R.s 406 will be passed to the unit Comd for action as above, after the inspection.
- (c) In order that Workshop Inspections should be spread over the six months, the first Workshop Inspection at each unit will be made during the months shown :-

"Kambo" Regt.	January
"San Marco" Regt.	February
Artillery Regt	March
Engineers Battalion	April
All other units	May

and at six monthly intervals thereafter.

During the month of their Workshop Inspection units must make a maximum number of vehicles available for inspection at one time. All vehicles not operationally essential will be taken "off the road" for the short time necessary for the inspection to be made.

6787

4. Inspection of the Transport Coy vehicles will be arranged by O.C. Coy in consultation with Major 53 BLU.

...../5. The

"2"

55 HA/.....

5. The following snap inspections will be carried out by Workshops in addition to the six monthly inspection :-

(i) Workshop Inspection Teams will have the right to arrive at units on any day, and take over from unit personnel the checking of vehicles due for inspection on that day. They may also examine vehicle logs and the Unit's Inspection Schedule to see that inspections are being carried out regularly.

(ii) Workshop Inspection Teams will have the right to stop on the road any vehicle belonging to Combat Group FOLGOES, and carry out an inspection. Such inspections will be short, about 15 - 20 minutes, and vehicles will not be unduly delayed.

6. All monthly inspections will include a check that the tools and equipment held correspond with those shown on the list made out when the vehicle was taken over at the Workshop.

6783

Annex 'B' to 53 EIU letter
D-41-4 dated 10 Dec 44

INSTRUCTIONS FOR CHECKING THE VEHICLE INSPECTION IN ORDER TO VERIFY THE IMPORTANCE

(a) IMPORTANCE
The object of the vehicle inspection is to verify the importance
of the vehicle.

- (a) maintenance in accordance with the system in being
properly carried out;
- (b) that the vehicle is fit for service.

(b) IMPORTANCE OF THE VEHICLE FOR THE INSPECTION

- (a) vehicle thoroughly checked and engine started up;
- (b) vehicle on level ground in position;
- (c) all and equipment laid out in front of vehicle, or
in wet weather, in the back of the vehicle;
- (d) driver seated or removed (except in wet weather);
- (e) full load down;
- (f) front axle jacked up (for steering test);
- (g) front wheels turned;
- (h) inspection lamp ready for use;
- (i) driver attending by vehicle.

(c) VEHICLE TO BE INSPECTED (SEE ANNEX 'A')

the following conditions must be observed with time in mind:

1. VEHICLE
Note appearance of vehicle.
Before to all engine work and to various inspection points
for last oil change.
Second inspection reading, at which oil is to be changed next. If
oil, instruct the driver.

2. VEHICLE
a. VEHICLE
Check the vehicle before engine work.
is completed used on all cylinders.
are all gas tight joints correct:-
 - i. opening plug joints.
 - ii. cylinder head joints.
 - iii. inlet manifold joints.
 - iv. exhaust manifold joints.
 - v. cylinder head plugs.

any engine bearings and mounting of cylinder block.

5. Refrigerant and Lubricant Systems
- Are there any leaks anywhere in the cooling system?
 - Are the refrigerant, and various bleed-off fittings, pressure fittings, valves and expansion blocks OK, secure?
 - Is the belt correctly tensioned?
 - Is the filter in good condition and cooler dry clean?
 - Are air passages in relation from filter?
 - Is lubrication of fan and pump drive sufficient?
 - Is condition of all hose joints, and flange and hose connections good?
 - Are the fan and fan drive, pump and pump drive, secure?
6. Electrical System
- What is the average ... as per ...?
 - Is the system reasonable?
 - Are the fuel system, sensors and pump and combustion secure?
 - Are there any leaks anywhere in the system?
 - Are pipes free from leaks?
 - Does panel read freely?
 - Is the combustion controls operate correctly?
 - Are the control joints well lubricated?
 - Is pipe to air filter secure?
 - Does air filter need cleaning?
 - Is combustion flame OK?
 - Are joints to engine and valve OK?
7. Governing System
- Is the fuel in the governor correct?
 - Is the governor operating and controlling the engine at the correct speed?
8. Lubrication System
- Are the connecting rods OK, correct tension and distributor correctly secured?
 - Is the condition of oil, leads in good condition, and from from tubes or (lubrication points)?
 - Are oil passages clean and OK?
 - Are the control valves points clean?
 - Are connecting pipes clean?
 - Are connecting pins (are adjusted correctly)? (see valve handles)
 - Are distributor segments clean?
9. Other Items
- Are there any other items?
 - Is there any oil in the engine room?
 - Are the lubrication in good condition and all points well lubricated?
 - Are all nuts tight and well secured?

Is carburetor flange joint tight?
Are joints to exhaust and carburetor tight?

5. Oil level
Is the oil in the cylinder correct?
Is the oil level in the cylinder correct?
Is the oil level in the cylinder correct?
Is the oil level in the cylinder correct?
Is the oil level in the cylinder correct?
Is the oil level in the cylinder correct?
Is the oil level in the cylinder correct?
Is the oil level in the cylinder correct?
6. Ignition system
Is the spark plug in the cylinder?
Is the spark plug in the cylinder?
Is the spark plug in the cylinder?
Is the spark plug in the cylinder?
Is the spark plug in the cylinder?
Is the spark plug in the cylinder?
Is the spark plug in the cylinder?
Is the spark plug in the cylinder?

Engine

7. Valves
Is there any play in the valves?
Are the valves in good condition and all points well lubricated?
Are all valves tight and fully opened?

8. Timing
Are the timing, cam lobes and timing chain correct?
Are there any broken or rusty links?
Are the timing pins well lubricated?
Are the timing pins well lubricated?
Are all links tight and fully opened?

9. Oil level
Is the oil level in the cylinder correct?
Is there excessive leakage in the cylinder?
Is the oil level in the cylinder correct?
Is the oil level in the cylinder correct?
Is there any leakage in the cylinder?
Are all links tight and fully opened?

10. Ignition
Is there any play in the cylinder?
Are there any broken or rusty links?
Are there any broken or rusty links?
Are there any broken or rusty links?
Are there any broken or rusty links?
Are there any broken or rusty links?
Are there any broken or rusty links?
Are there any broken or rusty links?

6781

System 1/10000

11. 10/10000

Is total overboarded and from two corners, all, two, one ?
Are pressure corrects ? (including errors)
Are type values correct ?

12. 10/10000

12. 10/10000 and 10/10000

Is there regulation two corners on the clutch pedal ?
Does the clutch mechanism and engine completely ?
Is clutch pedal lever clear of floorboards when clutch is (a) engaged
and (b) disengaged ?
Is the return spring of the clutch pedal working ?
Are the lubrication in good condition ?
Are all joints lubricated ?

13. 10/10000

Is the reverse clutch operation ?
Is all gears engaged easily ?
Is the oil in the gear box at the correct level and of the correct type ?
Are all nuts and bolts on the gear box and mounting tight ?
Is the level plug tight ?

14. 10/10000

Are there any
not included in certain inspection.

15. 10/10000

Is there the regulation clutch free movement on the foot-plate pedal ?
Is the pedal free from floorboards when in the "off" and "on" positions ?
Are all brackets tight ?
Are all nuts and washers tight ?
Are all mounting joints correctly lubricated ?
Is servo system, is it free from air leak ?
Are the cables in good order ?
Is hydraulic system, is a good free from leaks ? Is fluid level correct,
is correct fluid being used ?

16. 10/10000

Is the hand brake lever secure ?
Are the return and hand in good order ?
Are all brackets tight ?
Are all locking and adjusting nuts tight ?
Are all joints and pins clean and lubricated ?

12. Lower body or

not included in section inspection.

15. Foot plate

Is there the required slight free movement on the foot-plate pedal?
 Is the pedal free from vibration when in the "off" and "on" positions?
 Are all brackets tight?
 Are all nuts and washers tight?
 Are all mounting joints correctly lubricated?
 Is cover system, as it runs from air locker
 Are the joints in good order?
 Is hydraulic system, as used from from locker? Is fluid level correct,
 is correct fluid being used?

16. Assembly

Is the hand brake lever secure?
 Are the chains and pins in good order?
 Are all brackets tight?
 Are all lockings and adjusting nuts tight?
 Are all joints and pins clean and lubricated?
 Are the brake on wheels lubricated?
 Is the hand brake correctly adjusted?
 Are wheels clean free from rubbing on brake?

17. Wheels, shafts, axles, suspension, landing

Is there wear in the universal couplings?
 Are the landing wheels on the couplings secure?
 Are the rollers on the couplings lubricated?
 Are all nuts and bolts tight?
 Are the universal joints secure lubricated?
 Is there wear in the bearing rotation mechanism? (on the wheel).
 Is the bearing rotation well lubricated?

E780

Final check18. Assembly and final

Are all nuts and bolts tight?
 Are there any oil leaks?
 Is the filler plug secure and is the oil level correct?
 Are the spring mounting secure?
 Are all brackets supporting body operation mechanism secure?
 Is there any corrosion on the body frame?

...../12. 1978

Findings 7/.....

14

19. General

Are the building doors built and opening all the way?
Are there any broken or rusty hinges?
Are the double pane roll-in doors, and with the windows
also being maintained?
Are the double pane windows and doors secure?
Are all doors tight and well painted?

20. Roof

Are roof doors tight?
Is guttering tight?

21. Body

Is body satisfactory? Is it free from oil, fat, grease, and dirt?
Are windows (including doors) secure?
Is there any loose material?
Are there any loose parts?

22. Body

23. Body

Are all doors and body openings and openings tight?
Are window buffers in good condition?
Are there any loose parts?
Are there any loose parts?

24. Body

Are building doors built and opening all the way?
Are there any broken or rusty hinges?
Are the double pane roll-in doors, and with the windows
also being maintained?
Are the double pane windows and doors secure?
Are all doors tight and well painted?

25. Body

Are the doors open and closed properly?
Are the windows in good order?
Are the windows in good order?
Are the windows in good order?
Are the windows in good order?

6779

22. 2007

are holding down bolts tight?
Are door or tailgate latches secure and will latch properly?
Are all tailgate pins and clips secure?
Are floor boards secure?
Does body door open?
Are door hinges loose?
Are door bolts secure?

23. 2007

Do the doors open and close properly?
Can the windows be opened easily?
Are the windows in good order?
Is the window weather seal good?
Are the weather seals good?
Are the seals, hinges, and rollers in good order?
Are the doors, latches, and pins in good order?
Are the doors, latches, and pins in good order?
Are the doors, latches, and pins in good order?
Are the doors, latches, and pins in good order?

24. 2007

Are the doors of tools and equipment complete and undamaged?
In the A.B. 410?
Are the doors complete?
Are the doors complete?
Are the doors complete?
Are the doors complete?
Are the doors complete?
Are the doors complete?

25. 2007

If power driven, does drive engage correctly, and does it move?
Are all pipes and unions tight and not leaking?
Is the rubber connection in good condition?

26. 2007

Are the battery terminals clean, tight, and secured with terminals?
Is the battery in good order and the electrolyte level correct?
Is the battery box clean and dry?
Does the battery box hold the battery securely?

...../De

SECURITY 7/19/68

26. (cont.)

Do the lights, horn, windshield wiper, transmission, suspension, and other electrical devices work correctly?
Are the lamps properly aligned?
Are all terminals (connections); lights and switches under clean and tight?
Are there any frayed leads?
Is there a pump or fuse wire being corroded?

27. Underhood

Are there any lubrication needs on all parts checked?
Are all parts of the vehicle properly lubricated?
Is the vehicle clean in all parts?
Are the underhood of the engine, transmission, the engine, clean?
Is the vehicle clean externally?

28. Exhaust

Does the engine pull well in all gears?
Are there any signs of clutch slip?
Is the acceleration and deceleration good?
Does the engine respond to the throttle lever (if fitted)?
Is the fitted is there excessive pinking under reasonable road conditions?
Is the exhaust good?

Is there any noise when in the intermediate gears?
Are the brakes operating effectively?
Is the driving more smoothly adjusted?
Are there any noises, rattles etc.
Is there undue vibration?
Do the brakes come in when they are not?

29. General Condition

Is the vehicle substantially undamaged?
Is it fit for service?

30. General Remarks

Do the tools and equipment compare with those noted in the A.I. 412?
Have a check by noting that all tools are properly held in the next column of the equipment list of the A.I. 412, and see that all items are noted with the previous list. At the end of each row column, and see that the number shows at the foot of the column.

- (2) Are there any signs of clutch slip?
- (3) Is the acceleration and deceleration good?
- (4) Does the engine respond to the ignition lever (if fitted)?
- (5) Is not fitted to these machines running under reasonable road conditions?
- (6) Is the steering good?
- (7) Is there any undue noise in the intermediate gears?
- (8) Are the bottom gears running efficiently?
- (9) Is the driving wheel correctly adjusted?
- (10) Are there any valves, submersibles?
- (11) Is there undue vibration?
- (12) Is the brake drum or wheel hub run hot?
30. General inspection.
- Is the vehicle satisfactorily maintained?
- Is it fit for service?
31. Tools and equipment.
- Do the tools and equipment correspond with those listed in the A.B. 412?
- Have a check by marking down all tools and equipment listed in the next column of the equipment list of the A.B. 412, and see that all items correspond with the previous list. Put the date at the head of each new column, and see that the correct place at the foot of the column.
32. Initial remarks should be written in a notebook carried for the purpose. When the inspection is completed the remarks should be transferred from the notebook to the A.B. 412. The purpose records of inspection will be then kept clear.

6778

subject: lubricants.

53 B.L.J.

Mar. 46 - 27

19 Nov. 46

To: - H. J. Condit Group MEMBERS

B Training Team
BT
PMB

1. As Italian personnel are in most cases unfamiliar with the various types of British lubricating oils the following information is passed to you for the attention of all CP units.

2. (a) Oil for engine lubrication,
 (1) When engine is water cooled use 30 HD
 (2) " " " " " " " " 50 HD
 (b) Oil for gear-box and back axle lubrication,
 (1) On American vehicles use SAE 90
 (2) " British " " " " " 600

3. Grease will not be held by units for use on AF, it will only be held by escape units and AF.

6777

[Signature] Major M. F. Col.
A.S.

Subject :- Water Tanker.

657/WS/B5

To :- D.A.D.S.T
53 B.L.U.
- - - - -

Ref your ST3/123 dated 10 Nov 44, in connection with the B.L.R. Certificate for Water Tanker WD.No. L.5687106.

Herewith please find Extensive Repairs Certificate, as requested.

Field.
16 Nov 44
LD.

L. B. Gallagher Capt., R.A.S.C.,
Officer i/c Workshops, 657 Coy, R.A.S.C. (G.T)

6775

In Lieu of A.P.O. 1043.

Extensive Repairs Certificate (R.A.S.C.)

Certified that the undermentioned vehicle is beyond second Echelon repair, and has been evacuated to Ordnance :-

Unit :- 557 Coy, R.A.S.C., (Gen Tpt)

Vehicle on Charge to :- 63 B.L.V.

Type of Vehicle :- Water Tanker 3 Ton 4 K B. Dodge T.110.1-5

V.D.No. :- L.5687108

Field.
15 Nov 44
LD.

L. B. Gallagher
Officer i/c Workshops, 557 Coy, R.A.S.C., (G.T.)
Capt., R.A.S.C.,

775

(c) Investigation.

one for newly-arrived vehicle, and for maintenance and repair of the vehicle in the event of breakdown.

(d) Investigation.

When a vehicle is involved in an accident, the investigation of the accident is the responsibility of the police. The investigation of the accident is the responsibility of the police.

(a) Accident Investigation. The investigation of the accident is the responsibility of the police. The investigation of the accident is the responsibility of the police.

(b) Accident Investigation. The investigation of the accident is the responsibility of the police. The investigation of the accident is the responsibility of the police.

(c) Accident Investigation. The investigation of the accident is the responsibility of the police. The investigation of the accident is the responsibility of the police.

(d) Accident Investigation. The investigation of the accident is the responsibility of the police. The investigation of the accident is the responsibility of the police.

Accident is investigated by the police. The investigation of the accident is the responsibility of the police. The investigation of the accident is the responsibility of the police.

See page 771

See page 771

See page 771

TYRE - CONSERVATION, MAINTENANCE AND REPAIRS.

1. General.

In view of the grave shortage of rubber which exists throughout the world, it is essential that all possible steps be taken to ensure that the maximum life is obtained from every tyre. The following instructions will be rigidly observed.

2. Speeds and Driving.

Speeds in accordance with standing orders will be strictly enforced. Unnecessary braking, fast cornering, rapid acceleration, kerbing and careless driving, damage tyres and accelerate tyre wear.

3. Overloading.

Every possible effort will be made to avoid overloading vehicles. This is of particular importance when synthetic rubber tyres are in use.

4. Tyre Issues.

Units will receive tyres for exchange when the tread design on the tread of the tyre has just disappeared, and before the tyre has worn to the curves.

5. Tyre Pressures.

(a) Pressures will be checked with pressure gauges when tyres are cold. Working vehicles will be checked daily and stationary vehicles weekly. Tyres will be maintained at the pressure shown in Appx 'A', which will be adopted immediately. All previous instructions whether in manufacturers' handbooks or from any other source are now inoperative in this theatre.

(b) Frequent checks will be made by supervisory personnel using different

Gauges.

(c) Spare wheels will be inflated to the rear wheel pressure. At no time will pressures be allowed to fall more than ten per cent below pressures shown in Appx 'A'. The pressures listed allow for the normal increase due to tyre heat.

Pressures will not be reduced on journeys.

(d) Tyre pressures will be printed on the wings or corresponding point above each wheel in figures 2 and 3 high and entered in A.M. 442 and A.M. 443. The correct entry will be checked by Officer 1/c Transport, who will examine the type of tyre on each vehicle to ensure that the pressure is appropriate.

6.

Valve Caps.

Valve caps will be fitted and maintained in good condition. They will not be painted as they are manufactured from rust proof material and the presence of paint impairs their efficiency.

7. Mechanical Defects.

Drivers will report any signs of irregular wear to the Platoon or Unit Transport Officer, who will take immediate steps to correct any mechanical faults. Transport Officers will check the alignment of front wheels at their periodical inspections.

pressure in this theatre.

(b) Frequent checks will be made by supervisory personnel using different

gauges.

(c) Spare wheels will be inflated to the rear wheel pressure. At no time shall pressure be allowed to fall more than ten per cent below the pressure shown in the pressure listed above for the normal increase due to tyre heat.

(d) Tyre pressures will be printed on the wings or corresponding point above each wheel in figures 2 **one** high and entered in A.B. 442 and A.B. 406 or A.B. 443. The correct entry will be checked by Officer 1/c Transport, who will examine the type of tyre on each vehicle to confirm that the pressure is appropriate.

6.

Valve Caps.

Valve caps will be fitted and maintained in good condition. They will not be painted as they are manufactured from rust proof material and the presence of paint impairs their efficiency.

7.

Mechanical Defects.

Drivers will report any signs of irregular wear to the Platoon or Unit Transport Officer, who will take immediate steps to correct any mechanical faults. Workshop Officers will check the alignment of front wheels at their periodical inspections, and heavier vehicles pass through workshops for Jrd Nelson repairs.

8.

Cracks and Flints.

(a) Removal of flints, nails, etc., embedded in tyres, **6773** across between

tyres, will be carried out daily.

(b) Tyres which have been cut, and in which the cord is exposed, will be replaced and sent to unit or 2nd line workshops for repair.

9. Tyre Fitting.

(a) Care must be taken that the fabric round the wire cage is not damaged by excessive force during fitting or removal.

(b) Fitting will be supervised by driving-mechanics or section 4006 and checked by Platoon or Unit Transport Officers.

(c) Whenever tyres are removed this will be cleaned and painted with rust preservative, Part No. 46826 Vico section 47 6 - 47 1.

(d) Whenever possible tyres of equal size will be fitted to driving axles. It is necessary to avoid damage to the differential. New and old tyres will not be fitted together on twin wheel assemblies since this results in the new tyre being abnormally loaded.

10.

Rear Protection.

Tyres on stationary vehicles will be protected from the direct rays of the sun. Spare wheels in exposed positions will be covered at all times. Covers are not an issue; units must improvise.

11.

Stationary Vehicles.

Unit vehicles whose normal function is performed when stationary, e.g.

Machinery on seawall lorries, will be raised on blocks to lift the tyres clear of the ground.

12. Spare wheels on vehicles in use.

To prevent deterioration, spare wheels will be taken into use as running wheels at regular intervals. No spare wheel will be out of use for more than three months.

13. Greases and oil.

Tyres will be kept free from grease, oil and petrol. In order to ensure that only dry clean air is pumped into the tyre it is essential that all vehicle mechanical tyre pumps be run for a few minutes before connecting the air line to the tyre valves. This may be tested by holding a piece of white paper in front of the outlet to show when oil or solvent vapour is being expelled.

14. Tyre Number.

Serial No. of each tyre and the date of fitting will be entered in Vehicles A.B 442 or A.B 443 under 'Record of Repairs and Replacements'.

15. Synthetic Tyres.

Tyres containing varying proportions of synthetic rubber will be encountered in the near future.

16. 10.50 x 16 Tyres.

(a) Both standard and cross-country tread 10.50 x 16 tyres are available and of these the standard tread may be the better as it can have an 8, 10 or 12 ply carcass. All vehicles using this sized tyre will, therefore, be fitted as under:-

Front wheels : Standard tread 8, 10 or 12 ply.
Rear wheels : Cross-country tread or standard 12 ply

(b) 10.50 x 16 tyres which are not clearly marked '12 ply' will be considered to be of less than 12 ply construction.

(c) Re-treaded and re-capped 10.50 x 16 tyres will not be fitted to rear wheels of load carriers.

Appendix "A".

TIRE PRESSURES.

Type of Vehicle.	Type Size.	Pressure in lbs per sq inch Front	Pressure in lbs per sq inch Rear
WATER CANNES	All sizes.	18	20
CARS AND UTILITIES			
2 seater	All sizes	20	22
Light Utility and vans	7.00 x 16	24-20	26-22
Over 5000 lbs (Jeep)	6.00 x 16	22	22
	5.50 x 16	22	22
TRUCKS FOUR WHEEL			
Light forward control	9.00 x 13	20	25
Light	9.25 x 16	20	20
15000	9.00 x 16	20	20
	9.00 x 13	22	20
	9.00 x 16	22	22
	10.50 x 16	22	26
TRUCKS FOUR WHEEL			
1 ton	7.00 x 17	45	45
	7.50 x 17	45	45
	7.00 x 15	45	45
	32 x 6	60	60
	32 x 6	60	75
	34 x 7	85	85
	7.00 x 20	50	50
	7.50 x 20	45	45
	8.25 x 20	50	50
	9.00 x 18	70	70
	9.00 x 20	50	50
	9.75 x 16	70	70
	10.00 x 18	70	70
	10.00 x 20	70	70
	10.50 x 16	25	45
	10.50 x 16	20	70
	10.50 x 18	25	50
	10.50 x 16	40	60
	10.50 x 20	35	55
	10.50 x 20	25	35
	12.00 x 20	45	65
Forward control, including FWD			
	9.00 x 20	50	50
	9.00 x 22	50	50
TRUCKS SIX WHEEL			
3 ton	9.00 x 20	50	50
	9.00 x 22	50	50

3 ton bonnet and semi-forward control
(rear axle drive only)

7.00 x 15	45	twins
32 x x 6	60	twins
32 x x 6	75	twins
34 x x 7	85	twins
7.00 x 20	50	twins
7.50 x 20	45	twins
8.25 x 20	50	twins
9.00 x 18	70	twins
9.00 x 20	50	twins
9.75 x 18	70	twins
10.00 x 18	70	twins
10.00 x 20	45	twins
10.50 x 16	70	twins
10.50 x 16	30	twins
10.50 x 18	60	twins
10.50 x 15	60	twins
10.50 x 20	55	twins
10.50 x 20	35	twins
12.00 x 20	65	twins

forward control, including FWD

LOW LIES SIDE WHEELS
3 ton

9.00 x 20	50
9.00 x 22	50

AMBULANCES
light

6.00 x 16	20
7.00 x 16	25
7.50 x 16	25
9.00 x 15	20
9.25 x 16	12
9.25 x 16	24
9.00 x 20	45
7.00 x 20	50
7.50 x 16	55
10.50 x 16	25

Heavy

RP
OO

TRACTORS

Heavy breakdown 6 x 4
Heavy breakdown 6 x 4
Heavy 6 wheeled
Heavy four wheeled
Bofors 4 x 4
Bofors 6 x 4
FA and all types

13.50 x 20	40
13.50 x 20	40
13.50 x 20	20
10.50 x 20	20
9.00 x 16	26
10.50 x 16	20
10.50 x 16	20
10.50 x 20	20

RP
RP
RP
RP
RP
RP

6771

25	twins
30	twins
30	twins
22	twins
20	twins
28	twins
45	twins
50	twins
55	twins
50	twins

40
50
22
40
36
20
38
38

2.

Type of Vehicle	Tyre Size	Pressure in lbs per sq inch Front Rear
MISCANAM003		
Bedford Council 6 ton	32 x 6	50 70 +
6 wheeled trailer	19.50 x 16	30 60 +
Bedford 44 Motor Tanker 230 gall	9.00 x 16	30 50
	9.00 x 16	20 30
Water Trailer 15000	9.00 x 20	50 -
Trailer 1 ton GS	9.00 x 13	20 -

+ Driving and trailer axle trims.

- NOTE.
- (1) Certain types of vehicles are not covered for above. Pressures for such types will be published by heads of services concerned.
 - (2) RF tyres 9.00 x 16 and 9.25 x 16 are NOT inter-changeable on the rims, but the two pressures are the same.
 - (3) Tyre section of 10.50 and 13.50 are identical with sections of 11.00 and 14.00 respectively. The slight difference in size is due to different makers' standards. These types are inter-changeable.

6770

Shanton. Cont.
7/11/44.

different material molds. These types are interchangeable.

576
5 NOV 1944

STATION	NUMBER OF VOTES
1	1
2	2
3	3
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98	98
99	99
100	100

2. 340/13
2. 340/13

1. Under entry 3 District (P/17) of 23 Oct 44.
2. Under entry 3 District (P/17) of 23 Oct 44, you will be referred on tender -

6. Kenneth Lee, 22, 1300 West 10th Street, Portland, Oregon 97204

4 Jan 1964 to 15 Jan 1964 No 4. Tenthredinidae No 12200000

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

1/10ms up!

Copy to: ~~Mr. [illegible]~~

OR

Speech

5789

ETC
R2

ISSUE AND RECEIPT VOUCHER

Art

*To be completed
by Contingent*

No. of sheets in voucher..... Sheet No.....
 Receipt voucher No.....
 Account.....
 Date account commences.....

At _____ CME
At _____ CME

Carrier's or Convey Note No. and Date

~~Account~~

Signature of consignor or consignee

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, TONNAGE TO BE ENTERED ON REVERSE

12 NOV 1944

SECRET

SUBJECT:

REL. Issues to Italian Military.

52 DUE (300) (1)
 52 DUE (1)
 52 DUE (1)

0.327
 2 Nov 44

Copy of 3 District letter 1532/312 dated 28 Oct 44, is forwarded for information. *and necessary action*

Field
 10/2/44

ST
*Att - I hope this is
 already in hand*
RV

12 NOV 1944

K.S. Lonsdale
 f. Major,
 1st Lt. Col.,
 G. Garrison

0767

D.D.S.T.
Folgore Group.
53 B.L.U.
J.M.F

657/WS/B5.

38

Reference the attached issue Voucher.

1. May this please be signed and returned to keep our records in order.
2. The 3 Ton Dodge W/Tank W.D.No. E.5687106 was handed to us with extensive accident damage and was made B.L.R. The necessary documents have been rendered. Your demand for replacement W/Tank only is required through the usual Ordnance channels.

Field.
7 Nov 44
LD.

L. B. Gallagher Capt, R.A.S.C.
Officer i/c Workshops, 657 Coy R.A.S.C(G.T)

t766

Subject :- Water Tankers.

To :- 657 Coy R.A.S.C. (G.T.)

53 R.L.U.
Ref. ST3/123
10 Nov. 44.

Ref your 657/28/45 dated 7 Nov. 44 in connection with the issue
voucher for six water tankers.

As Tanker # 15637106 was received by you after being involved in
an accident and was made R.L.U. will you please forward to this office as soon
as possible the Authority for evacuation to enable us to strike it off strength
and receive a replacement.

AD
Major,
R.A.S.C.

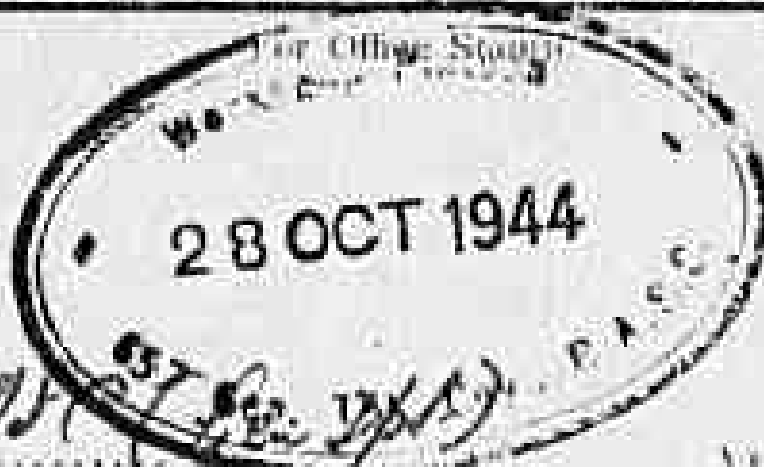
c765

NOTE—Whenever practicable this voucher must accompany the stores

ISSUE AND RECEIPT VOUCHER

Army Form G-1033
(in books of 100)

Issue
voucher No. 91
Account Leck Stores
Date account
commences 1st April 44



No. of sheets in voucher 1 Sheet No. 1
Receipt voucher No.
Account
Date account commences

Issued by O. K. w/Shop. 657 Coy RAS (ST. 64) DPA
To FOR SORE GP.
Authority ST. 64, 207 ST 3 8 1500. 44
Date and mode of conveyance 28. 10. 44 H. CPER

At C. M. F.
At C. M. F.

Carrier's or Convey Note No. and Date

Ledger Folio (1)	Cat. or Part No. (2)	DESIGNATION (3)		Total number or quantity (4)	Description and marks on packages (5)	For Store Depot use only					
		Section or Sub-Section				S. (6)	R. (7)	D. (8)	U. (9)	Rate (10)	Value (11)
			<u>LVY</u>								
			<u>Rodge 3 Ton T. 1101-5</u>								
			<u>350 Gallons. Water Tankers.</u>								
			<u>L. 5686050 L. 5686031</u>	<u>SIX</u>							
			<u>L. 5686047 L. 5687107</u>								
			<u>L. 5687105</u>								
			<u>L. 5687106</u>								
			<u>in accident while on strength 5687106</u>								
			<u>and B.L.R. being replaced by 657 Coy RAS</u>								
			<u>in accident while on strength 5687106</u>								
			<u>and B.L.R. being replaced by 657 Coy RAS</u>								

O/c W/Shop COY. RAS

(signature of consignor or consignee)

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, TONNAGE TO BE ENTERED ON REVERSE

SUBJECT: Issues to Italian Combat Groups

MILITARY MISSION ITALIAN ARMY
R C M E

File No. S/Q/29/2

24 Oct 44

TO : 3 DISTRICT

Copy to: 64 GARRISON
R.A.A.C.
Q(AE) AFHQ
MMIA LC Legnano Group
MMIA LC Folgore Group
H.Q. AAI

1. Some confusion seems to have arisen from this office signal SS 110 dated 30th September which requested that 12 Lorries 3 ton water, released under Q(AE)3660, should be re-allocated to Legnano and Folgore Gruppi di Combattimenti.

2. It was intended that these vehicles should be taken off charge by 64 Garrison and taken on charge by the Groups. This has nothing to do with RAAC, and it is thought that confusion has arisen from the fact that, since signals from MMIA pass through RAAC, they bear an RAAC serial number in addition to the originators reference. Thus, ~~the~~ AAI's letter 3333/1/Q(AE) dated 2nd October refers to RAAC signal SS 110, which in fact emanated from MMIA.

3. It is hoped that this clarifies the situation, that the vehicles may be re-allocated as requested, and 3 District's signal Q2550 dated 9th October may be duly amended.

[Signature]
Major General
M. M. I. A.

c763

28 OCT 1944

Subject: Instructions - Vehicles.

To : H.Q. Combat Group POLAND

BT

9

53 E.L.U.

Ref. 06 - 5

26 Oct. 44

1. Herewith copy in Italian of British standing orders for drivers of mechanical vehicles and motor cycles, and notes on vehicle maintenance passed to your HQ for information.
2. It is hoped to get copies of the booklet 'Operation, maintenance and care of my vehicles' and they will be passed on to your HQ as soon as possible.
3. It has been found by experience that the attached orders and notes are of the greatest assistance in the training of E.L. drivers, both to drive and maintain their transport.

Reginald M. G. L.
Lt. Col.

G.S.

6762

VEHICLE MAINTENANCE

Vehicle maintenance is the foundation on which the mobility of the Division depends.

Initially, maintenance depends on the driver, who by intelligent handling of his vehicle in such matters as gear changing, even acceleration and braking, careful driving over rough roads etc. and the conscientious application of the tank system can not only keep his vehicle fit and roadworthy but will save the call for spare parts and workshop attention.

Officers and N.C.Os. also play an important part by supervising the maintenance of vehicles, instructing drivers in the handling of their vehicles, and ensuring that repairs within the scope of platoon fitters are put in hand at the earliest possible moment.

It is impossible for a driver to maintain his interest in his vehicle unless the N.C.Os. and Officers are also interested.

A proportion of monthly platoon or unit inspections must be carried out by the N.I. officer and Sgt. Inspections must be thorough and A.E.40% compiled in such a manner that it really indicates the condition of the vehicle.

Particular attention should be paid to points which are the driver's responsibility to maintain and to the condition and storage of tools and equipment. Instances of neglect should be the subject of disciplinary action.

A.E.40's must be examined at regular intervals to ensure that they are up to date in all respects.

Tank System of Maintenance

This system was devised as a simple and efficient way of teaching novice drivers to know every part of their vehicle requiring maintenance and how to effect it. The tank system is fully set out in the booklet "Inspection Maintenance and Care of Army Vehicles" and should be carried by all N.I. officers, N.C.Os. and drivers of vehicles at all times, and they must be fully conversant with its contents.

Tank periods should be, where possible, arranged on a daily basis, and all N.I. Officers, Platoon Officers and N.C.Os. should be present during this period, and so be in a position to check the actual execution of the tanks, and if necessary give the drivers instruction.

SUBJECT:- Transport - Water Trucks.~~174~~

5

505/23

13 Oct 54

ST

1. Under Authority I District MEMO 3550 dated 9 Oct 54, the 12 ton water truck held by you for C.I.A. and drawn on Release Note A 876 Serial 3 (AB) 5660 will be handed over to RAS for re-allocation as follows:-

6 for LERNALE GP

6 for PUNJAB GP

2. Please effect the necessary transfer and notify completion to this HQ.

Field
30/10/54

Johnston Major,
DIA 5/10/54,
HQ. Central.

Copy to:- 1-12 HQ with MEMO
2- (C) HQ
3- (C) HQ
4- (C) HQ
5- (C) HQ
6- (C) HQ
7- (C) HQ
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97- (C) HQ
98- (C) HQ
99- (C) HQ
100- (C) HQ

ST

With following notes to the file.

[Signature]

675: 9

17 OCT 1954

Subject: - Transport - Water Trucks.

657 Coy RASC (Coy GT)

F.A.A.C.
WMIA LO with CIL
52 (C) BLU
53 (D) BLU

212
b4 Garrison
Ext 2
207 JTS
/S Oct 44

1. Under authority 3 District TPM C 2550 dated 9 Oct 44 the 12 lorries 3ton water on loan to Italian Formations, and drawn on Release Note A 878 Serial C (AZ) 3660, will be handed over to RAAC for re-allotment as follows:-

6 for LEGNANO GP
6 for FOLGORE GP

21 OCT 1944

2. It should not be necessary to move the vans to ROME as they are already working with the Formations concerned, and the transfer could be arranged through the DADST of the B.L.U.s. 6758

3. Please notify this HQ immediately the hand over is completed.

30

Whitehead
Capt.
Major.
of OC RASC

(17) (33)

9/MTL

The Use of Jeeps for Maintenance - 78 Div

In the hilly and difficult country in the CASSINO area all units are maintained by a Div Jeep Platoon. Owing to the enemy's superior observation and close proximity, all maintenance has to be done by night.

Organisation.

40 Jeeps with trailers.

2 Drivers per vehicle - these must be the very best drivers available and are found from Div R.A.S.C.

Lifts and Load Tables.

See below.

Distances.

The maximum nightly turn round in the Div area is 18 miles.

LOAD TABLES FOR JEEPS AND CARRIERS - SUPS AND POL

Commodity (a)	Jeeps (b)	Trailers (c)	Total (b) and (c) (d)	Carriers (e)
Patrol Rations	140	300+	440	450
Compo Rations	168	224+	392	378
Hard Bulk Rations	100	250+	350	300
Fresh Bulk Rations	-	-	180-250 ^x	250 ^x approx
Petrol (gals)	60	120+	180	160

+ With use of Lashingz Trailer loads can be increased by 25%.

x Dependent upon items in ration.

6757

LOAD TABLES JEEPS AND CARRIERS - AMN

Nature (a)	JeePs (b)	Trailers (c)	Total (b) and (c) (d)	Carriers (e)
.303 Bdr	7000 rds	15000 rds	22000 rds	22000 rds
.303 Ctn or Trac	6240	18720	24960	24960
.45 Auto	12000	20000	32000	32000
PLAT	42	84	126	126
7.92 Besn	4500	9000	13500	13500
2" Mor	144	288	432	432
3" Mor	36	72	108	108
4.2" Mor.	20	36	56	56
Grens 36	240	480	720	720
40mm Bofor	72	168	240	240
3.7 Gun	120	240	360	360
6 pr	30	60	90	90
25 pr	16	32	48	48
4.5 Gun	-	-	24	24
5.5 Gun	-	-	12	12
Mines A Tk	40	85	125	125

6750

BRIDGE LOAD CLASSIFICATION
OF VEHICLES
OTHER THAN 'A' VEHICLES, 1942

1. CLASSIFICATION SYSTEM.

(c) A vehicle may cross only those bridges bearing classification numbers which are the same as, or greater than, its own classification number, e.g. a vehicle of Class 12 can cross any bridge marked 12 or over, but it must not cross a bridge marked 5 or 9.

2. BRIDGE CLASSIFICATION.

(a) Bridges are classed in stages as follows:-

5, 9, 12, 18, 24, 30, 40, 50, 60 and 70.

Each number represents the maximum "class" of vehicle which may safely cross the bridge concerned - (See para.3(a)).

(b) Each bridge will be marked with a signboard showing its class. In addition, sufficient road signs similar in design to the "30m.p.h." Safety Limit Sign will be supplied to classify the road so that traffic can, if necessary, be diverted. These signs will be put up at suitable positions approaching road junctions and may be some miles from the bridge itself.

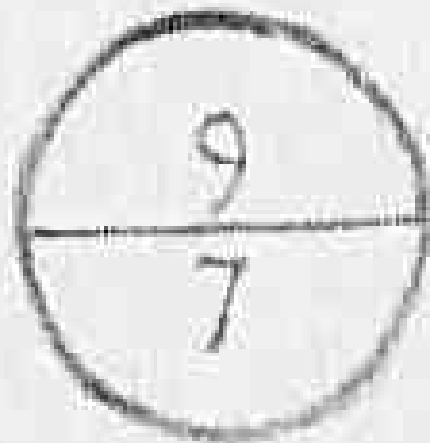
3. VEHICLE CLASSIFICATION.

(d) Each vehicle will be marked with its classification number on a painted disc which will be fixed on the off-side between the off-side edge of the radiator and the outer edge of the off-side mudguard. Fixing details will vary with the different types of vehicles. On vehicles without mudguards the sign will be fitted in a position corresponding as nearly as possible to that detailed above.

(e) In the case of a vehicle towing another in emergency the classification of the train will be the SUM of the individual classifications of the separate vehicles. A Class 9 vehicle towing a similar vehicle will therefore have a net classification of 18 and could cross any bridge of Class 18 or above.

(f) Trains of vehicles such as a tractor with its gun, or a lorry towing a trailer, where the towing vehicle is normally used as such, will be dealt with as follows:-

(i) The Tractor or towing vehicle will have a double classification as shown below. The upper number will indicate the class of the complete train and the lower number the class of the tractor alone.

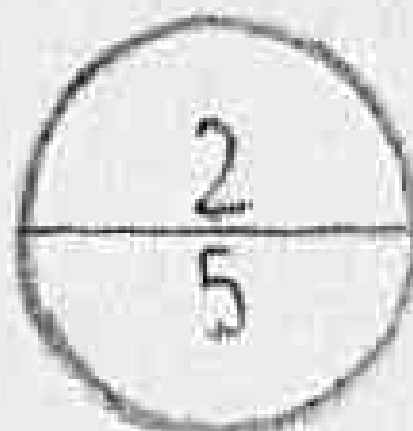


6754

/(ii)

- 2 -

- (ii) The trailer also will be given two classes, one above the other. The upper numeral will indicate its load when in tow. The bottom number will give the actual classification of the trailer alone, in case it should be required to manoeuvre the trailer across a bridge on its own, e.g.



4. CLASSIFICATION SIGNS.

- (b) They should be legible at a distance of 50 feet by day.
- (c) The background of the signs will be painted YELLOW and the figures BLACK.

BRIDGE LOAD CLASSIFICATIONS

<u>VEHICLE</u>		<u>CLASSIFICATION</u>
1) Four Wheeled Vehicles		2
All cars Utility 4 x 2		2
Jeep 4 x 4		3
All Trucks 15 cwt 4 x 2 G.S.		4
All Trucks Water 15 cwt 4 x 2		7
All Lorries 3 ton 4 x 2 G.S.		9
All Lorries 3 ton 4 x 4 G.S. Or Ambulance		5
Morris 4 x 4 Field Artillery Tractor		5
Chevrolet 4 x 4 " " "		5
Ford 4 x 4 " " "		5
Bedford 4 x 4 L.A.A. Tractor		5
2) Six Wheeled Vehicles		9
All Breakdown 3 ton		
3) Trailers	Tractor	Trailer
W.D. Water	6/5	0/1
15 cwt Water 180 Gall.	9/7	2/2
4) Carriers		5
Carriers Lloyd and Universa		

6753

53 2.1.1.1.
Ref 09 - 22
13 Dec 44

Subject: Ref. Discipline

To: 1st Combat Group, 1st Cavalry

Copy: G. H. & Training Team (Inf)

100

1.1.1.1.1.1.

1. One of the main causes of congestion in supply and communications is the failure by vehicle drivers, especially when halted, to leave the narrow road-space clear to allow other vehicles to pass.

2. Training in this aspect of Road Discipline should start from the beginning of a driver's training and should be insisted upon at all times, including non-operational or routine journeys.

3. It is the duty, and should be made the automatic drill, of every vehicle driver to pull - in to the side of the road when halted, even for the shortest halt (e.g. while picking up a passenger, or entering the way). Having longer halts every effort must be made to move vehicles off the road, in convenient parking places or on the furl.

4. If this form of essential discipline is to become automatic it must be adhered to irrespective of the width of road or volume of traffic.

5. In recent operations, especially in mountainous country (with few and narrow - and therefore vital - roads or tracks,) there have been numerous examples of traffic-blocks due to failure by drivers to leave the narrow road-space clear; in many instances the failure to leave clear a matter of one extra foot has held up the passage of essential vehicles, such as Jeeps and staff cars. Such avoidable delays, especially when imposed upon Commanders, Staff Officers, or vital materials, have more serious repercussions on operations than most drivers can realize.

6. Two further "drills", which should be insisted on in all driver training, are

(a) a vehicle when parked, even for a short period, should first be manoeuvred by the driver into the most favourable position for getting - off again, i.e. ready to move off in the next known, or likely, or if possible, any direction. It is normally a sign of faulty training if a driver has to converse, or re-converse, a journey in reverse gear.

(b) In conjunction with above "drill" for parking, drivers should be trained to make use on all occasions of any available natural cover (alms, foliage, buildings etc.) by which to conceal their stationary vehicles. When operations demand, and in the absence of natural cover, they must be expert at improvising camouflage and concealment. Every driver is also directed to carry air and ground O.R.s, and to be ready by government of individuals as by the presence and movement of vehicles

adhered to irrespective of the width of road or volume of traffic.

5. In recent operations, especially in mountainous country (with few and narrow - and therefore vital - roads or tracks,) there have been numerous examples of traffic-blocks due to failure by drivers to leave the narrow road-ways clear; in many instances the failure to leave clear a matter of one extra foot has held up the passage of essential vehicles, such as Jeeps and staff cars. Such avoidable delays, especially when imposed upon commanders, staff officers, or vital materials, have more serious repercussions on operations than most drivers can realize.
6. Two further "drills", which should be included on in all driver training, are
 - (a) a vehicle when parked, even for a short period, should first be manoeuvred by the driver into the most reversible position for setting - off again, i.e. ready to move off in the next moment, or likely, or if possible, any direction. It is normally a sign of faulty training if a driver has to commence, or re-commence, a journey in reverse gear;
 - (b) in conjunction with above "drill" for parking, drivers should be trained to make use on all occasions of any available natural cover (shrubs, foliage, buildings etc.) by which to conceal their stationary vehicles. When operations demand, and in the absence of natural cover, they must be expert at improvising camouflage and concealment. Any P.C.s are directed to carry air and ground O.P.s, not so much by movement of individuals as by the precision and movement of vehicles in the vicinity of the P.C.
7. Finally, it must normally be the object of every vehicle driver to complete his journey
 - (a) in spite of any hazards of road (which includes hazards from other vehicles), weather, mechanical breakdowns or enemy action (which includes avoiding enemy observation, rising dust, noise etc.);
 - (b) at the most economical speed (from the point of view of mechanical efficiency and safety of the load) dictated by operational needs.
8. The above training must not countenance the view that every journey should be completed at the maximum speed which the vehicle can attain and which road and weather conditions, and other road - users, may allow.

W. H. Anderson
h. W. H. Anderson
 U.S. Col.
 U.S.

COL-

ILL. DRUGS SUB-CO. IN A.C.
 (I.I.M.)
 File No. 5/C/29/40
 3 Dec. '44

1. Authoritative instructions for the marking of vehicles are contained in Army msg 76 of 22 Oct a copy of which is attached.

2. The "sign of the Division" to be painted on the left side is the Green, white and red rectangle with the relevant crest on the white portion (as worn on left shoulder of battle dress).

5. The "Div. colours" referred to are those normally worn on the collar (under the arm of the service marking). Details of these colours in respect of your group should be sent to AIA for record.

4. No other distinguishing marks or variations from the above are permitted. The left side of a vehicle is the left hand side to anyone sitting in the vehicle facing forward.

Signed - W. Pidsley, Colonel
for Major General
M. A. I. A.

6751

Subject: MT - convoy discipline

53 B.L.U.

To :- H.Q. Combat Group FULCOUR

BT

Ref. 46 - 25

17 Nov. 44

1. Herewith notes on convoy discipline passed to you for information.
2. Kindly ensure that all points recorded in these notes are covered by your instructions on this subject as it is essential that MT convoy discipline is strictly enforced in order to ensure the most efficient use be made of available MT.

Reginald May
Lt. Col.
G.S.

The density of vehicles in a convoy depends on various factors, such as likelihood of an attack or the amount of traffic using the road etc.

Normal densities are as follows :-

- (a) On the open road 17 v.t.m. (95 metres between vehicles)
- (b) At halts (50 " ")
- (c) Passing through towns the convoy should close up to 20 metres between vehicles and should run in groups of 10 vehicles.

ROUTING

All drivers must be given a route card showing route, destination, speed and density.

THE MOVE OF A UNIT

1. The move of a unit requires a good knowledge of the points given above. The remainder is purely a question of good training and common sense.
A warning order to move is usually given by the R.Q. to the Coy Cmdr. This may give the destination and the approximate starting time. The Coy Cmdr should then inform all his sub unit commanders and get them ready for the move.
2. When the movement order arrives the most important points to look for are
 - (a) The starting point, the route and destination.
 - (b) The time of departure and the time at which you arrive at your destination.
 - (c) The speed, density and halts (if any).
 - (d) Any admin orders regarding, loads, feeding arrangements, actions on arrival in new area etc. This will depend on the task of your unit.
3. The Coy Cmdr must give the necessary orders as follows :-
 - (a) He will issue orders covering the Starting Point, Starting Time and order of march.
 - (b) Control of Convoy during the move.
 - (c) Action on arrival at destination, which will probably be the point at which various units move off independently to their individual locations.
A destination of this type is known as a dispersal point.
 - (d) He must run through all the points given in para 2 above, and if time permits should order a recon of the route.

WARNING OF VEHICLES

During the day the first vehicle of a convoy should carry a blue flag and the last vehicle of the convoy a green flag. At night these should be replaced by blue and green convoy lights.

...../ General Points

2.

lights./.....

GENERAL POINTS

- (a) Prior to move.
 - (i) Advance party and rear party (if necessary).
 - (ii) Orders for drivers.
- (b) On the road.
 - (i) Marking of convoy during day and night.
 - (ii) Speed limits
 - (iii) Traffic Control.
 - (iv) March discipline.
 - (v) Action in case of breakdown.
 - (vi) Procedure at halts such as traffic control, spacing etc.
- (c) At Dispersal Point.
 - (i) Contact to be made with a representative of the advance party.
 - (ii) Dispersal to the final destinations.

6748

Subject : Instructions - Frost Precautions.

53 B.L.U.

Ref. 96-1

To :- H.Q. Combat Group FULCORA

26 Oct. 44

SI ✓

1. Herewith instructions on precautions to be taken with vehicles against frost.
2. It is essential that some frost precautions are put into operation forthwith or damage will result to your transport. It is suggested that orders based on the attached instructions are issued by your H.Q.

Anthony M. F.
Lt. Col.

G.S.

6747

FROST PRECAUTIONS

1. Severe damage to vehicles will result unless proper precautions are taken in every unit. The lack of sound frost precautions will cause an immobile division.
2. The responsibility for putting frost precautions into effect lies with the C.O. of the unit, and consists of the complete draining of the cooling system.

(a) Method of draining

This precaution is based on draining all water from the cooling system, not only from the radiator, but also from the drain cocks fitted to any part of the cooling system, such as pump, water jacket, or any other part where a water pocket may be formed. The position of these drain cocks depends on the type of engine and its fittings. Detailed instructions are given below :-

(b) Draining from duty

- (i) Switch off engine and remove radiator cap if detachable. It should be placed in a position of safe custody, e.g. in the tool box.
- (ii) Drain off water from all drain cocks of radiator, water jacket and pump. Make sure no drain cocks are closed (If clogged clear with a piece of wire). The vehicle should be parked on level ground.
- (iii) When all water has drained off, turn off fuel tap, start engine and run for one minute. If vehicle is fitted with a C.I. engine, run for one minute without closing fuel supply tap, stop engine.
- (iv) Stop engine; use blanket cover and buff (if any).

(c) Refilling for starting off

- (i) Close drain cocks and fill up cooling system, use warm water if available. The water must be taken to the vehicle, and not the vehicle to the water.
 - (ii) Start engine immediately.
 - (iii) Warm up quickly without racing engine; use blanket cover, buff etc.
 - (iv) If vehicle is standing out in very cold weather, orders may be given to start as follows :-
 - (a) Have water handy before starting engine. Close all drain cocks.
 - (b) Start engine.
 - (c) Fill up cooling system immediately.
 - (d) Warm up engine quickly without racing; use blanket cover, buff etc.
- NOTE :- This method will only be carried out under supervision.

(d) Starting hints

- (i) Warm up engine.
- (ii) Start up engine at times and run for five minutes. The more frequently this must be done.

NOTE :- Vehicles with thermostats will have the element of thermostat removed when draining is used as a method of frost precautions, unless special instructions are issued for particular makes of vehicles.

Frost Protection.

2.

(d) contd.

(iii) Periodic running

This system will have to be adapted where the operational situation does not permit of draining. The frequency and length of time of running the engine depends upon the air temperature and must be decided by the local commander on the spot. The cooling system must never be allowed to reach freezing point, and barrel covers should be used to conserve heat. This method must be carried out under supervision.

(e) Damage indirectly due to cold weather is caused through :-

- (i) Starting the engine without water and not immediately filling the cooling system.
- (ii) Running the engine for too long a period after the water has been drained off.
- (iii) endeavouring to start the engine before first freezing the engine bearings by turning the engine by hand.
- (iv) excessive use of the starter.
- (v) heating the engine when warming up. (Do not warm up by ticking over too slowly.)

Battery Maintenance - Batteries

- (i) If the electrolyte in a battery becomes frozen the battery will be damaged beyond repair.
- (ii) The temperature at which the electrolyte in a battery will freeze varies with the specific gravity of the electrolyte.
- (iii) The specific gravity of the electrolyte varies with the state of charge of the battery.
- (iv) The method of preventing damage to batteries by frost, is to keep the specific gravity of the electrolyte high. This is done by keeping the battery as fully charged as possible.
- (v) When cold conditions prevail, the following points should be noted :-
 - (a) See that the battery receives a charge before the vehicle is left standing.
 - (b) Do not discharge the battery by frequent or prolonged starting or by leaving lights on unless provision can be made to recharge the battery.

6743

ORDINI PERMANENTI PER AUTIERI

Responsabilità degli autieri

Se un autiere riceve un veicolo, egli assume la responsabilità anche per gli attrezzi e l'equipaggiamento consegnatogli con la macchina.

Il conduttore del veicolo oltre agli ordinari obblighi militari e responsabile anche per i seguenti fatti:

1.) Lo stato di efficienza e la manutenzione accurata del suo proprio veicolo nei suoi attrezzi ed equipaggiamento e nel suo carico per sempre.

Egli sarà responsabile di ogni danno o perdita di ogni parte della sua macchina, dell'equipaggiamento o del carico, causato dalla sua propria negligenza o trascuranza, e perciò deve prendere tutti i provvedimenti possibili, onde impedire a persone non autorizzate, di toccare la sua macchina.

2.) La pulizia della macchina e dell'equipaggiamento

3.) Rifornimento della macchina con carburante, olio ed acqua in modo di averla sempre in piena efficienza per il servizio.

4.) Lubrificazione delle parti operanti della macchina e dell'equipaggiamento.

5.) Sicurezza dei bulloni, dadi e degli altri perni.

6.) Cura ed aggiustamento delle parti operanti della macchina nei limiti delle capacità dell'autiere.

7.) Fare immediato rapporto dei difetti, che egli non è capace di riparare.

8.) Avere precauzioni personali contro danni causati dal gelo durante periodi, che sono notificati negli ordini in possesso del Comandante del Reparto.

Precauzioni contro gli incendi.

Tutti i veicoli tranne le motociclette saranno dotate di estintori, i quali devono essere regolarmente riempiti col tipo corretto di tetro-clorato

Tutti gli autieri devono conoscere come si manovrano le differenti marche degli estintori in possesso del Reparto.

Tutti gli autieri devono conoscere i particolari effetti della benzina infiammata e le speciali misure da prendersi, quando l'incendio si estende.

Molta cura deve essere adottata, per riempire i serbatoi di benzina, affinché nessuna fiamma sia vicina e che la benzina non venga versata sui tubi di scarico riscaldati. Il motore non deve essere lasciato in moto e tutti gli operanti impianti elettrici (branco i fari ed il fanalino di coda, quando si riempie nell'oscurità) devono essere spenti, mentre si fa il rifornimento.

I serbatoi di benzina devono essere riempiti durante il giorno, ma devono sempre essere riempiti alla fine della giornata, dopo ritorno dal servizio, in modo che non si perda tempo la mattina seguente.

Se il rifornimento all'oscurità non è da evitarsi, lo si farà sotto la sorveglianza di un sottufficiale, il quale è responsabile, che nessuna lampadina (all'infuori delle lampadine elettriche) o fuoco sia accesa nel

periodi, che sono notificati negli ordini in possesso del Comandante del Reparto.

Precauzioni contro gli incendi.

Tutti i veicoli tranne le motociclette saranno dotate di estintori, i quali devono essere regolarmente riempiti col tipo corretto di tetro-clorato. Tutti gli autieri devono conoscere come si manovrano le differenti marche degli estintori in possesso del Reparto.

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Se il rifornimento all'oscuro non è da evitarsi, lo si farà sotto la sorveglianza di un sottufficiale, il quale è responsabile, che nessuna lampadina (all'infuori delle lampadine elettriche) o fuoco sia accesa nel raggio fino a 5 metri e che nessuna persona fumi nel raggio fino a 7 metri.

Gli autieri devono esaminare il sistema della carburazione per eventuali infiltrazioni di acqua, prima che mettano in moto il motore di una macchina, e se esiste qualche foro, non metteranno il motore in marcia, prima che il difetto sia stato aggiustato.

Fumare è proibito in ogni macchina, quando si trasportano articoli esplosivi o infiammabili e nella vicinanza di qualsiasi tali materiali quando vengono maneggiati. In nessun caso l'autiere deve fumare, quando sta guidando la macchina.

Prima di parcheggiare la macchina l'autiere ispezionerà in dettaglio il sistema di carburazione onde assicurarsi, che non vi siano fori, e se non potrà aggiustare i guasti, informerà un ufficiale o sottufficiale di ogni difetto riscontrato. Nessuna macchina con una tale perdita di benzina sarà parcheggiata prima che la perdita sia stata aggiustata o la parte difettosa del sistema sia vuotata o isolata dal serbatoio principale.

Benzina o olio saranno soltanto depositati nei magazzini autorizzati. Nessuno straccio o sfilaccio unto di olio deve essere portato in qualsiasi macchina.

Provvedimenti da prendersi in caso di un incendio sulla macchina.

I.) Se il carburatore ha preso fuoco:

a) Prima chiudere il tappo della benzina, premere l'acceleratore se la macchina è ancora in moto, cercare di spegnere il fuoco col tetro-clorato estintore e chiamare aiuto.

II.) Se il fuoco è sotto la macchina

Spostare la macchina e soffocare l'incendio con la sabbia, usare l'estintore con tetro-clorato, se necessario.

III.) Se la carrozzeria della macchina si è incendiata:

- a) Usare l'estintore con tetro-clorato e chiamare aiuto.
- b) Esterne applicazioni contro il fuoco (acqua) se disponibile devono essere eseguite quanto prima possibile

Orario di adunata

Tutti gli autieri devono comprendere, che l'orario stabilito per l'adunata al lavoro è l'orario, in cui bisogna essere pronti per andare in servizio

Preparazione delle macchine, che vanno in servizio

I.) Prima che gli autieri comincino ad andare in servizio, essi devono osservare i seguenti punti:

- a) acqua; radiatore pieno e nessuna perdita.
- b) olio; livello corretto
- c) benzina; serbatoi pieni e senza perdite
- d) luce; tutto in ordine
- e) gomme; pressione corretta
- f) carrozzeria; tutto bene attaccato e tutto sicuro.

II.) Prima di iniziare il viaggio gli autieri devono osservare i seguenti punti:

- a) Il sistema della lubrificazione del motore deve lavorare correttamente, il che è dimostrato dall'ampometro e dall'indicatore per misurare il livello dell'olio e della benzina.
- b) Sterzo; in ordine e corrispondente correttamente al controllo
- c) Freni; in ordine ed efficienti

Autieri e passeggeri

Nessuna persona all'interno dell'autiere incaricato, ufficiale o sottoufficiale del Reparto (molto capace per la guida, ispezione e scopi istruttivi) o i loro autorizzati rappresentanti ed autieri principali avranno il permesso in ogni ora, di guidare una macchina.

Le vetture però possono essere guidate per il servizio anche da altri ufficiali che da quelli, che si riferiscono agli submenzionati purché:

- a) Si intende, che tutta la responsabilità passa dall'autiere incaricato all'ufficiale, che prende la macchina in consegna.
- b) L'autiere incaricato accompagna sempre la macchina

Nessuna persona non autorizzata potrà essere in qualunque momento trasportata in qualsiasi macchina.

Guida non autorizzata

Nessuna macchina sarà presa dal parcheggio in qualsiasi momento per qualunque scopo salvo di ordini diretti o scritti di un ufficiale.

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Guida non autorizzata

Nessuna macchina sarà presa dal parcheggio in qualsiasi momento per qualunque scopo salvo di ordini diretti o scritti di un ufficiale o sottoufficiale.

Tutti gli autieri devono sempre possedere un foglio di marcia regolarmente completato, firmato da una persona autorizzata.

Carico

Gli autieri non devono permettere, di sovraccaricare la loro macchina. Il carico deve essere ugualmente distribuito sullo spazio del cassone della macchina.

L'autiere è responsabile della sicurezza del carico e deve prendere i provvedimenti necessari per preservarlo da furti, fuoco o danno. Le sponde delle macchine devono in nessun caso essere calate e dondolare. Esse devono sempre essere assicurate prima che si vada in servizio.

Il telone deve sempre essere correttamente assicurato e attaccato.

Rimorchio

Dove una macchina viene rimorchiata per qualsiasi motivo, cura particolare e da prendersi da ambedue gli autieri, per evitare danno alle loro macchine e pericolo per altre persona, che vanno sulla strada.

Bisogna guidare a piccola velocità, mentre si rimorchia, e l'annottazione "In Rimorchio" deve essere attaccata o scritta in gesso sulla parte posteriore della macchina in rimorchio.

Limite della velocità

I seguenti limiti di velocità saranno esattamente osservati e in

nessun caso sarà oltrepassata:

Macchine di 3 ton.	30 miglia all'ora
" " 15 quint.	35 miglia all'ora
Vetture	30 miglia all'ora
Motociclette	40 miglia all'ora

Disciplina della marcia

Quando si va in convoglio, tutte le macchine manterranno lo spazio di 45 metri. In nessun caso diminuiranno questa distanza, quando il convoglio si ferma.

Allorché una macchina si ferma, sarà sempre parcheggiata il più vicino possibile al bordo della strada.

La più severa economia è da adottarsi nel consumo di benzina. Dissipazione è stata spesso causata da autieri, che hanno lasciato il motore in moto, mentre la macchina era ferma. Il motore deve essere immediatamente spento, quando la macchina si ferma.

Quando gli autieri vanno in servizio con le macchine o motociclette, non le lasceranno mai senza sorveglianza tranne che questo sia inevitabile in casi eccezionali p.e. incidenti rapportati in comunicazione col servizio etc.

Se vi sono due autieri con una macchina, uno di loro resterà sempre del veicolo. L'autiere è responsabile per ogni danno, che accade alla sua macchina, quando lui è assente, e perciò deve prendere i migliori provvedimenti del caso per la protezione della sua macchina, quando deve lasciarla senza sorveglianza. È vietato agli autieri e le persone, che li accompagnano, quando sono in servizio, di entrare in un albergo, caffè o cantina salvo che abbiano ricevuto il permesso dagli ufficiali o sottufficiali presenti, o soltanto allo scopo, di ottenere un pasto durante l'orario normale, quando sono in servizio assenti dal loro reparto.

È vietato inoltre agli autieri, di portare dei liquori inebbrianti sulla loro macchina salvo, che questi rappresentino una parte del loro carico o dei loro pasti autorizzati.

Gli autieri devono immediatamente tornare dal loro Reparto, dopo aver prestato il servizio. Ogni ritardo non giustificato o sperpero di tempo durante il servizio o durante il ritorno al Reparto dopo il lavoro è severamente proibito.

Ogni danno, rottura, perdita di qualche parte o dell'equipaggiamento ogni aggiustamento o riparazione, che sono considerate necessarie, o qualunque difetto meccanico, che richiede attenzione, o copertoni, che sono forati, saranno immediatamente riferiti dall'autiere dopo il suo ritorno al Reparto.

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