

ACC

10000 | 120 | 3967

ET

10000 | 120 | 3967

EMF 120

Workshops - General3132  
3155

Mar. 19, 1946 - Nov. 12, 1946

Translation.  
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COMANDO MILITARE TERRITORIALE  
DI BOLZANO (IV)  
Direzione Riparazioni Automobilistiche  
Ref.: Aut/1281/Ris.

Bolzano, 12 November 1946.

Subject:- Satisfaction about the visit made to 4 Repair Unit  
on 12 November 1946.

To:- O.C. 4 Repair Unit, Merano  
For information to:-

Office of the Chief of General Staff;  
O.C. 4 M.T. Unit (Autoreparto), Bolzano;  
O.C. 16 Repair Unit, Verona.

Colonel BLUNT, REME - M.M.I.A., was very much satisfied with the result of the visit made to your Unit this morning.

He has expressed his satisfaction to me to which I am adding my own satisfaction with you, the officers and all the personnel under your command, hoping that the present state will be maintained, so that also during the subsequent visits the same satisfaction can be expressed.

For THE DIRECTOR OF REPAIRS (absent f. sickness),  
The Vice Director  
(sgd) Lt.Col. Arturo Baccari.

3155

BEST COPY POSSIBLE

CV/cm

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)  
Direzioe Riparazioni Automobilistiche  
\*\*\*\*\*

33

Aut/ 1286

OGGETTO : Trasmissione foglio.=

Bolsano, li 13.11.1946.=

AL CAPITANO ANTONY WHITE  
R.E.M.E. - 4° B.L.U.

= 3 2 0 2 =

\*\*\*\*\*  
Trasmesso, per conoscenza, l'unito foglio n.1281/Ris.  
di questa Direzione indirizzato al Comandante del 4° Reparto  
Riparato in Merano.=PIL COLONNELLO DIRETTORE a.p.m.  
IL TEN.COL. VICE DIRETTORE  
(Arturo Baccari)To:- Captain ANTONY WHITE  
R.E.M.E. - 4 B.L.U.I am sending you enclosed copy of our letter No.1281/Ris. addressed to the  
O.C. 4 Repair Unit, Merano, for your information. 3154

(sgd) Vice Director Lt.Col. Baccari.

COMANDO MILITARE TERRITORIO DI MONFALCONE (IV)  
 Direzione Riparazioni Autocostruzione

CV/cm

1281 /Ris.

Bolseno, 12.11.1946.=

OGGETTO : Compilamento per la visita effettuata  
 al 4° Reparto il giorno 12.11.46.=

AL COMANDO 4° REPARTO RIARANTO = MILANO =

e, p.c.:

ALL'UFFICIO DEL CAPO DI STATO MAGGIORE = S E B E =  
 AL COMANDO 4° AUTONOMEATO = BOLZANO =  
 AL COMANDO 16° TERMO REARANTO = VERONA =

.....

Il Col.BLOUNT, del R.E.L.E. - A.M.I.A. è riunto  
 molto soddisfatto della visita effettuata stamane a questo  
 Reparto.

Ha espresso il suo compiacimento al quale unisco  
 il mio a Lei, agli Ufficiali ed a tutto il personale dipen-  
 dente, sicuro che il Reparto meriterà anche nelle successive  
 visite l'affermazione di oggi.=



IL COLONNELLO DIREZIONE a.p.m.  
 IL TEN.COL. DIREZIONE  
 (Arturo Pescari)

*Arturo Pescari*

3153

IL COL. BLOTTI, del R.S.M.B. - R.S.I.A. è rimasto molto soddisfatto della visita effettuata stamane a codesto Reparto.

Mi ha espresso il suo compiacimento al quale unisco il mio a lei, agli Ufficiali ed a tutto il personale dipendente, sicuro che il Reparto manterrà anche nelle successive visite l'affermazione di oggi. =



IL COLONNELLO DIRETTORE a.p.m.  
IL TEN. COL. DIRETTORE  
(Arturo Secchi)

*Secchi*

3153

Comm ~~Out~~  
II Bln

SUBJECT = Inspection of Equipment.

*file w/s you 31*

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

ME/20/2/9

Oct. '46.

TO = Ministry of War.

Forwarded herewith are some notes on the technical inspection of equipments in the hands of units, which you may find of interest. May we please have your comments thereon?

It is possible that some parts of these "Notes" are similar to the orders already in force in the Italian Army but full information regarding the system of inspections, indicating their frequency, will be welcomed.

AB/cb

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

M.M.I. 3152

Copy to = "Q"

## NOTES ON INSPECTIONS OF EQUIPMENT

### 1. GENERAL.

Inspections of equipment (guns, small arms, vehicles and telecommunication sets) will be carried out as stated below.

Arrangements for the inspection will be made by the Director concerned at the HQ of Territorial Commands in the case of non-divisional units:- in Infantry Divisions, arrangements will be made by the C.M.E.

### 2. Written reports will be submitted to:-

- (a) the unit commander.
- (b) his superior commander.
- (c) the Director concerned or to the C.M.E. as the case may be.

Whenever possible these reports should be submitted simultaneously.

3. From scrutiny of the reports the Director (or the C.M.E. as applicable) will ensure that the necessary action is taken by the units inspected to correct faulty maintenance or to initiate the repair needed, and will indicate whether repairs are to be undertaken at the unit or in workshops. If equipments are to be evacuated outside the Infantry Divisions he will send a copy of the inspection report to the workshop to which the equipment is evacuated.

4. The inspections will be so arranged that all the equipment of one nature of the unit being inspected is inspected at the same time, in order that the reports will present a complete picture of the state of the unit at the time of the inspection.

An inspection which is spread over a month cannot present an up to date picture, and normally the inspection should be completed within seven days.

5. Although qualified soldiers or civilians may be employed as inspectors the inspections must be carried out under the supervision of a qualified technical officer who will be responsible for ensuring that the reports are clear and accurate and for reporting whether the units inspections are undertaken regularly at the prescribed intervals.

3. From scrutiny of the reports the Director (or the C.M.E. as applicable) will ensure that the necessary action is taken by the units inspected to correct faulty maintenance or to initiate the repair needed, and will indicate whether repairs are to be undertaken at the unit or in workshops. If equipments are to be evacuated outside the Infantry Divisions he will send a copy of the inspection report to the workshop to which the equipment is evacuated.

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An inspection which is spread over a month cannot present an up to date picture, and normally the inspection should be completed within seven days.

5. Although qualified soldiers or civilians may be <sup>3154</sup> involved as inspectors the inspections must be carried out under the supervision of a qualified technical officer who will be responsible for ensuring that the reports are clear and accurate and for reporting whether the units inspections are undertaken regularly at the prescribed intervals.

#### 6. Vehicles.

Every vehicle, trailer, and motorcycle, in addition to the normal monthly (AB406) inspection, will receive a technical inspection every six months by an IAD or workshop.

7. The reports will be made out on AF B952 (or AF B857 A as applicable) and will include remarks on the serviceability of each part of the vehicle, the quality of the driver's maintenance, and will record the classification of the vehicle.

#### 8. Artillery.

On this subject the following terms are used :-

Ordnance. A complete gun, howitzer or mortar assembled for firing comprising jacket, breach ring or breech bush, barrel or liner, and breech mechanism, but excluding the recoil system, carriage or mounting.

2/.....

- 2 -

Inspection. A visual inspection involving the use of gauges held by the unit and the appropriate "gauge, plug, bore, low limit for provisional condemnation." This inspection will be carried out by qualified workshop personnel to ensure that the ordnance and carriage (or mounting) is in good condition, to ascertain what repairs are required and what essential modifications are still to be done.

Examination. Ascertaining in detail the condition and state of wear of the ordnance (not the carriage) by the meticulous examination of the various parts, and by the use of the appropriate gauges and apparatus impressions of the bore being taken where necessary.

9. Inspections of artillery will be carried out every six months by qualified workshop personnel and will comprise an inspection of the ordnance and carriage (or mounting) together with the authorised spares, tools, gauges, and oil held by the battery. These inspections are in addition to those carried out by unit officers.

In addition to using the gauges held by the battery, the appropriate "gauge plug bore low limit for provisional condemnation" will be passed through the bore of each ordnance.

If during an inspection the ordnance is found to be in a condition other than "serviceable" it will be classified "provisionally condemned" and an "examination" will be carried out upon it at once.

10. Inspection reports on AF G 1024 will be made out by the inspecting officer and will indicate the number of "effective full charges" yet to be fired before the ordnance requires examination.

11. "Examination" of ordnance will be carried out by personnel qualified at the Central Military Schools in the manner to be laid down in a future regulation.

## 12. Small Arms and Machine Guns.

On this subject the following terms are used which differ slightly from those used for artillery :-

Inspection. A visual inspection not involving the use of gauges other than those held by the unit armoursers to ensure the weapon is maintained in good condition and that the necessary adjustments repairs and essential modifications have been carried out.

Examination. Ascertaining in detail the condition and state of wear of the weapon by a thorough examination of the various parts of the weapon, also, where necessary

condemned" and an "examination" will be carried out upon it at once.

10. Inspection reports on AF G 1024 will be made out by the inspecting officer and will indicate the number of "effective full charges" yet to be fired before the ordnance requires examination.
11. "Examination" of ordnance will be carried out by personnel qualified at the Central Military Schools in the manner to be laid down in a future regulation.
12. Small Arms and Machine Guns.

On this subject the following terms are used which differ slightly from those used for artillery :-

Inspection. A visual inspection not involving the use of gauges other than those held by the unit armourers to ensure the weapon is maintained in good condition and that the necessary adjustments repairs and essential modifications have been carried out.

Examination. Ascertaining in detail the condition and state of wear of the weapon by a thorough examination of the various parts and by the use of the appropriate gauges; also, where necessary, carrying out accuracy and functioning tests to determine the serviceability of the weapon.
13. Inspections of small arms and machine guns will be carried out every three months by qualified armourers, who will inspect 10% of those in the hands of the soldiers. In units which have armourers, the Daily Work Book and copies of company, etc. inspection reports will be produced for scrutiny.
- These inspections are in addition to those carried out by unit armourers.
14. Reports will be made out on AF G 1048 and submitted as laid down in para 2 above.
15. "Examination" of small arms and machine guns will only be carried out by properly equipped workshops and factories holding the necessary gauges etc.

Subject:- Accounting for Stores and Workshop Procedure.

Headquarters  
4 B. L. U.  
B o l z a n o  
Ref.: 4/MS/26-29

29 October 1946.

To:- ADMR, Hq. M.M.I.A.,  
R o m e

1. Reference your MS/31/53 dated 7 October 46.

- (a) APC. 1045's have been replaced by attached Form "A" the procedure being :-
- (i) The Unit makes written application to CME to pass vehicle to Workshop.
  - (ii) On receipt of this authority the Unit takes vehicle to W/S and R & I Office make out 3 copies of Form "A". Distribution: CME, Unit, Workshop.
  - (iii) When Unit has L.A.D., the L.A.D. makes out 4 of these forms retaining one in the L.A.D.
  - (iv) Attached Form "A" (1) is completed when the vehicle leaves the W/S.
- (b) Vehicles on arrival in L.A.D.'s and Workshop are now inspected on attached proforma "B" which is a translated and slightly amended copy of APC.932. The Main Workshop has only recently commenced these inspections.
- (c) Demanding for stores is still carried out on APC.994 by Workshop and L.A.D.'s, unfortunately the stock of APC.994's has recently run low in W/S and they are using temporarily an Italian Form copy of which is attached ("C").
- (d) Accounting for Stores in both L.A.D.'s and Workshop is on normal card system or where cards are no longer available a book is made out in the same form as the account cards. There is an addition to the accounting for stores which is the responsibility of the Workshop Office. Attached Form "D" has to be completed for all vehicles. The completing of this form entails a great deal of extra work for the W/S, for which no personnel are supplied under British M.E.

to Workshop.

- (ii) On receipt of this authority the Unit takes vehicle to W/S and R & I Office makes out 3 copies of Form "A". Distribution: CMC, Unit, Workshop.
- (iii) When Unit has L.A.D., the L.A.D. makes out 4 of these forms retaining one in the L.A.D.
- (iv) Attached Form "A" (1) is completed when the vehicle leaves the W/S.

(b) Vehicles on arrival in L.A.D.'s and Workshop are now inspected on attached proforma "3" which is a translated and slightly amended copy of AFG.932. The Main Workshop has only recently commenced these inspections.

(c) Demanding for stores is still carried out on AFG.994 by Workshop and L.A.D.'s, unfortunately the stock of AFG.994's has recently run low in W/S and they are using temporarily an Italian Form copy of which is attached ("C").

(d) Accounting for stores in both L.A.D.'s and Workshop is on normal card system or where cards are no longer available a book is made out in the same form as the account cards. There is an addition to the accounting for stores which is the responsibility of the Workshop Office. Attached Form "D" has to be completed for all vehicles. The completing of this form entails a great deal of extra work for the W/S, for which no personnel are supplied under British N.E.

(e) On local purchase the attached Form "E" has to be completed for each purchase made however small.

(f) Condensation of stores etc. is divided into several different systems.

(i) Vehicles.

These are backloaded under instructions of O.C. Workshop to C.A.R.N. and are struck off strength by a letter from C.A.R.N.

(ii) Batteries and Small Parts etc.

The O.C. Workshop condenses the old and supplies new. At the end of each month a court of four oficers

inspect the equipment and certify it as "U/S".

(iii) Guns, Small Arms and Radio.

Normal AFG.1043's are issued for these items.

Enclos.

Capt.  
S. C. REAR 4 B. L. U.

Allegato 11.0.T.A. n°7

# OFFICINA RIPARAZIONI

Verbale constatante la presa in consegna e le condizioni d'uso dell'autoveicolo che entra in laboratorio per le riparazioni.

L'anno millenovecento.....addà del mese.....in.....

S I A N O F O  
=====

che in seguito ad autorizzazione n°..... in data.....dell'ufficio Auto della Divisione é stato oggi presa in consegna provvisoria l'auto-veicolo sottoindicato appartenent e al..... nello stato e per le riparazioni seguenti:

Fabbrica.....

Tipo di macchina.....

Tipo di carrozzeria.....

Targa.....

## CONDIZIONI GENERALI D'USO

Chassis.....

Gomme n°.....misura.....matricola.....

Carrozzeria.....

## RIPARAZIONI EFFETTUATE

Chassis.....

Carrozzeria..... che risulteranno

Si fa riserva di segnalare le eventuali mancanze che risulteranno all'atto del montaggio dell'autoveicolo.

Il presente verbale redatto in duplice copia tiene luogo alla richiesta provvisoria di introduzione per l'officina e di distribuzione per l'ente consegnatario.

Auto della Divisione é stato oggi presa in consegna provvisoria l'auto-veicolo sottoindicato appartenent e al..... nello stato e per le riparazioni seguenti:

Fabbrica.....  
Tipo di macchina.....  
Tipo di carrozzeria.....  
Targa.....

CONDIZIONI GENERALI D'USO

Chassis.....  
Gomme n°.....misura.....matricola.....  
Carrozzeria.....

RIPARAZIONI EFFETTUATE

Chassis.....  
Carrozzeria.....

Si fa riserva di segnalare le eventuali mancanze che risulteranno all'atto del montaggio dell'autoveicolo.  
Il presente verbale redatto in duplice copia tiene luogo alla richiesta provvisoria di introduzione per l'officina e di distribuzione per l'ente consegnatario.

3148

p. l'ente consegnatario rimettente

Il direttore dell'officina

*Frank letter to Line Sta. Nam  
one reply ad by W/S. on 1 AD  
3 copies with no date  
made by W/S.  
2 copies of repair card one in W/S one in office.*

## Ispezione all'Automezzo

Reparto 3147

♡

- A) L'automezzo deve essere trattenuto sotto osservazione 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

|                                            |  |                                    |
|--------------------------------------------|--|------------------------------------|
| 1) Motore                                  |  | 13) Freno a pedale<br>freno a mano |
| 2) Ventilatore e sistema di raffreddamento |  | 14) Chassis e accessori            |
| 3) Carburatore e alimentazione             |  | 15) Accessori speciali             |
| 4) Accensione                              |  | 16) Carrozzeria e cabina           |
| 5) Sistema elettrico                       |  | 17) Lubrificazione                 |
| 6) Frizione                                |  | 18) Pulizia                        |
| 7) Scatola del cambio                      |  | 19) Prova sulla strada             |
| 8) Trasmissione                            |  | 20) Stato generale e Note          |
| 9) Sterzo                                  |  |                                    |
| 10) Balestre e sospensione                 |  | Ispezionato da .....               |
| 11) Ponte e ruote<br>davanti               |  | Data .....                         |
| centro                                     |  | Classifica .....                   |
| dietro                                     |  | Ufficiale .....                    |
| 12) Gomme                                  |  |                                    |

## Ispezione all'Automezzo

- A) L'automezzo deve essere trattenuto sotto osservazione 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.

Targa dell'automezzo .....

Marca .....

|                  |                                    |  |
|------------------|------------------------------------|--|
| mento            | 13) Freno a pedale<br>freno 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          |  |
|                  | Ispezionato da .....               |  |
|                  | Data .....                         |  |
| Classifica ..... |                                    |  |
| Ufficiale .....  |                                    |  |

(1) Reparto. — (2) Dipendente le voci che non c

(1) Reparto. — (2) Depennare le voci che non corrispondono all'operazione.





Ministero della Guerra - Ed. June 1930  
N. 2135

Allegati N. 70

alle Norme per la contabilità dei lavori presso gli enti  
d'Artiglieria e d'Automobilismo

N. 1594 del Catal.  
R. 1939

N. d'ordine

(a)

UFFICIO MATERIALE

# ORDINE DI LAVORO

Si ordina all'Officina del (a)

l'esecuzione dei seguenti lavori ad economia inerenti (b)

del (c)

come da richiesta in data

3145

del(c)

3145

come da richiesta in data

*Destinazione del materiale a lavoro ultimato*

li 19

li 19

- a) Ente
- b) Specie del materiale
- c) Reparto a cui appartiene

Il Capo ufficio del materiale

V. Il Relatore

Bollo d'Ufficio

*L'Ufficiale del materiale certifica che per l'espletamento del presente ordine di lavoro:*

*Furono impiegate le seguenti materie prime e materiali in regolare carico al magazzino:*

[illegible]

A riposte . . . L

## Specchio n. 2

e le seguenti altre acquistate dal commercio, a minute spese, per la bisogna, e che, essendo, state immediatamente impiegate non furono assunte in carico del magazzino:

[illegible]

## Specchio n. 3

Vengono recuperati i seguenti prodotti di disaccamento versati in magazzino e adersi in carico  
dal medesimo:

3166

| DENOMINAZIONE DEI MATERIALI                     |                      |                    |          |                    |
|-------------------------------------------------|----------------------|--------------------|----------|--------------------|
| Numero<br>del buono<br>di<br>verifica<br>to id. | Numero<br>categorico | Unità di<br>misura | Quantità | Prezzo<br>unitario |
| IMPORTO                                         |                      |                    |          |                    |

[illegible]

## Specchio n. 3

Verranno recuperati i seguenti prodotti di disaccamento versati in magazzino e **31.64** trasferiti in carico  
del medesimo;

| Categoria | Numero<br>corigativo | Numero<br>del buono<br>di versamen-<br>to (n°) | DENOMINAZIONE DEI MATERIALI | Unità di<br>misura | Quantità | Prezzo<br>unitario | IMPORTO   |
|-----------|----------------------|------------------------------------------------|-----------------------------|--------------------|----------|--------------------|-----------|
|           |                      |                                                |                             |                    |          |                    | Totale L. |

Fu impiegata ed occorsero la seguente mano d'opera e spese varie:

| MANO D'OPERA                   |                      |        |         | SPESE VARIE                    |                      |         |
|--------------------------------|----------------------|--------|---------|--------------------------------|----------------------|---------|
| INDICAZIONE MANO D'OPERA       | Numero<br>ore lavoro | Prezzo | IMPORTO | Estremo<br>ordine<br>pagamento | Indicazione<br>spesa | IMPORTO |
| Operai civili . . . . .        |                      |        |         |                                |                      |         |
| Operai militari . . . . .      |                      |        |         |                                |                      |         |
| All. operai militari . . . . . |                      |        |         |                                |                      |         |
| Totale . . . L.                |                      |        |         | Totale . . . L.                |                      |         |

### Riepilogo spese e costo del lavoro

| RIEPILOGO DELLE SPESE                                                             | IMPORTO |
|-----------------------------------------------------------------------------------|---------|
| Importo materie prime e materiali in carico . . . . . L.                          |         |
| Importo materie prime acquistate dal commercio ma non assunte in carico . . . . . |         |
| Importo mano d'opera . . . . .                                                    |         |
| Importo spese varie . . . . .                                                     |         |
| Totale . . . . . L.                                                               |         |
| Si defrae l'importo dei recuperi . . . . .                                        |         |
| Restano . . . . . L.                                                              |         |
| Spese generali . . . . . % sul totale . . . . .                                   |         |
| Costo del Lavoro . . . . . L.                                                     |         |

*Il Relatore, visto il favorevole risultato del collaudo e la regolare esecuzione del retroscritto ordine di lavoro, ordina all'Ufficio materiale di eseguire i relativi movimenti di carico e scarico.*

## Il Direttore o Capo officina

**Il Capo Ufficio materiali**

1900-1901

19

## V. II Relatore

**AVVERTENZA** — Gli ordini di lavoro conformi al presente modulo devono essere raggruppati in apposito Registro repertorio, dal quale saranno tratti i dati per la compilazione dei verbali di consumo (alleg. 15) e delle richieste di carico e scarico.

(1)  $\mathcal{F}_{\text{pub}}$ , (2)  $\mathcal{P}_{\text{priv}}$

Allegato N. 36  
all'Istruz. sul Serv. Aut. - Vol.

45

*Buono per* <sup>(2)</sup>

THE UNIVERSITY OF CHICAGO PRESS

No. 11. — Jan. 1921.

[illegible]

(1) **Condizioni:** (2) **Provista, lavoro, riparazione.**

(1) *Entel* = (2) *Peruvio*.

N. 1617 del Catal.  
(1. 1929 - Anno XVII)



(The International Civil Service Commission)

1114 JOURNAL OF POST KEYNESIAN ECONOMICS

N. B. — La Ditta dovrà far richiamo sulla sua fattura al presente buono.

[illegible][illegible]

## Il Relatore

(1) *Enke* — (2) *Proxista*, *Exoto*, *Epacantho*.

E

3143

26

SUBJECT :- Accounting for Stores and Workshop Procedure.

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

ME/31/55

7 Oct. '46

TO :- E.L.Es 1, 4, 6 S.L.Us

Information is required here regarding the following points apropos the system in use in LADs and workshops of Infantry Divisions.

- (a) Use of workshop indents-procedure for calling in work.
- (b) Inspection on arrival at LAD or workshop.
- (c) Demanding stores-forms in use.
- (d) Accounting for stores in LADs and workshops.
- (e) Condemning of stores.

Please prepare a brief report on the above based on your own experience and submit to this office by 21 Oct.

*For the  
Director  
M.E.I.A.  
A.C.*

3142

*A. Blunt*

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

AB/cb

29  
30

25  
30 SEP 1946

SUBJECT :- Artillery, Small Arms, and Allied and Italian  
Vehicle Repairs.

Land Forces Sub Comm. A.G.  
(A.L.A.) R O N E.  
MB/20/64

23 Sept 46

To :- MINISTRY OF WAR  
(Directorate General of Arty & Motorisation).

Confirming conversation with General RUSSO and Colonel  
FUSCALDI, and reference your 52067/DI dated 17 Aug 46 replying to  
our MB/20/57 of 11 July and our MB/31/2/6 of 24 July.

1. Artillery.

It is noted and agreed that Piacenza Arsenal is suitable  
for repairs to large and medium calibre artillery whilst Turin  
Arsenal is better equipped for lighter light calibre. As the  
Italian Army is at present equipped with approximately 800 guns  
of heavy and medium calibre only it is suggested that Piacenza  
Arsenal only should manufacture spares for and carry out repairs  
to artillery of Allied manufacture. In at some future date  
Piacenza Arsenal should receive an increase of artillery beyond its  
capacity to repair within a reasonable period of time, it would  
then be possible to transfer a certain number of one particular  
calibre (preferably medium calibre) to Turin Arsenal.

2. Small Arms.

It is noted that Terni and CARONNE VAL Trompia Small Arms  
factories have already been appointed for the manufacture of small

3141

### 1. Artillery.

It is noted and agreed that Piacenza Arsenal is suitable for repairs to large and medium calibre artillery whilst Turin Arsenal is better equipped to repair light calibre. As the Italian Army is at present equipped with approximately 800 guns of heavy and medium calibre only it is suggested that Piacenza Arsenal only should manufacture spares for and carry out repairs to Artillery of Allied manufacture. At some future date Piacenza Arsenal should receive an increase of artillery beyond its capacity to repair within a reasonable period of time, it would then be possible to transfer a certain number of one particular calibre (preferably medium calibre) to Turin Arsenal.

### 2. Small Arms.

It is noted that Terni and Gardone Val Trompia Small Arms factories have already been appointed for the manufacture of spare parts and repair of small arms. As pointed out by Gen. RUSSO, Gardone Val Trompia is situated very close to the Italian frontier and under the present conditions you would prefer the bulk of repairable small arms to be despatched to Terni. We should be glad to know what tests you envisage at Terni for such small arms as are required there.

In respect of the small workshops attached to the Artillery Directorate of each Territorial Command, such workshops should only carry out very light or minor repairs, supervision and spare parts manufacture being arranged by the small arms factories.

If the productive capacity of Terni and Gardone Val Trompia is sufficient to meet the demand for spare parts it is agreed that Turin Arsenal need not be called upon to manufacture these items.

### 3. Allied Vehicles.

It is reported to us that satisfactory samples of fitters tool kits for workshop use, store equipment and spare parts etc. listed in years 52067/DT of 17 Aug 46 have been manufactured at Turin Arsenal.

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- 2 -

It is suggested that as a first installment you manufacture there 1000 fixter, tool kits, and 50 sets each of taps and dies for E.A., B.C.W., and E.B.F. screw threads. If you agree will you please issue the necessary executive orders.

Whilst the use of Turin Arsenal for the overhaul of Jeep and Morris etc. engine, gear box and rear axle assemblies is fully agreed, it is not considered advisable for Piacenza Arsenal to also undertake the repair of Allied vehicles and assemblies, as O.A.R.S. Bologna are fully organized and equipped to carry out this work on the Dodge, Bedford and Ford vehicles with which the Infantry Divisions are mainly equipped.

O.A.R.S. is competent to deal with the demands of the Divisions, the primary reason for its present low output being lack of spares, and money with which to arrange the local manufacture of such spares.

At Appendix 'A' places listed the skilled tradesmen required at Turin Arsenal for the overhaul of Allied vehicle assemblies, in order that amendment to the existing W.S. can be applied for. It is understood that you will grant the authority and allotment of money to enable the Arsenal to purchase the necessary equipment to commence this repair work.

#### 4. Italian Vehicles

Your suggestion to create three base workshops (at Naples Arsenal, Piacenza Arsenal and Turin Arsenal) for the repair of engine, gear box and rear axles assemblies etc. of Italian manufacture is welcomed, as not only will this result in the quicker repair of vehicles, but will eventually mean a great saving in money.

It is confirmed that you will arrange for boring bars, crankshaft grinders etc. to be sent by lot class Repair Units to Piacenza Arsenal for overhaul and redistribution to the appropriate Arsenals. It cannot be too strongly urged that Repair Units of all classes should return to the Arsenal, all unserviceable

3140

required at Turin Arsenal for the overhaul of Allied vehicle assemblies, in order that amendment to the existing W.L. can be applied for. It is understood that you will grant the authority and allotment of money to enable the Arsenal to purchase the necessary equipment to commence this repair work.

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Your suggestion to create three base workshops (at Naples Arsenal, Piacenza Arsenal and Turin Arsenal) for the repair of engine, gear box and rear axle assemblies etc. of Italian manufacture is welcomed, as not only will this system result in the quicker repair of vehicles, but will eventually mean a great saving in money.

It is confirmed that you will arrange for boring bars, crankshaft grinders etc. to be sent by last class Repair Units to Piacenza Arsenal for overhaul and redistribution to the appropriate <sup>3140</sup> of Arsenals. It cannot be too strongly urged that Repair Units of all classes should return to the Arsenals, all unserviceable engines gear box and rear axle assemblies as quickly as possible, in order that a stock may be built up in the Stores Depots for re-issue on a one for one basis.

Until boring bars and crankshaft grinders have been allocated to the Arsenals, it is agreed that unserviceable gear box and rear axle assemblies can be repaired at these Arsenals until such times as arrangements are completed for the repair of engines. For the sake of economy in spare parts and machinery etc. it is agreed that certain makes and types of vehicles should be allocated to each Arsenal. This office will appreciate receiving a list showing the various types of vehicles and the establishment to whom the repairs will be allotted.

5. It is also confirmed that you will send us a copy of instructions issued to 2nd and 3rd Class Repair Units, setting out the class and limit of repair work to be carried out by such units.

6. From the foregoing the functions to be assigned to the various Arsenals are as follows :-

3/.....

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DIRTY

allied vehicles, ( Jeep and Morris ) - repairs to engine and rear axle assemblies.

Italian Vehicles - repairs to assemblies for types of vehicles to be laid down by the Ministry of War.

Manufacture of Auto Parts for Allied Vehicles.

FTIR (KBr)

...the ... - ... state of affairs.

Italian Vessels - Request to Recruit for Types of Vehicles to be Laid down by the Ministry of War.

ARTISTS

Italian Vessels - reports to assembled for types of  
vessels to be laid down by the Ministry of War.

1000

STRUCTURE OF SQUARES FOR SMALL, SING - OVERHAUL AND  
OVERHAUL OF SMALL SING.

## APPENDIX

# THE MURDER OF OVERLAND AND TOTTEN OF SMALL CREEK.

18. 10. 19

A. LADD, Lt.Col.  
ASSOCIATES IN CARE OF MECHANICAL ENGINEERING.

 $\frac{1}{2} \times \frac{1}{2}$ 

3739

vehicles to be laid down by the Ministry of War.

LEARN.

Manufacture of spares for small arms - overhaul and testing of small arms.

CARDONE

CAL. CHOMELIA.

Overhaul and testing of small arms.

*11/11/1939*

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

WJF/ES

3139

Copy to :- Q

EMB 1, 3, 4, 5, 9, 10, 12, E.L.U.S

24  
Subject:- Main Workshop "Friuli" Infantry Division.

Headquarters

4 B. L. U.

B o l z a n o

Ref.: 4/MS/26-24

26 September 1946.

To:-

CMS,

HQ. "Friuli" Infantry Division,

L e v i o o .

Reference General Goulburn's visit to the "Friuli" Workshop  
on 19 September 1946.

1. State of Main Workshop :-  
The General during his visit to the Workshop remarked on dirty and untidy condition.  
I was very surprised to find the Workshop in such a condition after I had given ample warning of his visit. I noted that my suggestion of lining up the B.L.R. vehicles in the yard, which I made to Captain Maccanone, had not been done, the vehicles still being in untidy camps in three different places on the arrival of the General. I have personally several times suggested to Major Figliolia that he should indulge in a little showmanship and brighten up the W/S in painting designation of W/S bays, the entrance bar and guard box and the W/S office. It has also been further suggested that he should paint up directions and make out instruction boards.  
I again suggest it should be done, in the manner as for example of British Petrol Points where normally liberal use is made of white and red paint.

2. In and Out Inspections :-  
On the subject of In and Out Inspections (APG. 932) I had suggested several times that he should organize them on British lines. He has not done so.  
It was unfortunate that General Goulburn should during his inspection have picked on this one point, and I was very surprised when after I had replied in the negative to his question a vain attempt was made to prove I had incorrectly informed him.

3. Workshop Vehicles :-  
Twice I have verbally suggested to Major Figliolia that he should improve the maintenance on his W/S vehicles and this suggestion was made in the absence of Major Figliolia to Captain Maccanone. This has commenced, but not apparently in the British manner which is well known to Major Figliolia. Each vehicle appears to be receiving a general overhaul in turn, but in the meantime the other

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This has commenced, but not apparently in the British manner <sup>3,7</sup> which is well known to Major Figliolia. Each vehicle appears to be receiving a general overhaul in turn, but in the meantime the other vehicles are not apparently receiving daily maintenance as per task system. Even if no drivers are available, the first hour of the fitters' time in the W/S could be used for the maintenance of W/S vehicles, which are after all an example to the Division, and of the state of the Workshop.

## 4.

Cannibalisation :-

The cannibalisation of vehicles is obviously on the increase. I suggest it be arranged that no cannibalised vehicle should be allowed to enter the workshop without a written authority of the General Commanding. This is a strong measure, but all other efforts so far taken seem to have been unavailing.

## 5.

The above is not written in any spirit of malice whatever, but it is my desire and my job to help with suggestions like the above, in order to assist you in the very difficult conditions under which you have to work.

Translation p.t.o. :

*John* Capt. S.O. REME

Trasmissione.

Oggetto: Officina Mobile della Divisione Fanteria "Friuli".

Re. 4 B.L.U.

no 111220

Rif.: 4/MS/26-24

26 Settembre 1946.

Al (ME),  
Qu. G. Divisione di Fanteria "Friuli",  
Lecce.

Riferimento alla visita del Generale Gollmann, fatta il 19  
Settembre 46 alla Officina della Divisione "Friuli".

1. Condizioni dell'Officina  
Il Generale, durante la sua visita, ha rilevato la sporcizia ed il disordine del luogo.  
Sono rimasti molto sorpresi nel trovare l'officina in tali condizioni, dopo aver preavvisato in tempo opportuno questa visita. Ho notato che il mio suggerimento al Capitano incaricato di allineare gli automezzi R.L.B. nelle spazzale non è stato preso in considerazione, infatti gli automezzi stessi erano ancora messi alla rinfusa in tre locali differenti, quando il Generale è giunto sul posto. Ho personalmente suggerito al Maggiore Figliola, più di una volta, di concedere i suoi veicoli con un po' di fantasia all'abbellimento dell'Officina, come l'installazione di cartelli verniciati per le varie rimesse, la sbarra all'ingresso, la garitta della sentinella e l'ufficio. Già ho anche suggerito, inoltre, di far fare cartelli indicatori verniciati e tabelle per gli ordini.  
Suggerisco ancora oggi che tutto ciò dovrebbe essere fatto, alla maniera, per esempio, dei Depositi Beniamini Inglesi, dove di norma viene fatto libero uso al vernice bianco e rosso.

2. Ispezioni all'Entrata ed all'Uscita:  
Circa queste ispezioni (vedi A.B. 530), ho spesso volte suggerito di organizzarle e svolgerle secondo le norme britanniche. Ciò non è stato fatto.  
Per colpa di sfortuna, il Generale Gollmann, durante la sua visita, ha fatto domandare proprio su questo punto e sono rimasto molto sorpreso quando, ad una mia risposta negativa sull'argomento, mi è tentato inutilmente la parte Vostre, di promermi che io lo avevo male informato.

3. Automezzi dell'Officina:  
Per un due volte ho suggerito verbalmente al Maggiore Figliola di far

1. Condizioni dell'Ufficio  
Il Generale, durante la sua visita, ha rilevato la sporcizia ed il disordine del luogo.  
Sono rimasto molto sorpreso nel trovare l'ufficio in tali condizioni, dopo aver preannunciato in tempo opportuno questa visita. Ho notato che il mio suggerimento al Capitano Macdonald di allineare gli automezzi R.L.E. nello spiazzale non e' stato preso in considerazione, infatti gli automezzi stessi erano ancora messi alla rinfusa in tre locali differenti, quando il Generale e' giunto sul posto. Ho personalmente suggerito al Maggiore Figliolia, padre di una volta, di considerare i suoi pensieri con un po' di fantasia all'abbellimento dell'Ufficio, come l'installazione di cartelli verniciati per le varie stanze, la sbarra all'ingresso, la garitta della sentinella e l'ufficio. Gli ho anche suggerito, inoltre, di far fare cartelli indicatori verniciati e tabelle per gli ordini.  
Suggerisco ancora oggi che tutto cio' dovrebbe esser fatto, alla maniera per esempio, dei Depositi Benzina Inglesi, dove di norma viene fatto libero uso di vernice bianca e rossa.
2. Lezioni all'Entrata ed all'Uscita  
Circa queste lezioni (vedi Art. 932) ho spesso volte suggerito di organizzarle e svolgerle secondo le norme britanniche. Cio' non e' stato fatto.  
Per colpa di sfortuna, il Generale Goustan, durante la sua visita, ha fatto domanda proprio su questo punto e sono rimasto molto sorpreso quando, ad una mia risposta negativa sull'argomento, mi e' tornato inutilmente da parte Vedova, di suggerire che io lo avevo male informato. **3137**
3. Automezzi dell'Ufficio  
Per ben due volte ho suggerito verbalmente al Maggiore Figliolia di far si' di migliorare la manutenzione dei veicoli dell'Ufficio ed, in sua assenza, ho detto la stessa cosa al Cap. Macdonald. Tale processo e' iniziato, ma evidentemente non alla maniera britannica, che il Maggiore Figliolia ben conosce. Ciascun veicolo sembra in effetti ricevere una verifica (revisione) generale, a turno; ma, nel frattempo, gli altri automezzi non si pare siano sottoposti alla manutenzione giornaliera, come per sistema del compito. Anche se non si hanno autisti a disposizione, la prima ora di lavoro degli aggiustatori nell'Ufficio potrebbe essere impiegata per la manutenzione degli autoveicoli dell'Ufficio, che servono, dopo tutto, di esempio per la Divisione e rispecchiano lo stato dell'Ufficio.
4. Canibalismo  
Il "Canibalismo" dei veicoli tende chiaramente ad aumentare. Suggerirei che si prendessero misure atte a non permettere l'entrata in Ufficio degli automezzi sottoposti a tale operazione, previa autorizzazione scritta del Generale Comandante. E' certamente un provvedimento grave, che non e' stato preso

ma, a quanto sembra, tutti gli sforzi finora fatti sono stati vani.

5. Tutto quanto ho qui sopra elencato, non mi e' stato certo dettato da uno spirito di malevolenza; al contrario, e' il mio desiderio e dovere di offrire il mio aiuto con suggerimenti come quelli teste' fatti, allo scopo di assistervi nelle condizioni veramente difficili, in cui voi dovete svolgere il vostro lavoro.

Firmato: A.L. WHITE

Capitano  
S.O. REME & F.L.J.

Subject:- Inspection of Vehicles.

Headquarters  
4 B. L. U.  
B o l s a n o  
Ref.: 4/88/26-21

22 August 45.

To:- Ten. Col. Edoel Renato  
Comandante Sezione Ispezione  
Mantenimento Autoveicoli, M i l a n o

I wish to thank you for the copies of the reports you regularly forwarded me on inspections of 4 Territorial Command and Friuli Infantry Division Vehicles.

I find your reports extremely good and always make a point of bringing them to the notice of the Director of Repairs and the GME with suitable comments and advice.

I should like to accompany your inspectors on one of their future tours of inspections and would appreciate if they could inform me by letter or phone etc. of their arrival and where I could meet them. My phone number is: Bolzano 1893 ext. 59.

*W. P. K.*

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

Translation:-

Oggetto: Ispezione Autoveicoli.

Desidero di ringraziarla per le copie delle relazioni che Lei mi trasmette regolarmente circa le ispezioni effettuate agli autoveicoli del 4 Comando Militare Territoriale e della Divisione "Friuli".

Trovo che le Sue relazioni sono veramente buone ed io mi pre-

## Translation :-

Oggetto: Ispezioni Automobilistiche.

Desidero di ringraziarla per le copie delle relazioni che Lei mi trasmette regolarmente circa le ispezioni effettuate agli automezzi del 4 Comando Militare Territoriale e della Divisione "Friuli".

Trovo che le Sue relazioni sono veramente buone ed io mi preoccupo sempre di portarle a conoscenza al Direttore delle Riparazioni Automobilistiche del 4 Circoliter ed all'Ufficiale Automobilista (CME) della Divisione "Friuli" con adeguate annotazioni e consigli.

Vorrei accompagnare i Suoi Ispettori in uno dei loro prossimi giri d'ispezione e sarei molto grato se potessi essere informato per lettera o per telefono del loro arrivo e dove posso incontrarli. Il mio numero di telefono e' : Bolzano 1895 - int. 59.

f. to A. L. WHITE,  
Capitano  
S.O. RESE 4 B.L.U.

221

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

me by letter or phone etc. Bolzano 1895 ext. 59.  
My phone number is: Bolzano 1895 ext. 59.

3136

18

SUBJECT :- Echelon of Repair - Italian Vehicles.

Land Forces Sub Comm. A.C.  
(M.M.I.A.) R O M E.  
ME/40/59

22 July 46

TO :- M.M.E. 1,3,4,5, and 6, B.L.U.

1. It is regretted that this office letter ref. ME/40/51 dated 15 July 46 did not contain a copy of letter sent to Ministry of War, ref. ME/40/57 dated 11 July 46.

2. Herewith please find copy of a/q letter.

*A.E. Mockridge Capt*

A.E. MOCKRIDGE, Capt,  
for Lt. Col  
Assistant Director of Mechanical Engineering,  
M.M.I.A.

3134

17  
16

SUBJECT :- Echelon of Repair. - Italian Vehicles.

Land Forces Sub Comm. A.C.  
(M.I.L.A.) ROME.  
ME/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 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 crankshaft 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 the number of written demands is reduced, even if the total number of components demanded remains unchanged. Should the components demanded by the Repair Units

(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 sometimes 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.

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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 the 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, purchase 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.

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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 Armaments 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 Piacenza 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 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 to all in their power to satisfy the just demands of the Repair Units for assemblies and other spare parts.

3133

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 specialisation would be feasible) and possibly result in an overall reduction

(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.

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- (f) to ensure that the Stores Depots due to all in their power to satisfy the just demands of the Repair Units for assemblies and other spare parts.

3133

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 organisation, and in addition will result in an improved standard of repair (since some degree of specialisation would be feasible) and possibly result in an overall reduction of expenditure.

AR/ag

Copies to :- '2'.  
G.  
Ord.

A. HUNT, Lt. Col  
Assistant Director of Mechanical Engineering  
R.A.F.A.

Subject :- Engine Overhaul at O.A.R.S.

Hand Forces Sub Comm, A.C.  
(M.A.T.A.) RSE  
1/30

19 March. 46.

To : S.C.'s RSE 1, 3, 4, 5 BLD's.

The following is forwarded for info.:-

"Under reference War Office letter 21300/XVI/LM Prot. dated the 23rd Jan. 46. and to all Infantry Div. Rq's for action and all Territorial Commands for information, the Infantry Divs should now send inefficient engines and complete ineff. assemblies to O.A.R.S. for repair."

3122

W. J. J. 2  
Lt. Col.

FOR/IR

1414