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EME / 24

Policy General

3015
3131

Feb. 2, 1945 - Nov. 16, 1946

FILE NO 24.

Opened: 3/2/45

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POLICY GENERAL

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(Continued)

H.Q. M.D.1.A.

M.D.1.A. Directive No. 3.

1. General.

This Directive supercedes M.D. Directive No. 1 and is designed to clarify the duties of M.D.1.A. with type 'A' BLUs. In addition it is intended to summarize the existing system for repair of equipment.

2. Duties of BLUs.

The BLU is the adviser on BLU matters to the GOC of the BLU. He must ensure that BLU personnel working under the BLU are correctly administered and properly used in their duties of advising the Italian Army of the inspection, maintenance and repair of the types of equipment with which these BLU personnel are familiar.

He must be prepared to assist and advise the Territorial Command on BLU matters such as :-

- (a) Preparation of inspection of weapons vehicles and telecommunication equipment.
- (a) Arrangements for maintenance of this equipment by the Italian Army (M.D.1.A. arrangements for driver maintenance of vehicles within Administrative and Divisional Transport Companies of Territorial Commands **3131** for the D & F Regt Sembrone).
- (c) Organization of BLU workshops M.D.1.A. Workshops and repair units.
- (2) Technical advice on BLU equipment and vehicles.

workings under the BLU are correctly administered and properly used in their duties of advising the Italian Army on the inspection, maintenance and repair of the types of equipment with which these BLU personnel are familiar.

He must be prepared to assist and advise the Territorial Command on BLU matters such as :-

- (a) Procurement of inspection of weapons vehicles and telecommunication equipment.
- (b) Arrangements for maintenance of this equipment by the Italian Army (I.A.A. Arrangements for driver maintenance of vehicles within Administrative and Divisional Transport Companies of Territorial Commands **3131** for the 3rd representative).
- (c) Organisation of Unit Workshops L.A.S. Workshops and repair Units.
- (d) Technical advice on Italian equipment and vehicles.
- (e) The standard of training of Italian technical personnel.
- (f) Utilisation of local resources.

He must advise and assist the various Directors at the Territorial Command on the above within the limits imposed by the C.O. of the BLU.

He must keep himself informed on the output of the major workshops in the Command and should endeavour to visit all L.A.S. workshops and Repair Units therein every six weeks.

He must assist any affiliated Type 'B' BLU with advice on BLU matters.

He must keep himself informed of the state of efficiency of weapons and vehicles of important units.

With the consent of the C.O. of the BLU he should accompany officers of the Command and when they inspect units, and where applicable accompany staff officers of the BLU on their visits.

- 4 -

3. Repair Organisation.

The existing repair organisation is outlined at appendix 'A'. At present this organisation is in a state of development.

4. Co-ordination of Vehicle Repair - Infantry Divisions.

A section of the O.A.A. co-ordinates backloading of vehicles for overhaul from Infantry Divisions and also co-ordinates orders placed by these Divisions with civilian firms for repair of vehicles and overhaul of engines.

This section is also responsible for arranging retreading Allied sizes of tyres and the purchase in bulk from civilian industry of spares for vehicle and engine overhaul.

The O.A.A. is specialising on repair of Dodge vehicles and in smaller quantities handles complete overhaul of Staghound Armoured Cars and Bedford Vehicles. It is hoped to arrange a contract with the Caproni organisation for the overhaul of Bedford engines and vehicles.

5. Vehicle Maintenance.

Orders on vehicle maintenance have been issued by the Ministry of War (circular of 30 August 1944) and the task system published in the booklet "Norme per l'impiego e la manutenzione dell'automotovericolo". These are to encourage Territorial Commands in their application of these maintenance arrangements.

3130

6. Tyre Care.

The need for tyre care is as great as ever, and the Ministry of War has given orders that each workshop and insufficient Vehicle Park will form a small squad of men responsible for the care of tyres on vehicles awaiting and under repair. These should be ready to point out signs of tyre neglect or misuse and try to educate units in the importance of caring for their tyres.

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5. Vehicle maintenance.

Orders on vehicle maintenance have been issued by the Ministry of War (circular of 30 August 1947) and the task system published in the booklet "Norme per l'ispezione e la manutenzione dell'Automotoveicolo". These are to encourage Territorial Commands in their application of these maintenance arrangements.

3130

6. Tyre care.

The need for tyre care is as great as ever, and the Ministry of War has given orders that each workshop and independent Vehicle Park will form a small squad of men responsible for the care of tyres on vehicles awaiting and under repair. These should be ready to point out signs of tyre neglect or misuse and try to educate quite in the importance of caring for their tyres.

7. Inspections of equipment.

Cases of Infantry Divisions and officers of Territorial Commands must be pressed to arrange regular inspections of guns small arms, vehicles and telecom equipment on the progress and these are to comment in their bi-treps on the progress made in these inspections and the serviceability of the equipments.

8. Sparees supply.

(a) Italian vehicles.
Sparees for these are obtained in bulk by the Ufficio Approvvigionamenti Automobili-steri Regio Esercito (U.A.A.I.E.) and held in two main depots at Piacenza and Rome. Units requiring sparees demand through Territorial Command HQ as follows :-

Nos. 1 and 2 Territorial Commands to

UAAE, et Turin.

- 3 -

Nos. 3, 4, 5, and 7 Territorial Commands
to Magazzino Ricambi Auto, Piacenza.
Nos. 8, 9, 10 and 11 Territorial Commands
to Magazzino Ricambi Auto, Rome.

- (b) Allied vehicles and other equipment.
Base Spares Depots are being set up as follows:
M.T. Spares - Bologna.
Gun and small Arm Spares - Piacenza (with
a sub-depot at Naples).
Telecommunication Spares - Rome.

Present is, however, a shortage of some items
from tank corps as far as stocks permit in the case of
vehicles. The Ministry of War has held stocks of spares
in the small arms and telecommunication spares since
April 1942 but has now to leave these to set a
stock level or to make good unit deficiencies.

9. Logistics.

The maintenance of the German army is an
responsibility. To assist the German and British, the
German army are limited to a few legion and battalion
carry out 1st echelon and some 2nd echelon repairs.

There must be ready to assist German army and
workshops with advice on Allied vehicles and equipment
the, hold.

10. Medical.

3129
Medical are required at the end of each month
covering points of interest, for the same, discussed
discussed and making suggestions for improvement.

1. The number of men has been reduced to 100 since April 1949 but has not been reduced since then to get a good stock of men or to make good unit deficiencies.

2. Deficiencies.

The maintenance of the unit is in a very satisfactory state. To assist in the maintenance, light equipment are allotted to each section and battalion to carry out the section and battalion maintenance.

Units must be ready to assist in the maintenance of the unit with service on Allied vehicles and equipment the hold.

3. Attacks.

Attacks are required at the end of each month covering points of interest, defense areas, difficulties encountered and making suggestions for improvement.

AS/48

W. B. Smith

Lt. Col.

AS/48

R. D. Smith

APPENDIX "A"

Repair Organization.

- (a) 1st echelon vehicle repairs are carried out as circumstances allow by units, EABs, or light workshops. Repairs beyond the capacity of the above are carried out by the 2nd line workshop on which units are based. Repairs to unit vehicles (Italian types) which are beyond the capacity of the 2nd line workshop are to be carried out by Class 1 Repair Units at Milan, Bologna, Rome and Naples and by civil firm under arrangements of the Territorial Command.
- It is proposed to establish two assembly overhauls for Italian engines, gearboxes and axles, workshops being sited in the North, and the other one workshop being sited in the South of Italy.
- At Rome or in the South of Italy, repairs beyond the capacity of the 1st workshop or Divisional Workshop should be referred to the S.M.2. at Bologna and a repair unit vehicle detached. These cars must not be passed to civilian firms for repair. Other Allied vehicles beyond the capacity of the 2nd line workshop or Divisional Workshop should be referred to the S.M.2. at Bologna. Whenever possible, the repair of Allied vehicles in repair units should be avoided as, generally speaking, repair personnel are not familiar with such vehicles.
- Canibalisation must be prevented in units and 1st line workshops and strictly controlled in 2nd line workshops.

workshops for Italian emigres, supervised and financed by the Government, being situated in the North, and the other workshops being situated in the South of Italy.

[illegible]

evacuated to the U.S. As soon as possible, whenever possible, the repair of Allied vehicles in Repair Units should be avoided as, generally speaking, their personnel are not familiar with such vehicles.

vehicles.
Cannibalization must be prevented in units sold and
1st line workshops and strictly controlled in 2nd
line workshops.

Indents for supply are channelled through the Hqs. of the Territorial Command controlling the demanding unit.

(b) Artillery.

Units with gun turrets are to carry out normal unit adjustments and repairs, excluding stripping of recoil system.

Infantry Divisional Workshops carry out repairs within their capacity. It is proposed to use the Arsenal at Tuzla and Vardos for similar purposes for units outside Infantry Division.

Complaints concerning the "NTP's ability to use to be carried out at Player One Arsenal."

(c) $\sin \theta = \frac{1}{2}$. Set $\theta = \frac{\pi}{6}$.

regarding beyond the capacity of Infantry Divisional Workshops or of unit workshops in the case of units outside the Infantry Divisions are to be carried out

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- 2 -

Workshops of the Direzione d'Artigliaria at Turin,
Venice, Bologna, Rome, Naples and Messina.

Complete overhauls are carried out by the F.A.R. at
at Cardone Val Trompia and the F.A.R. at Terni.

(d) Optical Instruments.

Repairs beyond the capacity of Infantry Divisional
Workshops are to be carried out by the Precision
Laboratory, Rome.

(e) Telecommunication Equipment.

Repairs beyond the capacity of Infantry Divisional
Workshops or of the local Signals unit are to be
carried out by 21 Terr. Workshops Rome.

3127

Subject:- 4 Territorial Command Workshop...

Headquarters
4 B. L. U.
B o l z e n o
Ref.: 4/ME/24-58

21 December 1946.

To:- ALIAS, HQ. M. M. L. A.,
R O M O

1. Reference my 4/ME/24-55 dated 16 December 46.
It is believed that the 21 Recovery Commission Workshop mentioned in the above letter has not received a visit from A.D.M.E. or his staff due to its inaccessibility for visiting officers. The enclosed photographs of the W/S taken on 14 December 46 are forwarded with the intention that, if ALIAS ROSE cannot be brought to the Workshop, the Workshop will be brought to him.

2. It should be noted that these photos were taken only an hour or so after the suggestion was made and apart from sweeping with a broom, no other preparations were made. The photos are true reproductions of the normal state of the W/S and not as is often the case the result of a week's preparation.

Encl.:- 13 photographs.

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

3128

58

incom, to other preparations with mine, the point is that the
productions of the normal state of the W/S and not as is often the
case the result of a week's preparation.

W. L. L.

Encl.: 13 photographs.

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

3126

55

Telephone

LAND FORCES SUB COMM AG (MMA) CMF

Rome = 489081 EXT. 491

12/14/40

11 DEC 1940

14 DEC. 40

B.M.L.S. 1, 3, 4, 5, 7 & 10 B.L.U.

Subject :- REMS Directive No 3.

Herewith HQ. M.M.L.A., A.B.M.L. Directive No 3,
giving the present position regarding the duties of B.M.L.S.
with type 'A' B.L.U.s.

John May
M.L. Col.
A.B.M.L.

RJ/MA

3125

Copy to :- "C" crd.

(Deleted)

Ref. A.D. 1.4.

A.D. 1.4, Directive No. 3.

1. General.

This Directive supersedes A.D. Directive No. 1 and is designed to clarify the duties of BLUs with type 'A' BLUs. In addition it is intended to summarise the existing system for repair of equipment.

6. Duties of BLUs.

The BLU with BLU is the adviser on BLU matters to the GOC of the BLU. He must ensure that BLU personnel working under the BLU are correctly administered and properly used in their duties of advising the Italian Army on the inspection maintenance and repair of the types of equipment with which these BLU personnel are familiar.

He must be prepared to assist and advise the Territorial Command on BLU matters such as :-

- This is weapons man in T.C.? Telecom is only find it is around*
- (a) Preparation of inspection of weapons vehicles and telecommunication equipment.
 - (b) Arrangements for maintenance of this equipment by the Italian Army (A.D. Arrangements for driver maintenance of vehicles within Administrative and Divisional Transport Companies or Territorial Commands in a manner for the BLU representative).
 - (c) Organisation of BLU workshops (A.D. Workshops and repair units).
 - (d) Technical advice on BLU equipment and

to the GOC of the BLU. He must ensure that all personnel working under the BLU are correctly administered and properly used in their duties of advising the Italian Army on the inspection maintenance and repair of the types of equipment with which those staff personnel are familiar.

He must be prepared to assist and advise the Territorial Command on all matters such as :-

- The is weapons man in T.C.? Taken on is only find it is sound*
- (a) Procurement of inspection of weapons vehicles and telecommunication equipment.
 - (b) Arrangements for maintenance of this equipment by the Italian Arm. (I.I. Arrangements for driver maintenance of vehicles within Administrative and Divisional Transport Companies of Territorial Commands in a manner for the G & I representative).
 - (c) Organization of Unit Workshops (Labs, Workshops and Repair Units).
 - (d) Technical advice on all types of equipment and vehicles.
 - (e) The standard of training of Italian local personnel.
 - (f) Utilization of local resources.

Can't help here as impossible to train in Divs. Not sufficient personnel.

What on the limits?

He must advise and advise the various Directors of the Territorial Command on the above within the limits imposed by the GOC of the BLU.

He must keep himself informed on the output of the major workshops in the Command and should endeavour to visit all LABS workshops and Repair Units therein every six weeks.

He must assist an affiliated type 'B' BLU with advice on all matters.

He must keep himself informed of the state of efficiency of weapons and vehicles of important units?

With the consent of the GOC of the BLU he should accompany officers of the Command whenever they inspect units, and where applicable accompany staff officers of the BLU on their visits.

./.

3. Repair Organisation.
The existing repair organisation is outlined at appendix 'A'. At present this organisation is in a state of development.
4. Co-ordination of Vehicle Repair - Infantry Divisions.
A section of the O.A.M.C. is to be co-ordinates bookkeeping of vehicles for overhaul from Infantry Divisions and also co-ordinates orders placed by these Divisions with civilian firms for repair of vehicles and overhaul of engines. This section is also responsible for arranging retreading Allied sizes of tyres and the purchase in bulk from civilian industry of spares for vehicle and engine overhaul.
- The O.A.M.C. is specialising on repair of Dodge vehicles and in smaller quantities handles complete overhaul of Staghound Armoured Cars and Bedford Vehicles. It is hoped to arrange a contract with the Caproni Organisation for the overhaul of Bedford engines and vehicles.

5. Vehicle Maintenance.
Orders on vehicle maintenance have been issued by the Ministry of War (circular of 31 August 1943) and the task of being published in the booklet "Norme per l'ispezione e la manutenzione dell'Automotoveicolo". Units are to encourage Territorial Commands in their application of these maintenance arrangements. *By visiting units?*

6. Motor Parks.
The need for tyre care is as great as ever, and the Ministry of War has given orders that each workshop and independent vehicle park will form a small squad or team responsible for the care of tyres on vehicles awaiting and under repair. This should be ready to point out signs of wear and defect of tyres and try to educate units

- 3 -

Nos. 3, 4, 5, 6, and 7 Territorial Commands
to Magazzino Ricambi Auto, Piacenza.
Nos. 8, 9, 10 and 11 Territorial Commands
to Magazzino Ricambi Auto, Rome.

(b) Allied vehicles and other equipment.
Base Spares Depots are being set up as follows:

M.T. Spares - Bologna.
Gun and small Arm Spares - Piacenza (with
a sub-depot at Naples).
Telecommunication Spares - Rome.

Present requirements and requirements to be met in the
future are being set up as follows: (a) The stock of
vehicles. The Ministry of War has been asked to supply
the necessary arms and telecommunication spares since
April 1942 but has not yet been able to do so. It is
stock a depot or to make good unit delivery.

3. ~~Subsistence~~.

The maintenance of the Territorial Commands is the
responsibility. The Ministry of War has been asked to supply
the necessary arms and telecommunication spares since
April 1942 but has not yet been able to do so. It is
stock a depot or to make good unit delivery.

These must be ready to supply the necessary arms and
workshops with spares on Allied vehicles and equipment
and, hold.

10. ~~Subsistence~~.

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Workshops are required at the end of each month
covering points of interest, reference, and facilities
covering points of interest, reference, and facilities.

Present is a difference of 4 batteries be put and
 from 1st and 2nd as far as stock permit it. The value of
 reserves. The Ministry of War has held stocks of spare
 parts since 1st June 1944 and before 1st June 1944 since
 April 1944 but has not to have used these to put a
 stock a depot or to make good unit delivery.

9. Summary.

The maintenance of the Cavalry is a heavy
 responsibility. To assist the Cavalry, Light
 Armoured Divisions are allotted to each Legion and Battalion to
 carry out 1st echelon and some 2nd echelon repairs.

These must be ready to assist the Cavalry units and
 work with the Cavalry on Allied vehicles and equipment
 the, hold.

10. References.

Witnesses are required at the end of each month
 covering points of interest, progress made, difficulties
 encountered and making suggestions for improvement.

As/ma

11/3/44

Lt. Col.

R. D. D. D.

R. D. D. D.

APPENDIX "A"Repair Organization.

- (a) 1st echelon vehicle repairs are carried out as circumstances allow by units, LADs, or Light Workshops. Repairs beyond the capacity of the above are carried out by the 2nd line workshop on which units are based. Repairs to unit vehicles (Italian types) which are beyond the capacity of the 2nd line workshop are to be carried out by Class 1 Repair Units at Milan, Bologna, Rome and Naples and by civil firm under arrangements of the Territorial Command.
- It is proposed to establish two assembly overhaul workshops for Italian engines, gearboxes and axles, one workshop being sited in the North, and the other at Rome or in the South of Italy.
- Standard Arrangements for handling repairs beyond the capacity of the Light Workshop or Divisional Workshop should be established in the R.V.P. at Bologna and a replacement vehicle detected. These cars must not be passed to civilian firms for repair. Other Allied vehicles beyond repair of LADs, Light Workshops Divisional Workshops or civilian firms must be evacuated to the R.V.P. at Bologna.
- Whenever possible, the repair of Allied vehicles in Repair Units should be avoided as, generally speaking, their personnel are not familiar with such vehicles.
- Camouflage must be prevented in units LADs and 1st line workshops and strictly controlled in 2nd line workshops.

Indents for spares are channelled through the HQ of

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one workshop being sited in the North, and the other at Rome or in the South of Italy.

Stagnant Armoured Cars needing repairs beyond the capacity of the First Workshop or Divisional Workshop should be sent to the S.V.P. at Potenza

and a replacement vehicle delivered. These cars must not be passed to civilian firms for repair. Other

Allied vehicles beyond repair of LADN, First Workshops, Divisional Workshops or civilian firms must be

evacuated to the S.V.P. at Bologna.

Whenever possible, the repair of Allied vehicles in Repair Units should be avoided as, generally

speaking, their personnel are not familiar with such vehicles.

Garibaldisation must be prevented in units LADN and 1st Line Workshops and strictly controlled in 2nd

line workshops.

Indents for repairs are channelled through the HQ of the Territorial Command containing the demanding unit.

(b) Artillery.

Units with gun fitters are to carry out normal unit adjustments and repairs, excluding stripping of recoil system.

Infantry Divisional Workshops carry out repairs within their capacity. It is proposed to use the Arsenal at Turin and Naples for similar repairs for units outside Infantry Division.

Complete overhauls of Allied artillery are to be carried out at Pleschke Arsenal.

(c) Small Arms.

Repairs beyond the capacity of Infantry Divisional Workshops or of unit armourers in the case of units outside the Infantry Divisions are to be carried out

by :-

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- 2 -

Workshops of the Direzione d'Artiglieria at Turin, Venice, Bologna, Rome, Naples and Messina.

Complete overhauls are carried out by the R.A.R.T. at Gardone Val Trompia and the P.A.R.T. at Terni.

(d) Optical Instruments.

Repairs beyond the capacity of Infantry Divisional Workshops are to be carried out by the Precision Laboratory, Rome.

(e) Telecommunication Equipment.

Repairs beyond the capacity of Infantry Divisional Workshops or of the local Signal Unit are to be carried out by 24 Terr. Workshops Rome.

3120

Subject:- 4 Territorial Command Workshops.

Headquarters

4 B. L. U.

B o l e a n o

Ref.: 4/M3/24-55

16 December 1946.

To:- O.C. 4 B.L.U.

Copy to:- ADME, HQ. M.M.I.A., Rome.

1. On 12 December 46 a visit with Lt. Colonel Baccari was made to 16 Repair Unit at Verona.

2. This workshop which moved over 5 weeks ago to its new location, was found to be still in a chaotic state. There was no evidence of any worthwhile organization and although the site is good, it still requires a great deal of Genio work on electric light plant, building of walls, making and fitting of windows etc. Prior to the move of this W/S the previous O.C. (a new O.C. had taken over two days prior to my visit) and the previous Director of Repairs were frequently asked to render to this office a statement of the Genio work required and action taken, so that further action could be taken in accordance with ADME letter ME/43/63 dated 28 June 1946. This statement however was never produced.

3. The new O.C. is now forwarding a plan layout of his W/S plus all Genio work required for each section, for approval and action by the Director of Repairs. Nevertheless it will be some time before this W/S will be a going concern.

4. The following day, the W/S of the 21 Recovery Commission (Vicenza) was visited with Lt. Col. Baccari. This W/S is at present a detachment of the 16 Repair Unit and has been under orders to disband. This order has been temporarily suspended for an indefinite period, which, it is felt, is most unsatisfactory for all concerned, although the O.C. W/S still continues to show great enthusiasm. The W/S is undoubtedly the best of the three in the Territorial Command, its layout including stores, vehicle repair bay, machine shop, engine test bed bay etc. being excellent.

5. The discipline is also very good and the O.C. appears very willing to adopt British methods.

3719

of this W/S the previous O.C. (a new O.C. had taken over two days prior to my visit) and the previous Director of Repairs were frequently asked to render to this office a statement of the Genio work required and action taken, so that further action could be taken in accordance with ALES letter ME/43/63 dated 28 June 1946. This statement however was never produced.

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The following day, the W/S of the 21 Recovery Battalion (Vicenza) was visited with Lt.Col. Baccari. This W/S is at present a detachment of the 16 Repair Unit and has been under orders to disband. This order has been temporarily suspended for an indefinite period, which, it is felt, is most unsatisfactory for all concerned, although the O.C. W/S still continues to show great enthusiasm. The W/S is undoubtedly the best of the three in the Territorial Command, its layout including stores, vehicle repair bay, machine shop, engine test bed bay etc. being excellent.

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5.

The discipline is also very good and the O.C. appears very willing to adopt British methods.

6.

In view of the excellent state of this W/S (its output being practically the same as the 4 Repair Unit, Verona, which has twice as many personnel) and the difficulty of building up a really good Italian Workshop, it is suggested that every possible step be taken to retain this W/S, possibly as a 3rd class W/S independent of the 16 Repair Unit within the A.S. of the Territorial Command or surplus to A.S., if the alteration of the A.S. is not possible. Should it not be possible to retain an extra W/S, it is then suggested that it be renamed the 16 Repair Unit and the Workshop at Verona which is not functioning be disbanded in its place.

7.

Again if the two suggestions above are not possible, it is hoped that its disbandment will be postponed for a definite period (6 months) until the 16 Repair Unit has become an efficient Unit.

8.

The Director of Repairs Lt.Col. Baccari is fully in agreement with the above suggestions.

P.t.o.

58

9. It has since been learnt that the workers are so keen that they wish to buy the W/S site and machinery if it's disbanded.

Alb

Capt.
S.O. 10201 4 E.L.U.

Traduzione :-

Oggetto: Officina del IV Comando Militare Territoriale.

1. In data 12 Dicembre 46 e' stato visitato il 16° Reparto Riparazioni Auto a Verona, insieme al Ten. Colonnello Baccari.
2. Si trovava quell'Officina ancora in uno stato di gran disordine, sebbene si fosse trasferita nella nuova sede gia' da 5 settimane. Non si vedeva traccia di una qualsiasi organizzazione e quantunque il locale e' buono, occorrera' ancora una gran mole di lavori del Genio all'impianto elettrico, costruendo muri, costruendo ed aggiustando le finestre ecc. Prima del trasferimento di questa Officina il Comandante precedente (un nuovo Comandante aveva assunto due giorni prima della mia visita) come anche il precedente Direttore Riparazioni Automobilistiche del 4 Comiliter, sono stati pregati spese volte di compilare per questo ufficio una situazione dei lavori del Genio richiesti e delle misure prese, onde metterci in grado di procedere a disposizioni ulteriori conforme il foglio ME/42/63 del 28 giugno 46 dell'ARM. Pero' quella relazione non e' mai pervenuta.

3. Il nuovo Comandante sta ora redigendo una situazione della sua Officina, nella quale saranno anche compresi tutti i lavori del Genio occorrenti ad ogni sezione, per l'approvazione e le disposizioni relative da parte del Direttore Riparazioni Automobilistiche. Cio' nonostante passera' ancora qualche tempo finche' quella Officina sara' in pieno funzionamento.

2. Si trovava quell'Officina ancora in uno stato di gran disordine, sebbene si fosse trasferita nella nuova sede già da 5 settimane. Non si vedeva traccia di una qualsiasi organizzazione e quantunque il locale e' buono, occorrerà ancora una gran mole di lavori del Genio all'impianto elettrico, costruendo muri, costruendo ed aggiustando le finestre ecc. Prima del trasferimento di questa Officina il Comandante precedente (un nuovo Comandante aveva assunto due giorni prima della mia visita) come anche il precedente Direttore Riparazioni Automobilistiche del 4 Comiliter, sono stati pregati spesso volte di compilare per questo ufficio una situazione dei lavori del Genio richiesti e delle misure prese, onde metterli in grado di procedere a disposizioni ulteriori conforme il foglio ME/43/63 del 28 giugno 46 dell'ADMS. Però quella relazione non e' mai pervenuta.

3. Il nuovo Comandante sta ora redigendo una situazione della sua Officina, nella quale saranno anche compresi tutti i lavori del Genio occorrenti ad ogni sezione, per l'approvazione e le disposizioni relative da parte del Direttore Riparazioni Automobilistiche. Ciò nonostante passerà ancora qualche tempo finché quella Officina sarà in pieno funzionamento.

3-18

4. Il giorno dopo, insieme al Ten. Colonnello Baccari, ho fatto una visita all'Officina 21 Commissione Ricupero, Vicenza. Detta Officina attualmente e' un reparto staccato del 16° Reparto Riparazioni ed aveva già ricevuto l'ordine di scioglimento. Però quest'ordine e' stato sospeso temporaneamente per un periodo indefinito, cosa questa poco soddisfacente per tutti gli interessati; ed onta di ciò il Comandante prosegue con gran entusiasmo. Non c'e' dubbio che questa Officina sia la migliore di tutte e tre le officine del Comando Militare Territoriale, essendo eccellente la sua sistemazione compreso i depositi, la sua sezione per la riparazione degli automezzi, la sua sezione officina meccanica, la sua sezione di prova dei motori sul banco.

5. Anche la disciplina e' ottima e sembra che il Comandante sia volenteroso di adottare il sistema britannico.

6. In riguardo all'ottimo stato di quella Officina (il suo rendimento essendo effettivamente lo stesso come quello del 4 Reparto Riparazioni Merano, che dispone del doppio numero di personale) ed in

t.v.p.

- 3 -

riguardo alle difficoltà di impiantare una officina italiana veramente buona, si propone di fare il meglio possibile onde mantenere in funzionamento questa Officina 21 Commissione Ricupero. Detta Officina potrebbe funzionare indipendentemente dal 16° Reparto Riparazioni Auto come un'officina di 3ª classe entro l'organico (M.E.) del Comando Militare Territoriale ed esuberante all'organico nel caso che una modificazione dell'organico non sia possibile. Se fosse impossibile tenere un'officina in più si proporrebbe di denominarla movimento 16° Reparto Riparazioni Auto e di sciogliere invece l'Officina di Verona, il cui funzionamento non è buono.

7. Riassunto brevemente: Se non sarà possibile di realizzare le due proposte sopracitate, si spera che lo scioglimento venga differito per un periodo determinato (6 mesi ?) finché il 16° Reparto Riparazioni Auto sia in piena efficienza.

8. Il Direttore Riparazioni Automobilistiche del 4 Comiliter è interamente d'accordo colle proposte sopracitate.

9. Nel frattempo è venuto a conoscenza che gli operai dell'Officina di Vicenza sono tanto appassionati e zelanti che desiderano comprare lo stabilimento dell'officina ed il macchinario nel caso che questa venisse sciolta.

Firmato:

CARITANO MINE

B.O. ROMA 4 P.L.U.

3117

54

SUBJECT :- Repair of Vehicles.

Land Forces Sub Comm. A.C.

M.M.I.A.

10 G 2 B.

20/11/46

23 Nov. '46

TO :- Units 1, 3, 4, 5, 6, 10 BLUe

Ref. para 6 of Notes on Conference Held at Bologna on 5th and 6th November 1946.

Herewith copies of "Typical Repairs within the capacity of an L.D" which may be of assistance to Units of Infantry Divisions.

The information is intended as a guide and modifications may be needed when this list is applied to particular makes of vehicles. It has been compiled in this form to reduce the amount of typing needed.

Please comment in your Sitreps on the usefulness of this list of repairs.

W. Blund
Lt. Col.

A.P.M.A.

AB/ma

Copy to :- Units 12 B.L.U.

56

3316

TYPICAL REPAIRS WITHIN THE CAPACITY OF AN LAD.Sheet 11. Water Cooling System.

- (a) Radiators
 - (i) Replace
 - (ii) Clean air passages
- (b) Metal pipes and flanges
 - (i) Replace, solder, or braze
 - (ii) Re-face by hand
 - (iii) Trim threads
- (c) Top and bottom water tanks
 - (i) Repair small leaks
 - (ii) Patch holes (E)
- (d) Radiator block or tubes
 - (i) Temporary repair with stop-leak compound (E)
- (e) Circulating pump
 - (i) Replace
 - (ii) Braze or weld castings (E)
- (f) Water seal or packing gland
 - (i) Adjust
 - (ii) Ease carbon ring (E)
 - (iii) Replace parts (E)
- (g) Bearings, spindle and impeller
 - (i) Replace (E)
- (h) Joint studs and flanges
 - (i) Replace gaskets and studs
 - (ii) Re-face by hand (E)
- (j) Drive gear or belt
 - (i) Replace bolts and adjust
 - (ii) Replace pulleys if suitable tools are available
- (k) Fan (i) Replace - (E) for minor repairs
- (l) Blades
 - (i) Replace, true up and tighten rivets
 - (ii) Straighten and weld steel blades (E)

- (c) Circulating pump
- (i) Replace
 - (ii) Braze or weld coverings (E)
- (f) Water seal or packing gland
- (i) Adjust
 - (ii) Ease carbon ring (E)
 - (iii) Replace parts (E)
- (g) Bearings, spindle and impeller
- (i) Replace (E)
- (h) Joint studs and flanges
- (i) Replace gaskets and studs
 - (ii) Re-face by hand (E)
- (j) Drive gear or belt
- (i) Replace belts and adjust
 - (ii) Replace pulleys if suitable tools are available
- (k) Fan
- (i) Replace - minor repairs
- (l) Blades
- (i) Replace, true up and tighten rivets
 - (ii) Straighten and weld steel blades (E)

Sheet 2

2. Engine.

- (a) Engine assembly
 - (i) Replace (E)
- (b) Valves, springs and guides
 - (i) Replace any part
 - (ii) Grind in valves
- (c) Poppets, rockers, and push rods
 - (i) Replace any accessible part
- (d) Valve covers, gaskets and studs
 - (i) Replace any part
 - (ii) Weld and repair (E)
- (e) Cylinder heads, gaskets, and studs
 - (i) Replace any part
 - (ii) Decarbonize
 - (iii) Re-face heads and flanges by hand (E)
- (f) Cylinder blocks, cylinders, and crankcase
 - (i) Replace studs and fittings
 - (ii) Re-face top by hand (E)
- (g) Corn plugs, water side plates, gaskets and studs
 - (i) Inspect engine if freezing is the cause of failure
 - (ii) Replace any part
 - (iii) Repair side plates (E)
- (h) Clutch housing and inspection covers
 - (i) Replace any part if detachable from crankcase
- (j) Oil sump, gaskets, studs, and set screws
 - (i) Replace any part
- (k) Pistons, rings, piston pins, and retainers
 - (i) Change the complete engine assembly (E)
 - (ii) Replace any part (E)
- (l) Connecting rods, piston pin bushings, big end bearings, and bolts
 - (i) Change the complete engine assembly (E)
 - (ii) Replace any part (E)
- (m) Crankshaft and main bearings
 - (i) Change the complete engine (E)
 - (ii) Evacuate vehicle to workshop
- (n) Timing gears, chains, auxiliary drives

- (g) (ii) Re-face top by hand (E)
- (g) Cor. plugs, water side plates, gaskets and studs
 - (i) Inspect engine if freezing is the cause of failure
 - (ii) Replace any part
 - (iii) Repair side plates (E)
- (h) Clutch housing and inspection covers
 - (i) Replace any part if detachable from crankcase
- (j) Oil sump, gaskets, studs, and set screws
 - (i) Replace any part
- (k) Pistons, rings, piston pins, and retainers
 - (i) Change the complete engine assembly (E)
 - (ii) Replace any part (E)
- (l) Connecting rods, piston pin bushes, big end bearings, and bolts
 - (i) Change the complete engine assembly (E)
 - (ii) Replace any part (E)
- (m) Crankshaft and main bearings
 - (i) Change the complete engine (E)
 - (ii) Vacuumat. valve to workshops
- (n) Timing gears, chains, auxiliary drives
 - (i) Replace parts, to rectify oil leaks
 - (ii) Replace chains (E)
- (o) External oil tanks, coolers, filters, pipes and unions
 - (i) Replace, dismantle, and clean
 - (ii) Repair and amend pipes
- (p) Internal oil filters and screens, pipes and fittings
 - (i) Repair, dismantle and clean. Fit new gauze
 - (ii) Repair and amend pipes
- (q) External oil relief valves
 - (i) Replace any parts
 - (ii) Clean and adjust valves
- (r) Oil circulating pumps, drive gear and internal valves
 - (i) Replace any parts if engine not damaged
 - (ii) Re-face and adjust
- (s) Oil gauge - pipes and unions
 - (i) Replace any part
 - (ii) Repair and amend pipes
- (t) Flywheel and starter gear ring
 - (i) Replace any part
 - (ii) Trim up gear teeth

3114

Sheet 33. Ignition and Electrical Fittings.

- (a) Switch, coil, wires and holders
 - (i) Replace any part
 - (ii) Repair switch (E)
- (b) Wireless suppressors and H.T. screws
 - (i) Replace any part
 - (ii) Test for continuity
- (c) Distributor, condenser, contact breaker
 - (i) Replace any part
 - (ii) Clean and adjust (N.B. Good ignition requires a special timing indicator)
- (d) Manual ignition control
 - (i) Replace and adjust
 - (ii) Repair levers and pins (E)
- (e) Sparking plugs
 - (i) Clean and adjust (N.B. Use plug cleaning machine if possible)
- (f) Battery and cradle
 - (i) Replace
 - (ii) Repair cradle
- (g) Dynamo and drive
 - (i) Replace dynamo, belt, pulleys, brushes or springs
 - (ii) Clean commutator
- (h) Dynamo bracket
 - (i) Replace any bolted part
 - (ii) Weld or brace (E)
- (i) Ammeter and switchboard
 - (i) Replace components
 - (ii) Simple repairs and adjustments
- (k) Voltage regulator and/or cut-out
 - (i) Replace assembly
 - (ii) Adjust third crush
- (l) Wiring harness and battery cables
 - (i) Replace harness (E)
 - (ii) Replace or repair external wires
 - (iii) Solder new terminals
- (m) Junction boxes and fuses

- (g) Dynamos and drive
 - (i) Replace
 - (ii) Repair cracks
- (h) Dynamos
 - (i) Replace dynamo, belt, pulleys, brushes or springs
 - (ii) Clean commutator
- (i) Dynamo bracket
 - (i) Replace any bolted part
 - (ii) Weld or braze (7)
- (j) Ammeter and switchboard
 - (i) Replace components
 - (ii) Simple repairs and adjustments
- (k) Voltage regulator and/or cut-out
 - (i) Replace assembly
 - (ii) Adjust third brush
- (l) Wiring harness and battery cables
 - (i) Replace harness (2)
 - (ii) Replace or repair external wires
 - (iii) Solder new terminals
- (m) Junction boxes and fuses
 - (i) Replace any part
 - (ii) Repair (2)
- (n) Lamps and auxiliaries
 - (i) Replace assemblies and accessible components
 - (ii) Clean and adjust and minor repairs (2)
- (o) Starting motor
 - (i) Clean commutator and brush gear
 - (ii) Replace brushes and springs
- (p) Bendix drive gear
 - (i) Replace assembly and parts
- (q) Starter switch and remote control
 - (i) Replace components, wires and contacts
 - (ii) Clean burnt contacts
 - (iii) Repair connections

3113

Sheet 4

4. Fuel Carburation, Exhaust and Superheats.

- (a) Fuel tanks and fittings
 - (i) Replace any part
 - (ii) Solder leaks
 - (iii) Welding repairs to tanks (E)
- (b) Fuel pipes, unions and cocks
 - (i) Replace any part
 - (ii) Repair and amend copper pipes
- (c) Fuel filters
 - (i) Replace any part
 - (ii) Dismantle and clean
 - (iii) Repair by soldering
- (d) Mechanical fuel supply pump
 - (i) Replace any parts
- (e) Electric fuel supply pump
 - (i) Replace assembly
 - (ii) Gase diaphragm tension
 - (iii) Clean valves and contacts
- (f) Autovac
 - (i) Replace any parts
 - (ii) Repair by solder ring
- (g) Main exhaust joints
 - (i) Replace by hand
 - (ii) Replace gaskets studs and bolts
- (h) Silencers and brackets
 - (i) Repair brackets
 - (ii) Weld silencers (E)
 - (iii) Replace and clean out
- (i) Exhaust pipes and brackets
 - (i) Replace any part
 - (ii) Weld and braze (E)
- (k) Superheater
 - (i) Replace
 - (ii) Re-face flanges
- (l) Jets, accelerator pump, float chamber parts
 - (i) Repair float
 - (ii) Replace any part
- (m) Nozzle valves, body and governor

- (f) Antovac
 (i) Replace any parts
 (ii) Repair by soldering
- (g) Main exhaust joints
 (i) Replace by hand
 (ii) Replace gaskets studs and bolts
- (h) Silencers and brackets
 (i) Repair brackets
 (ii) Weld silencers (E)
 (iii) Replace and clean out
 exhaust pipes and brackets
- (j) Replace any part
 (ii) Weld and braze (E)
- (k) Carburettor
 (i) Replace
 (ii) Re-face flanges
- (l) Jets, accelerator pump, float chamber parts
 (i) Repair float
 (ii) Replace any part
- (m) Throttle valve, body and governor
 (i) Replace any part except roller bearings
 (ii) Adjust governor and re-seal
- (n) Induction manifold
 (i) Replace
 (ii) Re-face flanges fit new gaskets and studs
- (o) Accelerator controls
 (i) Replace any parts
 (ii) Make or repair small parts (E)
- (p) Air cleaner
 (i) Replace any part
 (ii) Clean and re-oil (where applicable)
- (q) Brake servo motors
 (i) Replace assemblies and external fittings
 (ii) Repair pipes
- (r) Speedometer and flexible drive
 (i) Replace
 (ii) Repair brackets and clamps
- (s) Drive gear
 (i) Replace any part

3112

Sheet 25. Power Transmission.

- (a) Friction plates, pressure plates and springs
 - (i) Replace complete parts and assemblies (E)
- (b) Release levers, pins and retaining springs
 - (i) Replace springs (E)
 - (ii) Replace other parts (E) without dismantling clutch
- (c) Shift bearing and control hub
 - (i) Replace cylinder hub and plate complete (E)
 - (ii) Replace splines (E)
 - (iii) Replace splined bearing (E)
- (d) Thrust bearing and lock or push rod
 - (i) Adjust clearance
 - (ii) Replace any part (E)
 - (iii) Weld and re-set levers (E)
- (e) Pedal or lever and linkage
 - (i) Adjust
 - (ii) Replace any part
 - (iii) Make new small parts (E)
- (f) Gearbox assembly
 - (i) Replace (E)
- (g) Casing and covers gaskets and studs
 - (i) Replace accessible parts
- (h) Top cover, gasket and studs
 - (i) Replace any part
- (j) Gear lever reverse trigger and linkage
 - (i) Replace any part
 - (ii) Repair lever (E)
- (k) Selector mechanism
 - (i) Replace any part in gearbox cover
- (l) Shafts and gear whirls
 - (i) Replace any part (plain type box only) (E)
- (m) Bearings and thrust washers
 - (i) Replace any part (plain type box only) (E)
- (n) Replacing oil seals
 - (i) Replace any part accessible without stripping box

- (f) Replace any part
- (g) Make new small parts (E)
- (h) Gearbox assembly
 - (1) Replace (E)
- (i) Gasing and covers gaskets and studs
 - (1) Replace accessible parts
- (j) Top cover, gasket and studs
 - (1) Replace any part
- (k) Gear lever reverse trigger and linkage
 - (1) Replace any part
 - (1) Repair lever (E)
- (l) Selector mechanism
 - (1) Replace any part in gearbox cover
- (m) Shafts and gear wheels
 - (1) Replace any part (plain type box only)(E)
- (n) Bearings and thrust washers
 - (1) Replace any part (plain type box only)(E)
- (o) Greasing oil seals
 - (1) Replace any part accessible without stripping box
- (p) Shafts
 - (1) Replace (except enclosed type)
- (q) Universal joints
 - (1) Replace assembly

3111

Sheet 66. Axles Hubs and Final Drives.

- (a) Front axle (rear wheel drive vehicles)
 - (i) Replace assembly
- (b) Axle beam and radius rods
 - (i) Replace any part
 - (ii) Reassemble and weld radius rods (E)
- (c) Stub axles
 - (i) Replace complete with king pins and bushes
 - (ii) Replace bushes and fit to king pins (E)
- (d) Hubs and wheel studs
 - (i) Replace hub assembly
 - (ii) Replace bolted wheel studs
- (e) King pins bushes and thrust bearings
 - (i) Replace thrust bearings and seals
 - (ii) Replace king pins and bushes (E)
- (f) Hub bearings and oil seals
 - (i) Replace any part
 - (ii) Adjust taper bearings
- (g) Front axle (front wheel drive vehicles)
 - (i) No action
- (h) Axle case
 - (i) No action
- (j) Truss rods and external fittings
 - (i) Replace external fittings
- (k) Axle drive shafts and hub universal joints
 - (i) No action
- (l) Bevel pinion housing, bearings and oil seal
 - (i) No action
- (m) Bevel pinion, crown wheel, differential, and bearings
 - (i) No action
- (n) Steering knuckles, bearings, and oil seals
 - (i) Adjust taper bearings
 - (ii) Replace outer gland
- (p) Hubs, wheel studs, bearings and oil seals
 - (i) Replace any part

- (i) Replace any part
(ii) Adjust taper bearings
- (g) Front axle (front wheel drive vehicles)
(i) No action
- (h) Axle case
(i) No action
- (j) Truss rods and external fittings
(i) Replace external fittings
- (k) Axle drive shafts and sub universal joints
(i) No action
- (l) Bevel pinion housing, bearings and oil seal
(i) No action
- (m) Bevel pinion, crown wheel, differential, and bearings
(i) No action
- (n) Steering knuckles, bearings, and oil seals
(i) Adjust taper bearings
(ii) Replace outer gland
- (p) Hubs, wheel studs, bearings and oil seals
(i) Replace any part
- (q) Rear axle
(i) Replace assembly and external fittings
- (r) Axle case
(i) Replace damaged studs, bolts, and nuts
- (s) Truss rods and external fittings
(i) Replace any part
(ii) Re-set and weld (E)
- (t) Axle drive shafts
(i) Replace
- (u) Bevel pinion housing, bearings and oil seals
(i) Repair parts accessible without stripping axle assembly
- (v) Pinion drive gear and bearings
(i) Replace differential assembly of "banjo" type axle
- (w) Hubs, wheel studs, bearings and oil seals
(i) Replace hubs, bolted wheel studs, bearings, and oil seals.

3110

7. Suspension, Wheels, Steering and Brakes.

- (a) Leaf springs
 (i) Replace assembly
 (ii) Replace single leaves (not on Hummer GWD 4x4)
 (iii) Make spring-clips and centre bolts (E)
- (b) Spring shackles, shocker bolts and U bolts
 (i) Replace any part
 (ii) Repair or make small parts (E)
- (c) Shock absorbers links and brackets
 (i) Top up and bleed
 (ii) Replace assemblies, bushes and bolted brackets.
 Weld and re-set links and brackets
- (d) Detachable links, brackets pins and bushes (independent front wheel suspension.)
 (i) Replace any part if worn
- (e) Steering column and box
 (i) Adjust
 (ii) Replace assembly or external parts
 (iii) Replace internal parts (E)
- (f) Wiring and controls in or on steering column
 (i) Replace any simple wire
 (ii) Replace accessible parts
- (g) Drop arm, steering 1-4 rs and ball pins, steering box shaft
 (i) Replace any part
 (ii) Replace any part and adjust
 (iii) Re-set after minor damage
- (h) Brakes drums
 (i) Replace drums
 (ii) Replace wheel studs
- (k) Shoes linings and springs
 (i) Replace springs and lined shoes
 (ii) Replace anchor plates and pins
- (l) Shoe brackets, anchor plates and pins
 (i) Replace any parts except Bendix
 (ii) Replace Bendix parts (E)
- (m) Cable controls
 (i) Replace lubricate and adjust
 (ii) Replace pair
 (iii) Make small parts (E)

- (g) Drop arm, steering levers and ball pins, steering box shaft
- (h) (i) Replace any part
(ii) Replace accessible parts
- (i) Drop arm, steering levers and ball pins, steering box shaft
- (j) Drag-link and track-rod
(i) Replace any part and adjust
(ii) Re-set after minor damage
- (k) Brake drums
(i) Replace drums
(ii) Replace wheel studs
- (l) Shock linings and springs
(i) Replace springs and lined shoes
(ii) Replace anchor plates and pins
- (m) Shock brackets, anchor plates and pins
(i) Replace any parts except Bendix
(ii) Replace Bendix parts (Z)
- (n) Cables controls
(i) Replace lubricate and adjust
(ii) Repair
(iii) Make small parts (Z)
- (o) Rod and lever controls
(i) Replace any parts
(ii) Weld, repair, or make small parts (Z)
- (p) Hydraulic controls
(i) Top up bleed and adjust
(ii) Replace pipes, master cylinder assemblies and wheel cylinder parts
- (q) Vacuum servo components (Downsdrum)
(i) Replace assembly and pipes. Clean valves. Remove joints
- (r) Wire wheels
(i) Tighten spokes. Repair slight damage
- (s) Pressed steel wheels
(i) Repair slight damage
- (t) Outer covers (tyres)
(i) Minor repairs
- (u) Inner tubes
(i) Replace valves and repair punctures
- (v) Cover and tubes (Run Flat type)
(i) Replace complete assembly
(ii) Tube repairs (Z)

3103

Sheet 2

Chassis Frame, Body and Equipment

- (a) Frame assembly
 - (i) No action
- (b) Dumb irons
 - (i) Re-art for minor damage
 - (ii) Tighten or replace rivets
- (c) Springs shackle brackets
 - (i) Replace bushes (E)
 - (ii) Re-rivet hot (Z)
- (d) Cross members and fittings
 - (i) Replace bolted parts where accessible
 - (ii) Execute small welds, re-set in position, re-rivet hot
- (e) Body brackets and bolts
 - (i) Replace parts accessible without removing body
 - (ii) Weld (Z)
- (f) Body shell or cab assembly
 - (i) Minor panel beating and welding repairs (Z)
- (g) Bonnets and engine covers
 - (i) Replace sub-assemblies and small parts
 - (ii) Minor repairs and welding
- (h) Dash and scuttle panel assembly
 - (i) Minor repairs and welding (E)
- (j) Windscreen and fittings
 - (i) Replace sub-assemblies and small parts
 - (ii) Minor repairs to brackets and frames
- (k) Instrument panel and fittings
 - (i) Replace assembly (E)
 - (ii) Weld and replace brackets. Replace fittings
- (l) Platform side and tail boards
 - (i) Replace detachable hinges and fittings
 - (ii) Repair (E)
- (m) Hoods and canvas canopies
 - (i) Minor repairs to hoods, canopies, frames and fittings
- (n) Seats and upholstery
 - (i) Replace seats and fittings
 - (ii) Minor repairs to seat rails and brackets
- (p) Doors windows hinges and fittings
 - (i) Replace windows hinges and fittings if body not damaged
- (q) Wings and valances
 - (i) Replace any part

3703

- (h) Dash and scuttle panel assembly
 - (i) Minor repairs and welding (E)
- (j) Windscreen and fittings
 - (i) Replace sub-assembly and small parts
 - (ii) Minor repairs to brackets and frames
- (k) Instrument panel and fittings
 - (i) Replace assembly (E)
 - (ii) Weld and repair brackets. Replace fittings
- (l) Platform side and tail boards
 - (i) Replace detachable hinges and fittings.
 - (ii) Repair (E)
- (m) Hoods and canvas covers
 - (i) Minor repairs to hoods, covers, frames and fittings
- (n) Seats and upholstery
 - (i) Replace seats and fittings
 - (ii) Minor repairs to seat rails and brackets
- (p) Doors windows hinges and fittings
 - (i) Replace windows hinges and fittings if body not damaged
- (q) Wings and valances
 - (i) Replace any part
 - (ii) Minor panel beating and welding repairs
- (r) Running boards and steps
 - (i) Replace any part
 - (ii) Repair fittings
- (s) Bumpers and towing fittings
 - (i) Replace any part
 - (ii) Repair bumpers and brackets
- (t) Spare wheel carriers
 - (i) Replace detachable parts
 - (ii) Minor repairs and welding

3708

Herewith "Notes" on the above conference for

perusal.

Action is required follows by above addressees:-

Para 2 - with Terr. Comds. regarding inspections.

Para 3 - with OSC groups facilities then to secondary within division.

Para 6 - to acquaint GAT's with the scope of *None* repairs that should be carried out by LIE's. *Not essential to have at any one place as long as and. Will be essential at the time of the primary repairs?*

Para 10 - to enlist the support of OSC BU's in attempting to form a "divisional reserve" of vehicles. *None.*

Para 20 - to consider arrangements within Terr. *2003* Comds. for training armourers and gun fitters.

AE/cb

19/1/54

Lt Col,
A.D.M.T.

Copies to - Col A/Q
"C"
"A"
"B"
Ord

DADME 12 BEU.

Notes on correspondence 1943 et
 before on 5th and 6th November 1946

Those attending were				
Lt Col R.A. GUSTIES	AC 19	HQ MALA	(5 Nov.)	
Lt Col A. FLORE	AC 19	HQ MALA		
Major C.R.I. NORRIS	AC 19	12 BU		
Capt R.I. NORRIS	AC 19	1 BU		
Capt W.P. TRUMBLE	AC 19	3 BU		
Capt A.I. WELSH	AC 19	4 BU		
Capt J.L. WELSH	AC 19	5 BU	(5 Nov.)	
Capt P.H. WELSH	AC 19	7 BU		
Capt W.S. RUNDY	AC 19	10 BU		
Wage D. BELL	AC 19	12 BU		

5 November 2018

1. It COL BRUNT opening the conference outlined the objects of the conference which were primarily to afford a means of exchanging more information than could be done by means of letters etc., and to provide an opportunity for discussion of the problems confronting home officers.

He pointed out that the
shown an increasing number of
points of major importance; and
the material is incomplete.

It Col CURTIS's assigned duties major difficulties in organising the Italian Army controlled by a War Ministry which by our standards is too heavy and not organised in accordance.

3406

The printed out

assumed control of the Italian army, of British re-organising has been experienced from a main senior staff officer, who is a British

re-organising the Italian officers who are not in agreement with the British and are working in the field of re-organisation.

5 November 1944

1. Lt Col BLUNT opening the conference outlined the objects of the conference which was primarily to afford a means of exchanging more information than could be done by means of letters etc., and to provide an opportunity for discussion of the problems confronting PWMT officers.

He pointed out that the Ministry of War had lately shown an increasing tendency to delay giving decisions on points of major importance, and that as a result this might be due to political influence.

Lt Col CURTIS outlined MILLS's major difficulties in organising the Italian Army controlled by a War Ministry which by our standards is too heavy and not organised in the same way as the Italian divisions.

3403

He pointed out that since the Ministry of War assumed control of the Italian Army, opposition to re-organising has been experienced from certain senior Italian officers who are not in agreement with British ideas. *YES, IF MANY MORE REORGANISATIONS ARE MADE IN THE "PRIMA" ALL ENEMY WILL HAVE TO TAKE A COURSE IN ITALIAN W/ PROCEEDURES & ORGANISATION OTHERWISE THEY WILL BE COMING IN THE DARK*

2. Lt Col BLUNT *USED THAT HE WAS NOT RECEIVING SUFFICIENT INFORMATION FROM BLUs REGARDING THE SERVICEABILITY OF GUNS - NOT APP TO AND PARTICULARLY SMALL ARMS WITH UNITS, AND EMPHASISED THE NEED FOR TERR. COMDS AND DIVISIONS TO ORGANISE REGULAR TECHNICAL INSPECTIONS. HE CIRCULATED SOME "NOTES ON INSPECTION" WHICH HAD ALREADY BEEN SENT TO MINISTRY OF WAR SO THAT PWMTs IN DISCUSSING THE SUBJECT WITH TERR. COMDS WOULD BE ADVISING A UNIFORM PROCEDURE AS REGARDS THE NATURE AND FREQUENCY OF SUCH INSPECTIONS AND THE SYSTEM OF REPORTING ON THESE INSPECTIONS.*

On this point CURTIS said that available British armoureders and veh. mechanics and unit men to BLUs for assisting the Italian in carrying out these inspections and Lt Col BLUNT promised to try to get them replaced.

2/.....

- 2 -

EMEs 1 and 4 BLUs mentioned that the recent issue of cars to their BLUs had not been accompanied by instructions that these were for use of armoureds, although intended for their use (and no 2 of 19 August 1946 to WE CM1112/2 refers). Consequently O's C BLU had ordered these cars should be pooled for general BLU duties. In view of minor rank of EMEs in BLUs, difficulty was usually experienced in obtaining transport for these armoureds and veh. mechanics.

Capt NORTHBY enquired whether there was any intention to form an Italian Corps equivalent to British REME.

Lt Col BRUNT pointed out that if this were done, the formation of the equivalent of RASC and RAOC must also be considered. The suggestion must have the support of Ministry of War (see para. 1) and of HQ MHA, and is under consideration at the moment.

3. Lt Col BRUNT enquired whether during the last twelve months OCs of BLUs when visiting units had taken their EME with them to advise on REME matters such as unit M.T. workshops, armoureds shops and battery gun fitters.

Capt NORTHBY said that he had accompanied OC 1 BLU on several such visits.

Capt ADEBIDGE said that when at 3 BLU he had once accompanied the GCO on such a visit, and had also "followed up" visits made by OC 3 BLU.

Capt WHITE said that he had once accompanied OC 4 BLU to the CAR.

Capt NELSON said that he had three times accompanied OC 7 BLU on visits but pointed that his own commitment was largely in 6 BLU territory.

Capt SIMPL said that he had not accompanied his OC on visits.

3103

Lt Col CURTIS said that EMEs should invite their OCs to visit different units where REME advice would be useful, and pointed out that the RASC officer of the BLU that the REME officer should be concerned with the

3. Lt Col BLUNT acquired what during the last twelve months OCS of REME when visiting units had taken their REME with them to advise on REME matters such as unit M.T., workshops, armourers shops and battery gun fitters.

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Capt ALDRIDGE said that when at 3 BLU he had once accompanied the GSOII on such a visit, and had also "followed up" visits made by OC 3 BLU.

Capt WHITE said that he had once accompanied OC 4 BLU to the GAR.

Capt NELSON said that he had three times accompanied OC 7 BLU on visits but pointed that his own commitment was largely in 6 BLU territory.

Capt RINDL said that he had not accompanied his OC on visits.

It Col CURTIS said that REME should invite their OCS to visit different units where REME advice would be useful, and pointed out that the RASC officer of the BLU rather than the REME officer should be concerned with the system of vehicle maintenance used by units; the REME officer should more concerned with unit fitters than with driver maintenance.

4. Capt NELSON requested copies of letters from Ministry of War to Terr. Comds. involving changes in organisation or procedure. Lt Col BLUNT explained that Ministry of War, in spite of close liaison, were becoming more independent and some officers, for fear of being thought pro-British, were loathe to disclose such information unless it was asked for. Without prior hints that changes were being considered it was not easy to obtain such advance information from Ministry of War. *THE attached has what information will be given if it is that help will be obtained. Unfortunately and the point concerning the very little help can be given to W/S. They need more resources and a proper up to date*

5. Lt Col BLUNT raised the point of REME acting as W/S organisation. Camp Comdt for BLUs. 10 BLU appears to be the most heavily committed in this respect.

X Every attempt to put the T & W/S on British Organisation has been stopped by W/S of it who continuously comes from institutions stating that are in other of 10 BLU instructions as a rule will be to be into use. As example 944 used p. 10

41 Regain Lac has now been cancelled.

- 3 -

6. Lt Col BLUNT stated that LADs in Infantry Divisions owing to release of trained personnel and to withdrawal of British Training Increments were seriously exceeding the scope of repairs they should undertake. *but after 4 months some of them* A specimen list of repairs was being prepared and would be circulated to ~~WAR~~ after submission to Ministry of War.

A similar list has been submitted to Ministry of War on the scope of repairs that should be undertaken by Terr. Comd. Repair Units of 2nd and 3rd classes. It was not proposed to circulate this, but, in brief, it advised the execution in these Repair Units of 2nd echelon repairs and certain of the easier 3rd echelon repairs described in Permissive Repair Schedules, and included Scale I engine overhaul.

7. Lt Col BLUNT stated that Ministry of War had ordered an unknown quantity of Bedford vehicles to CAPRONI for repair and pointed out that as the spares supply was mainly to be from ARAR, the output was likely to be limited by difficulty in obtaining all the necessary spares. In addition since this order appears to have been initiated by political motives, the Italian Government might not have an influence on the disposal of the repaired vehicles and at present there was no guarantee that all would come back to the Army.

Capt NELSON stated that CAPRONI engineers had seen the condition of vehicles backlogged by Infantry Divisions and had expressed their inability to repair vehicles in such a state of disrepair.

8. Lt Col BLUNT raised the question of the quality of oils supplied by CIP and informed the conference that the Ministry of War had been advised to reduce the mileage of the inferior

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8. Lt Col BLUNT raised the question of the quality of oils supplied by CIP and informed the conference that the Ministry of War had been advised to reduce the mileages run between changes of oil on account of the inferior oil supplied. In the meantime Paja must suggest to Directors of Repairs at Terr. Comd. the advisability of more frequent changes, pointing out that the mileages detailed in the booklet "Norme per l'Impiego e la Manutenzione dell'Automotoveicolo" assumed that good quality oil (equivalent to Allied oils) was in use.

9. Lt Col BLUNT informed the meeting that the Ministry of War had been reminded about issuing an order calling for frost precautions to be put into effect and suggested that TMEs remind Terr. Comds about this important matter if they have not already done so.

10. Lt Col BLUNT stated that the bulk of the output from the OARE had gone to "Poligono" Division on the orders of SWE, and that "Verona" Division might be the next to receive some vehicles from OARE. He suggested that OSC BUs should discuss with Div. Comds. the advisability of holding these repaired vehicles as a Divisional reserve in an attempt to improve the quantity of efficient vehicles in the Division.

4/.....

- 4 -

11. The meeting was informed that Ministry of War had been recommended to effect transfers of Allied vehicles (other than special types) so as to group these vehicles in the North of Italy where repair facilities are better. It is likely that many of these vehicles on arrival will not be in a good state of repair.

12. The situation regarding the release of stores from 557 EAM was discussed so as to bring EAMs up to date with the arrangements being made by HQ M.I.A. to assist the Ministry of War in this matter.

Major SAMFSON recommended the releasing of buffer oil (now in short supply from Italian sources) from demilitarised guns and it was agreed that the Ministry of War should be recommended to do this, so that, after filtering, this oil could be used by them in an emergency.

6 November

13. On the subject of tyre repairs all EAMs said that facilities existed in Terr. Commands only for vulcanising and small repairs to tyres. As regards retreading of tyres, Capt NORTHY reported one case of an Allied size tyre being retreaded by Pirelli (Milan). Lt Col BUNNET pointed out that this firm possessed moulds for retreading of the more important Allied sizes and the Ministry of War had been so advised in the summer. No other EAMs had found examples of Pirelli retreading Allied sizes of tyre and it seemed that Ministry of War were not pressing for retreading of these sizes. *for review from Pirelli Milan*

It was reported by all EAMs that both new and retreaded Italian tyres in small quantities were being obtained by Ministry of War from Pirelli. Capt WYSON also reported that retreading facilities were used by Ministry of War in small firms in Modena and Bologna.

3103

Pm to gmd

Capt WYSON raised the difficulty in obtaining spares

6 November

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3103
14. Capt HINDL raised the difficulty in obtaining spares for SPA vehicles in Southern Italy and was advised to urge the Director of Repairs concerned to effect better liaison with the WAART in Turin.

15. Lt Col BUNT asked if EMZs were satisfied that efficient repairs could be carried out to BMU vehicles when Allied wrecks had disbanded. HQ MMIA, 12 BMU and 4 BUU *also* all expect trouble in this respect, and all EMZs emphasised *also* that without a proper spares supply they could not guarantee a good repair service.

16. Capt NORTHY asked if the local repair form T/R issued by HQ MMIA could be used to request manufacture of racking for 1 BMU and Lt Col BUNT advised that this form should not be used.

5/.....

*to report
to get
the
first one was
the one that
a good shortage of them and*

*Due to good
distances and
the BMU
to improve
with others*

- 3 -

17. Capt PRISON asked for information regarding the M.T. Base Stores Depot for Allied M.T. spares and pointed out that since it served OPs and units accustomed to RACC procedure, the Depot must also use the RACC system of identifying stores and RACC procedure generally. *system of all units.*

It Col BRUNT informed the meeting that Ministry of War had decided to site the Depot in Bologna and that the site had been given (verbally) as the Caserma Tagliamento which still required a lot of repair. As yet no one had been considered for this Depot so far as he was aware, but when one was approved it was possible that a number of storemen familiar with RACC methods of identifying stores might be withdrawn from OPs to form a nucleus of trained personnel for this Depot, and one or more OPs might even be reduced to a mere rear party remaining with the Div. OP.

Capt WHITE suggested and it was agreed that it would be harmful to disband any OPs to form this Depot.

18. Capt PRISON pointed out that under Italian administration spares cannot be purchased by workshops to repair a vehicle until the vehicle enters workshops and that this restriction on holding useful spares seriously delayed repairs and affected workshop output. It Col BRUNT replied that this point together with comments on de-centralisation of responsibility to junior officers and on the powers of O & C workshops engaged suitable personnel and dismiss inevitable once had been put to the Ministry of War at a high level.

19. Capt PRISON pointed out that production of vehicles by CAKE was being limited by a heavy servicing and 2nd echelon repair load of carriers and ~~3rd echelon~~ ^{allied} veh. PKs. In addition, after repair distribution of these carriers is slow, and as no covered area is available they deteriorate rapidly in the open without tarpaulins.

It Col BRUNT promised to take up with Ministry of War the expedient collection of carriers and provide

3402

18. Capt SAMPSON pointed out that under Italian administration spares cannot be purchased by workshops to repair a vehicle until the vehicle enters workshops and that this restriction on holding useful spares seriously delayed repairs and affected workshop output. Lt Col BLUNT replied that this point together with comments on de-centralisation of responsibility to junior officers and on the powers of C & C workshops to engage suitable personnel and disburse unsuitable ones had been put to the Ministry of War at a highlight.

19. Capt NELSON pointed out that production of vehicles by OARE was being impeded by a heavy servicing and 2nd echelon repair load of carriers and Stegobandeex Limited veh. Pks. In addition after repair distribution of these carriers is slow, and as no covered area, is available they deteriorate rapidly in the open without tarpaulins. Lt Col BLUNT promised to take up with Ministry of War the sporadic collection of carriers and provide tarpaulins for them, but pointed out that OARE must try to find cover for these vehicles and also endeavour to set aside a portion of the workshop space as a 2nd line workshop, even though sufficient personnel are not at present held to staff this workshop properly.

It was pointed out that the servicing and 2nd line repair of these vehicles might have to be carried out by the receiving unit if the output of B vehicles from the OARE was not to be reduced, though this would be avoided where possible.

20. Major SAMPSON outlined the progress being made in organizing Central Schools and referred to the impending change in the training of gun fitters and armourers. He pointed out the urgent need of well diagrams dealing with Allied vehicles and weapons, which are now difficult to obtain and also for drivers handbooks of Italian vehicles.

C/.....

- 5 -

He pointed out that the output of gun fitters and armorers from the SMOA was likely to be much reduced until the new arrangements were functioning properly and Lt Col BLUNT asserted that Capt. Combs and Dive, would have to *find men to work for armorers* consider training their own personnel for the time being.

Opinion was unanimous that officers concerned with using the output from Central Schools should be taken round the Schools to gauge for themselves the progress made and the extent of the training given.

The conference was unanimous that the courses at present were too short to produce capable tradesmen from the personnel sent there, who very generally include a high proportion of men with no mechanical aptitude or experience from which they come, but generally include a high proportion of men with no mechanical aptitude or experience.

It was also pointed out by EMTs 1 and 4 BUs that personnel normally arrived at units from the Schools by way of their parent C.A.S., and that they reached units without any accompanying manual role describing their trade qualifications. The conference suggested that students should be passed by the Schools to units and that a nominal roll showing trade qualifications should accompany the students to the units.

21. Major METTIZZI, Acting Director of the OARE by invitation then joined the conference and outlined the Italian plan for base overhaul of Allied vehicles.

He pointed out the difficulties experienced by the OARE in the past and the present handicap of being prevented from employing suitable personnel. *He is applying for* If he has requested he *stop* granted the personnel within 72 that he has requested he *stop* hoped to double present output by the end of the year and *stop* that if his plans are not impeded by unforeseen events, *stop* he hopes to overhaul 1000 vehicles by May of next year.

He stated that Ministry of War were sending Bedford vehicles to CAPROVI whose output could be 150 a month if spares were available, but he doubted if this output could be obtained for some time as spares from ARIR did not comprise

21. Major RYMUZZI, Acting Director of the OASD by invitation, then joined the conference and outlined the invitation to the conference of Allied veterans.

Italian plan for over overhauling of the
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the above is over about 1000 vehicles by way of New York. It is stated that Ministry of War was sending Bedford vehicles to Canada whose output could be 150 a month if space was available, but he doubted if this output could be obtained for some time as spaces from Army did not comprise the items needed.

all the items needed.
 in plans to continue with overhaul of Dodge vehicles
 at CANT and to commence take the overhaul special type
 of vehicle. Other types of vehicles particularly the
 less common types) in plans to have overhaul by civilian
 firms who will draw their spares from accredited manufacturers
 so that a clock can be kept on quality of spares used.

so that a check can be kept on quantities of goods.
In addition he is arranging to co-ordinate routine
regards of various types of engines so that the civilian
firms doing this work are subject to inspection of the
finished product (including bench test) and are subject to
his control in the space they use which will be provided
only by firms approved by him. He has been given authority
to conclude contracts with such firms for the provision of
the necessary services and is proceeding on with this task, but
before large scale production can commence, samples must
be tested and proved.

7/

- 7 -

When the existing "backlog" of basic overhaul has been reduced considerably he hopes to abolish repairs by civilian firms, which are costly, and to centralise all engine overhaul and vehicle overhaul in the OARE for Allied types.

It Col BLUNT remarked that the fact the OARE would have to continue working mainly on Dodge and Bedford vehicles for some time yet, using GABRONI as a supplementary workshop for Bedford vehicles only, and that it was not very sound at present to introduce too many types of vehicle into the OARE for overhaul. Major BRILLUZZI agreed.

It Col BLUNT pointed out that Divisions could be greatly helped by speeding up the overhaul of engines for issue to them and enquired if the possibility of using Turin Arsenal as an engine overhaul shop had been considered.

Major BRILLUZZI replied that he considered the Arsenal better suited to the manufacture of certain kinds of spares (gears, king pins, bushes, for example) but not for manufacturing engine bearings, pistons or crankshafts. He did not see how they could ever undertake an engine overhaul programme as they had a few engine mechanics and he could not agree to use the Arsenal for engine overhaul unless it was controlled by the Materielation service.

It Col BLUNT asked Major BRILLUZZI what arrangements he was making regarding re-treading of Allied sizes of tyres. He replied that Divisions were making their own arrangements with various civilian firms for this, and that he wished to install a re-treading plant in the OARE for handling the tyres that came in on vehicles for overhaul. He agreed that it would be his responsibility to co-ordinate with civilian firms on behalf of Ministry of War the re-treading of these tyres, but owing to shortage of officers he had not been able to make such progress, and in any case the supply of rubber and solution for re-treading was non-existent and not under his control.

It Col BLUNT stressed to him the importance of this point, stating that VIGELLI in Milan had made a good output.

3700

Major BELINZEL replied that he considered the Arsenal better suited to the manufacture of certain kinds of spares (gears, king pins, bushes, for example) but not for manufacturing engine bearings, pistons or crankshafts. He did not say how they could ever undertake an engine overhaul programme as they had no few engine mechanics and he could not agree to use the Arsenal for engine overhaul unless it was controlled by the Motorisation service.

It Col BLUNT asked Major BELINZEL what arrangements he was making regarding re-treading of Allied sizes of tyres. He replied that Division were making their own arrangements with various civilian firms for this, and that he wished to instal a re-treading plant in the CARS for handling the tyres that came in on vehicles for overhaul. He agreed that it would be his responsibility to co-ordinate with civilian firms on behalf of Ministry of War the re-treading of these tyres, but owing to shortage of officers he had not been able to make much progress, and in any case the supply of rubber and solution for re-treading was non-existent and not under his control.

It Col BLUNT stressed to him the importance ^{this} 3700 question pointing out that PIRELLI in Milan had moulds for the commoner Allied sizes and were capable of a good output.

22. The conference then closed.

Copy

Telephone:
ROME 489081 Ext 415

LAND FORCES SUB COMM. AC (MMIA) CMF
003 Q

19 Nov 46

1, 3, 4, 5, 7 & 10 BLUs

Subject : Italian Army Maintenance

1. O.C. ("A" Type) BLUs will ensure that a fair share of BLU domestic transport is allotted to services representatives posted or attached to BLUs. This particularly applies to REME officers for whom the addition of one vehicle to the WE was specifically authorised.

2. It is essential that REME officers should be able to visit workshops and units to report on the maintenance of weapons and vehicles to enable you to advise Territorial Commands on these matters.

3. It is also necessary that MMIA HQ should be informed of progress in REME matters. In this connection a general paragraph in your monthly progress reports would be of value, in addition to which particular deficiencies or needs should be brought to notice in a special letter which should give evidence of the steps taken by Territorial Command to rectify them.

Colonel,
Colonel A/Q MMIA.
(sgd)

3099

Copy to : REME
G (Ops)
G (Trg)

Translation

Ref: 04/14470/Serv

50

Subject: Report.

From : Territorial Command- Bolzano
To : 4 P.L.U.

In answer to the request of that Command (letter Q14 dated 3 Sept.) ~~xxxx~~ attached report of the Friuli Div is forwarded herewith.

In short the problem of the Ufficio Automobilistico of the Div. is resolving itself in a question of "ar-
-stablishment, that has already been settled by the M.G.
with the telegram N° 4055/Ord/I , transmitted to that
Command with on the backside N° 04/14470/Serv. dated
17 August. +-

By order
THE CHIEF OF STAFF
(sgd) Col. Enrico Duranti 3098

Bolzano
27 Sept. 46

Original in file "Q 14".

47

TranslationRef: 3375/B/Aut.Subject: Report.

From : Inf. Div. "PRIMUM"
To : Terr. Command - Bolzano

Ref. Ge/13258/Serv. dated 13. Sept. 36.

As it has been justly said in the Report of the HQ 4 B.I.G., the "Capo Ufficio Automobilistico" of the Division (C.A.E.) is overcharged with office work and therefore it is not possible for him to dedicate much time to the surveillance of the work shop (his only principal charge even the only one according the C.A.E. (British)).

Concerning all the other works connected with the Ufficio Automobilistico, the English organisation fore-saw the Office of the A.I.G. (General Intendency) who is occupying himself with the statistics of the vehicles, situation etc.

In substance the British C.A.E. is only in charge of the technical surveillance of the work-shops of the units and he even does not take any interest in the inspection of the vehicles of the unit.

According to the British system the requests of tyres etc. are to be made directly to the Auto Park (O.F.P.) because all the material is going to be provided by the military magazine. Vice versa all the spare parts for Allied vehicles we have to buy them in the open market, but not only this, all that refers to automobilistic matters, is going to be directed directly to the Ufficio Auto of the Div. by the superior authorities. -

On the other hand, it is necessary that all ³⁰⁹⁷ concerning automobilistic material is passing through this Office, in order that the office might be able to exercise the control due to it and to interfere for modifications that might be necessary.

In substance, in order to lighten the Ufficio Auto, it would be necessary to appoint a nether Office, that according to its work, should be attached to Ufficio Auto.

I am of the opinion, that rather than to open another Office, the far-establishment of this Office should be increased, in order not to cause any modifications of the actual attributions and duties of the Ufficio itself.

2

In order to be able to carry out the various task this office is entrusted with, it is necessary to dispose of the following personnel:

- 1 Superior Officer of the Automobilitic Corps = Chief-
- 1 Officer of minor rank = in charge of the statistics and of the revision of the Admin. part
- 1 Officer of minor rank of the Automobilitic Corps attached to the Ufficio, who at the same time could assist the O.C. in the inspection service.-
- 1 NCO = in charge of the vision of the book-keeping of PCL.
- 1 NCO = in charge of the filing system
- 2 typists
- 2 clerks

At the present moment the Ufficio disposes of the following personnel:

- 1 Superior Officer of the Automobilitic Corps = O.C.
- 1 Officer of minor rank (Art.) (attached)
- 1 NCO = in charge of the filing system
- 1 Typist { not very capable for the work they are in charge of,
- 1 Clerk { and it is not possible to substitute them with the availability of the present moment. of personnel).

The Chief of the office, Major LEONE, although overcharged with work, always carried out his work laudibly and with real passion, but in order to be able to carry out a more punctual control of the work-shops and the repair, and to be able to do the inspections more frequently (of cars of the units) it is necessary that he is disposing of the above quoted personnel, and specially, of the Officer of the Automobilitic Corps.-

The General in Command
(sgd) FULIO ~~MASTRO~~

Devico
18 Sept. 46

3096

SDS

4410

SVR 3



49

M.M.A.

1, 3, 4, 5, 6, 10, 12 BLUS

ROUTINE

ME/33/2/3

FOR R E E (.) FOR STANDARDISATION OF ITALIAN
VEHICLES BY TYPES FOR THE FUTURE AND FOR
CONCENTRATION OF MAKES BY COMMANDS SEE MEM OF WAR
LETTER 35700 OF 5 JULY

3095

UNCLASSIFIED

R E E

01 B A. BLUNT, LT. COL.

Translation.

MINISTRY OF WAR
 HQ. Artillery & Motorisation
 - Mot. Branch - 2nd Section -
 Ref.: 35700/DM

Rome, 3 July 1946.

Subject:- Liquidation of antiquated types of vehicles -
 Territorial distribution of the vehicles in use according to
 classification by types.

To:- (left out)

1. The Army has still on its charge numerous vehicles of Italian make which are considered to be antiquated types, the characteristics and efficiency (capacity) of which don't meet the actual requirements (exigences) of the Units any longer, and the repair of which becomes more and more difficult as it is impossible to provide for the respective spare parts.

2. The Ministry of War therefore intends to remove gradually all types of vehicles which are not included in the enclosed list 1, taking at the same time into consideration that a compensation for this exclusion will be given by the gradual re-efficiency for service of the rebuilt vehicles and by new ones.

3. We therefore order that the vehicles which are to be removed, be sent to the salvage parks as soon as they become inefficient due to defects requiring 3rd Echelon repairs (class 3 repairs). These vehicles then will be sold in accordance with regulations in force.

4. Referring to what has been laid down in para 7 (a) of the circular letter No. 3000 dated 17 May 45 and considering the benefits from a major homogeneity of the vehicles the Units and Sections of one and the same area have on their charge, it has been decided - in agreement with the General Staff of the Army - to attain gradually the territorial concentration of vehicle types as per list 2 attached.

5. The ~~General~~ Commands to which this letter is addressed will arrange to submit to the Ministry of War - Motorisation Branch as well as to the General Staff of the Army - Service Office, by the 15 August 46 a return of vehicles others than those mentioned in list 1, but including those of list 1 which are not contained in list 2, so that a gradual exchange of vehicles between the neighbouring Territorial Commands can

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3. We therefore order that the vehicles which are to be removed, be sent to the salvage parts as soon as they become inefficient due to defects requiring and Echelon repairs (class 3 repairs). These vehicles then will be sold in accordance with regulations in force.
4. Referring to what has been laid down in para 7 (a) of the circular letter No. 30800 dated 17 May 46 and considering the benefits from a major homogeneity of the vehicles the Units and Sections of one and the same area have on their charge, it has been decided - in agreement with the General Staff of the Army - to attain gradually the territorial concentration of vehicle types as per list 2 attached.
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6. The Repair Units will withdraw the types of vehicles as per list 1 which are not restricted to the territorial area, gradually when requiring repairs.

After these vehicles have been repaired and become efficient again, they will be sent to the Efficient Vehicle Park where they will remain at the disposal of the General Staff Army.

For THE MINISTER
(sgd) General G.C. Propper.

Certified true copy:
(sgd) The Officer in charge
Capt. Caputo Vicenzo, A.T.C.

H.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
 Direzione Riparazioni Automobilistiche
 ~~~~~

CV/cn

Aut/9268

Bolzano, li 10.10.1946.=

Oggetto : Trasmissione circ.35700.=

AL 4° B.L.U. - R.E.M.E.

= S E D E =

~~~~~

In esecuzione alla richiesta di codesto Ufficio,
 tramite Magg.Valli, si trasmette, unita, copia della circ.M.G. -
 Direzione Generale Artigl.e Motorizzazione -Div.Motor.-Sez.2^
 n.35700/DW in data 5 Luglio 1946.=



IL COLONNELLO DIRETTORE a.p.l.
 IL TEN.COL.VIC. DIRETTORE
 (Arturo Baccari)

Baccari
 3093

MINISTERO DELLA GUERRA
 Direzione Generale Artiglieria e Motorizzazione
 Divisione Motorizzaz. - Sezione 2^a
 ~~~~~

N.35700/DM di prot.

Oggetto : Radiazione degli automezzi di tipo Roma, li 5 Luglio 1946. =  
 antiquato - Ripartizione territoriale  
 dei tipi di automezzi in servizio. =

.....indirizzi omessi.....

~~~~~

1) - Sono tuttora in servizio nell'esercito numerosi automezzi di produzione italiana di tipo antiquato le cui caratteristiche e prestazioni non rispondono più alle attuali esigenze dei Reparti la cui riparazione diventa sempre più difficoltosa, per l'impossibilità di approvvigionare le relative parti di ricambio.

2) - E' pertanto, intendimento di questo Ministero di eliminare gradualmente tutti gli autoveicoli dei tipi non compresi nell'elenco alleg.n.1, anche nella considerazione che la loro esclusione sarà compensata dal graduale rientro in servizio degli automezzi provenienti dalla ricostruzione e da quelli nuovi in commessa.

3) - Si dispone pertanto che gli automezzi da radiare siano versati ai parchi autogassati, a meno che si renderanno inefficienti per avarie che richiedono riparazioni di 3^a classe; essi saranno alienati con le norme in vigore.

4) - In relazione a quanto previsto nell'art.7 - lett.a) della circolare 30800 in data 17/5/46 ed in considerazione dei vantaggi che derivano da una maggiore omogeneità degli automezzi in carico ad Enti e Reparti dello stesso territorio ~~ai XXXI e XXXXXXX XX~~ è stato stabilito - d'intesa con lo S.M. ESERCITO di raggiungere gradualmente la dislocazione territoriale dei tipi di autoveicoli indicata nello specchio allegato n.2.

5) - I Comandi in indirizzo provvederanno ad inviare entro il 15 agosto a questo Ministero - Divisione Motorizzazione - ed allo S.M. Esercito - Ufficio Servizi - uno specchio numerico degli automezzi non compresi nell'alleg.n.1 e di quelli dell'alleg.n.1 non contemplati nell'alleg.n.2, ³⁰⁹² al quale si possa provvedere allo scambio graduale degli automezzi tra i Comandi ~~inferiori~~.

6) - I Reparti riparazioni ritireranno gli automezzi dei tipi di cui all'alleg.n.1 non previsti per la loro circoscrizione territoriale a meno a meno che saranno presentati per la riparazione.

Dopo la rimessa in efficienza li verseranno al locale P.V.E. ove resteranno a disposizione dello S.M. ESERCITO. =

P.P.C.

11111

[Handwritten signature]



IL MINISTRO

to: Gen.P.C. Properzi. =

Allegato n.1 al foglio n.35700
in data 5 luglio 1946.=

MARCA E TIPO DEGLI AUTOMEZZI CHE DEVONO RESTARE IN SERVIZIO

MOTOCICLI

Benelli 500 cm.
Bianchi 500 cm.

Gilera 500 cm.
Guzzi Alice 500 cm.

MOTOCARRI

Benelli 4 T. 500
Bianchi 500MCU

Gilera Mercurio 500
Guzzi E.E. 500

AUTOVEICOLI

Alfa Romeo 2300 B
Alfa Romeo 2900
Fiat 500
Fiat 508 C. (1100)
Fiat 508 C.M. (1100)

Lancia Astura
Lancia Aprilia
Fiat 1500
Fiat 2800

AUTOCCARRI

Alfa Romeo 430
Alfa Romeo 800
Bianchi Miles
Fiat Leggero 39
Fiat 626
Fiat 666
I.P. D/30 COM

Lancia Esa/Ro
Lancia G/Ro
O.M. Taurus
O.M. Ursus
Spa 38/R
I.P. D.65
I.P. D. 65

RIMORCHI

Inificati Pesanti
Unificati Medi

Leggeri di costruzione posteriore
al 1935

AUTOVEICOLI SPECIALI

Breda Tratt.Pes. 32
Breda Tratt.Pes. 40 e 41
Breda Dovunque 51 e 52

Fiat Spa Tratt.Legg.37
Fiat Spa Tratt.Medio 40
Fiat Spa Dov. 41

Note : Restano in servizio anche gli autoveicoli speciali (autobus, autoambulanze, autofficine, etc....) ed i camioncini e furgoncini derivati dagli autotelai dei tipi sopraindicati.

Data la scarsità di autoambulanze ed autobus resteranno ancora in servizio fino a consumazione, anche quelli derivati dei tipi di autotelai non compresi nel presente elenco.=

P. P. P.
L. ADDETTO
(Vincenzo)



3091

Alleg. n.2 al foglio n.35700
in data 5.7.1946.=

DISLOCAZIONE TERRITORIALE DEI TIPI DI AUTOMOTOMEZZI IN SERVIZIO DELL'ESERCITO

COMANDI TERRITORIALI	CATEGORIA	MARCA O TIPI
MILANO	Autocarri	Alfa Romeo - Bianchi - Isotta Fraschini O.M. - S.P.A.
BOLZANO	Autovetture	Alfa Romeo - Fiat - Lancia
DIENE	Moto	Bianchi - Gilera - Guzzi - Sertum
BOLOGNA		
FIRENZE		
TORINO	Autocarri	Fiat - Lancia - Spa
GENOVA	Autovetture	Fiat - Lancia
	Moto	Benelli - Gilera - Guzzi
ROMA	Autocarri	Alfa Romeo - Fiat - Lancia - Spa
	Autovetture	Alfa Romeo - Fiat - Lancia
	Moto	Benelli - Bianchi - Gilera - Guzzi
NAPOLI	Autocarri	Fiat - Spa
BARI	Autovetture	Fiat - Lancia
SICILIA	Moto	Guzzi
SARDEGNA	Autocarri	Fiat - Spa
	Autovetture	Fiat
	Moto	Guzzi



27 SEP 1948

48

SUBJECT :- Echelon of Repair. - Italian Vehicles.

Land Forces Sub. Com. A.C.
(S.I.A.) R.O.M.E.
1E/20/57

11 July 46

To :- MINISTRY OF WAR.

1. When considering as a whole the activities of your large vehicle repair organisation which is dispersed throughout the whole of Italy it would seem that, although the territorial responsibilities of the different workshops are fairly well known, the scope of the repairs they should undertake is less widely understood, and from observation, it appears that Repair Units of the first, second, and third class all undertake the largest repairs which it is economically wise to perform.

2. This is meritorious since it shows a desire to work to the maximum capacity, and indeed during these initial stages it is a sensible step to have taken. At the same time it has introduced certain difficulties for the responsible officers in the Territorial Commands in that they are compelled (sometimes in non-industrial districts) to find skilled tradesmen of various types (e.g. precision grinders for grinding crankshafts, etc; skilled engine mechanics for re-boring and rebuilding engines; skilled mechanics for dismantling and re-assembling rear axles etc; skilled electricians for re-winding of dynamos and starter motors).

When good-quality tradesmen of these types cannot be found, as in situations the case due to low rates of pay, it then becomes necessary either to entrust these difficult repairs to the workmen available in the Repair Unit or to entrust the repair to a civilian firm. In the first case it is difficult for the reasons stated above to ensure the performance of a good job of work; and in the second case the price charged may be excessively high.

3. The policy indicated in para 1 has also certain financial objections in that it implies each Repair Unit being equipped with expensive machinery such as crankshafts grinders, cylinder re-boring machines, machines for boring main bearings, etc, and although these are used frequently, they are not necessary in continuous use and this represents a certain financial loss.

In addition a result of the policy in para 1 is that Repair Units demand components for repair of engines, rear axles, etc, resulting in many demands being received at the Storage Depot for comparatively small quantities of

responsible officers in the Territorial Commands in that they are compelled (sometimes in non-industrial districts) to find skilled tradesmen of various types (e.g. precision grinders for grinding crankshafts, etc; skilled engine mechanics for re-boring and rebuilding engines; skilled mechanics for dismantling and re-assembling rear axles etc; skilled electricians for re-winding of dynamos and starter motors).

When good-quality tradesmen of these types cannot be found, as in some of the cases due to low rates of pay, it then becomes necessary either to entrust these difficult repairs to the workmen available in the Repair Unit, or to entrust the repair to a civilian firm. In the first case it is difficult for the reasons stated above to ensure the performance of a good job of work; and in the second case the price charged may be excessively high.

3. The policy indicated in para 1 has also certain financial objections in that it implies each Repair Unit being equipped with expensive machinery such as crankshafts grinders, cylinder re-boring machines, machines for boring main bearings, etc, and although these are used frequently, they are not necessary in continuous use and this represents a certain financial loss.

In addition a result of the policy in para 1 is that Repair Units demand components for repair of engines, rear axles, etc, resulting in many demands being received at the Spares Depot for comparatively small quantities of components. As you know, the work of the depot is much simplified if a number of written demands is reduced, even if the total number of components demanded remains unchanged. Should the components demanded by the Repair Units be not supplied by the depot, purchases in the civilian market has to be undertaken; and this is uneconomical since prices are high, and are aggravated by the fact that only small quantities are purchased at any one time. It may even happen that different Repair Units, in extreme cases, compete against each other in trying to purchase spares.

4. It would seem that a possible solution of these difficulties would be as follows :-

- (a) to establish two assembly overhaul workshops one of which might be in Naples and the other in Turin, Genoa, Piacenza or Milan, whose duty would be the re-conditioning of worn-out assemblies. Since engines are the pressing need, it might be advisable to initiate this plan only for engines, adding to it later such assemblies as rear axles, gearboxes, front axles and steering gear assemblies, radiators etc.

2/

- 2 -

As an alternative it may be possible to arrange contracts at favourable rates (if the quantities are large enough) with certain selected civilian firms capable of performing this work, which will probably be too great for the Repair Units to undertake as a part of their internal organization. The Assembly could probably help at some part of this plan but the nature of the work entrusted to them would require careful selection until they become more skilled in working on vehicle assemblies.

- (b) to provide the Stores Depots at Rome and Palermo with adequate holding of serviceable spare assemblies of the types most frequently in demand, so that these can be issued as needed to Repair Units etc. only when they produce the worn-out assembly taken from a vehicle under repair.

It is believed that many Repair Units hold unserviceable spare engines and other assemblies which they cannot repair in civilian firms for financial reasons as they do not belong to any one particular vehicle - these engines etc. could be withdrawn at once for repair and subsequent issue to the Stores Depots to supplement their holdings, and to provide a "reservoir" or "float" of assemblies under repair.

- (c) to transfer gradually from the Repair Units to the assembly overhaul workshops the equipment held by them for re-boring engines, boring main bearing, grinding crankshafts etc, but leaving them sufficient equipment to decarbonize engines, overhaul injection pumps, and injection systems. The power to get individual assemblies repaired in civilian firms should also be left with them.
- (d) to devise more closely the types of repair which should not be attempted by Class II and III Repair Units.
- (e) to concentrate, as far as is practicable, the complete re-conditioning of vehicles taken from the enemy and other Class III vehicles into Class I Repair Units and selected civilian workshops.
- (f) to ensure that the Stores Depots due all in their power to satisfy the joint demands of the Repair Units for assemblies and other parts.

868

It is believed that many Repair Units held unserviceable spare engines and other assemblies which they cannot repair in civilian firms for financial reasons as they do not belong to any one particular vehicle - these engines etc. could be withdrawn at once for repair and subsequent issue to the Stores Depots to supplement their holdings, and to provide a "reserve" or "float" of assemblies under repair.

- (c) to transfer gradually from the Repair Units to the assembly overhaul workshops the equipment held by them for re-boring engines, boring main bearing, grinding crankshafts etc, but leaving them sufficient equipment to decarbonise engines, overhaul injection pumps, and ignition systems. The power to get individual assemblies repaired in civilian firms should also be left with them.
- (d) to define more closely the types of repair which should not be attempted by Class II and III Repair Units.
- (e) to concentrate, as far as is practicable, the complete re-conditioning of vehicles taken from the enemy and other Class III vehicles into Class I Repair Units and selected civilian workshops.
- (f) to ensure that the Stores Depots due all in their power to satisfy the just demands of the Repairs Units for assemblies and other parts.

5. Your comments on this plan would be welcomed as it is thought that it will serve to knit together more closely the vehicle repair organization, and in addition will result in an improved standard of repair (since some degree of specialization would be feasible) and possibly result in an overall reduction of expenditure.

A.S/AG

Copies to :- 'Q'.

6.

Cmd.

EME 12 BIU

EMES 1, 3, 4, 5, 6, 10 BIU'S

A. Hunt
A. HUNT, Lt. Col
Assistant Director of Mechanical Engineering
C.I.I.A.

47

Subject : Returns.

Headquarters
4 B.L.U.
Polson/OHP
Ref. Q.14

2 September 15.

To : 4 Ferry Comd
H.O. 12440.

1. I have been informed by my Techn. Officer Capt. WILKES that he feels the CME of the "P.M.I." Inf. Div. has at the moment far too much work to do to cope with all successfully.

2. This may be said for many of us at the moment, but it seems that the CME is at present responsible for a number of returns which in the British Army are duties of other branches.

(a) For example the CME is responsible for preparing a return of terms required by the Division monthly. This work in the British Army would be relegated to DADGS.

(b) He further submits a return of H.T. leaves required. British method of undertaking this work is for units to render to DADGS, who would consolidate and forward with copy to CME for information.

(c) He is also at present responsible for submitting a vehicle return once every two months. This work would again in British Army be undertaken by the CME branch or would the return of Allied vehicles, which he has also to render once every two months.

3. It is suggested in some of the above para's that a review of the situation be undertaken to determine if any amendment can be made to relieve the CME of the returns mentioned.

4. It is suggested that if you decide to review the situation to determine if any amendment can be made to relieve the CME of the returns mentioned, Capt. WILKES will be most willing to assist and advise.

5. Finally this letter is designed only to assist and in no way to criticize. Our Army was equally cluttered with paper work of this nature in the past, and it is thought that you may like to benefit from the experience of others who have been involved to lessen this

(b) He further submits a return of M.T. Spares required. British method of undertaking this work is for units to render to DADBS, who would consolidate and forward with copy to GHE for information.

(c) He is also at present responsible for submitting a vehicle return once every two months. This work would again on British method be undertaken by the GHE branch as would the return of Allied Vehicles, which he has also to render once every two months.

3. It is suggested in view of the above points that a review of the situation be undertaken to determine if any amendment can be made to relieve the GHE of the returns mentioned.

4. It is suggested that if you decide to review the situation to determine if any amendment can be made to relieve the GHE of the returns mentioned, Capt. WHITE will be most willing to assist and advise.

5. Finally this letter is designed only to assist you in no way to criticize. Our Army was equally clogged with paper work of this nature in the past, and it is thought that you may like to benefit from our technique which the British have evolved to lessen this awful paper work.

J. H. Johnston 3087

Major GS

Treductions.

Objectio: Release.

424
50
A1 IV Comando Militare Territoriale,
R.O. 125.00.

1. La parte del mio ufficiale Tecnico Capitano WHITE sono stato informato che gli pare che il GHE della Divisione di Fanteria "TRIULI" attualmente abbia troppo lavori da effettuare e cioè non può riuscire a sbrigarsene con successo.

...../

- 2 -

2. Ciò si riferisce a tanti ed noi al momento, ma il GMI attualmente pare di essere responsabile per un numero di relazioni le quali nelle Forze Armate Britanniche sono dovuti della competenza di altre sezioni.

(a) Per esempio il GMI è tenuto a compilare uno specchio delle norme richieste emanante dalla Direzione. Questo lavoro delle Forze Armate Britanniche viene eseguito da DAPDS.

(b) Inoltre lui ha da sottoporre uno specchio di Ricambi Auto. Il sistema britannico sarebbe che gli enti rapportino a DAPDS, i quali poi compileranno ed inoltreranno gli elenchi, mandandone copia al GMI per conoscenza.

(c) Attualmente il GMI è anche responsabile per l'inoltro di una situazione enfonemasi da compilare ogni due mesi. Nel sistema britannico, anche questa attribuzione sarebbe effettuata dalla sezione GMI come si riferisce anche alla situazione mutamenti alleati, la quale deve essere sottoposta ogni due mesi.

3. In quanto ai suddetti paragrafi si propone che una revisione delle procedure sia effettuata per constatare se fosse possibile esentare il GMI delle relazioni sopra-mentionate.

4. Nel caso che Voi decidiate esaminare la situazione in quanto una modificazione potesse essere fatta per esentare il GMI delle suddette relazioni, il Capitano WILKINSON sarebbe ben disposto ad assistere dando consigli.

5. Finalmente lo scopo della presente è soltanto di assistervi ed in nessun modo da criticare. Nel passato le nostre Forze Armate furono similmente appaocavante di lavori in carta, perciò viene supposto che anche Voi potreste approfittare del nostro sistema il quale è stato sviluppato per diminuire questo terribile lavoro in carta.

3088

43

Subject:- Duties of Director of Repairs & Territorial Command.

Headquarters

A. B. L. U.

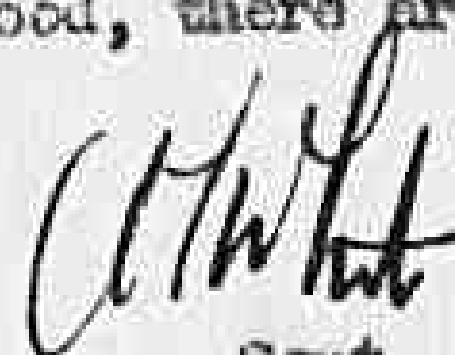
B o l s a n o

Ref.: 4/MS/24-43

2 September 46.

To:- O.O. & B.L.U.
ADMF, Hq. M.M.L.A., Rome.

1. Attached are lists of the duties of the Director of Repairs & Territorial Command with comments of BMS added.
2. It is considered that this officer has far too many duties and cannot possibly cope with all successfully, and it is therefore requested that the situation be reviewed.
3. The following is proposed :-
 - (a) That some of the duties be transferred to the more appropriate offices of the Command.
 - (b) That in the cases of paras 5 and 10 of List 1 and paras 11 & 12 of List 2 this work (being temporary) be relegated to surplus officers of which, it is understood, there are a great number.



Capt.
B.O. VERNON & B.L.U.

2 Enclos.

3085

Translation.

Subject:- DUTIES OF THE DIRECTORY OF VEHICLE REPAIRS
WITH SPECIAL REGARD TO THE ACTIVITY OF THE DIRECTOR.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
 - Direzione Riparazioni Automobilistiche -
 Ref.: Aut/696/C/27/Ris.

Bolzano, 24 July 1946.

1. Issue and distribution of all correspondence giving directives.
 Signature of all these instructive letters.

2. Technical management of the repairs with the view to get the vehicles and motorcycles efficient (4 workshops).

3. Authority for purchase of spares required for the vehicles under repair in the units (sections). Checking estimates of prices.

4. Promoting bidding when selling derelict vehicles 4th category - M.O.W. signal 24000 dated 26 February 46.

5. Promoting bidding for sale of autobusses - M.O.W. signal 36450 dated 11 July 46.

6. Traffic accidents - Signal ref. No. 6/11171/Serv. dated 26 November 1945 from Ministry of War - Military Service 'Army' - Service Office - M.T. Section.

7. Questions of discipline and penalty, submitted by the units under this command, and enquiries (investigations).

8. Authorising retention of vehicles held by civilians - M.O.W. signal 22645/5000 dated 15 April 46.

9. Rendering of vehicles requisitioned from civilians, being in the car parks and being claimed now - M.O.W. signal 22574/016247 dated 15 October 1945.

10. Checking of and approval to estimates, submitted by the Workshops under this command, and referring to expenses for repairs or purchase of material at workshops or at civilian firms. Frequently I must give my approval to the estimates sent to me without doing investigation, as it is impossible to check thoroughly all estimates submitted.

DADOS

SPECIAL

SHOULD HAVE
AN OFFICER
FOR THIS
WORKS ONLY

Q WORK

Q WORK

Q WORK

NO

COMMENTS

REQUIRED

5. SPECIAL. SHOULD HAVE AN OFFICER FOR THIS WORK ONLY. →
"Q" WORK
6. Q WORK.
7. Q WORK.
8. Q WORK.
9. Q WORK.
10. NO COMMENTS REQUIRED.
11. The above has been ordered by the Ministry of War by circular letter No. 6/1579/Serv. dated 10 April 1946 - Military Service 'Army' - Service Office - M.T. Section, besides the normal duties of the Directory (enclosure 2 to circular letter No. 2200 of the M.O.W. - CHQ. Artillery & Motorisation) and the supervision and inspection of the Units which have vehicles on their charge, including the Units (Sections) of the "Friuli" Division.

W/H.

(sgd) THE DIRECTOR OF REPAIRS
COLONEL DANIE FRONTERO.

Promoting bidding for sale of autobusses - M.O.W. signal 36450 dated 11 July 46.

Traffic accidents - Signal ref. No. 6/11171/Serv. dated 26 November 1945 from Ministry of War - Military Service 'Army' - Service Office - M.T. Section.

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Checking of and approval to estimates, submitted by the Workshops under this command, and referring to expenses for repairs or purchase of material at workshops or at civilian firms. Frequently I must give my approval to the estimates sent to me without doing investigation, as it is impossible to check thoroughly. all estimates submitted.

DE/mc

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Direzione Riparazioni Automobilistiche

Aut/696/C/27/Ris.

Bolzano, 11 24 Luglio 1946.=

ATTRIBUZIONI E PRATICHE SVOLTE DALLA DIREZIONE
CON PARTICOLARE RIGUARDO ALL'ATTIVITA' DEL DIRETTORE.

- 1°) - Distribuzione della corrispondenza con l'indicazione degli argomenti da svolgere. Firma di tutta la corrispondenza.
- 2°) - Direzione tecnica delle riparazioni per la rimessa in efficienza degli automezzi (4 officine).
- 3°) - Autorizzazione agli acquisti di ricambi per riparazioni automezzi in lavorazione nei reparti. Verifica preventivi, controllo prezzi.
- 4°) - Svolgimento gare per alienazione relitti automezzi IV° categoria - dispaccio M.G. 24000 del 26.2.46.
- 5°) - Svolgimento gare per alienazione autobus - dispaccio M.G. 36450 dell'11.7.46.
- 6°) - Incidenti automobilistici - dispaccio M.G. - S.M.R.E. Ufficio Servizi - Sezione Automobilistica - Prot.n.6/11171/Serv. del 26.11.45.
- 7°) - Questioni disciplinari e penali dei Reparti Dipendenti ed inchieste. 3083
- 8°) - Cessione automezzi tenuti in consegna da civili - Dispaccio M.G. 22645/5000 del 15.4.46.
- 9°) - Restituzione automezzi di appartenenza civile, giacenti nei Parchi e rivendicati - Dispaccio M.G. 22574/016247 del 15.10.45.
- 10°) - Approvazione e verifica preventivi di spesa presentati dalle Officine dipendenti e riguardanti riparazioni ed acquisti materiali, presso Officine o Ditte civili. Molte volte devo

- 2 -

approvare i preventivi che mi vengono inviati "ad occhi chiusi", per la materiale impossibilità di poter controllare.

11°) - Ciò oltre alla normale attività della Direzione (allegato n.2 alla circolare N.2200 del Ministero della Guerra - Direzione Generale Artiglieria e Motorizzazione) e alla sorveglianza ed ispezione ai Reparti dotati di automezzi, compresi i Reparti della Divisione "FRIULI", ordinate dal Ministero Guerra con circolare S.M.R.E. - Ufficio Servizi - Sezione Automobilistica n.6/1579/Serv. del 10 aprile 1946.=-



IL COLONNELLO DIRETTORE
(Dante Frontero)

3082

Translation.

(Enclosure 2 to letter No. 2200 dated 1 April 1945 of the Ministry of War-
General Headquarters Artillery & Motorisation)

THE DUTIES OF THE O.C.'S VEHICLE REPAIR UNITS
OF THE TERRITORIAL COMMAND :-

A) In the capacity of a co-ordinated authority giving directives for
the vehicle material service of the area :-

- (1) Hold inspections - these restricted to the vehicle spares service of all units of the area which have vehicles on their charge - and also to inspect the repair services of the units.
- (2) Supervision of the technical training of the driver/M.T. personnel.
- (3) Submit the demands and suggestions re assignment of specialized personnel required, to the Ministry of War, GHQ. Artillery & Motorisation.

B) In the capacity of a detached branch of the Ministry of War -
GHQ. Artillery & Motorisation - in this area which keeps up a direct
correspondence with the GHQ. :-

- (1) Supervision of and co-ordination with the vehicle repair service in whole of the area in accordance with the directives given by the M.O.W. - GHQ. Art. & Mot.
- (2) Technical supervision of the engagement and application of vehicles of all units in this area. 3081
- (3) Take up relations with the civilian schools for specializing of labours, and control the evolving of the training courses held on orders of the M.O.W. - in accordance with the directives given by the M.O.W. - GHQ. Art. & Mot.
- (4) Establish the records concerning presentation of driver-certificates for vehicles on military service, and keep the respective registers (instruction in M.T. service - vol. II).
- (5) Report to the M.O.W. - GHQ. Art. & Mot. - the number of diplomas

B) In the capacity of a detached branch of the Ministry of War - GHQ. Artillery & Motorisation - in this area which keeps up a direct correspondence with the GHQ. :-

- (1) Supervision of and co-ordination with the vehicle repair service in whole of the area in accordance with the directives given by the M.O.W. - GHQ. Art. & Mot.
- (2) Technical supervision of the engagement and application **3081** vehicles of all units in this area.
- (3) Take up relations with the civilian schools for specializing of labours, and control the evolving of the training courses held on orders of the M.O.W. - in accordance with the directives given by the M.O.W. - GHQ. Art. & Mot.
- (4) Establish the records concerning presentation of driver-certificates for vehicles on military service, and keep the respective registers (instruction in M.T. service - vol. II).
- (5) Report to the M.O.W. - GHQ. Art. & Mot. - the number of diplomas issued during the year (see No. 167 of the afore-said instruction).
- (6) Take a census of the vehicles.
- (7) Direct and control the duties of classification, assignment and recovery of vehicles, motorcycles, tyres, spares etc.
- (8) Supervise and check the fire-plant and petrol machinery of the petrol points.
- (9) Give judgment on all questions relating to M.T., put before them by the M.T. Units, at their discretion.
- (10) Give judgment regarding suggestions for appendices to and modifications of the nomenclature group C and for amendments to the nomenclature of vehicle material.

P. t. o.

- 2 -

- These two alone are a full time job.
- (11) Control and supervise the provisioning and respective work concerning vehicle and motorcycle material, which the units must submit to the Ministry for approval; and they will add their opinion re clauses of contracts and prices.
 - (12) Check the applications for sale of M.T. material and ~~utter~~ ^{utter} their opinion from the technical and economical point of view.
 - (13) Liaison with the provincial offices of the R.A.C.I. on control of civilian vehicle traffic etc. which may interfere with military traffic.

W/M.

3080

Translate

Allegato n. 2 al foglio n. 2200
in data 1 aprile 1945 del Ministero
Guerra - Direzione Artiglieria
e Motorizzazione.

ISTRUZIONI DELLE DIREZIONI RIPARAZIONI AUTOMOBILISTICHE
DI COMANDO MILITARE TERRITORIALE

A) = QUALE ORGANO DIRETTIVO E COORDINATORE DEL SERVIZIO DEL
MATERIALE AUTOMOBILISTICO DELLA CIRCOSCRIZIONE :

- 1) - esercita funzioni direttive - limitatamente al servizio del
materiale automobilistico - su tutte le unità della circoscri-
zione dotate di automezzi con particolare riguardo al servi-
zio delle riparazioni del materiale;
- 2) - sovrintende all'addestramento tecnico del personale auto-
mobilista;
- 3) - inoltre al Ministero della Guerra - direzione generale arti-
glieria e motorizzazione - le richieste e proposte di assere-
zione del personale specializzato.

B) = QUALE ORGANO PERIFERICO DEL MINISTERO GUERRA - DIREZIONE
GENERALE ARTIGLIERIA E MOTORIZZAZIONE CON LA QUALE DI
RELAZIONE CORRISPONDE :

3079

MATERIE AUTOMOBILISTICO DELLA CIRCOSCRIZIONE :

- 1) - esercita funzioni ispettive - limitatamente al servizio del materiale automobilistico - su tutte le unità della circoscrizione dotate di automezzi con particolare riguardo al servizio delle riparazioni del materiale;
- 2) - sovrintende all'addestramento tecnico del personale automobilista;
- 3) - inoltre al Ministero della Guerra - direzione generale artiglieria e motorizzazione - le richieste e proposte di assegnazione del personale specializzato.

26) - QUALI ORGANO VERIFICATO DEL MINISTERO GUERRA - DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE CON LA QUALE DI RETTA LINEA CORRISPONDE :

3079

- 1) - sovrintende e coordina - sulla base delle direttive del Ministero Guerra - direzione generale artiglieria e motorizzazione - il servizio delle riparazioni/automobilistiche nel l'ambito della circoscrizione territoriale;
- 2) - esercita la vigilanza tecnica sull'impiego degli automezzi di tutti gli enti della circoscrizione;
- 3) - mantiene relazioni con le scuole civili di specializzazione operai e - sulla base delle direttive del Ministero Guerra - direzione generale artiglieria e motorizzazione - assicura la

(2)

propria vigilanza sullo svolgimento dei corsi di addestramento indetti dal Ministero stesso;

4) - svolge le pratiche relative al rilascio dei certificati di idoneità alle condotte di autoveicoli in servizio militare e tiene i relativi registri (istruzione sul servizio automobilistico - vol. II);

5) - segnala al Ministero della Guerra - direzione generale artiglieria e motorizzazione - il numero dei certificati concessi durante l'anno (v. n. 157 delle predette istruzioni);

6) - provvede al censimento autoveicoli;

7) - dirige e controlla il servizio della precatzione, assunzione e regolazione autoveicoli, cicli, gomme, ricambi, ecc.;

8) - sovraintende al ^{controllo} collaudo ed alla riparazione degli impianti di sicurezza dei depositi di carburante;

9) - esprime parere in merito alle dichiarazioni fuori servizio o fuori uso del materiale automobilistico, inoltrate dagli enti di autonomia. Per le unità automobilistiche della circoscrizione l'approvazione è di sua competenza;

10) - esprime parere in merito a proposte di aggiunta e varianti al nomenclatore del gruppo C e di cambio di nomenclatura del materiale automobilistico;

11) - controlla i capitoli per l'esecuzione delle provviste e dei lavori relativi al materiale automobilistico e ciclistico che gli enti debbono inviare al Ministero per l'approvazione ed esprime parere su clausole contrattuali, redditi **3078** e prezzi;

e prezzi;

- 8) - sovrintendere al collaudo ed alle riprese degli impianti di sicurezza dei depositi di carburante;
- 9) - esprimere parere in merito alle dichiarazioni fuori servizio o fuori uso del materiale automobilistico, inoltrate dagli enti di interesse. Per le unità automobilistiche della circoscrizione l'approvazione è di sua competenza;
- 10) - esprimere parere in merito a proposte di aggiunte e varianti al nomenclatore del gruppo C e di cambio di nomenclatura del materiale automobilistico;
- 11) - controllare i capitoli per l'esecuzione delle provviste e dei lavori relativi al materiale automobilistico e ciclistico che gli enti debbono inviare al Ministero per l'approvazione ed esprimere parere su clausole contrattuali, modelli di laudi e prezzi;
- 12) - controllare le richieste di alienazione del materiale automobilistico ed esprimere il parere dal lato tecnico ed economico;
- 13) - mantenere relazione con gli uffici provinciali del R.A.C.I. relativamente alle questioni inerenti all'automobilismo civile, sviluppo, circolazione e legislazione ecc. - che possono avere riflessi sull'automobilismo militare.

*Superiore B e l del M. p. e
plut-¹⁻⁸te al the national print.*

Subject: Returns.

42

Headquarters
4 B. L. U.
Bolsano
Ref.: 4/ME/24-42

29 August 1946.

To: O.O. 4 B.L.U.

Reference para 2 of AIME letter ME/43/63 dated 28 June 46.

Herewith attached is a list of returns rendered by the CME of the "Friuli" Infantry Division with remarks of RAK in left hand column.

As the CME is obviously overloaded with work, it is requested that every effort be made to free him of returns which are the work of other Units in the Division.



Capt.
S.O. RAKB & B.L.U.

Copy to: AIME, HQ. M.M.L.A., Rome.

307747
35

Translation.Subject:- REPAIRS.

COMANDO DIVISIONE DI PAVIA "FRIULI"

- M.T. Office -

Ref.: 2200/Aut.

Lavisio, 18 July 1946.

To:- A.E.L.U.

G/o. Com. Mil. Terr., Bologna.

Referring to your letter dated 5 July 46 herewith list of all returns which must be rendered by our office:-

Periodical Returns:-

- (a) Weekly return of repairs carried out by civilian workshops - to be sent off to the Ministry of War on the 8, 15, 22, 29 of every month.
- (b) Week-monthly return of vehicles being repaired and under repair - to be sent off to the Ministry of War and to the Territorial Command on the 15th and 30th of every month.
- (c) Strength-Return of M.T. Personnel - to be sent off to the Ministry of War on the 10th of every month.
- (d) Tyres required - to be sent off to Ministry of War on the 30th of every month.
- (e) Report of efficiency of the vehicles held by the Division (inlace = Ital. "Indirizzo") - to be sent off to the Ministry of War and to the Territorial Command and to the A.E.L.U. on the 1st of every month.
- (f) Spare parts required - to be sent off to the Ministry of War on the 30th of every month.
- (g) Strength-Return of workshops' specialist personnel - to be sent off to the A.E.L.U. on the 20th of every month.
- (h) Monthly return of expansion for the M.T. Service - to be sent off to the Territorial Command on the 30th of every month.

DADOS Work

DADOS Work
Units render
DADOS consolidates

(b) Monthly return of vehicles being repaired and under repair -
to be sent off to the Ministry of War and to the Territorial
Command on the 15th and 30th of every month.

(c) Strength-Return of M.F. Personnel -
to be sent off to the Ministry of War on the 10th of every month.

DADOS Work (d) Types required -
to be sent off to Ministry of War on the 30th of every month.

(e) Report of efficiency of the vehicles held by the Division
(milieu - ital. "risparmio") -
to be sent off to the Ministry of War and to the Territorial
Command and to the A.B.L.U. on the 1st of every month.

DADOS Work (f) Spare parts required -
Units render to be sent off to the Ministry of War on the 30th of every month.
DADOS consolidates

(g) Strength-Return of workshops' specialist personnel -
to be sent off to the A.B.L.U. on the 20th of every month.

(h) Monthly return of expenses for the M.F. Service -
to be sent off to the Territorial Command on the 30th of every
month.

(i) Monthly report of vehicle & motorcycle maintenance **3073**
to be sent off to the Ministry of War and to the Territorial
Command on the 30th of every month.

"Q" Work (j) Vehicle Return -
to be sent off to the Ministry of War and to the Territorial
Command on the 5th of January - March - May - July - September -
November.

"Q" Work (k) Return of Allied Vehicles -
to be sent off to the Ministry of War and to the Territorial
Command on the 15th of January - March - May - July - September -
November.

Other Office Work:

(a) Monthly review of the Carburant-Books kept by the units (sections)
and handed in to this office for this purpose.

(b) Checking the estimates of civilian workshops for repairs to
be carried out there.

D.t.o.

- 2 -

Other Office Work (Continuation) :-

- (c) Checking requests for repairs etc. for M.F. and Artillery Services (Local purchases).
- (d) Records referring to presentation of the driver's diploma.
- (e) Provisioning of spares.
- (f) Technical judgment upon the records of vehicle accidents.

Actions (= activity) to be taken outside the Office :-

- (a) Administrative supervision of the units (sections) with regard to expenses for M.F. and Artillery material.
- (b) Control of repairs carried out by the civilian workshops.
- (c) Road test of the vehicles repaired by civilian workshops.
- (d) Control of the repairs in the military workshops (Main Workshops, Workshop Platoon, No. 6 L.A.D.).
- (e) Vehicle Inspections held at the Units (nearly 22 under this Division) to state the efficiency and maintenance condition.
- (f) Examinations for drivers of vehicles and motorcycles.

On Order :-
THE CHIEF OF THE M.F. OFFICE
(sgd) Major B. Lyons

R.

3075

*This has been attached to
Ltrep S/R 23 !*

Translation.

40

Subject:- Inspection of Vehicles on entering and on leaving the Workshops.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -
Ref.: 1883/Aut.

Levico, 21 June 1946.

To:- O.C. 87th Infantry Regiment;
O.C. 88th Infantry Regiment;
O.C. 35th Artillery Regiment;
O.C. Main Workshops (Officina Mobile);
Mech. Workshops Supply & Transport Section
O.C. Mixed Engineer Battalion
All L.A.D.'s

It happened that some vehicles which after having been repaired by the Workshops of the Division were rendered to the keepers and consecutively have been found to be repaired unsatisfactorily.

In consequence of above facts the following trouble has been caused:-

- (a) loss of time;
- (b) waste of petrol;
- (c) annoyances to the section (unit) which sent the vehicle for getting it repaired and which now have a vehicle on their charge they can't rely upon.

The good functioning of the workshop will prejudicially be influenced by each of these facts.

In order to avoid such inconveniences the following arrangements should be made :-

- (a) The most capable mechanic of both, the Main Workshops and the Mech. Workshops S.&T. Section, will be nominated Inspector for all vehicles entering and leaving the W/S; an auxiliary mechanic will be detailed to join him.
- (b) This inspector will be accountable regarding his work to ~~the~~ ^{the} O.C. Workshop.
His duties will be as follows :-
 - (1) He has to inspect every vehicle when entering the workshop and to compile Form "A" in duplicate (see attached). He will retain one copy for himself, whilst the second one will be submitted to the O.C. Workshop.
 - (2) Using his copy of Form "A" he then will compile a list in duplicate of all material being necessary for the repairs

- 2 -

to be carried out. Also if this list he will retain one copy, whilst the second one will be handed in to the workshop stores.

- (3) When the chief of the workshop declares that the repairs are terminated, he will send the respective vehicle to the inspector, who then will hold the exit-inspection by adhering to the form made out on entry.
- (4) The Chief of the Workshop will by no means be authorized to give instructions to the Inspector. If there will arise any debate concerning the efficiency of a vehicle, the question will be submitted to the O.C. Workshop for decision.

At the L.A.D.'s the duties of the Inspector will be performed by the Chief of the Workshop, who has to compile the attached form in triplicate; one copy to be sent off to the M.T. Office of the unit he is attached to, and the second one to the M.T. Office of the Division. He will collect the necessary material for the repairs from his own store and send a copy of the respective material compilation to the M.T. Office of the unit he is attached to. This office will take care of procuring that material from the Mobile Park, and if it is not stored up there, a request will be made to M.T. Office of the Division, so that the material used can be restored.

- - -

At this occasion I want to inform you that a recent inspection held at the L.A.D.'s by the Director of the M.T. Office of the Division and the British Officer of 4 B.L.U. has shown :-

- (a) At all L.A.D.'s with the exception of No. 3 and 4 L.A.D., documentation as per instructions given is not in order.
- (b) The personnel employed by these L.A.D.'s, though inferior in number than establishment provided for, often is unoccupied.
- (c) The O.C.'s Units where the L.A.D.'s are attached to, do not supervise and control them.
- (d) The L.A.D. personnel were drawn away from workshop, because they have been detailed for sentry duties etc.

Considering the fact, that the L.A.D.'s though detached from the Main Workshops (Officina Mobile), are an essential part of the Regiments or Autonomous Sections (Units) they are attached to, the officer in charge of the M.T. Office of the Regiment or the Autonomous Section (Unit) should take care of them, control them and hold inspections.

Documentation.

The L.A.D.'s are obliged to keep the following records :-

p. t. o.

- 3 -

- (a) register of loading and unloading of the material being in the stores vehicle;
- (b) register of material required with a special column where it will be indicated if the material has been drawn off;
- (c) job book (repairs carried out);
- (d) register of tools available in the recovery vehicle.
On every page of this register the equipment of every box (case) or compartment is to be stated as per Form "B" (see attached). The chief of the workshop will control all tools monthly, and when being extant, he will make a note in the relative column, whilst in the case of disagreement particulars be given in column "remarks" with a view to charge an eventual deficiency (deficit) to the labourer who keeps the box in consignment and who has to put his signature on the form under the compilation.

For the spares not still being stored in the Mobile Park, a request is to be made to the M.T. Office of the Division, which -as far as possible- will take care of provisioning.

The L.A.D. personnel never should be unoccupied, because the vehicles always are in need of control, even if they seem to be in perfect efficiency.

This is to inform you that the M.T. Office of our Command has just started an attempt to improve the equipment of the L.A.D.'s and to this effect a request already has been made to the Ministry for the personnel being deficient (chiefs of workshop and specialists), so that the organization of every workshop will be made up.

It is my intention not to leave the L.A.D.'s inactive (unoccupied). We will take care of them, supervise them and hold inspections, so that their work will likely become very useful.

I am therefore giving instruction that -with the exception of the 2 battalions of 88th Infantry Regiment stationed at Mantova and Vicenza, and of that one of 87th Infantry Regiment stationed at Reggio Emilia -, all vehicles are to be sent to the L.A.D.'s for any repair whatsoever.

After having inspected the vehicle, the chiefs of the L.A.D. workshops will compile the a/m Form and will put a special remark on it, if the repair can't be carried out in the L.A.D. or if it is a repair of middle degree or a big repair, so that the M.T. Office of the Division, (who will get one copy of that form) can make arrangements for getting those vehicles repaired by the Main Workshops of the Division (Officina Mobile) or by a civilian workshop.

The 1st Battl. and IIInd Battl. of 88th Inf. Regt. and the IIIrd Battl. of 87th Inf. Regt. are allowed to send their vehicles to local civilian workshops for small repairs, for the time being considering their present site; but the a/m battalions must ask for the authority from part of the O.C. Division before, except in case of an absolute and proved urgency or necessity.

p. t. o.

- 4 -

Loading of Electric Batteries.

The electric batteries should be sent for re-loading to the Main Workshops of the Division (Officina Mobile) by means of the various transports going every day to Trento for other service-reasons.

Remarks :-

Every vehicle which has passed the exit-inspection, should be tested on the road up to a distance of at least 10 kilometers. The inspector being responsible for the repair will do this testing. The L.A.D.'s will get the necessary carburant and lubricant for these road-tests from the regiments or autonomous sections (units) they are attached to.

(sgd) THE GENERAL COMMANDING
Tullio Bernardi.

T.

3071

a) . 2 al f° n.04/11471/Serv. del 29/7/46

COPIA/F

COMANDO DIVISIONE DI PANTERIA TRIUMI
uff. automobilistico

n.1805/Ant. di prot.

Lervico li 21.6.1946

Oggetto: ispezioni degli autocarri all'entrata e
dall'uscita delle officine.

AL COMANDO 87° REGG. PANTERIA
AL COMANDO 38° REGG. PANTERIA
AL COMANDO 352 REGG. ARTIGLIERIA
AL COMANDO OFFICINA MOBILI
ALL' OFFICINA MECCANICA REPARTO TRASPORTI E RIE.TI
AL COMANDO BATTAGLIONE MISTO GENIO
A TUTTI I L.A.D.

~~~~~  
E' accaduto che qualche automezzo, restituito dalle  
officine della divisione, dopo essere stato riparato, è stato trovato  
successivamente non ben riparato.

Tale fatto provoca i seguenti inconvenienti:

- a) perdita di tempo;
- b) sciupio di benzina;
- c) inconvenienti al reparto che ha inviato l'automezzo alla riparazione  
e che si trova ad avere un autocarro sul quale non può contare.

Ciascuno di tali casi è nocivo al buon andamento della  
l'officina. Per evitare tali inconvenienti dovrà essere seguito il seguen-  
te sistema:

- a) il più abile meccanico delle due officine, mobile e trasporti sarà no-  
minato ispettore all'entrata e all' uscita - avrà con sé un aiuto-mec-  
canico.
- b) Tale ispettore risponderà del suo lavoro direttamente ed unicamente al-  
l'ufficiale comandante dell'officina.

I suoi compiti sono i seguenti:

- 1) egli ispezionerà all' entrata tutti gli automotomezzi compilando lo  
specchio allegato A in doppia copia.  
Tratterà presso di sé una copia ed invierà l'altra al  
comandante dell'officina.
- 2) servendosi della copia dello specchio che avrà trattenuto, compilerà  
un elenco in doppia copia di tutto il materiale occorrente per effet-  
tuare le riparazioni.

Tratterà presso di sé una copia di detto el 3070  
invierà l'altra al magazzino dell'officina.

- 3) Allorché il capo-officina dichiarerà di avere effettua-  
to le riparazioni, egli invierà l'automezzo all' ispettore il quale  
ispezionerà l'automezzo all' uscita servendosi come guida dello specchio  
per l'entrata.

- 4) Per nessun motivo il capo-officina potrà dare istruzio-  
ni all'ispettore. Nel caso in cui sorgesse una disputa circa l'efficien-  
za dell'automezzo, esso dovrà essere sottoposto al comandante del-  
l'officina il quale deciderà in merito.

Le funzioni dell'ispettore presso i L.A.D. saranno

disimpegnate dal capo officina che dovrà compilare lo specchio allegato in triplice copia e ne invierà una all'ufficio automobilistico del reparto presso il quale trovasi dislocato ed una all'ufficio auto della Divisione. Il materiale occorrente per effettuare le riparazioni lo trarrà dal proprio magazzino inviando copia dello specchio di detto materiale all'ufficio automobilistico del reparto presso il quale trovasi dislocato; detto ufficio curerà il prelievo del materiale presso il Parco Mobile e se questo ne risulta sprovvisto, lo richiederà all'ufficio auto della Divisione in modo che il materiale impiegato possa essere reintegrato.

Con l'occasione comunico che da una recente ispezione effettuata ai L.A.D. da parte del Capo ufficio Auto della Divisione e dall'ufficiale inglese del 4° D.L.U. è stato rilevato che:

- a) meno il 3° e 4° D.L.U. gli altri non avevano in ordine la documentazione prescritta;

- b) che il personale addetto a dette officine nonostante sia inferiore al numero prescritto, sta spesso inoperoso;
- c) che detti L.A.D. non vengono sorvegliati e controllati dai comandi di reparto presso i quali si trovano dislocati;
- d) che il personale stesso viene distolto dall'officina perché comandato in servizio di guardia ecc.

Preciso che i L.A.D. sebbene distaccamenti dell'officina mobile, fanno parte integrale dei reggimenti e reparti autonomi presso i quali sono dislocati e che pertanto debbono essere curati, controllati ed ispezionati dall'ufficiale addetto all'ufficio automobilistico del reggimento o reparto autonomo.

#### Documenti:

I L.A.D. debbono tenere tutti i seguenti documenti:

- a) registro di carico e scarico del materiale esistente nel carro magazzino;
- b) registro delle richieste del materiale con una colonna dove <sup>3069</sup>ve essere segnato se il materiale è stato prelevato o meno;
- c) registro del lavoro (riparazioni effettuate);
- d) registro della disposizione attrezzatura nel carro officina.

Su ogni pagina di detto registro deve essere elencata l'attrezzatura che trovasi in ogni cassetta e scompartimento come da allegato B.

Il capo-officina mensilmente controllerà tutti gli attrezzi segnando l'esistenza nell'apposita colonna e le eventuali discrepanze nella colonna "Note" provvedendo ad addebitare le eventuali mancanze all'operaio che ha in consegna la cassetta e che deve apporre la sua firma in calce allo specchio.

I materiali di ricambio del quale il Parco risulta sprovvisto devono essere richiesti all'ufficio auto della Divisione

che nei limiti del possibile, ne curerà l'approvvigionamento.

Il personale dei L.A.D. non deve mai restare inoperoso perchè gli automotomezzi hanno sempre bisogno di controllo anche se sembrano in perfetta efficienza.

Per norma comunico che il dipendente ufficio auto sta provvedendo a migliorare l'attrezzatura dei L.A.D. ed è già stato richiesto al Ministero il personale (capi-officina e specializzato) in modo da coprire l'organico di ciascuna officina.

Intendo che i L.A.D. non siano inattivi. Siano pertanto curati, sorvegliati ed ispezionati in modo che il loro lavoro possa essere veramente proficuo.

Dispongo comunque che tutti gli automotomezzi meno i 2 Esg. dell' 53° Pzr. dislocati a Mantova e Vicenza e quello dell' 37° dislocato a Reggio Emilia, per qualsiasi riparazione, siano inviati ai L.A.D.

I Capi officina dei L.A.D. dopo aver esaminato il mezzo, ed aver compilato lo specchio sopra menzionato, se trattasi di riparazioni che non possono essere effettuate presso l'officina stessa o di medie e grandi riparazioni lo annoteranno nello specchio in modo che l'ufficio auto della divisione - al quale deve essere inviata una copia dello specchio stesso - possa provvedere a fare riparare detti mezzi presso l'officina mobile divisionale o presso officina civile.

Il I/83° ed il II/83° e III/83° data la loro dislocazione potranno effettuare per il momento, le eventuali piccole riparazioni presso officine civili locali sempre in seguito a preventiva autorizzazione del Comando Divisione meno in casi di assoluta, urgente comprovata necessità.

Carica batterie elettriche - Le batterie elettriche dovranno essere inviate per la ricarica all'officina mobile divisionale fruendo dei vari mezzi che giornalmente o quasi si recano a Trento per altri servizi.

Nota = tutti gli automotomezzi che sono stati ispezionati **3068** l'uscita dovranno avere una prova su strada di almeno 10 Km. Tale prova sarà effettuata dall'ispettore il quale sarà responsabile della riparazione. Per gli L.A.D. il carburante ed il lubrificante occorrenti per tale prova deve essere fornito dai reggimenti o reparti autonomi presso i quali trovansi distaccati.

IL GENERALE COMANDANTE  
F/to - Tullio Bernardi -



COPIA/T

ALLEGATO AISPEZIONE ALL' AUTOMEZZO

REPARTO..... A) L' automezzo deve essere trattenuto sotto osservazione del reparto che lo invia all' officina

Targa dell' automez:  
.....

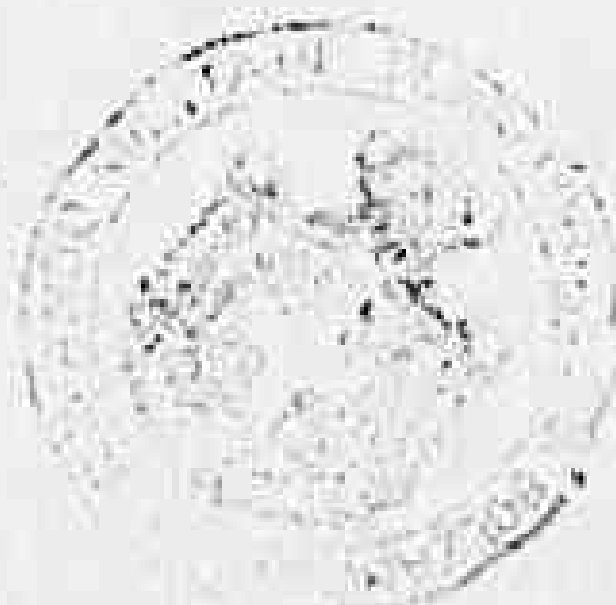
B) L'automezzo deve essere controllato dal reparto che lo invia all' officina.

C) L'automezzo deve essere controllato dall' officina.

- 
- 1) Motore
  - 2) Ventilatore e sistema di raffreddamento
  - 3) Carburatore e alimentazione
  - 4) Accensione
  - 5) Sistema elettrico
  - 6) Frizione
  - 7) Scatola del cambio
  - 8) Trasmissione
  - 9) Sterzo
  - 10) Palestre e sospensione
  - 11) Ponte e ruote davanti- centro - dietro
  - 12) Gomme
  - 13) Freni a pedale a mano
  - 14) Chassis e Accessori
  - 15) Accessori speciali
  - 16) Carrozzeria e cabina
  - 17) Lubrificazione
  - 18) Pulizia
  - 19) Prova sulla strada
  - 20) Stato generale e note

3067

Ispezionato da.....  
Data .....  
Classifica .....  
Ufficiale .....





CONFIDENTIALSUBJECT :- Policy - Italian Army.

Land Forces Sub Comm. A.C.  
(M.A.I.A.) R.O.M.E.  
ME/12/9

26 July 46

TO :- E.M.E.'s 1,3,4,5, & 10 BLUS.  
E.M.E. Attached 6 BLU.  
DADME., 12 BLU.

1. Examples are constantly occurring of Italian Units requesting spares and material from A.M.E. Officers. This is entirely wrong as such demands must be made on Italian sources: but in the case of important demands, the E.M.E. should keep himself informed as to whether the demand is satisfied or not.

2. Generally speaking releases of materials and spares are made by the Allies only to AMAR, and the Italian Army is responsible for obtaining its requirements of these stores from AMAR: only in the case of some types of complete equipments can release be expected to be made direct from Allied sources to the Italian Army.

3. It is pointed out that the Italian Government are entirely responsible for the maintenance of the Italian Army, and E.M.E.'s duties are, in the main, to advise and assist them, but not to act as a channel for supply of stores or material, which should be demanded by Italian Units through Italian channels.

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informed as to whether the demand is satisfied or not.

2. Generally speaking releases of materials and spares are made by the Allies only to AHAR, and the Italian Army is responsible for obtaining its requirements of these stores from AHAR; only in the case of some types of complete equipments can release be expected to be made direct from Allied sources to the Italian Army.

3. It is pointed out that the Italian Government are entirely responsible for the maintenance of the Italian Army, and AHAR's duties are, in the main, to advise and assist them, but not to act as a channel for supply of stores or material, which should be demanded by Italian Units through Italian channels.

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*A. Blunt*

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

AB/aw

Subject:- RETURNS.

COMANDO DIVISIONE DI FANTERIA "FRIULI"

- M.T. Office -  
Ref.: 2200/Aut.

Levico, 18 July 1946.

To:- 4 B.L.U.  
c/o. Com.Mil.Terr., Bolzano.

Referring to your letter dated 5 July 46 herewith list of all returns which must be rendered by our office :-

Periodical Returns:-

- (a) Weekly return of repairs carried out by civilian workshops -  
to be sent off to the Ministry of War ~~every~~ 8, 15, 22, 29 of every month, on the
- (b) Semi-monthly return of vehicles being repaired and under repair -  
to be sent off to the Ministry of War and to the Territorial Command on the 15<sup>th</sup> and 30<sup>th</sup> of every month.
- (c) Strength-  
Return of M.T. Personnel -  
to be sent off to the Ministry of War on the 10th of every month.
- (d) Tyres required -  
to be sent off to Ministry of War on the 30th of every month.
- (e) Report of efficiency of the vehicles held by the Division (mileage - Ital. "migliaggio") -  
to be sent off to the Ministry of War and to the Territorial Command and to the 4 B.L.U. on the 1st of every month.
- (f) Spare parts required -  
to be sent off to the Ministry of War on the 30th of every month.
- (g) Strength-  
Return of workshops' specialist-personnel -  
to be sent off to the 4 B.L.U. on the 20th of every month.
- (h) Monthly return of expenses for the M.T. Service -  
to be sent off to the Territorial Command on the 30th of every month.
- (i) Monthly report of vehicle & motorcycle maintenance -  
to be sent off to the Ministry of War and to the Territorial Command on the 30th of every month.

- Command on the 15<sup>th</sup> and 30<sup>th</sup> of every month.
- (c) Strength-Return of M.T. Personnel -  
to be sent off to the Ministry of War on the 10th of every month.
- (d) Tyres required -  
to be sent off to Ministry of War on the 30th of every month.
- (e) Report of efficiency of the vehicles held by the Division (mileage = Ital. "migliaggio") -  
to be sent off to the Ministry of War and to the Territorial Command and to the 4 B.L.U. on the 1st of every month.
- (f) Spare parts required -  
to be sent off to the Ministry of War on the 30th of every month.
- (g) Strength-Return of workshops' specialist-personnel -  
to be sent off to the 4 B.L.U. on the 20th of every month.
- (h) Monthly return of expenses for the M.T. Service -  
to be sent off to the Territorial Command on the 30th of every month.
- (i) Monthly report of vehicle & motorcycle maintenance -  
to be sent off to the Ministry of War and to the Territorial Command on the 30th of every month.
- (l) Vehicle Return -  
to be sent off to the Ministry of War and to the Territorial Command on the 5th of January - March - May - July - September - November.
- (m) Return of Allied Vehicles -  
to be sent off to the Ministry of War and to the Territorial Command on the 15th of January - March - May - July - September - November.
- 

Other Office-Work :-

- (a) Monthly review of the Carburant-Books kept by the units (sections) and handed in to this office for this purpose.
- (b) Checking the <sup>estimated</sup> ~~computations~~ of civilian workshops for repairs to be carried out there.

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Other Office-Work (Continuation) :-

- Checking requests for repairs etc.*  
~~that are forwarded~~ for M.T. and Artillery Service. *(Local purchase)*
- (c) ~~that are forwarded~~ for M.T. and Artillery Service. *(Local purchase)*
  - (d) Records referring to presentation of the driver-diploma.
  - (e) Provisioning of spares.
  - (f) Technical judgment upon the records of vehicle accidents.

Actions (= activity) to be taken outside the Office :-

- (a) Administrative supervision of the units (sections) with regard to expenses ~~for~~ M.T. and Artillery material.
- (b) Control of repairs carried out by the civilian workshops.
- (c) Road test of the vehicles repaired by civilian workshops.
- (d) Control of the repairs in the military workshops (Main Workshops, Workshop Platoon, No. 6 L.A.D.).
- (e) Vehicle Inspections held at the Units (nearly 22 under this Division) to state the efficiency and maintenance condition.
- (f) Examinations for drivers of vehicles and motorcycles.

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

*W.*

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- (c) Road test of the vehicles repaired by civilian workshops.
- (d) Control of the repairs in the military workshops (Main Workshops, Workshop Platoon, No. 6 L.A.D.).
- (e) Vehicle Inspections held at the Units (nearly 22 under this Division) to state the efficiency and maintenance condition.
- (f) Examinations for drivers of vehicles and motorcycles.

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

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1200 DIVISIONE DI FORNIMENTI  
- SERVIZIO AUTOMOBILISTICO -

1200/AUG. 01 1946  
OGGETTO: RELAZIONE.

Severino, 11 10 luglio 1946

AL COLONNELLO 103.1.1.1. = BOLZANO =

*Pietro di Tom. Mpt. Teritoriale*

INVIATO PER

In riferimento al foglio in data 5-7-1946 al comando  
Comando, si elencano tutti i lavori che quest'ufficio deve svol-  
gere :

Carta Particolare

1) Servizio di cartografia delle Particolari amministrative  
del Comune di Bolzano = da inviare al Ministero Guerra al Comando  
6-15-22-25 da ogni mese.

2) Servizio di cartografia delle Particolari amministrative  
del Comune di Bolzano = da inviare al Ministero Guerra al Comando  
in preparazione = da inviare al Ministero Guerra al Comando  
Periferico al 15-30 di ogni mese.

3) Servizio del personale automobilistico = da inviare al Mini-  
stero Guerra al 10 di ogni mese.

4) Servizio di carte = da inviare al Ministero Guerra al 30 di ogni  
mese.

5) Condizioni di efficienza personale della Divisione = (vignetta)  
da inviare al Ministero Guerra al Comando Particolare al  
Comando 4° 3.1.1. al 30 di ogni mese.

6) Relazione sulla situazione = da inviare al Ministero Guerra al  
30 di ogni mese.

7) Servizio di cartografia speciale = da inviare al Comando  
al 20 di ogni mese.

8) Servizio di cartografia speciale = da inviare al Comando  
al 30 di ogni mese.

9) Relazione sulla situazione = da inviare al Ministero Guerra  
al 30 di ogni mese.

10) Servizio di cartografia = da inviare al Ministero Guerra  
al 30 di ogni mese.

11) Servizio di cartografia = da inviare al Ministero Guerra  
al 30 di ogni mese.

12) Servizio di cartografia = da inviare al Ministero Guerra  
al 30 di ogni mese.

- le officine civili = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- b) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- c) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- d) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- e) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- f) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- g) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- h) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- i) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- j) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- k) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- l) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- m) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- n) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- o) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- p) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- q) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- r) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- s) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- t) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- u) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- v) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- w) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- x) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- y) Situazione civile = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.
- z) Situazione militare = da inviare al Ministero Guerra il giorno 0-15-22-29 di ogni mese.

THE OSAPO UZVIDIO AUSTROGALLIA 1845-48

Waffconce

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Translation.

Subject:- Inspection of Vehicles on entering and on leaving the Workshops.

COMANDO DIVISIONE DI FANTERIA "TRIULI"

- M.I. Office -

Ref.: 1887/Aut.

Levico, 21 June 1946.

To:-  
 C.C. 87th Infantry Regiment;  
 C.C. 98th Infantry Regiment;  
 C.C. 75th Artillery Regiment;  
 C.C. Main Workshops (Officina Mobile)  
 Mech. Workshops Supply & Transport Section  
 C.C. Mixed Engineer Battalion  
 All C.C.'s

It happened that some vehicles which after having been repaired by the workshops of the Division were rendered to the keepers and consecutively have been found to be repaired unsatisfactorily.

In consequence of above facts the following trouble has been caused :-

- (a) loss of time;
- (b) waste of petrol;
- (c) annoyances to the section (unit) which sent the vehicle for getting it repaired and which now have a vehicle on their charge they can't rely upon.

The good functioning of the workshop will prejudicially be influenced by each of these facts.

In order to avoid such inconveniences the following arrangements should be made :-

- (a) The most capable mechanic of both, the Main Workshops and the Mech. Workshops S.M. Section, will be nominated Inspector of all vehicles entering and leaving the W/S; an auxiliary mechanic will be detailed to join him.
- (b) This inspector will be accountable regarding his work to none but the C.C. Workshop.  
 His duties will be as follows :-

secatively have been found to be repaired unsatisfactorily.

In consequence of above facts the following trouble has been caused :-

- (a) loss of time;
- (b) waste of petrol;
- (c) annoyances to the section (unit) which sent the vehicle for getting it repaired and which now have a vehicle on their charge they can't rely upon.

The good functioning of the workshop will prejudicially be influenced by each of these facts.

In order to avoid such inconveniences the following arrangements should be made :-

(a) The most capable mechanic of both, the Main Workshop and the Mech. Workshop S. 42. Section, will be nominated Insp<sup>306</sup> for all vehicles entering and leaving the W/S; an auxiliary mechanic will be detailed to join him.

(b) This Inspector will be accountable regarding his work to none but the O.C. Workshop.  
His duties will be as follows :-

- (1) He has to inspect every vehicle when entering the workshop and to compile Form "A" in duplicate (see attached). He will retain one copy for himself, whilst the second one will be submitted to the O.C. Workshop.
- (2) Using his copy of Form "A" he then will compile a list in duplicate of all material being necessary for the repairs to be carried out. Also of this list he will retain one copy, whilst the second one will be handed in to the workshop stores.
- (3) When the chief of the workshop declares that the repairs are terminated, he will send the respective vehicle to the Inspector, who then will hold the exit-inspection by adhering to the form made out on entry.

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- (16) The Chief of the workshop will, by no means be authorized to give instructions to the Inspector. If there will arise any debate concerning the efficiency of a vehicle, the question will be submitted to the C.C. Workshop for decision.

At the L.A.D.'s the duties of the Inspector will be performed by the Chief of the Workshop, who has to compile the attached form in triplicate; one copy to be sent off to the M.T. Office of the unit he is attached to, and the second one to the M.T. Office of the Division. He will collect the necessary material for the repairs from his own store and send a copy of the respective material compilation to the M.T. Office of the unit he is attached to. This office will take care of procuring that material from the Mobile Park, and if it is not stored up there, a request will be made to M.T. Office of the Division, so that the material used can be restored.

- - -

At this occasion I want to inform you that a recent inspection held at the L.A.D.'s by the Director of the M.T. Office of the Division and the British Officer of 4 D.L.U. has shown :-

- (a) At all L.A.D.'s with the exception of No. 3 and 4 L.A.D., documentation as per instructions given is not in order.
- (b) The personnel employed by these L.A.D.'s, though inferior in number than establishment provided for, often is unoccupied.
- (c) The C.C.'s Units where the L.A.D.'s are attached to, do not supervise and control them.
- (d) The L.A.D. personnel were drawn away from workshop, because they have been detailed for sentry duties etc.

Considering the fact, that the L.A.D.'s, though detached from the Main Workshops (Offices Mobile), are an essential part of the Regiments or Autonomous Sections (Units), they are attached to, the officer in charge of the M.T. Office of the Regiment or the Autonomous Section (Unit) should take care of them, control them and hold inspections.

Documentation.

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and the British Officer of 4 L.L.U. has shown :-

- (a) At all L.A.D.'s with the exception of No. 3 and 4 L.A.D., Documentation as per instructions given is not in order.
- (b) The personnel employed by these L.A.D.'s, though inferior in number than establishment provided for, often is unoccupied.
- (c) The O.C.'s Units where the L.A.D.'s are attached to, do not supervise and control them.
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Considering the fact, that the L.A.D.'s, though detached from the Main Workshops (Officine Mobile), are an essential part of the Regiments or Autonomous sections (Units), they are attached to, the officer in charge of the M.T. Office of the Regiment or the Autonomous Section (Unit) should take care of them, control them and hold inspections.

### Documentation.

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The L.A.D.'s are obliged to keep the following records :-

- (a) register of loading and unloading of the material being in the stores vehicle;
- (b) register of material required with a special column where it will be indicated if the material has been drawn off;
- (c) job book (repairs carried out);
- (d) register of tools available in the recovery vehicle.  
(In every page of this register the equipment of every box (case) or compartment is to be stated ~~as per~~ form "B" (see attached). The chief of the workshop will control all tools monthly, and when being extent, he will make a note in the relative column, whilst in case of disagreement particulars be given in column "remarks" with a view to charge an eventual deficiency (deficit) to the labourer who keeps the box in consignment and who has to

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put his signature on the form under the compilation.

For the spares not still being stored in the Mobile Park, a request ~~has~~ to be made to the M.F. Office of the Division, which as far as possible will take care of provisioning.

The L.A.D. personnel never should be unoccupied, because the vehicles always are in need of control, even if they seem to be in perfect efficiency.

This is to inform you that the M.F. Office of our Command has just started an attempt to improve the equipment of the L.A.D.'s and to this effect a request already has been made to the Ministry for the personnel being deficient (chief of workshop and specialists), so that the organization of every workshop will be made up.

It is my intention not to leave the L.A.D.'s inactive (unoccupied). We will take care of them, supervise them and hold inspections, so that their work will likely become very useful.

I am therefore giving instruction that with the exception of the 2 battalions of 85th Infantry Regiment stationed at Mantova and Vicenza, and of that one of 87th Infantry Regiment stationed at Bergamo Emilia, all vehicles are to be sent to the L.A.D.'s for any repair whatsoever.

After having inspected the vehicle, the chiefs of the L.A.D. workshop will compile the a/m form and will put a special remark on it, if the repair can't be carried out in the L.A.D. or if it is a repair of middle degree or a big repair, so that the M.F. Office of the Division (who will get one copy of that form) can make arrangements for getting those vehicles repaired by the Main Workshops of the Division (Officina Mobile) or by a civilian workshop.

The 1st Batl. and 2nd Batl. of 88th Inf. Regt. and the 3rd Batl. of 87th Inf. Regt. are allowed to send their vehicles to local civilian workshops for small repairs, for the time being considering their present site; but the a/m battalions must ask for the authority from part of the O.C. Division before, except in case of an absolute and proved urgency or necessity.

#### Loading of Electric Batteries.

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The electric batteries should be sent for re-loading to the Main Workshops of the Division (Officina Mobile) by means of the various transports going every day to Trento for other service-reasons.

and or that one of 87th Infantry Regiment stationed at Reggio Emilia -, all vehicles are to be sent to the L.A.D.'s for any repair whatsoever.

After having inspected the vehicle, the chiefs of the L.A.D. workshop will compile the 8/2 Form and will put a special remark on it, if the repair can't be carried out in the L.A.D. or if it is a repair of middle degree or a big repair, so that the M.F. Office of the Division (who will get one copy of that form) can make arrangements for getting those vehicles repaired by the Main Workshops of the Division (Officina Mobile) or by a civilian workshop.

The 1st Batl. and 11th Batl. of 86th Inf. Regt. and the 11th Batl. of 87th Inf. Regt. are allowed to send their vehicles to local civilian workshops for small repairs, for the time being considering their present site; but the 8/2 Battalions must ask for the authority from part of the C.C. Division before, except in case of an absolute and proved urgency or necessity.

#### Loading of Electric Batteries.

3058

The electric batteries should be sent for re-loading to the Main Workshops of the Division (Officina Mobile) by means of the various transports going every day to Trento for other service-reasons.

#### Remarks:-

Every vehicle which has passed the exit-inspection, should be tested on the road up to a distance of at least 10 kilometers. The inspector being responsible for the repair will do this testing. The L.A.D.'s will get the necessary aerburant and lubricant for these test-drives from the regiments or autonomous sections (units) they are attached to.

(sgd) THE GENERAL COMMANDING  
-Tullio Bernardi-

UFFICIO ECONOMICO-  
PUBBLICITÀ

1245  
Giugno 21, 1945

Aut. di prot.

OGGETTO: Ispezioni degli autocarri  
all'entrata e dell'uscita delle officine.

- AL COMANDO 27° REG. FANTERIA
- AL COMANDO 88° REG. FANTERIA
- AL COMANDO 35° REG. FANTERIA
- AL COMANDO 57° REG. FANTERIA
- ALL'UFFICIO ECONOMICO- PUBBLICITÀ
- AL COMANDO BATTAGLIONE FANTIA
- A TUTTI I L.A.D.

E' accaduto che durante l'ispezione, restituito dalle officine della Divisione, dopo essere stato riparato, è stato trovato successivamente non ben ripulito.

Tale fatto provoca i seguenti inconvenienti:

- a) perdita di tempo;
- b) sciupio di benzina;
- c) inconvenienti al reparto che ha inviato l'automezzo alle officine - inconveniente al reparto che ha inviato l'automezzo sul luogo non può essere.

Ciascuno di tali casi è nocivo al buon andamento dell'Ufficio.

Per evitare tali inconvenienti dovrà essere seguito il seguente sistema:

- a) il più abile meccanico delle due officine mobile e trasporti sarà nominato ispettore all'entrata e all'uscita - avrà con sé un libro meccanico.
- b) Tale ispettore risponderà del suo lavoro durante la sua permanenza all'ufficio comando dell'officina.
- c) I suoi compiti sono i seguenti:

- 1) egli ispezionerà all'entrata tutti gli autocarri compiendo lo spezzetto allegato A in doppia copia.
- 2) Trasferirà presso di sé una copia di invierà l'altra al Comandante dell'officina.
- 3) Servendosi delle copie dello spezzetto con invierà la copia al Comandante dell'officina.

accanto che quando si è accorto che l'auto è stata trovata, è stato trovato. La Divisione, dopo essere stato riparato, è stato trovato. Successivamente non ben riparato.

Tale fatto provoca i seguenti inconvenienti :

- a) perdita di tempo;
- b) consumo di benzina;
- c) inconvenienti al reparto che ha inviato l'automezzo alla riparazione e che si trova ad avere un automezzo sul quale non può contare.

Ciascuno di tali casi è nocivo al buon andamento dell'Officina.

Per evitare tali inconvenienti dovrà essere seguito il seguente sistema :

- a) il più abile meccanico della officina mobile e trasporti sarà nominato ispettore all'entrata e all'uscita - avrà con sé un aiuto meccanico.
  - b) Tale ispettore risponderà del suo lavoro direttamente al Comandante all'officina comandante dell'officina.
- I suoi compiti sono i seguenti :

- 1) egli ispezionerà all'entrata tutti gli automezzi compilando lo specchio allegato A in doppia copia.
- Tratterà presso di sé una copia ed invierà l'altra al Comandante dell'officina.
- 2) servirà copia delle copie dello specchio che avrà compilato, compilerà un elenco in doppia copia di tutto il materiale corrente per effettuare le riparazioni.
- Tratterà presso di sé una copia di detto elenco ed invierà l'altra al magazzino dell'officina.
- 3) Allorché il capo-officina deciderà di avere effettuato le riparazioni, egli invierà l'automezzo all'ispettore il quale ispezionerà l'automezzo all'uscita servendosi come guida dello specchio per l'entrata.
- 4) Per nessun motivo il capo-officina potrà dare istruzioni all'ispettore. Nel caso in cui sorgesse una disputa circa l'efficienza

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dell'automototreno, essa dovrà essere sottoposta al Comandante dell'ufficio il quale deciderà in merito.

Le funzioni dell'ispettore presso i L.A.D. saranno disimpegnate dal capo-officina che dovrà compilare lo specchio allegato in triplice copia e ne invierà una all'ufficio automobilistico del reparto presso il quale trova il veicolo e una all'ufficio auto della Divisione. Il materiale occorrente per effettuare le riparazioni lo trarrà dal proprio magazzino inviano copie dello specchio di detto materiale all'ufficio automobilistico del reparto presso il quale trova il veicolo, detto ufficio curerà il prelievo del materiale presso il Parco Mobile e se questo ne risulta sprovvisto, lo richiederà all'Ufficio auto della Divisione in modo che il materiale impiegato possa essere reintegrato.

Con l'occasione comunico che da una recente ispezione effettuata ai L.A.D. da parte del Capo Ufficio auto della Divisione e dell'ufficiale inglese del 4° B.L.D. è stato rilevato che:

- a) meno il 3° e 4° L.A.D. gli altri non avevano in ordine la documentazione prescritta.
- b) che il personale addetto a dette officine non conosce via inferiore al numero prescritto, che spesso inoperoso;
- c) che i dati L.A.D. non vengono sorvegliati e controllati dai comandi di reparto presso i quali si trovano dislocati;
- d) che il personale stesso viene disolto dall'officina perché comandato in servizio di guardia ecc.

Preciso che i L.A.D. debbono distaccamenti nell'officina mobile, fanno parte integrante dei regimi e reparti autonomi presso i quali li sono dislocati e che pertanto debbono essere curati, controllati ed ispezionati dall'ufficina addetto all'ufficio automobilistico del reggimento o reparto autonomo.

#### Documenti =

I L.A.D. debbono tenere tutti i seguenti documenti:

- a) registro di carico e scarico del materiale esistente nel carro magazzino;
- b) registro delle richieste del materiale con una colonna dove deve essere segnato se il materiale è stato prelevato o meno;
- c) registro del lavoro (apparecchi esistenti)
- d) registro della disposizione, attrezzatura nel carro officina.

Con l'occasione comando che da una recente ispezione effettuata al I.A.D. da parte del Capo Ufficio Auto della Divisione e dell'ufficio inglese del 4° B.L.D. è stato rilevato che :

- a) meno il 3° e 4° I.A.D. gli altri non avevano in ordine la documentazione prescritta.
- b) che il personale addetto a detta officina nonostante sia inferiore al numero prescritto, era spesso inoperoso;
- c) che detti I.A.D. non vengono sorvegliati e controllati dai comandi di reparto presso i quali si trovano dislocati;
- d) che il personale stesso viene distolto dall'officina perché comandato in servizi di guardia ecc.

Preciso che i I.A.D. debbano distaccamenti dall'officina mobile, fanno parte integrale dei reggimenti e reparti autonomi presso i quali sono dislocati e che pertanto debbono essere curati, controllati ed ispezionati dall'ufficio addetto all'ufficio automobilistico del reggimento o reparto autonomo.

#### Documenti =

- a) I I.A.D. debbono tenere tutti i seguenti documenti :
- a) registro di carico e scarico del materiale esistente nel carro magazzino;
- b) registro delle ricicche del materiale con una colonna dove deve essere segnato se il materiale è stato prelevato o meno;
- c) registro del lavoro ( riparazioni effettuate )
- d) registro della disposizione attrezzature nel carro officina.

Su ogni pagina di detto registro deve essere elencata l'attrezzatura che trovasi in ogni cassetta o scompartimento come da allegato B. Il Capo-officina mensilmente controllerà tutti gli atti segnando l'esistenza nell'apposita colonna e le eventuali discrepanze nella colonna "Note" provvedendo ad edificare le eventuali mancanze all'operario che ne ha in consegna la cassetta e che deve apporre la sua firma in calce allo spezchio.

I materiali di ricambio del quale il parco risulta approvvistato devono essere richiesti all'ufficio Auto della Divisione che nei limiti

3056

- 3 -

del possibile, ne curare l'approvvigionamento.

Il personale dei L.A.D. non deve mai restare inoperoso perché gli autotomomessi hanno sempre bisogno di controllo anche se servono in perfetto efficienza.

Per norma comunico che il dipendente Ufficio auto sta provvedendo a migliorare l'istruzione dei L.A.D. ed è già stato richiesto al M. M. il personale (capil-officina e specializzato) in modo da coadiuvare l'organico di ciascuna officina.

Intendo che i L.A.D. non siano inattivi. Siano pertanto curati, sorvegliati ed ispezionati in modo che il loro lavoro possa essere veramente fruttuoso.

Dispongo comunque che tutti i L.A.D. dopo aver esaminato il mese, ed aver compilato lo specchio sopra menzionato, se trattanti di riparazioni che non possono essere effettuate presso l'officina stessa o di medie e grandi riparazioni lo emetteremo nello specchio in modo che l'ufficio auto della Divisione - al quale deve essere inviata una copia dello specchio stesso - possa provvedere a fare riparo detti mesi presso l'officina Mobile Divisionale o presso officina civile.

Il I/28° ed il II/28° e III/28° data la loro dislocazione potranno effettuare per il momento, le eventuali piccole riparazioni presso officine civili locali sempre in seguito a preventiva autorizzazione del Comando Divisione meno in casi di assoluta urgenza comprovata nei casi di assoluta.

Le batterie elettriche dovranno essere caricate elettriche - Le batterie elettriche dovranno essere inviate per la ricarica all'officina Mobile Divisionale tenendo dei vari mesi che giornalmente o quasi si recano a Trento per il servizio.

Le batterie elettriche dovranno essere caricate elettriche - Le batterie elettriche dovranno essere inviate per la ricarica all'officina Mobile Divisionale tenendo dei vari mesi che giornalmente o quasi si recano a Trento per il servizio.

Note - Tutti gli autotomomessi che sono stati ispezionati all'uscita dovranno avere una prova su strada di almeno 10 km. Tale prova sarà effettuata dall'ispettore il quale sarà responsabile della riparazione. Per gli L.A.D. il carburante ed il lubrificante dovranno per tale prova deve essere fornito dal reparto o reparti autonomi presso i quali trovano distaccati.

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veramente proficuo.

Dispongo comunque che tutti gli automezzi meno i 2 Btg. del 1°88° Etr. dislocati a Mantova e Vicenza e quello dell'87° di stanza a Reggio Emilia, per qualsiasi riparazione, siano inviati al L.A.D.

I capi - officina del L.A.D. dopo aver esaminato il mezzo, ed aver compilato lo specchio sopra menzionato, se trattasi di riparazioni che non possono essere effettuate presso l'officina stessa o di medie e grandi riparazioni lo annoteranno nello specchio in modo che l'ufficio auto della Divisione - al quale deve essere inviata una copia dello specchio stesso - possa provvedere a fare rifare tutti i mezzi presso l'officina Mobile Divisionale o presso officina civile.

Il I/88° ed il II/88° e III/87° data la loro dislocazione potranno effettuare per il momento, le eventuali piccole riparazioni presso officine civili locali sempre in seguito a preventiva autorizzazione del Comando Divisione meno in casi di assoluta urgenza comprovata necessit .

Carica batterie elettriche - Le batterie elettriche dovranno essere inviate per la ricarica all'officina Mobile Divisionale avendo dei vari mezzi che giornalmente o quasi si recano a Trento per di tri sar-visti.

Nota - Tutti gli automezzi che sono stati impegnati all'uscita dovranno avere una prova su strada di almeno 10 km. Tale prova sar  effettuata dall'ispettore il quale sar  responsabile della riparazione. Per gli L.A.D. il carburante ed il lubrificante occorrenti per tale prova deve essere fornito dal reparto o reparti comunque presso i quali trovansi distaccati.

3053

IL GENERALE COMANDANTE

-Tullio Bernardi-

Form "A"

Ispezione all'automobile

Vehicle Ins

- Reparto..... A) L'automobile deve essere trattata sotto  
Unit osservazioni del Reparto che lo invia all'  
l'officina.  
B) L'automobile deve essere controllata dal  
reparto che lo invia all'officina.  
C) L'automobile deve essere controllata dal  
l'officina.

3057

|                                            |                           |                    |
|--------------------------------------------|---------------------------|--------------------|
| 1) Motore                                  | Engine                    | 13) Freni e ped    |
| 2) Ventilatore e sistema di raffreddamento | Fan and Cooling System    | 14) Chassis e A    |
| 3) Carburatore e Alimentazione             | Carburettor and Feeding   | 15) Accessorie     |
| 4) Accensione                              | Ignition                  | 16) Carrozzeria    |
| 5) Sistema elettrico                       | Electric System           | 17) Lubrificazione |
| 6) Frizione                                | Friction (Clutch)         | 18) Pulizia        |
| 7) Scatola del cambio                      | Gear-box                  | 19) Prova sulle    |
| 8) Trasmissione                            | Transmission              | 20) Stato gener    |
| 9) Sterzo                                  | Steering                  |                    |
| 10) Balastre e sospensioni                 | Leaf springs and Shockles |                    |
| 11) Ponte e ruote                          | Axle and Wheels           |                    |
| avanti                                     | front                     |                    |
| centro                                     | central                   |                    |
| dietro                                     | back                      |                    |
| 12) Gomme                                  | Tyres                     |                    |

Ispezionato da .....  
Data .....  
Classifica .....  
Ufficiale .....

Ispezione all'automezzoVehicle Inspection

- ... A) L'automezzo deve essere trattato sotto osservazioni del Reparto che lo invia all'officina.
- ✓ B) L'automezzo deve essere controllato dal reparto che lo invia all'officina.
- C) L'automezzo deve essere controllato dall'officina.

3054

Targa dell'automezzo.....  
targa of the vehicleMarca.....  
make

|                                          |                      |                           |                                  |
|------------------------------------------|----------------------|---------------------------|----------------------------------|
|                                          |                      | 13) Freni e pedale a mano | Footbrake<br>Brakes & Handbrake  |
| 1 Fan and Cooling System                 |                      | 14) Chassis e Accessori   | Chassis & Fittings               |
| Carburettor and Feeding<br>(Fuel System) |                      | 15) Accessorie speciali   | Special Fittings                 |
| Ignition                                 |                      | 16) Carrozzeria e cabina  | Bodywork & Cab                   |
| Clutch System                            |                      | 17) Lubrificazione        | Lubrication                      |
| (Clutch)                                 |                      | 18) Pulizia               | Cleanliness                      |
| Gear-box                                 |                      | 19) Prova sulla strada    | Testing on the road              |
| Shock absorbers                          |                      | 20) Stato generale e note | General condition<br>and remarks |
| Leaf springs and Shackles                |                      |                           |                                  |
| Wheels                                   | Ispezionato da ..... | Inspected by...           |                                  |
| "                                        | Data .....           | Date ...                  |                                  |
| "                                        | Classifica .....     | Classification ...        |                                  |
| "                                        | Ufficiale .....      | Officer ...               |                                  |



SUBJECT :- Divisional Requirements Manufactured by Turin Arsenal.

Land Forces Sub Comm. A.C.  
(M.M.I.A.) R O B.  
12/31/56

12 July 56

To :- E.M.S.'s 1, 4, & 6 HCU's  
E.M.E., 3 HCU (2 copies) - please pass one copy to  
Maj CATALANO.

1. With further reference to EME Conference held on 21/22 June 1956.
2. As Major CATALANO of the Legnano Division has been made responsible for co-ordinating Divisional requirements and arranging local purchase and contracts etc, it is felt that by complete liaison with the Italian Army better results will be obtained.
3. In future therefore when items are required for the Italian Army which necessitates manufacture at Turin Arsenal, the following system should be adopted :
4. (a) The CEM of the Division concerned should make out his demands in quadruplicate, two copies being sent to Major CATALANO, and two to the RCM of the HCU concerned.
- (b) Major CATALANO should take the necessary action with the Arsenal to initiate manufacture. It is suggested that one copy of the CEM's request be sent to the Arsenal with Major Catalano's instructions.
- (c) Of the two copies received by HCU's one will be for their files, the second being despatched to Capt MURPHY of 1 HCU (for information) who is in constant liaison with Turin Arsenal.
5. It is felt that this method will keep all parties concerned well advised, and at the same time assist Major Catalano in carrying out his duties.

*Translated copy sent to CMF.*

*W.J. Franklin* 3052

W.J. FRANKLIN, Major,  
M.M.I.A.  
for Lt Col  
Assistant Director of Mechanical Engineering.  
M.M.I.A.

WJF/AG

Copies to :- EME, 5 & 10 HCU's } for info.  
                  " 12 HCU

Subject:- Returns.

Headquarters  
4 B. I. U.  
Bologna  
Ref.: 4/ME/24-30

5 July 1946.

To:- CME HQ, "Priuli" Infantry Division

Whilst at the CME conference at Bologna 21-22 June 46 I complained to ADME M.M.I.A., Forc, that you are much overloaded with office work and especially returns. I have since received an instruction from ADME to make further investigations. I therefore request you forward me a list of all returns which must be rendered by your office giving dates (i.e. weekly, monthly etc.) and a copy of the return.

*U. T. T.*  
Capt.  
S.O. R.M. & B.I.U.

Translation:-

Oggetto:- Relazioni

Comando 4<sup>o</sup> B.I.U.  
BOLIANC  
Rif. 4/ME/24-30

5 Luglio 1946

Al Comandante Ufficio Autoveicolo (CME)  
Comando Divisione di "Priuli" - Levice

Mentre alla conferenza degli EME, avuto luogo a Bologna il 21-22 Giugno 46, mi lamentavo all'ADME, M.M.I.A., Roma, che siete sovraccaricato di lavori d'ufficio e spe-

Translation :-Oggetto:- RelazioniComando 4<sup>o</sup> B.L.U.

BOLLANO

Rif. 4/ME/24-30

5 Luglio 1946

Al Comandante Ufficio Autonomobilistico (CME)

Comando Divisione di Partenza "Friuli" - Levis

Mentre alla conferenza degli EME, avuto luogo a Bologna il 21-22 Giugno 46, mi lamentavo all'ADME, M.M.I.A., Roma, che siate sovraccaricato di lavori d'afflido e specialmente di relazioni, ora ADME mi ha richiesto di fare ulteriori investigazioni. Perciò vi prego d'inoltarmi **3051** l'elenco di tutte le relazioni che devono essere consegnate dal vostro ufficio, dando le date ( per es. settimanale, mensile, ecc. ed una copia delle relazioni in parola.



Cap.

S.O. HME 4<sup>o</sup> B.L.U.

35

SUBJECT: S.A.S. Conference - BOLCHKA 21/22 June 46.

Land Forces Sub Comm. A.C.

(M.A.I.A.)

R.O.M.S.

22/43/63

28 June 46

TO: S.A.S.'s 3, 4, 5, 6 and 10 B.I.U.'s.

With further reference to the above conference the following points are passed to you for action where applicable.

1. The question of War Transport for 'A' type B.I.U.'s and War transport to be raised with GSO 1, copy to A.M.S.

2. As regards the subject of revising the number of Returns that are being made by Divisions, please obtain the support of your GSO 1 in this matter in order that consolidated action may be taken with the War Ministry on behalf of all the Divisions.

Please submit to this office full details of outstanding genio work, quoting letter references and dates etc. in order that appropriate action can be taken with the War Ministry.

4. Reference this office signal BX/30/102 dated 27 May 46. A revised return is to be submitted showing the actual number of vehicles and engines available for brockloading to BOLCHKA. For information you are advised that the War Ministry has issued instructions direct to each Division (reference 33093/DL dated 14 June 46) for 20 Dodge vehicles to be evacuated immediately, a further 20 Bedfords at the end of July, and subsequently all types and makes so that the holding of vehicles under repair in Divisional workshops and LAD's does not exceed 40.

with the War Ministry on behalf of all the Divisions.

Please submit to this office full details of outstanding  
genio work, quoting letter references and dates etc. in order that  
appropriate action can be taken with the War Ministry.

4. Reference this office signal 22/30/102 dated 27 May 46  
A revised return is to be submitted showing the actual number of  
vehicles and engines available for brockleaving to BOLAGNA. For  
information you are advised that the War Ministry has issued  
instructions direct to each Division (reference 33698/DN dated 14  
June 46) for 20 Dodge vehicles to be evacuated immediately, a  
further 20 vehicles at the end of July, and subsequently all types  
and makes so that the holding of vehicles under repair in Divisional  
Workshops and LAD's does not exceed 40.

3050

*Frankland May*

*U.A.L.M.A.*

*for Lt. Col. A.D.M.B.*

17  
37  
38  
42

27

SUBJECT : MaintenanceLand Forces Sub Comm.A.C.  
(M.M.I.A.) R O M E  
ME/30/136

/8 June 46

E.M.E. 4 B.L.U.

Reference your 4/ME/24 - 18 of 3 June.

It is intended that para 5 (iii) of Appendix A to REME Directive N°2 apply to all units.

In those cases where units have unit workshops or workshop platoons attached, the monthly AB406 inspection will be carried out by such workshops or workshop platoon.

In those other cases where a unit has no technical personnel capable of carrying out a monthly inspection on AB406 the provisions of para 6 of Appendix A should apply.

None of the above is contrary to British practice, but is really an amplification of such practice to cater for units external to the Infantry Divisions.

Lt. Col.  
A.D.M.E.

Copies to : E.M.E.s

1, 3, 5, 6, 10, 12 B.L.U.s

3049

*9 copies of this letter to be sent to the following units:*

18

SUBJECT: Italian Combat Groups - British Directives. CONFIDENTIAL

Land Forces Sub Com, A.C.  
(M.M.I.A.)  
S/G/29/33  
15 Jan 45.

To: Ministry of War (2 copies).

|          |                      |            |
|----------|----------------------|------------|
| copy to: | 50 ELU               | 5 copies.  |
|          | 51 BDJ               | "          |
|          | 52 ELU               | "          |
|          | 53 ELU               | "          |
|          | 56 ELU               | "          |
|          | R.P.C. (Maj General) | 10 copies. |
|          | A.F.H.C.             | 20         |
|          | 15 Army Group        | 20         |
|          | D.M.T.               | 10         |
|          | 1 Dist               | 4          |
|          | 2 Dist               | 1          |
|          | 3 Dist               | 3          |

To assist Italian Officers of Combat Groups in understanding British methods a series of British Directives is being sent you for translation, printing and issue to officers concerned.

The intention and scope of these Directives and an index to those which will be issued are given in Directive No 1 attached.

Directives Nos 1, 2 and 3 are sent herewith, the remainder will follow when ready.

The whole series should be uniformly printed on small sheets suitable for filing and carrying in the field on the loose-leaf principle.

M.M.I.A. will be supplied with 3 'proof' copies of each Directive when reproduced in Italian, before issue, so that the trans-

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M.M.I.A. will be supplied with 2 'proof' copies of each Directive when reproduced in Italian, before issue, so that the translation may be checked.

trs. NR.  
sten.  
spares .. 50  
-----

Major General.  
(MMA)

3048

CONFIDENTIAL.ITALIAN COMBAT FORCE.BRITISH DIRECTIVE No. 1 - GENERAL - SCOPE.

(Issued by M.M.I.A.)

1. OBJECT OF BRITISH DIRECTIVES.

Now that the Italian Army is cooperating with the Allied Forces in combat and is receiving arms, ammunition and equipment from them, it is necessary to coordinate its methods of training and administration with those of the Allies so as to make cooperation really effective. For this reason short Directives are being prepared by Allied Headquarters.

2. SCOPE OF DIRECTIVES.

Directives will be confined to basic principles and are intended to introduce into the Italian system only such changes as are needed to ensure uniformity essential to the achievement of the object in view.

Directives will deal with the following subjects: -

- (a) Organisation - The strength, composition and functions of units.
- (b) Training - The purpose, method and standards required of technical, tactical and administrative training of individuals and units.
- (c) Administration - The provision, distribution and use of:
  - Reinforcements
  - Ammunition

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Directives will deal with the following subjects: -

- (a) Organisation - The strength, composition and functions of units.
- (b) Training - The purpose, method and standards required of technical, tactical and administrative training of individuals and units.

- (c) Administration - The provision, distribution and use of:

|                    |                 |
|--------------------|-----------------|
| Reinforcements     | Ammunition      |
| Medical Services   | Supplies.       |
| Personnel Services | Equipment       |
| Accommodation      | Transportation. |

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### 3. USE OF DIRECTIVES.

Directives will be translated by the Ministry of War and made known to all officers of the Combat Force; relevant parts may also be communicated to commanders of other formations and units of the Italian Army if considered applicable.

4. AN INDEX TO DIRECTIVES (as far as at present contemplated) is as follows:

contd sheet 2 . .

## Sheet 2

## ITALIAN COMBAT FORCE.

BRITISH DIRECTIVES - INDEX.

- |     |                            |
|-----|----------------------------|
| 1.  | General - Scope.           |
| 2.  | Organisation.              |
| 3.  | Command and Liaison.       |
| 4.  | Operations.                |
| 5.  | Intelligence and Security. |
| 6.  | Training.                  |
| 7.  | Infantry.                  |
| 8.  | Artillery.                 |
| 9.  | Field Engineers.           |
| 10. | Glacis.                    |
| 11. |                            |
| 12. | Securities.                |
| 13. | Reinforcements.            |
| 14. | Medical Services.          |
| 15. | Personal Services.         |
| 16. | Welfare.                   |
| 17. |                            |
| 18. | Movement                   |
| 19. | Ammunition.                |

|     |                         |
|-----|-------------------------|
| 6.  | Infantry.               |
| 8.  | Artillery               |
| 9.  | Field Engineers.        |
| 10. | Signals.                |
| 11. |                         |
| 12. | Casualties.             |
| 13. | Reinforcements.         |
| 14. | Medical Services.       |
| 15. | Personal Services.      |
| 16. | Welfare.                |
| 17. |                         |
| 18. | Movement                |
| 19. | Ammunition.             |
| 20. | Equipment.              |
| 21. | Supplies.               |
| 22. | Mechanical Engineers.   |
| 23. | Military Police (CO.MR) |
| 24. | Issuing Orders          |
| 25. | Map References.         |
| 26. |                         |
| 27. |                         |
| 28. |                         |
| 29. |                         |
| 30. |                         |

CONFIDENTIAL.ITALIAN COMBAT FORCE.BRITISH DIRECTIVE No. 2 (ORGANISATION)Issued by M.M.I.S.

1. All Units of the Combat Force will be organised in accordance with the authorisation and published War Establishment (Organisation).
2. The numbers of personnel and arms in units will NOT exceed those authorised. Units will be maintained at as near full strength as possible, in accordance with the directive on REINFORCEMENTS. Personnel from sources outside the authorized strength of the Combat Force are NOT to be attached to Combat Force units without Allied (M.M.I.S.) approval.
3. (a) The function of the various fighting units will follow normal Italian practice with such modifications as are from time to time ordered to ensure uniformity in action with Allied Forces.  
(b) The functions of service units and administrative personnel, especially those concerned with the distribution, replacement, recovery and repair of equipment must necessarily be modified to a greater extent to conform to Allied procedure.
4. Basic modifications will be made known in the appropriate directives and through British Liaison Officers of the Services concerned. In outline they are as follows:-
  - (a) Military Police (G.S. Rs.) are primarily to enforce discipline and control traffic. Traffic control and sign posting methods will be those taught at the British G.M.P. School.
  - (b) Medical Sections (Servizi Sanitari) as Italian equipment in being used and stock accumulated will be evacuated through Italian Hospitals. Italian procedure will remain unchanged. Medical stores will be replaced through British Quernels in accordance with the directive on Medical Services.
  - (c) The officer commanding the Ordnance Field Park (Deposito Mobili) will be responsible for the supply and replacement of arms, vehicles and technical material which in the Italian Army is the responsibility of the war service. Motor Vehicle Officer will similarly be responsible for clothing and general stores. Method of issuing replacements will be as follows in the Ordnance directives.

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normal Italian practice with such modifications as are from time to time ordered to ensure uniformity in action with Allied Forces.

(b) The functions of service units and administrative personnel, especially those concerned with the distribution, replacement, recovery and repair of equipment must necessarily be modified to a greater extent to conform to Allied procedure.

4. Basic modifications will be made known in the appropriate directives and through British Liaison Officers of the Services concerned. In outline they are as follows:-

(a) Military Police (C.M.P.) are primarily to enforce discipline and control traffic, traffic control and sign posting methods will be those taught at the British C.M.P. School.

(b) Medical Sections (Medici Sanita) as Italian equipment is being used and sick and wounded will be evacuated through Italian Hospitals, Italian procedure will remain unchanged. Medical stores will be replaced through British Channels in accordance with the Directive on Medical Services.

(c) The officer commanding the Ordnance Field Park (Deposito Mobili) will be responsible for the supply and replacement of guns, vehicles and technical material which in the Italian Army is the responsibility of the user service. Material Officer will similarly be responsible for clothing and general stores. Method of demanding reinforcements will be <sup>3048</sup> in the ordnance directives.

(d) The O.C. Mechanical Engineer (Officina Meccaniche) will be responsible for the recovery and repairs to all vehicles, machinery and technical equipment as far as his facilities permit. Major repairs or replacements outside his powers will be referred to British (3rd Mechan) Workshops through the Staff Captain (S.A.S.) of the BLD and in the manner laid down in the Directive on Mechanical Engineer Services.

(e) The Supply and Transport Coy (Trasporti e rifornimenti) will be responsible for:-

- (i) Supply of rations, petrol oil and fuel and forage.
- (ii) Transport of all supplies, stores and ammunition outside the scope of units.

The load-carrying vehicles of this Coy may be used by the Group Commander for carrying personnel or material as necessary within the terms laid down in the Supply and Transport Directive.

5. Auxiliary Units of Italian personnel are provided to augment the British Services behind the fighting zone. They will be organized and will function on the lines principles as above.

6. Reinforcements will be obtained, trained, equipped and posted to units in accordance with the Directive on Reinforcements.

CONFIDENTIALITALIAN COMBAT FORCEBRITISH DIRECTIVE No. 5 - COMMAND and LIAISON

(Issued by M.M.I.A.)

1. Italian Combat Groups will operate under Allied Command, for all purposes except Internal Administration, as soon as their reorganization is complete. Being organized on a Divisional basis, they will normally be placed (either singly or together) under command of a British Corps in the forward area or of a British District in rear. They may, however, be used as part of any formation or in any way considered advisable by the Allied C-in-C.
2. Auxiliary Units of the Combat Force will similarly be placed under orders of appropriate Allied HQ or temporarily attached to Combat Groups if the administrative situation requires it.
3. Internal Administration, which means the control of matters affecting units or personnel in their role as an integral part of the Italian Army, will be the direct responsibility of the Ministry of War; any questions in which the Allies are concerned being dealt with by or through M.M.I.A.
4. A British Liaison Unit (BLU) is appointed to the HQ of each Combat Gp to act as the channel of communication in both directions for all matters between the Group Commander and Allied Headquarters. The officer in charge of the BLU will be responsible for passing all orders from appropriate Allied commanders to his Group Commander. Where action required is indicated in general terms only, or by a statement of policy, the O/C BLU will be responsible for defining or amplifying the general orders so as to ensure attainment of their object. In this respect the O/C BLU is a Staff Officer of the Allied Commander concerned and orders coming through him will be regarded as having the authority of that Allied Commander.
5. Administrative Services are as represented in the BLU by appropriate officers; technical matters pertaining to such services will be dealt with by those officers acting as the channel of communication between Allied and Italian services in these matters.
6. A MHA Liaison Officer is attached to each BLU, and is the channel of communication and adviser on all matters of internal administration (as defined in para 3). His decisions will be regarded as having the authority of the Director MHA.

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CONFIDENTIALITALIAN COMBAT FORCEBRITISH DIRECTIVE NO. 13 - REINFORCEMENTS

1. The provision, accommodation, training and allocation of reinforcements of all kinds for Combat Groups is the responsibility of SMRE within the terms of this Directive and with such help from MIA as is required. The object at all times will be to keep Groups up to their approved strength with well-trained men of the required types without waste of manpower or material.
2. The Reinforcement Training Centre is located at CESANO station (15 miles N. W. of ROMB).
3. All reinforcements for Combat Groups will be held on the strength of the Reinforcement Centre and will not exceed 15% of the authorised strength of the Combat Troops.
4. The Reinforcement Centre will be responsible for:-
  - (a) Testing, selection and allocation of suitable personnel to appropriate units within the Depot, according to their territorial physical, technical or personal qualifications for the various arms of the service and in suitable proportions to meet expected requirements.
  - (b) Documentation and administration in accordance with Italian Army Regulations.
  - (c) Equipment and clothing, in accordance with scales approved for the Combat Force.
  - (d) Training in basic, combat or technical duties, in accordance with standards laid down by Allied Comds (through the Allied Director of Military Training D.M.T.)
  - (e) Allocation to units in accordance with deficiencies reported.
5. Unit Commanders will inform Group HQ weekly by means of a strength

4. The Reinforcement Centre will be responsible for:-

- (a) Testing, selection and allocation of suitable personnel to appropriate units within the Depot, according to their territorial physical, technical or personal qualifications for the various arms of the service and in suitable proportions to meet expected requirements.
- (b) Documentation and administration in accordance with Italian Army Regulations.
- (c) Equipment and clothing, in accordance with scales approved for the Combat Force.
- (d) Training in basic, combat or technical duties, in accordance with standards laid down by Allied Comds (through the Allied Director of Military Training D.M.T.)
- (e) Allocation to units in accordance with deficiencies reported.

5. Unit Commanders will inform Group HQ weekly by means of a strength state on the prescribed schedule of their deficiencies as follows:-

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- (a) Killed or died - from date of death.
- (b) Wounded or sick - after 15 days or as soon as evacuated from the Group Field Hospital Area.
- (c) Missing or absent - after 15 days absence.
- (d) Permanently posted away from unit - from date of posting.

Reinforcements are not to be demanded to replace men on courses or away on temporary duty or attachment, or otherwise absent under 15 days.

6. Strength States and Deficiencies from units will be consolidated at Group HQ and sent weekly (on Saturdays) by quickest means to the R.T.C., copies being sent to S.M.R.B. and to the HCU concerned. Special demands in the case of heavy casualties may be made at any time.

- 2 -

7. The R.T.C. Commander will normally supply the reinforcements demanded without further authority as far as he is able. If there are not enough available reinforcements he will apply (through his Liaison Officer) to M.M.I.A. for a decision on priorities.

8. Movement of reinforcements from R.T.C. to units will be the responsibility of M.M.I.A. Liaison Officer at the R.T.C. who will receive instructions on this matter from HQ M.A.L. Transit Camps may be established in forward areas to facilitate this. Normally a basic allocation of 200 men per Group per week will be allotted on railways to cover anticipated demands; extra rail or road transport being provided as necessary.

9. The number of reinforcement held in the R.T.C. will be shown each week on a statement to be sent by the R.T.C. Commander to S.M.R.B. and to the Liaison Officer for forwarding to M.M.I.A. This will form the basis for enlistment for further men and will show the numbers of reinforcements:-

- (a) authorised.
- (b) present
- (c) available for posting.
- (d) received during past week.
- (e) despatched during past week.

It will be similar in form to that used by units and Group HQ for demanding reinforcements.

10. Replenishment of the R.T.C. is the responsibility of the Ministry of War after such consultations with M.A.L. regarding recalls, and calling up as are needed to maintain the authorised holding of reinforcements. In planning for this, consideration will be given to the anticipated wastage due to all causes, to returns from hospital, imprisonment or other absence, and to the yield of various districts, so that strength may be maintained without exceeding the authorised ceiling.

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ITALIAN COMBAT FORCE.BRITISH PHOTOCOPY No 23. ORDNANCE EQUIPMENT.1. ORGANISATION.

Each Combat Group H.Q. has an Ordnance Field Park which is responsible for supplying (and replacing parts to) all vehicles, guns and technical equipment. In addition there is an Ordnance 'Dump' through which are obtained all supplies of clothing and General stores. Stocks of technical spares are held in the Field Park on approved scales which may not be exceeded. There is a small holding of clothing and General Stores in the 'Dump'.

Indents for spares and replacements when received are either met from existing holdings or passed to a larger Ordnance unit or installation for supply. Indents and correspondence on Ordnance matters addressed to British Army authorities outside the Combat Group will be sent by or through the British Ordnance Office (B.A.O.O.S.) or the Staff of the B.I.U. This officer is responsible for the technical supervision of all Ordnance supply matters.

2. EQUIPMENT OF ORDNANCE STORES.

Combat Group personnel and units will be clothed and equipped in accordance with scales laid down in 'Normal Equipment Lists for an Italian Combat Group', which are common to all units, and 'Special Equipment Lists' which show scales of Special Equipment for particular units.

3. METHOD OF REPLACEMENT.(a). Controlled Stores. (published list is held by B.A.O.O.S.).

Losses of controlled stores such as vehicles, guns, wireless sets etc., must be reported to B.A.O.O.S. daily as they occur. A certificate to the effect that equipment is beyond local repair, signed by a B.A.O.S. officer, must accompany subsequent indents. B.A.O.O.S. publishes lists, amended from time to time as necessary, showing controlled stores which must be so reported.

(b). Non-controlled Stores.

H.Q. stores, wireless and signal spares and gun spares are obtainable from the Ordnance Field Park on production of the unserviceable part.

(c). General.

Replacements and equipment will be replaced when they

## 2. EMPLOYMENT OF ORDNANCE STORES.

Combat Group personnel and units will be clothed and equipped in accordance with scales laid down in 'General Equipment Lists for an Italian Combat Group', which are common to all units, and 'Special Equipment Lists' which show scales of Special Equipment for particular units.

## 3. METHOD OF REPLACEMENT.

### (a). Controlled Stores. (published list is held by D.A.D.O.S.).

Losses of controlled stores such as vehicles, guns, wireless sets etc., must be reported to D.A.D.O.S. daily as they occur. A certificate to the effect that equipment is beyond local repair, signed by a R.E.M.E. officer, must accompany subsequent indents. D.A.D.O.S. publishes lists, amended from time to time as necessary, showing controlled stores which must be so reported.

### (b). Non-controlled stores.

M.T. weapons, wireless and rigid spares and gun spares are obtainable from the Ordnance Field Park on production of the unserviceable part.

### (c). General.

Items of clothing and equipment will be replaced when they are worn out or are destroyed by enemy action. Indents must be submitted by units on Army Form G 997, in triplicate. There should be in bulk and rendered monthly. A list of stores to be indented for in bulk is published by D.A.D.O.S. of D.I.U. through whom all indents must be passed. Clothing and General stores are obtained through the D.A.D.O.S. 'Dump'.

## 4. GENERAL.

D.A.D.O.S. publishes instructions as necessary giving detailed instructions, etc. when bulk indents must be rendered, lists of various controlled stores etc. He acts as adviser on all matters of supply of Ordnance Equipment and should be consulted in any case of doubt.

## 5. CONTINUATION.

General stores (other than clothing) which become unserviceable will be sent to the Ordnance 'Dump' for continuation. Such stores may be continued only on the authority of the British D.A.D.O.S. or his representative. Clothing may be continued by the Officer Commanding unit, and will be returned to D.A.D.O.S. 'Dump' when continued.

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CONFIDENTIALITALIAN COMBAT FORCEBRITISH DIRECTIVE NO. 21 - SUPPLIES, AMMUNITION & POL.1. ORGANISATION WITHIN GROUPS

(a) Each Combat Group is allotted one Supply and Transport Company (Transport & reinforcements) for the carriage and delivery to units of the Group of the rations, ammunition and petrol and lubricants, and also to hold certain reserves of certain commodities. This transport is known as 2nd Line Transport.

(b) The Supply and Transport Company is organized as follows:-

1. Company H.Q. 3 Transport Platoons, each of 30-3 ton vehicles, subdivided into 5 Sections, each of 6-3 ton vehs.
- ii. 2 Composite Platoons containing the technical and other personnel needed for the receipt, handling, storage, issue and accounting of rations, ammunition and petrol and lubricants.

One platoon will always operate with the Company. The Second Platoon is to reinforce existing Allied installations and may therefore be detached from the Company, although remaining under command.

- iv. 3 Relief Driver Increments of which 1 R.D.I. is allotted to each Transport Platoon and contains personnel for duty as relief drivers and also for loading duties.

(c) A Workshop Platoon of the Mechanical Engineer Company is attached containing the mobile equipment and technical personnel necessary to repair and maintain the vehicles of the Company, plus any other vehicles which may be affiliated to the Company for maintenance, e.g. Vehicles of Division HQ.

(d) In addition each Combat Group is supported by a small Field Bakery intended as an increment to Allied field bakeries, but capable of operating independently.

2. RESPONSIBILITIES OF COMMANDER

The Officer Commanding the Supply and Transport Company is responsible:-

11. 2 Composite Platoons containing the technical and other personnel needed for the receipt, handling, storage, issue and accounting of rations, ammunition and petrol and lubricants.

One platoon will always operate with the Company. The Second Platoon is to reinforce existing Allied installations and may therefore be detached from the Company, although remaining under command.

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(4) In addition each Combat Group is supported by a small Field Bakery intended as an increment to allied field bakeries, but capable of operating independently.

## 2. RESPONSIBILITIES OF COMMANDER

The Officer Commanding the Supply and Transport Company is responsible:-

(a) To the Group Commander for the operation, administration and general and technical efficiency of his unit. **3041**

(b) To advise the Group Commander on technical matters connected with the operation of his service, e.g. Vehicle Loadings, handling of rations, storage and handling of ammunition and petrol, carriage of troops by M.T. etc.

(c) To administer his service within the Group in accordance with the policy and technical instructions issued by higher command.

## 3. SUPPLY & REPLENISHMENT IN FORWARD AREAS

### (a) Reserves

1. Each unit in the Group holds certain authorised reserves of rations, ammunition and POL known as Unit or 1st. Line Reserves.

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ii. The supply and transport company holds other authorised reserves of rations etc. known as 2nd. Line Reserves.

iii. Further reserves are held at every link of the supply chain.

#### (b) Principle of Replenishment

The principle is that anything expended by a unit, is replaced from the 1st. Line reserve, which in turn is replenished from the 2nd Line reserve held by the Supply and Transport Company. The latter then restores its authorised reserve holdings by drawing from its own source of supply.

#### (c) Transport

Transport in the forward areas may normally fall into three classes:-

i. The transport of the fighting units known as 1st Line transport.

ii. The Supply and Transport Company, known as 2nd Line transport.

iii. A Transport Pool which may be formed under Army command.

These three classes operate as follows:-

1st Line Transport.

Carries everything the unit needs to fight and live and transports replenishment supplies received from 2nd Line transport.

2nd Line Transport.

Responsible for transport between the point at which delivery is made to 1st Line transport and the point at which the supply and transport company draws what it needs to maintain the Division.

Army Transport Pool.

Responsible for transport of supplies forward from the Line of Communication Terminal to the point at which the Supply and Transport Company takes delivery.

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Army Transport Pool.

Responsible for transport of supplies forward from the Line of Communication Terminal to the point at which the Supply and Transport Company takes delivery.

#### 4. THE SUPPLY SYSTEM - BASE TO 2nd LINE

i. Supplies of all commodities from the Base normally arrive daily at the Terminal of the L of C transportation system at a point called the HEAD, which may be a Rail, Road or Sea - HEAD, dependent upon the means of transportation employed.

ii. At the Head is established a Maintenance Area known as the Rail/Road/Sea Head Maintenance Area.

Under suitable operational conditions the Supply and Transport Company draws its requirements direct from this Maintenance Area, on a Time Table.

iii. In Mobile Operations and where the Rail Head Maintenance Area is too far back a Forward Maintenance Area may be established under Corps Control from which the Supply and Transport Company would draw its requirements.

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iv. If no forward Maintenance Area is established and the Refill Maintenance Area is too far back to enable the supply and transport company to draw direct then the requirements of the supply and transport company will be taken forward by the Army Transport Pool to an agreed point known as the Refilling Point, where they will be transferred to the supply and transport company.

##### 5. THE SUPPLY SYSTEM - 2ND LINE TO UNITS

i. Where the distances between the forward units and the supply and transport company is not great, e.g. not more than about 10-15 Km., 1st Line vehicles from units may come back to the supply and transport company to draw what is required.

ii. Where this distance is more than 15 Km. it is normal for the supply and transport company to carry supplies to within easy reach of the forward units.

When this is done transfers of supplies from 2nd Line Vehicles to 1st Line vehicles are effected at definite map reference locations known as POINTS.

There are normally separate POINTS as follows:-

##### (a) ammunition points

Normally hold ammunition of all types to a scale laid down by the staff and whilst established remains open 24 hours a day.

As vehicles of the supply and transport company at the A.P. are emptied they are automatically replaced by full vehicles from the company location.

##### (b) Patrol Points

Normally hold a fixed amount of P.O.L. and are usually established daily for a definite period (usually about 2 hours).

Forward units collect P.O.L. in their own 1st Line Transport.

##### (c) Supply Points

Patrols will collect other small stores as required.

There are normally separate POINTS as follows:-

(a) Ammunition Points

Normally held ammunition of all types to a scale laid down by the staff and whilst established remains open 24 hours a day.

As vehicles of the supply and transport company at the A.P. are emptied they are automatically replaced by full vehicles from the company location.

(b) Petrol Points

Normally hold a fixed amount of P.O.L. and are usually established daily for a definite period (usually about 2 hours).

Forward units collect P.O.L. in their own 1st Line Transport.

(c) Supply Points

Rations, mail, and other small stores are normally taken to Supply points daily in supply and transport company vehicles as previously prepared detail loads for each unit, which normally collects in its own 1st Line transport.

Supply points, like Petrol Points, are normally established to remain open for a definite period.

6. DETAILED SUPPLY ARRANGEMENTS

(a) Rations

On Day "D"

i. The unit takes out a ration indent three days ahead, and hands it to the supply and transport company representative when the unit goes to collect rations indented for previously.

ii. The supply and transport company summarizes all units' indents and sends a copy of this summary to the Maintenance

- 4 -

Area from which the company draws its requirements. This acts as a demand on the Maintenance Area.

On Day "D" plus 1.

i. The supply and transport company vehicles go to the Maintenance Area (or Refilling Point) and draws the rations demanded on Day "D". These are issued in bulk by the Maintenance Area based on the summary demand.

ii. The supply and transport company vehicles go back to the company location, or other suitable location, and break down the bulk received from the Maintenance Area into separate parcels for each unit, based on the units' indents.

This process is known as Breaking Bulk and the point at which the work is done is known as the Bulk Breaking Point.

On Day "D" plus 2

i. The supply and transport company delivers the rations to the various units at an agreed map reference location known as a Supply Point. Units' 1st Line vehicles come to this Point and draw their rations, or

ii. Units' 1st Line vehicles come to the supply and transport company location itself and receive their rations there, if more convenient.

On Day "D" plus 3

The units eat the rations.

(b) Petrol

A unit does not indent in advance for POL but sends daily to the Petrol point (see para 5(ii) (b)), sufficient vehicles to draw in bulk what POL is needed to refill vehicles/tanks and restore the 1st Line Reserve. An estimate of the Group's probable requirements should be obtained by the Company Commander from the Commissariat Branch at the

On Day "D" plus 2

i. The supply and transport company delivers the rations to the various units at an agreed map reference location known as a Supply Point. Units' 1st Line vehicles come to this point and draw their rations, or

ii. Units' 1st Line vehicles come to the supply and transport company location itself and receive their rations there, if more convenient.

On Day "D" plus 3

The units eat the rations.

(b) Petrol

A unit does not indent in advance for POL but sends daily to the petrol point (see para 5(ii) (b)), sufficient vehicles to draw in bulk what POL is needed to refill vehicles/tanks and restore the 1st Line reserve. An estimate of the Groups probable requirements should be obtained by the Company Commander from the Commissariat Branch at the Group HQ. This will enable the Company Commander to know how many vehicles he needs to send to the petrol point.

(c) Ammunition

i. A unit does not normally demand ammunition in advance.

ii. Ammunition points are established as stated in para 5 and a unit can draw what it needs at any time.

In emergency any unit can draw ammunition from any ammunition point.

ii. If expenditure of artillery ammunition is expected to be heavy, gun ammunition may be drawn in quantity at, or close to, gun positions by the Second Line Company (even assisted by Army Pool Transport if necessary). This process is known as a Durying programme.

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## 7. MISCELLANEOUS STORES

Forage; fuel for lighting, heating and cooking; disinfectants; water sterilization chemicals; extra rations for invalids; mail; parcels; small engineer stores; small ordnance stores; canteen stores; water, where necessary, and reserves of clothing etc are carried and delivered to forward units by the supply and transport company in accordance with the general principles and system outlined in the foregoing paragraphs.

## 8. CARRIAGE OF TROOPS BY MOTOR TRANSPORT

The supply and transport company of the Combat Groups does not consist of a number of vehicles allocated to specific purposes. It is, in effect, a pool of transport which divisional or higher formation Commanders may use for any required task.

One of the more frequent uses is to lift marching personnel, in regard to which the following points should be noted:-

- (a) The transport platoon of 30 vehicles will carry the marching personnel of an infantry battalion.
- (b) The following division of responsibilities governs arrangements for the movement of troops by M.T.
  - i. The Group HQ Staff is responsible for issuing complete orders for the move, which will include the running speed; density of vehicles on the road; halts; routes; traffic control posts etc. and for nominating an officer to command the column.
  - ii. The supply and transport company is responsible for providing the necessary vehicles; arrival at embarking points at the right time and in the right order of vehicles; serial numbering of all vehicles and for the move; providing spare vehicles; making arrangements to deal with breakdowns; march discipline.

iii. The appointed column Commander is the deciding authority in all matters during the move, but will avoid interference with the technical matters concerning the movement of the transport and will consult the officer

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ii. The supply and transport company is responsible for providing the necessary vehicles; arrival at enlisting points at the right time and in the right order of vehicles; serial numbering of all vehicles and for the move; providing spare vehicles; making arrangements to deal with breakdowns; march discipline.

iii. The appointed column Commander is the deciding authority in all matters during the move, but will avoid interference with the technical matters concerning the operation of the transport and will consult the officer in charge of the vehicles on all points affecting their proper operation.

iv. The officer in charge of the vehicles is responsible for technical control; march discipline; dealing with breakdowns; and maintaining correct speeds and density. He is NOT responsible for leading the column to its destination. This responsibility lies with the appointed Column Commander.

v. The officer in charge of the vehicles has not plotted his duty immediately troops have been debussed, but remains under command of column Commander until the latter states that the move is completed. If, however, no previous dispersal orders have been issued, the officer in charge of the vehicles will remain under command the column Commander until such orders are received.

Lt. Col.  
M. M. I. .

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Subject: Maintenance.

Headquarters  
4 B. L. U.  
B o l z a n o  
Ref.: 4/23/24-18

3rd June 1946.

To: ADMIRALTY, I. C.

R o m e

1. Reference your MEM Directive No. 2 para 5 (III).

2. As the instruction given in this para is contrary to British MEM procedure in that is given vehicle inspections monthly by shops instead of quarterly by LAD's or in the case of static units, by shops, it is felt this may be an error.

3. If not, it is desired to point out that the British Inf. Div. for example has approx. 1100 vehicles on charge which if inspected monthly at the rate of 500 vehicles a month by 25 men (your para 6 refers) 25 technicians would be required continually for inspections. The total strength of Technical Sigs. and Veh. Mechanics and Driver Mechanics for the whole of the Division is only 57 (as 66) plus approx. 20 third rate civilian mechanics thus generally incapable of inspecting a vehicle.

*W. P. White*

Capt.  
S. O. 23/24-18

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monthly by shops instead of quarterly by L&P's or in the case of static units, by shops, it is felt this may be an error.

3.

If not, it is desired to point out that the Artillery Div. for example has approx. 1400 vehicles on charge which if inspected monthly at the rate of 500 vehicles a month by 25 men (your para 6 refers) 55 technicians would be required continually for inspections. The total strength of Technical Sjt's and Veh. Mechanics and Driver Mechanics for the whole of the Division is only 57 (as 66) plus approx. 20 third rate civilian mechanics thus generally incapable of inspecting a vehicle.

*W. P. L. H.*

Capt.  
S.O. 4285 4 P.L.V.

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16 27





H. H. H. H. H.

Directive No 2

SECRET

General

This Directive supplements R.D.D.D. Directive No 1 and modifies certain portions thereof.

2. Tyre Care.

Apart from petrol, shortage of tyres is probably the limiting factor in utilising repaired vehicles and thereby bringing units' vehicles holding nearer to war establishment figures.

To reduce damage to tyres, the Ministry of War has given orders that each workshop and inefficient vehicle park will form a small squad of men responsible for the care of the tyres on vehicles awaiting and under repair. Men visiting units must be ready to point out signs of tyre neglect and no repaired tyre should be allowed to pass without comment.

3. Vehicle Maintenance.

The Ministry of War will shortly be issuing revised orders on this subject to all territorial commands, and the Ministry agree that these orders will be based on the system set out in Appendix 'A' to this Directive. Units must familiarise themselves with this system and in their visits to infantry units etc. assist in putting this system into operation with a view to improving the standard of units maintenance. It must be improved on territorial commands that by improving the standard of maintenance too, lessen the load on the repairs units, which have more work than they can handle at the present time.

4. Infantry Divisions.

(a) A central co-ordination technical office is being formed:

- (1) to co-ordinate repairs by local contract or on lines from divisional workshops,
- (2) to control the stores supplied to LAGO, workshops, and CFEs,
- (3) to control issues of spares to divisions etc.

(4) to receive general written orders regarding the operation of the divisional repair, recovery, and inspection services,

(5) to effect liaison with the divisions regarding backloading of equipment for case overhaul.

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themselves with this system and in their visits to infantry units etc. assist in putting this system into operation with a view to improving the standard of units maintenance. It must be impressed on territorial commands that by improving the standard of maintenance they lessen the load on the repairs units, which have more work than they can handle at the present time.

#### 4. Infantry Divisions.

(a) A central co-ordination technical office is being formed:

- 1) to co-ordinate repairs by local contact of engineers from divisional workshops,
- 2) to control the stores supplies of LASS, workshops, and CFFE,

3) to control issues of spares to divisions etc.

4) to prepare general written orders regarding the operation of the divisional repair, recovery and inspection services, 3037

5) to effect liaison with the divisions regarding backloading of equipment for mass overhaul.

This office known as the "Infantry co-ordination tecnico" (or U.C.F.) will probably be sited at BOLCCH.

(b) The work at BOLCCH is being organized as a Base Vehicle Workshop, and will specialise at first on Dodge vehicles, expanding its scope before long to include Bedford vehicles. In both cases it is planned to do an initial overhaul at the CAFE. To obtain maximum output, for the present only these two workshops will be accepted at the CAFE except in cases of extreme urgency.

Very slight mass may be made to evacuate BIA vehicles or all BIA vehicles, as well as Dodge and Bedford vehicles requiring heavy and complex repairs, to the RVI at the CAFE. BOLCCH.

It is the intention that, after overhaul, vehicles are returned to the divisions from which they came.

Overhaul must be stopped in units and LASS and strictly limited in divisional workshops. Vehicles evaded to BOLCCH must be as complete as possible and divisions may be asked by infantry or air to pay for items deficient.

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- 2 -

(c) Divisional workshops are to press on with having engines (other than Dodge and Bedford) overhauled by civil firms but Dodge and Bedford engines for overhaul are to be evacuated to the OARE. In addition the Ministry of War has ordered that each Division holds not more than 50 engines of assorted types including those under or awaiting repair in civilian firms; the surplus of all types is to be evacuated to the OARE for repair with a view to forming a float of engines with which to stock the Base M.R. spares Depot at Bologna.

(d) Divisional Comd's must be pressed to arrange proper regular inspections of vehicles, guns, small arms, and telecommunication equipment while opportunity permits. EMs are to report to this office in their reports the progress being made on these inspections together with comments on the serviceability of the equipments.

(e) The transport state called for in this office on 24/30 of 10 Feb. is of tremendous importance, as, without the information it gives, provision for future spares requirements is impossible. EMs are required to help Divisions compile this state and submit the information promptly and regularly to this office.

(f) It is hoped to establish a Base Gun Workshop in the Arsenal at PIACENZA. Possible sites for a Base Telecommunication Workshop are under investigation.

#### 5. Spares.

(a) Spares for Italian types of vehicle are purchased in bulk by the "Ufficio Approvvigionamenti Automobilistici Regio Esercito" (UAARE) at TURIN and held in two main depots at PIACENZA and ROME. Units requiring spares for these vehicles should be followed:

- (1) Units in Nos 1 & 2 Territorial Commands directly on UAARE
- (2) Units in Nos 3, 4, 5, 6 & 7 Territorial Commands directly on PIACENZA.
- (3) Units in Nos 8, 9, 10 & 11 Territorial Commands direct

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(f) It is hoped to establish a Base Gun Workshop in the Arsenal at PLACENZA. Possible sites for a Base Telecommunication Workshop are under investigation.

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(1) Units in Reg 1 & 2 Territorial Commands directly on UARE

(2) Units in Regs 3, 4, 5, 6 & 7 Territorial Commands directly on FIAC-REDA.

(3) Units in Regs 8, 9, 10 & 11 Territorial Commands directly on ROMA.

(b) The 60 days maintenance pack for Allied vehicles has arrived at the Base AM Spares Depot at BOLCOSA and is being sorted prior to issues being made. It is intended that Divisional Units (less workshop store sections) will demand through the Divisional O.F.P. so that only the O.F.P.s and the workshop store section will draw from the depot, after their demands have been checked by the U.O.T. (see para 4, a, 3). Non-divisional units are to demand direct on the U.O.T.

In order to reduce waste and as a check on over-indenting the Ministry of War is considering issuing an instruction that the worn-out part is to be handed in (where practicable) at the time of drawing the new part.

A specimen of the demand form required is attached at Appendix B.

The maximum economy in the use of tyres is still necessary though it is hoped to obtain limited stocks of part worn tyres from surplus Allied stores. Retreading of tyres is impeded by lack of supplies of material and of some sizes of moulds.

- 3 -

#### 6. Carabinieri.

(a) Vehicles belonging to Legions, should be entirely Italian and are at present the repair responsibility of the Command Repairs Unit, in which they must be given priority. Whenever possible their vehicles are to be repaired and not made blank as replacement is at present slow. The Ministry of War are considering a proposal to give each Legion HQ a small static workshop to perform first and possibly second echelon repairs.

(b) The Mobile Battalions are each to have an "Officina Leggera di Compagnia" of 14 men. These O.L.C. will be semi-Mobile and should undertake first and second echelon repairs, demanding spares on the U.C.I. at BOLCNA. Evacuation from these O.L.C. must be to the RVP at BOLCNA.

Units must be prepared to assist these O.L.C. with instructions on Allied types of vehicles (particularly Stat. Hounds).

#### 7. Motorisation.

The Motorisation Service is being separated from the Artillery Directorate and an Inspector General of Motorisation is being formed to control the service. As regards Territorial Commands, the Director of Repairs is to control Repairs Units, Spares Depots and Light Workshops with Transport Companies, and also may have technical control of Efficient Vehicles Parks and unit workshops with CCR Mobile Battalions.

Lack of competent technical officers is the greatest handicap in improving this service, and details are requested of any such officers who could be employed with this service.

#### 8. Unit Maintenance Inspectorate.

This Inspectorate performs a most useful function, but does experience opposition. It requires support and assistance in carrying out its programmes which are arranged by the Ministry of War. The Unit Commander has recently been told to be more thorough in the execution of vehicle inspections, and this aspect must be investigated when the U.M.I. is operating in the Territorial Command.

7. Motorisation.

The motorisation service is being separated from the Artillery Directorate and an Inspector General of Motorisation is being formed to control the service. As regards Territorial Commands, the Director of Repairs is to control Repairs Units, Spares Depots and light workshops with Transport Companies, and also may have technical control of Efficient Vehicles Parks and unit workshops with UCR Mobile Battalions.

Lack of competent technical officers is the greatest handicap in improving this service, and details are requested of any such officers who could be employed with this service.

## 8.

Unit Maintenance Inspectorate.

This Inspectorate performs a most useful function, but does experience opposition. It requires support and assistance in carrying out its programmes which are arranged by the Ministry of War. The Unit Commander has recently been told to be more thorough in the execution of vehicle inspections, and this aspect must be investigated when the UMI is operating in the Territorial Command.

## 9.

Reports.

Fortnightly sitreps are required as heretofore, and should be as full as possible.

## 10.

Small Arms.

CAAs equipped with Allied weapons are in most cases having civilian armourers from the arms factory at Terni sent to them. These armourers, who have been instructed on Allied weapons, will require visiting, and their functions regarding inspecting or weapons must be explained to the officers of the CAAs.

It is intended that unit repairs to Allied small arms with other units outside the Infantry Divisions shall be carried out by the "Direzione di Artilleria" at Turin, Venice, Bologna, Rome, Naples and Messina.

*A. D. M. E.*  
Lt. Col.  
A. D. M. E.

ar3035

## Appendix "A"

NOTES ON A SYSTEM OF MAINTENANCE

1. In considering the effectiveness of an army we must consider amongst other factors the effectiveness of its equipment. Above all an army based on limited supply sources must be economical in the handling of its equipment.

To give an army such as we are considering that high degree of mobility (which forms part of its overall effectiveness as an army) it is necessary that the vehicles of an army are well cared for, economically used, and, when in need of repair, are speedily replaced. If replacement is not practicable then an efficient repairs service is required so that unfit vehicles can quickly be returned to duty.

2. It has been found by all users of large numbers of vehicles that a very substantial increase in the proportion of vehicles in service can be obtained (with a consequent saving in money spent on repairs) if vehicles in service are well cared for by their users, particularly if vehicles are not overloaded, driven at high speed or neglected, and changes of drivers are of rare occurrence. In addition it has always been found that encouragement of drivers to take pride in their vehicles has resulted in a reduction in the number of unfit vehicles.

It is therefore recommended that the doctrine of encouraging drivers to take a pride in their vehicles should be adopted and that drivers should be allotted permanently to a vehicle, so that they may become thoroughly acquainted with their vehicles. They may be encouraged to take pride in their vehicles by holding competitions within their unit for a prize awarded monthly for the best kept vehicle.

3. The fundamental responsibility for keeping a vehicle in good mechanical condition is that of the driver. This can best be achieved by employing the 16 Daily Tasks System as set out in AB 412 (Vehicle Log Book).

As can be seen from this book this system provides 16 daily tasks which cover the whole of the vehicle, (except Motor-Cycles) and take a period of 14 days to be performed (i.e. tasks 4 & 5 are performed on 4th day and tasks 6 & 7 on 5th day). It is essential that these tasks are carried out daily as laid down and not allowed to accumulate for some days and then all done together.

The performance of the daily task must be regarded as part of the normal daily routine irrespective of whether the vehicle is working or not. The driver should record the fact that he has performed the task by initialling in the space provided in the AB 412 and these should be checked and initialled weekly by an officer or NCO.

4. In addition to the daily maintenance by the driver of the vehicle a sound system of regular inspection must be instituted in order to:-

(a) Ensure that the driver is carrying out the daily tasks.

with their vehicles. They may be encouraged to take pride in their vehicles by holding competitions within their unit for a prize awarded monthly for the best kept vehicle.

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4. In addition to the daily maintenance by the driver of the vehicle a sound system of regular inspection must be instituted in order to:-

- (a) Ensure that the driver is carrying out his daily task;
- (b) Detect (and remedy with the least possible delay) faults ~~reported~~ by the driver;
- (c) Keep the unit commander informed as to the condition of his vehicles.

5. These inspections should be of three kinds:-

- (i) Drivers Inspection: carried out daily whilst performing the daily task.

- (ii) Platoon }  
Troop }  
Battery } Inspection: carried out once a month by the Platoon  
or } (Record of Inspection).  
other } it is recommended that at least 10% of  
Sub-unit } these inspections are carried out personally by an officer.

- (iii) Workshop Inspection: carried out once a month by technical personnel from workshops and recorded in the AB406.

-2-

The platoon and workshop inspections should be so arranged that they take place alternately at fortnightly intervals. After these inspections the AB/OC showing the faults found and the action taken to rectify them should be laid before the OC unit with the minimum delay so that he can correct any faults of omission or execution in the orders given for the maintenance of the vehicles.

6. Some units have workshops attached to them which can perform such a technical inspection; but there are many units lacking a workshop and it is recommended that these units should have a technical inspection carried out on their vehicles by the static workshop each month. In some cases it will be possible to send the vehicles into the workshop for this inspection; in other cases, where distances are great, inspectors from the workshop could visit the unit each month to inspect their vehicles.

It is considered that 25 men could inspect 500 vehicles in a month and though it may be argued that such an inspection represents non-productive work the improvement in vehicle efficiency which will result more than repays the cost of inspection.

7. In addition to the above system of routine inspection which is designed to assist unit commanders in keeping their vehicles efficient and to keep them informed of their vehicles fitness; it is recommended that a series of inspections of units by Unit Maintenance Inspectors be arranged by the staff. These inspections would have as their aim the assessment of the drivers standard of training in maintenance, the thoroughness of the vehicle maintenance system in the unit, and the state of readiness of the units vehicles.

3033

## Appendix 'B'

|                                                            |                                                                         |                     |                                                  |                                                          |             |
|------------------------------------------------------------|-------------------------------------------------------------------------|---------------------|--------------------------------------------------|----------------------------------------------------------|-------------|
| No di protocollo dell'ente                                 | Data                                                                    | Normale<br>Speciale | BUONO PERLEVAMENTO MATERIALI<br>Veramente        | No.....di prot.<br>dell'Autorità che<br>approva il prov. | Modello 294 |
| (Indicare lo stesso indirizzo usato per la corrispondenza) |                                                                         |                     | Indirizzo a cui deve essere spedito il materiale | No di controllo                                          | .....       |
| No. del Catalogo                                           | Sezione del vocabolario o Categoria Ital.<br>Descrizione degli articoli | Prezzo Dotazione    | Quantità Unitaria Autorizzata Effi- Fuori        | Quantità ricevuta                                        | Data        |

Si dichiara che i materiali sono richiesti per completare la dotazione autorizzata per:

- (a) prima distribuzione (b) reintegro perdati per causa di guerra  
o di forza maggiore (c) reintegro perdati per negligenza (allegare  
stato di addebito) (d) per cambio dovuto a normale usura

Firma

Qualifica

Approvazione per la Distribuzione o il  
Ricevimento.

A. D. M. E.

(Lt.Col. A. BEUNT Rome 48906)

Policy

General Organisation of Repair Serv  
Officers

Training

D. A. D. M. E.

(Major W.J. FRANKLIN Rome 489081-491)

War Establishments and Equipment of new Units

Internal Organisation of Italian wkps, etc.

Repairs by Italian wkps.

Tyres &amp; Tubes

Engine Overhaul scheme

Stores &amp; Spares

Arrangements for inspection of equipment

3031

A. D. H. E.

(Lt.Col. A. BLUNT Rome 489081-322)

Policy

General Organisation of Repair Services  
Officers

Training

E.

Rome 489081-491)

CAPTAIN

(Captain A. W. Moorbridge Rome 489081-491)

Equipment of new Units  
Italian wkps, etc.

MEN's &amp; Technical information

Sitreps

Personnel - British and Italian

War Diary

Office Organisation

Dead Files

Liasison 8 Terr. Comd. &amp; Sardinia

Domestic Transport repairs & supervision of  
inspection

Strength States

Transport and eqpt. states - Inf. Divs.

on of equipment

15

Subject - "in" and "out"  
Technical Instructions

Responsible

4. B. M. U.

501 500

Ref. 4/18/22-13

27 May 1946

To: - Director of Reports  
Technical Instructions

It is requested that you circulate the attached instructions to all  
 Technicians in your Command.

*W. H. L.*

Copy  
 40 4000 4 100

Copy to: 4 B. M. U.

Operation Inspection negli automezzi  
 coll'autostrada e all'uscita  
 dalle officine.

Comando 4 B. M. U.

Divisione

Prot. Nr. 4/18/22-13

27 Maggio 1946

si suggerisce di far circolare le istruzioni allegato a tutte le officine  
 dipendenti dal suo Comando.

Aptk

Capt  
4. 2. 1. 1. 1. 1.

COPY TO: 4. 2. 1. 1. 1. 1.

Organismi Ispettori negli ambienti  
all'ingegneria e all'industria  
della difesa.

Comando 4. 2. 1. 1. 1. 1.  
Organismi

PROL. MR. 4/25/28-15

27 maggio 1946.

Si suggerisce di far circolare le istruzioni alligato a tutte le officine  
disponibili dal suo comando.

3030

Aptk

Capt.  
Ufficio automobilistico  
4. 2. 1. 1. 1. 1.

Appendix "A"Subject: - "In" and "Out" Inspections.1. - All W/shops & Territorial Commands.

1. A number of cases have arisen recently of vehicles being passed out by W/shops in this Command which have subsequently been found to be defective.
2. This causes in many cases: -
  - a) waste of time,
  - b) waste of petrol,
  - c) inconvenience to the unit which may arrange its transport assuming it has a vehicle available which is roadworthy.
3. Every case is handed to the road unit of the W/shop.
4. To overcome this the following method will be adopted: -
  - a) The most efficient vehicle mechanic held by the W/s will be nominated "In" and "Out" Inspector with a vehicle when assistant.
  - b) This Inspector will be directly and only responsible to the C.O. Unit as regards his work.
  - c) His duties will be as follows: -
    - (i) He will "In" inspect all vehicles using attached proforma in duplicate retaining one copy and passing other to the W/s officer.
    - (ii) From one copy of proforma he will compile in duplicate a list of all stores required to effect repairs passing one copy to Stores Sec. and retaining other copy.
    - (iii) When vehicle is said to be repaired by W/s foreman he will pass the vehicle back to the Inspector who will "Out" inspect the vehicle using the original "In" inspection proforma as a guide.
    - (iv) Under no circumstances will the W/s foreman give instructions to the Inspector. Should a dispute arise as to the roadworthiness of a vehicle the matter will be settled by C.O. W/shop.

it has a vehicle available which is ready to go.

3. Every one is to be held to the good name of the W/Shop.

4. To overcome this the following method will be adopted: -

a) The most efficient vehicle available held by the W/Shop will be maintained "In" and "Out" Inspector with a vehicle with no maintenance.

b) This Inspector will be directly and only responsible to the C.O. Unit as regards his work.

c) His duties will be as follows: -

- (i) He will "In" inspect all vehicles using attached proforma in duplicate retaining one copy and passing other to the W/Shop officer.
- (ii) From his copy of proforma he will compile in duplicate a list of all stores required to effect repair passing one copy to Stores Sec. and retaining other copy.
- (iii) When vehicle is said to be repaired by W/Shop foreman he will pass the vehicle back to the Inspector who will "Out" inspect the vehicle using the original "In" inspection proforma as a guide.
- (iv) Under no circumstances will the W/Shop foreman give instructions to the Inspector. Should a dispute arise as to the readiness of a vehicle the matter will be settled by C.O. W/Shop.

#### NOTE.

All vehicles out-inspected will be given at least a five mile road test, by the Inspector, who will be responsible for any fault found in the vehicle after passing "Out".

30.23

H.Q. M.M.I.A.

P.M.S. Directive No. 1.1. General.

Consequent upon H.Q. M.M.I.A. having assumed W.C.I. 15 Nov. 45 a role of advice and assistance towards the Italian Army as apposed to its previous executive position it becomes necessary to clarify the duties of BIV's with Type 'A' BIV's. In addition it is desired to give guidance regarding the system of repair operated by the Italian War Ministry as regards Italian vehicles, Allied vehicles, guns etc.

2. Duties of BIV's.

The BIV with a BIV is the adviser on R.E.M.E. matters to the GSO I of the BIV both on technical matters and on matters affecting R.E.M.E. personnel working under the BIV. He must ensure that such personnel are properly used and correctly administered, arranging attachment to suitable British units for their administration.

He must be prepared to assist and advise the Territorial Command on R.E.M.E. matters, such as :-

- (1) Organisation of Workshops.
- (2) Recovery of Italian vehicles and spares.
- (3) Training of Italian personnel on British equipments.
- (4) Care of vehicles in Inefficient Vehicle Parks.
- (5) Obtaining spares for British vehicles and equipments.
- (6) Advice on maintenance of unit vehicles within the Territorial Command.
- (7) Utilisation of local resources.

He must assist and advise the Director of Repairs at H.Q. Territorial Command on the above within the limits imposed by the GSO I of the BIV.

He must keep himself informed of the output of the workshops in the Territorial Command.

He must assist any Type 'B' BIV's placed under the BIV

directing R.E.M.E. personnel working under the BUU. He must ensure that such personnel are properly used and correctly administered, arranging attachments to suitable British units for their administration.

He must be prepared to assist and advise the Territorial Command on R.E.M.E. matters, such as :-

- (1) Organisation of Workshops.
- (2) Recovery of Italian vehicles and spares.
- (3) Training of Italian personnel on British equipment.
- (4) Care of vehicles in Insufficient Vehicle Parks.
- (5) Obtaining spares for British vehicles and equipment.
- (6) Advice on maintenance of unit vehicles within the Territorial Command.
- (7) Utilisation of local resources.

He must assist and advise the Director of Repairs at H.Q. Territorial Command on the above within the limits imposed by the GSO I of the BUU.

He must keep himself informed of the output of the workshops in the Territorial Command.

He must assist any Type 'B' BUU's placed under his BUU with advice on R.E.M.E. matters.

With the consent of the GSO I of his BUU he shall accompany the Commander of the Territorial Command on inspection of units the latter may make in order to inspect and report on the maintenance methods of the unit and the serviceability of its equipment.

### 3. System of Repairs.

#### (a) Italian Vehicles.

Unit with Light Workshops have their own vehicle repairs done by these Workshops.

2/.....

3028

-2-

Other units have their 1st echelon repairs done by the 2nd line whsep on which they are based, of which one is to be sitted in each Territorial Command.

In addition Milan, Rome, Bologna and Naples are to carry out repairs to vehicles BIR by 2nd line wkspys, when facilities permit. These vehicles will all be class III.

The movement of vehicles from units to workshops and from wkspys to inefficient vehicle parks serving Milan, Rome, Bologna and Naples is the responsibility of the Territorial Command and the Ministry of War.

(b) Allied Vehicles.

It is intended to set up a workshop at BOLOGNA and an inefficient vehicle park at BUDRIO (in the neighborhood) to handle the above vehicles BIR by 2nd line workshops.

Evacuation to this park will be arranged by the Ministry of War.

Until this workshop and the adjoining park are opened, workshops must retain vehicles which are BIR.

Territorial Commands will probably find it advantageous to open an inefficient vehicle park in the Command for Allied vehicles, if the number of such vehicles BIR within the Command is large, in order to prevent deterioration by cannibalisation; pending the opening of a park at BUDRIO.

4. Supply of Spares.

(a) Cannibalisation must not be permitted in units or light Workshops, and if found should be made the subject of disciplinary action.

Cannibalisation in 2nd line workshops must be strictly controlled.

(b) Spares for Italian vehicles are now controlled by the Ministry of War and endorsement of indents by EMA's should be pending the opening of Italian vehicles held by Allied units

the above vehicles BIR by 2nd line workshops.  
Evacuation to this park will be arranged by the Ministry

of War.

Until this workshop and the adjoining park are opened, workshops must retain vehicles which are BIR.

Territorial Commands will probably find it advantageous to open an inefficient vehicle park in the Command for Allied vehicles, if the number of such vehicles BIR within the Command is large, in order to prevent deterioration by cannibalisation; pending the opening of a park at BUDRIO.

#### 4. Supply of Spares.

(a) Cannibalisation must not be permitted in units or Light workshops, and if found should be made the subject of disciplinary action.

Cannibalisation in 2nd line workshops must be strictly controlled.

(b) Spares for Italian vehicles are now controlled by the Ministry of War and endorsement of indents by EMS's should be only needed in the case of Italian vehicles held by Allied units not being part of the Italian Army.

(c) For the time being spares for Allied vehicles **302700** obtained from British sources in the manner in force before 15 Nov.

Indents should be screened by the EME of the BIU in conjunction with the RAC staff to ensure correct indenting.

Assistance from personnel of the Training Increment may be needed.

#### 5. Training Increments

provided their retention is necessary personnel of Training Increments may be left with their original formation whilst it remains in the Territorial Command. It will be in order to retain the Training Increment with the BIU's should the formation leave the Command.

3/.....

-3-

Now that formation workshops are becoming conversant with Allied vehicles, personnel of these increments can be usefully employed in static workshops in training personnel in workshop organisation with the concurrence of the Director of Repairs, and with the training of personnel for these static workshops.

A Training Increment will be required for the workshop at FOLGMA.

#### 6. Reports.

To provide information, sitreps are required fortnightly commencing 14.000. Reporting progress made, difficulties encountered, and making suggestions for improvement.

#### 7. M.H.L.A. Directive N°2.

The above should be read by all EME's so that they may be ready to fulfil its instructions at the appropriate time.

*W. J. Hunt*

It Col.

A.D.M.B.

Land Forces Sub Comm. A.C. (MMA)

#### Distribution : For action

|       |     |
|-------|-----|
| EME 3 | BLU |
| " 1   | PLU |
| " 5   | ELU |
| " 4   | HLU |
| " 10  | DLU |

#### For information.

EME 3 BLU

The above should be read by all EME's so that they may be ready to fulfill its instructions at the appropriate time.

*W. B. B. B.*

Lt Col.

A.D.M.E.

Land Forces Sub Comm. A.C. (MHA)

Distribution : For action

EME 3 BLU  
" 1 BLU  
" 5 BLU  
" 4 BLU  
" 10 BLU

For information.

DME. ARHQ.

Internal : 'Q'

ST

ORD

War Diary (2)

3026

COPY

12

SUBJECT: Transfer of British Equipment and  
M.T. to the Italian Army.

LAND FORCES SUB COMMISSION A.C.  
(M.M.I.A.)  
R O M E.  
Q.027

26 November 1945.

TO: WAR MINISTRY

Reference your 221300/IM of 13 Nov and further to this H.Q.  
letter Q.027 of 20 Nov. 25832

1. Pending further instructions as to the hand over to the Italian Government of British equipment and M.T. together with 12 months maintenance spares approval has been obtained for the present system of maintenance for M.T. on charge Gruppi to continue.
2. You should inform all Territorial G.Q. concerned of this decision and acquaint them with your intention that Bologna shall become the centre to which British M.T. and equipment will be evacuated for 3rd line repairs from workshops with the Training Centre CESANO and the Gruppi.
3. It is appreciated that the administration of the Gruppi by the Territorial Commands is complicated by the present lack of British maintenance spares at the disposal of the Ministry. Approval has been obtained by M.M.I.A. for the temporary retention of the R.E.M.E. training increment. In addition it is anticipated that British Ordnance Officers will be attached to the B.L.U.'s concerned, who will continue to give what assistance is possible.
4. Further instructions will be issued to the B.L.U.'s as soon as a decision on this subject is reached by higher authority.

(sgn) R.A. CURTIS, Lt. Col. 3025  
For Major General  
Land Forces Sub Commission A.C.  
(M.M.I.A.)

Copy: 1 BLU Turin  
2 BLU Genoa  
3 BLU Milan  
4 BLU Bolzano  
6 BLU Bologna  
"P" BLTU Cesano

Subject: Directives - Italian Army Repair and Recovery Org

Rear HQ 13 Corps

EME/285

13 Mar 45

SO RME 53 BLU

1. Herewith one copy of ME/IA/1605/1 dated 2 Feb 45 with appendices, passed to you for info and immediate use.
2. DME AMHQ states that sufficient copies of the revised Directives are being translated into Italian and will be published in the series of Italian Army Directives.



Colonel,  
D.D.M.E.

3024

File Instructions to C.G.

ALLIED FORCE HEADQUARTERS  
REF: 3

Subject: Directives - Italian Army Repair  
and Recovery Org.

To: HQ Land Forces Sub Commission  
(MIA) (for DAME)

REF ID: A503

IN 2/1205/1

2 Feb 45

References your DAME/11 (undated) and further to our B/11/1605/1  
dated 4 Jan 45.

1. Draft Directives have been forwarded to DAME B/11/1605/1 and comments have now been received. As a result amendments have been made to the drafts forwarded with our a/m letter.  
Our final suggested Directives are attached at appendixes as follows -

Appendix A - Duties of CME

Appendix B - Workshop Repair Organisation for Combat Groups

Appendix C - Mechanical Engineers Div Work procedures

2. Appendixes to the a/m Directives have not been prepared by this Directorate.

3. It is considered that the duties of the CME Capt in the B/11 should be defined in a Directive. A draft is attached at appendix D.

4. It is also considered that the position of the Unit Workshop Officer should be clarified. He should be the adviser to the Unit Officer on preventative maintenance and condition of unit equipment. He should operate, however, under the technical control of the CME. A paragraph on the above lines could be included in the Duties of the CME.

to the drafts forwarded with our e/m letter.

Our final suggested Directives are attached at Appendixes as follows -

Appendix A - Duties of CME

Appendix B - Workshop Repair Organisation for Combat Groups

Appendix C - Mechanical Engineers Div Wesp procedures

2. Appendices to the e/m Directives have not been prepared at this Directorate.

3. It is considered that the duties of the CME Cpt in the BUL should be defined in a Directive. A draft is attached at Appendix D.

4. It is also considered that the position of the Unit Overhaul Officer should be clarified. He should be the adviser to the Unit Commander on preventative maintenance and condition of unit equipment. He should operate, however, under the technical control of the CME. A paragraph on the above lines could be included in the Duties of the CME.

5. A paragraph should be included in the Workshop repair organization Directive indicating the technical channel through which units of the Combat Group, not provided with a LAD, are based either on one of the other unit LADs or on a key. **3023**

6. A directive should be published entitled "Mechanical Engineers Platoon Wesp Procedures". This should be identical to Appendix E attached but the wording altered to suit the particular units served by the Platoon.

7. Draft copies of Appendices A, B, & C have been forwarded to ODME. Eighth Army under separate cover.

*R. D. Sullivan*  
R.D. SULLIVAN, Major,  
M.E.  
for Major C. H. H.  
Director of Mechanical Engineering

ATTENDIX A M/LA 1605/1  
DATED 1 FEB 45

# DUTIES OF C.M.E.

## C.M.E. DIVISIONAL

1. The CME is directly responsible to the Divisional Commander for the proper functioning of all ME services within the Division, and, departmentally to the DDME of the next higher formation.

2. His duties comprise :-

- (a) Advice to and co-operation with the Divisional staff to ensure that his ME units are moved and located in proper relation to the tactical situation, to the anticipated workshop load, to the existing commitments of work, to the state of roads in relation to recovery and backloading, and to the supporting 3rd and 4th line RME units of the next higher formation.
- (b) Constant review of the condition of equipment within the formation by inspections and other means in order :-

- (1) To be in a position continually to advise the Commander as to the state of mechanical preparedness of his formation.
- (ii) To be in a position to detect weaknesses in the way in which units use and maintain their equipment and to advise on methods of improvement.
- (iii) To be in a position to anticipate the need of the Division for 2nd, 3rd and 4th ech repairs and by doing so to be able to plan his 2nd ech repair and assembly replacement programs, to advise "Q" and "ORD" on requirements of assemblies, DDME of the next higher formation of the future 3rd, and 4th ech repair load, and "Q" of the replacement load necessary to meet this wastage.
- (iv) To discover, as early as possible, incipient defects in equipment which would not otherwise come to light until failure occurs.
- (c) The direct command of both 2nd line workshops in the Division, Mech Engrs Wkey and Mech Engrs Platoon and the Tech control of LADs or other 1st line ME units and detachments in order that a universal policy is maintained throughout the division. This policy must be co-ordinated with the 3rd ech repair policy to the DDME of the next higher formation via the RME Capt of the HLU.

- (i) To be in a position continually to advise the Commander as to the state of mechanical preparedness of his formation.
- (ii) To be in a position to detect weaknesses in the way in which units use and maintain their equipment and to advise on methods of improvement.
- (iii) To be in a position to anticipate the need of the Division for 2nd, 3rd and 4th ech repairs and by doing so to be able to plan his 2nd ech repair and assembly replacement programme, to advise "Q" and "QND" on requirements of assemblies, DDME of the next higher formation of the future 3rd, and 4th ech repair load, and "Q" of the replacement load necessary to meet this wastage.
- (iv) To discover, as early as possible, incipient defects in equipment, which would not otherwise come to light until failure occurs.
- (v) The direct command of both 2nd line workshops in the Division, Mech Engra Flcey and Mech Engra Platoon and the Tech control of LADs or other 1st line ME units and detachments in order that a universal policy is maintained throughout the division. This policy must be co-ordinated with the 3rd ech repair policy to the DDME of the next higher formation via the MESE Capt 3P the RLJ.
- (d) The co-ordination and organization of recovery both forward and on the Divisional axis. He must keep close and constant touch with the DDME of the next higher formation on this subject so that the latter can reinforce him quickly or relieve him of part of his responsibilities, or clear his workshop by backloading.
- (e) The seeking of defects in equipment and their investigation as far as possible with the facilities at his disposal. The prompt reporting of defects after investigation, together with sound proposals for their remedy.
- (f) The general administration of all ME units under command including postings and promotions within such limitations as may be imposed by higher authority.

3. In general, the CME must do everything possible to improve the mechanical condition of the equipment of his formation, both by advising on unit operation and maintenance, and by ensuring the efficiency, and the efficient exploitation of the ME units provided for recovery and repairs. His technical advice must at all times be at the disposal of his Commander, and must be framed in general conformity with the policy of his DDME.

APPENDIX 'A' 10 July 603/1  
DATED 2 FEB 65

# WORKSHOP REPAIR ORGANISATION FOR COMBAT GROUPS

## Unit Maintenance

1. Maintenance in units as per the Task System already laid down.

2. The Unit Commander will be responsible for seeing that the daily maintenance of vehicles is carried out properly.

3. No repairs will be undertaken in Unit lines, but a platoon will be made immediately a vehicle is in need of repair, to the unit LAD.

4.

## Function of the LAD

5. The function of the LAD is to carry out 1st Echelon repairs, but not until it has been ascertained that spares are available immediately.

6. Each LAD will maintain a Workshop Journal on similar lines to that of the Mech Engineers Workshop. This Journal will reflect work on hand at all times.

7. 1st Echelon repairs which are beyond the capacity of the LAD and all 2nd Echelon repairs will be sent to the Workshops in the Division.

## Function of the Workshop

8. The function of the workshop is to carry out 2nd Echelon repairs, but not until it has been ascertained that spares are available from the Stores Section attached to the Workshop. Repairs which are beyond the capacity of the Stores will be reported to the CMO of the Division, who, after consultation with the Workshop Officer concerned, will decide what action is to be taken. ?

9. To ensure smooth running of these Echelons of repair, it is necessary to classify every vehicle requiring repair in one of the following categories:-

CLASS I 1st Echelon repairs for which spares are available  
LAD

6. Each IAD will maintain a shop journal on similar lines to that of the Mech Engineers Shop. This journal will reflect work on hand at all times.

7. 1st Echelon repairs which are beyond the capacity of the IAD and all 2nd Echelon repairs will be sent to the workshops in the Division.

#### Function of the Workshop

6. The function of the workshop is to carry out 2nd Echelon repairs, but not until it has been ascertained that spares are available. Even the Stores Section attached to the shop. Repairs which are beyond the capacity of the IAD will be reported to the CME of the Division, who, after consultation with the workshop officer concerned, will decide what action is to be taken. ?

9. To ensure smooth running of these Echelons of repair, it is necessary to classify every vehicle requiring repair in one of the following categories:-

- CLASS I 1st Echelon repairs for which spares - IAD  
are available
- CLASS II 2nd Echelon repairs for which spares - IAD  
are available
- CLASS III Vch which require repairs in 3rd line - IAD  
shops and which will be struck off  
unit's charge
- CLASS IV Vehicles worth examination but requiring  
complete overhaul in 4th line (Base)  
shops
- CLASS V Vch which are beyond profitable  
repair and recommended for breaking  
down for spares

10. The procedure of the workshop immediately a vehicle is brought in, is for it to be received by the R and I (Receipts and Issues) section where a receipt will be given to the unit concerned. It will then pass to the inspection for examination and classification, and will then be parked in either

(a) The "awaiting spares" park while every effort is being made to get the necessary spares

or

(b) the "damaging" park

- 2 -

## (b) The "Awaiting Evacuation" Park of the workshop

If the equipment is classified MMR the driver and/or member gunner will be returned to his Unit.

11. In the event of a vehicle being beyond local repair (MMR) i.e. Class III or IV a MMR certificate (completed specimen attached at Annex 'B') will be prepared by the OC Workshop and forwarded to the GFE. The GFE will refer these certificates to the EME of the MU for countersignature and distribution.

12. In every case the workshop officer will be responsible for the classification of any vehicle. When a vehicle is over Class II or unable to be completed within a reasonable time due to the non-availability of spares, he will retain the vehicle and distribute the MMR certificate as detailed in Para 11 above. The EME of the MU will be responsible for forwarding the Unit's copy of the MMR certificate. On receipt of this the Unit will immediately arrange to have the vehicle struck off strength and make a demand for a replacement vehicle in the normal way through staff channels.

13. All vehicles accepted at any workshop will normally be dealt with in the following order - lightly damaged equipment before seriously damaged equipment - subject to spares availability, except for any prioritization allotted by the GFE of the Division.

14. The aforementioned procedure automatically controls the spares situation as repairs will not be carried out by units, but only by LADs and Workshops, where spares will be obtained from the Field Park Section. The Field Park Section will not issue spares to other units unless specifically ordered to do so.

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APPENDIX 'C' TO ME/1A/1605/1  
DATED 7 FEB 45

# MECHANICAL ENGINEERS DIV WREP PROCEDURE

## RESPONSIBILITY

1. The Wrep is a self-accounting and a self-administering unit under the officer commanding who is responsible for its Regtl and Technical Acm, including training, regimental and technical.

The OC Wrep is responsible to the CME.

Work Undertaken The repair capacity is a variable factor governed by:-

- (a) Availability of personnel and their technical ability.
- (b) Availability of repair equipment suitable for any particular job.
- (c) The amount of work in hand and the amount of work of higher priority outstanding.
- (d) The maximum period (specified by the senior officers orders) which may be spent on any one repair job.
- (e) The non-availability of stores.
- (f) The amount of time specified as defined in para (d) may be varied provided that:-

- (1) The OC receives orders to do so from the CME
- or (11) If he is satisfied on his own responsibility that the exigencies of the Service justify his action.
- (g) The object must always be to achieve maximum output, and so to reduce backlogging to a minimum; bearing in mind always that the worst condition that can occur in Wrep is for Wreps to be fully committed to a few heavy repairs with the result that an accumulation of minor jobs awaiting labour occurs.

## WREP PROCEDURES DOCUMENTATION

2. Repair work will be controlled by the use of the following for details see following paras);

- (a) Wrep Indent AF G.1045 will be used for all equipment Incl Army and

- which may be spent on any one repair job.
- (e) The non-availability of stores.
  - (f) The amount of time specified as defined in para (d) may be varied provided that -
    - (1) The OC receives orders to do so from the CDR or (11) If he is satisfied on his own responsibility that the exigencies of the Service justify his action.
    - (2) The object must always be to achieve maximum output and so to reduce backlogging to a minimum; bearing in mind always that the worst condition that can occur in stores is for things to be fully committed to a few heavy repairs with the result that an accumulation of minor jobs awaiting labour occurs.

#### WASP PROCEDURE DOCUMENTATION

- 2. Repair work will be controlled by the use of the following for details see following paras);:-

- (a) Wkap Indent AF G.1045 will be used for all equipment local Army and Engineer Stores (see specimen) filled in - at Appx ).
- (b) A job card devised by OC Wkaps (see specimen - filled in - at Appx 30, 31).
- (c) Indent for Ord Stores AF G.994 (see specimen - filled in - at Appx ). For use by Stores section or LADS. Internal demands within the Wkap will be submitted by AB 103 or Job Card.
- (d) Temporary Receipt AB 108. (see specimen - filled in - at Appx ). or duplicate copy of AF G.1045.
- (e) Wkap Journal (daily statement of Wkaps Activity) in conjunction with R & I Ledger (see specimen - filled in - at Appx ).
- (f) Inspection Reports AF G.657A, AF G.657B, etc. (see specimen - filled in - at Appx ).
- (g) Condemnation Certificate AF G.1043 (see specimen - filled in - at Appx ).

/RECEIVED BY WCAP

- 2 -

RECEIPT OF WORK

3. Drivers of vehicles and/or limber gunners of artillery equipments will accompany their equipments to the Wksp at all times.

4. The unit or LAD representative and/or driver with equipment requiring repair will, on arrival at Wksp, report or be instructed to report to the R & I Stores (Receipt and Issue Stores), where he will hand in a written demand, signed by an officer or WO of the unit concerned. Normally this demand would be made on AF G.1045. If unit is operational and no form is available, the R & I storeman will initiate an AF G.1045 which will be signed by an unit representative, in order to provide continuity. Unit representative and/or driver will be directed to "In" inspection.

Wksp OFFICE

5. The Wksp is controlled by the Wksp office staff which will normally consist of:-

- (a) Officer IC Wksp
- (b) WO IC Wksp
- (c) Wksp Office Clerks
- (d) Stores Progress Chancers.

In order to effect this control, the Wksp office staff will be responsible for the following:-

- (a) Maint of Daily Statement of Wksp activities (a 2 column and Wksp Journal) containing details of work outstanding, a book, awaiting repair, labour, or completed.
- (b) Allocating work to the appropriate work sections for repair in accordance with the degree of priority decided by the IC Wksp subject to instructions by the CM, and in accordance with stores and suitable personnel available, and not necessary in accordance with the rotation in which the work was received.

3018

and maintaining an up to date flow of

5. The Shop is controlled by the Shop Office staff which will normally consist of:-

- (a) Officer IC Works
- (b) NO IC Works
- (c) Shop Office Clerks
- (d) Stores Progress Clerks.

In order to effect this control, the Shop Office staff will be responsible for the following:-

- (a) Maint of Daily Statement of Work activities (B & I Units and Work Journal) containing details of work outstanding, 1 hour, awaiting stores, labour, or completed.
- (b) Allocating work to the appropriate work sections or repair in accordance with the degree of priority decided by the IC Works subject to instructions by the CM, and in accordance with stores and suitable personnel available, and not necessary in accordance with the position in which the work was received. **3018**
- (c) Progressing work through Works and maintaining an up flow of repairs.
- (d) Close liaison with stores section in connection with the allocation and progressing of stores.
- (e) Records of different types of equipment requiring repair being kept in separate books. Jobs will be numbered consecutively, 1 - 100. After which a new series will commence and each job No. will be prefixed by the letter denoting the type of equipment as per table below:-

- A/ 'A' Vess including tanks
- B/ 'B' Vess and SCs
- C/ Arguments
- ~~D/~~

/s/ Communications...



- 2 - AF C-1015 Number
- 3 - Job No.
- 4 - UD No. or Registered No.
- 5 - Make, type, (e.g. BMD-42 3-100 C 4-12).
- 6 - Repair required (brief particular)
- 7 - Date "In"
- 8 - Date of completion
- 9 - Signature of collector, represent

#### PROGRESS OF REPAIRS

It will be necessary for the collector to keep a log of all progress, changes to work in place co-operations, with each of the following 12 technical scores so that he is able to keep track of all work in shop. He will be responsible for the progress of the work, and for arranging for the collection of the work in the progress of repairs.

#### COMPLETION OF REPAIRS

1. On completion of the repaired equipment the unit will be returned to the collector or the collector will sign in Column 10 of the report and control; at the same time, the repair order will enter the repair in the progress page of the AB 112 or History Sheet of the equipment.

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APPENDIX 'D' TO ME 1A/1605/1  
DATED 2 FEB 45.

DUTIES OF THE REME CAPTAIN ON A BRITISH LIAISON UNIT FOR ITALIAN  
COMBAT GROUPS.

1. The REME Capt is responsible for training Italian REME personnel in REME methods. To assist in this a British Training Team (on War Establishment NA/540/1) is attached to each BLU. The REME Officer is responsible for the administration of this team.

2. The REME Capt should give the CME as much responsibility as that Officer is capable of exercising.

3. He should avoid visiting Units except in the company of the CME.

4. He should be the means of contact between the CME and higher REME authority regarding such matters as technical tools, technical equipment, third echelon assistance in repair and recovery, and back-loading.

5. He should invariably transmit his views through the CME and serve as the shadow and Father Confessor of the CME.

6. He should transmit to the CME all departmental orders from higher authority.

7. He will at all times be the adviser on REME matters to the BLU Staff.

3016

11  
4  
10  
6  
8  
3  
23  
94  
188  

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367 57 6 16  
154 6 16

10 minutes

RADDA

Appendix 'E' to MM/1A/1605/1  
dated 2 Feb 45

Certificate of Condemnation

Unit

Date

Serial No

The u/m has been backloaded to  
as BLR for reasons stated and should be struck off unit's strength  
and taken on charge by Corps Veh Plt/ACP

Item

WD or  
Reg No

Reasons

Signed

CC

Wksp  
RECEIVED

3015

| 1 3 5 8 |