Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject:- Monthly Report.

Headquarters
4 R. L. U.
B o l z a n o
Ref.: 4/NE/30

23 January 1947.

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

Herewith for information translated copy of the December monthly report of GUE "Friuli" Infantry Division.

Enclos.

Capt.
S.C. REMS 4 R.L.U.

Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :-

MONTH OF D E C E M B E R 1946

(1) Ordinary Maintenance :-
Nothing particular to be reported. A partly impediment to the maintenance is the deficiency of machine equipments. - The position is still the same as reported in November 1946.

(2) Extraordinary Maintenance :-
is being practised monthly.

(3) Efficiency State of Vehicles :-
The crisis due to deficiency of tyres is still lasting (continuing), and the crisis cannot be considered overcome after the assignment recently received from Pontecagnano. There is a particular lack of tyres for cars and motor cycles, that is to say: a total of 300 tyres of sizes 3,25 x 10 - 5,00 x 15 - 5,50 x 15 - 6,00 x 16 - 165 x 400 -.

Regarding the technical side, a considerable number of vehicles is under repair in the Main Workshop of the Division; another lot of approx. 40 is in civilian workshops for repair and a further lot of 70 vehicles is under repair in the "Caproni" Workshops, Gardolo.

(4) Lorries' Equipment :-
I uphold what I reported on this subject in November. We are still waiting for the obtainment of the 100 sets of keys assigned by M.o.W., from the 3rd Magazzino Ricambi Auto, Piacenza.

(5) Regimental Workshops (L.A.D.'s) :-
The position is still the same as reported in November.

(6) Deficiency of Technical Personnel :-
There is still the deficiency of technical personnel in the Units and the deficiency of N.C.O.'s Chiefs of the M/S.

(7) Main Workshop of the Division :-
By the new arrangements made the deficiency of personnel became more obvious. As already reported in the last month, it will be necessary to

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from Pontecagnano. There is a particular lack of tyres for cars and motor cycles, that is to say: a total of 300 tyres of sizes 3,25 x 10 - 5,00 x 15 - 5,50 x 15 - 6,00 x 16 - 165 x 400 -.

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The position is still the same as reported in November.

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There is still the deficiency of technical personnel in the Units and the deficiency of N.C.O.'s Chiefs of the W/S.

(7) Main Workshop of the Division :-
By the new arrangements made the deficiency of personnel became more obvious. As already reported in the last month, it will be necessary to increase the number of civilian workmen by at least 50. Concerning the output of this W/S it should be realized (taken into consideration) that, now in the depth of winter the difficulty of heating adequately the localities is particularly conspicuous and consequently the labourers have to work under difficult conditions and a high percentage of them become sick.

(8) Spares for Allied Vehicles :-
There are still the same difficulties as reported in last month. We cannot get all spare parts required by local purchases and the purchasing itself became more difficult by the instability of the market. So it will prove more and more necessary to apply to Pontecagnano Camp for the assignment of spares.

(9) Driver Discipline :-
Please see statements in previous reports.

Levico, 15 January 1947

THE CHIEF OF THE M.T. OFFICE
(sgd) Major B.Leone

Seen :-
THE GENERAL COMMANDING
(sgd) Tullio Bernardi

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COMANDO DIVISIONE DI FANTERIA "FRIULI"
Ufficio Automobilistico

N° 101/26 di prot. aut. Levico, 15/I/1947

Oggetto: Relazione manutenzione automezzi - MESE DI DICEMBRE 1946

AL COMANDO MILITARE TERRITORIALE(3V)
(Allegati 2) B O L Z A N O

O. P. C. AL COMANDO 4° R.L.U. (All. 1) B O L Z A N O
ALL'UFF. OPERAZIONI Inf.Coll. S E D E
(Allegati 1)
ALL'UFFICIO SERVIZI (All. 1) S E D E

^^^^^^^^^^^^^^

Si trasmette, in duplice copia, la situazione di cui all'oggetto, con preghiera di trasmetterne un esemplare al Ministero della Guerra.

REPUBBLICA ITALIANA

D'ordine
IL CAPO DI STATO MAGGIORE
Ten. Col. Pietro Testa

3520

[illegible]
Ufficio Automobilistico

[illegible] sull'andamento del servizio manutenzione autoveicoli nese di dicembre 1944

1°) Manutenzione ordinaria - Nulla di particolare da segnalare; la manutenzione è in parte ostacolata dalla deficienza di dotazioni di macchine; nulla di variato rispetto al mese precedente.
2°) Manutenzione straordinaria - Viene effettuata regolarmente.
3°) Stato di efficienza dei mezzi - Perdura la crisi derivante dalla deficienza di gomme, crisi che non può considerarsi risolta dalla recente assegnazione avuta da Pontecagnano. Mancano soprattutto gomme da vettura e da moto; in totale circa 300 gomme delle misure 5,25 x 16 - 5,00x15 - 5,50 x 15 - 6,00 x 16 - 700 x 400 - per il lato meccanico, mentre un notevole lotto di autocarri è in riparazione presso l'Off. Mobile Divisionale, un altro lotto di circa 40 è in riparazione presso detta officina ed un terzo lotto di 70 autocarri circa presso la Caproni (Gardolo).
4°) Dotazione per autocarri - Vale quanto segnalato nella relazione del mese di novembre. Si è ancora in attesa di ricevere dal 3° Magazzino Ricambi auto di Bracciano le 700 serie assegnate dal Comando.
5°) Officine reggimentali - Nulla di variato rispetto al mese precedente.
6°) Deficienza personale tecnico - La situazione del personale tecnico presso i reparti e di sottufficiali ogni officina permane deficitaria.
7°) Officina mobile Divisionale - Con la sistemazione reggente si rende anche più evidente la deficienza di personale. Come detto al mese precedente, occorrerebbe aumentare l'organico di operai civili almeno di 50 unità. Circa il ritmo di lavorazione dell'officina occorre tenere particolarmente conto, nell'attuale rigido periodo invernale, incide notevolmente la difficoltà di sgombro ricoveramento dei locali con la conseguenza che gli operai lavorano in condizioni difficili; forte è la percentuale di malati.
8°) Parti di ricambio per autoveicoli civili - Permangono le difficoltà segnalate nel mese scorso. Non tutti i ricambi occorrenti si trovano in officina ed il loro acquisto è reso anche più difficile dall'inasprimento del cambio. Si rende dunque sempre più necessaria l'assegnazione di ricambi da parte del Deposito di Pontecagnano.
9°) Osservazioni conclusive - Vedasi quanto detto al proposito nelle relazioni precedenti.

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deficienza di gomme, ossia che non può [illegible]
recente assegnazione avuta da Pontecagnano. Ancora soprattutto gom-
me da vettura e da moto; in totale circa 300 gomme delle misure
5,-- x 16 - 5,00x19 - 5,50 x 16 - 6,00 x 16 - 165 x 400 -
Per il lato meccanico, mentre un notevole lotto di autovetture è in
riparazione presso l'Off. Mobile Divisionale, un altro lotto di circa
40 è in riparazione presso diverse officine ed un terzo lotto di 70 auto-
vetture presso la Caproni(Gardolo).

4°) Rotazione pezzi autocarri - Vale quanto segnalato nella relazione del
mese di novembre. Si è ancora in attesa di ricevere dal 3° magazzino
Ricambi auto di Treviglio le 200 serie successivamente dal Ministero.

5°) Officine reggimentali - Nulla di variato rispetto al mese precedente.

6°) Deficienza personale tecnico - La situazione del personale tecnico
presso i reparti e di sottufficiali capi officina permane deficitaria.

7°) Officine mobili divisionali - Con la mobilitazione reclamate ai reggi-
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precedente, occorrerebbe aumentare l'organico di operai civili almeno
di 50 unità. Circa il ritmo di lavorazione dell'officina occorre te-
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locali con la conseguenza che gli operai lavorano in condizioni dif-
ficili. Forte è la percentuale di assenze.

8°) Parco di reggimento per autovetture civili - Permangono le difficoltà
segnalate nel mese scorso. Non tutti i ricambi occorrenti si trovano
in commercio ed il loro acquisto è reso molto più difficile dall'inizio
della fase del servizio. Si rende dunque sempre più necessaria l'assegnazione
di ricambi del corpo di Pontecagnano.

9°) Disciplina automezzi - Vedasi quanto detto al riguardo nella relazione precedente.

3519

Rev:co, 25/1/1947

Visto
IL CAPO UFFICIO AUTOMOBILISTICO
Tenente Bernardi

IL CAPO UFFICIO AUTOMOBILISTICO
Maggiore E. Leone

Declassified E.O. 12065 Section 3-402/NNDG No. 785020

47

Subject:- SITREP RSME 4 B.L.U.

RSME 4 B.L.U.
Ref.: S/R 33

2 January 1947.

To:- O.C. 4 B.L.U.
ADRE, HQ. M.M.L.A., R o m e .

Period 1 - 31 December 1946

1. Due to leave during the first week of the above period this Sitrep will contain only the usual returns for that week and will actually commence from the second week of December.

2. No.1 L.A.D. "Friuli" Infantry Division (Bolzano).

The above L.A.D. was visited on 9 December 46 and was found to have a personnel strength of one N.C.O. plus a civilian G.D. man.

The N.C.O. stated that the fortnight previously 10 personnel had gone on release and that apparently no replacements are yet available. This matter was taken up later with General Bernardi commanding the "Friuli" Infantry Division. (See para 5 of this Sitrep.)

3. "Friuli" Main Workshop (Trento).

(a) The above Unit was visited on 10 December 46 primarily to introduce the newly posted S/Sjt. Turner (AA Veh.) and the Armourer Cpl. Bradley.

(b) During a brief survey of this W/S it was noted that the engine repair bay which was working very successfully on previous visit, is now unoccupied, except by leaves and twigs which are gradually creeping in. The reason given for this by the O.C. Major Figliolia was loss of personnel on release. For action taken see para 5.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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4. 21 Recovery Commission (Vicenza).

See attached letter 4/MS/24-55 dated 16 Dec 46.

5. General commanding "Friuli" Infantry Division.

(a) On Saturday 14 December a short discussion was held between General Bernardi commanding "Friuli" Infantry Division, Colonel Douglas O.C. 4 B.L.U. and Maj.

(b) The necessary points and suggestions of ADME letter 52/2/53/MS dated 22 Nov 46 were made known to the General and the question on the lack of W/S personnel was also raised. It was pointed out to the General that it is feared that other Divisions are obtaining many more personnel than the "Friuli" on the "old boy basis", and it was suggested to him that more frequent visits to Rome would possibly ensure a fairer share of personnel for the "Friuli". The General stated that he had himself recently realized that this was the case and had already commenced on the "old boy basis".

P.t.o.

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6. 4 Repair Unit (Merano).

(a) Above Unit was visited on the 17 December 46. This Unit is still progressing well although the output, it is felt, could be a little better.

(b) Captain Rossi, O.C. Unit, was confident that this would improve shortly. He has up to the present concentrated mainly on the organization of the W/S which has reached a satisfactory standard and now intends to pay more attention to the Workshop output.

(c) During this visit it was learnt that the Ministry of War has now authorized the holding of 3 months spares by the Workshop. This alone will greatly assist output providing the spares can be obtained.

7. Postings.

7589691 S/Sjt. Turner (AA Veh.) was taken on strength this Unit w.e.f. 4 Dec 46.

8. REME Personnel.

(a) Due to allotting of a broken down vehicle for which spares were not available, the REME personnel were not employed in their correct roles until 13 Dec 46 when fresh transport was allotted.

(b) Attached is a report on Small Arm Inspections carried out by the Armourer at the request of the Territorial Command.

(c) The S/Sjt. has made several visits to the "Friuli" Workshop during the latter part of this period and gave assistance in identification of stores, translating of instruction books etc. whilst at the same time arranging accomodation for himself and repair of B.L.U. vehicles.

9. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached are returns of engines repaired during this period.

10. Inspections of Equipment ("Friuli" Inf.Div.). 3517

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10. Inspections of Equipment ("Friuli" Inf.Div.). 3517

Attached are lists of inspections which have taken place on Telecomm Equipment and Small Arms during month of December 1946. No inspections have taken place on Artillery and Vehicles during this period.

11. CMS "Friuli" Infantry Division.

Attached is a translated copy of the November monthly report of CMS "Friuli" Inf. Div.

12. Workshop Outputs.

Attached is a list of the Workshop Outputs during December 46.

Enclos.

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

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C O P Y.

Subject:- 4 Territorial Command Workshops.

Headquarters
4 B. L. U.
B o l z a n o
Ref.: 4/ME/24-55

16 December 1946.

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

Copy to:- AMG, HQ. M.M.I.A., Roma.

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 AMG letter ME/43/63 dated 28 June 1946. This statement however was never produced.

3516

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.

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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, Merano, 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 W.E. of the Territorial Command or surplus to W.E., if the alteration of the W.E. 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.

D.t.O.

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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 is disbanded.

(sgd) A.L. WHITE,
Capt.
S.O. ERME & B.L.U.

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Report on the Inspection of Rifles and Bayonets

held by 6th ALPINI Btns.

TRENTO BTN.		MERANO	
RIFLES	No. 1		555
"	No 3		1
"	No 4		2
Bayonets	No 1		Nil
"	No 3		553
"	No 4		Nil
EDOLO BTN.		BRUNICO	
Rifles	No 1		414
"	No 3		Nil
"	No 4		1
Bayonets	No 1		Nil
"	No 3		357
"	No 4		Nil
BOLZANO BTN.		VIPITENO.	
Rifles	No1		492
"	No 3		Nil
"	No 4		1
Bayonets	No 1		Nil
"	No 3		492 plus 17 minus scabbards.
"	No 4		Nil

The inspection of the TRENTO Btn. stationed at Merano and Silandro was carried out on Friday 15th Dec. All companies were visited, 3515 five at Merano and two at Silandro. The rifles held by troops were in a good state of cleanliness, but those in storage were, in the main, dry through lack of oil. This is being attended to immediately

The EDOLO Btn. of which there are ~~only~~ four companies at Brunico was inspected on Monday 16th Dec., and an attempt was made to reach the remaining company at Dobbiaco, but this was impossible owing

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" No 4 Nil

BOLZANO BTN. VIPITENO.

Rifles	NoI	492
"	No 3	Nil
"	No 4	I
Bayonets	No I	Nil
"	No 3	492 plus I7 minus scabbards.
"	No 4	Nil

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five at Merano and two at Silandro. The rifles held by troops were in a good state of cleanliness, but those in storage were, in the main, dry through lack of oil. This is being attended to immediately

The EDOLO Btn. of which there are ~~only~~ four companies at Brunico was inspected on Monday I6th Dec., and an attempt was made to reach the remaining company at Dobbiaco, but this was impossible owing to the impassibilty of roadcaused by snow drifts and very bad weather. A second attempt was made but the result was the same.
Included in the numbers given are I4 unserviceable rifles NoI. The numbers given for this Btn. are incomplete as the company at Dobbiaco was not seen.

The standard of the rifles held by the BOLZANO Btn. was not so high as that ofthe other two Btns. The chief fault being the lack of attention given to the rifles after firing. This is being remedied.
Included in the numbers given are four unserviceable No.I rifles and also two T.S.M.G.

The No.3 bayonets held by the Alpini Btns., are in nearly all respects the same as a NoI. The length and shape are the same, but there is one difference.
The Crosspiece of the No3 bay.is longer than the NoI and the hole in it is further away from the hilt. In the former case it fits on to theberrel. whereas in the latter it fits on to the boss of the nose cap.
The No4 bay bears no resemblance to the other two types,as in most cases it is round,although there are a few with four flutes in them, and the bladeis about 7inches long compared with the I3inches of a NoI and No3.

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Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

MONTHLY REPORT HOW VEHICLES MAINTENANCE SERVICE IS GOING ON :-

MONTH OF N O V E M B E R 1946

(1) Ordinary Maintenance :-
The position is still the same as reported in October 1946.

(2) Extraordinary Maintenance :-
is being practised monthly.

(3) Efficiency State of Vehicles :-
Owing to lack of tyres the percentage of vehicles and motorcycles being inefficient is continuously increasing. Regarding lorries the crisis could be overcome when the tyres of size 10,50 x 20 will be collected from Pontecagnano. Concerning cars and motorcycles the position is really serious and the problem could only be resolved by a great assignment of tyres in sizes 3,25 x 19 - 5,00 x 15 - 5,50 x 15 - 6,00 x 16 - 165 x 400 (total: approx. 300 tyres). Our demand appears from the monthly request for tyres sent to GHQ. Artillery and Motorisation under reference 5370/124/Aut. dated 9 Dec 46. -

Regarding the technical side, a great number of vehicles has been repaired in the Main Workshop of the Division; for these repairs were used those spare parts which had been purchased from the local trade. A second lot of nearly hundred vehicles is under repair in the aforesaid W/S, whilst a total of 77 vehicles is under repair in the "Caproni" Workshops in Gardolo (Trento). As to this latter number of vehicles we are waiting for the authority from the Ministry, because the expenditure for every vehicle repair will exceed the limits granted to the Division Command in circular letter No. 15400/011772 dated 24 July 46.

(4) Lorries' Equipment :-
We are awaiting instructions to collect from the 2° Magazzino Ricambi Auto, Piacenza, the 100 sets of keys assigned by Ministry of War - GHQ. Art. & Mot. - circular letter No.45800/XVI/II/1/AM dated 11 Nov 46.

(5) Equipment and Functioning of the Regimental Workshops (LAD's) :-

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(5) Equipment and Functioning of the Regimental Workshops (LAB's) :-
Actually the Division has 3 regimental workshops, whilst according to the T.E.'s there should be 9. These 3 workshops have not got complete equipment. For the sake of uniformity it would be advisable to assign to the Division 9 stores(workshop) vehicles type 36. Then the present 3 could be made into service stations.

(6) Deficiency of Technical Personnel :-
The regimental workshops are still deficient of N.C.O.'s Chiefs of the W/S, and the Units are still deficient of technical personnel.

(7) Main Workshop of the Division :-
The W/S has now obtained whole of the equipment ceded from the 1 Mobile Park, Peschiera, and has settled down reasonably well. Considering the equipment and the new arrangements made, the number of workmen (at present 117) proves to be insufficient. To enable this Workshop to meet the requirements of the Division, it will be absolutely necessary to increase the actual number of civilian workmen by further 50.

Furthermore it is to be considered that the majority of the vehicles the Division has on its charge, need a general overhaul owing to the long use during the operation period.

P.t.o.

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(8) Spares for Allied Vehicles :-
The Mobile Park under our Command has purchased and is purchasing continuously the spare parts needed most urgently.

But there are several parts which are not at all available in local trade or which can be obtained only with great difficulties, so that the Division is obliged to apply to the Pontecagnano Camp for soonest possible delivery of the deficient parts and especially of complete assemblies (axles - differential gears - gearboxes).

(9) Driver Disciplina :-
Please see statements in the previous reports.

Levico, 13 December 1945

THE CHIEF OF THE M.T. OFFICE
(sgd) Major B.Leone

Seen :-
THE GENERAL COMMANDING
(Sgd) Tullio Bertarelli.

3513

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COMANDO DIVISIONE FANTERIA "FRIULI"
-Ufficio Automobilistico-

n° 5420 L6/ di prot.Aut. Levico, 13 dicembre 1946
OGGETTO :-Relazione manutenzione automezzi MESE DI NOVEMBRE 1946.

AL COMANDO MILITARE TERRITORIALE (IV)
(allegati 2) B O L Z A N O

e per conoscenza
AL COMANDO 4° B.L.U. - BOLZANO (1 copia)
ALL'UFFICIO OPERAZIONI-INFOR.E COLL-SEDE (1 copia)
ALL'UFFICIO SERVIZI -SEDE (1 copia)

Si trasmette, in duplice copia, la situazione di cui all'oggetto, con preghiera di trasmetterne un esemplare al Ministero della Guerra.-

d'ordine
IL TENENTE COLONNELLO CAPO DI S.M.
-Pietro Testa-

3512

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BEST COPY POSSIBLE

COMANDO DIVISIONE DI FANTERIA "FRIULI"
-Ufficio Automobilistico-

R E L A Z I O N E SULL'ANDAMENTO DEL SERVIZIO MANUTENZIONE AUTOMEZZI
MESE DI NOVEMBRE 1945 .-

1°-MANUTENZIONE ORDINARIA -Nulla di variato rispetto alla situazione del mese di ottobre 1945.-

2°-MANUTENZIONE STRAORDINARIA -Viene effettuata mensilmente .-

3°-STATO DI EFFICIENZA DEI MEZZI -Lo stato di efficienza dei mezzi per mancanza di gomme é in continuo aumento.Per quanto riguarda gli autocarri la crisi potrà essere risolta quando saranno ritirate da Pontebbana-mo le gomme della misura 10,50X20; per le autovetture e i motocicli la situazione é assai grave e potrebbe essere risolta solo con una forte assegnazione di gomme delle misure 3,25X19- 5,00X15; 5,50X15; 6,00X16; 165X400 (in totale circa 300 gomme);il fabbisogno risulta dalla richiesta gomme mensile inviata alla Direzione Generale Artiglieria e Motorizzazione col foglio n°5370/54/Aut. del 9/12/1945 .-
Per il lato meccanico,buona parte dei mezzi é stata riparata dalla dipendente Officina Mobile impiegando le parti di ricambio acquistate dal commercio;un secondo lotto di un centinaio di automezzi é in corso di riparazione presso la stessa Officina,mentre un blocco di 77 automezzi trovasi in riparazione presso il Cantiere "Cesaroni" di Gardolo(Trento). Per quest'ultimo blocco di macchine si é in attesa dell'autorizzazione del Ministero poichè la spesa per ogni singola riparazione,supera i limiti consentiti al Comando di Divisione dalla circolare 15400/011772 in data 24/7/1945.-

4°-DOTAZIONI DI AUTOCARRI-Si é in attesa di ritirare dal 3°Magazzino Ricambi Auto di Piacenza le 100 serie assegnate dal Ministero Guerra-Dir.Gen. Art.e Motoriz.con la circolare n°45800/XVI/II/I/Ds dell'11/11/1945.-

3511

5°-ATTREZZATURA E FUNZIONAMENTO OFFICINE REGGIMENTALI -La Divisione dispone attualmente di 3 officine reggimentali ,mentre secondo gli organici dovrebbe averne 9.Le 3 esistenti non possiedono una attrezzatura completa.Anche per uniformità sarebbe opportuno che venissero assegnate alla Divisione n°9 autofficine 16 nel qual caso le 3 attualmente esistenti potrebbero essere versate o trasformate in stazioni di

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la crisi potrà essere risolta quando saranno ritirate da Pontegagnano le gomme della misura 10,50X20; per le autovetture e i motocicli la situazione é assai grave e potrebbe essere risolta solo con una forte assegnazione di gomme delle misure 3,25X19- 5,00X15; 5,50X15; 6,00X16; 165X 400 (in totale circa 300 gomme);il fabbisogno risulta dalla richiesta gomme mensile inviata alla Direzione Generale Artiglieria e Motorizzazione col foglio n°5370/14/Aut. del 9/12/1946 .-

Per il lato meccanico,buona parte dei mezzi é stata riparata dalla dipendente Officina Mobile impiegando le parti di ricambio acquistate dal commercio;un secondo lotto di un centinaio di automezzi é in corso di riparazione presso la stessa Officina,mentre un blocco di 77 automezzi trovasi in riparazione presso il Cantiere "Ceproni" di Gardolo(Trento). Per quest'ultimo blocco di macchine si é in attesa dell'autorizzazione del Ministero poichè la spesa per ogni singola riparazione,supera i limiti consentiti al Comando di Divisione dalla circolare 15400/011772 in data 24/7/1946.-

4°-DOTAZIONI DI AUTOCARRI-Si é in attesa di ritirare dal 3°Magazzino Ricambi Auto di Piacenza le 100 serie assegnate dal Ministero Guerra-Dir.Gen. Art.e Motoriz.con la circolare n.°45000/XVI/II/1/DI dell'11/11/1946.-

3511

5°-ATTREZZATURA E FUNZIONAMENTO OFFICINE REGGIMENTALI -La Divisione dispone attualmente di 3 officine reggimentali ,mentre secondo gli organici dovrebbe averne 9.Le 3 esistenti non posseggono una attrezzatura completa.Anche per uniformità sarebbe opportuno che venissero assegnate alla Divisione n°9 autofficine 38 nel qual caso le 3 attualmente esistentà potrebbero essere versate o trasformate in stazioni di servizio .-

6°-DEFICIENZA PERSONALE TECNICO -Permane sempre la deficienza dei sottufficiali capi officina per le officine reggimentali e del personale tecnico presso i reparti.-

7°-OFFICINA MOBILE DIVISIONALE-L'Officina ha ricevuto ormai tutta l'attrezzatura ceduta dal 1°Parco Mobile di Peschiera ed é stata sistemata in modo razionale.Data l'attrezzatura e la nuova disposizione però il numero degli operai del quale dispone (117) é insufficiente.Perchè l'Officina possa effettivamente far fronte alle necessità della Divisione é necessario che il numero degli operai civili venga aumentato di altri 50 operai .-

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Quanto sopra tenuto conto anche del fatto che gli automezzi in distribuzione alla Divisione, dato il lungo uso durante il periodo operativo, hanno bisogno per la maggior parte di revisione generale .-

8°-PARTI DI RICAMBIO PER AUTOMEZZI ALLEATI.
Il dipendente Parco Mobile ha acquistato e continua ad acquistare le parti di ricambio più urgenti; diverse parti però non si trovano in commercio o si trovano con molta difficoltà, sicchè sarebbe necessario che la Divisione potesse avere al più presto le parti mancanti e sopratutto gruppi meccanici completi(ponti -differenziali e cambi) dal campo di Pontecagnano .-

9°-DISCIPLINA CONDUTTORI .-
Vedasi quanto detto al riguardo nelle relazioni precedenti .-

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Levico, 13 dicembre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
-Maggiore B.Leone -

3510

1 V° IL GENERALE COMANDANTE
-Tullio Bernardi-

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C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI DALL' OFFICINA MOBILE O DA ENTI CIVILI
dal 1° al 6 Dicembre 1946

T i p o	No.	Ente che ha revisionato	N o t e
Bedford	7	Marconi	
Ford 8 V.	5	Marconi	
Dodge	2	Marconi	
Chevrolet	4	Marconi	
Morris	2	Marconi	

Trento, li 6 Dicembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. Martinelli F.

SITUAZIONE MOTORI REVISIONATI DALL' OFFICINA MOBILE O DA ENTI CIVILI
dal 14 al 21 Dicembre 1946

T i p o	No.	Ente che ha revisionato	N o t e
Chevrolet	6	Officina Marconi	
Ford	7	Officina Marconi	
Morris	1	Officina Marconi	
Fiat 1100	1	Off. Franchini Bianchi	

3509

Trento, li 21 Dicembre 1946

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. Martinelli F.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI DALL'OFFICINA MOBILE O DA ENTI CIVILI

dal 22 al 27 Dicembre 1945

Tipo	No.	Ente che ha revisionato	Note
Chevrolet	2	Officina Marconi	
Ford	7	Officina Marconi	
Morris	2	Officina Marconi	

3508

Trento, li 27 Dicembre 1946

L'UFFICIALE ADDETTO
(a.g.d) Capit. Lodovico Maccanone

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO
PRESSO QUESTA OFFICINA dal 3 al 15 Dicembre 1946

Reparto	Materiale	In riparazione	Riparato	Da riparare	Funzionamento
87 Fanteria	Radio t. 48	4	-	4	
20 Teleradio	" " 22	4	-	4	
2 Cavalieri	" " 19	3	2	1	ottimo
35 Artiglieria	Telefoni	8	2	6	buono
2 Cavalieri	Cuffie M.	10	5	5	buono
2 Cavalieri	Variometri	2	-	2	

Trento, 15 Dicembre 1946

IL CAPO SEZIONE OFFICINA
(n.d) S.Ten. Martinelli F.

3507

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO
PRESSO L'OFFICINA MOBILE dal 16 al 29 Dicembre 1946

Reparto	Materiale	In riparazione	Riparato	Da riparare	Funzionamento
35° Rgt. Art.	Telefoni	8	2	6	-
2° Gr. Espl. Cavalieri	Radio 19	3	3	-	ottimo
	Variometri	2	2	-	ottimo
	Cuffie	10	10	-	ottimo
20 Comp. T.R.T.	Radio 22	4	-	4	-
87° Rgt. Fant.	Radio 48	4	-	4	-

Trento, 30 Dicembre 1946

IL CAPO SEZIONE OFFICINA
(agl) S.Ten. Martinelli Ferd.

3508

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE E RIPARATE AI REPARTI DELLA DIV. "FRIULI"
dal 3 al 15 Dicembre 1946

Reparti	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	Annotazioni
52 Compagnia Artieri					
Thompson	-	-	28	-	
Compagnia Trasporti					
Fucili M.I	119	112	24	2	
Fucili M.4	25	23	2	-	
Thompson	156	152	7	1	
Pistole 38	7	7	-	-	
Pistole segnalat.	2	2	-	-	
Compagnia Carabinieri					
Thompson	145	125	12	5	

Trento, 15 Dicembre 1946

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. Martinelli F.

3505

SMALL ARMS period 16 - 29 December 46:- N E G A T I V E !

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DIVISIONE DI FANTERIA "FRIULI"
Comando Ufficio Mobile

N. 2540 /Of. di prot. Trento, 16 Dicembre '45

OGGETTO: Consegna armi e materiale bellico.=

IL COMANDO 4° S.I.A. presso il Comando Militare territoriale di

B O L Z A N O

Si trasmette, dalla alla presente, gli elenchi relativi alla consegna armi portatili, cannoni e mortai da parte, eseguita dal 1 al 15 Dicembre 945.=

IL COMANDANTE DELL'UFFICIO MOBILE
(Magg. Pilotelli Giovanni)

Capt. Maccarone

3564

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SPECCHIO DELLE [illegible] ESISTENTI AL MAGAZZINO RADIO ERASCO
alla situazione del 3 al 5 dicembre 1940

Numero	Materiale	Numero in parco	Numero in riparazione	Numero efficienti	Funzionamento
67	Fanteria	Radio t. 46	4	/	4	
20	Telefonia	" " 22	4	/	4	
2	Cavalleria	" " 9	3	2	1	Ottimo
35	Artiglieria	Telefoni	8	2	6	Buono
2	Cavalleria	Cuffie M	10	5	5	Buono
"	"	Verticali	-	/	2	

Eritrea, 15 dicembre '40

IL CAPO SEZIONE OFFICINA
(S. Ten. Mar[illegible] F.)

3503

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SPECCHIO DELLE ARMI ISPEZIONATE E RIPARATE DAI REPARTI DELLA DIVISIONE "ERCOLI"

REPARTI	CARICO DELLE ARMI	ARMI ISPEZIONATE	ARMI RIPARATE	S.I.L.R.
52^ Compagnie Artieri Thompson	/	/	28	/
COMPAGNIA Trasporti				
Fucili MI	119	112	24	2
Fucili M4	25	23	2	/
Thompson	126	124	7	/
Pistole 38	7	7	/	/
Pistole mitragliatr.	2	2	/	/
Compagnia Combattenti Thompson	145	125	12	5

Trieste, li 15.12.46.

IL CAPO SE
Ten. Col. M
Henn

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TE E RIPARATE I REPARTI DELLA DIVISIONE "FRIULI" DAL 3 AL 15/2/1946 ==

ARMI ISPE ZION.	ARMI RIPA RATE	B.I.R.	ANNOTAZIONI
/	28	/	
1[illegible]c	c4	c	
23	2	/	
15c	7		
7	/	/	
c	/	/	
125	c	5	

IL CAPO SEZIONE OFFICINE
(C. Ten. Geniere [illegible])

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SITU IONE DEI CANNONI DAL 8/12/ L 15/12/46

per bb	Im consegnam	Ripresi	B.L.R.	Ispez.	Ammortizzati
N.	N.	N.	N.	N.	

Trento, 15 Dicembre '46

IL CAPO SEZIONE OFFICINA
(S. Ten. Martinelli Ferd.)

3501

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DA MONTAGNA "PUSTERIA"
Comando Officine Mobile

N. 3 /OF. di prot. Trento, li 30 dicembre 1946

OGGETTO: Ispezione armi varie e materiale radio.-

AL COMANDO 4° S.L.U. presso il Comando Militare Territoriale di

B O L Z A N O

Si trasmette unito alla presente lo specchio relativo alle ispezioni armi portatili , cannoni e materiale radio, eseguite dal 15 al 29.12.946.-

REPUBBLICA ITALIANA

IL MAGGIORE
Comandante l'Officina Mobile
(Giovanni Bigliolio)

Declassified E.O. 12065 Section 3-402/NNMC NO. 785020

DIVISIONE DI FANTERIA FRIULI
Comando Officina Mobile

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PERVENUTO L'OFFICINA MOBILE DAL 16 AL 29 DICEMBRE 1945

Reparto	Materiale	In riparazione	Riparate	Da riparare	Funz.
35° Rgt. Art.	Telefoni	8	2	6	=
2° Gr. Espl. Cave	Radio 19	3	3	=	ottimo
Fieri	Voltometri	2	2	=	ottimo
" " "	Cuffie	10	10	=	ottimo
20 Camp. T.P.T.	Radio 22	4	X	4=	=
37° Rgt. Fant.	Radio 48	4	=	4	=

SITUAZIONE CAMIONI:

Negativa

ARMI PORTATILI:

Negativa

IL CAPO SEZIONE OFFICINA
(S.ten. Martinelli Ferdinando)

W O R K S H O P O U T P U T S :-

4 Repair Unit

Week ending 7 December 46		
M/C	-	--
Cars	-	3
Lorries	-	3
Trailers	-	1
Total		7

Week ending 14 December 46		
M/C	-	--
Cars	-	--
Lorries	-	3
Total		3

Week ending 21 December 46		
M/C	-	--
Cars	-	4
Lorries	-	1
Total		5

Week ending 28 December 46		
M/C	-	--
Cars	-	2
Lorries	-	3
Total		5

16 Repair Unit

Week ending 7 December 46		
M/C	-	1
Cars	-	4
Lorries	-	10
Total		15

Week ending 14 December 46		
M/C	-	4
Cars	-	2
Lorries	-	12
Trailers	-	1
Total		19

Week ending 21 December 46		
M/C	-	1
Cars	-	6
Lorries	-	14
Total		21

Week ending 28 December 46		
M/C	-	1
Cars	-	2
Lorries	-	3
Total		6

21 Recovery Carriage

Week ending 7 December 46		
M/C	-	--
Cars	-	--
Lorries	-	4
Total		4

Week ending 14 December 46		
M/C	-	--
Cars	-	1
Lorries	-	3
Total		4

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Week ending 7 December 46		
M/C	-	1
Cars	-	4
Lorries	-	10
Total		15

Week ending 14 December 46		
M/C	-	4
Cars	-	2
Lorries	-	12
Trailers	-	1
Total		19

Week ending 21 December 46		
M/C	-	1
Cars	-	6
Lorries	-	14
Total		21

Week ending 28 December 46		
M/C	-	1
Cars	-	2
Lorries	-	3
Total		6

21 Recovery Corrission

Week ending 7 December 46		
M/C	-	--
Cars	-	--
Lorries	-	4
Total		4

Week ending 14 December 46		
M/C	-	—
Cars	-	1
Lorries	-	3
Total		4

Week ending 21 December 46		
M/C	-	1
Cars	-	--
Lorries	-	2
Total		3

Week ending 28 December 46		
M/C	-	—
Cars	-	—
Lorries	-	2
Total		2

4 Transport Platoon W/S.

Week ending 14 December 46		
M/C	-	—
Cars	-	8
Lorries	-	23
Total		31

Week ending 21 December 46		
M/C	-	1
Cars	-	4
Lorries	-	11
Total		15

Week ending 28 December 46		
M/C	-	—
Cars	-	4
Lorries	-	10
Total		14

D. t. O.

3159

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OPERATIONAL OUTPUT (cntd.)

Legione Carabinieri, Verona

Week ending 14 December 46	
M/C	1
Cars	1
Lorries	--
Total	2

Week ending 21 December 46	
M/C	1
Cars	2
Lorries	--
Total	3

Week ending 28 December 46	
M/C	--
Cars	3
Lorries	--
Total	3

Legione Carabinieri, Bolzano

Week ending 21 December 46	
M/C	5
Cars	7
Lorries	1
Total	13

Week ending 28 December 46	
M/C	3
Cars	5
Lorries	1
Total	9

"Friuli" Workshop

Week ending 6 December 46	
M/C	--
Cars	--
Lorries	5
Total	5

Week ending 13 December 46	
M/C	1
Cars	4
Lorries	13
Total	18

Week ending 20 December 46	
M/C	5
Cars	1
Lorries	10
Total	16

Week ending December 46	
M/C	
Cars	
Lorries	not received!
Total	

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Subject:- SITREP REME 4 B.L.U.

46

REME 4 B.L.U.
Ref.: S/R 32

9 December 1946.

To:- O.C. 4 B.L.U.
ADME, HQ. M.M.L.A., Rome.

Period 20 November - 30 November 1946

1. Due to the absence of EME on Leave no Sitrep is rendered for the above period.

2. The following returns for the above period are attached :-

(a) Workshop Outputs.
(b) List of Inspections on Telecom Equipment.
(c) List of Inspections on Small Arms.
(d) List of Inspections on Artillery.
(e) List of Vehicle Inspections.

(f) Repair of British and American Engines ("Friuli" Inf.Div.):-
No engine repairs during period 3 - 16 November 46.
Attached is a return of engines repaired during period 17-30 Nov 46.

Encls.

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

Declassified E.O. 12065 Section 1-402/NNRC No. 785020

W O R K S H O P O U T P U T S :-

1 Mobile Park

Week ending 23 November 46			Week ending 30 November 46
M/C	-	1	
Cars	-	3	--.--
Lorries	-	--	
Total		4	d i s b a n d e d !

21 Recovery Corrission

Week ending 23 November 46			Week ending 30 November 46		
M/C	-	--	M/C	-	2
Cars	-	2	Cars	-	--
Lorries	-	2	Lorries	-	8
Total		4	Total		10

4 Repair Unit

Week ending 23 November 46			Week ending 30 November 46		
M/C	-	1	M/C	-	--
Cars	-	4	Cars	-	4
Lorries	-	1	Lorries	-	2
Total		6	Total		6

16 Repair Unit

Week ending 23 November 46			Week ending 30 November 46		
M/C	-	4	M/C	-	2
Cars	-	2	Cars	-	4
Lorries	-	6	Lorries	-	9
Total		12	Total		15

"Friuli" Workshop

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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4 Repair Unit

Week ending 23 November 46			Week ending 30 November 46		
M/C	-	1	M/C	-	--
Cars	-	4	Cars	-	4
Lorries	-	1	Lorries	-	2
Total		6	Total		6

16 Repair Unit

Week ending 23 November 46			Week ending 30 November 46		
M/C	-	4	M/C	-	2
Cars	-	2	Cars	-	4
Lorries	-	6	Lorries	-	9
Total		12	Total		15

"Friuli" Workshop

Week ending 22 November 46			Week ending 29 November 46		
M/C	-	1	M/C	-	--
Cars	-	8	Cars	-	5
Lorries	-	3	Lorries	-	16
Total		12	Total		21

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COPIA.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO
PRESSO QUESTA OFFICINA MOBILE dal 18 Novembre al 2 Dicembre 1946

REPARTO	Meteriale	In riparazione	Riparato	Da riparare	D.i.R.	Funzionamento
35° Artiglieria	Telefoni	8	2	6	-	ottimo
" "	Radio 22	3	3	-	-	"
" "	Cuffie n.	3	3	-	-	
" "	Accumulatori	3	3	-	-	
20 T.R.T.	Radio 22	4	-	4	-	
87 Rgt.Ftr.	Radio 48	-	-	4	-	

Trento, li 1/12/1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

3495

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officine Mobile -

SPECCHIO DIMOSTRATIVO DELLE ARMI RIPARATE AI VARI REPARTI DELLA DIVISIONE "FRIULI" dal 18 Novembre al 2 Dicembre 1946

REPARTO	Tipo	Armi riparate	B.L.F.	Note
35° Art. 6 Gruppo	Fucili M/4	3		
	Thompson	6		
	Bren	1		
	Pistole 38	1		
" " 4 Gruppo	Fucili	35		
	Thompson	3		
88 Rgt.Ftr. Uff.Materiali	Fucili	1		
	Thompson	1		

Trento, li 2 Dicembre 1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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OGGETTO.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI VARI REPARTI
DELLA DIVISIONE "FRIULI" dal 18 Novembre al 2 Dicembre 1946

REPARTO	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni M.L.R.	Stato d'uso
35° Rgt.Art. V Gruppo	8	-	4		buono
Costituendo Reggimento Contraerei	25	25	-		buono

Trento, li 2 Dicembre 1946.

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

N° 9214 /OE di prot. Trento, li 5/I./1946-

OGGETTO:- Ispezione armi varie e materiale radio.-

AL COMANDO 4 B.L.U. Presso il Comando Militare Territoriale 4^a

S O L A R O

Si trasmettono, uniti alla presente, gli specchi relativi alle ispezioni armi portatili e comuni e materiale radio, eseguite dal 15 al 30/XII/1945.-

IL COMANDANTE DELL'OFFICINA MOBILE
- Maggiore Figliolia Giovanni -

Capt. Whitte

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DIVISIONE DI FANTERIA " PRIOLI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PRESSO L'OFFICINA
dal giorno 18 al giorno 31/12 1945

Reparto	Materiale	In riparazione	Riparato	Da riparare	D.L.E.
35° Artiglieria 20 T.R.T. 87 Rgt.Ftr.	Telefoni	8	2	6	-
	Radio 22	3	3	-	-
	Cuffie m.	3	3	-	-
	Radio 22	4	-	4	-
	" 48	-	-	4	-

Trento, li 1/II/ 1945

IL CAPO SEZIONE
(S.Tenente MARTINELLI Ferr

(1) 35 Artigl.	Accumulatori	3	3	Ritirati

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DIVISIONE DI FANTERIA " PRIOLI"
- Comando Officina Mobile -

ESEGUITE AL MATERIALE RADIO PRESSO QUESTA OFFICINA MOBILE DAL
giorno 18 al giorno 2-12 1946

In riparazione	Riparato	Da riparare	B.L.R.	Funzionamento
8	2	5	-	Ottimo
3	3	-	-	"
3	3	-	-	"
4	-	4	-	"
-	-	4	-	"
3	3			

IL CAPO SEZIONE
(S.Tenente MARTINELLI Ferdinando)

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officine Mobili -

SPECCHIO DIMOSTRATIVO DELLE ARMI RIPARATE AI VARI REPARTI DELLA
dal giorno 18. 11 al giorno 2. 12 1946.

REPARTO	~~Genere delle armi~~	Armi riparate	D.L.R.
25° Art.			
VI Gruppo	Fucili 7,/4.	3	
	Tompson	5	
	Bren	I	
	Pistole 38	I	
4° Gruppo	Fucili	35	
	Thompson	3	
SS Ptr.			
Uff. Materiali	Fucil	I	
	Thompson	I	

Trento, li 2 Dicembre 1946-

IL C
(S. Tenente MA

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

TRATIVO DELLE ARTI RIPARATE AI VARI REPARTI DELLA DIVISIONE "FRIULI"
dal giorno 18.11 al giorno 2.12 1946.-

| ~~Ter Colis~~ | Armi riparate | | |

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI DAI VARI REPARTI DELLA DIV
dal g. 18 al g. 2 12 1946

Reparto	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni feriti	Stato d'uso
22° Rgt. Art. I Gruppo	8	-	1		Buono
Cortituedão Regimento Contraerei	25	25	-		buono

Trento, li 2 Dicembre 1946.

IL CAPO SEZIONE
(S. Tenente MARTINELLI Ferdin

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

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NI RIPARATI ED ISPEZIONATI AI VARI REPARTI DELLA DIVISIONE "FRIULI"
dal g. 10 al g. 9. 12 1946

nnoni in negno	Cannoni ispezionati	Cannoni riparati	Cannoni inviati	Stato d'uso	note
8	-	X		Buono	
25	25	-		buono	

embre 1946.

IL Capo Sezione
(S. Tenente MARTINELLI Ferdinando)

Declassified E.O. 12065 Section 3-402/NNDC ND. 785020

COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI DISPONIBILI dal 16 al 30 Novembre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mob. per grandi riparazioni
87° Rgt. Fanteria (1° L.A.D.)	4	3	1
88° Rgt. Fanteria (2° L.A.D.)	4	4	-
35° Rgt. Fanteria (3° L.A.D.)	12	10	2

Levico, li 11 Dicembre 1946

p. ordine
Il Ten. Colonnello CAPO S.M.
Pietro Testa

3487

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI DALL' OFFICINA MOBILE O DA DITTI CIVILI
dal 17 al 22 Novembre 1946

Tipo	No.	Officina che ha revisionato	Note
Dodge	1	Marconi	
Bedford	4	-	
Ford	1	-	
G.M.C.	1	-	
Chevrolet	1	-	
Marmon	1	-	

Trento, li 22/11/1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

SITUAZIONE MOTORI REVISIONATI DALL' OFFICINA MOBILE O DA DITTI CIVILI
dal 23 al 30 Novembre 1946

Tipo	No.	Officina che ha revisionato	Note
Ford	1	Caproni	
Chevrolet	1	Marconi	
Bedford	1	-	
Dodge	1	-	

Trento, li 4/12/1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

3486

Subject:- SITREP RMME 4 B.L.U.

45

RMME 4 B.L.U.
Ref.: S/R 31

20 November 1946.

To:- O.C. 4 B.L.U.
ADME, H.Q. M.M.I.A., Rome.

Period 20 October - 19 November 1946

1. General.

The RME was granted local leave during the first half of this period, therefore this Sitrep will only refer to the latter part of above period with the exception of the usual returns which are attached.

2. RMME Conference.

On 4 November 46 the RME proceeded to Bologna to attend a 2 day conference (5 and 6 Nov 46) of RME's under Colonel Blunt, ADME M.M.I.A.

3. 4 Repair Unit (Merano).

The above Unit was visited on the 8 November 46. This Workshop was found to be settling down very well, but is handicapped by the difficulties contained in the O.C. Workshop's attached translated report.

4. Important Visits.

On 12 November 46 Lieut.Colonel Blunt, ADME M.M.I.A., visited, accompanied by RME, the 4 Repair Unit (Merano) and the Main "Friuli" Workshop (Trento).

The Vice Director of Repairs Lt.Colonel Baccari was present whilst at the 4 Repair Unit, and the CME "Friuli" Infantry Division attended the inspection of the Main "Friuli" Workshop.

A visit was later made to the Caproni Works at Trento aerodrome by Colonel Blunt, CME, O.C. "Friuli" Workshop and the RME to see progress

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2. [redacted]

On 4 November 46 the [redacted] proceeded to Bologna to attend a 2 day conference (5 and 6 Nov 46) of [redacted]'s under Colonel Blunt, ADME M.M.I.A.

3. 4 Repair Unit (Merano).

The above Unit was visited on the 8 November 46. This Workshop was found to be settling down very well, but is handicapped by the difficulties contained in the O.C. Workshop's attached translated report.

4. Important Visits.

On 12 November 46 Lieut.Colonel Blunt, ADME M.M.I.A., visited, accompanied by [redacted], the 4 Repair Unit (Merano) and the Main "Friuli" Workshop (Trento). 3445

The Vice Director of Repairs Lt.Colonel Baccari was present whilst at the 4 Repair Unit, and the CME "Friuli" Infantry Division attended the inspection of the Main "Friuli" Workshop.

A visit was later made to the Caproni Works at Trento aerodrome by Colonel Blunt, CME, O.C. "Friuli" Workshop and the [redacted] to see progress of "Friuli" vehicles under repair (see para 2 (c) of previous Sitrep).

5. CME "Friuli" Infantry Division.

Attached is a translated copy of the monthly report (October 46) of CME "Friuli" Infantry Division.

6. [redacted] Personnel.

Due to the continued lack of transport the [redacted] Personnel have not yet commenced work in their proper roles.

7. Miscellaneous.

The remainder of this period not listed above has been devoted mainly to Unit transport problems, Unit duties and general office work.

P. t. o.

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8. Repair of British and American Engines ("Friuli" Inf. Div.).

Attached is a return of engines repaired during period 6 Oct to 2 Nov 1946.

9. Inspections of Equipment ("Friuli" Inf. Div.).

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms and Artillery during this period. Also attached are lists of Vehicle inspections which have taken place in the last period of October 46 and first period of November 46.

10. Workshop Outputs.

__1 Mobile Park__

Week ending 26 October 46		Week ending 2 November 46	
M/C	-	M/C	-
Cars	- 5	Cars	- 2
Lorries	- 6	Lorries	- 2
Total	11	Total	4

Week ending 9 November 46		Week ending 16 November 46	
M/C	-	M/C	-
Cars	-	Cars	- 1
Lorries	- 3	Lorries	- 3
Total	3	Total	4

__21 Recovery Corpission__

Week ending 26 October 46		Week ending 2 November 46	
M/C	- 1	M/C	- 1
Cars	- 1	Cars	-
Lorries	- 2	Lorries	- 6
Trailers	- 1	Total	7
Total	5		

Week ending 9 November 46 Week ending 16 November 46

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Cars	-	3
Lorries	-	6
Total		11

Cars	-	2
Lorries	-	2
Total		4

Week ending 9 November 46		
M/C	-	--
Cars	-	--
Lorries	-	3
Total		3

Week ending 16 November 46		
M/C	-	--
Cars	-	1
Lorries	-	3
Total		4

21 Recovery Commission

Week ending 26 October 46		
M/C	-	1
Cars	-	1
Lorries	-	2
Trailers	-	1
Total		5

Week ending 2 November 46		
M/C	-	1
Cars	-	1
Lorries	-	6
Total		7

Week ending 9 November 46		
M/C	-	1
Cars	-	3
Lorries	-	5
Total		9

Week ending 16 November 46		
M/C	-	--
Cars	-	2
Lorries	-	3
Total		5

4 Repair Unit

Week ending 26 October 46		
M/C	-	--
Cars	-	5
Lorries	-	3
Total		8

Week ending 2 November 46		
M/C	-	--
Cars	-	3
Lorries	-	2
Trailers	-	1
Total		6

Week ending 9 November 46		
M/C	-	--
Cars	-	2
Lorries	-	2
Total		4

Week ending 16 November 46		
M/C	-	--
Cars	-	3
Lorries	-	2
Trailers	-	1
Total		6

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Workshop Outputs (ctd.)

16 Repair Unit

Week ending 26 October 46		
M/C	-	4
Cars	-	5
Lorries	-	5
Trailers	-	1
Total		15

Week ending 2 November 46		
M/C	-	1
Cars	-	4
Lorries	-	7
Trailers	-	1
Total		13

Week ending 9 November 46		
M/C	-	2
Cars	-	2
Lorries	-	3
Total		7

Week ending 16 November 46		
M/C	-	3
Cars	-	2
Lorries	-	5
Trailers	-	1
Total		11

"Friuli" Workshop

Week ending 25 October 46		
M/C	-	3
Cars	-	2
Lorries	-	3
Total		8

Week ending 1 November 46		
M/C	-	4
Cars	-	3
Lorries	-	4
Total		11

Week ending 8 November 46		
M/C	-	-
Cars	-	6
Lorries	-	5
Total		11

Week ending 15 November 46		
M/C	-	-
Cars	-	4
Lorries	-	9
Total		13

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Enclos.

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

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Translation.

Subject:- Report of the 4 Repair Unit.

C.C. 4 REPARTO RIPARAZIONI AUTOMOBILISTICHE
Ref.: 01402/C

Merano, 11 November 1946.

2nd Echelon Workshop

Officers - The W.E. strength has not been reached yet.
W.E. strength 8 officers, less actual strength = deficient of 3, viz. :-
Director of the Workshop,
Officer i/c fitters & engine specialists section,
Administration Officer.

N.C.O.'s - W.E. strength 12 - actual strength 10 - deficient of 2, viz.:-
N.C.O. i/c inefficient vehicle park,
N.C.O. Chief Mechanic of the fitters & engine specialists section.

O.R.'s - W.E. strength 71 - actual strength 29 - deficient of 52.
Remarks :-
The W.E. strength however is to be considered reduced to half because of Ministerial exigences.

Of the actual 29 personnel there are only 2 which can be used for W/S service, though they have not been classified specialized military personnel; the other military personnel have been detailed for various services of the Unit, as they are not capable of doing the W/S job.

3182

Civilians.

Artillery Accountant -
in charge of the issue of all material; 1 within W.E., is present.

Office Workers ("Impiegati") -
W.E. strength 14 - actual strength 17 - deficient of NONE,

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O.R.'s - W.E. strength 71 - actual strength 29 - deficient of 52.
Remarks :-
The W.E. strength however is to be considered reduced to half because of Ministerial exigences.

Of the actual 29 personnel there are only 2 which can be used for W/S service, though they have not been classified specialized military personnel; the other military personnel have been detailed for various services of the Unit, as they are not capable of doing the W/S job.

3782

Civilians.

Artillery Accountant -
in charge of the issue of all material; 1 within W.E., is present.

Office Workers ("Impiegati") -
W.E. strength 14 - actual strength 17 - deficient of NONE, surplus to W.E. 3.
One is in charge of the administration of the civilian mess, two are serving with the Direzione Riparazioni Automobilistiche del Corpo d'Armata in the capacity of typists.

Daily paid Workmen ("Operai salariati") -
W.E. strength 76 - actual strength 97 - deficient of NONE, surplus to W.E. 21.
1 is cook in the civilian mess;
1 is serving with Director of Repairs as driver;
3 are serving with the Recovery Section, Riva/Garda;
1 is serving with the Recovery Section, Dobbiaco;
2 are guards for the derelicts in the Barracks Duca d'Aosta;
10 are doing various services, and these are no specialized workmen, but only apprendices.
Remarks :-
Only 50 of the W.E. of 76 workmen are definitely capable of doing the vehicle repair job in the W/S; the other 26 are used for various services (breakdown team, recovery team, guard team etc.).
It will be necessary to increase the W.E. considering the great number of vehicle repairs for which the number of the following professional workers should be increased as follows:-

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1 electrician
2 plate-makers (sheet metal workers)
1 blacksmith
2 carpenters
6 fitters
1 turner
1 varnisher
6 assistants

Total increase..20 personnel, which I am proposing.

At present there are under repair :-

13 cars
14 lorries
4 motorcycles.

The following vehicles are to be repaired :-

1 car
9 lorries.

Difficulties encountered regarding repairs.

Labour - Of 50 personnel serving with the workshop, there are only 25 specialized workmen. The other 25 are individuals which have not sufficient knowledge of the job and therefore their capacity is very narrow.

Spare Parts -

As we have not been authorised by the Ministerial Authorities to have a stores depot, this Unit is obliged, whenever a vehicle comes in for repair, to make a request to the Stores Depot Piacenza for the material required, and if not available there, to apply to local firms for the purchase of the material required to get the vehicle efficient, no matter what type of vehicle. So we have always an excessive loss of time by the attempts to obtain the materials (there are a few cars in the W/S since 6 months and more which can't be repaired yet for the reasons as explained above).

Furthermore I want to point out that the 3 Stores Depot (Magazzino Ricambi) Piacenza supplies only 10% of the items indented for, because they, too, don't dispose of available materials. They have notified this Unit that the indent forms referring to the materials

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Difficulties encountered regarding repairs.

Labour - Of 50 personnel serving with the workshop, there are only 25 specialized workmen. The other 25 are individuals which have not sufficient knowledge of the job and therefore their capacity is very narrow.

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Furthermore I want to point out that the 3 Stores Depot (Magazzino Ricambi) Piacenza supplies only 10% of the items indented for, because they, too, don't disposs of available materials. They have notified this Unit that the indent forms referring to the materials they were unable to supply, have been sent to the Provisioning Office (Officio Approvvigionamento) Torino. But Torino never has supplied any materials yet nor despatched.

It is further emphasized that the places of Bolzano and Merano are unprovided regarding M.T. materials. When this Unit applies to a local firm for the purchase of materials, the indent in question will be passed to the factories. So a new loss of time arises, and very often it was stated that the material supplied was not in accordance with the items ordered.

THE TEMPORARY C.C. UNIT
(sgd) Captain Bruno Rossi.

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Translat

GR/bi 4° REPARTO MANUTENZIONE AUTOMOBILISTICA MM
COMANDO

Marsano, II.II.1946

IHQL /C di prot.
OGGETTO: Relazione del 4° Reparto Riparazioni Automobilistiche.-

UFFICIALI DI II° CLASSE

UFFICIALI - L'organico non è ancora completato:
Organico n°6 - presenti ed effettivi = mancanti n°)
e precisamente:
Il Direttore d'officina
L'ufficiale addetto alla sezione montatori e motoristi
L'ufficiale di amministrazione

SOTTUFFICIALI - Organico n°12 - presenti ed effettivi n°10 - mancanti n°2 e precisamente:
Sottufficiale addetto al parco autoveicoli inefficienti
Sottufficiale capo meccanico sezione montatori e motoristi.

TRUPPA Organico n°71 - presenti ed effettivi n°29 - mancanti n°32 e precisamente:
Dei 29 presenti, solo due sono di esibire i lavori di officina, benchè non siano classificati militari specializzati: gli altri militari sono addibiti a servizi vari del Reparto non essendo idonei per officina.

CIVILI

MAE.DI MANOVRA - Consegnatario di tutto il materiale, prescritto dall'organico è presente.

OPERAI - Organico n°14 - presenti ed effettivi n°17 - mancanti nessuno esuberanti n°3
Uno addetto all'amministrazione della mensa aziendale

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L'Ufficiale di Amministrazione

SOTTUFFICIALI - Organico n°12 - presenti ed effettivi n°10 - mancanti n°2 e precisamente:

Sottufficiale addetto al parco autoveicoli inefficenti

Sottufficiale capo meccanico sezione montatori e motoristi.

TRUPPA Organico n°1 - presenti ed effettivi n°29 - mancanti n°52 N.B.- L'organico militare deve però ritenersi ridotto a metà per esigenze ministeriali.

Dei 29 presenti, solo due sono da esibire a lavori di officine, benchè non siano classificati militari specializzati: gli altri militari sono adibiti a servizi vari del Reparto non essendo idonei per officina.

CIVILI

BAS.DI ATTIVITA' - Consegnatario di tutto il materiale, prescritto dall'organico presente.

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IMPIEGATI - Organico n°14 - presenti ed effettivi n°12 - mancanti nessuno esuberanti n°3

Uno addetto all'amministrazione della mensa aziendale

Due addetti alla Direzione Riparazioni Automobilistiche del Corpo d'armata come dattilografi.

OPERAI SALARIATI - Organico 75 - presenti ed effettivi 67 - mancanti nessuno - esuberanti n°21

Uno addetto alla mensa aziendale come cuoco.

~~Tre addetti al C.A.R.A. come operai specializzati~~

Uno addetto come autista alla Direzione Rip.Auto del C.A.

Tre addetti alla Sezione Ricuperi di Riva del Garda

Uno addetto alla Sezione ricuperi di Dobbiaco

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Due addetti al servizio di guardia alle caserme relitti
Duca d'Aosta
Dieci addetti a servizi vari, non sono però operai specializzati ma apprendisti.
N.B. - Dell'organico di 76 operai previsto, solo 50 sono addetti effettivamente al servizio riparazione automezzi (officina); gli altri 26, come l'organico stesso prescrive, sono addetti a vari servizi (squadra soccorso, squadra ricuperi, squadra guardie ecc.).
L'organico dovrebbe essere aumentato in quanto le riparazioni automobilistiche sono numerose e occorrerebbe aumentare del personale nelle seguenti squadre:
- elettricisti n°1 - montatori n°6 -
- battilastra n°2 - tornitori n°1 -
- fabbri n°2 - verniciatori n°1 -
- falegnami n°2 - aiutanti n°6 -

Totale degli aumenti che si propongono n°20 unità.-

Attualmente sono in riparazione n° 15 autovetture
n° 14 autocarri
n° 4 motociclette.

Debbono entrare in riparazione n° 1 autovetture
n° 9 autocarri
n° = motociclette

DIFFICOLTA' CHE SI RISCONTRANO NELLE RIPARAZIONI -

MANO D'OPERA = Sopra 50 unità che lavorano in officina, solo 25 sono operai specializzati.
Gli altri 25 sono elementi che non conoscono a fondo il lavoro ed in conseguenza la loro produzione è molto limitata.

PEZZI DI RICAMBIO = Non avendo il Reparto un magazzino di pezzi di ricambio, non permesso dalle Autorità Ministeriali, si è costretti di volta in volta che una macchina entra in riparazione, di chiedere il materiale che occorre prima al magazzino ricambi di Piacenza e poi rivolgersi alle Ditte della piazza per ritirare il materiale che occorre per la rimessa in efficienza di quel dato tipo di macchina. Si ha così in conseguenza una perdita di tempo eccessiva per la ricerca del materiale (vi sono talune macchi-

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- Falegnami nº 2 - aiutanti nº 5 -

Totale degli aumenti che si propongono nº 20 unità.-

Attualmente sono in riparazione nº 15 autovetture
nº 14 autocarri
nº 4 motociclette.

Debbono entrare in riparazione nº 1 autovettura
nº 9 autocarri
nº 2 motociclette

DIFFICOLTA' CHE SI RISCONTRANO NELLE RIPARAZIONI -

MANO D'OPERA = Sopra 50 unità che lavorano in officina, solo 25 sono operai specializzati.
Gli altri 25 sono elementi che non conoscono a fondo il lavoro ed in conseguenza la loro produzione è molto limitata.

PEZZI DI RICAMBIO = Non avendo il Reparto un magazzino di pezzi di ricambio, non permesso dalle autorità Ministeriali, si è costretti di volta in volta che una macchina entra in riparazione, di chiedere il materiale che occorre prima al magazzino ricambi di Piacenza e poi rivolgersi alle Ditte della piazza per ritrovare il materiale che occorre per la rimessa in efficienza di quel dato tipo di macchina. Si ha così in conseguenza una perdita di tempo eccessiva per la ricerca del materiale (vi sono talune macchine che sono in officina da oltre 6 mesi e che non possono ancora essere ~~xxxxx~~ dimesse riparate per il motivo sopra specificato).
Devesi poi tener presente che il 3ºMagazzino ricambi di Piacenza soddisfa le richieste di questo reparto di un 10% sulla richiesta generale perché anch'esso non ha disponibilità. Il predetto magazzino comunica che la rimanente nota del materiale richiesto, e non inviato, è stata trasmessa all'ufficio approvvigionamento di Torino. Quest'ultimo ufficio, però, non ha ancora inviato materiale né mai ne ha spedito.

3.79

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E' bene tener presente che la piazza di Bolzano e di Merano sono in gran parte sprovviste di materiale automobilistico. Quando questo Reparto si rivolge a ditte delle piazze soprariferite per avere il materiale, queste passano l'ordinazione alle case costruttrici. Ne viene così di conseguenza la perdita di tempo per avere il materiale e molte volte si è constatato che il materiale giunto non corrisponde a quello ordinato.

IL COM.DNT.DEL REPARTO
(Cap.Bruno Rossi)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :-

MONTH OF O C T O B E R 1946.

(1) Ordinary Maintenance :-
The position is still the same as reported in September. The team nominated for vehicle inspections has proved to be very useful, and it is hoped that by this system the personnel i/c maintenance service will become well instructed how the vehicles should be maintained.

(2) Extraordinary Maintenance :-
is being practised monthly.

(3) Efficiency State of Vehicles :-
Owing to lack of tyres the percentage of vehicles and motorcycles being inefficient, is still the same.
Regarding the technical side, the crisis in which the Division has been involved owing to lack of spare parts is being overcome now since the spare parts required are being purchased locally.
It has been necessary to provide for the spare parts for vehicles and motorcycles of Allied make by local purchase, as these are not available in the military stores depots yet. Furthermore the assignment made by the Ministry of War - Motorisation GHQ. as per signal No. 43984/DM dated 16 October 1946, items to be collected at "Centro Autocarri C.R.A." Milano, has had negative result, as the C.R.A. has notified the Motorisation GHQ. by letter 004238 dated 26 Oct 46 that their stores depot is unable to supply the assigned items and not even a small part of them.

(4) Lorries' Equipment :-
During the month of November the sets of keys in inches, which already have been indented for in October, will be issued to the Units for the vehicles on charge.

(5) Equipment and Functioning L.A.D. :-
As already mentioned in my previous report, the L.A.D.'s have got the neces-

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

(2) Extraordinary Maintenance :-
is being practised monthly.

(3) Efficiency State of Vehicles :-
Owing to lack of tyres the percentage of vehicles and motorcycles being inefficient, is still the same.
Regarding the technical side, the crisis in which the Division has been involved owing to lack of spare parts is being overcome now since the spare parts required are being purchased locally.
It has been necessary to provide for the spare parts for vehicles and motorcycles of Allied make by local purchase, as these are not available in the military stores depots yet. Furthermore the assignment made by the Ministry of War - Motorisation GHQ. as per signal No. 43984/M dated 16 October 1946, items to be collected at "Centro Autocarri G.R.A." Milano, has had negative result, as the G.R.A. has notified the Motorisation GHQ. by letter 004238 dated 26 Oct 46 that their stores depot is unable to supply the assigned items and not even a small part of them.

(4) Lorries' Equipment :-
During the month of November the sets of keys in inches, which already have been indented for in October, will be issued to the Units for the vehicles on charge.

(5) Equipment and Functioning L.A.D. :-
As already mentioned in my previous report, the L.A.D.'s have got the necessary equipment to enable them to carry out small repairs.
It is however intended to improve their equipment more and more.
According to the new W.E.'s the Division should have 9 L.A.D.'s; at present there are only 3 L.A.D.'s. In order to establish further 6 L.A.D.'s we are in need of the equipment as well as the personnel.

3477

(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of the N.C.O.'s Chiefs of the Workshop; the Units are still deficient of technical personnel; the M.T. Office of the Division HQ. is deficient of one officer to reach the W.E. of 2 officers; furthermore we are deficient of the M.T. officers for the Divisional Workshop and for the M.T. Unit.

(7) Main Workshop of the Division :-
The W/S has already received a good deal of the equipment of the 1st Mobile Park, Peschiera, and is going to settle in the new localities.

(8) Spares for Allied Vehicles :-
Please see para (3) of this report. We are awaiting spares from Pontecagnano Camp, and it is hoped to obtain complete assemblies, especially axles, differential gears and gearboxes, from there.

p.t.o.

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(9) Driver Discipline :-
Reference is made to the statements of the previous reports.

THE CHIEF OF THE M.T. OFFICE
(sgd) Major B.Leone

Seen :-
THE GENERAL COMMANDING
(sgd) Tullio Bernardi.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COMANDO DIVISIONE DI FANTERIA " Iuli"
-Ufficio Automobilistico-

N. 4550/26 di prot. Aut Levico li 9 Novembre 1946

OGGETTO: relazione manutenzione automotomezzi.-

AL COMANDO 4ª B.L.U.
per il Cap. White
(all.I)

B O L Z A N O

Si trasmette la relazione mensile manutenzione automotomezzi della Divisione.-

D'ordine
IL CAPO DI STATO MAGGIORE
-Ten.Col.C.Verando-

3473

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

RELAZIONE SULL'ANDAMENTO DEL SERVIZIO MANUTENZIONE AUTOMEZZI

Mese di ottobre 1946

1) Manutenzione ordinaria. Nulla di variato rispetto alla situazione del mese di settembre.La squadra per l'ispezione automezzi si è dimostrata assai utile ed è sperabile che con tale sistema il personale addetto agli automezzi raggiunga un buon grado d' istruzione circa la manutenzione dei mezzi.-

2) Manutenzione straordinaria. Viene effettuata mensilmente.-

3) Stato di efficenza dei mezzi. Permane lo stato di inefficenza dei mezzi per mancanza di gomme.-

Per il lato meccanico la crisi che era venuta a crearsi nella Divisione per la carenza delle parti di ricambio è in fase risolutiva dato l'acquisto dal commercio delle parti di ricambio occorrenti .-

E'stato necessario provvedere all'acquisto dal commercio delle parti di ricambio dei mezzi allegati,in quanto i magazzini militari ne sono a tuttoggi sprovvisti.Anche l'assegnazione fatta in proposito dal Ministero della Guerra Direzione Motorizzazione col dispaccio 43984/DM del I6/IO/46 da ritirare presso il Centro Autocarri G.R.A. di Milano,ha avuto esito negativo in quanto come comunicato dallo stesso G.R.A.alla Direzione della Motorizzazione con foglio 004238 del 26/IO/46,detto magazzino non è assolutamente in grado di fornire i materiali assegnati nemmeno in minima parte.-

4) Dotazioni autocarri. Entro il mese di novembre saranno distribuite ai reparti ,per gli automezzi in esercizio ,le dotazioni di chiavi in pollici già ordinate nel mese di ottobre.-

5) Attrezzatura e funzionamento L.A.D. Come già detto nella relazione precedente sono stati dotati della attrezzatura necessaria perchè possano effettuare le piccole riparazioni.-

Si cerca comunque di migliorare sempre più la loro attrezzatura.-

Secondo i nuovi organici la Divisione dovrebbe disporre di 9 L.A.D.

Declassified E.O. 12065 Section 3-403/NNRC No. 785020

per mancanza di gomme.-

Per il lato meccanico la crisi che era venuta a crearsi nella Divisione per la carenza delle parti di ricambio è in fase risolutiva dato l'acquisto dal commercio delle parti di ricambio occorrenti .-

E'stato necessario provvedere all'acquisto dal commercio delle parti di ricambio ~~del commercio~~ dei mezzi allèati,in quanto i magazzini militari ne sono a tuttoggi sprovvisti.Anche l'assegnazione fatta in proposito dal Ministero della Guerra Direzione Motorizzazione col dispaccio 43984/DM del I6/IO/46 da ritirare presso il Centro Autocarri G.R.A. di Milano,ha avuto esito negativo in quanto come comunicato dallo stesso G.R.A.alla Direzione della Motorizzazione con foglio 004238 del 26/IO/45,detto magazzino non è assolutamente in grado di fornire i materiali assegnati nemmeno in minima parte.-

4)Dotazioni autocarri.Entro il mese di novembre saranno distribuite ai reparti ,per gli automezzi in esercizio ,le dotazioni di chiavi in pollici già ordinate nel mese di ottobre.-

5)Attrezzatura e funzionamento L.A.D.Come già detto nella relazione precedente sono stati dotati della attrezzatura necessaria perchè possano effettuare le piccole riparazioni.-

Si cerca comunque di migliorare sempre più la loro attrezzatura.-

Secondo i nuovi organici la Divisione dovrebbe disporre di 9 L.A.D. attualmente ne esistono tre;per poter costituire le altre 6 L.A.D.occorre pure l'attrezzatura sia il personale.

6)Deficenza personale tecnico.Permane sempre la deficenza dei sottufficiali capi officina per i L.A.D.;del personale tecnico presso i Reparti;dell'ufficiale presso l'Ufficio Automobilistico del Comando Divisione per raggiungere l'organico di due ufficiali-e degli ufficiali automobilisti per l'Officina Divisionale e per il Reparto Trasporti.

7)Officina Mobile Divisionale.L'Officina à già ricevuto buona parte dell'l'attrezzature ceduta dal primo Parco Mobile di Peschiera e trovasi in via di sistemazione nei nuovi locali.

8)Parti di ricambio per automezzi allestti.Vedi quanto detto al N°3 della presente relazione.Si è in attesa dei pezzi di ricambio dal campo di Pontecagnano dal quale si spera avere dei gruppi meccanici completi sopratutto ponti,differenziali e cambi.

9)Disciplina conduttori.Vedi quanto detto al riguardo nelle relazioni precedenti .+

V: IL GENERALE COMANDANTE
-Tullio Bernardi-

IL CAPO UFFICIO AUTOMOBILISTICO
-Maggiore T.Leone-

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI DALL'OFFICINA MOBILE O DA ENTI CIVILI

dal 6 al 26 Ottobre 1946

NEGATIVO.

—o—

SITUAZIONE MOTORI REVISIONATI dal 27 Ottobre al 2 Novembre 1946

Tipo	No.	Ente che ha revisionato	Note
Bedford	3	Officina Marconi	
Ford	2	" "	
Morris	1	" "	
Austin	1	" "	
Jeep	1	Officina Matteazzi	

Trento, li 3/11/1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando.

3473

Declassified E.O. 12065 Section 3-402/NSDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA
AL MATERIALE RADIO dal 20 Ottobre al 2 Novembre 1945

REPARTO	Denominazione del materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35 Art. 1° Gruppo	Radio 22	9	1	8	-	ottimo
35 Art. Comando	Radio 19	1	1	-	-	ottimo
87 Regg. Fanteria	Radio 48	4	-	4	-	~~ottimo~~
35 Art. 4° Gruppo	Accumulatori	9	9	-	-	buono
35 Art. 1° Gruppo	Accumulatori	8	-	8	-	-
35 Art. 6° Gruppo	Telefoni	8	-	8	-	-
35 Art. 6° Gruppo	Radio 22	1	1	-	-	buono
35 Art. 6° Gruppo	Cuffie M.	4	4	-	-	buono
35 Art. 1° Gruppo	Cuffie M.	8	-	8	-	-

Trento, li 3 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgt) S.Ten. F.Martinelli

3172

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE E RIPARATE AI REPARTI DELLA
DIVISIONE "FRIULI" dal 20 Ottobre al 2 Novembre 1946

REPARTO	Carico delle Armi	Armi ispezionate	Armi riparate	R.I.R.	Note
Officina Mobile					
Fucili No.4	182	144	11	-	
Fucili No.1	14	14	2	-	
Mitra Bren	6	6	-	-	
Pist	1	1	-	-	
Pistole Mod. 38	7	7	-	-	
Thompson	72	70	15	2	
35 Artiglioria 1° Gruppo					
Mitra Bren	-	1	1	-	
Thompson	-	1	1	-	

Trento, li 2 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. F.Martinelli

3171

Declassified E.O. 12065 Section 3-402/NNBC No. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE CANNONI dal 26 Ottobre al 2 Novembre 1946

REPARTO	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B.L.R.	Stato d'uso
35 Art. III° Gruppo	8	8	7	-	Buono
" " IV° "	8	7	4	-	"
" " II° "	8	8	6	-	"
Avantreni tipo 27					
35 Art. III° Gruppo	16	16	-	-	"
" " IV° "	16	16	1	-	"
" " II° "	16	16	3	-	"

Trento, li 2 Novembre 1946.

IL CAPO SEZIONE OFFICINA
(sgd) S.Ten. F.Martinelli

3470

Declassified E.O. 12065 Section 3-402/NNNG NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officine Mobile -

Nº 8442 /OF di prot. Trento, li 4/II/1946-

Oggetto:- Ispezioni armi varie e materiale radio.-

AL COMANDO 4 B.I.T. presso il Comando Militare Trr.

B O L Z A N O

Si trasmettono, uniti alla presente, gli specchi relativi alle ispezioni armi portatili, cannoni e materiale radio eseguite dal 20/IO al 2/II/1946.-

IL COMANDANTE DELL'OFFICINA MOBILE
- Magg. Figliolia Giovanni -

3169

DIVISIONE DI FANTERIA "FRIULI

Comando Officina Mobile

SPECCHIO DELLE ARMI ISPEZIONATE E RIPARATE AI REPARTI DELLA DIVISIONE FRIULI DAL 20 OTTOBRE AL 2 NOVEMBRE 1946

Reparti	Carico armi	Armi ispezionate	Armi riparate	B.L.R.	Note
Officine Mobile					
Fucili n° 4	182	144	11	=	
" " 1	14	14	2	=	
Mitra Bren	6	6	=	=	
Pist	1	1	=	=	
Pistole Mod. 38	7	7	=	=	
Thompson	72	70	15	2	
35° Artiglieria 1° Gruppo					
Mitra Bren	=	1	1	=	
Thompson	=	1	1	=	

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Trento, li 2 Novembre 1946

IL CAPO SEZIONE OFFICINA

(Sgte. F. Martinelli)

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

	1	14	14	2	=	
Mitra Bren		6	6	=	=	
Piat		1	1	=	=	
Pistole Mod. 38		7	7	=	=	
Tompson		72	70	19	2	
35° Artiglieria 1° Gruppo						
Mitra Bren		=	1	1	=	
Tompson		=	1	1	=	

3468

Trento, li 2 Novembre 1946

IL CAPO SEZIONE OFFICINA
(SFTe. F. Martinelli)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SPECCHIO DELLE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA AL MATERIALE RADIO DAL 20 OTTOBRE AL 2 NOVEMBRE 1946

Reparto	Denominazione	In riparazioni	Riparate	da riparare	B.I.R.
35 Art. 1° Gruppo	Radio 22	9	1	8	=
" " Comando	" 19	1	1	=	=
87° Regg. Fanteria	" 48	4	=	4	=
35° Art. 4° Gruppo	Accumulatori	9	9	=	=
" " 1° "	"	8	=	8	=
" " 6° "	Telefoni	8	=	8	=
" " 6° "	Radio 22	1	1	=	=
" " 6° "	Cuffie M.	4	4	=	=
" " 1° "	" "	8	=	8	=

Trento, 3 Novembre 1946

IL CAPO SEZIONE OFFICINA
(S.Ten. F. Martinelli)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

LE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA

TTOBRE AL 2 NOVEMBRE 1946

he	In riparazioni	Riparate	da riparare	B.L.R.	Funzionamento
	9	1	8	=	ottimo
	1	1	=	=	"
	4	=	4	=	"
	9	9	=	=	buono
	8	=	8	=	"
	8	=	8	=	"
	1	1	=	=	buono
	4	4	=	=	buono
	8	=	8	=	"

IL CAPO SEZIONE OFFICINA

(S.Ten. F. Martinelli)

Ten. Martinelli

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA FRIULI
Comando Officina Mobile

SITUAZIONE CANNONI DAL 20 OTTOBRE AL 2 NOVEMBRE 1946

Reparto	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B.L.R.	Stato d
35 Art. IIIº Gruppo	8	8	7	=	Buo
" " IVº "	8	7	4	=	
" " IIº "	8	8	6	=	
" " IIIº "	16	16	=	=	
Avontreno, tipo 27	[illegible]	[illegible]	=	=	
" " IVº "	16	16	1	=	
" " IIº "	16	16	3	=	

Trento, li 2 Novembre 1946

IL CAPO SEZIONE OFFICINA
(S.Ten. F. Martinelli)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA FRIULI
Comando Officina Mobile

CANNONI DAL 20 OTTOBRE AL 2 NOVEMBRE 1946

in	Cannoni ispezionati	Cannoni riparati	Cannoni B.L.R.	Stato d'uso
	8	7	=	Buono
	7	4	=	"
	8	6	=	"
	16			
	~~16~~	=	=	"
	16	1	=	"
	16	3	=	"

mbre 1946

IL CAPO SEZIONE OFFICINA
(S.Ten. F. Martinelli)

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

ELENCO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO
PRESSO QUESTA OFFICINA MOBILE dal 3 al 17 Novembre 1946

REPARTO		Materiale	In riparazione	Riparato	Da riparare	B.I.P.	Funzionamento
35 Rgt.Art.	1 Gruppo	Radio 22	9	7	2	-	buono
	4 "	Accumulatori	8	8	-	-	buono
	1 "	Telefoni	8	-	8	-	buono
	6 "	Cuffie mic.	8	8	-	-	ottimo
20 Teleradio		Radio 22	4	-	4	-	
Fanteria		Radio 48	4	-	4		

Trento, li 19 Novembre 1946

IL CAPO SEZIONE
(s.d) S.Ten. Martinelli Ferdinando

3465

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI
DELLA DIVISIONE "FRIULI" dal 3 al 17 Novembre 1946

REPARTO	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.
88 Agt. Ftr.				
Mortai da 2 Pollici			1	
Fucili M.4			3	
Thompson			2	
Canna Bren			2	
Caricatori Bren				4
" Thompson				27
20 Compagnia T.E.T.				
Fucili M.4			4	
Bren			1	

Trento, li 19 Novembre 1946

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

3464

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AI CANNONI PRESSO QUESTA OFFICINA MOBILE dal 3 al 17 Novembre 1946

REPARTO	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B.L.R.	Stato d'uso
35 Art. 3 Gruppo	8	4	4		buono
35 Art. 5 Gruppo	8	8	8		buono
35 Art. 4 Gruppo	8	2	2		ottimo
35 Art. 1 Gruppo	8	3	2		ottimo
35 Art. 6 Gruppo	11	2	-		buono

Trento, li 19 Novembre 1946.

IL CAPO SEZIONE
(sgd) S.Ten. Martinelli Ferdinando

3163

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

22 NOV 1946

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

N° 882 /Of di prot. Trento, li 19 Novembre 1945-

Oggetto; ispezione armi varie e materiale radio

AL COMANDO 4°.B.L.V . Presso il Comando Militare Territ.

B O L Z A N O

^^^^^^^^^^

Si trasmettono uniti alla presente gli specchi relativi alle ispezioni armi portatili , cannoni e materiale radio eseguite dal 3 al 17 Novembre 1946.-

IL COMANDANTE DELL OFFICINA MOBILE
Maggiore Figliolia Giovanni -

3462

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PRESSO QUE
DAL 3 AL I7 NOVEMBRE I946

R E P A R T O		Materiale	In riparazione	Riparate	Da riparare	B.L.R.
35 Rgt.Art.	I Gruppo	Radio 22	9	7	2	-
	4 "	Accumulatori	8	8	-	-
	I "	Telefoni	8	-	8	-
	6 "	Cuffie mic.	8	8	-	-
20 Telaradio		Radio 22	4	-	4	-
87 Fantera		Radio 48	4	-	4	

Trento, li I9/II/I946-

IL CAPO
S.Ten. MARTIN

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

361

ZIONI EFFETTUATE AL MATERIALE RADIO PRESSO QUESTA OFFICINA MOBILE
DAL 3 AL 17 NOVEMBRE 1946

Materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
adio 22	9	7	2	-	Buono
ccumulatori	8	8	-	-	buono
elefobi	8	-	8	-	buono
uffie mic.	8	8	-	-	ottimo
adio 22	4	-	4	-	
adio 48	4	-	4		

IL CAPO SEZIONE
S.Ten. MARTINELLI Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA " F R I U L I "
- Comando Officina Mobile -

SPECCHIO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISION
dal 3 al I7 Novembre I946

R E P A R T O	Carico delle armi	armi ispezionate	armi riparate
88 Rgt.Ftr.			
Mortai da 2 Pollici			I
Fucili M.4			3
Tompkson			2
Canna Bren			2
Caricatori Bren			
" Thompson			
20 Compagnia T.R.T.			
Fucili M.4			4
Bren			1

Trento, li I9 novembre I946)

IL CAPO SEZIONE
S.Ten. Martinelli Fer

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA " F R I U L I "
- Comando Officina Mobile -

...PARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIONE "Friuli"
dal 3 al 17 Novembre 1946

Carico delle armi	armi ispezionate	armi riparate	B.L.R.
		I 3	
		2	
		2	4 B.L.R.
			12" " "
		4	
		1	

...bre 1946)

IL CAPO SEZIONE
S.Ten. Martinelli Ferdinando)

Martinelli

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA " F R I U L I "
- Comando Officina Mobile -

3456

SPECCHIO DELLE RIPARAZIONI EFFETTUATE AI CANNONI PRESSO QUESTA OFFICINA
DAL 3 AL 17 NOVEMBRE 1946 -

REPARTO	Cannoni da consegna	Cannoni ispezionati	Cannoni riparati	B.L.R.	Stato d'u
35 Art.3 Gruppo	8	4	4		buono
5 "	8	8	8		"
4 "	8	2	2		altro
I "	8	8	2		ottimo
6 "	II	2	N.N.		buono

Trento, li 19 Novembre 1946-

IL CAPO SEZIONE
S.Tene.MARTINELLI Ferdinando)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

VISIONE DI FANTERIA " F R I U L I 3
Comando Officina Mobile -

3453

IONI EFFETTUATE AI CANNONI PRESSO QUESTA OFFICINA MOBILE
DAL 3 AL I7 NOVEMBRE I946 -

nnoni da nsegna	Cannoni ispezionati	Cannoni riparati	B.I.R.	Stato d'uso	note
8	4	4		buono	
8	8	8		"	
8	2	2		ottimo	
8	8	2		ottimo	
II	2	N.N.		buono	

946-

IL CAPO SEZIONE
S.Tene.MARTINELLI Ferdinando)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

AUTOMEZZI ISPEZIONATI dal 16 Ottobre al 31 Ottobre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87° Rgt. Ftr. (1° L.A.D.)	9	9	-
88° Rgt. Ftr. (2° L.A.D.)	6	6	-
35° Rgt. Art. (3° L.A.D.)	4	4	-

Levico, li 8 Novembre 1946

(sgd) IL TEN. COLONNELLO CAPO DI S.M.
Giovanni Verando

3458

COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 1° al 15 Novembre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officine Mobile per grandi riparazioni
87° Rgt. Fanteria (1° L.A.D.)	2	-	2
88° Rgt. Fanteria (2° L.A.D.)	7	6	1
35° Rgt. Artiglieria (3° L.A.D.)	6	4	2

Levico, li 18 Novembre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd)- Magg. B.Leone

3457

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

44

Subject:- SITREP HQ4 4 B.L.U.

Headquarters
4 B. L. U.
B o l z a n o
Ref.: 4/ME/30-44

19 November 1946.

To:- ADME, HQ. M.M.I.A.,
R o m e

Reference paras 3 and 4 of your MS/43/30 dated 24 Oct 46.

1. Your suggestion re posting Workshop Personnel to L.A.D.'s has already been made to CME of the "Friuli" Infantry Division, but he opposed it on the grounds that :-

(a) The Workshop is already very depleted.
(b) The number of personnel fully trained held by the Workshop is very small.
(c) If partly trained men were sent out, they would not work well due to lack of supervision as 3 of the L.A.D.'s lack N.C.O.'s and the Workshop cannot, according to CME and O.C. Workshop, spare any trained N.C.O.'s.
(d) If the Workshop is depleted very much further, there is a danger that it will collapse completely.

2. The Return of Small Arms Inspections is intended to show that although work is continuing in the Workshop no actual inspections have been carried out in the regiments during this period.

It is regretted that the return was misleading due to the completing of the inspection column which should have been left blank.

Capt.
S.O. HQ4 4 B.L.U.

3456

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43

Subject:- SITREP REME 4 B.L.U.

REME 4 B.L.U.
Ref.: S/R 30

28 October 1946.

To:- ADRE, HQ. M.M.I.A., Roma
C.O. 4 B.L.U.

Period 6 - 19 October 1946

1. 4 Transport Platoon (Bolzano).

(a) On 8 October 46 a visit was paid to the above Unit with Colonel Baccari (Assistant Director of Repairs) to ascertain what progress had been made in Unit maintenance since previous visit reported in my S/R 29 dated 7 Oct 46.

(b) It was found that a great deal of energy had been expended on plastering the vehicles by hand with the thickest possible grease, but nobody including the M.T.Officer had apparently thought it necessary to make use of grease guns and grease nipples.

(c) With the O.C.'s permission the drivers were called together and shown the errors in their maintenance. It was explained that coating the outside of a vehicle with grease and oil was as much benefit to it as if their pasta asciutta was placed down their necks, instead of their mouths. Judging by the chuckles this remark brought, it was felt that this point went home.

2. "Friuli" Infantry Division Main Workshop (Trento).

(a) On 11 October 46 a visit was paid to the Main Friuli Workshop with Major Leone, CME of the Division.
This Workshop was found to be in the process of re-organizing itself. Fresh buildings had been taken over on the same site and the W/S had been moved round in preparation for the extra equipment and personnel it is to receive from disbanding 1 Mobile Park, Peschiera.

(b) Major Figliolia, O.C. W/S, pointed out during this visit, that he had commenced cleaning up the Workshop and was also indulging in a little moonshine as had previously been suggested to him (see paras 3 and 5

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plastering the vehicles by hand with the thickest possible grease, but nobody including the M.T.Officer had apparently thought it necessary to make use of grease guns and grease nipples.

(c) With the C.C.'s permission the drivers were called together and shown the errors in their maintenance. It was explained that coating the outside of a vehicle with grease and oil was as much benefit to it as if their pasta asciutta was placed down their necks, instead of their mouths. Judging by the chuckles this remark brought, it was felt that this point went home.

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(b) Major Figliolia, O.C. W/S, pointed out during this visit, that he had commenced cleaning up the Workshop and was also indulging in a little moonshine as had previously been suggested to him (see paras 3 and 5 of my S/R 28 dated 23 Sept 46).

(c) A visit was later made with CME and O.C. W/S to the Caproni Works near Trento where a quantity of Division vehicles requiring repair have been sent for overhaul (reported in para 6 of previous Sitrep).

All the vehicles sent in were found stripped down, but repairs had not yet commenced and judging by the lack of equipment and machinery in this W/S, it is felt that a great deal of difficulties will be experienced before the vehicles are turned out.

It is thought it would have been far better to attempt only 2nd echelon overhauls in this W/S, but since the vehicles have now been stripped to chassis, it can only be hoped that Capronis will succeed in repairing the vehicles.

No more vehicles are to be sent to this W/S until the present batch are repaired.

P.t.o.

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3. 4 Repair Unit (Merano).

The above Unit was visited on 17 October 46. The Workshop was found to be settling down after its move and no difficulties were encountered which have not already been reported in Sitreps etc. etc.

4. CMB "Friuli" Infantry Division.

Attached is a translated copy of the monthly report (September 46) of CMB "Friuli" Inf.Div.

5. REME Personnel.

It has not been possible to employ the newly posted REME Personnel in their correct role due to lack of transport. The vehicle allotted is being used for Unit duties until other vehicles at present under repair in Unit lines or Workshops are roadworthy.

6. Inspections of Equipment ("Friuli" Inf. Div.).

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms, Artillery during this period, and on Vehicles for the first half of October 46.

7. Repair of British and American Engines ("Friuli" Inf. Div.).

No engine repairs completed during this period.

8. Workshop Outputs.

1st Mobile Park

Week ending 12 October 46			Week ending 19 October 46		
M/C	-	—	M/C	-	10
Cars	-	2	Cars	-	3
Lorries	-	12	Lorries	-	—
Total		14	Total		13

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[illegible] Workshops are reasonably.

6. Inspections of Equipment ("Friuli" Inf. Div.).

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms, Artillery during this period, and on Vehicles for the first half of October 46.

7. Repair of British and American Engines ("Friuli" Inf. Div.).

No engine repairs completed during this period.

8. Workshop Outputs.

1st Mobile Park

Week ending 12 October 46			Week ending 19 October 46		
M/C	-	--	M/C	-	10
Cars	-	2	Cars	-	3
Lorries	-	12	Lorries	-	--
Total		14	Total		13

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21st Recovery Commission

Week ending 12 October 46			Week ending 19 October 46		
	-.-		M/C	-	--
			Cars	-	4
			Lorries	-	3
			Total		7

4th Repair Unit

Week ending 12 October 46			Week ending 19 October 46		
M/C	-	--	M/C	-	--
Cars	-	4	Cars	-	4
Lorries	-	1	Lorries	-	2
Total		5	Total		6

P.t.o.

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Workshop Outputs (continuation)

16th Repair Unit

Week ending 12 October 46		
M/C	-	2
Cars	-	6
Lorries	-	11
Total		19

Week ending 19 October 46		
M/C	-	1
Cars	-	4
Lorries	-	8
Trailers	-	1
Total		14

"Friuli" Workshop

Week ending 11 October 46		
M/C	-	3
Cars	-	1
Lorries	-	9
Total		13

Week ending 18 October 46		
M/C	-	1
Cars	-	4
Lorries	-	5
Total		10

Encloc.

A Robt

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

3453

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Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :-

MONTH OF S E P T E M B E R 1946.

(1) Ordinary Maintenance :-
From a recent inspection held by the U.M.I. Inspector it was learnt that during the latter period the duty-system has not completely been used by the Units owing, either to deficiency of drivers, or to deficiency of technical personnel (officers and serjeants) in the Units.
In order to overcome these difficulties, a team consisting of 1 N.C.O. and 2 Mechanics has been nominated , who have followed the U.M.I. Inspector's method of inspecting. Their duty is now to inspect in turn the vehicles and motorcycles of the Units and to give advices and necessary directives to the personnel i/c maintenance service, in order that the duty-system be used reasonably and completely.
The team already started work. Besides this team, there is already since some time a road control service of the Division ("servizio controllo volante") checking either the speed and documentation of the vehicles, or inspecting the vehicles on the road.
Furthermore the Ministerial Circular Letter No. 7302/2 CA dated 30 Aug 46 emphasizing the essential tasks, has been sent to all Units; during a recent conference the CME (Chief of the M.T.Office) of the Division has given comments and has illustrated this circular letter for all present M.T.Officers.

Nevertheless it is still thought to be advisable to establish a single school for the training of drivers at the site of the Division. For this purpose it will be necessary -as already mentioned in previous reports- to assign at least 2 Officers and 3 N.C.O.'s in the capacity of instructors.

(2) Extraordinary Maintenance :-
is being practised monthly, whilst the engine overhauls of the vehicles in the vehicle park are carried out weekly.

(3) Efficiency State of Vehicles :-
The percentage of vehicles and motorcycles being inefficient owing to lack of tyres is continuously increasing; this especially refers to heavy lorries, motorcycles and cars.

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(2) Extraordinary Maintenance :-
is being practised monthly, whilst the engine overhauls of the vehicles in the vehicle park 1 are carried out weekly.

(3) Efficiency State of Vehicles :-
The percentage of vehicles and motorcycles being inefficient owing to lack of tyres is continuously increasing; this especially refers to heavy lorries, motorcycles and cars.
The 12 complete tyres for Jeeps which have been assigned by CME. Artillery & Motorisation Signal No. 40576 dated 26 Aug 46, could not be collected from 8 Stores Depot ("Maggazino Ricambi") as they were not available.
Also the assignment of tyres as per signal No. 40940/DM dated 30 Aug 46, has had little result, as the C.A.I. Milano has informed us that direct allotments to the various Units will not be made, they allot a small quantity of tyres only to 3 Stores Depot ("Maggazino Ricambi") Piacenza. From there the Division has obtained up to date only the following items :-
6 tyre covers and inner tubes for M/C's
24 tyre covers and 19 inner tubes for Cars.
From the technical (mechanical) point of view the Division has passed a serious crisis owing to lack of spare parts, so that 60% of the vehicles and motorcycles became inefficient. But we are now going to overcome the crisis, because the Mobile Park under our Command is going to obtain new spare parts from several factories, which were placed on indent a long time ago, and by the assistance of several local civilian workshops, including Saproni, within 3 months time we shall be able to come back to normal. We are making use of civilian workshops only for equipment and labour, as the spare parts will be supplied by the Mobile Park through the Divisional Workshop, and the civilian workshops are giving technical assistance and are carrying out the necessary controls.
As already mentioned in my August report, there is a deficiency of vehicles in comparison with the W.E. of the Division, as 82 of the number of vehicles

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the Division had on its charge, have been transferred to C.A.R.E., and up to date the Division has not obtained any assignment to fill up this deficiency.

(4) Lorries' Equipment :-
As already mentioned in my previous report, the request made for equipments -in accordance with Ministry of War, Gen. Art. & Mot. circular letter No. 26600 dated 3 April 46- has proved unavailing up to date, but as the U.S.I. Inspector during his recent inspection also complained of the deficiency of equipments, now at least 50% of the lorries are getting equipments which are bought from the local trade and which consist of sets of keys in inches which are already being manufactured by a firm of Milan.

(5) Equipment and Functioning L.A.D. :-
As already stated in my last report, the L.A.D.'s have got the following equipment:- 1 vulcanizator for inner-tubes; 1 grind-stone; 1 compresser; 1 jack, transportable on wheels; which has been purchased from the trade, in order to enable them to carry out vulcanizing of inner-tubes themselves, for which work previously a considerable amount was spent every month, and to enable them to carry out all necessary small repairs. It is therefore intended to continue improving their equipment more and more.

(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of 3 Sjts./Maj. Chiefs of the W/S and the Units are still deficient of technical personnel.

(7) Main Workshop of the Division :-
The equipment of the 1st Mobile Park Workshop, Peschiera, will be passed to the Division in November. The respective localities have already been prepared from the straight technical point of view, so that work can be started seriately (in series), and considering the equipment and the influx of 56 workmen it is hoped that the Workshop when having come back to normal conditions, will attain the necessary productive capacity to meet the requirements of the Division.

(8) Spares for Allied Vehicles :-
Reference is made to my last report and to para (3) of this one.

(9) Driver Disciplins :-
The courses ~~of~~ for specialising evolved at the Regiments, did not show the results expected, so that the Division is still deficient of drivers for the vehicles on its charge. There are still running courses for

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and to enable them to carry out all necessary small repairs. It is therefore intended to continue improving their equipment more and more.

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(8) Spares for Allied Vehicles :-
Reference is made to my last report and to para (3) of this one.

(9) Driver Discipline :-
The courses ~~of~~ for specialising evolved at the Regiments, did not show the results expected, so that the Division is still deficient of drivers for the vehicles on its charge. There are still running courses for specialising at the Regiments. However considering the poor results it is still thought to establish a single divisional school for the working of which it would be necessary to get ~~this~~ assigned the personnel as under para (1) of this report.
Arrangements are being made at the M.T.Unit (Section) under our Command for an adequate lecture-room which would meet the requirements of this single divisional school. 3451

The Chief of the M.T.Office
(sgd) MAJOR R.LEONE.

T.

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COMANDO DIVISIONE DI FANTERIA "Friuli"
-Ufficio Automobilistico-

RELAZIONE SULL'ANDAMENTO DEL SERVIZIO MANUTENZIONE AUTOMEZZI-

MESE DI SETTEMBRE 1946

I) Manutenzione ordinaria. Da una recente ispezione da parte dell'Ispettore dell'U.M.I. é risultato che in quest'ultimo periodo,il sistema del compito non ha avuto presso i reparti completa applicazione sia per deficienza dei conduttori,sia per deficienza di personale tecnico (Ufficiali e sottufficiali) presso i reparti.-

Per ovviare a detta manchevolezza é stata costituita una squadretta composta di un sottufficiale e 2 meccanici che hanno seguito nell'ispezione l'Ispettore dell'U.M.I.-Detta squadra ha il compito d'ispezionare a turno gli automotomezzi dei reparti dando al personaleaddetto alla manutenzione i consigli e l'indirizzo necessari perchè il sistema del compito venga applicato razionalmente ed integralmente.

La squadra ha già iniziato il suo lavoro. Oltre a detta squadra, già da tempo,funziona presso la Divisione anche un servizio controllo volante sia per la velocità dei mezzi ed il controllo della ~~manutenzione~~ documentazione sia per l'ispezione del mezzo su strada.-

E' stata inoltre diramata a tutti i reparti la circolare Ministeriale n. 7302/ 2 CA del 30/8/1946 ribadendo i concetti più essenziali; la circolare stessa e stata inoltre commentata ed illustrata a tutti gli Ufficiali M.T.C. da parte del Capo Ufficio Auto della Divisione in una recente riunione.

Si é comunque sempre del parere che nella Divisione venga istituita una scuola unica per la formazione dei conduttori per l'effettuazione della quale necessita,come detto nelle relazioni precedenti,l'assegnazione di almeno 2 Ufficiali e 3 sottufficiali istruttori.-

2) Manutenzione straordinaria:viene effettuata mensilmente mentre settimanalmente viene eseguita la prova motori per gli automezzi parcati.

3) Stato di efficienza degli automezzi:-

La percentuale dei mezzi inefficienti per mancanza di gomme é in continuo aumento specie per quanto riguarda autocarri pesanti, ~~autocarri~~ ed autovetture.

3750

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e sottufficiali) presso i reparti.-

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2) Manutenzione straordinaria:viene effettuata mensilmente mentre settimanalmente viene eseguita la prova motori per gli automezzi parcati.

3) Stato di efficienza degli automezzi:-

La percentuale dei mezzi inefficienti per mancanza di gomme é in continuo aumento specie per quanto riguarda autocarri pesanti, 3750 autovetture.

Le 12 gomme complete per Jeeps che erano state assegnate dalla Direzione Generale Artiglieria e Motorizzazione col dispaccio n. 40576 del 26/8/46,non furono consegnate da parte dell'8 Magazzino Ricambi, per indisponibilità.-

Anche l'assegnazione di gomme fatta con dispaccio 40940/DM del 30/8/46,ha avuto scarso esito in quanto il C.I.A.I. di Milano ha comunicato che non effettua assegnazioni dirette ai vari reparti; assegna in minima parte gomme solo al 3° Magazzino Ricambi di Piacenza dal quale a tuttoggi la Divisione ha ottenuto unicamente le seguenti gomme:

N. 6 coperture/camere d'aria per moto
N.24 " e 19 camere aria per autovettura.

Per il lato meccanico; la Divisione ha subito una grave crisi per la mancanza dei pezzi di ricambio,cicché si é venuta a trovare con il 60% dei mezzi inefficienti. Tali crisi però é in via di risoluzione perché il dipendente Parco Mobile sta ritirando dalle ~~ex~~ varie fabbriche i pezzi

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d' .icambio già da tempo ordinati e con l'aiuto di alcune officine civili locali, fra le quali é compresa la Caproni, nello spazio di circa tre mesi, si può ritornare alla normalità. Le officine civili vengono sfruttate solo per le attrezzature e mano d'opera in quanto le parti di ricambio vengono fornite dal Parco Mobile tramite l'officina Divisionale che esercita presso dette officine, l'assistenza tecnica ed i necessari controlli.-

Come già, detto nella relazione del mese di agosto il numero degli automezzi in carico alla Divisione é in deficienza rispetto all'organico in quanto sono stati perduti di carico n. 82 automezzi versati all'O.A.R.E. senza aver ottenuto a tutt'oggi alcuna assegnazione per colmare tali deficienze.

4) Dotazioni autocarri. Come già menzionato nella precedente relazione poiché la richiesta delle dotazioni fatta in ottemperanza alla circolare 26600 del M.G. Direz. Generale Art. e Motorizzazione in data 3/4/46, non ha avuto a tutt'oggi alcun esito e poiché la mancanza di dotazioni é stata lamentata anche da parte dell'Ispettore dell'U.M.I. nella sua recente ispezione, si sta provvedendo a dotare almeno il 50% degli autocarri con dotazioni acquistate dal commercio composte di serie di chiavi in pollici che sono già in costruzione presso una ditta di Milano.

5) Attrezzature e funzionamento L.A.D. Come già comunicato nella relazione dello scorso mese gli L.A.D. sono stati dotati di un vulcanizzatore per camere d'aria una mola a smeriglio; un compressore ed un kric a carrello acquistati dal commercio in modo che possano provvedere direttamente alla Vulcanizzazione delle camere d'aria che importa una spesa mensile non indifferente e possano effettuare le piccole riparazioni necessarie. Si cerca comunque di migliorare sempre più la loro attrezzatura.

6) Deficienza personale tecnico. Permane sempre la deficienza di n. 3 Marescialli capi Officina per i L.A.D. ed di personale tecnico presso i reparti.

7) Officina Mobile divisionale. L'attrezzatura dell'Officina del I° Parco Mobile di Peschiera passerà alla Divisione nel mese di Novembre. Sono stati già predisposti i locali con criterio tecnico razionale in modo che le riparazioni possano essere effettuate in serie e data l'attrezzatura ed i 56 operai che affluiranno si spera che l'Officina una volta, ritornata al normale, possa raggiungere una capacità di lavoro tale da poter fare fronte alla necessità della Divisione.

8) Parti di ricambio per automezzi alleati. Vedi quanto detto nella precedente relazione e al numero 3 della presente. 3149

9) Disciplina conduttori. I corsi di specializzazione presso i Regg/ti non hanno dato il risultato sperato per cui esiste sempre una deficienza di

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ha avuto a tutt'oggi alcun esito e poichè la mancanza di dotazioni è stata lamentata anche da parte dell'Ispettore dell'U.N.I. nella sua recente ispezione, si sta provvedendo ~~a~~ dotare almeno il 50% degli autocarri con dotazioni acquistate dal commercio composte di serie di chiavi in pollici che sono già in costruzione presso unaditta di Milano.

5) Attrezzatura e funzionamento L.A.D. Come già comunicato nella relazione dello scorso mese gli L.A.D. sono stati dotati di un vulcanizzatore per camere d'aria una mola e smeriglio; un compressore ed un Moric a carrello acquistati dal commercio in modo che possano provvedere direttamente alla Vulcanizzazione delle camere d'aria che importano una spesa mensile non indifferente e possano effettuare le piccole riparazioni necessarie. Si cerca comunque di migliorare sempre più la loro attrezzatura.

6) Deficienza personale tecnico. Permane sempre la deficienza di n. 3 Marescialli capi Officina per i L.A.D. ed di personale tecnico presso i reparti.

7) Officina Mobile divisionale. L'attrezzatura dell'Officina del I° Parco Mobile di Peschiera passerà alla Divisione nel mese di Novembre. Sono stati già predisposti i locali con criterio tecnico razionale in modo che le riparazioni possano essere effettuate in serie e data l'attrezzatura ed i 56 operai che affluiranno si spera che l'Officina una volta, ritornata al normale, possa raggiungere una capacità di lavoro tale da poter fare fronte alla necessità della Divisione.

8) Parti di ricambio per automezzi allenti. Vedi quanto detto nella precedente relazione e al numero 3 della presente. 3149

9) Disciplina conduttori. I corsi di specializzazione presso i Reggimenti non hanno dato il risultato sperato per cui esiste sempre una deficienza di conduttori rispetto agli automezzi in carico. Sono ancora in atto corsi di specializzazione presso i Reggimenti; dato i risultati però si è sempre del parere di istituire una scuola unica divisionale per l'attuazione della quale è però necessaria l'assegnazione del personale di cui al n. 1 della presente relazione.
E' in corso di sistemazione, presso il dipendente Reparto Trasporti una sala didattica capace che potrà rispondere alle necessità della scuola unica Divisionale.-

IL CAPO UFFICIO AUTOMOBILISTICO
-Magg. B. Leone-

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA MOBILE AL MATERIALE RADIO dal 6 al 20 Ottobre 1946.

REPARTO	Denominazione del materiale	In riparazione	Riparate	Da riparare	B.I.R.	Funzionamento
35 Rgt.Art.	Radio t.22	22	5	17	-	ottimo
" " "	Telefoni	13	13	-	-	buono
" " "	Cuffie mic.	19	7	11	-	ottimo
" " "	Batterie	17	8	9	-	buono

Trento, li 20 Ottobre 1946.

IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Figliolia Giovanni

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C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

ARBOCCHIO DELLE ARMI RIPARATE AI REPARTI DELLA DIV. "FRIULI"
dal 6 al 20 Ottobre 1946

R E P A R T O	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	N o t e
35 Rgt.Art. 6 Gruppo					
Fucili		5	5		
Thompson		1	1		
Fiat		1	1		
35 Rgt.Art. 4 Gruppo					
Fucili		21	21		
Thompson		4	4		
Bren		1	1		
87 Rgt.Fant.					
Mortai 2 poll.		1	1		
Biciclette		3	3		
Thompson		3	3		
Fiat		2	2		
Bren		1	1		
88 Rgt.Ftr.					
Fucili		3	3		
Bren		1	1		
Baionette M.4		2	2	2	
5 Comp.Art.					
Fucili		21	21		
Thompson		5	5		
Baionette M.4		18	18	18	

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C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI RIPARATE AI REPARTI DELLA DIV. "FRIULI"
dal 6 al 20 Ottobre 1946

REPARTO	Carico delle Armi	Armi ispezionate	Armi riparate	B.I.R.	Note
35 Rgt.Art. 6 Gruppo					
Fucili		5	5		
Thompson		1	1		
Fiat		1	1		
35 Rgt.Art. 4 Gruppo					
Fucili		21	21		
Thompson		4	4		
Bren		1	1		
87 Rgt.Fant.					
Mortai 2 poll.		1	1		
Biciclette		3	3		
Thompson		3	3		
Fiat		2	2		
Bren		1	1		
88 Rgt.Ftr.					
Fucili		3	3		
Bren		1	1		
Baionette M.4		2	2	2	
5 Comp.Art.					
Fucili		21	21		
Thompson		6	6		
Baionette M.4		18	18	18	

Trento, li 19/10/1946.

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87 Rgt.Fant.			
Mortai 2 poll.	1	1	
Biciclette	3	3	
Thompson	3	3	
Fiat	2	2	
Bren	1	1	
88 Rgt.Ftr.			
Fucili	3	3	
Bren	1	1	
Baionette M.4	2	2	2
5 Comp.Art.			
Fucili	21	21	
Thompson	6	6	
Baionette M.4	18	18	18

Trento, li 19/10/1946.

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IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIV. "FRIULI"
dal 6 al 20 Ottobre 1946

REPARTO	Cannoni in carico	Cannoni ispezionati	Cannoni riparati	B.L.R.	Cannoni Funzionamento
6 gruppo 35 Art.	35	10	8	1	Buono
5 " " "	8	6	4	-	"
4 " " "	8	1	1	-	Ottimo
1 " " "	8	8	7	-	"
2 " " "	8	8	8	-	Mediocre
Avantreno tipo 27	1	1	-	-	Buono
5 gruppo 35 Art.	16	16	6	-	"
1 " " "	16	16	-	-	"
2 " " "	16	16	-	-	"
4 " " "					

Trento, li 19/10/1946.

IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -
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N° 5025 /OF di prot. Trento, li 19/10/1946-

OGGETTO:- ispezioni armi varie e materiali radio/-

AL COMANDO 4 B.L.U. presso il Comando
Militare Territoriale di
BOLZANO

.....

Si trasmettono , uniti alla presente, glispecchi relativi alle ispezioni armi portatili , cannoni e materiale radio eseguite dal 6 al 20/10/1946.-

IL COMANDANTE DELL'OFFICINA MOBILE
- Magg. Figliolia Giovanni -

3145

DIVISIONE DI FANTERIA " F R I U L I "
- Comando Officina Mobile -

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SPECCHIO DELLE ARMI RIPARATE AI REPARTI DELLA DIVISIONE "FRIULI" ,DAL GIORNO 6 AL 20 OTTOBRE 1946. -

R E P A R T O	Carico delle armi	Armi ispezionate	Armi riparate	B.L.R.	n o t e
35 Rgt.Art. 6 gruppo					
-Fucili		5	5		
-Thompson		I	I		
-Piat		I	I		
35Rgt.Art. 4 gruppo					
-Fucili		21	21		
-Thompson		4	4		
-Bren		I	I		
87 Rgt.Fant.					
-Mortai 2 poll.		I	I		
-Bicidette		3	3		
-Thompson		3	3		
-Piat		2	2		
-Bren		I	I		
88 Rgt/Ftr.					
-Fucili		3	3		
-Bren		I	I		
-Baionette M.4		2	2	2	3444
5 Comp.Art.					
-Fucili		21	21		
-Thompson		6	6		
-Baionette M4		I8	I8	I8	

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35 Rgt.Art. 3 gruppo						
-Fucili		5	5			
-Thompson		I	I			
-Piat		I	I			
35Rgt.Art. 4 gruppo						
-Fucili		21	21			
-Thompson		4	4			
-Bren		I	I			
87 Rgt.Fant.						
-Mortai 2 poll.		I	I			
-Bicidette		3	3			
-Thompson		3	3			
-Piat		2	2			
-Bren		I	I			
88 Rgt/Ftr.						
-Fucili		3	3			
-Bren		I	I			
-Baionette M.4		2	2	2		3144
5 Comp.Art.						
-Fucili		21	21			
-Thompson		6	6			
-Baionette M4		I8	I8	I8		

Trento, li I9/IO/I946-

IL COMANDANTE DELL'OFFICINA MOBILE

- Magg. Figliolia Giovanni -

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

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SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
dal 6 al 20 ottobre I 9 4 6 -

R E P A R T O	CANNONI IN CARICO	CANNONI ISPEZIONATI	CANNONI RIPARATI	B.L.R.	CANNONI FUNZIONAMENTO
6° gruppo 35 Art.	35	IO	8	I	Buono
5 " " "	8	6	4	-	"
4 " " "	8	I	I	-	ßttimo
I " " "	8	8	7	-	ottimo
2 " " "	8	8	8	-	mediacre
5° " " "	I	I	-	-	buono
(avantreno) tipo 27					
I° gruppo " "	I6	I6	6	-	buono
2° " " "	I6	I6	-	-	buono
4° " " "	I6	I6	-	-	buono

Trento, li I9/IO/1946-

IL COMANDANTE DELL'OFFICINA MOB
- Magg. Figliolia Giovanni -

3443

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -
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SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA MOBILE AL MATERIALE RADIO DAL 6 AL 20 OTTOBRE 1946 -

reparto	Denominazione del materiale	In riparazione	Riparate	Da riparare	B.L.R.	Funzionamento
35 Rgt.art.	Radio t.22	22	5	17	-	ottimo
" " "	Telefoni	13	13	-	-	buono
" " "	Cuffie mic.	19	7	11	-	ottimo
" " "	batterie	17	8	9	-	buono

Trento, li 20 ottobre 1946.-

IL COMANDANTE DELL'OFFICINA MOBILE
- Magg. Figliolia Giovanni -

3442

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COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 1° Ottobre al 15 Ottobre 1946

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87 Regg/to Fanteria (1° L.A.D.)	6	6	-
88 Regg/to Fanteria (2° L.A.D.)	3	3	-
35 Regg/to Artiglieria (3° L.A.D.)	7	7	-

Levico, li 16 Ottobre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

3741

Translation.

42

This was brought to the notice of Col. Hunt on 12 Nov 46.

4° REPARTO RIPARAZIONI AUTOMOBILISTICHE
- Ufficio Tecnico -
Ref.:01320/01

Merano, 8 November 1946.

Subject:- Periodic report on vehicle repair problems period 24 October - 9 November 1946.

To:- Direzione Riparazioni Auto IV Comiliter,
Bolzano.

Reference your letter Aut/7516 dated 14 June 1946.

The work is going on normally.

During the last fortnight's period however there were only ten working days.

The stores (depots) have nearly been established, but are in need of supplies of spare parts required for the vehicle repairs.

There is just now a great difficulty to find spares, as the Military Stores Depot Piacenza supplies only a very small quantity of the items indented for.

The Military Stores Depot Piacenza has not received any supply yet from the Provisioning Office Torino (Ufficio Approvviggionamento)- detached branch of the Ministry-, though the Torino Office has already been informed of what is required.

The following repairs have been carried out during the last fortnight:-

Lorries	-	2 big repairs; 2 middle repairs; 2 small repairs.
Omnibus	-	1 middle repair.
Cars	-	3 big repairs; 6 middle repairs.
Vans	-	1 big repair.
Trailers	-	1 big repair.
Dismounted Parts	-	2 big repairs (2 engines).

3140

It is pointed out again that it will be necessary to increase

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Reference your letter Aut/7516 dated 14 June 1946.

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The following repairs have been carried out during the last fortnight:-

Lorries	-	2 big repairs; 2 middle repairs; 2 small repairs.
Omnibus	-	1 middle repair.
Cars	-	3 big repairs; 6 middle repairs.
Vans	-	1 big repair.
Trailers	-	1 big repair.
Dismounted Parts	-	2 big repairs (2 engines).

3440

It is pointed out again that it will be necessary to increase the W.E. Strength of this Unit in order to enable us to meet the innumerable requests for vehicle & motorcycle repairs. We beg to notify you that at present the following vehicles and motorcycles are in our Workshop awaiting repairs :-

14 Lorries;
17 Cars;
1 Truck;
1 Trailer;
4 Motorcycles;
1 dismounted part: lorry engine;
3 dismounted parts: car engines.

THE TEMPORARY O.C. UNIT
(sgd) Captain Bruno Rossi.

26/32

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41

SUBJECT :- Witness.

Land Forces Sub Comm. A.C.
M.M.I.A. H O W S.
AA/43/30
24 Oct. '43.

TO :- C.M.E. & D.E.D.

The contents of your Sitrep S/R 29 are noted with interest, and your observations appreciated.

1. An S. & T. officer from D.E.D. will be instructed to visit C.E.D. and investigate the transport problem from S. & T. angle. We will contact you on arrival, and together you may be in a stronger position to obtain support for your recommendations.

2. The copy of workshop organisation instructions which you enclosed, appears in the main to be suitable for your requirements; please advise how much of it is acceptable to C.C. & Sup. Unit.

3. The D.A.D. manpower question appears to be so and that it may even be profitable to reinforce some of them with personnel from the already depleted Div. Wksp. your comments on this point would be appreciated.

4. The numbers of small arms and guns inspected appears to be very low, or does the report not detail all inspections carried out?

5. With regard to transport one Jeep and one Humber 4 x 4 have already been released for C.E.D. and you may expect delivery about 20 October. In addition a further release of one 3 ton lorry has been made, and it is expected that this will be delivered about the end of the month.

On the other hand you may expect to lose a Chev. Hur.

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to C.O. 4 Sub. Unit.

3. The L.A.D. manpower question appears to be so bad that it may even be profitable to reinforce some of them with personnel from the already depleted L.V. Wksp.. Your comments on this point would be appreciated.

4. The numbers of small arms and guns inspected appears to be very low, or does the report not detail all inspections carried out?

5. With regard to transport one Jeep and one Number 4 x 4 have already been released for 4 B.I.U. and you may expect delivery about 26 October. In addition a further release of one 3 ton lorry has been made, but it is expected that this will be delivered about the end of the month.

On the other hand you may expect to lose a Chev. 8cwt.

3439

A. MACKENZIE. MAJ.
for LT. COL.
Assistant Director of Mechanical Engineering.
M.A.I.A.

AM/ma

39
44

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40

Subject:- SITREPS.

Headquarters
4 B. L. U.
B o l z a n o
Ref.: 4/SR/30-40

29 October 1946.

To:- AMMA, HQ. M.M.L.A.,
R o m e

1. Reference your MM/43/C/4 dated 27 September 46 paras 2, 3, 4.

2. Testing of mechanics before engagement is no in operation. The Director of Repairs (4 T.C.) letter Aut/10538/3-6 dated 2 Aug 46, translated copy forwarded to you with my Sitrep S/R 25 dated 12 Aug 46, refers.

3. Major Leone (CMS "Friuli" Infantry Division) when informed of your question on engine repairs by civilians, stated that he expected the output of the civilian firms to increase in the near future. Delay has been caused apparently by the checking of the different materials used in the overhaul of the engines. Major Leone, it is thought, very wisely refused to allow each different firm to use whatever materials they pleased. He arranged, it is understood for original white metal etc. to be analized in Milan and then contacted makers, who were willing to reproduce as near the original as possible. A sample of pistons for example which one firm turned out were found to seize, due to the different type of material used. He has now arranged that only a limited number of firms will supply parts to specification and these are being delivered to the engine overhaul firms, which is thought a very much better method than allowing each engine overhaul firm to buy from the cheapest and most doubtful market.

4. As regards domestic transport problems the 4 Repair Unit due to its numerous difficulties, outstanding number of vehicles awaiting repair (many of them recovered relics) and number of priorities demanded by the HQ. Territorial Command , has great difficulty in coping with a repair in a reasonable period. This is applicable in a lesser degree to the "Friuli" Workshop which is also unable to keep pace with repairs.

The 21 Recovery Commission has disbanded and 13 Corps have been tried several occasions with little result for spares. Again the

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Delay has been caused apparently by [illegible] materials used in the overhaul of the engines. Major Leone, it is thought, very wisely refused to allow each different firm to use whatever materials they pleased. He arranged, it is understood for original white metal etc. to be analized in Milan and then contacted makers, who were willing to reproduce as near the original as possible. A sample of pistons for example which one firm turned out were found to seize, due to the different type of material used. He has now arranged that only a limited number of firms will supply parts to specification and those are being delivered to the engine overhaul firms, which is thought a very much better method than allowing each engine overhaul firm to buy from the cheapest and most doubtful market.

As regards domestic transport problems the 4 Repair Unit due to its numerous difficulties, outstanding number of vehicles awaiting repair (many of them recovered relics) and number of priorities demanded by the HQ. Territorial Command, has great difficulty in coping with a repair in a reasonable period. This is applicable in a lesser degree to the "Friuli" Workshop which is also unable to keep pace with repairs.

The 21 Recovery Commission has disbanded and 13 Corps [illegible] tried several occasions with little result for spares. Again the distance involved is considerable.

Nevertheless the transport situation of the M.A.U. now shows an upward trend greatly helped by the M.T. fitter recently posted who is temporarily in charge of repairs whilst he learns sufficient Italian to be used in the Infantry Division.

It is some consolation to know that most other M.A.U.'s and it is believed HQ. M.M.I.A. are having equal difficulty with the aged transport issued. It has become almost a custom to prepare a recovery vehicle when it is learnt that this Unit is to be visited by officers of other M.A.U.'s or M.M.I.A.

C. H. Shute

Capt.
A.C. REME 4 M.A.U.

98

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Subject:- SITREP REMS 4 B.L.U.

39

REMS 4 B.L.U.
Ref.: S/R 29

7 October 1946.

To:- AMMS, HQ. M.M.I.A., Rome
C.C. 4 B.L.U.

Period 22 September - 5 October 1946.

1. 4th Transport Platoon Workshop (Bolzano).

(a) Above Unit was visited on 26 September 46 accompanied by Colonel Baccari, Vice Director of Repairs.

(b) The W.E. of this Workshop is 12 and 1 Officer, but when visited it was found to consist of 7 men, the other personnel having been taken away for driving duties at HQ. T.C.

(c) It was also found that with so few men this Workshop was undertaking or attempting to complete engine overhauls, with naturally an output of about one a month.

(d) The O.C. Unit Captain Ciano was asked how much of his transport was off the road - 40 vehicles. It was carefully explained to him that if the few men he had concentrated on minor repairs perhaps instead of having only one vehicle repaired by end of the month out of the 40 he might have at least 20.

Arrangements were made to evacuate to the 4th Repair Unit stripped engines and for the Workshop to start in its proper roll of minor repairs. This Workshop approximately 6 weeks ago was a going concern, but has deteriorated in this fashion after changing of officers.

(e) Later the HQ. T.C. was tackled on the robbery of the 5 men for driving purposes and a promise was obtained that they would be returned within a couple of days. Why the Director of Repairs permitted this taking up of the Workshop is difficult to understand, considering that a week previously he had been in full

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having been taken away for driving duties at HQ. I.C.

(c) It was also found that with so few men this Workshop was undertaking or attempting to complete engine overhauls, with naturally an output of about one a month.

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(e) Later the HQ. I.C. was tackled on the robbery of the 53 [illegible] for driving purposes and a promise was obtained that they would be returned within a couple of days. Why the Director of Repairs permitted this taking up of the Workshop is difficult to understand, considering that a week previously he had been in full agreement with my suggestion of building up this Workshop to serve the HQ. I.C. before the movement of the 4th Repair Unit. This officer is at present on leave.

(f) The transport of the Unit was also inspected and found to be lacking in maintenance. Colonel Baccari tore off an excellent strip for the O.C. Arrangements have been made to make a further visit after a week, to note the expected 100% improvement.

The M.o.W. letter on maintenance was later presented to the O.C. 4th Transport Platoon as a further stimulant.

2. 4th Repair Unit (Morano).

(a) The above Workshop at its new site was also visited with Colonel Baccari on the 26 September 46. This Workshop was found to be settling in with some difficulty due to making a too hurried move. The stores etc. had been very badly packed and difficulty was being experienced in re-sorting.

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2. (b) The setting out of the Workshop was discussed with the O.C. Captain Rossi and due to lack of personnel on W.S. a compromise had to be made which unfortunately will mean that if ever the Workshop reaches its full strength, the engine bay etc. will have to be moved.

(c) It was noted that the stores officer had an office containing 4 clerks which was situated a considerable distance from the stores. It was pointed out that the stores officer would have difficulty in controlling the stores from such a distance, but in reply to this point, 9 volumes of ledgers, 2 feet long, 1 foot wide and 3" deep were produced with the remark from the stores officer that as far as the actual stores, this was run by 2 men as best they could, as he himself was swamped in paper and had no time for the stores apart from accounting.

(d) It may be noted from the personnel return of this Workshop attached to last Sitrep that 70 people are engaged in keeping 52 specialists at work, which is rather surprising when the amount of paper flowing through the different offices is noted.

(e) With 70 personnel administrating only 50 workers it would seem unreasonable to expect the organization of the Workshop to be perfect, but this is far from the case as was proved recently when MAJ entered the W/S with car and 1045 and told the man at the gate that he was a driver sent by an officer with car and paper. The result was depressing, it took over an hour to get the vehicle into the shops and on no system. Various suggestions have been made on organization, but in many cases it has been found that the British system will not work (according to O.C.'s of different Workshops) due to some M.o.W. instruction.

(f) A new method of attack has been arranged. Attached is a copy of some workshop organization instructions made out in the past by MAJ for one of his previous British Workshops (port workshop with 190 personnel). This has been translated into Italian and it is intended to give it to the O.C. Workshops through the Director of Repairs with the suggestion that they make out for their own Workshops a similar set of instructions which will at the same time be in accordance with the various M.o.W. instructions. It is obvious as far as the 4th Repair Unit is concerned, that Captain Rossi (O.C.) is only aware of half of what takes place in the Workshop (the fault is by no means of his, as he has far too much paper work) and never gives any written

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(e) With 70 personnel administrating only 50 workers it would seem unreasonable to expect the organization of the Workshop to be perfect, but this is far from the case as was proved recently when RME entered the W/S with car and 1045 and told the man at the gate that he was a driver sent by an officer with car and paper. The result was depressing, it took over an hour to get the vehicle into the shops and on no system. Various suggestions have been made on organization, but in many cases it has been found that the British system will not work (according to O.C.'s of different Workshops) due to some M.o.W. instruction.

(f) A new method of attack has been arranged. Attached is a copy of some workshop organization instructions made out in the past by RME for one of his previous British Workshops (port workshop with 150 personnel). This has been translated into Italian and it is intended to give it to the O.C. Workshops through the Director of Repairs with the suggestion that they make out for their own Workshops a similar set of instructions which will at the same time be in accordance with the various M.o.W. instructions. It is obvious as far as the 4th Repair Unit is concerned, that Captain Rossi (O.C.) is only aware of half of what takes place in the Workshop (the fault is by no means of his, as he has far too much paper work) and never gives any written instructions with the usual result that if he gives instruction verbally, only half is taken in by the listener and only a quarter of the instructions are carried out. Whenever a change of personnel takes place, the little remaining system falls flat.

3. 16th Repair Unit (Verona).

(a) The above Workshop was visited on the 30 September 46, accompanied by Colonel Baccari (Vice D.o.R.) in absence of Director of Repairs who was in Rome at that time.

(b) This Workshop was found to be in a process of moving to its new location (Caserma of Villasanta), but the move had come to a standstill due to the failure of the Genio Militare to produce electric current. The Director of Repairs has been asked many times in accordance with para 3 of your MX/43/63 dated 28 June 1946 to give details of work which requires M.o.W. organization, but so far all that has been received are a tangle of letters which are of no interest as they are only internal correspondence. Further attempts made to obtain copies of requests to M.o.W. for Genio Work have only been met with promises to date.

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3. (c) Whilst at this Workshop a personnel return rendered to this office was checked for accuracy as it was not understood why the W/S should have 10 personnel above W.E. and yet be deficient of a considerable number, after an almost incredible hour of discussion during which I was repeatedly told that they had large numbers surplus to W.E. and yet had a large number deficient of W.E. it eventually became clear that the O.C. refused to regard civilians as being in lieu of technical troops, he, lumping the civilians under one heading of C.S. although many of them are skilled workers and are carrying out the duties which will normally be done by the military personnel.

(d) Attached is a revised return compiled between RME and O.C. W/S. The O.C. is firmly convinced it is quite incorrect as it shows civilians in lieu of military which apparently according to him and Director of Repairs is not possible in the Italian Army, nevertheless from this return it is now possible to estimate the expected Workshop output which was quite impossible from the first return rendered.

(e) As a matter of interest finding this Workshop had more personnel than W.E. Colonel Frontero (D.o.R.) was asked why no action had been taken to make up a deficiency of military with civilians in the 4th Repair Section. The reply was that the 16th Repair Unit was employing this extra personnel without authority. It was pointed out that in the British Army this usually became a costly affair for the officer concerned afterwards, but if it is possible in the Italian Army, why could not the same be done with the 4th Repair Unit. I was assured very clearly it could not be done and pressing for a reason, the response was: "It is so, it is so"; which is felt, translated into clearer English means:- "We have little system and what there is, is in an impossible tangle."

(f) During this visit it was also learnt, that the M.o.W. gave instructions to this Workshop to send 25 Italian engines to O.A.R.E. for overhaul recently. Apart from the fact that is understood that O.A.R.E. is changing to British equipment only it is not understood why this concession to a class 3 Workshop when in the same Command there is a class 2 Workshop which has many more engines requiring repair.

(g) It was later learnt from Colonel Frontero that this Workshop will probably in the near future be made into a class 2 Workshop and might eventually become a class 1.

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in the 4th Repair Section. [illegible] Unit was employing this extra personnel without authority. It was pointed out that in the British Army this usually became a costly affair for the officer concerned afterwards, but if it is possible in the Italian Army, why could not the same be done with the 4th Repair Unit. I was assured very clearly it could not be done and pressing for a reason, the response was: "It is so, it is so"; which is felt, translated into clearer English means:- "We have little system and what there is, is in an impossible tangle."

(f) During this visit it was also learnt, that the M.o.W. gave instructions to this Workshop to send 25 Italian engines to C.A.R.E. for overhaul recently. Apart from the fact that is understood that C.A.R.E. is changing to British equipment only it is not understood why this concession to a class 3 Workshop when in the same Command there is a class 2 Workshop which has many more engines requiring repair.

(g) It was later learnt from Colonel Frontero that this Workshop will probably in the near future be made into a class 2 Workshop and might eventually become a class 1.

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4. Director of Repairs 4 T.C.

Reference my 4/ME/24-43 dated 2 September 46 on the duties of the Director of Repairs (overload of work etc.). Colonel Frontero after his visit to Rome has stated that an agreement has been reached to split his office into two sections - administration and technical. It is thought this will be a great improvement.

5. Italian Workshop Personnel General.

(a) Attached is a translated copy of an instruction which was produced when suggesting a transfer of personnel surplus to W.E. 16th Repair Unit to the under staffed 4th Repair Unit. The suggestion was to dismiss personnel at Verona and take on new personnel at Merano, still paid by the 16th Repair Unit, Verona. The answer was as given in the letter, once they have the authority of the Internal Commission and then that of the HQ. T.C. they may dismiss a worker, but may not replace him. It was then suggested to O.C. 16th Repair Unit that under these circumstances he would not be inclined to dismiss a man, even if he was only 25% efficient, as no replacement would be available. He confirmed this as correct.

p.t.o.

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3. (c) Whilst at this Workshop a personnel return rendered to this office was checked for accuracy as it was not understood why the W/S should have 10 personnel above W.E. and yet be deficient of a considerable number, after an almost incredible hour of discussion during which I was repeatedly told that they had large numbers surplus to W.E. and yet had a large number deficient of W.E. it eventually became clear that the C.C. refused to regard civilians as being in lieu of technical troops, he, lumping the civilians under one heading of G.S. although many of them are skilled workers and are carrying out the duties which will normally be done by the military personnel.

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(g) It was later learnt from Colonel Frontero that this Workshop will probably in the near future be made into a class 2 Workshop and might eventually become a class 1.

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3135

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8. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecoman Equipment, Small Arms & Artillery, and Vehicles in the "Friuli" Infantry Division during this period.

9. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached is a list of engines repaired in the Workshop and by local firms during this period.

10. Workshop Outputs.

1st Mobile Park

Week ending 28 September 46			Week ending 5 October 46		
M/C	-	—	M/C	-	—
Cars	-	1	Cars	-	3
Lorries	-	4	Lorries	-	4
Total		5	Trailors	-	1
			Total		8

21st Recovery Commission

Week ending 28 September 46

-.-

Week ending 5 October 46

-.-

4th Repair Unit

Week ending 28 September 46			Week ending 5 October 46		
M/C	-	—	M/C	-	1
Cars	-	6	Cars	-	—
Lorries	-	1	Lorries	-	4
Total		7	Total		5

16th Repair Unit

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Total	5	

Trailors	-	1
Total		8

21st Recovery Commission

Week ending 28 September 46			Week ending 5 October 46		
	-.-			-.-	

4th Repair Unit

Week ending 28 September 46			Week ending 5 October 46		
M/C	-	—	M/C	-	1
Cars	-	6	Cars	-	—
Lorries	-	1	Lorries	-	4
Total		7	Total		5

16th Repair Unit

Week ending 28 September 46			Week ending 5 October 46		
M/C	-	1	M/C	-	1
Cars	-	3	Cars	-	8
Lorries	-	6	Lorries	-	5
Trailors	-	2	Total		14
Total		12			

"Friuli" Workshop

Week ending 27 September 46			Week ending 4 October 46		
M/C	-	5	M/C	-	1
Cars	-	8	Cars	-	2
Lorries	-	6	Lorries	-	9
Total		19	Total		12

Enclos.

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

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Part W/S

Formed Sqn 660.L It Unit

R & I STORES

FUNCTION

To record all incoming and outgoing items sent in by Units for repair. Also to Store these items before and after repair or hold until backloaded complete with documents.

METHOD (In)

Unit will bring item for repair and 3 copies of AFG.1045, also (AB 412 and 406 in respect of vehicles). In the case where unit cannot produce AFG.1045 R & I Office will render one for the unit in respect of Class II 3 4 6 Vehicles and also Other Items requiring heavy repairs.

Procedure in respect of Vehicles coming into Wksp.

The N.C.O. i/c R & I will decide if the vehicle is 1st or 2nd Echelon repair.
The following is proceedure for 1st Echelon Repairs.
1. Enter particulars in 1st Echelon Job book showing: -

(a) Job Card No.
(b) Date.
(c) W.D. No.
(d) Make and Type.
(e) Repairs required.
(f) Unit.
(g) Date completed.
(h) Signature of driver.

2. A Job Card will be made out and passed to customer with instructions to report to 1st Echelon Bay.
3. When work has been completed customer will return with Job Card which he will hand into office and sign in book that the work has been completed.

The following is proceedure for 2nd Echelon and lower classification: -

1. Record entry of vehicle in R & I Book 2nd Echelon work.
2. Send driver with vehicle and 2 copies 1045, AB 412 & 406 to R & I checker.
3. R & I checker will record deficiencies on back of AFG.1045 and sign one copy as receipt which will be given to driver to take back to Unit.
4. Checker will pass AFG.1045 and AB 412 & 406 with vehicle to Inspection Staff.

Proceedure in respect of other items

1. Record entry of items into R & I Book.
2. Check items for major deficiencies and note on back of 1045.
3. Sign one copy of 1045 as receipt. for Unit.

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(a) Job Card No.
(b) Date.
(c) W.D. No.
(d) Make and Type.
(e) Repairs required.
(f) Unit.
(g) Date completed.
(h) Signature of driver.

2. A Job Card will be made out and passed to customer with instructions to report to 1st Echelon Bay.
3. When work has been completed customer will return with Job Card which he will hand into office and sign in book that the work has been completed.

The following is proceedure for 2nd Echelon and lower classification: -

1. Record entry of vehicle in R & I Book 2nd Echelon work.
2. Send driver with vehicle and 2 copies 1045, AB 412 & 406 to R & I checker.
3. R & I checker will record deficiencies on back of AFG.1045 and sign one copy as receipt which will be given to driver to take back to Unit.
4. Checker will pass AFG.1045 and AB 412 & 406 with vehicle to Inspection Staff.

Proceedure in respect of other items

1. Record entry of items into R & I Book.
2. Check items for major deficiencies and note on back of 1045.
3. Sign one copy of 1045 as receipt. for Unit.
4. Retain article in R & I Store.
5. Pass AFG.1045 to Wksp Officer.
6. When Wksp Officer sends for part, obtain signature in AB 108 book. (Reason) Vehicles cannot get lost but watches and small parts can.

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METHOD (Out)

Proceedure in respect of Vehicles.

R & I checker will receive completed vehicle with 932 Inspection and one copy of AFG.1045, AB 412 & AB 406.

He will,

1. Place vehicle in "Out Park".
2. Notify R & I Office that Vehicle is completed, passing AFG.1045 & 932 Inspect. ABs 412 & 406 to R & I Clerk, who will place documents in "Awaiting collection Box and complete AB 412.
3. R & I Clerk will inform Unit by completing notification form and when Unit collects obtain signature in R & I Book handing over at the same time AFG.1045 and Inspection Form 932 back to unit with ABs 412 & 406.

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Procedure in respect of Other Items.

1. Repaired item with copy of AFG.1045, will be handed to R & I by Wksp Officer.
2. R & I will give receipt in AB 108.
3. R & I will notify Unit to collect on special form. (Blank Book)
4. When Unit collects, R & I will obtain signature in R & I Book, handing over repaired item and 1045.

GENERAL

R & I will keep separate books for vehicles, Small Arms. One book will be kept for "General" which will cover welding, woodwork, panel beating etc. Items BLR will be passed to R & I for disposal with documentation.

Procedure in Respect of Items BLR.

Vehicles. On receipt of 932 Inspection and documents from Inspection Staff if the vehicle is found to be beyond 2nd Echelon repair i.e. Class 3 4 or 6 the following procedure will be adopted.

1. Make out 5 copies of condemnation certificate, using serial No.
2. Enter particulars of condemnation in BLR Book.
   a. Date
   b. B.L.R. No
   c. W.D. No
   d. Make and Type
   e. Unit
   f. To where evacuated
   g. Date evacuated
3. Pass condemnation certificate to O.C. for signature.
4. Inform W.O. i/c W/S that recovery is required for disposal of vehicle.
5. When vehicle is evacuated 412 406 1 copy of 932 and 1 copy of condemnation certificate will be sent with vehicle.
6. A receipt for the vehicle will be obtained on AB 108 which will normally be held in R & I Office.
7. Remaining copy of 932 will be attached to file copy of condemnation certificate and filed.
8. When receipt has been obtained for vehicle remaining copies of condemnation certificate will be forwarded in accordance with the distribution list. held in office.
9. Unit copy of condemnation certificate will have attached W/S pro-forma requesting ~~receipt for same~~. acknowledgement of the certificate.

Other Items.

1. If an article is beyond repair in this W/S the AFG.1045 which has been passed to W/S office will be returned to R & I Office signed by W.O. i/c W/S to the effect that this item is B.L.R.
2. R & I Office will make out three copies of AFG.1045 which will be signed by an officer. [illegible] to Unit representative with B.L.R. item if possible or - [illegible] R & I Bld

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2. Enter particulars of condemnation
   a. Date
   b. B.L.R. No
   c. W.D. No
   d. Make and Type
   e. Unit
   f. To where evacuated
   g. Date evacuated
3. Pass condemnation certificate to O.C. for signature.
4. Inform W.O. i/c W/S that recovery is required for disposal of vehicle.
5. When vehicle is evacuated 412 406 1 copy of 932 and 1 copy of condemnation certificate will be sent with vehicle.
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8. When receipt has been obtained for vehicle remaining copies of condemnation certificate will be forwarded in accordance with the distribution list. held in office.
9. Unit copy of condemnation certificate will have attached W/S pro-forma requesting ~~receipt for same.~~ acknowledgement of the certificate

Other Items.

1. If an article is beyond repair in this W/S the AFG.1045 which has been passed to W/S office will be returned to R & I Office signed by W.O. i/c W/S to the effect that the item is B.L.R.
2. R & I Office will make out three copies of AFG.1043 which will be signed by an officer.
3. Two copies will be given to Unit representative with B.L.R. item if possible or -
4. The two copies will be posted to Unit with a request attached, to collect B.L.R'd item if it is a returnable store (e.g. small arms etc.) Should the item be scrap a statement to the effect that the item has been despatched to salvage will be made on the AFG.1043's.

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Tyres and Tubes.

1. These will be inspected for unfair wear by R & I. Any tyres or tubes submitted for condemnation which have suffered unfair wear will be recorded on the AFG.1043. "Rendered U/S by unfair wear".
2. File copies will be kept as a record.

NOTE. As a guide on Other Items the following definition is given: -

1. To pass through W/S.
   The repair of small arms generally takes a considerable period as usually a complete overhaul is given and usually there is no great haste. This would pass through R & I on an AFG.1045.
2. A petrol pipe requiring a new nipple can be done in a very short period and there will be an undoubted hurry for it.
   This would be passed direct to 1st Echelon repair shp.

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INSPECTION STAFF

Personnel S/Sgt-Veh 2 Veh Mechs.

Procedure - "IN" Inspection.

1. Checker of R & I Store will hand over vehicle for inspection complete with 2 copies of AFG.1045, ABs 412 & 406.
2. (932) Inspection will be made in duplicate writing parts required on back of "932".
3. Completed copies of 932 together with AFG.1045s with ABs 412 & 406 will be handed to Wksp Office except Class 3 4 6 which will be returned to R & I.

Procedure - "OUT" Inspection.

1. When vehicle is passed as satisfactory, AB 412 & AB 406 with 1 copy of AFG.1045 and Inspection Report will be collected from Wksp Office at the same time notifying O. i/c Wksp that the veh has been passed.
   Job Card will be initialed by Inspection and dated and left in W/S Office for filing with one copy of AFG.1045 and one copy of 932.
2. Other documents AB's 412 & 406, AFG.1045 & 932 Inspection and Vehicle will be passed to R & I Checker.

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Remarks WO. 1 Clerk. PROCEDURE WORKSHOP OFFICE

Documentation - Vehicles.

1. 1045s with 1 copy of 932 Inspection Report and ABs 412 & 406 will be received from Inspection Staff.
2. Wksp Clerk will refer to the copy of 932 which will have written on the back parts required to repair the vehicle.
3. Clerk will make out indent for necessary parts in duplicate, pin one copy to documentation of vehicle and pass other to Stores Section. After indenting, vehicle documentation will be placed in "Parts on Indent" Box. Indent will give W.D. No, Make and Type of Vehicle.
4. Engines will be placed on indent by W.O. i/c W/S as the request for these stores does not pass through the normal Ord channels.

Method.

1. Three copies of 994 showing type code and W.D. No of Vehicle.
2. Three copies of AFG.1043 condemning old engine to be attached to the above.
3. The indent for engine will be recorded in book form showing: -
   (a) Date.
   (b) Indent No.
   (c) Type by code.
   (d) W.D. Number.
   (e) Date received.
4. No record will be kept of AFG.1043 except file copy.
5. As Parts arrive they will be marked off on indent form which is attached to vehicle documentation and placed in bin which will be marked with W.D. No.
6. When all parts required have been received, Clerk will place vehicle documentation in "Awaiting Labour" box which will notify O. i/c Wksp that repairs of vehicle can now be undertaken.
7. O. i/c Wksp will ascertain if work can be undertaken and if so will,
   (a) Call in Vehicle.
   (b) Make out Wksp Job Card from 932 Inspection which will be in English. Job No will be entered on 1045's.
8. When vehicle is completed it will be passed to "Inspection", and if passed, Inspection Staff will collect one copy of 932 and one copy of 1045 and ABs 412 & 406.
9. The remaining 1045 and 932 with Wksp Job Card will be retained for reference in "Completed" Box.
10. Note. If a vehicle which is being repaired is found to require further parts, an indent will be made out by clerk and taken immediately to Stores Section. If stores cannot supply, one copy will be left with stores to indent on their supply point, and the other copy will be pinned to vehicle documentation which will be placed in "Awaiting Spares" Box.
11. Clerk will inform W.O. i/c Wksp that work has stopped on that vehicle due to spares. W.O. i/c Wksp may if desired attempt to cannibalise from another vehicle or obtain by other means.

Documentation. (Other Items).

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Documentation. (Other Items).
1. W.O. i/c Wksp on receipt of 1045 will contact Section dealing with the item requiring repair. If they can undertake further work he will give one copy of 1045 and Job Card with instructions to collect those items from R & I for which they will sign.
2. The other copy of 1045 will be placed in "Under Repair" (Box).
3. When the Section has completed the work, 1045 and Job Card will be returned to Wksp Office showing that work has been completed.
4. The Wksp Officer with copy of 1045 will inspect work and arrange for 1045 and work to be handed over to R & I Stores.
5. Remaining 1045 and Job Card will be filed in completed box.

Return of Stores.

Major Assemblies. These will be returned by W/S Office.

Procedure. 1. Complete W/S pro-forma 12/PW/A/6 - 1 copy which will be enclosed with assembly.
2. Assembly will be delivered to depot and receipt obtained on AB 108.
3. Type and Make of assembly will bepunted on crate with the word "REPARABLE".

Other Items. Items which are not salvage will be returned to stores for onward transmission as directed by O.C. Unit.

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Personnel Sgt Storeman 2 initio storeman

STORES PROCEDURE

Function.

1. To provide expendable materials for W/S use.
2. " " M.T. Stores for repair of Vehicles in W/S.
3. To issue and record AFG.1098.
4. To indent for the above when necessary to replenish and replace.

Method.

1. Expendable Stores.
   (a) These will not be accounted for and will be issued on demand.
   (b) Due to the language difficulty involved by the employment of Italians these stores will be placed so that an Italian may point to the item he requires.
   (c) A daily check will be made and further stocks will be placed on indent when it is considered necessary making due allowance for the time lag in receiving a fresh supply.

2. Issue of M.T. Spares.
   (a) The storeman on receipt of indent will check FAMTO to ascertain if the items are held.
   (b) This will done from bin cards which will always be up to date.
   (c) If demand can be met bin card will be marked accordingly, spare issued, and issue noted on W/S indent which will be returned with stores if fully satisfied.
   (d) If full satisfaction cannot be made to indent from W/S , storeman will make out indent for items he cannot supply and note indent No on W/S indent which will be returned to W/S with what stores are available.

3. Issue of AFG.1098.
   This will be divided into two classes.
   (a) Items on permanent issue-tool boxes etc.
   (b) " issued daily for W/S use - wheel pullers etc.
   Two books will be kept to record issues giving date, quantity and description of item issued. All issues will be signed for and crossed off when the stores are returned.

4. Indenting.
   This will be done in accordance with Ordnance latest instructions available in the Admin Office. The following points which are not covered by Ordnance instructions will be taken into practice.
   (a) Indents will be marked "To Replace FAMTO" or W.D. No V.O.R. which ever is applicable.
   (b) A book will be kept giving the following informations: -
      1. Date of Indent.
      2. Indent No.

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Declassified E.O. 12065 Section 1-402/NNMC No. 185020

Personnel Cpl Storeman 2 other storemen

STORES PROCEDURE

Function.

1. To provide expendable materials for W/S use.
2. " " M.T. Stores for repair of Vehicles in W/S.
3. To issue and record AFG.1098.
4. To indent for the above when necessary to replenish and replace.

Method.

1. Expendable Stores.
   (a) These will not be accounted for and will be issued on demand.
   (b) Due to the language difficulty involved by the employment of Italians these stores will be placed so that an Italian may point to the item he requires.
   (c) A daily check will be made and further stocks will be placed on indent when it is considered necessary making due allowance for the time lag in receiving a fresh supply.

2. Issue of M.T. Spares.
   (a) The storeman on receipt of indent will check FAMTO to ascertain if the items are held.
   (b) This will be done from bin cards which will always be up to date.
   (c) If demand can be met bin card will be marked accordingly, spare issued, and issue noted on W/S indent which will be returned with stores if fully satisfied.
   (d) If full satisfaction cannot be made to indent from W/S , storeman will make out indent for items he cannot supply and note indent No on W/S indent which will be returned to W/S with what stores are available.

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   This will be divided into two classes.
   (a) Items on permanent issue-tool boxes etc.
   (b) " issued daily for W/S use - wheel pullers etc.
   Two books will be kept to record issues giving date, quantity and description of item issued. All issues will be signed for and crossed off when the stores are returned.

4. Indenting.
   This will be done in accordance with Ordnance latest instructions available in the Admin Office. The following points which are not covered by Ordnance instructions will be taken into practice.
   (a) Indents will be marked "To Replace FAMTO" or W.D. No V.O.R. which ever is applicable.
   (b) A book will be kept giving the following informations: -
      1. Date of Indent.
      2. Indent No.

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Declassified E.O. 12065 Section 3-402/NNDC No. 1850220

(a) The storeman on receipt of indent will check FAMTO to ascertain if the items are held.
(b) This will done from bin cards which will always be up to date.
(c) If demand can be met bin card will be marked accordingly, spare issued, and issue noted on W/S indent which will be returned with stores if fully satisfied.
(d) If full satisfaction cannot be made to indent from W/S , storeman will make out indent for items he cannot supply and note indent No on W/S indent which will be returned to W/S with what stores are available.

3. Issue of AFG.1098.

This will be divided into two classes.
(a) Items on permanent issue-tool boxes etc.
(b) " issued daily for W/S use - wheel pullers etc.
Two books will be kept to record issues giving date, quantity and description of item issued. All issues will be signed for and crossed off when the stores are returned.

4. Indenting.

This will be done in accordance with Ordnance latest instructions available in the Admin Office. The following points which are not covered by Ordnance instructions will be taken into practice.
(a) Indents will be marked "To Replace FAMTO" or W.D. No V.O.R. which ever is applicable.
(b) A book will be kept giving the following informations: -

1. Date of Indent.
2. Indent No.
3. Sec.
4. Part No.
5. Designation.
6. Quantity.
7. Control No.
8. Date received.
9. Date hastened.
10. Remarks such as M.A. (6 copy) cancelled etc.
11. For FAMTO or for vehicle (give W.D. No.)

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5. When stores are received they will be checked against indent book, FAMTO items will be placed in stock amending stock cards according and items for the repair of specific vehicles will be labelled with W.D. No and Indent No and passed to W/S Office.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Personnel 1 Sgt-PNT
2 civilian agents

1st ECHELON REPAIR WORKSHOP

Intention.

1. To deal with vehicles and Items which only require minor repairs e.g. not in need of replacement or the removal of major assemblies.
Note. It is intended that the driver in the case of vehicles will normally remain with the vehicle whilst it is under repair.

2. Method.

(a) N.C.O. i/c Sec will receive from R & I Office item for repair with Job Card.
(b) The work will be undertaken on degree of priority.
(c) An endeavour should be made to give the customer an estimated time when the work will be completed but not before it has been ascertained that the stores are available. No promise will be given that repair will have been made by any fixed time.

3. Stores.

(a) N.C.O. i/c Sec may draw stores direct from Stores Sec without indent. If the stores are not available he will contact W.O. i/c W/S who will endeavour to find necessary parts through the normal unusual channels.
(b) Should the above procedure not produce the required parts N.C.O. i/c Sec will indent for part in duplicate giving W.D. No, Make and Type, of Vehicle.
(c) The indent will be recorded in an indent book which will show: - Date, Indent No, Parts required, W.D. No of Vehicle, Date received.
(d) One copy of indent will be retained and one copy passed to stores Sec which will be returned showing indent number after indent has been submitted.

Note. (a) The tyre repair Sec will be under the control of N.C.O. i/c 1st Echelon Sec.
(b) Any repairs requiring the assistance of turners, welders, carpenters, will be brought to the notice of W.O. i/c W/S who will arrange for these repairs to be undertaken in preference to 2nd Echelon Work

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

INTERNAL ORDER given on 24 March 1946.

Subject:- Assumption of Civilian Personnel.

To:- ..... (left out)

Some offices are still making suggestions regarding the assumption of civilian personnel.

It is therefore brought to the notice of everybody that the Ministry of War has definitely (absolutely) prohibited any new assumption of civilian personnel whatever the mode may be, and it has been pointed out that even employments within W.E. to replace released personnel, will not be approved of.

If absolutely necessary, authority will be given for postings from one place to another one.

Authority for any new assumption can only be obtained from the Ministry.

On Order :-
THE CHIEF OF THE GENERAL STAFF
(sgd) Colonel Enrico Duranti

Certified true copy:-
The Officer i/c
(sgd) Lt. Edi Zucchet.

Per copia conforme

ORDINE INTERNO IN DATA 24 MARZO 1946

Oggetto : Assunzione personale civile.-

.....INDIRIZZI ODIERNI.....

Qualche ufficio fa ancora proposte per assunzione personale civile.

Perchè sia portato a conoscenza di tutti si ricorda che il Ministero ha tassativamente proibito qualsiasi nuova assunzione di personale civile sotto qualsiasi forma, specificando che non sono neppure consentite assunzioni in organico per sostituire personale che lascia il servizio.

In caso di assoluta necessità autorizza spostamenti da località a località.

Ogni nuova assunzione può essere autorizzata solamente dal Ministero.

D'ORDINE CAPO DI STATO MAGGIORE
F/TO Colonnello ENRICO DURANTI

Per copia conforme
L'UFFICIALE ADDETTO
(Gen. ERI ZUCCHETT)

Declassified E.O. 12065 Section 3-402/NNDC NO. 1850220

le.

Perchè sia portato a conoscenza di tutti si ricorda che il Ministero ha tassativamente proibito qualsiasi nuova assunzione di personale civile sotto qualsiasi forma, specificando che non sono neppure consentite assunzioni in organico per sostituire personale che lascia il servizio.

In caso di assoluta necessità autorizza spostamenti da località a località.

Ogni nuova assunzione può essere autorizzata solamente dal Ministero.

D'ORDINE DEL CAPO DI STATO MAGGIORE
F/TO Colonnello ENRICO DURANTI

Per copia conforme
L'UFFICIALE ADDETTO
(Ten. EDI ZUCCHETTI)

3 A 2 2 5

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

15° REPARTO RIPARAZIONI AUTO

SPECCHIO RIEPILOGATIVO DEL PERSONALE MILITARE E CIVILE

Forza complessiva	Organico	Presenti	Differenza
Complessivo	142	148	+ 6
Specialisti	76	72	- 4

IL COMANDANTE
(s.d) Ten.Col. Zammini Gino

- - - - - -

SPECCHIO DEL PERSONALE MILITARE

Categoria	Organico	Presenti	Differenza
Ufficiali Superiori	1	1	—
Capitani	1	1	—
Ufficiali subalterni	4	4	—
Sottufficiali	10	12 di cui: 4 specializzati 8 servizi veri	— + 2
Truppa	52	8	-44

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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SPECCHIO DEL PERSONALE MILITARE

Categoria	Organico	Presenti	Differenza
Ufficiali Superiori	1	1	—
Capitani	1	1	—
Ufficiali subalterni	4	4	—
Sottufficiali	10	12 di cui: 4 specializzati 8 servizi vari	— + 2
Truppa	52	8	-44

IL COMANDANTE
(sgd) Ten.Col. Zannini Gino

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

COPY.

16° REPARTO RIPARAZIONI AUTO

SPECCHIO DIMOSTRATIVO DEL PERSONALE MILITARE E PERSONALE CIVILE DI RUOLO, SALARIATI SECONDO L'ORGANICO.

Denominazione	Personale Militare		Personale Civile di ruolo e salariati	
	Organico	Esistenza	Organico	Esistenza
Rag. d'Artiglieria			1	1
Archivisti, scritturali e dattilografi			11	11
Disegnatori			1	1
Telefonisti			2	2
Infermieri			1	1
Cucinieri	2	1		
Attendenti	2	-		
Barbiere			1	-
Addetto distribuzione carburante			1	1
Calzolai			1	1
Sarto			1	1
Inservienti d'ufficio			2	2
Addetti magazzino			2	2
Motoristi	8	8 (Civili)	8	8
Montatori	8	8 (Civili)	8	8
Aggiustatori	4	4 (Civili)	4	4
Tornitori	2	2 (Civili)	2	2
Fabbri fucinatori	2	2 (Civili)	2	2
Lamieristi	2	2 (Civili)	2	2
Radiatoristi	1	1 (Civile)	1	1
Saldatori autogeni	1	1 (Civile)	1	1
Elettricisti magnetisti	2	2 (Civili)	2	2
Verificatori pompe iniezoni	1	1 (Civile)	1	1
Falegnami - scoccai	2	2 (Civili)	2	2
Tappezzieri	2	-	2	-
Verniciatori	2	2 (Civili)	2	2
Vulcanizzatori	1	1 (Civile)	1	1
Personale di manovalanza			4	4
Guardie giurate			8	8
Motociclisti	1	1 (Civile)	-	-
Conduttori	9	9 (di cui 3 civ.)	-	-
Ufficiali superiori	1	1		
Capitani	1	1		
Ufficiali subalterni	4	4		
Sottufficiali Specialisati	4	4		

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

16° REPARTO RIPARAZIONI AUTO

SPECCHIO DIMOSTRATIVO DEL PERSONALE MILITARE E PERSONALE CIVILE DI RUOLO, SALARIATI SECONDO L'ORGANICO.

Denominazione	Personale Militare		Personale Civile di ruolo e salariati	
	Organico	Esistenza	Organico	Esistenza
Rag. d'Artiglieria			1	1
Archivisti, scritturali e dattilografi			11	11
Disegnatori			1	1
Telefonisti			2	2
Infermieri			1	1
Cucinieri	2	1		
Attendenti	2	-		
Barbiere			1	-
Addetto distribuzione carburante			1	1
Calzolai			1	1
Sarto			1	1
Inservienti d'ufficio			2	2
Addetti magazzino			2	2
Motoristi	8	8 (Civili)	8	8
Montatori	8	8 (Civili)	8	8
Aggiustatori	4	4 (Civili)	4	4
Tornitori	2	2 (Civili)	2	2
Fabbri fucinatori	2	2 (Civili)	2	2
Lamieristi	2	2 (Civili)	2	2
Radiatoristi	1	1 (Civile)	1	1
Saldatori autogeni	1	1 (Civile)	1	1
Elettricisti magnetisti	2	2 (Civili)	2	2
Verificatori pompe iniezoni	1	1 (Civile)	1	1
Falegnami - scoccai	2	2 (Civili)	2	2
Tappezzieri	2	-	2	-
Verniciatori	2	2 (Civili)	2	2
Vulcanizzatori	1	1 (Civile)	1	1
Personale di manovalanza			4	4
Guardie giurate			8	8
Motociclisti	1	1 (Civile)	-	-
Conduttori	9	9 (di cui 3 civ.)	-	-
Ufficiali superiori	1	1		
Capitani	1	1		
Ufficiali subalterni	4	4		
Sottufficiali				

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Inservienti d'ufficio			2	2
Addetti magazzino			2	2
Motoristi	8	8 (Civili)	8	8
Montatori	8	8 (Civili)	8	8
Aggiustatori	4	4 (Civili)	4	4
Tornitori	2	2 (Civili)	2	2
Fabbri fucinatori	2	2 (Civili)	2	2
Lamieristi	2	2 (Civili)	2	2
Radiatoristi	1	1 (Civile)	1	1
Saldatori autogeni	1	1 (Civile)	1	1
Elettricisti magnetisti	2	2 (Civili)	2	2
Verificatori pompe iniezioni	1	1 (Civile)	1	1
Falegnami - scoccai	2	2 (Civili)	2	2
Tappezzieri	2	-	2	-
Verniciatori	2	2 (Civili)	2	2
Vulcanizzatori	1	1 (Civile)	1	1
Personale di manovalanza			4	4
Guardie giurate			8	8
Motociclisti	1	1 (Civile)	-	-
Conduttori	9	9 (di cui 3 civ.)	-	-
Ufficiali superiori	1	1		
Capitani	1	1		
Ufficiali subalterni	4	4		
Sottufficiali				
Specializzati	4	4		
Servizi vari	6	6		
Totali	68	63	74	71

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PERSONALE MILITARE : DEFICIENZE rispetto all'Organico No. 5
No. 1 cuciniere rimpiazzato da 1 dattilografo (Civ.)
No. 2 attendenti rimpiazzati da 2 scritturali ")
No. 2 tappezzieri rimpiazzati da 2 " ")

PERSONALE CIVILE : DEFICIENZE rispetto all'Organico No. 3
No. 1 barbiere rimpiazzato da 1 addetto magazzino
No. 2 tappezzieri rimpiazzati da 2 personale di manovalanza.

FORZA COMPLESSIVA COME DA ORGANICO No. 142
FORZA COMPLESSIVA PRESENTE No. 148

ESUBERANTI RISPETTO ORGANICO COMPLESSIVO No. 8 di cui: 2 Sottufficiali (add.ai serv.vari
2 Dattilografi
1 Scritturale
3 Manovali.

(sgd) IL COMANDANTE
Ten.Col. Zannini Gino.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

16° REPARTO RIPARAZIONI AUTO

SPECCHIO RIEPILOGATIVO DEL PERSONALE MILITARE E CIVILE

Forza complessiva	Organico	Presenti	Differenza
Complessivo	142	148	+6
Specialisti	76	72	-4

IL COMANDANTE
Ten. Col. Zanotti Gino

3122

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

16° REPARTO RIPARAZIONI AUTO

STRUTTURA DEL PERSONALE MILITARE

Categoria	Organico	Presenti	Differenza
Ufficiali Superiori	1	1	==
Capitani	1	1	==
Ufficiali subalterni	4	4	==
Sottufficiali	10	12 di cui: 4 specializzati 8 servizi vari	== +2
Truppa	32	8	-44

IL COMANDANTE
(Ten. Col. Renato Ciao)

3421

SPECCHIO DIMOSTRATIVO DEL PERSONALE MILITARE E PERSONALE CIVILE DI RUOLO, SALARIATI SECONDO L'ORGANICO.=

DENOMINAZIONE	PERSONALE MILITARE		PERSONALE CIVILE DI RUOLO E SALARIATI	
	Organico	ESISTENZA	ORGANICO	ESISTENZA
Reg. D'ARTIGLIERIA			1	1
Archivisti, scritturali e dattilografi			11	11
Disegnatori			1	1
Telefonisti			2	2
Infermieri			1	1
Cucinieri	2	1		
Attendenti	2	=		=
Barbiere			1	1
Addetto distribuzione carburante.-			1	1
Calzolai			1	1
Sarto			1	1
Inservienti d'ufficio			2	2
Addetti magazzino			2	2
Motoristi	8	8 (Civili)	8	8
Montatori	8	8 (Civili)	8	8
Aggiustatori	4	4 (Civili)	4	4
Tornitori	2	2 (Civili)	2	2
Fabbri fucinatori	2	2 (Civili)	2	2
Lamieristi	2	2 (civili)	2	2
Radiatoristi	1	1 (civile)	1	1
Saldatori autogeni	1	1 (civile)	1	1
Elettricisti magnetisti	2	2 (civili)	2	2
Verificatori pompe	1	1 (civile)	1	1
Attrezzisti				
Falegnami -scoccai	2	2 (civili)	2	2

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Fabbri fucinatori	2	2 (Civili)	2	2
Lamieristi	2	2 (civili)	2	2
Radiatoristi	1	1 (civile)	1	1
Saldatori autogeni	1	1 (civile)	1	1
Elettricisti magnetisti	2	2 (civili)	2	2
Verificatori pompe iniezioni	1	1 (civile)	1	1
Falegnami -scoccai	2	2 (civili)	2	2
Tappezzieri	2	===	2	=== 2
Verniciatori	2	2 (civili)	2	2
Vulcanizzatori	1	1 (civile)	1	1
Personale di manovalanza.-			4	4
Guardie Giurate			8	8
Motociclisti	1	1 (civile)	==	==
Conduttori	9	9 (di cui 3 civili)	==	==
Ufficiali superiori	1	1		
Capitani	1	1		
Ufficiali subalterni	4	4		
SOTTUFFICIALI:				
Specializzati	4	4		
Servizi vari	6	6		
TOTALI	68	63	74	71

3420

PERSONALE MILITARE = DEFICIENZE RISPETTO ALL'ORGANICO N° 5

N° 1 cuciniere-rimpiazzato da N° 1 dattilografo (Civ.
N° 2 attendenti-rimpiazzati da N°2 scritturali (Civ.)
N° 2 tappezzieri-rimpiazzati da N°2 " "

PERSONALE CIVILE = DEFICIENZE RISPETTO ALL'ORGANICO N° 3

N° 1 barbiere-rimpiazzato da N°1 addetto magazzino
N° 2 tappezzieri-rimpiazzati da N°2 personale di manovalanza.

FORZA EFFETTIVA CONTRO ORGANICO N°142

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

~~XXXXXXXX~~

PERSONALE CIVILE = DEFICENZE RISPETTO ALL'ORGANICO N° 3

N° 1 barbiere-rimpiazzato da N°1 addetto magazzino
N° 2 tappezzieri-rimpiazzati da N° 2 personale di manovalanza.

FORZA COMPLESSIVA COME DA ORGANICO N°I42

FORZA COMPLESSIVA PRESENTE N°I48

ESUBERANTI RISPETTO ORGANICO COMPLESSIVO N° 8 di cui:

Sottufficiali	N° 2	(addetti ai servizi vari)
Dattilografi	" 2	
Scritturali	" 1	
Manovali	" 3	

IL COMANDANTE
(Ten. Col Zannini Gino)

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

SITUAZIONE DEL PERSONALE DELLA DIVISIONE "FRIULI"

a) - da inoltrare l'ultimo di ogni mese
b) - stato alle ore 12 del mese di data 30 Settembre 1946.

REPARTO	Forza organica	Personale militare attuale (totale)	Personale militare che verra' congedato al....	Civili
	(a)	(b)	(c)	(d)	(e)
Officina Mobile Divisionale	174	98	55	
Plotone Officina Trasporti	45	15	3	
L.A.D. 1	12	5	1	
L.A.D. 2	12	5	2	
L.A.D. 3	12	5	NIL	
L.A.D. 4	12	NIL	NIL	
L.A.D. 5	12	NIL	NIL	
L.A.D. 6	12	NIL	NIL	
Totali	291	128	61	

3419

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEL MATERIALE RADIO RIPARATO DA QUESTA OFFICINA MOBILE
dal 25 Settembre al 5 Ottobre 1946

Reparto	Denominazione del materiale	In riparazione	Riparati	Da riparare	B.L.R.	Funzionamento
35 Rgt.Art.	Radio 22	20	6	14	-	Buono (1)
" " "	Radio 48	1	1	-	-	Buono (1)
" " "	Telefono	1	1	-	-	Buono
" " "	Batterie	32	25	-	7 (1)	
20 T.R.T.	Batterie	13	2	-	11 (1)	

(1) addebitato al reparto

Trento, li 5/10/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

3418

Declassified E.O. 12065 Section 3-402/NSDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
dal 25 Settembre al 5 Ottobre 1946

Reparto e Tipo	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	Note
88 Rgt. Ftr. Ufficio Materiali					
Fucili M/I	34	34			
Fucili M/4	44	44			
Mortai 3 Pollici	3	3			
Pist	3	3			
Brem	2	2			
Thompsons					
5 Comp.Art.					
Thompson		20	20		
35 Art. I Gruppo					
Cannoni	8	1	1	-	Buono
Avantreni tipo 27	16	1	1	-	

Trento, li 5 Ottobre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

2217

Declassified E.O. 12065 Section 3-402/NNRG NO. 785020

COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 16 al 30 Settembre 1946.

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87 Regg/to Fanteria (I° L.A.D.)	7	4	3
88° Regg/to Fanteria (2° L.A.D.)	2	2	-
35° Regg/to Artiglieria (3° L.A.D.)	3	3	-

Levico, li 2 Ottobre 1946

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

3416

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dal 22 al 28 Settembre 1946

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti Civili	Note
Dodge	-	1	Officina Marconi

Trento, li 29/9/46

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

SITUAZIONE MOTORI REVISIONATI dal 29 Settembre al 5 Ottobre 1946

NONE.

Trento, li 5/10/46

per IL COMANDANTE DELL'OFFICINA MOBILE
(sgd) Cap. L.Maccarone

3415

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

Declassified E.O. 12065 Section 3-402/NNTC NO. 785020

(DIVISIONE DI FANTERIA "A. DEI"
- Ufficio Operazioni Mobile -

N° 4468 /02 di rot. Trento, li 5/10/1943-

OGGETTO:- Esercitazione sulla Vetta e materiale radio.

AL C.R.A. - SEDE -

AL C.R.E. - SEDE -

AL C.R.S. - SEDE -

AL COMANDO DI SUPPORTO ARTIGIANO TERRITORIALE

AL C.R.A.M.

Si trasmettono, unito alla presente, gli specchi relativi alle esercitazioni orei portatili, cannoni - materiale radio eseguite nella 25 al 5/10/1943-

Il Comandante dell'Uff. Mobile
- Maggiore Emilio Giovanni -

Capt d'Stamaroz

3413

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA "ACQUI"
- Comando artiglieria divisionale -
---=oooOooo=---

SPOSTAMENTO DEI REPARTI NAVE SBARCATO DA LERICI DELLA DIVISIONE ACQUI
AL 25 ottobre ed 8 Ottobre 1946.-

Reparto	Denominazione del materiale	In riparazione	Riparati	In riparazione presso terzi	D.E.	Provenienza
32 R.g.t.Art.	Radio 22	20	6	14	-	Deposito (I)
" " "	" 48	1	1	-	-	" (I)
" " "	Telefono	2	1	-	-	"
" " "	Batterie	32	25	-	7(I)	
20 T.R.T.	"	13	2	-	11(I)	

(I) assegnate al reparto)

Trebbo, li 5/10/1946

IL DIRETTORE DELL'OFFICINA
+S.Tenente MARTINENGHI Ferdinando-

Hen Martinengh.

3414

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -
---=oo0oo=---

RESOCONTO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
dal 25/9/1946 AL 5 Ottobre 1946 -

Reparto	Numero delle armi	Armi ispezionate	Armi riparate	B.L.R.	n o t e
88 Rgt.Ftr.					
Ufficio Materiali					
Fucili m/1			34		
" " 4			44		
Mortai 8 Pollici			3		
Sten			3		
Bren			3		
Thompsons			2		
5ª Comp.Art.					
Thompson		20	20		
155° Art.I Gruppo					
Cannoni	8	I	I	-	- buono
avantreni tipo 27	16	I	I	-	

3412

Trento, li 5 Ottobre 1946-

IL DIRETTORE DELL'OFFICINA
S.Tenente Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

38

SUBJECT :- Sitreps.

Land Forces Sub Comm. A.C.
.....A A.C.L.C.
AL/43/0/4
27 Sept. '43

TO :- ...m 4 E.I.U.

In reply to your sitreps S/H26 and S/H27.

1. These are most valuable, informative, and very welcome. In general, as many facts as possible, together with your comments thereon, should be included.

2. This H.Q. is pointing out to the Ministry of War certain points (covering administration, posting of personnel, and provision of stores at the workshop) in which Repair Units could be improved, but it is likely that finance will prove a great obstacle to this last point. In the meantime, it is suggested that you discuss with the Dir. of Repairs any possible de-centralisation and the institution of some form of test before mechanics etc. are engaged.

3. The quantities of engines overhauled by civilian firms seems disappointingly small. Is it possible to get Friuli Division to increase this figure to the ration of 40 per month, for it is believed that sufficient money is available to permit this?

4. Your troubles regarding domestic transport are noted, and it is suggested that instead of setting up a large unit workshop that you make more use of e.g. 4 Repair Unit or 21 Recovery Commission. Are 13 Corps able to help with Austin spares at all?

It is hoped to post you a vehicle mechanic (also an armourer) before long and for part of the time he might be able to assist. It is however inadvisable for an E.M.E to be burdened with the daily administration of unit transport, though

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prove a great obstacle to this [illegible]. [illegible]
it is suggested that you discuss with the Dir. of Repairs
any possible de-centralisation and the institution of some
form of test before mechanics etc. are engaged.

3. The quantities of engines overhauled by civilian firms seems disappointingly small. Is it possible to get Field Division to increase this figure to the region of 40 per month, for it is believed that sufficient money is available to permit this?

4. Your troubles regarding domestic transport are noted, and it is suggested that instead of setting up a large unit workshop that you make more use of e.g. 4 Repair Unit or C1 Recovery Commission. Are [illegible] able to help with Austin spares at all?

It is hoped to post you a vehicle mechanic (also an armourer) before long and for part of the time he might be able to assist. It is however inadvisable for an ME to be burdened with the daily administration of unit transport though he should as an officer of the BLU be prepared to assist.

As a matter of interest, valves from a Fiat Topolino after modification can be used for an Austin Utility engine.

3211

A. BRUNT. LT. COL.
Assistant Director of Mechanical Engineering.
M.E.I.A.

AB/EE Have studied need the [illegible]
control at outset but have
get special W/S to [illegible] 31/41 than
on a normal Cat supply by Dec
40

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37

Subject:- SITREP HQMS 4 B.L.U.

HQMS 4 B.L.U.
Ref.: S/R 28

23 September 1946.

To:- ADME, HQ. M.M.I.A., Rome
C.O. 4 B.L.U.

Period 8 September - 21 September 1946.

1. 4th Repair Unit (Bolzano).

(a) The above Unit was visited by HME on the 9 September 46. During this visit it was learnt that the Camera del Lavoro in arranging a special train from Bolzano to Merano, so that when the Workshop moves, it will not be possible, as had previously been hoped, to dismiss the unsatisfactory personnel; para 3 (i) of my S/R 25 dated 12 August 46 refers.

(b) The order prohibiting the dismissal of workers which was supposed to be effective only until 31 August 46, has according to Captain Rossi, C.C. Workshop, been extended.

(c) Apart from having unwanted personnal the Workshop is also extremely deficient of personnel, especially officers and special clerical staff. Attached is a personnel state as at 19 Sept 46.

(d) Attached is a translated copy of a further letter received by the Workshop from the Camera del Lavoro Bolzano. As it may be seen this time, they have forced the Workshop to dismiss guards with which they are satisfied, because they are not resident of this area, and are compelling them to employ local personnel which may or may not be satisfactory. It is normally a wise policy to employ as guards man from other areas, the local inhabitants having generally too many contacts who can be very helpful in disposing of stolen material.

(e) When visiting this W/S on 17 September 46 it was learnt that certain officers and N.C.O.'s intended to apply for a transfer from the Workshop due to the overdisciplining by the C.C. This somewhat difficult point was overcome by first congratulating

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hoped, to dismiss the unsatisfactory personnel; para 5 (i) of my S/R 25 dated 12 August 46 refers.

(b) The order prohibiting the dismissal of workers which was supposed to be effective only until 31 August 46, has according to Captain Rossi, O.C. Workshop, been extended.

(c) Apart from having unwanted personnel the Workshop is also extremely deficient of personnel, especially officers and special clerical staff. Attached is a personnel state as at 19 Sept 46.

(d) Attached is a translated copy of a further letter received by the Workshop from the Camera del Lavoro Bolzano. As it may be seen this time, they have forced the Workshop to dismiss guards with which they are satisfied, because they are not resident of this area, and are compelling them to employ local personnel which may or may not be satisfactory. It is normally a wise policy to employ as guards men from other areas, the local inhabitants having generally too many contacts who can be very helpful in disposing of stolen material.

(e) When visiting this W/S on 17 September 46 it was learnt that certain officers and N.C.O.'s intended to apply for a transfer from the Workshop due to the overdisciplining by the O.C. This somewhat difficult point was overcome by first congratulating the O.C. on his efforts to improve discipline and then suggesting a weekly conference of Workshop officers and senior personnel. The method of introduction at the conference was also suggested, which has been found from experience to be extremely successful, i.e. The O.C. cannot run the whole Workshop alone, he is entirely dependent on the good will and close cooperation of his officers and senior personnel and they in turn on their men.

2. No.2 L.A.D. "Friuli" Infantry Division (Riva).

(a) The above L.A.D. was visited on 11 September 46. A new Sjt. has been posted to this L.A.D. and on day of visit was found to be reorganising stores, tools etc. A great improvement was noted on previous visits.

(b) As the Italian U.M.I. was making inspections in the area it was suggested that the Sjt. should go and see their methods, which he did.

Later the U.M.I. Inspector visited the L.A.D. and carried out an inspection, for benefit of the Sjt. on a L.A.D. vehicle. The Sjt. was obviously amazed at the number of faults found and it is thought, learnt a great deal. It is hoped he will

P.t.O.

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now practise his knowledge on the Unit vehicles.

(c) Colonel Ricci commanding the U.M.I. was also present at this inspection and again caught out the M.T.O. of the Unit, the 88th Infantry Regiment (previously reported for lack of interest in my S/K 25 dated 12 August 46), who had carried out an inspection on the vehicle a few days previously. The AB 406 showed the vehicle as being in perfect condition, when infact it was almost a relic. The M.T.O. later admitted he had not inspected the vehicle and had completed the 406's in his office.

3. "Friuli" Infantry Division Main Workshop (Trento).

(a) A visit was paid to above Workshop on the 13 September 46. The general state of this Workshop appeared to be going down. Knowing that General Coulburn, M.M.I.A., would shortly visit the Workshop, several suggestions were put to Captain Maccanone (in absence of O.C. on leave) on improving the general appearance of the Workshop.

(b) Some time ago the poor state of the Workshop vehicles was brought to the notice of Major Figliolia (O.C. Workshop) with a suggestion that he should ensure that they were properly maintained.

(c) A start was made, but during this visit it was noted that general overhaul of each vehicle in turn was being practised instead of daily maintenance. It was suggested that the task system should be done properly and that overhauls should be given when necessary.

(d) A complaint of lack of men was brought forward as an excuse, but it was suggested if fewer men were employed in a non-essential work of carrying out what is undoubtedly magnificent upholstering and spraying of cars, sufficient men would be found.

4. 21st Recovery Commission (Vicenza).

On the 14 September 46 whilst visiting Colonel Frontero, Director of Repairs 4 T.C., it was learnt that the 21st Recovery Commission will be disbanded on the 15 October 46, the machinery and material passing to the "Mantova" Infantry Division.

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5. Visit of General Coulburn, M.M.I.A.

[illegible] was present when General Coulburn

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(b) [illegible] to the notice of Major Figliolia (O.C. Workshop) with a suggestion that he should ensure that they were properly maintained.

(c) A start was made, but during this visit it was noted that general overhaul of each vehicle in turn was being practised instead of daily maintenance. It was suggested that the task system should be done properly and that overhauls should be given when necessary.

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5. Visit of General Goulburn, M.M.I.A.

(a) On the 19 September 46 EME was present when General Goulburn visited the following Units :-

(i) New site of 4th Repair Unit, Merano.
(ii) 4th Transport Platoon Company Workshop, Bolzano.
(iii) Main Workshop "Friuli" Infantry Division, Trento.

General Goulburn also visited the 16th Repair Unit at Verona.

(b) During General Goulburn's tour of the "Friuli" Workshop, he picked on a point, that of "In" Inspections on vehicles which this Workshop has never practised and which has been suggested to the O.C. several times without result by EME. The O.C., it is felt, thinks "we never have, so why start now". He has always shown a tendency to think of his Workshop as perfect and beyond improvement.

(c) An attempt was made by perhaps too many people to explain all the troubles of the M.T. of the Division to General Goulburn in too few minutes, but it was finally summed up by General Bernardi as

D. to O.

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(i) lack of money;
(ii) lack of skilled personnel and drivers;
(iii) lack of spare parts,

which is more or less identical to my remarks in my S/A 25 para 5 (g) (i), (ii), (iii) dated 12 August 46.

(d) It was pointed out to General Coulburn that it is possible to give an Infantry Division poor instructors and the defects will not show too greatly under time of war, but poor mechanics are soon shown up by a terrific Park of vehicles awaiting repair, it is possible to give troops half the necessary equipment and they will struggle and manage, but vehicles on the other hand will not run with only half the parts. To stint money and personnel on vehicles only costs more in the long run and are possibly lost altogether, perhaps some 200,000.- Lire for the lack of a comparatively small sum.

(e) After the departure of the General the REME spent again, this time with General Bernardi commanding the Division as an interested spectator, over an hour dealing with all the questions and objections put forward on "In" Inspections. It was finally agreed to commence "In" Inspections at the point when REME was almost convinced the whole British Army and not the "Friuli" Workshop was in the wrong.

(f) General Bernardi then turned to another point on which countless times the REME has remarked and on which finally a letter was written to the CME, but on which still no action was taken - that of building up dereliict cars to luxurious vehicles upholstered throughout, chromium plated and painted to the equivalent of the maker's finish.

General Bernardi suffering from lack of transport due to break downs, was extremely annoyed to find men wasting their time in a Workshop in this fashion when he was off the road and prohibited the O.C. to continue work of this type, which apart from waste of labour is costing the Division a great deal of money which will be better spent in spare parts and engine overhauls.

(g) A final point brought to the notice of O.C. Workshop, Captain Maccarone, was that the state of the Workshop was extremely poor considering the ample warning he had been given of the General's visit. Suggestion made to him on previous visit such as lining

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agreed to commence "In" Inspections at the point when EME was almost convinced the whole British Army and not the "Friuli" Workshop was in the wrong.

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General Bernardi suffering from lack of transport due to break downs, was extremely annoyed to find men wasting their time in a Workshop in this fashion when he was off the road and prohibited the O.C. to continue work of this type, which apart from waste of labour is costing the Division a great deal of money which will be better spent in spare parts and engine overhauls.

(g) A final point brought to the notice of O.C. Workshop, Captain Maccarone, was that the state of the Workshop was extremely poor considering the ample warning he had been given of the General's visit. Suggestion made to him on previous visit such as lining up new influx of vehicles etc. was not carried out. It was later learnt that the CME had also warned Captain Maccarone of visit and was equally surprised to find the Workshop so dirty on arrival of the General.

6. CME "Friuli" Infantry Division -Monthly Report.

Attached is a translated copy of CME "Friuli" Infantry Division Monthly Report.

7. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms, Artillery and Vehicles in the "Friuli" Infantry Division during this period.

8. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached is a list of engines repaired in the Workshop and by local firms during this period.

P.t.o.

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9. W.E. of B.L.U.

Attached is copy of 217 Area letter showing increase of B.L.U. Strength by 1 Sjt. Veh., 1 Cpl Armourer plus a vehicle. It is hoped that these personnel will be quickly forthcoming, as they will be extremely useful providing they have also the transport allotted.

10. Workshop Outputs.

1st Mobile Park

Week ending 14 September 46		Week ending 21 September 46	
M/C	-	M/C	-
Cars	-	Cars	1
Lorries	4	Lorries	5
Total	4	Total	6

21st Recovery Carrission

Week ending 14 September 46		Week ending 21 September 46	
M/C	1	M/C	2
Cars	1	Cars	1
Lorries	3	Lorries	4
		Trailers	1
Total	5	Total	8

46th Repair Unit

Week ending 14 September 46		Week ending 21 September 46	
M/C	-	M/C	1
Cars	5	Cars	6
Lorries	3	Lorries	4
Total	8	Total	11

16th Repair Unit

Week ending 14 September 46		Week ending 21 September 46	
M/C	-	M/C	-
Cars	5	Cars	7
Lorries	9	Lorries	5
Total	14	Total	12

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Week ending 14 September 46		
M/C	-	1
Cars	-	1
Lorries	-	3
Total		5

Week ending 21 September 46		
M/C	-	2
Cars	-	1
Lorries	-	4
Trailers	-	1
Total		8

4th Repair Unit

Week ending 14 September 46		
M/C	-	—
Cars	-	5
Lorries	-	3
Total		8

Week ending 21 September 46		
M/C	-	1
Cars	-	6
Lorries	-	4
Total		11

15th Repair Unit

Week ending 14 September 46		
M/C	-	—
Cars	-	5
Lorries	-	9
Total		14

Week ending 21 September 46		
M/C	-	—
Cars	-	7
Lorries	-	5
Total		12

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"Friuli" Workshop

Week ending 13 September 46		
M/C	-	3
Cars	-	4
Lorries	-	13
Total		20

Week ending 20 September 46		
M/C	-	2
Cars	-	10
Lorries	-	8
Total		20

Encls.

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

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COPIA.

IV° NUCLEO RIPARAZIONI AUTOVEICOLI

SPECCHIO RIEPILOGATIVO DEL PERSONALE -
(UFFICIALI - SOTTUFFICIALI - GRADUATI - PERSONALE CIVILE)

Forza complessiva	Organico	Presenti	Differenza
Complessivo	158	132	26
Specialisti	78	52	26

IL COMANDANTE INTERINALE DEL REPARTO
(apd) Cap.no Bruno Rossi

3406

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

COPY.

IV° REPARTO RIPARAZIONI AUTOVEICOLI

RIASSETTO DIMOSTRATIVO DEGLI UFFICIALI, SOTTUFFICIALI, GRADUATI, SOLDATI,
PERSONALE CIVILE DI RUOLO E SALARIATI SECONDO L'ORGANICO
- Realizzazione e Deficienze -

Specialità	PERSONALE MILITARE			PERSONALE CIVILE DI RUOLO E SALARIATI	
	Organ.	Realiz.	-	Organ.	Realiz.
Ragioniere d'Art.	=	=		1	1
Archivisti, scritt.li	=	=		9	9
Dattilografi	=	=		4	4
Disegnatori	=	=		1	1
Operai per serv.vari	=	=		=	=
Telefonisti	1	=	1	1	1
Infermieri	1	=	1	1	1
Cuochi	2	1	1	=	=
Addet. distr. carburanti	1	=	1	=	=
Attendenti	3	1	2	=	=
Barbiere	=	=		1	1
Calzolaio	=	=		1	1
Sarto	=	=		1	1
Inservienti d'ufficio	=	=		2	2
Addetti magazzini	2	=	2	14	14
Motoristi	14	14	=	15	15
Montatori	14	14	=	4	4
Aggiustatori	2	2	=	2	2
Tornitori	2	2	=	2	2
Fabbri ferraiori	2	2	=	1	1
Lamieristi	2	1	1	2	2
Radiatoristi	1	1	=	1	1
Saldatori autogeno	2	2	=	2	2
Elettricisti magaz.	1	1	=	1	1
Verificatori p.tubes.	2	2	=	2	2
Falegnami ossord	1	1	=	1	1
Tappezzieri	2	2	=	2	2
Verniciatori	1	1	=	1	1
Vulcanizzatori	=	=	=	6	6
Personale di manovalan.	=	=	=	10	10
Guardie giurate	=	=	=	=	=
Motociclisti	2	2	=	=	=
Camionisti	11	11	=	=	=

reduced to 24 — under M.o.W. instructions

reduced to 24 — under M.o.W. instructions

UFFICIALI - SOTTUFFICIALI

Marescialli Superiori	1	=	1

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Operai per arrivare	1	"	1	1	1
Telefonisti	1	"	1	1	1
Infermieri	2	1	1	"	"
Cuochi	1	"	1	"	"
Addet. distr. carburanti	3	1	2	"	"
Attendenti	1	"	"	1	1
Barbiere	"	"	"	1	1
Calzolaio	"	"	"	1	1
Sarto	"	"	"	1	1
Inservienti d'ufficio	2	"	2	3	3
Addetti magazzini	14	reduced to 2	1	14	14
Motoristi	13	under M.o.W. instructions	1	13	13
Montatori	4	"	"	4	4
Aggiustatori	2	"	"	2	2
Tornitori	2	"	"	2	2
Fabbri ferraiori	2	"	"	2	2
Lamieristi	1	"	"	1	1
Radiatoristi	1	"	"	1	1
Saldatori autogene	2	"	"	2	2
Elettricisti magaz.	1	"	"	1	1
Verificatori p.indus.	2	"	"	2	2
Falegnami assemd	1	"	"	2	2
Impennatori	2	"	"	2	2
Verniciatori	1	"	"	1	1
Falegnamatori	"	"	"	6	6
Personale di manovale.	"	"	"	10	10
Guardie giurate	2	2	"	"	"
Motoristi	11	11	"	"	"
Conduttori					

3405

UFFICIALI - SOTTUFFICIALI

Ufficiali Superiori	1	"	1
Capitani	3	2	1
Ufficiali subalterni	4	1	3
Sottufficiali	8	8	"
Sottufficiali Specialisti	4	2	2
Totale:	67	29	38

91 91

Surplus to W.W.: 2 Personale di manovale.

IL COMANDANTE INTERINALE DEL REPARTO
(a.) Capo Bruno Rocca

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Translation.

Subject:- Guards bound by an oath.

MINISTERO DEL LAVORO e DELLA
PREVIDENZA SOCIALE
-Ufficio Provinciale del Lavoro-
B O L Z A N O
Ref.: 17235 Liaison Sect.

Bolzano, 5 September 1946.

To:- O.C. 4th Repair Unit,
B o l z a n o

For information to:- Questura, Bolzano.

Yesterday our office has come to an agreement with the Hq. Corpo d'Armata - Comdt. Colonel FROVERO - that 5 unemployed labourers be sent to your Command to replace the guards which are not residing in Bolzano.

The Questura will postpone the repatriation of the following persons w.e.f. to-day up to the 20th inst. :-

1.) D'Andrea Ermenegildo
2.) Gerini Giuseppe
3.) Tessaro Antonio
4.) Mattrel Amedeo
5.) Facci Luigi
6.) Marosa Antonio.

If on the 20th September the 4th Repair Unit have not complied with the above, the Questura will be authorised to proceed on the repatriation of the above mentioned labourers.

THE CHIEF
for Com. Truano Giovanni
-signature illegible-

F/W.

3404

Declassified E.O. 12065 Section 3-402/NRDC NO. 785020

Bolzano

For information to:- Questura, Bolzano.

Yesterday our office has come to an agreement with the Mil. Corpo d'Armata - Comdt. Colonel FRONTERO - that 5 unemployed labourers be sent to your Command to replace the guards which are not residing in Bolzano.

The Questura will postpone the repatriation of the following persons w.e.f. to-day up to the 20th inst. :-

1.) D'Andrea Ermenegildo
2.) Gerini Giuseppe
3.) Tessaro Antonio
4.) Mattrel Aroldo
5.) Facci Luigi
6.) Moroso Antonio.

If on the 20th September the 4th Repair Unit have not complied with the above, the Questura will be authorised to proceed on the repatriation of the above mentioned labourers.

THE REGENT
for Gen. Truano Giovanni
-signature illegible-

W/M.

3104

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MINISTERO DEL LAVORO E DELLA PREVIDENZA SOCIALE

UFFICIO PROVINCIALE DEL LAVORO -BOLZANO .

Bolzano, li 5/9/1946

Tradotto

Prot. I/235

Reparto: Collocamento

AL COMANDO 4° REPARTO RIPARAUTO
BOLZANO

e.p.c.:

ALLA QUESTURA DI BOLZANO -

OGGETTO: Guardie giurate. -

.....

Come da accordi intercorsi nella giornata di ieri presso il Comandi di Corpo d'Armata di Bolzano e precisamente tra il comandante Colonnello FRONTERO e questo Ufficio, sono stati avviati al sopradetto Comando n° 5 lavoratori disoccupati bisognosi in sostituzione delle guardie giurate non residenti. -

Pertanto codesta Questura è pregata di voler sopressederer a cominciare dalla data odierna e fino al 20 corr. mese al rimpatrio delle persone che si riportano i nominativi in calce:

- 1°) D'ANDREA Ermenegildo
- 2°) Gerini Giuseppe
- 3°) BESSARO Antonio
- 4°) MATTEEL Amedeo
- 5°) FACCI Luigi
- 6°) MOROSO Antonio

Si fa inoltre presente che se alla data del 20 corr.mese il 4° Riparauto non avrà ottemperato a quanto sopra detto, codesta Questura è autorizzata a voler procedere al rimpatrio dei lavoratori di cui sopra. -

Il REGGENTE
p. (Geom. Trusso Giovanni)
- firma illegibile -

3403

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

[illegible] si è riferito intervenire nella giornata di ieri presso il Comando di Corpo d'Armata di Bolzano e precisamente tra il comandante Colonnello FRONTERO e questo Ufficio, sono stati avviati al sopradetto Comando n° 9 lavoratori disoccupati bisognosi in sostituzione delle guardie giurate non residenti. -

Pertanto codesta Questura è pregata di voler soprassedere a cominciare dalla data odierna e fino al 20 corr. mese al rimpatrio delle persone che si riportano i nominativi in calce:

- 1°) D'ANDREA Ermenegildo
- 2°) Gerini Giuseppe
- 3°) TESSARO Antonio
- 4°) MATTREL Amedeo
- 5°) FACCI Luigi
- 6°) MOROSO Antonio

Si fa inoltre presente che se alla data del 20 corr. mese il 4° Riparato non avrà ottemperato a quanto sopra detto, codesta Questura è autorizzata a voler procedere al rimpatrio dei lavoratori di cui sopra. -

IL REGGENTE
P. (Geom. Trusso Giovanni)
- firma illegibile -

3403

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

Levico, 4 September 1946.

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :

MONTH OF A U G U S T 1946.

(1) Ordinary Maintenance :-
After the return of the Officers and Serjeants who have attended the U.M.I. course last month, to their Units, the duty system attained a certain technical degree.
In some Units however, the ordinary maintenance service can't be fully evolved, because they are deficient of personnel due to the release of the eldest soldiers which have not been replaced yet by the "recruit" personnel, these still being engaged by the training course.
As already pointed out in the July Report, it would be necessary to evolve a theoretical-practical M.T. course for the Officers and Serjeants being in charge of M.T., with a view to complete their knowledge of vehicle maintenance - and it even would be advisable to establish a theoretic-practical school only for the training of drivers at the site of the Division. -
For this purpose it will be necessary to assign at least 2 Officers and 3 Serjeants in the capacity of instructors to the Division.

(2) Extraordinary Maintenance :-
No alterations are to be reported as regards this para in my previous report.

(3) Efficiency State of Vehicles :-
The percentage of vehicles and motorcycles being inefficient owing to lack of tyres is continuously increasing; this especially refers to heavy lorries, motorcycles and cars. - Recently 12 complete tyres for Jeep have been assigned to the Division, and it is hoped that we shall be able to get part of the Jeeps the Division has on its charge, efficient with same. Furthermore 4 Jeeps complete with tyres have been assigned, which on arrival at the Division, will be issued to the Units being in most urgent need of same.

The tyres the Division mostly needs, are as follows :-

Tyres Tubes

Declassified E.O. 12065 Section 3-402/NNDC No. 185020

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The tyres the Division mostly needs, are as follows :-

Sizes	Tyres	Tubes
10,50 x 20	150	62
10,00 x 22	19	-
10,50 x 13	5	52
11,50 x 20	4	2
14,00 x 20	8	-
7,50 x 20	16	12
7,00 x 16	4	2
6,00 x 16	38	30
6,00 x 18	6	6
5,50 x 20	12	-
5,50 x 15	29	12
5,50 x 16	9	9
5,00 x 18	5	5
5,00 x 15	60	25
165 x 40	4	4

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Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

Sizes	Tyres	Tubes
150 x 40	12	12
4,00 x 17	8	7
210 x 20	10	10
4,00 x 15	10	10
3,25 x 19	97	89.

There is a deficiency of vehicles and motorcycles in comparison with the W.E. of the Division, as 82 (vehicles and motorcycles) of the number the Division had on its charge, have been transferred to O.A.R.E., and up to date the Division has not obtained any assignment to fill up this deficiency.

(4) Lorries' Equipment :-
We are still awaiting assignment of the equipments requested in accordance with circular letter No. 26600 dated 3 April 46 of the Ministry of War - GHQ. Artillery & Motorisation.
In order to enable the Units to carry out the vehicle maintenance in the meantime, our Command is just going to have a small number of equipments bought by the Mobile Park, so that at least 50% of the vehicles will get the necessary equipment.

(5) Equipment and Functioning L.A.D. :-
Owing to deficiency of specialized personnel the number of L.A.D.'s had to be reduced at present, so that actually there are only 3 L.A.D.'s which are being equipped in the best way.
We are just going to purchase 3 electric vulcanizators, small for inner-tubes; 3 compressors ("compressori"); 3 jacks, transportable on wheels; as well as the respective grind-stones, so that the L.A.D.'s will be able to carry out the necessary small repairs.

(6) Deficiency of Technical Personnel :-
The L.A.D.'s are still deficient of 3 Sjts./Maj. Chiefs of the W/S and of technical personnel at the Units.

(7) Main Workshop of the Division :-
It is hoped that by the assignment of the workshop of the 1st Mobile Park Peschiera to the Main Workshop of the Division, the necessary productive capacity will be attained to meet the requirements of the Division.

(8) Spares for Allied Vehicles :-
After very many endeavours we succeeded in finding out a few firms in Milan which have bound themselves to supply the Division with all required spares at prices which are a little inferior to those indicated in the Edicts previously published by the M.T. Office of the "Legnano" Division. -
The essential items of these spares have already been tested by using same in 3 completely overhauled engines which have been running on the test-bed for ... time to ascertain the quality of the material. As first-class ... is going to provide

Declassified E.O. 12065 Section 3-402/NNDC No. 185020

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The essential items of these spares have already been tested by using same in 3 completely overhauled engines which have been running on the test-bed for a long time to ascertain the quality of the material. As first-class results were obtained, the Mobile Park under our Command is going to provide for the necessary spares in order to meet with the requirements of the Divisional Workshops.

(9) Driver Discipline :-
The courses for specializing evolved at the regiments, some of which are still running, did not show the results expected, so that there is still a certain deficiency of drivers for the vehicles on charge.

Therefore it is felt that it will still be necessary to establish a Divisional School for Drivers, for which purpose however it will be necessary to assign the personnel as under para (1) of this report.

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

(Seen) THE GENERAL COMMANDING
Tullio Bernardi.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COMANDO DIVISIONE DI FANTERIA "Julia"
-Ufficio Automobilistico-

N 3233 di prot/Aut Levico li 9 Settembre 1946

OGGETTO: Relazione sull'andamento del servizio manutenzione automezzi.-

AL COMANDO 4° B.L.U.
Ufficio Cap. Weit
presso: Comando Militare Territoriale (IV)
B O L Z A N O

Trasmetto copia della relazione mensile sull'andamento del servizio manutenzione automezzi.-

D'ordine
IL CAPO UFFICIO AUTOMOBILISTICO
-Magg. B. Leone-

3400

COMANDO DIVISIONE DI FANTERIA "Friuli"
-Ufficio Automobilistico-

Levico 4 settembre 1946

---- RELAZIONE SULL'ANDAMENTO DEL SERVIZIO MANUTENZIONE AUTOMEZZI.-

Mese di Agosto 1946

1) Manutenzione ordinaria: Il sistema del compito,dopo il rientro in sede degli Ufficiali e sottufficiali che frequentarono,lo scorso mese,il corso U.M.I.,ha raggiunto un grado tecnico discreto.-
In alcuni reparti pero' la manutenzione ordinaria non puo' essere effettuata in pieno per deficienza di personale creatasi con l'invio in congedo dei militari anziani e non ancora rimpiazzati dal personale "reclute" ancora impegnato nello svolgimento del corso addestrativo.-
Come gia' detto nella relazione del mese di luglio,per completare la cultura automobilistica degli Ufficiali e sottufficiali addetti agli automezzi sarebbe necessario che questi frequentasse-ro un corso teorico-pratico di automobilismo-come pure sarebbe opportuno istituire in seno alla Divisione una scuola teorico-pratica unica per la formazione dei conduttori.- Per effettuare cio' é necessario l'assegnazione alla Divisione di almeno 2 Ufficiali e 3 sottufficiali istruttori.-
2) Manutenzione straordinaria: Nulla di variato in quanto detto nella relazione precedente.-
3) Stato di efficienza degli automezzi: La percentuale dei mezzi inefficienti per mancanza di gomme é di continuo aumento specie per quanto riguarda autocarri pesanti, moto ed autovetture.-
Sono state assegnate recentemente alla Divisione n.12 gomme complete per Jeep con le quali si spera di poter risollevare in efficienza una parte delle Jeep in carico alla Divisione;sono state assegnate inoltre 4 Jepp complete di gomme che saranno distribuite ai reparti che piu' ne hanno bisogno non appena giungeranno alla Divisione.-
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Le gomme che piu' necessitano alla Divisione sono le seguenti:

Sezione	Coperture	Camere d'aria
10,50 x 20	150	62

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con l'invio in congedo dei militari anziani e non ancora rimpiazzati dal personale "reclute" ancora impegnato nello svolgimento del corso addestrativo.-

Come gia' detto nella relazione del mese di luglio, per completare la cultura automobilistica degli Ufficiali e sottufficiali addetti agli automezzi sarebbe necessario che questi frequentassero un corso teorico-pratico di automobilismo-come pure sarebbe opportuno istituire in seno alla Divisione una scuola teorico-pratica unica per la formazione dei conduttori.- Per effettuare cio' é necessario l'assegnazione alla Divisione di almeno 2 Ufficiali e 3 sottufficiali istruttori.-

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3399

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10,50 x 20	150	62
10,00 x 22	19	-
10,50 x 13	5	52
11,50 x 20	4	2
14,00 x 20	8	-
7,50 x 20	16	12
7,00 x 16	4	2
6,00 x 16	38	30
6,00 x 18	6	6
5,50 x 20	12	-
5;50 x 15	29	12
5,50 x 16	9	9
5,00 x 18	5	5
5,00 x 15	60	25
165 x 40	4	4

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Sezione	Coperture	Camere d'aria
I50 x 40	I2	I2
4,00 x I7	8	7
2I0 x 20	I0	I0
4,00 x I5	I0	I0
3,25 x I9	97	89

Il numero degli automotomezzi in carico alla Divisione é in deficienza rispetto all'organico in quanto la Divisione ha perduto di carico n. 82 automotomezzi versati all'O.A.R.E. senza aver ottenuto a tutt'oggi alcuna assegnazione per colmare tali deficienze.-

4) Dotazione autocarri: Si é sempre in attesa dell'assegnazione delle dotazioni tipo richieste in ottemperanza alla circolare 26600 del Ministero della Guerra-Direz. Generale Art. e Motorizzazione in data 3/4.46.- Per poter mettere intanto i reparti in condizioni di poter praticare la manutenzione agli automezzi,questo Comando sta facendo acquistare dal dipendente Parco Mobile un certo numero di dotazioni in modo che almeno il 50% degli automezzi possa disporre degli attrezzi necessari.-

5) Attrezzatura e funzionamento LAD: Data la scarsezza di personale specializzato questo Comando é stato costretto a ridurre per il momento il n. dei L.A.D. abbinandoli;esistono in atto n. 3 LAD che si sta ~~xxxxxxxxx~~ cercando di attrezzare nel miglior modo.-

E' in corso l'acquisto di n. 3 vulcanizzatori elettrici piccoli per camere d'~~xxx~~ aria,n. 3 compressori,n. 3 crik a carrello nonché relative mole smeriglio in modo che i LAD possano effettuare le piccole riparazioni necessarie.-

6) Deficienza personale tecnico: Permane sempre la deficienza di n. 3 Marescialli capi Officina per i LAD e di personale tecnico presso i reparti.-

7) Officina Mobile Divisionale;Con l'assegnazione dell'officina del I Parco Mobile di Reschiera si spera che l'officina Divisionale possa raggiungere una capacita' di lavoro tale da poter far fronte alle necessita' della Divisione.-

8) Parti di ricambio per automezzi alleati:Dopo lungo e laborioso lavoro si é riusciti a trovare a Milano alcune ditte che si sono impe-

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ze.-

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8) Parti di ricambio per automezzi alleati:Dopo lungo e laborioso lavoro si é riusciti a trovare a Milano alcune ditte che si sono impegnate a fornire tutti i pezzi di ricambio necessari alla Divisione a prezzi alquanto inferiori rispetto a quelli di cui ai notiziari a suo tempo diramati dall'Ufficio Automobilistico della Divisione Legnano.- Le parti principali di detti ricambi sono ~~già~~ gia' sperimentate impiegandoli in 3 motori revisionati al completo che sono stati tenuti per lungo tempo sotto sforzo onde cincerarsi della bonta' del materiale.Avendo ottenuto ottimi risultati,il dipendente parco Mobile si sta provvedendo dei ricambi necessari onde far fronte alle necessita' delle officine della Divisione.-

9) Disciplina conduttori: I corsi di specializzazione presso i regg/ti dei quali ancora qualcuno in atto,non hanno dato i risulteti sperati per cui esiste sempre una certa deficienza di conduttori rispetto agli automezzi ~~in~~ in carico.-

Si é pertanto sempre del parere di istituire

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una scuola unica Divisionale per l'attrazione della quale pero' e' necessaria l'assegnazione del personale di cui al n. I della presente relazione.-

D'ordine
IL CAPO UFFICIO AUTOMOBILISTICO
-Magg. E.Leone-

Visto:
IL GENERALE COMANDANTE
-Tullio Bernardi-

p.

Gen G. Tiecher

3397

C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

MOVIMENTO DEL MATERIALE RADIO RIPARATO IN QUESTA OFFICINA MOBILE
dall' 8 al 24 Settembre 1946

Reparto	Denominazione del materiale	In riparazione	Riparate	Da riparare	D.L.R.	Funzionamento
35° Rgt. Art.	Radio 22	7	3	4	-	ottimo
" " "	cuffie mic.	3	2	1	-	ottimo
" " "	Variometro per 19	1	1	-	-	ottimo
" " "	Centralini	2	2	-	-	ottimo
Officina Mobile	Accumulatori (radio) da Ce 12 V.	8	8	-	-	ottimo

Trento, li 25 Settembre 1946.

IL DIRETTORE DELL'OFFICINA MOBILE
(sgd) S.Ten. Martinelli Ferdinando

3396

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI RIMANENTE AI REPARTI DELLA DIVISIONE "FRIULI"
dall' 8 al 24 Settembre 1946

Tipo	Carico delle Armi	Armi in consistente	Armi rimanente	R.A.F.
2° BATTG. 87 FTR.				
Fucili m.1	108	99	11	
Fucili m.4	535	522	154	11
Thompson	128	117	14	1
Bren	65	65	7	
Pistole 38	28	28		
Fiat	21	21	1	
Mortai 3 pollici	4	4		
" 2 "	17	17		
Pistole Segnalaz.	20	20		
3° BTG. 87° FTR.				
Fucili m.1	54	47	8	
Fucili m.4	355	342	116	15
Thompsons	136	126	17	
Bren	63	63	5	
Pistole 38	29	29	1	
Fiat	16	16	2	
Mortai 3 pollici	4	4		
" 2 "	22	22		
Pistole Segnalaz.	9	9		
COMP. MORTAI 87 FTR.				
Fucili m.1	9	9	2	
Fucili m.4	146	146	39	4
Thompson	66	62	10	5
Bren	9	9	2	
Pistole 38	24	22	1	
Fiat	4	4	1	
Mortai 3 pollici	8	8		
" 2 "	1	1		

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Fucili m.1	103	99	11	
Fucili m.4	538	522	184	11
Thompson	128	117	14	1
Bren	63	63	7	
Pistole 38	28	28		
Fiat	21	21	1	
Mortai 5 pollici	4	4		
" 2 "	17	17		
Pistole Segnalaz.	20	20		

3° BTG. 57° FTR.

Fucili m.1	57	47	8	
Fucili m.4	355	342	116	19
Thompsons	138	126	17	
Bren	63	63	5	
Pistole 38	29	29	1	
Fiat	16	16	2	
Mortai 5 pollici	4	4		
" 2 "	22	22		
Pistole Segnalaz.	9	9		

COMP.MORTAI 57 FTR.

Fucili m.1	9	9	2	
Fucili m.4	146	146	35	4
Thompson	65	62	10	5
Bren	9	9	2	
Pistole 38	24	22	1	
Fiat	4	4	1	
Mortai 3 pollici	8	8		
" 2 "	1	1		
Pistole Segnalaz.	10	10		

3393

Trento, 25 Settembre 1945.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Marchelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Ufficio Nobile -

SPECCHIO DEI CANNONI RIPIEGATI ED INTERDETTI AI REPARTI DELLA DIVISIONE "FRIULI" dall' 8 al 24 Settembre 1945

Tipo	In ordine	Inservienti	Riparati	D.L.R.	Stato d'uso
35° Rgt. Art. III Gruppo					
Avvenire Tipo 27	16	1	1	-	Buono
35° Rgt. Art. I Gruppo					
Germani	8	1	1	-	Buono

Trento, li 25 Settembre 1945.

IL REDATTORE DELL'UFFICIO
(sgd) S.Ten. Martinelli Pertinace

3394

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35° Rgt. Art. III Gruppo					
Avantreno Tipo 27	16	1	1	-	Buono
35° Rgt.Art. I Gruppo					
Cannoni	8	1	1	-	Buono

Trento, li 25 Settembre 1946.

IL AIUTANTE DELL'UFFICIO
(a.p.) S.Ten. Martinelli Ferdinando

3394

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 1° al 15 Settembre 1946.

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina Mobile per grandi riparazioni
87° Regg.to Fanteria (I° L.A.D.)	9	5	4
88° Regg.to Fanteria (II° L.A.D.)	10	10	-
35 Regg.to Artiglieria (3° L.A.D.)	25	23	2

Levico, li 17 Settembre 1946.

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

3393

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

COPY.

DIVISIONE I FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dall' 8 al 14 Settembre 1946

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti Civili	Note
Jeep	1	-	35° Rgt. Art.
Hillman	1	-	Officina Mobile

Trento, li 15/9/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

- - - - -

SITUAZIONE MOTORI REVISIONATI dal 15 al 21 Settembre 1946

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti Civili	Note
Ford 8 V	-	1	Officina Moroni, Mantova
Bedford	-	1	" " "
Dodge	-	1	" " "

Trento li 21/9/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

- - - - -

SITUAZIONE MOTORI REVISIONATI dal 15 al 21 Settembre 1946

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti Civili	Note
Ford 8 V	-	1	Officina Morzoni, Mantova
Bedford	-	1	" " "
Dodge	-	1	" " "

Trento li 21/9/1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

3392

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA "FRIULI"
= Comando Artiglieria Mobile -

N. 4443/OR di prot. Trento, li 25/9/1945-

OGGETTO:- Ispezione armi varie e materiale radio.-

AL COMANDO 4) B.I.F. presso il Comando Militare Trr.

R O L Z A N O

^^^^^^^^^^^^

Si trasmettono, unite alla presente, gli specchi relativi alle ispezioni armi portatili , cannoni e materiale radio eseguite dall ' 5 al 24/9/1946 = 17 days ? ?

Il Comandante dell'Artiglieria Mobile
Maggiore Figliolia Giovanni -

3391.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA "FRIULI"
- Organic Officina Mobile -

SERVIZIO DEL MATERIALE RADIO RIPARATO DA QUESTA OFFICINA MOBILE
dall'8 al 24 settembre 1946 -

REPARTO	Denominazione del materiale	in riparazione	Riparato	da riparare	R.L. R.	Funzionamento
35° Rgt.art.	Radio 22	7	3	4	-	ottimo
" " "	Cuffie mic.	3	2	I	-	"
" " "	Variometro per I9	I	I	-	-	"
" " "	Centralini	2	2	-	-	"
" " "	Accumulatori					
Officina Mobile	(radio) da Ge 12 V.	8	6	-	-	"

Trento, li 25 settembre 1946-

IL DIRETTORE DELL'OFFICINA MOBILE
S.ten .Martinelli Ferdinando -

33

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -
--==ooOoo==--

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
dall'8 al 24 settembre 1946 -

TIPO	carico delle armi	armi ispezionate	armi riparate	S.L.R.
2° BATTAG.87 FTR				
Fucili m.I	108	99	12	
" " 4	338	322	164	11
Thompson	128	117	14	1
Bren	63	63	7	
Pistole 38	28	28		
Fiat	81	21	1	
Mortai 3 pollici	4	4		
" 2 "	17	17		
Pistole Segnalaz.	20	20		
3° BTG. 87°FTR/				
Fucili m.I	50	47	8	
" " 4	355	342	116	15
Thompsons	138	126	17	
Bren	63	63	5	
Pistole 38	29	29	1	
Fiat	16	16	2	
Mortai 3pollici	4	4		
" 2 "	22	22		
Pistole Segnalaz.	9	9		
COMP.MORTAI 87 FTR.				
Fucili m.I	9	9	2	
" " 4	145	145	35	4
Thompson	66	62	10	5

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" " 4	536	522	I84	II
Thompson	I28	II7	I4	I
Bren	63	63	7	
Pistole 38	28	28		
Piat	21	21	I	
Mortai 3 pollici	4	4		
" 2 "	I7	I7		
Pistole Segnalaz.	20	20		
3° BTG. 87°FTR/				
Fucili m.I	50	47	8	
" " 4	355	342	II6	I5
Thèopsons	I38	I26	I7	
Bren	63	63	5	
Pistole 38	29	29	I	
Piat	I6	I6	2	
Mortai 3pollici	4	4		
" 2 "	22	22		
Pistole Segnalaz.	9	9		
COMP.MORTAI 87 FTR.				
Fucili m.I	9	9	2	
" " 4	I46	I46	35	4
Thompson	66	62	I0	5
Bren	9	9	2	
Pistole 38	24	22	I	
Piat	4	4	I	
Mortai 3 pollici	6	6		
" 2 "	I	I		
Pistole Segnal.	I0	I0		

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Trento 25 settembre I9.6-

IL DIRETTORE DELL'OFFICINA
S.Tenente MARTINELLI Ferdinando

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Declassified E.O. 12065 Section 3-402/HNDC NO. 725020

DIVISIONE DI FANTERIA "F R I U L I "
- Comando Officina Mobile -

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE "FRIULI, dall' 8 al 24 settembre 1946.-

T I P O	In carico	Ispezionati	Riparati	B.L.R.	Stato d'uso
35° Rgt.Art. III Gruppo					
Avantreno Tipo 27	16	I	I	-	Buono
35° Rgt.Aart. V GRUPPO					
Cannoni	6	I	I	-	Buono

Trento, li 25 settembre 1946-

IL DIRETTORE DELL'OFFICINA
- SottoTen. MARTINELLI Fersin.-

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COPY.

Subject:- W.E.

HQ 217 Area, CMF

Ref.: 1321 G

2 Sep 46

1 SMP Centre CM
4 BLU
6 BLU
7 BLU

Appended extract from 295th meeting of W.E. Committee is forwarded for information.

GS/gc

(sgd)
[illegible] Major,
GS.
217 Area.

CM/1112/2

BRITISH LIAISON UNIT (TYPE 'A') TO AN ITALIAN TERRITORIAL HEADQUARTERS

The following amendment to the above War Establishment was approved wef 19 Aug 46.

Under (i) Personnel

3387

R.E.M.E.

Add Vehicle mechanic - Sergeant - 1

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Appended extract from 295th meeting of W.E. Committee is forwarded for information.

GS/gc (sgd)

??????? Major,
GS.
217 Area.

CM/1112/2

BRITISH LIAISON UNIT (TYPE 'A') TO AN ITALIAN TERRITORIAL HEADQUARTERS

The following amendment to the above War Establishment was approved wef 19 Aug 46.

Under (i) Personnel

3387

R.E.M.E.

Add	Vehicle mechanic -	
	Sergeant	- 1
	Armourer -	
	Corporal	- 1

Under (ii) Transport

Add	Car, 4 x 2, light utility	- 1
Against	Cars, 4 x 2, light utility	
Add footnote (a)	" Additional drivers will be provided by the Italian Army."	

Will be promulgated as amendment No. 2.

File: SD/0544

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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Subject:- SITREP RSME 4 B.L.U.

RSME 4 B.L.U.
Ref.: S/R 27

9 September 1946.

To:- ADMS. HQ. M.M.I.A., Rome
C.O. 4 B.L.U.

Period 25 August 46 - 7 September 46.

1. General.

(a) A great deal of this period has been spent on general Unit duties and general office work. Due to the distance involved to HQ. 217 Area (Bologna) even the most trivial Unit problems necessitating a visit to HQ. 217 Area take a period of 3 or more days to complete.

(b) Added to this is our transport problem which will never improve whilst we are issued with class 1 Utility Austins which in the first month in this Unit have developped the following troubles:

(i) Broken two fan belts.
(ii) Both vehicles have suffered burnt out valves.
(iii) One diff. pinion bearing collapsed, writing off diff. (plenty of oil).
(iv) Both vehicles had mal-adjusted brakes and U/S linings these had to be finally adjusted by RME after three attempts by Italian mechanics.
(v) One dynamo ceased to function and on dismantling was found to be a bodged job the field wires had been hooked together without soldering.
(vi) Shock absorber link rubbers on both vehicles are U/S and must be bodged until arrival of correct [illegible]
(vii) Door windows on both vehicles fall out due to worn parts.
(viii) Numerous other small jobs have had to be done on the vehicles which would not have been necessary on a new or properly reconditioned vehicle.

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(c) In reading the above it should be appreciated that the RMTO

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or 5 or more days to complete.

(b) Added to this is our transport problem which will never improve whilst we are issued with class 1 Utility Austins which in the first month in this Unit have developped the following troubles:-

(i) Broken two fan belts.
(ii) Both vehicles have suffered burnt out valves.
(iii) One diff. pinion bearing collapsed, writing off diff. (plenty of oil).
(iv) Both vehicles had mal-adjusted brakes and U/S linings these had to be finally adjusted by REME after three attempts by Italian mechanics.
(v) One dynamo ceased to function and on dismantling was found to be a bodged job the field wires had been hooked together without soldering.
(vi) Shock absorber link rubbers on both vehicles are U/S and must be bodged until arrival of correct [illegible]
(vii) Door windows on both vehicles fell out due to worn parts.
(viii) Numerous other small jobs have had to be done on the vehicles which would not have been necessary on a new or properly reconditioned vehicle.

9386

(c) In reading the above it should be appreciated that the WAMTO for these vehicles has not yet been received (no spares are held) and the "Friuli" Infantry Division having no Austin Utilities, hold no spares. Our nearest REME Workshop is a 150 miles away and not, as all REME Workshops, generally willing to play in giving spare parts.

(d) Further, this Unit has other transport which is also old and is also always giving a fair amount of trouble.

(e) To obtain spares for these vehicles, apart from scrounging (at the best of times a lengthy process) is to indent on to 217 Area (Post 4 or 5 days at least), who forward to B.T.A., who select and forward by rail to Bologna. Usual period for this process is normally at a minimum 6 weeks to 2 months.

(f) Due to the lack of a M.T. Cpl. in this Unit the REME is rapidly becoming part time M.T. Cpl. getting vehicles in and out of W/S and scrounging spare parts from distant places, and part time Liaison Officer (this when transport situation and Unit problems permit).

P.T.O.

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2. No.1 L.A.D. "Friuli" Infantry Division (Solesmo).

(a) The above L.A.D. was visited on 29 August 46 at the request of Major Leone, G3 "Friuli" Infantry Division, to note progress made since a previous visit reported in my S/R 21 dated 18 June 46.

(b) This L.A.D. now has an officer in charge and with unit personnel, a strength of 14 OR's. The general layout of the L.A.D. was found to be well organized as regards office, stores, workshop etc., but it was noted that an engine had been stripped and that the welder was without work, which indicated that the O.C. L.A.D. had little idea of his duties.

(c) A couple of hours was spent in explaining to him why engines should not be stripped (chain of repairs etc.) and on his duties of inspecting the unit transport which, it was felt by the lack of work for the welder, were not being carried out correctly.

(d) An opportunity to press further on L.A.D. vehicle inspections arose on the 5 September 46, when the U.M.I. (Italian) from Milan visited the unit to carry out inspections.

The L.A.D. officer's attention was drawn to the method of inspecting, which was extremely well carried out by the U.M.I., with a suggestion that he posted his best N.C.O. to watch and copy. The L.A.D. officer, who is very willing to learn, immediately carried out the suggestion.

(e) The U.M.I. is also visiting Riva at a later date (No.2 L.A.D.) and it is intended to carry out the same procedure there.

(f) No.1 L.A.D. although now reasonably organized is still only capable of doing little more than inspections due to a practical M.T. stores section and shortage of tools. The CRE is, it is understood, obtaining tools probably from 1st Mobile Park (Peschiera), but as the vehicle spares are controlled by the ever present problem of money, he has faint hopes of being able to restock the stores.

3. 1st Mobile Park (Peschiera).

It is understood from CRE "Friuli" Infantry Division that on the disbanding of 1st Mobile Park Peschiera the "Friuli" Infantry Division will receive an allotment of this workshop's vehicles and tools, which will be of great assistance especially in the L.A.D.'s, which are extremely deficient of ordinary hand-tools.

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(e) The U.M.I. is also visiting Riva at a later date (No.2 L.A.D.) and it is intended to carry out the same procedure there.

(f) No.1 L.A.D. although now reasonably organized is still only capable of doing little more than inspections due to a practical M.T. stores section and shortage of tools. The C&E is, it is understood, obtaining tools probably from 1st Mobile Park (Peschiera), but as the vehicle spares are controlled by the ever present problem of money, he has faint hopes of being able to restock the stores.

3. 1st Mobile Park (Peschiera). 3385

It is understood from CRE "Friuli" Infantry Division that on the closing of 1st Mobile Park Peschiera the "Friuli" Infantry Division will receive an allotment of this workshop's vehicles and tools, which will be of great assistance especially in the L.A.D.'s, which are extremely deficient of ordinary hand-tools.

4. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms and Vehicles in the "Friuli" Infantary Division during this period.
Due to release of the only N.C.O. Artillery Field, gun inspections had to be discontinued.

5. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached is a list of engines repaired in the workshop and by local firms during this period.

E.t.o.

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6. M.T. Stores 4th Repair Unit (Bolzano).

(a) Reference para (d) under 'Further Enclosures' of my previous Sitrep S/R 26 dated 26 August 46.

(b) Of 112 items (not including quantities of these items) demanded during the period of a month from Piacenza, only 19 issues were made. 21% Issues.

(c) Captain Gavotti, W/S Officer of the 4th Repair Unit, personally went to collect the last bulk demand recently, and reports he found that again the stores awaiting him satisfied only a fraction of the demands.

(d) He then requested that he be shown round the stores to obtain a general idea of its contents and to see what demands would probably be met. He reports that he found many items which were on his indents, but which had not been satisfied and his general impression was that a far higher percentage of demands would be met if the stores organization was improved.

(e) It is further understood that there seems to be a dispute as to who is commanding the depot, there being two Majors posted to this unit, who, it is again understood, are at loggerheads.

Workshop Outputs.

1 Mobile Park

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	—	M/C	-	—
Cars	-	2	Cars	-	1
Lorries	-	6	Lorries	-	8
Total		8	Total		9

21st Recovery Commission

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	1	M/C	-	—
Cars	-	1	Cars	-	—
Lorries	-	2	Lorries	-	5
Total		4	Total		5

4th Repair Unit

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	1	M/C	-	—
Cars	-	3	Cars	-	4
Lorries	-	5	Lorries	-	6
Total		9	Trailers	-	1
			Total		11

16th Repair Unit

Week ending 31 August 46			Week ending 7 September 46		
M/C	-	1	M/C	-	2
Cars	-	6	Cars	-	4
Lorries	-	6	Lorries	-	6
Total		13	Total		12

"Friuli" Workshop

Week ending 31 August 46 Week ending 7 September 46

Declassified E.O. 12065 Section 3-402/NNBG NO. 1955020

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4th Repair Unit

Week ending 31 August 46		
M/C	-	1
Cars	-	3
Lorries	-	5
Total		9

Week ending 7 September 46		
M/C	-	-
Cars	-	4
Lorries	-	6
Trailers	-	1
Total		11

16th Repair Unit

Week ending 31 August 46		
M/C	-	1
Cars	-	6
Lorries	-	6
Total		13

Week ending 7 September 46		
M/C	-	2
Cars	-	4
Lorries	-	6
Total		12

"Friuli" Workshop

Week ending 30 August 46		
M/C	-	2
Cars	-	2
Lorries	-	8
Total		12

Week ending 6 September 46		
M/C	-	3
Cars	-	8
Lorries	-	7
Total		18

Enclos.

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

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dal 25 al 31-8-46

Tipo	Revisionati dall'Off.Mob.	Revisionati da Enti Civili	Note
Dodge	1	-	
Cetrano	-	1	

Trento, li 31 Agosto 1946.

IL COMANDANTE L'OFFICINA MOBILE
FOR Magg. Figliolia Giovanni
(sgd) Capt. L.Manarone

- - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 1 al 7-9-46

Tipo	Revisionati dall'Off.Mob.	Revisionati da Enti Civili	Note
Ford Canada	-	4	
Willys Jeep	1	-	

Trento, li 7 Settembre 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

3382

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COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"
durante il periodo dal 25 Agosto al 7 Settembre 1946

Reparto	Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.
87° Rgt. Fanteria I° Battaglione				
Fucili M.1	89	77	22	1
Fucili M.4	512	501	159	16
Thompson	120	105	23	2
Bren	63	63	15	-
Pistole 38	29	29	1	-
Pist	18	18	4	-
Pistole fumogene	7	7	-	-
Mortai da 3 pll.	4	4	1	-
Mortai da 2 pll.	18	18	2	-

Trento, li 7 Settembre 1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

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COPI.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PRESSO QUESTA OFFICINA MOBILE "FRIULI" dal 25 Agosto al 7 Settembre 46

Reparto	Denominazione del Materiale	In riparazione	Riparate	Da riparare	B.L.R.	
35° Rgt.Art.	Radio Tipo 22	3	3	-	-	buono
35° Rgt.Art.	Cuffie M.	1	1	-	-	buono
20 T.R.T.	Accumulatori	2	2	-	-	buono

Trento, li 7 Settembre 1946

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinelli Ferdinando

3380

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA " FRIULI"
- Comando Officina Mobile-

N° 405 /OF di prot. Trento , li 7 /9/1946-

OGGETTO:- ispezione armi varie ed materiale vario.-

AL COMANDO 4° B.L.U. PRESSO IL COMANDO
MILITARE TERRITORIALE DI
B O L Z A N O

****

Si trasmettono , uniti alla presente , gli specchi relativi alle ispezioni armi portatili, cannoni e materiale radio eseguite dal 25/8/ al 7/9/1946.-

P.) IL COMANDANTE L'OFFICINA MOBILE
- Magg. Figliolia Giovanni a.p. B379
Capt. Giovanni

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DIVISIONE DI FANTERIA " FRIULI"
- Comando Officina Mobile -

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE"FRIULI" DAL 25 AL 7 SETTEMBRE 1946

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N E G A T I V O . -

Trento , li 7 settembre 1946.-

IL DIRETTORE DELL'OFFICINA
S.Ten MARTINELLI Ferdinando - 3378

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA " FRIULI"
- Comando Officina Mobile -

SPECCHIO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI
durante il periodo dal 25 agosto al 7 settembre 1946-

Reparto 87° Rgt. Fanteria	carico delle armi	armi ispezionate	armi riparate	B.L.R.
I° BATTAGLIONE				
Fucile M.I	89	77	22	I
" " 4	512	501	I59	I6
Thompson	I20	I05	23	2
Bren	63	63	I5	
Pistole 38	29	29	I	
Piat	I8	I8	4	
Pistole fumogene	7	7	-	
Mortai da 3 pll.	4	4	I	
" " 2 "	I8	I8	~	

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Trento, li 7 settembre I946

IL DIRETTORE DELL' OFFICINA
STenente MARTINELLI Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA " FRIULI"
- Comando Officina Mobile -

S P E C C H I O dimostrativo delle riparazioni effettuate al materiale radio presso questa Officina Mobile " FRIULI" dal 25 agosto al 7 settembre I946.-

Reparto	Denominazione del Materiale	In riparazione	Riparate	da riparare	B.L.R.	Funzionamen
35°Rgt.art.	Radio Tipo 22	N°3	3	-	-	Buono
" " "	Cuffie M.	" I	I	-	-	buono
20 T.R.T.	Accumulatori	" 2	2	-	-	buono

Trento, li 7 settembre I946

IL DIRETTORE DELL'OFFICINA
STenente MARTINELLI Ferdinando

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COPY.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- Ufficio Automobilistico -

AUTOMEZZI ISPEZIONATI dal 16 al 31 Agosto 1946.

Reparto	Numero dei mezzi ispezionati	Numero dei mezzi da riparare presso i L.A.D.	Numero dei mezzi da inviare all'Officina mobile per grandi riparazioni
87 Regg.to Fanteria (I° L.A.D.)	12	11	1
35 Regg.to Artiglieria (3° L.A.D.)	19	14	5

Levico, 2 Settembre 1946.

IL CAPO UFFICIO AUTOMOBILISTICO
(sgd) Magg. B.Leone

3373

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Subject:- ITHEP REME 4 B.L.U.

34

Headquarters
4 B. L. U.
B o l z a n o
Ref.: 4/ME/30-34

9th September 1946.

To:- ADME, HQ. M.M.L.A.,
R o m e

1. Reference your ME/43/2/2 dated 14 August 46.
It is regretted that O.C. Workshop was apparently misinformed or misunderstood the information given verbally to him by his HQ.

2. Attached is a Memorandum from Major Leone, CME "Friuli" Infantry Division explaining the exact situation. It should be noted that on visiting the CME he was himself not aware of the exact position and had to call the Personnel Office to complete his Memorandum.

3. As regards trades to be taught the O.C. W/S having insufficient personnel to detail instructors, has stated that he intends to find out from this last assignment of 40 - 50 personnel what type of work they prefer to do and then assign one to each tradesman working in the workshop to learn as best they can.

4. (a) The grading and distribution of the 22 personnel received in April 46 was as follows :-

6 Drivers (Main W/S)
8 Apprenticed to Main W/S personnel
4 Apprenticed to Platoon W/S personnel
2 Typists (Main W/S).

(b) The grading and distribution of the July assignment was :-

5 Drivers (Main W/S)
10 Apprenticed to Main W/S personnel
3 Apprenticed to Platoon W/S personnel.

Enclos.

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

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2. Attached is a Memorandum from Major Leone, CME "Friuli" Infantry Division explaining the exact situation. It should be noted that on visiting the CME he was himself not aware of the exact position and had to call the Personnel Office to complete his Memorandum.

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10 Apprenticed to Main W/S personnel
5 Apprenticed to Platoon W/S personnel.

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

Encls.

3374

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

MEMORANDUM re ASSIGNMENTS OF RECRUITS TO THE "FRIULI" MAIN WORKSHOP.

End of April, when a first contingent of already instructed recruits was assigned to the Division, 22 recruits provided with special technical abilities were assigned to the Main Workshop.

Meanwhile the Ministry of War - General Staff 'Army' - assigned by letter No. 01/619/mob. dated 28 February : 224 recruits to the M.T. Units or the "Friuli" Division, nearly half part of which (117) were sent on route to the Division for performance of the advanced training. 20 of them were assigned to the Main Workshop.

The remaining recruits (224 less 117 = 107), which have performed the advanced training at the M.T. School Cecchignola, are to be distributed on arrival at the Division, equitably among the Transport & Supply Unit, the Mobile Park (A.G.A.) and the Main Workshop. It therefore can be foreseen that the Main Workshop will not get assigned more than 40 - 50 recruits of the next contingent arriving.

Summed up, the number of recruits already assigned and those of next assignment to the Main Workshop are as follows :-

assigned in April 1946	22 recruits
assigned end of July 1946	20 recruits
next assignment	50 recruits
Total :-	92 recruits.

Levico, 23 August 1946.

For CAPTAIN WHITE from MAJOR LEONE.

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Meanwhile the Ministry of War - General Staff 'Army' - assigned by letter No. 01/619/mob. dated 28 February : 224 recruits to the M.T. Units of the "Friuli" Division, nearly half part of which (117) were sent on route to the Division for performance of the advanced training. 20 of them were assigned to the Main Workshop.

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assigned in April 1946	22 recruits
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Levico, 23 August 1946.

For CAPTAIN WHITE from MAJOR LEONE.

3373

7/

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Tradotto

PROMEMORIA RELATIVO ALL'ASSEGNAZIONE DI RECLUTE ALL'OFFICINA MOBILE.=

Alla fine di aprile in occasione dell'assegnazione alla divisione di un primo contingente di reclute già istruite, venivano assegnate alla Officina Mobile n. 22 reclute provviste di particolari attitudini tecniche.

Con foglio 07/6I9/mob. in data 28 febbraio il Ministero Guerra- SME- aveva frattanto assegnato agli enti della motorizzazione della divisione Friuli n. 224 reclute delle quali la metà circa (117) venivano avviate alla divisione nel mese di maggio per compiervi l'addestramento avanzato. Di queste, n. 20 venivano assegnate all'Officina Mobile.

Le rimanenti reclute (224 - 117= 107) che hanno compiuto l'addestramento avanzato presso la Scuola della Motorizzazione della Cecchignola, dovranno, all'atto dell'arrivo alla Divisione, essere ripartite equamente tra il Reparto Trasporti e Rifornimenti, il Parco Mobile A.G.A. e l'Officina Mobile. Si prevede quindi che all'Officina Mobile non potranno essere assegnate più di 40-50 reclute, tra quelle di prossimo arrivo.

In sintesi, le reclute già assegnate o di prossima assegnazione all'officina Mobile sono le seguenti:

Assegnate nell'aprile 1946	N°	22
Assegnate a fine luglio 1946	"	20
di prossima assegnazione.....	"	50
		92

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Con foglio 01/6I9/mob. in data 28 febbraio il Ministero Guerra- SEE- aveva frattanto assegnato agli enti della motorizzazione della divisione Friuli n. 224 reclute delle quali la metà circa (117) venivano comprese alla divisione nel mese di maggio per compiervi l'addestramento avanzato. Di queste, n. 20 venivano assegnate all'Officina Mobile.

Le rimanenti reclute (224 - 117 = 107) che hanno compiuto l'addestramento avanzato presso la Scuola della Motorizzazione della Cecchignola, dovranno, all'atto dell'arrivo alla Divisione, essere ripartite equamente tra il Reparto Trasporti e Rifornimenti, il Parco Mobile A.G.A. e l'Officina Mobile. Si prevede quindi che all'Officina Mobile non potranno essere assegnate più di 40-50 reclute, tra quelle di prossimo arrivo.

In sintesi, le reclute già assegnate o di prossima assegnazione all'officina Mobile sono le seguenti:

Assegnate nell'aprile 1946	N°	22
Assegnate a fine luglio 1946	"	20
di prossima assegnazione.....	"	50
		92

Leotco, 23 Agosto 946.=

3372

Per il signor Ambasciatore West
Malle cordialità
Maffeo

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SUBJECT :- Sitrep R.E.M.E. 4 BLU.

Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.
ME/43/2/2

14 Aug 46

To :- E.M.E., 4 BLU.

Reference your S/R 24 dated 29 July 46.

1. Your remarks at Para 2(a) are noted with interest.

2. Will you please advise this office whether the O.C. "FRIULI" Infantry Division Workshops received instructions in writing, that 90 men were to be attached for training. If so may the date and letter reference be given.

3. Any information that can be given in respect of the trades to be taught and the number allotted to each trade with also be appreciated.

There will be no objection to any reference letter concerned being available to give instruction.

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

WJF/ag

3371.

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SUBJECT :- Allied Vehicles Italian Army.

Land Forces Sub Comm. A.F.
(M.M.I.A.) H Q M S.
MS/30/4/33

27 AUG 45

TO :- MMB., 1, 3, 4 and 5 BMU.

1. On 29 July against reference G/3.68/USH the War Ministry issued instructions to all the Infantry Divisions that certain painted signs and numerals were to be deleted from 'A' and 'B' vehicles.

2. As certain queries have arisen the matter has been taken up with the Ministry of War, who have clarified the position as follows :-

(a) R.E. numbers, domestic (or Unit) numbers, and Italian divisional signs etc. will remain on the vehicles.

(b) Any British signs, such as R.A.S.C. or R.A.O.C. service signs, flashes, W.D. numbers etc. will be removed.

L. Brankley

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

MS/GR

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31 (2nd page)

31

Subject:- SITREP REME & B.L.U.

REME & B.L.U.
Ref.: S/R 26

26 August 1946.

To:- AMMG, HQ. M.M.L.A., Roma
O.C. & B.L.U.

Period 11 August 46 - 24 August 46.

1. General.

The first part of this period was spent in completing last Sitrep (30 pages) and at Bologna, on Unit Camp ~~REME~~ duties.

2. Movement of Units.

(a) The 4th Repair Unit, it is understood from Colonel Frontero (Director of Repairs A.T.C.) will move to its new location at Merano about the 15 of September 46. As far as can be ascertained, this new site has no name.

(b) The 16th Repair Unit is also to move its location to the Caserma "Alberto Riva di Villasanta", Verona, about the end of September 46.

3. 4th Repair Unit (Belzano).

(a) A visit was paid to above unit on the 20 August 46. During this visit it was noted that costing of work had been introduced in the workshop. On inquiring by whose instructions this had been put into operation, the REME was shown a thick workshop book dated 1938. Captain Rossi, O.C. Workshop, is working to this book.

(b) It is felt, judging by the costing of every job etc. that this book is as much behind the times as it is believed our own workshop instructions are of that date.

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(c) If the Italian workshops are to continue to work on their own old system, then it is doubtful if any REME can advise and assist them in organization which they are acquainted

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(b) The 16th Repair Unit is also to move its location to the Caserma "Alberto Riva di Villasanta", Verona, about the end of September 46.

3. 4th Repair Unit (Bolzano).

(a) A visit was paid to above unit on the 20 August 46. During this visit it was noted that costing of work had been introduced in the workshop. On inquiring by whose instructions this had been put into operation, the EME was shown a thick workshop book dated 1938. Captain Rossi, O.C. Workshop, is working to this book.

(b) It is felt, judging by the costing of every job etc. that this book is as much behind the times as it is believed our own workshop instructions are of that date.

3369

(c) If the Italian workshops are to continue to work on their own old system, then it is doubtful if any EME can advise and assist them in organisation which they are acquainted with and of which the EME has only a vague conception.

(d) Attempting to introduce present British methods into the Italian system is only causing greater havoc, it is felt, and in any case unless the O.C. Workshop has definite instructions to run his workshop on British lines, he will without orders to the contrary continue on the old system for fear of being asked by whose orders he has introduced new methods. This also applies to the Director of Repairs through whom the advice and suggestions are normally given.

(e) One or two British ideas have been introduced (932's, 1045's etc.), but the major type of organising such as the stores (the life blood of the workshops) is at present running on recent instructions of the Ministry of War, which according to the stores officer 4th Repair Unit are not practical.

P. t. o.

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(2) When these instructions are finally translated and then studied it may be possible (bearing in mind that the writer has no practical experience of the system) to see if the stores officer is at fault. In the meantime the stores section continues to function erratically filled with more paper than useful stores.

4. "Friuli" Main Workshop (Trento).

A visit was made to this workshop on the 22 August 46. During this visit it was learnt that the General of the Division had also visited the workshop on a previous day to investigate the cause of complaints by units that the workshop output is insufficient. After learning the state of spares and personnel and seeing the condition of vehicles sent in for repair, the General has arranged to meet all O.C. Units in the workshop in the near future with the intention, it is believed, of pointing out the errors of their ways regarding M.T. and also to let them see the situation. The workshop had on the 23 August 46: 285 vehicles awaiting repair.

5. CRE "Friuli" Infantry Division (Levico).

A visit was paid to Major Leone, CRE "Friuli" Infantry Division on 23 August 46. His main problem during this visit was an instruction (ref. 6/3263/Ser. dated 29 July 46) received from Rome through 4 Territorial Command, to remove all signs on Divisional vehicles with the exception of the targa, this at the request of M.M.I.A. He was doubtful if the original order included the number of the Regiment, and as this work involved the whole of the Division, he does not wish to commence work without being certain the instructions are correct. This query is in hand (telephone conversation Captain White, 4 B.L.U. - Major Franklin, RHQ M.M.I.A., of 24 August 46). 32

6. Documentation.

Attached is a workshop indent form (based on AFG 1045) which is being issued by the Director of Repairs 4 T.C. to replace letters when requesting vehicle repairs.

7. Purchase of M.T. items 4 T.C. Workshops.

After numerous comments by both, Director of Repairs and O.C. Workshops on lack of money to buy the necessary spares, a request was made for the instructions dealing on payment. Attached is a translated copy of the instructions. Colonel Frontero, Director of Repairs 4 T.C., admits he himself has not yet fathomed them

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After numerous comments by both, Director of Repairs and O.C. Workshops on lack of money to buy the necessary spares, a request was made for the instructions dealing on payment. Attached is a translated copy of the instructions. Colonel Frontaro, Director of Repairs & T.C., admits he himself has not yet fathomed them out.

8. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecom Equipment, Small Arms and Vehicles in the "Friuli" Infantry Division during this period.
Due to release of the only N.C.O. Artillery Field, gun inspections had to be discontinued.

9. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached is a list of engines repaired in the workshop and by local firms during this period.

P. t. o.

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10. Workshop Outputs.

1 Mobile Park

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	1	M/C	-	-
Cars	-	-	Cars	-	3
Lorries	-	3	Lorries	-	3
Total		4	Total		6

21st Recovery Comission

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	-	M/C	-	-
Cars	-	-	Cars	-	3
Lorries	-	4	Lorries	-	4
Total		4	Total		7

4th Repair Unit

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	1	M/C	-	-
Cars	-	4	Cars	-	6
Lorries	-	2	Lorries	-	4
Total		7	Total		10

16th Repair Unit

Week ending 17 August 46			Week ending 24 August 46		
M/C	-	1	M/C	-	2
Cars	-	6	Cars	-	5
Lorries	-	7	Lorries	-	4
Total		14	Trailers	-	1
			Total		12

"Friuli" Workshop

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4th Repair Unit

Week ending 17 August 46		
M/C	-	1
Cars	-	4
Lorries	-	2
Total		7

Week ending 24 August 46		
M/C	-	-
Cars	-	6
Lorries	-	4
Total		10

16th Repair Unit

Week ending 17 August 46		
M/C	-	1
Cars	-	6
Lorries	-	7
Total		14

Week ending 24 August 46		
M/C	-	2
Cars	-	5
Lorries	-	4
Trailers	-	1
Total		12

"Friuli" Workshop

Week ending 16 August 46		
M/C	-	2
Cars	-	3
Lorries	-	7
Total		12

Week ending 23 August 46		
M/C	-	3
Cars	-	4
Lorries	-	10
Total		17

Encls.

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

Further Enclosures :-

(a) Since completing this Sitrep the M.o.W. letter on M.T. Spares has been translated, a copy of which is attached.

(b) It is noted that the second para of item 5. states that no stores will be kept by workshops.

P. t. o.

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(c) It is considered that no workshop could run successfully without a good store section. Work will be dropped time and time again for lack of spare parts. The 3rd M.T. Stores Section serving this Command is a swindling concern and is over a hundred miles from Bolzano.

(d) It would be interesting to see a British 2nd Echelon Workshop coping in a similar situation that is without its Ord Section attached and its OSP a hundred miles away with insufficient transport to reach it and on arrival finding that the stores are ever decreasing. It is known that Piacenza Stores Section does not supply more than 20% if as such of the demands. A correct percentage will be obtained for next Sitrep.

(e) Further, when the spares are not available under paras 3. and 4. they are permitted to local purchase, this is suitable for Commands in Milan and Turin etc., but in Bolzano sometimes even the smallest articles mean a journey of 2 days with the added difficulty of shortage of transport and tyres. Naturally frequent journeys are not made, but this only serves to hold up repairs for an even greater period.

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3365

Ente che invia l'automezzo alla riparazione:

.....

N...... *di richiesta*

Data.....

Descrizione del veicolo o della parte da riparare

Targa N......

.....

.....

.....

.....

Specie della riparazione

.....

.....

.....

Importo della riparazione
in caso di incidente o di addebito

.....

Ente che invia l'automezzo alla

N. _____ *di richiesta*

N° di lavoro	DESCRIZIONE del veicolo o della parte da riparare Targa n.	C... del...

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Ente che invia l'automezzo alla riparazione

N. ..... *di richiesta* *Data* .....

N° di lavoro	DESCRIZIONE del veicolo o della parte da riparare Targa n.	Quantità delle parti da riparare	SPECIE DELLA RIPARAZIONE	IMPORTO della riparazione in caso di incidente o di addebito

Firma di chi chiede il lavoro

Translation.

MINISTRY OF WAR
GHQ. ARTILLERY & MOTORISATION
1 st Admin.Section
Ref.: 27921
1-1-4

Rome, 27 April 1946.

To:- .....
(left out)

CIRCULAR LETTER.

According to instructions given in Lieutenancy Legislative Decree No. 172 dated 26 March 1946 (published in the "Gazzetta Ufficiale" No.91 of 18 April 1946) the Royal Decree Law No. 856 dated 21 June 1940 will be abrogated on the 30 June 1946, and with effect from 1 July 1946 up to 30 June 1947 the limits set to expenditure and laid down in the law of the general public budget will be increased ten-fold in the projects or schemes of contracts on judgment of the Senate ("Consiglio di Stato").

Therefore, w.e.f. 1 July 46, it will be necessary to return to the normal procedure regarding the stipulation, approval and performance of contracts.

Taking into consideration para 7 of the law of the general public budget, further considering that the contracts for the artillery and motorisation services are being based on the public expenditure, which the Senate already had approved of, the new expenditure limits -besides those for which judgment must be given by the a/m Assembly w.e.f. 1 July 46- will be as follows :-

Lire 4.500.000.- for contracts stipulated after public auctions;
Lire 2.250.000.- for contracts stipulated after private auctions (sales);
Lire 1.125.000.- for contracts stipulated after private negotiations;
Lire 300.000.- for economic services or work.

Regarding purchases and incidental expenses for work, the instructions given in para XV of the regulations for artillery and M.T. material service and the permanent amendments as per Royal Decree No.556 dated 16 August 1942 (circular letter 448 G.M. 1942) and the temporary amendments as per Lieutenancy Legislative Decree No. 352 dated 24 May 1945 (circular letter 284 G.M. 1945) will still be in force.

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Taking into consideration para 7 of the law of the general public budget, further considering that the contracts for the artillery and motorisation services are being based on the public expenditure, which the Senate already had approved of, the new expenditure limits -besides those for which judgment must be given by the a/m Assembly w.e.f. 1 July 46- will be as follows :-

Lire 4.500.000.- for contracts stipulated after public auctions;
Lire 2.250.000.- for contracts stipulated after private auctions (sales);
Lire 1.125.000.- for contracts stipulated after private negociations;
Lire 300.000.- for economic services or work.

Regarding purchases and incidental expenses for work, the instructions given in para XV of the regulations for artillery and M.T. material service and the permanent amendments as per Royal Decree No.556 dated 16 August 1942 (circular letter 448 G.M. 1942) and the temporary amendments as per Lieutenancy Legislative Decree No. 352 dated 24 May 1945 (circular letter 284 G.M. 1945) will still be in force.

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W.e.f. 1 July 46 the contracting units have to send the contracts - draughts in triplicate to the GHQ. Artillery and Motorisation - Technical Section or Motorisation Section (with the exception of economic contracts ("contratti ad economia") which can be submitted when already stipulated and registered, together with the documents as ordered), and a short report is to be attached thereto, illustrating the particular clauses of the contracts and further containing suggestions re the procedure for the adjudication (private negociations, or private auctions , or public auctions). In the case of private negociations or private auctions it will be necessary to enclose a list of the firms proposed for the competitions, to be compiled on reservation and to be put in an envelope 'all rights reserved'. Furthermore an estimate is also to be attached to the contract scheme -see para 330 of the a/m regulations- .

p.t.o.

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After having got the judgment of the Senate (where this has been necessary) the Technical Section or the Motorisation Section will then return the scheme to the contracting unit for transformation into a regular contract, eventually with suggestions for amendments (modifications) they consider necessary.

Then the contracting unit will submit the contract registered, together with the documents as ordered, to the GHQ. Art. & Mot. - competent Administration Section - which will provide for the approval.

After having got the approval, the contracting unit will take care of the fiscal registration (which w.e.f. 1 July 46 will no more be gratis) and the performance of the contract.

For the practice it is important to realize that payments for material supplied and sanctioned when taken over, cannot be made but after approval of the contract; and it does not make any difference if payments are to be made by opening of an account (credit) or from the advances-funds for economic contracts ("contratti ad economia"). Furthermore w.e.f. 1 July 46 , the delivery conditions (terms) will come into force on the next day after that one when the approval of the contract from the firm which bound itself to supply, has been received.

If a prompt performance of the contract is desired, it therefore will be necessary to hasten on the approval to the contract, as without having got this approval no payment can be made to the supplying firm.

All Directors of units and establishments of Artillery and Motorisation may call the attention of the Chiefs of the Administration Office and of all personnel working in administration offices to the orders given in this circular letter.

For THE MINISTER
(sgd) P.G.Properzj.

W.

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C O P Y.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE MOTORI REVISIONATI dall' 11 al 17-8-46

T i p o	Revisionati dall' O.M.	Revisionati da enti civili	N o t e
Austin	---	1	Officina Marconi
Mack	---	1	Officina Marconi
Bedford	---	3	Officina Marconi
Dodge	---	3	Officina Marconi
Ford	---	5	Officina Marconi

Trento, li 17 Agosto 1946.

IL DIRETTORE DELL'OFFICINA
(sgd) S.Ten. Martinolli Ferdinando.

- - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 18 al 24-8-46

T i p o	Revisionati dall' O.M.	Revisionati da Enti civili	N o t e
Dodge	1	---	
Jeep	1	---	

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(sgd) S.Ten. Martinelli Ferdinando.

- - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 18 al 24-8-46

Tipo	Revisionati dall' O.M.	Revisionati da Enti civili	Note
Dodge	1	---	
Jeep	1	---	

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Trento, li 24 Agosto 1946.

IL COMANDANTE L'OFFICINA MOBILE
(sgd) Magg. Figliolia Giovanni.

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

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COPY.

3356-1
- C

SPECCHIO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIO

dall' 11 al 24-8-46

Reparti	Carico delle Armi	Armi ispezionate	Armi riparate	B
87° Regt. Fanteria	—	3	3	
88° Regt. Fanteria	—	2	2	
20 Comp. Teleradio	—	177	177	

Trento, li 24 Agosto 1946.

IL DIRETTORE

(sgd) S.Ten. F.I

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

...I RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"

dall' 11 al 24-8-46

Armi ispezionate	Armi riparate	E. L. R.	N o t e
3	3	—	
2	2	—	
177	177	—	

IL DIRETTORE DELL'OFFICINA

(sgdi) S.Ten. F.Martinelli

Declassified E.O. 12065 Section 3-402/NNNG NO. 785020

COPY.

360
DIVISI
- C

SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATI PRESSO QUESTA OFFICINA AL MATERI

dall' 11 al 24 Agosto 1946

Reparto	Denominazione materiale	In riparazione	Riparate	Da riparare	R. L. R
35 Art. Comando	Radio 19	1	1	—	—
35 Art. Comando	Radio 22	1	1	—	—
35 Art. Comando	Centr. Tel.	1	1	—	—
35 Art. Comando	telefono	1	1	—	—
35 Art. Comando	Microf. tel.	3	3	—	1
35 Art. Comando	Cuffie micr.	1	1	—	—
35 Art. 5 Gruppo	Accumulatori	4	4	—	—

Trento, li 24 Agosto 1946.

IL DIRETTORE DEL

(sgd) S.Ten. F.Mar

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

360

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

IONI EFFETTUATI PRESSO QUESTA OFFICINA AL MATERIALE RADIO

1 24 Agosto 1946

lone	Riparate	Da riparare	R. L. R.	Funzionamento	N o t e
1	—	—		ottimo	
1	—	—		ottimo	
1	—	—		buono	
1	—	—		ottimo	
3	—	1	(1)	ottimo	sostituito con 1 nuovo
1	—	—		ottimo	
4	—	—		buono	

IL DIRETTORE DELL'OFFICINA

(agg) S.Ten. F.Martinelli

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

ISTIONE DI FANTERIA "PRATO"
- Comando Officina Mob.-

N. 6719 di prot. Trento, li 24 Agosto 1946.-

Oggetto:- ispezione armi varie e materiale radio.-

AL COMANDO 4° B.L.U. presso
IL COMANDO MILITARE TERRITORIALE DI BOLZANO

Si trasmettono, uniti alla presente, gli specchi relativi alle ispezioni armi portatili, cannoni e materiale radio, eseguite dall'11 al 24/ 8/1946.

Il Comandante L'Officina Mobile
- Maggiore Figliolia Giovanni -a/s

Capit. Lo Piccirone

3359

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DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI RE-
PARTI DELLA DIVISIONE "FRIULI" DALL'11 AL 28/8/1946

---oOOOo---

N e g a t i v o .-

Trento, li 25 agosto 1946.-

Il Direttore dell'Officina
S.Ten. Martinelli Ferdinando -

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DIVISIONE DI FANTERIA "FRIULI"

Comando Officina Mobile

3258

SPECCHIO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIONE

dall'11 al 24-8-45

Reparti	Carico delle armi	Armi ispezionate	Armi riparate	B.L.R.
87° Rgt. Fanteria	=	3	3	=
88° " "	=	2	2	=
20 Comp. Telegrafisti	=	177	177	=

Trento, li 24 agosto 1945

Il Direttore dell'Officina

(Sten. F. Martinelli)

Martinelli

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DIVISIONE DI FANTERIA FRIULI

Comando Officina Mobile

2358

LE ARMI RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIONE FRIULI

dall'11 al 24-8-45

Carico delle Armi	Armi ispezionate	Armi riparate	B.L.R.	Note
=	3	3	=	
=	2	2	=	
=	177	177	=	

Da, 11 al 24 agosto 1945

IL DIRETTORE DELL'OFFICINA

(Sten. F. Martinelli)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA FRIULI

Comando Officina Mobile

STECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATI PRESSO QUESTA OFFICINA A

DALL'11 al 24 Agosto 1946

Reparto	Denominazione materiale	In riparaz.	Riparate	da Riparare	B.L.R.	Funzion
35 Art. Comando	Radio 19	1	1	=	=	ottim
" " "	" 22	1	1	=	=	"
" " "	Centr.Tel.	1	1	=	=	buono
" " "	telefono	1	1	=	=	ottim
" " "	Radiot.tel.	3	3	=	1(1)	"
" " "	Cuffie micr.	1	1	=	=	"
" " 5 Grupro	Accumulatori	+	+	=	=	buono

Trento, li 24 Agosto 1946

IL DIRETTORE DELL'OFF

(S.Ten.Bertinelli E

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DIVISIONE D I FANTERIA FRIULI

Comando Officina Mobile

VO DELLE RIPARAZIONI EFFETTUATI PRESSO QUESTA OFFICINA AL [illegible] RADIO

DALL'11 al 24 Agosto 1946

Denominazione Materiale	In riparaz.	Riparate	da Riparare	B.L.R.	Funzionamento	Note
19	1	1	=	=	ottimo	
22	1	1	=	=	"	
C.Tel.	1	1	=	=	buono	
Fono	1	1	=	=	ottimo	
Cor.tel.	3	3	=	1(*)	"	(*) sostituito con
Le mar.	1	1	=	=	"	il nuovo
Simulatori	4	4	=	=	buono.	

Agosto 1946

IL DIRETTORE DELL'OFFICINA

(S.Ten.Martinelli Fernando)

Translation.

MINISTRY OF WAR
GHQ. ARTILLERY & MOTORISATION
Motorisation HQ. 2nd Sect.
Ref.: 35000

Rome, 25 June 1946.

Subject:- Provisioning and Supply of Italian M.T. Spares and various materials.

To:- ..... (left out)

For the supply of spares, tyres and various other materials required for the repair of the military vehicles attention is to be paid to the following procedure :-

I. Requests for Material :-

1. The Repair Units and the Establishments in charge of vehicle repairs will submit in triplicate the request for :-

(a) spares of normal manufacture of the vehicle factories (with the exception of the assemblies);
(b) spares especially manufactured by specialized firms (carburettors, batteries, shackles, brakes, sparking plugs etc.);
(c) equipments and tools of workshops (with the exception of machine-tools)

to the Units mentioned below according to the following classifiaction :-

(i) to the U.A.A.R.E., Torino
as far as units are concerned, stationed in the areas of Direzione Riparauto, di Torino and Genova;
(ii) to the 3° Magazzino Ricambi Auto, Piacenza
as far as units are concerned, stationed in the areas of Direzione Riparauto of Milano, Bolzano, Udine, Bologna and Firenze;
(iii) to the 8° Magazzino Ricambi Auto, Roma
as far as units are concerned, stationed in the areas of Direzione Riparauto of Roma, Bari, Napoli and Palermo.

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repairs will submit in triplicate the request for :-

(a) spares of normal manufacture of the vehicle factories (with the exception of the assemblies);
(b) spares especially manufactured by specialized firms (carburettors, batteries, shackles, brakes, sparking plugs etc.);
(c) equipments and tools of workshops (with the exception of machine-tools)

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(i) to the U.A.A.R.E., Torino
as far as units are concerned, stationed in the areas of Direzione Riparauto, ~~di~~ Torino and Genova;
(ii) to the 3° Magazzino Ricambi Auto, Piacenza
as far as units are concerned, stationed in the areas of Direzione Riparauto of Milano, Bolzano, Udine, Bologna and Firenze;
(iii) to the 8° Magazzino Ricambi Auto, Roma
as far as units are concerned, stationed in the areas of Direzione Riparauto of Roma, Bari, Napoli and Palermo.

2. The 3° and 8° Magazzino Ricambi Auto (vehicle spares depot) will, after having received the requests from the various units as under (ii) and (iii) and checked same, provide for :-

(a) storing immediately the available material and will contact directly the requesting units regarding the collection and the forwarding;
(b) submitting quickest possible to the U.A.A.R.E. and for information to the Ministry of War, a copy of the requests crossing out the issued material and taking into consideration eventual reductions made by the depots.

The 3° Magazzino Ricambi Auto will keep in mind that our Ministry at present does not intend to renew the stores, but to perform the issue of all material available, save that later on the whole organization programme of the stores depots (Magazzini Ricambi) will be reviewed. Therefore, at present no further requests to the U.A.A.R.E. can be made for supplies to the depot.

p.t.o.

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The 8° Magazzino Ricambi Auto however has to add on the lists of spares required they have got from the Units, in a special column the quantities being necessary to maintain a small store in the depot.

The U.A.A.R.E. will, after a quick perusal of the requests and without waiting for the approval from the Ministry of War, pass the order to the firms to get different parcels manufactured for the several units after having come to an arrangement previously with the parties concerned.

Furthermore the U.A.A.R.E. will provide for payment of the material in accordance with administrative regulations in force, and will deliver the material to the unit to which it is destined without charging the expenditure to its account.

For the sake of control and statistics the U.A.A.R.E. will send a brief synopsis of expenditure arisen on account of every unit to the Ministry of War every three months.

3. The "fast moving large items" (materiali di largo consumo) will be collected from the 3° and 5° Magazzino Ricambi Auto by the Units and Workshops.

If these two depots don't have the material available, they will:-

(a) immediately inform the requesting units, which in this case will be authorized to provide for the indispensable quantity by local purchase, taking into consideration that these purchases must be in conformity with the administrative regulations for purchases of the nature of incidental expenses, being actually in force as per Ministry of War - 1st Admin. Sect. circular letter No. 27921/1/1/4 dated 27 April 1946;

(b) submit the requests directly to U.A.A.R.E. stating in same their own stores, too. A copy of these requests to be sent to the M.o.W. for information.

4. Regarding "small items" (small because of the quantity and the value) the Repair Units and the Workshops are authorized to buy them directly from the vehicle factories, specialized firms or from their agencies and representatives; this refers only to material as under para 1. (a) and (b) if urgently required , and to material as under para 1. (c), that means equipment of special tools.
These purchases will be practised by adhering to the instructions

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collected from the 3° and 6° Magazzino Ricambi Auto by the Units and Workshops.

If these two depots don't have the material available, they will:-

(a) immediately inform the requesting units, which in this case will be authorized to provide for the indispensable quantity by local purchase, taking into consideration that these purchases must be in conformity with the administrative regulations for purchases of the nature of incidental expenses, being actually in force as per Ministry of War - 1st Admin. Sect. circular letter No. 27921/1/1/4 dated 27 April 1946;

(b) submit the requests directly to U.A.A.R.E. stating in same their own stores, too. A copy of these requests to be sent to the M.o.W. for information.

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These purchases will be practtised by adhering to the instructions given in paras II. and III. below.

5. The several Units should not repeat their requests submitted for collection or provisioning, as far as spares are concerned, because the U.A.A.R.E. will not lose sight of the requests until they are definitely settled. 3355

The insignificant items (amounts) available from the public finance (budget) as well as the transport difficulties will oblige to keep the expenditure for spares and various materials within the limit of what is strictly indispensable. It is therefore necessary that the number of spares and other material required for the repairs to be carried out is to be restricted to that one being definitely required for the repairs in question , and any storing is to be desisted from.

The Directors of the Workshops making the requests, are personally responsible for the requests of material in as far as these will refer to what is definitely and really required to carry out the repair work.

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In these requests full particulars must be stated for specification of the material; regarding spares, the catalogue numbers or the manufacture number of the firm must be stated.

When compiling the requests, the number (quantity) of every type (make) of vehicle which are to be repaired, must be indicated.

6. Requests for machine-tools for workshops are to be made to the Ministry of War through Direzione Riparazioni Automobilistiche, which will give judgment on same with regard to the necessity of the items required from the respective workshop.

7. Concerning assemblies, the M.o.W. intends to keep a small store at every Repair Unit and at every Spares Depot ("Magazzino Ricambi Auto"), after an uniformity of the vehicle types will have been attained in every area; and for the purpose of establishing these stores the assemblies already purchased, those being recovered, and those which have got efficient again after having been replaced, will be used.

At present an explicit authority from the M.o.W. will be necessary for purchase of new assemblies. The Directors of Repairs (Direzioni Riparazioni Automobilistiche) will submit the requests from part of the Repair Units to the Ministry of War after having them winnowed.

II. Delivery of Spares and Tyres from the Factories :-

The U.A.A.R.E. will immediately make arrangements for stipulation of contracts for supply of an indeterminate quantity with the various firms manufacturing spares, tyres, ball bearings, electric material etc. exclusively. Awaiting the performance of the contracts, [redacted]

1. The U.A.A.R.E. will inform the Units and the Ministry of War of the price lists, the discounts and the state of provisioning ruling on the dateof 1 July 46, or on the day when they closed the agreements.

2. The spares, tyres etc. will be charged to the several units concerned on ~~delivery~~, by referring to the current contract stipulated. The income tax on the invoices will be to the debit of the firm, but the invoices are not to be registered, as they are included in the total amount of the contract which is subject to registration. Payments are to be made by the units which collected the items within 15 days from date of collection or if delivered to them, from date of arrival of the goods by means of postal money order.

* on collection

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Riparazioni Automobilistiche) will submit the requests from part of the Repair Units to the Ministry of War after having them winnowed.

II. Delivery of Spares and Tyres from the Factories :-

The U.A.A.R.E. will immediately make arrangements for stipulation of contracts for supply of an indeterminate quantity with the various firms manufacturing spares, tyres, ball bearings, electric material etc. exclusively. Awaiting the performance of the contracts, [redacted]

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2. The spares, tyres etc. will be charged to the several units concerned on ~~delivery~~, by referring to the current contract stipulated. The income tax on the invoices will be to the debit of the firm, but the invoices are not to be registered, as they are included in the total amount of the contract which is subject to registration. Payments are to be made by the units which collected the items within 15 days from date of collection or if delivered to them, from date of arrival of the goods by means of postal money order.

* on collection

III. Purchase of Various Materials. 3354

For material purchases of incidental expenses (materials which are not collected from the 3° and the 8° Magazzino Ricambi Auto) the Units and Establishments must adhere to the instructions given by the Ministry of War - 1st Admin.Sect. in circular letter No. 27291/1/1/4 dated 27 April 1946, which are re-called to your mind.

In order to facilitate matters regarding purchases of those materials for the Repair Units, the U.A.A.R.E. will compile a list of these materials with the names of the specialized and accredited manufacturing firms and will send it to ~~xxxxxxx~~ all Repair Units and Workshops, together with the respective price lists; a copy to be sent to the Ministry of War for information.

The U.A.A.R.E. is obliged to check these lists and price lists periodically and to amend them, to post them up to date, informing the Repair Units and the Workshops as well as the Ministry of War periodically of the respective amendments.

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IV. Competitions for provisioning of materials.

The provisioning of materials for which the expenditure imposed will be higher than limits stated for incidental expenses (circular letter No. 284 of G.M. 1945), must be made by competitions by adhering to the instructions of para 175 of the Regulations for the Artillery and M.T. Service.

The competitions concerning an amount from Lire 60.000.- up to Lire 300.000.- must be sanctioned by the Ministry of War; for those concerning an amount of more than Lire 300.000.- a preliminary approval will be necessary.

When starting the competitions, the O.C.'s Repair Units or the Directors of the Establishments must take care (watch) that the technical and administrative sections under their command are co-operating very well (closely contacting), in order to avoid any inconveniences which may occur when during the competitions the close co-operation between these two branches is missing.

The circular letter No. 29500 dated 3 May 1946 is to be considered out of force and is replaced by the present directive.

FOR THE MINISTER
(sgd) General P.G.Properzj.

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out of force and is replaced by the present directive.

FOR THE MINISTER
(sgd) General P.G.Properzj.

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MINISTERO DELLA GUERRA
Direzione Generale d'artiglieria e Motorizz.
Direzione Motorizzazione sez. 2^

N. 35000

Roma, 25 giugno 1946

OGGETTO: Approvvigionamento e rifornimento ricambi autoveicoli italiani e materiale vario.

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

Per il rifornimento dei ricambi, gomme e materiali vari occorrenti per la riparazione degli automezzi militari dovranno osservarsi le seguenti norme:

1°) RICHIESTE MATERIALI

1) - Per le grosse partite; i Reparti Riparazioni, e in genere gli Stabilimenti incaricati delle riparazioni automobilistiche trasmetteranno in triplice copia le richieste di:

A) - parti di ricambio di normale produzione delle case costruttrici di autoveicoli (esclusi i complessivi);

B)- particolari costruiti da ditte specializzate (carburatori, batterie, ceppi, freni, candele ecc.;)

C) - attrezzature ed utensilerie di officine (escluse le macchine utensili):

Agli enti sottoelencati secondo la seguente ripartizione;

a) - all'U.A.M.E. di Torino gli Enti dislocati nel territorio delle Direzioni Riparauto di Torino e Genova;

b) - al 3° Magazzino Ricambi Auto - Piacenza - gli enti dislocati nel territorio delle Direzioni Riparauto di Milano, Bolzano, Udine, Bologna e Firenze;

c) - all'8° Magazzino Ricambi Auto Roma - gli enti dislocati nel territorio delle Direzioni Riparauto di Roma, Bari, Napoli, Palermo;

2°) Il 3° ed 8° Magazzino Ricambi Auto a ricezione delle richieste dei vari enti di cui alle precedenti lettere b) e c) provvederanno, previo esame delle richieste stesse:

a) ad accantonare subito il materiale disponibile prendendo accordi diretti con gli enti richiedenti per il ritiro e spedizione;

b) a trasmettere d'urgenza all'U.A.M.E. e per conoscenza a questo Ministero una copia delle richieste depennando i materiali distribuiti tenendo conto delle eventuali riduzioni fatte dal Magazzino.

Il 3° Magazzino Ricambi Auto tenga presente, che è intendimento (avvenire) al-

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A) - parti di ricambio di normale produzione delle case costruttrici di autoveicoli (esclusi i complessivi);

B)- particolari costruiti da ditte specializzate (carburatori, batterie, ceppi, freni, candele ecc.;)

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Agli enti sottoelencati secondo la seguente ripartizione:

a) - all'U.A.R.E. di Torino gli Enti dislocati nel territorio delle Direzioni Riparauto di Torino e Genova;

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c) - all'8° Magazzino Ricambi Auto Roma - gli enti dislocati nel territorio delle Direzioni Riparauto di Roma, Bari, Napoli, Palermo;

2°) Il 3° ed 8° Magazzino Ricambi Auto a ricezione delle richieste dei vari enti di cui alle precedenti lettere b) e c) provvederanno, previo esame delle richieste stesse:

a) ad accantonare subito il materiale disponibile prendendo accordi diretti con gli enti richiedenti per il ritiro e spedizione;

b) a trasmettere d'urgenza all'U.A.R.E. e per conoscenza a questo Ministero una copia delle richieste depennando i materiali distribuiti tenendo conto delle eventuali riduzioni fatte dal Magazzino.

Il 3° Magazzino Ricambi Auto tenga presente, che è intendimento 3352
questo Ministero di non rinnovare le scorte, per ora, ma di (avvenire) alla distribuzione di tutto quanto é disponibile, salvo a rivedere in un secondo tempo tutto il programma di organizzazione dei Magazzini Ricambi. Quindi non potrà più, per ora, inoltrare all'U.A.R.E. richieste ricambi per rifornimento magazzino.

L'8° Magazzino Ricambi Auto dovrà invece aggiungere sugli stati degli Enti, in colonna a parte, i quantitativi occorrenti per costituire una piccola scorta di Magazzino.

L'U.A.R.E., previo celere esame delle richieste senza attendere benestare di questo Ministero ne passerà ordinazione alle Ditte, facendo confezionare colli distinti per i singoli enti stessi previa intesa con gli interessati.

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L'U.A.R.E. provvederà altresì al pagamento dei materiali giusta le norme amministrative vigenti e passerà i materiali in carico all'ente destinatario senza addebitare la relativa spesa.
A scopo di statistica e controllo l'U.A.R.E. alla fine di ogni trimestre, invierà alla scrivente il riepilogo delle spese sostenute per ciascun ente.

3°) - I materiali di largo consumo saranno prelevati dai reparti ed officine presso il 3° ed 8° Magazzino Ricambi Auto.
I suddetti magazzini se sprovvisti di tali materiali:
a) ne daranno immediata comunicazione agli enti richiedenti i quali, in tal caso, potranno provvedere ad acquistare direttamente sul mercato, la quantità indispensabile conformandosi alle vigenti norme amministrative stabilite per gli acquisti a minute spese con circolare 27921/I/I/3/4 del 27/4/46 di questo Ministero - 1^ Div. Amm.
b) inoltreranno direttamente all'U.A.R.E. le richieste con le proprie scorte, inviandone copia a questo Ministero per conoscenza;

4°) - Per le piccole partite di materiali (piccole per quantità e valore) i Reparti Riparazioni e le Officine sono autorizzate ad acquistare direttamente presso le case costruttrici autoveicoli, ditte specializzate o loro agenzie e rappresentanze, limitandosi per i materiali di cui alle lettere a) e b) del precedente n. 1 a quelli di immediato fabbisogno per i materiali di cui alla lettera c) alle dotazioni di attrezzi individuali.
Per detti acquisti si atterranno alle norme di cui ai successivi capi II° e III°.

5°) - I vari enti nell'inoltrare le richieste di materiali da prelevare o da approvvigionarsi, per quanto attiene ai ricambi non debbono ritenere le richieste precedenti giacché l'U.A.R.E. terrà in evidenza le richieste fino ad esaurimento.
L'esiguità delle disponibilità di bilancio nonché le difficoltà dei trasporti impongono che le spese per l'approvvigionamento e per il rifornimento dei ricambi e materiali vari, sono contenute nel limite dello stretto indispensabile. E' quindi necessario che le quantità dei ricambi e materiali richiesti per le riparazioni programmate siano limitate a quelle effettivamente occorrenti per le riparazioni stesse evitandone qualsiasi accantonamento.-
I direttori delle Officine richiedenti risponderanno personalmente alle richieste dei materiali nel senso che esse corrispondono alle reali necessità delle lavorazioni.
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Tali richieste devono contenere tutti gli elementi atti ad individuare i materiali stessi; per i ricambi debbono essere indicati i numeri di catalogo o delle ditte costruttrici.

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strative stabilite per gli acquisti a minute spese con circolare 27921/I/I/4 del 27/4/46 di questo Ministero - 1^ Div. Amm.

b) inoltreranno direttamente all'U.A.R.E. le richieste con le proprie scorte, inviandone copia a questo Ministero per conoscenza;

4°) - Per le piccole partite di materiali (piccole per quantità e valore) i Reparti Riparazioni e le Officine sono autorizzate ad acquistare direttamente presso le case costruttrici autoveicoli, ditte specializzate o loro agenzie e rappresentanze, limitandosi, per i materiali di cui alle lettere A) e B) del precedente n. 1 a quelli immediato fabbisogno per i materiali di cui alla lettera C) alle dotazioni di attrezzi individuali.
Per detti acquisti si atterranno alle norme di cui ai successivi capi II° e III°.

5°) - I vari enti nell'inoltrare le richieste di materiali da prelevare o da approvvigionarsi, per quanto attratto ai ricambi non debbono ritenere le richieste precedenti giacché l'U.A.R.E. terrà in evidenza le richieste fino ad esaurimento.
L'esiguità delle disponibilità di bilancio nonché le difficoltà dei trasporti impongono che le spese per l'approvvigionamento e per il rifornimento dei ricambi e materiali vari, sono contenute nel limite dello stretto indispensabile. E' quindi necessario che le quantità dei ricambi e materiali richiesti per le riparazioni programmate siano limitate a quelle effettivamente occorrenti per le riparazioni stesse evitandone qualsiasi accantonamento.-
I direttori delle Officine richiedenti risponderanno personalmente alle richieste dei materiali nel senso che esse corrispondono alle reali necessità delle lavorazioni.
Tali richieste devono contenere tutti gli elementi atti ad individuare i materiali stessi; per i ricambi debbono essere indicati i numeri di catalogo o delle ditte costruttrici.
Nell'intestazione delle richieste deve essere indicato per ciascun tipo di automezzo, il quantitativo di essi da riparare.

6°) - Le macchine utensili per officina debbono essere richieste a questo Ministero tramite Direzione Riparazioni Automobilistiche, le quali esprimeranno il loro parere in merito alla necessità delle singole officine.

7°) - Per quanto riguarda i complessivi è intendimento di questo Ministero di costituire una piccola scorta presso ciascuno Reparto Riparazioni e Magazzino Ricambi Auto, dopo che si sarà raggiunta l'unificazione dei tipi di autoveicoli per ciascun territorio, utilizzando i complessivi già acquistati, quelli recuperati e quelli rimessi in efficienza in seguito alla loro sostituzione.

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per il momento non debbono essere acquistati complessivi nuovi senza esplicita autorizzazione di questo Ministero; alla quale le Direzioni Riparazioni Automobilistiche dovranno inviare le richieste dei Reparti Riparazioni dopo averle attentamente vagliate.

11°- RIFORNIMENTO RICAMBI E GOMME PRESSO LE DITTE COSTRUTTRICI

L'U.A.A.R.E. inizierà subito trattative, con le varie ditte produttrici dei ricambi, gomme, cuscinetti a sfere, materiali elettrici ecc. di loro esclusiva produzione, per la stipulazione dei contratti a quantità determinata.

In attesa del perfezionamento dei contratti:

1°-L'U.A.A.R.E. comunicherà agli enti ed a questo Ministero i listini prezzi gli sconti e le modalità di provvista concordate con decorrenza del 1° luglio c.a., oppure alla data stabilita in detti accordi.-

2°-la fatturazione dei ricambi, gomme ecc.; ai vari enti committenti sarà fatta alla consegna, facendo riferimento al contratto in corso di stipulazione.

Le fatture saranno soggette all'imposta sull'entrata a carico della ditta, ma non saranno soggette a registrazione perchè dovranno essere comprese nell'ammontare cumulativo del contratto agli effetti della registrazione dello stesso.

I pagamenti dovranno essere effettuati dagli enti prelevanti mediante assegno di c/c. postale entro 15 giorni dalla consegna, oppure, in caso di spedizione, dall'arrivo della merce.

111°- ACQUISTO MATERIALI VARI

Per l'acquisto minute spese di materiali (non prelevati presso il 3° e 6° Magazzino Ricambi Auto), gli enti e stabilimenti dovranno attenersi alle disposizioni richiamate nella circolare 27291/1/1/4 del 27/4/c.a. di questo Ministero - 1ª Div. Amm..-A fine di agevolare i reparti riparazioni nell'acquisto di tali materiali l'U.A.A.R.E. compilerà un elenco dei materiali stessi con i nomi delle ditte costruttrici specializzate e più accreditate e lo trasmetterà, con i relativi listini dei prezzi a tutti i reparti riparazioni ed officine, nonchè a questo Ministero per conoscenza.-Elenchi e listini prezzi dovranno essere periodicamente aggiornati a cura dell'U.A.A.R.E., il quale dovrà periodicamente dare comunicazioni ai reparti riparazioni ed alle officine ed a questo Ministero delle relative varianti.-

1V°- GARE PER LA PROVVISTA DI MATERIALI.

Le provviste dei materiali che impongono una spesa superiore a dati limiti (circ.264 del M.u. 1945), dovranno essere fatte mediante gara; secondo le norme dell'art. 179 del Regolamento sul servizio d'Amministrazione Automobilistico.

Per le gare di importo da L. 60.000 a L. 300.000 dovrà essere chiesta al Ministero della Guerra, la sanzione; per quelle di importo superiore alle 300.000 l'approvazione preventiva.

Nell'espletamento della gara, i Comandi dei Reparti Riparazioni o Direttori degli Stabilimenti dovranno curare che i dipendenti organi tecnici e Amministrativi lavorino a stretto contatto, per evitare gli inconvenienti, verificatosi ovunque e mancata, sulle gare, la stretta collaborazione delle due branche.

La circ.n.29500 in data 3 maggio 1946 è abrogata e sostituita dalla presente.-

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p. IL MINISTRO
f.to:Gen.F.G.Properzy

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Subject:- SITREP HQ 4 B.L.U.

HQ 4 B.L.U.
Ref.: G/R 25

12 August 1946.

To:- AMG, HQ. M.M.I.A., R o m e
C.C. 4 B. L. U.

Period 28 July 46 - 10 August 46.

1. Main Workshop "Friuli" Infantry Division (Trento).

(a) On the 29 July 46 during a visit to above workshop it was learnt that on the 15 August 46 the military personnel of the workshop will be reduced to 12, the equivalent of a L.A.D. With the released man will go practically all the instruction given by the HQ 4 training increment. As there is now no increment to train replacements, it is hoped that trained replacements will be quickly forthcoming.

(b) The personnel position of the workshop on the 29 July 46 was 39 below W.E. of 174, and of 124 held 57 were civilians.

2. Local Purchase by Territorial Command Workshops.

(a) On 30 July 46 a visit was paid to Colonel Frontero (Director of Repairs 4 T.C.) to discuss system of local purchase by workshops.

(b) It had been learnt that the workshops have no authority to buy even the smallest article without first obtaining his permission. Due to large amount of buying necessarily practised by the workshops and the difficulty of finding Colonel Frontero at the desired moment, work in workshops is frequently held up for a small part.

(c) It was suggested to Colonel Frontero that he allotted a limited sum to each workshop for expenditure on small urgent items, but he would not agree to this as he had

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instruction given by the REME training increment. As there is now no increment to train replacements, it is hoped that trained replacements will be quickly forthcoming.

(b) The personnel position of the workshop on the 29 July 46 was 50 below T.E. of 174, and of 124 held 57 were civilians.

2. Local Purchase by Territorial Command Workshops.

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(b) It had been learnt that the workshops have no authority to buy even the smallest article without first obtaining his permission. Due to large amount of buying necessarily practised by the workshops and the difficulty of finding Colonel Frontero at the desired moment, work in workshops is frequently held up for a small part.

(c) It was suggested to Colonel Frontero that he allotted a limited sum to each workshop for expenditure on small urgent items, but he would not agree to this as he had already told the workshops that in a case of emergency they could always buy the necessary article without his prior sanction. Unfortunately it has been noted that he and the O.C.'s Workshops are not in accordance with the degree of emergencies which causes arguments and tends to make O.C.'s Workshops refrain from buying even the smallest article thereby holding up work quite unnecessarily.

3. 16th Repair Unit (Verona).

(a) On the 1st August 46 a visit was made to the above workshop accompanied by Colonel Frontero.

E. & O.E.

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(b) This workshop was found to be running well with the exception that it had no "in" and "out" inspections. During this visit Colonel Frontero produced a letter which was originally drafted by [redacted] and presented to both the CSE "Friuli" Infantry Division and Colonel Frontero. The CSE "Friuli" Infantry Division incorporated this draft in a letter which was signed by the General of the Division and sent to units of the Divisn. A copy of this letter eventually reached General Negroni of 4 Territorial Command who apparently approved of its contents and instructed Colonel Frontero to ensure that instructions outlined in the letter were put into operation in all Territorial Command Workshops. The subject of the letter was "In" and "Out" inspections, a translation of which was enclosed with my Sitrep S/R 23 dated 15 July 46.

4. 21st Recovery Commission (Vicenza).

Also on the 1st August 46 a visit was made to 21st Recovery Commission Workshop. This workshop is still considered to be the best of 4 Workshops in the Command. No outstanding problems or difficulties were encountered during this visit.

5. 4th Repair Unit (Bolzano).

(a) A further period has been spent in above workshop with the intention of assisting in organisation etc.

(b) The first problem to arise was personnel who besides being poor craftsmen were undisciplined. When suggesting the obvious solution of dismissal the attached letters (Group A) were produced.

(c) The [redacted] was also present when the Internal Commission of the workshop had a conference with the O.C. Workshop. This Internal Commission, it was felt, showed by its manner towards the O.C. that they were aware that they had the upper hand which was given them when the O.C. decided to dismiss 15 of their number, and later had his decision reversed by the T.C. due to their complaints to the Camere del Lavoro. These men now almost openly defy the O.C. Workshop.

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Organisation Workshop. This workshop is still considered to be the best of 4 Workshops in the Command. No outstanding problems or difficulties were encountered during this visit.

3. 4th Repair Unit (Bolzano).

(a) A further period has been spent in above workshop with the intention of assisting in organisation etc.

(b) The first problem to arise was personnel who besides being poor craftsmen were undisciplined. When suggesting the obvious solution of dismissal the attached letters (Group A) were produced.

(c) The NMT was also present when the Internal Commission of the workshop had a conference with the O.C. Workshop. This Internal Commission, it was felt, aimed by its manner towards the O.C. that they were aware that they had the upper hand which was given them when the O.C. decided to dismiss 15 of their number, and later had his decision reversed by the F.C. due to their complaints to the Camera del Lavoro. These men now almost openly defy the O.C. Workshop.

(d) As a further example of the power of these Internal Commissions a letter from the Internal Commission of 16th Repair Unit is also attached to Group A.

(e) A discussion was held with Colonel Frontero on the unsatisfactory position of the personnel. He felt that as the 4th Repair Unit is now very shortly to move to Merano the problem will solve itself with the move - practically all personnel will have to be dismissed as the distance will be too great for them to travel daily.

(f) The second problem encountered was the lack of expendible items in the stores. These had been indented for but not received. It was gathered that all possible action had been taken to obtain the stores, but they were still not forthcoming. As the items were important, but of small money value (nuts, bolts, packing etc.) and were holding up output, it was suggested that these items might be purchased locally. Colonel Frontero reduced the list of

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items to hopelessly small quantities before giving authority. He explained that he had as yet received no reply from the M.o.W. to his bid for money required during the present period. He therefore did not feel inclined to spend more than a minimum amount.

(g) The third problem which is encountered daily is the paper work involved. The whole workshop system appears to be stiffled with paper. This was mentioned to Colonel Frontero who replied that the workshop could not hope to run properly as it was deficient of 3 officers. He jokingly remarked, but with truth, that he and the O.C.'s Workshops are not Directors, but slaves in a paper mill.

Sufficient workshop officers it appears are on the strength of the 4 Territorial Command, but unfortunately 4 are under arrest on matters involving money.

To sum up the position, the main problems of the workshops are not those normally found in a British workshop, but come under the following headings :-

(i) Lack of money
which means lack of skilled workers, tools and spares etc. etc.

(ii) Administration, general
which includes an overpowering amount of paper work and turns directors into clerks.

(iii) Politics
which prevent the dismissal of useless personnel and cause undermining of the discipline of the civilian employees.

6. Director of Repairs 4 Territorial Command.

Colonel Frontero, Director of Repairs 4 T.C. hopes to obtain release shortly at the approximate age of 60. Due to his successor being involved in a car accident he has been compulsory deferred. Nevertheless he is becoming increasingly difficult to interest on any amendments to procedure etc. He might be said to be release-happy, which is causing a little difficulty for the D.D.s.

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(i) Lack of money
which means lack of skilled workers, tools and spares etc. etc.

(ii) Administration, general
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(iii) Politics
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7. L.A.D.'s of the "Friuli" Infantry Division.

Attached letter of the General Commanding "Friuli" Infantry Division gives information of further action taken on the state of L.A.D.'s when visited by RME.

8. CME's Monthly Report.

Attached for information is a translated copy of the "Friuli" Infantry Division CME Monthly Report.

9. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached is a list of engines repaired locally during the period.

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10. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecomm Equipment, Small Arms and Artillery in the "Friuli" Infantry Division during this period.

11. Workshop Outputs.

1 Mobile Park

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	—	M/C	-	—
Cars	-	1	Cars	-	1
Lorries	-	4	Lorries	-	5
Total		5	Total		6

21st Recovery Canalesion

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	—	M/C	-	1
Cars	-	2	Cars	-	2
Lorries	-	5	Lorries	-	4
Trailers	-	1	Total		7
Total		8			

4th Repair Unit

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	1	M/C	-	—
Cars	-	4	Cars	-	2
Lorries	-	5	Lorries	-	5
Total		10	Trailers	-	1
			Total		8

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16th Repair Unit

Week ending 3 August 46			Week ending 10 August 46		
M/C	-	—	M/C	-	1
Cars	-	6	Cars	-	3
Lorries	-	6	Lorries	-	9

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Cars	-	2
Lorries	-	5
Trailers	-	1
Total		8

M/C	-	1
Cars	-	2
Lorries	-	4
Total		7

4th Repair Unit

Week ending 3 August 46		
M/C	-	1
Cars	-	4
Lorries	-	5
Total		10

Week ending 10 August 46		
M/C	-	—
Cars	-	2
Lorries	-	5
Trailers	-	1
Total		8

16th Repair Unit

Week ending 3 August 46		
M/C	-	—
Cars	-	6
Lorries	-	6
Total		12

Week ending 10 August 46		
M/C	-	1
Cars	-	3
Lorries	-	9
Total		13

"Friuli" Workshops

Week ending 2 August 46		
M/C	-	—
Cars	-	3
Lorries	-	7
Total		10

Week ending 9 August 46		
M/C	-	3
Cars	-	7
Lorries	-	15
Total		25

Encls.

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

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Group A

Translation.

Subject:- Dismissal of Labourers.

O.C. 4° REPARTO RIPARAZIONI AUTOMOBILISTICHE
Ref.: 2961/C.

Bolzano, 2 August 1946.

To:- Comando Militare Territoriale
- Director of Repairs -
B o l z a n o

W.e.f. 16 June 46 I have assumed the service with this Unit and have carefully investigated the functioning of the workshop.

I have stated that, in comparison with the number of civilian Labour in this workshop, the efficiency was no good for the following reasons :-

1. Deficiency of any workshop equipment; now nearly all equipment is available.

2. Supply of spares; in order to carry out a repair order an infinite number of material purchase tickets were issued to enable proceeding of the work, because the dismounting of all assemblies to be repaired on the vehicle sent in was not going on but little by little. - Also this procedure is going to meet with the instructions given (prescriptions), and no further loss of time will be caused as previously when it was necessary to discover the relative spares somewhere round the place.

3. Disqualification of nearly all labourers for the job.

By the fact that vehicles which left the workshop, were returned after a few days for being reviewed, as the repair had not been carried out satisfactorily, I have been convinced that the personnel responsible for that work were not equal to perform their duties.

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When investigating this matter, the following was stated:-
6 labourers who have been classified: incapable with worst efficiency;
10 " " " " " : mediocre with scanty efficiency;
8 " " " " " : mediocre with good efficiency;
27 " " " " " : capable with good or discreet efficiency.

And this is due to the fact that:-
(a) these labourers did not do any specimen (proof-work) when being employed;
(b) the capability and efficiency of everyone was brought into relations with the number of workmen available on site and the job of the labourer;
(c) the rates of pay of this Unit are not in conformity with those paid by the local trade-unions of Bolzano;

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(d) the medical examination of everyone before being employed was not carried on.

Taking the above into account and considering further the requirements (esigences) of the service - the output and the expenses - a decision was made to a dismissal (first) of labourers with a view to replace them by others, which I hope will be found, if not on site, perhaps in neighbouring places and which are expected to be more reliable in their work and respectively efficient.

I consequently have given a preliminary announcement of the dismissal effective on the 10th inst. by Daily Order No.132 dated 1st August 46, referring to the following labourers :-

PURIN Celso - engine specialist ("motorista")
TOMASETTI Serafino - fitter
MARINO Domenico - fitter
ZAGLIA Filotero - fitter
CHINAGLIA Albino - fitter
CORTELLI Bruno - electrician
ALIPRANDI Pietro - radiator specialist("radiatorista")
GAIONI Pierino - fitter
DI LORENZO Nunzio - fitter
GREGORI Bruno - fitter
LIRTINI Sandro - fitter
STEFANONI Oreste - electrician
CONIA Bartolomeo - plate-maker ("lamierista")
MAZANI Tullio - varnisher.

The above for your office information.

(sgd) THE TEMPORARY C.C. UNIT
Captain Bruno Rossi.

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4° REPARTO RIPARAZIONI AUTOMOBILISTICHE
C O M A N D O

N° 2061/C di prot. Bolzano, li 2/8/1945

O g g e t t o: Licenziamento operai. =

AL COMANDO MILITARE TERRITORIALE
Direzione Riparazioni Automobilistiche = Bolzano =

Dal 16 Giugno scorso, ho preso servizio presso questo reparto ed ho esaminato in tutti i particolari il funzionamento dell'officina. -

Constatai che dato il numero degli operai civili in officina il loro rendimento non era buono, per i sottonati motivi:
- mancanza di alcune attrezzature d'officina, oggi quasi totalmente colmati;
- rifornimento dei ricambi, in quanto per compiere un dato ordine di lavoro venivano fatti un numero indefinito di buoni di acquisto materiali in relazione al susseguirsi del lavoro, dato che non si procedeva allo smontaggio di tutti i complessivi da riparare su quel dato automezzo, ma solo di volta in volta, - anche questa procedura sta prendendo la forma prescritta evitando così' la perdita di tempo giustificata dalla difficoltà di ritrovare sulla piazza i ricambi;
- incapacità di lavoro degli operai nella loro quasi totalità. =

Accertato che automezzi deliberati, nel giro di pochi giorni, rientravano nuovamente in officina per essere riesaminati, in quanto presentavano delle imperfezioni nelle riparazioni eseguite, mi convinsi che il personale preposto alla lavorazione non era all'altezza del compito. =

Fatto fare un esame dei singoli, si è constatato:
- n° 6 operai sono stati classificati = non idonei con pessimo rendimento
- n°10 " sono " " = mediocri con scarso rendimento;
- N° 8 " sono " " = mediocri con buon rendimento;
- n°27 " sono " " = idonei con buono o discreto rendimento;

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e cio' è dovuto;
- perchè nell'assunzione degli operai non fu fatto fare un capolavoro;
- perchè la capacità e rendimento di ognuno va messa in relazione alla disponibilità della mano d'opera sulla piazza e della mansione dell'operaio;
- perchè le paghe di questo reparto non sono conformi a quelle degli stabilimenti sulla piazza di Bolzano;
- perchè non si è proceduto alla visita medica di ognuno prima della loro assunzione; =

Tenendo calcolo di quanto sopra, ma tenendo anche presente le esigenze del servizio - il rendimento nellelavorazioni - le spese che si sostengono, si è venuto nella determinazione di dar corso ad un primo

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licenziamento di operai per sostituirli con altri che si spera tro= vare, se non sarà possibile sulla pjazza di questa Città su quelle viciniori, - i quali diano maggior affidamento nelle lavorazioni con il proporzionale rendimento. =

In conseguenza con ordine del giorno nºI32 del 1º corr., ho preavvisato il licenziamento per il giorno IO dei sottonotati ope= rai:

- PURIN Celso- motorista
- TOMASETTI Serafini -montatore
- MARINO Domenico - montatore
- ZAGLIA Eilotero - montatore
- CHINAGLIA Albino -montatore
- CORTELLI Bruno e elettricista
- ALIPRANDI Pietro- radiatorista
- GAIONI Pierino- montatore
- DI LORENZO Nunzio - montatore
- GREGORI Bruno- montatore
- LATINI Sandro - montatore
- STEFANONI Oreste- elettricista
- CONIA Bartolomeo - lamierista
- MAZANI Tullio - verniciatore

Quanto si porta a conoscenza di codesta Direzione per debito d'Ufficio. -

IL COMANDANTE INTER/LE DEL REPARTO
(Cap.no Bruno Rossi)

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Dismissal of Labourers.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
- Director of Repairs -
Ref.: Aut/ 10538/3-6

Bolzano, 2 August 46.

To:- O.C. 4th Repair Unit,
B o l z a n o

I have taken notice of the information received from the O.C. Unit re efficiency of the workshop and position of the civilian personnel.

I fully agree with your actions and it gives me great pleasure to see your zeal and passion in re-organizing the delicate and cumbersome vehicle repair service. -

The assumption of new civilian personnel will of course depend from the result of an examination and a specimen (proof-work) in future; however the request for labours will be made through the Camera Provinciale del Lavoro.

(sgd) THE DIRECTOR
Colonel Dante Frontero.

Declassified E.O. 12065 Section 3-402/NNDC ND. 785020

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Direzione Riparazioni Automobilistiche

Bolzano, li 2/8/1946

Aut/ 10538/3-6

O g g e t t o: Licenziamento operai. =

AL COMANDO 4° REPARTO RIPARATO = B O L Z A N O =

^^^^^^^^^^

Prendo atto di quanto comunicato dal Comandante di codesto reparto circa il rendimento dell'officina ed la situazione del personale civile.

Approvo in pieno il suo operato e mi compiaccio vivamente per lo zelo e la passione che dimostra nel riorganizzare il delicato e complesso servizio delle riparazioni automobilistiche. -

Resta senz'altro inteso che d'ora in poi l'assunzione di nuovo personale civile, è subordinata all'esito dell'esame e del capolavoro (però la richiesta sia fatta tramite Provinciale del Lavoro) =

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IL COLONNELLO DIRETTORE
F/to: Dante Frontero

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Question of 4th Repair Unit.

GENERAL COMMISSARIAT FOR THE PROVINCE OF BOLZANO
- Secretary's Office -
Ref.: 10756/S/3

Bolzano, 2nd August 1946.

To:- Colonel Duranti,
Chief of the General Staff,
Corpo d'Armata, Bolzano.

Sir :-

Complying with your request, herewith Memorandum with regard to the question of 4th Repair Unit.

Under the present circumstances I am asking for your intervention at the Command, with the view to stop these provoking actions (procedure) which insult the labourer class.

I remind you of the fact that the order in force of dismissal of employees will be effective until 31st August 1946.

Thanking you in anticipation for taking interest in this matter,

I remain,

Yours faithfully

(sgd) [illegible]
SECRETARY

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

M E M O R A N D U M .

1. On the 1st August 45 a 10 days preliminary announcement of dismissal has been made to 14 laborers, giving as reason their not being qualified for the Unit (it is emphasized that these laborers are now working 8-9 months).

2. Captain Rossi replied to the Internal Commission intervening for getting informations about the reasons for these dismissals, that these will not only be restricted to 14 persons, but would reach 25.

3. The same Captain has asserted that he also could close the Workshop.

4. When continuing the discussion with the Internal Commission, the same Captain Rossi asserted that an Officer would not dirty his shoes to go to the Camera del Lavoro.

-.-.-.-

Declassified E.O. 12065 Section 3-402/NNTC NO. 785020

COPY.

Confederazione Generale Italiana del Lavoro
CAMERA CONFEDERALE DEL LAVORO
DI BOLZANO

Ufficio SEGRETERIA

Bolzano, li 2 agosto 1946
Via Orazio N.2
Telef. 38-21 - 14- 63 - 14-64

Prot. N. 10756/S/3

OGGETTO: Questione IV° Riparauto.-

Preg. Col. DURANTI
Capo Stato Magg. Corpo d'Armata
B o l z a n o

Ill.mo Sig. Colonnello,

Come d'accordo, eccoLe il promemoria sulla questione del IV° Riparauto.

Stando cosi' le cose La prego Sig.Col. di intervenire presso detto Comando, affinche' questi vari sistemi provvocatori che insultano la classe operaia, abbiano a cessare.

Le rammento che fino al 31-8-46 vige il Blocco sui licenziamenti, grato del Suo interessamento distintamente La salutiamo.

LA SEGRETERIA
(sgd) ???????????

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

P R O M E M O R I A .

1°) In data 1° agosto e' stato dato un preavviso di gg. 10 per licenziamento a 14 operai, con la scusante di non-idoneita' al Reparto (notasi che sono operai che lavorano da 8-9 mesi).-

2°) Alla Commissione Interna, intervenuta per conoscere le cause di questi licenziamenti gli fu risposto dal Sig. Cap. Rossi che non solo si sarebbe limitato ai 14 licenziamenti, ma sarebbe arrivato a 25.-

3°) Lo stesso Capitano ha affermato che potrebbe anche chiudere l'Officina.

4°) Continuando la discussione con la Commissione Interna lo stesso Cap. Rossi ha affermato che un Ufficiale non si sarebbe sporcato le scarpe per andare alla Camera del Lavoro.

INITIALLED AND STAMPED
BY CAMERA DEL LAVORO.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Letter from [redacted] Camera del Lavoro.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
- General Staff - Personnel Office -
Ref.: 05/2236/C.

Bolzano, 2 August 1946.

To:- U.S. 4th Repair Unit,
B O L Z A N O

For information to:- Director of Repairs, Bolzano.

It is requested that Captain Rossi gives particulars with regard to information received from Camera Confederale del Lavoro ~~[illegible]~~ See attached letter and observe to it. (please return same)

This also refers to the verbal information given to Captain Rossi this morning by the Chief of the General Staff of our Command.

It is added that the dismissals are to be prorogued until 31 August 1946.

It may say an investigation is being made now to check comparatively all labour personnel in order to obtain grading and classification and realizing these results, the eliminations (always gradually) will be practical n.a.f. 1st September 46.

By Order :-
THE CHIEF OF THE PERSONNEL OFFICE
(sgd) Colonel Giuseppe Volpe.

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COPY.

MA/dso

COMANDO MILITARE TERRITORIALE DI BOLZANO IV
Stato Maggiore - Ufficio Personale

N. 05/2236/C di prot.-

Bolzano, 2 agosto 1946

OGGETTO: Lettera Camera del Lavoro.-

AL COMANDO 4° RIPARAUTO BOLZANO

e, per conoscenza:

ALLA DIREZIONE RIPARAZ. AUTOMOBIL. SEDE

Si prega il Capitano ROSSI di fornire chiarimenti in merito a quanto reso noto dalla Camera Confederale del Lavoro con l'unita lettera ed allegato. (da restituire).

Cio' anche in relazione a quanto reso noto a voce allo stesso Capitano ROSSI dal Capo di Stato Maggiore di questo Comando questa mattina.

Si soggiunge che i licenziamenti debbono essere prorogati al 31 agosto p.v. -

In ogni modo si proceda fin d'ora all'esame comparativo di tutto il personale operaio per stabilire apposita graduatoria di merito in modo da tenerne conto per le eliminazioni (sempre graduali) da farsi a partire dal 1° settembre p.v. -

d' ordine
IL CAPO UFFICIO PERSONALE
(sgd) Colonnello Giuseppe Volpe

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Translation.

O.C. 4th REPARTO RIPARAZIONI AUTOMOBILISTICHE
Ref.: 3081

Bolzano, 10 August 1946.

Subject:- Letter from Camera del Lavoro.

To:- IV Comando Militare Territoriale,
- General Staff - Personnel Office -
B o l z a n o

For Information to:- Director of Repairs, IV Comiliter, Bolzano.

Reference your letter No. 05/2235/C dated 2 August 46.

The preliminary announcement of the dismissal of 14 labourers given by Daily Order No.132 dated 1st August 46 of this Unit, was the result of an attentive and scrupulous investigation of the position and the workshop efficiency.

As far as I know, there are only 9 labourers who have been serving more than 9 months with the workshop, 46 approx. 6-7 months, the remainder of the personnel approx. 3 months.

It is pointed out that the Internal Commission has been informed of the reasons for the dismissal prior to the publication of the Daily Order; these reasons will be checked again when classifying every single employee after having investigated his efficiency and productive capacity.

The classification was made on judgment of the Director of the Workshop, Chief of the Workshop, and the Foremen (two of the foremen are members of the Internal Commission).

The result of the classification was as follows :-

6 personnel have been classified: "unqualified with worst efficiency";
10 " " " " :"mediocre with scanty efficiency";
8 " " " " :"mediocre with good efficiency";
27 " " " " :"qualified with good or discreet efficiency";

and therefore the first dismissal group embraces 16 personnel (for the 3333 of same the dismissal has been prorogued they being ill-lucky) of the lowest classifications.

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and therefore the first dismissal group embraces 16 personnel (for 3333 of same the dismissal has been prorogued they being ill-lucky) of the lowest classifications.

However it will become necessary to make further selections gradually and the dismissals are supposed to arrive at a number of more than 25, provided we want to get the workshop efficient in proportion to the number of personnel.

If we should not be allowed to replace the incapable personnel and that of scanty efficiency, it would be advisable to close the workshop, because it would be fraudulent to continue operating without any production (output) and without justifying the expenses for its being in operation and without getting the vehicles of the Units of the Corpo d'Armata efficient and maintaining their efficiency state and a contemporaneous recovery of these vehicles to be stored in the Vehicle Reserve Stores (Depot).

The suggestion to close the workshop is not only an idea of the O.C. Unit, but this judgment was given by the Commander of Corpo d'Armata, too, during a recent visit, and in conclusion he expressed the opinion: "It is an undisciplined, unproductive and not much honourable Unit; if it will continue in this way, it would be better to disband it."

p.t.o.

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When realizing that the crowd of this workshop's operators is every month influencing the public finance (treasury) incisively to an extent of :-

Pay for altogether 97 workers (artisans)	=	Lire 1.113.642.--
Pay for 15 clerical grades	=	" 122.815.--
total :-		Lire 1.236.457.--

the efficiency (output) should be expected to be in due proportion to the expenditure, whilst at present there is no covering.

It is further necessary to realise that several engine repairs are still now carried out by civilian workshops due to lack of qualified personnel and due to this workshop not having yet a turning-lathe for rectification of crankshafts and a template for main bearings.

By having such work done outside, considerable amounts of money are wasted, whilst the work leaves very much to be desired. It is expected to be able very shortly to carry out that work in the proper workshop, as soon as the two above mentioned machine-tools will be obtained.

Previously (about one and a half month ago) the Internal Commission of this Workshop submitted an application (enquiry) to the Camera del Lavoro : "why the attention of the Superior Command (= 4 Terr.Comd) has not been called to the reasons for this workshop's being unproductive, i.e.:-

(a) lack of workshop equipments;
(b) the directory being incapable to get the workshop functioning."

Now they can't refer again to the same lacks (defects), because:-
Re equipment - this has rather completely provided for by purchases (and now, it is felt, the workshop can compete with any other one on site for the equipment);
Re managing the workshop - there is now more qualified and competent personnel present up there.

The only difficulty regarding the advancement (evolvement) of the work is at present that of supply of spares and material urgently needed; reasons :-
(a) the unit never had and has not yet a store of spares and for emergency; the small quantity being available here is very scanty and unimportant for a workshop;
(b) it is difficult to obtain spares and emergency material on site (Bolzano), even the smallest indispensable number for a determined

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(a) the unit never had and has not yet a store of spares and for emergency; the small quantity being available here is very scanty and unimportant for a workshop;

(b) it is difficult to obtain spares and emergency material on site (Bolzano), even the smallest indispensable number for a determined work; the small quantity which can be found here, we nearly always have to pay more than on other places;

(c) we don't get always the authority for purchase of spares and emergency material, because according to administrative directives given by the Ministry of War, these should be supplied by the military stores of Piacenza or by the Army vehicle provisioning office of Torino; but these sections are unable to supply even urgently required material now, they not being established yet.

All the above facts, of course, influence the work (output), whilst other vehicles will be taken under repair when awaiting supply of spares from local purchases or from the military stores, in order to perform the W/S duties.

For the purpose of overcoming the difficulties regarding deficiency of qualified personnel, our Unit has contacted the Liaison Office Bolzano with a view to send unoccupied labours the conditions of which are in conformity with the Ministerial instructions (returned previous prisoners of war, partisans, disabled soldiers of the war etc.), and which will be able

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to perform the duties of engine specialists, electricians, radiator specialists etc. 12 men were sent up here and were examined by giving them a specimen (proof-work), but only 4 of them were considered to be qualified and they definitely will be employed as soon as their certificate of conduct will be available.

With regard to para 4) of the Camera Confederale del Lavoro Memorandum: "That the O.C. Unit is said to have asserted, that an Officer would not dirty his shoes to go to the Camera del Lavoro", it is pointed out that the informer (the chief of the workshop's internal commission) has not been generous when reporting the O.C.'s words which were as follows :-

"You must understand, that it is not the officer who has to go down to the Camera del Lavoro, but the Camera del Lavoro has to go up to the Officer". (dovete capire che non dev'essere l'ufficiale che deve scendere alla Camera del Lavoro, ma bensi' la Camera del Lavoro che deve salire all'Ufficiale).

"That it is useless to submit records to the Camera del Lavoro re requests for increases of pay, prizes (rewards), leave (holidays) etc., if during the discussion the military deputy of the Corpo d'Armata is not present, who will take notice of the labours' requests and submit them to the competent military authorities for approval."

It is necessary to realize that the personnel of this workshop are still considered to be daily paid workers without any work-contract, as the competent Ministry has not sanctioned yet the qualification of temporary labours.

(sgd) THE TEMPORARY O.C. UNIT
Captain Bruno Rossi

T.

Declassified E.O. 12065 Section 3-402/NSDC NO. 785020

M/mc. 4° REPARTO MECCANICO - OFFICINA

2 0 M - N D O

N. 3081 di prot. Volturno, li 10/8/1945

O g g e t t o: Lettera Camera del Lavoro. =

ALL'UFFICIO PERSONALE - SEDE

IV^a Comiliter

V O L T U R N O

e, per conoscenza:

ALL'UFFICIALE DI RIFERIMENTO SUO COMILITER

IV^a Comiliter

V O L T U R N O

- - - - - - - - - - - - - - -

Riferimento foglio n° 05/2236/C del 2 corr. -

Il preavviso di licenziamento dei 14 operai, messo con ordine del giorno n° 132 del 1° corr. da questo reparto, è stato dato in seguito ad attento e scrupoloso esame della situazione e rendimento dell'officina.

Per quanto concerne questo reparto, solo 9 operai hanno anzianità di servizio di oltre nove mesi; 40 da sei a sette mesi; il rimanente di circa tre mesi.

Preciso che la commissione interna era a conoscenza delle cause del licenziamento, prima ancora che fosse pubblicato l'ordine del giorno; tale cause vennero ricercate nella officina stessa nei riguardi di ogni singolo operaio previo esame del rendimento e capacità produttiva.

La officina stessa è stata messa su parere espresso dai:

-direttore d'officina;
-capo officina;
-capisquadra(due dei quali squadre fanno parte della commissione interna).

Il risultato della classifica è il seguente:

=6 operai sono stati classificati "non idonei con pessimo rendimento";
=10 " " " " "mediocri con scarso rendimento";
=3 " " " " "mediocri con buon rendimento";
=7 " " " " "idonei con buon o discreto rendimento";

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Pertanto il primo blocco di licenziamento è stato per 16 operai(per

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Riferimento foglio nº 05/2226/3 del 2 corr. -

Il provvedimento di licenziamento dei 14 operai, assunti con ordine del giorno nº 112 del 1º corr. da questo reparto, è stato dato in seguito di attento e scrupoloso esame della situazione e rendimento dell'officina.

Per quanto concerne questo reparto, solo 5 operai hanno una anzianità di servizio di oltre nove mesi; 4 da sei a sette mesi; il rimanente di circa tre mesi.

Preciso che la commissione interna era a conoscenza delle cause del licenziamento, prima ancora che fosse pubblicato l'ordine del giorno; tale cause vanno ricercate nella classifica emessa nei riguardi di ogni singolo operaio previo esame del rendimento e capacità produttiva.

La classifica stessa fatta emessa su parere espresso dal:
-direttore d'officina;
-capo officina;
-capisquadra(due dei cui squadre fanno parte della commissione interna).

Il risultato della classifica è il seguente:
=7 operai sono stati classificati "non idonei con passivo rendimento";
=10 " " " " "mediocri con scarso rendimento";
=1 " " " " "mediocri con buon rendimento";
=27 " " " " "idonei con buon o discreto rendimento".

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A parte ciò, il primo blocco di licenziamento è stato per 16 operai (perdue si è soprasseduto perchè infortunati) che sono compresi nelle classifiche inferiori.

Successivamente però, si dovrà fare altra selezione, e si presume che i licenziati saranno di oltre 25, sempreché si voglia portare l'officina a quel rendimento proporzionale al numero dei lavoratori.

Se non si permetterà la sostituzione delle maestranze non idonee e di quelle con scarso rendimento, certamente converrà chiudere l'officina, perchè sarebbe dolose continuare a farla funzionare senza produrre in modo da sopperire alle spese per il suo funzionamento e rendere quel tanto che è necessario per mantenere efficienti gli autoveicoli circolanti degli enti del C.d'A. e contemporaneamente al ripristino di quelli da accantonare per il deposito automobilistico di riserva.

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Declassified E.O. 12065 Section 3-402/NNTC NO. 785020

La proposta di chiusura non è solo un mio giudizio personale, ma anche quello del Comandante di questo Corpo d'Armata il quale in una sua recente visita che si concludeva con la seguente frase: "E' un reparto indisciplinato, improduttivo e poco curato; se continua così sarà bene scioglierlo."

E' bene che si tenga presente che le maestranze di questa officina lucidano mensilmente sul bilancio dello Stato nella seguente misura:

- Per paghe operai nel numero totale di 97 L. L.113.642. =
- Per paghe impiegati nel n° di 15 L. L22.815. =

per un totale complessivo di L.L.236.457. =: a che pertanto il rendimento dovrebbe essere proporzionale alla spesa, mentre per ora, non lo si copre.

E' d'uopo tener presente che ancora oggi alcune riparazioni di motore vengono effettuate dalle officine private per mancanza di personale pratico e perchè ancora l'officina non ha un tornio per rettificare alberi a gomiti ed una barenatrice per le bronzine di banco.

Tali lavori presso l'officine esterne assorbono spese non indifferenti mentre le lavorazioni stesse sono molto a desiderare. Si spera pertanto di poter assumere anche queste presso l'officina quando si avranno le due macchine utensili sopra indicate. -

Precedentemente (un mese e mezzo fa' circa) la Commissione interna di questa officina aveva presentato un'esposto alla Camera del Lavoro, perchè ne fosse richiamata l'attenzione di codesto Superiore Comando, giustificando che l'improduttività dell'officina era dovuta:

- per mancanza delle attrezzature della officina;
- per la incapacità alla direzione del funzionamento della stessa. -

Ora non possono più spiegarsi le dette deficienze, perchè:

- per quanto si riferisce alle attrezzature, essa è stata quasi completamente concessa mediante acquisti (ed anzi si può dire che la dotazione di questa officina può fare or concorrenza con quelle della piazza);
- perchè a dirigere materialmente l'officina vi è un personale più pratico e competente. -

Oggi la sola difficoltà, per lo svolgimento sollecito delle lavorazioni, quella del rifornimento ricambi e materiali di pronto impiego perchè:

- non esisteva e non esiste presso questo reparto un magazzino ricambi e di pronto impiego; quel poco che ci ha e così esiguo e di nessuna importanza per un'officina; 3323
- non è facile trovare sulla piazza di Bolzano ricambi e materiale di pronto impiego, nello stretto indispensabile per un determinato lavoro; quel poco che si trova costa quasi sempre di più che sulle piazze di altre città;
- non sempre viene concordata l'autorizzazione di acquisto ricambi e materiali di urgente impiego, perchè le norme amministrative emesse dal Ministero della Guerra recentemente, sono restrittive in quanto il rifornimento dovrebbe avvenire presso il deposito militare di Piacenza o presso l'ufficio approvvigionamento auto dell'A. di Torino; enti che ancora oggi non possono soddisfare con urgenza le richieste per difficoltà di primo impianto.

Quanto esposto incide però limitatamente sulla lavorazione, giacchè si manifesta facendo entrare in lavorazione altri automezzi in attesa dei ricambi che devono pervenire o dall'acquisto diretto o dai magazzini militari.

./.

Per sopperire alla deficienza della capacità lavorativa degli operai, questo reparto ha preso contatto con l'Ufficio di Collocamento di Bolzano al fine fossero qui inviati operai disoccupati che si trovassero nelle condizioni volute dalle disposizioni ministeriali in vigore (reduci, partigiani, sutilati ecc.) e capaci a svolgere quel dato lavoro (motoristi, elettricisti, trattoristi ecc.); su 12 qui inviati ed assunti con quel voto, solo 4 sono stati dichiarati idonei e la loro assunzione definitiva avverrà dopo le informazioni sulla loro condotta civile.-

Per quanto si riferisce al capo IV° del promemoria della Camera Confederale del Lavoro:"" che il Comandante di questo reparto avrebbe affermato che un'ufficiale non si sarebbe sparato le scarpe per andare alla Camera del Lavoro"", si precisa che l'informato e (il capo della Commissione interna di quest officina) non è stato generoso nel riferire quanto avev detto il comandante stesso e cioè:

- dovete capire che non dev'essere l'ufficiale che deve scendere alla Camera del Lavoro, ma bensì' la Camera del Lavoro che deve salire all'Ufficiale.

- che inutile presentare verbali redatti dalla Camera del Lavoro richiedenti aumenti di paga, premi, ferie ecc., se nella discussione non è stato richiesto il rappresentante militare del Corpo d' reste il quale x mantenx i desiderati degli operai = li dovrà succhiare agli organi competenti militari per l' provvisione. =

E' bene tener presente che gli operai di questa officina sono ancora considerati operai fiduciari senza nessun contratto di lavoro in quanto la qualifica di operai temporanei non è ancora stata assunzione dal Ministero competente. =

Il Capitano Ispettore
(Cap.no Bruno Rossi)

= R/R.- Per l'ufficiale Ispettore si restituisce:
- Foglio n° Io 55/3/3 della Segreteria in data 2 c.m. con allegato il promemoria di cui sopra;
- Per la direzione dei vari stabilimenti si allegano copie dei sopradetti fogli. =

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Declassified E.O. 12065 Section J-402/NRDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Civilian Chief Administrator (Artillery) AMORATI CARLO, 16th Repair Unit, Verona.

COMANDO MILITARE TERRITORIALE DI BOLZANO IV
- Director of Repairs -

Bolzano, 6 August 1946.

MEMORANDUM FOR MAJOR VALLI, PAOLO
4 B.I.U., BOLZANO.

Will you please inform Colonel Douglas of the following matter:-

By Signal No. 78916 dated 8 July 46 (copy sent to 4 Territorial Command -Personnel Office- for information) the Ministry of War - General Directory Civilian Personnel and General Affairs - has ordered the posting of the Administrator Amorati Carlo from the 16th Repair Unit, Verona, to the Artillery HQ., Verona, and the replacement by Chief Administrator (Artillery) Masotto Giovanni; basing on a reply given by the 4 Territorial Command to the Ministry of War where it has been stated: "that they don't think it will be necessary to revoke that posting".

I beg to emphasise that this posting would provoke a grave prejudice in the service and that it is by no means justified, and it shows that the cumbersome difficulties of the M.T.Service are not understood thoroughly.

The Administrator Amorati Carlo, who was assigned to the 16th Repair Unit on 2 January 46 (general order 1946 para XII) has already been serving with the 4th Driver Regiment and therefore is much experienced in the M.T.Service, and he is - as I personally know and appreciate - exceptionally active, capable and honest.

The loss of the Administrator Amorati Carlo is unimaginable for the 16th Repair Unit his presence being absolutely indispensable especially in these days when -in addition to the ordinary duties- they are in charge of the liquidation of 1st Mobile Park which is being disbanded, and furthermore they will have to incorporate with the 21st Recovery Commission which is supposed to be disbanded, too.

I further want to point out that the labourers are bearing heavy ill-will (hostility) against Administrator Masotto Giovanni, and this is another argument to dissuade from his assignment to the 16th Repair Unit. (I am enclosing copy of an information given to the 16th Repair Unit by the Internal Commission.)

THE DIRECTOR
(sgd) Colonel Dante Frontaro.

V.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Verona, 13 July 1946.

To:- O.C. 16th Repair Unit,
Verona

Our Commission has heard of the posting of Administrator Masotti to this Unit and wants to notify you, that the labourers of the 16th Repair Unit do not agree to this for the same reasons as those which the Internal Commission of the Artillery HQ. has considered it impossible for him to resume his job at the HQ. All the employees of 16th Repair Unit do not consent to the assignment of the above named functionary and ask for action to be taken in order to get the assignment of Administrator Masotti revoked.

THE INTERNAL COMMISSION
OF THE 16th REPAIR UNIT :-

(sgd) Antoniazzi Tullio
Zamboni Lino
Puserbo Amalio
Rag. Bortolini Giuseppe

W.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Visit to the L.A.D.'s of the "Friuli" Division made by 4 B.L.U. Officer.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -
Ref.: 2135/Aut.

Levico, 19 July 1946.

To:- IV Comando Militare Territoriale
- General Staff - Service Office -,
B o l z a n o

For information:- Director of Repairs, IV Comilitar, Bolzano.

Referring to your letter 04/10115/Serv. I want to inform you of the actions taken in order to remove the inconveniences met with when the CME (Capo Ufficio Automobilistico) of the Division and the ME Capt. White of 4 D.L.U. inspected the 6 L.A.D.'s .

Concerning the L.A.D. of 87th Infantry Regiment I have given order to the O.C. Regiment to take care of establishing the L.A.D. in another locality of the same barracks which is thought to be more appropriate and which already has been designated by the CME during the inspection.

I have informed the O.C.'s Regiments concerned as well as the O.C. Engineer Battalion of the inconveniences stated and have contemporaneously ordered to remove same immediately giving me a report in confirmations of this.

Considering the scarcity of workmen in consequence of the release of classes 1922 to 1923 and first four months 1924 and considering the lack of material, I have incorporated No.2 and No.5 L.A.D., Riva, into one workshop under disciplinary supervision of the O.C. 88th Infantry Regt., whilst the CME of the 88th Inf.Regt. will give them technical assistance. All units (sections) stationed in the Riva area may apply to this workshop for small repairs.

At the present moment I have given order to ~~the~~ No.6 L.A.D., Strigno, to re-establish at the site of Main Workshops, Trento, awaiting assignment of personnel from the Ministry; respective request was made on 17 July 46 by letter No. 2194, ~~and~~ a copy of which was sent to your Command for information.

So, the 6 L.A.D.'s definitely have been incorporated into 3 regimental workshops:- one at Trento consisting of No.3 and No.4 L.A.D. for the 35th Artillery Regiment; one at Riva for the 88th Infantry Regiment; one at Bolzano for the 87th Infantry Regiment.

p.t.o.

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A long time ago the request for equipment required by the L.A.D.'s was made to the Ministry pointing out that under present circumstances they can't be useful; it is now being prepared.

The request for spares, too, has repeatedly been made to the Ministry, and considering the deficiency of this material the M.T. Office under this command tries to get the most important parts by local purchase from firms being authorized by the Ministry and in accordance with prices fixed by the Ministry.

Furthermore directives for the L.A.D.'s have been given by the divisional M.T. Office in consequence of inspection report as per letter No.1883/Aut. dated 21 June 1946, copy of which is attached hereto.

Further I have taken disciplinary actions against the following officers :-

Capt. of the M.T.Corps (s.p.c.) Vanzini Ernesto, 87th Infantry Regiment - 5 days of simple arrest;

Capt. of the M.T.Corps (s.s.c.) De Masi Mario, 88th Infantry Regiment - 5 days of simple arrest.

Argument:- "Officer in charge of M.T. Office of the Regiment did not take any interest in the organisation and functioning of the regimental L.A.D., so that it became entirely passive."

Capt. Varno Italo, C.C. 52nd Artisan Coy. - 5 days of simple arrest.

Argument :- "C.C. Unit did not take any interest in the functioning of the L.A.D. attached to the unit, so that it became rather completely passive."

As to the 4th para of the reference letter, the M.T. Office under our Command has indeed assumed -especially after having changed from the war status to that of the peace- partly duties i.e. office work as well as holding inspections, administrative controls, road tests of repaired vehicles, technical assistance to civilian workshops, ~~tests~~ examinations for drivers of vehicles and motorcycles etc.-all duties which definitely can't be performed by one single officer. It will therefore be necessary to modify the organization of this office (at present consisting of one officer and two serjeants) in the following way :-

1 superior officer - chief of office;
1 Captain in charge of the office;
1 subaltern officer in charge of the vehicle statistics;
1 serjeant responsible for registers and records;
1 serjeant in charge of fuel (carburant) revisions;
1 typist.

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M.T.O.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

At this occasion I am informing you that the M.T. office of the "Legnano" Division is consisting of :-

1 superior officer - chief of office;
1 Captain in charge of the office;
2 subaltern officers;
4 sergeants;
2 typists;
1 draughtsman.

All these officers are members of the M.T. Corps.

THE GENERAL COMMANDING
(sgd) Tullio Bernardi.

Certified true copy:-

THE CHIEF OF THE SERVICE OFFICE
Lieut.-Col. Luigi Zongo.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -

Udine, 2 August 1946.

MONTHLY REPORT HOW VEHICLES MAINTENANCE SERVICE IS GOING ON :

MONTH OF J U L Y 1946.

(1) Ordinary Maintenance :-
No alterations regarding the system of the daily duties. -
During the first fortnight of July a vehicle maintenance course for officers and sergeants in charge of M.T. in the various Units was held at the Division. The manager of this course was Capt. Mirenghi Nicola, Inspector of M.T. detachment Udine. - 32 officers and 28 Sergeants have taken part - 29 officers and 26 Sergeants of same proved to be capable.
This course has been very useful and has shown satisfactory results when taking into account that the majority of the frequentors had nearly no technical knowledge regarding the various types of vehicles. Considering the short period of the course (7 days), it would be useful to practise a theoretical-practical vehicle traffic (M.T.) course at the Division; however the Division has no capable instructors to secure the expected results.
The Directory of the M.T. Office of the Division could manage the course, but there is only one single officer of the M.T.Corps (according to A.T.), Major Leone, Chief of that office; however a heavy lot of work is already incumbent on him and therefore no other duties can't be imposed to him.
It would be advisable to establish a theoretic-pratical school for drivers of vehicles and motorcycles at the site of the Division, as it already had been suggested and discussed with Major Catalano, nominated Inspector for the 5 Division Combat Groups by the Ministry; these courses are actually running at the units, but with scanty avail owing to deficiency of really capable instructors.
In order to overcome these difficulties (inconveniences) and to secure the right vehicle maintenance service , it will be necessary to assign at least 2 officers and 5 Sergeants of the M.T.Corps, being adequate for this job, to the school of the Division.

3322

(2) Extraordinary Maintenance :-
The extraordinary maintenance service is performed every fortnight as far as possible considering the deficiency of drivers due to the release of the old classes, for which reason a considerable number of vehicles no driver is detailed.

(3) Efficiency state of Vehicles :-
The number of inefficient vehicles and motorcycles is continuously increasing owing to lack of tyres especially those for heavy lorries, motorcycles and cars. The Division is in need of the following tyres in order to get the various vehicles efficient :-

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Sizes	Tyres	Tubes
10,50 x 20	144	52
10,00 x 22	19	-
10,50 x 13	4	52
11,50 x 20	3	-
14,00 x 20	8	-
8,50 x 20	-	11
7,50 x 20	16	7
7,00 x 16	4	2
6,00 x 16	20	40
6,00 x 18	6	6
5,50 x 20	12	-
5,50 x 15	31	11
5,50 x 16	9	9
5,50 x 18	5	5
5,00 x 15	65	27
5,25 x 16	-	12
165 x 400	4	4
150 x 400	12	12
4,00 x 17	8	7
210 x 20	3	3
4,00 x 15	10	10
3,25 x 19	105	- 91.

(4) Lorries' Equipment :-
To complete this equipment we are still awaiting the assignments which should be made in accordance with the announcements as per circular letter No. 26900 of the Ministry of War - Dir. Artillery & Motorisation, dated 3 April 1946.
As already mentioned in previous reports, our Command has taken care of the manufacture of a type of grease-gun (or nipple) with lever and with a special coupling (connecting part) for the Allied vehicles, in order to equip every vehicle with one of it.
Furthermore we have issued to the units (sections) one pressure-gauge for every 6 lorries.

(5) Equipment L.A.D. :-
There is still the deficiency already reported in the May report, viz.:

6 awls
6 forges
6 small vulcanizators for inner-tube
6 jacks transportable on wheels
6 boxes of polygonal keys
6 sets of polygonal keys, bent
6 sets of levers for mounting and dismounting of tyres
6 grind-stones
6 sets of files, assorted
6 small saws for iron
6 small borers (drills)
6 sets of flat keys.

3321

p.t.o.

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The request for the assignment of these tools has been made through the Inspector for the 5 Divisions ex-Garibaldi Groups, Major Catalano of the "Legnano" Division, but up to date nothing has been assigned yet.
Furthermore 9 greco-guns, feet have been assigned to the Division which were issued to all workshops under command.

(6) Deficiencies of Technical Personnel :-
There is still the deficiency mentioned in the previous monthly report, viz.: 4 Sjts./Maj. Chiefs of the W/S. and specialised workers (electricians, fitters, soldarers, plate-makers).
A request for this personnel was made by letter No. 2194 dated 17 July 46 to the General Staff - Service Office.
The assignment of the 4 Sjts./Maj. Chiefs of the W/S. is now rather urgent, because it becomes necessary to remodel (withdraw) 3 of the 6 L.A.D.'s of the Division owing to the release of the Sergeants who managed same. Of the 3 L.A.D.'s carrying on now, there is only one managed by a Sjt./Maj. , whilst the other two are directed by two Sergeants who will be released on 15 August.
Furthermore there is still the deficiency of technical personnel in the units (sections) and that -in another respect- in the M.T. office of the Division.

(7) Deficiency of Drivers :-
By the release of the old classes the position becomes rather problematic. The courses for specializing held at the regiments have shown scanty results.
Reference is made to the suggestion already given in para (1) of this report.

On Order :-
THE CHIEF OF THE GENERAL STAFF
Lieut.Col. G.Verardo.

Certified true copy :-
THE CHIEF OF THE M.T.OFFICE
(sgd) Major Leone Bonventura.

COPY.

DIVISIONE DI FANTERIA "FRIULI"
Comando Officina Mobile

SITUAZIONE MOTORI REVISIONATI dal 28-7-46 al 3-8-46

Tipo	Revisionati dall'Off.Mobile	Revisionati da Enti civili	Note
Dodge	---	3	Officine meccaniche di Curtatone
Bedford	---	2	Officine meccaniche di Curtatone

Trento, li 3 agosto 1946

(sgd) IL MAGGIORE
COMANDANTE L'OFFICINA MOBILE
Giovanni Figliolia

SITUAZIONE MOTORI REVISIONATI dal 4-8-46 al 10-8-46

Tipo	Riparati all'Officina Mobile	Revisionati da Enti civili	Note
G.M.C.	1	---	
Morris trattore	1	---	
Jeep	1	---	

Trento, li 11 agosto 1946

(sgd) IL MAGGIORE

3319

Declassified E.O. 12065 Section 3-402/NNRC No. 785020

- - - - - - - - -

SITUAZIONE MOTORI REVISIONATI dal 4-8-46 al 10-8-46

Tipo	Riparati all'Officina Mobile	Revisionati da Enti civili	N o t e
G.M.C.	1	---	
Morris trattore	1	---	
Jeep	1	---	

3319

Trento, li 11 agosto 1946

(sgd) IL MAGGIORE
COMANDANTE L'OFFICINA MOBILE
Giovanni Figliolia

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STOCCHIO DIMOSTRATIVO DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE

dal 1° al 10 Agosto 1946

Reparto	Carico delle Armi	Armi ispezionate	Armi riparate
88° Rgt.Ftr. "Friuli"			
Fucili M.4	249	963	230
Fucili M.1	170	166	15
Thompson	253	242	7
Mitra Bren	110	108	6
Piat	32	32	4
Mortai da 2 pollici	39	39	2
Mortai da 3 pollici	4	4	1
Pistole Mod. 38	55	55	3
Pistole da segnalazione	15	15	—

Trento, li 14 Agosto 1946

(sgd) [illegible]
S.Ten

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COPY.

3318

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

DELLE ARMI ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"

dal 1° al 10 Agosto 1946

Armi	Armi ispezionate	Armi riparate	Armi S.L.R.	Note
	503	230	23	
	166	15	—	
	242	7	1	
	108	6	—	
	32	4	—	
	39	2	—	
	4	1	—	
	55	3	—	
	15	—	—	

(agd) IL DIRETTORE DELL'OFFICINA
S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

317

DIVISIONE
- Comando

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE

dal 1 al 10 Agosto 1946

Reparto	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B. I. R.	Stato
35° Art. V° Gruppo	8	2	2	---	ottimo
35° Art. VI° Gruppo	11	2	2	---	buono

Trento, li 14 Agosto 1946

(sgd) IL DIRETTORE
S.Ten. Martin

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

317

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

RATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE

al 10 Agosto 1946

oni donati	Cannoni riparati	Cannoni N. L. R.	Stato d'uso	N o t e
2	2	---	ottimo	
2	2	---	buono	

(sgd) IL DIRETTORE DELL'OFFICINA
S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

3316

DIVISI
- Co

SPECCHIO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PRESSO QU

dal 1 Al 10 Agosto 946

Reparto	Denominazione Materiale	Quantita'	Riparate	da riparare	N. L
35° Rgt. Art.	Radio 22	3	3	---	---
" " "	Radio 48	3	3	---	---
20 Cpm/ T.R.T.	Acc. G.e 12 V.	4	---	---	4
35° Rgt. Art.	Acc. Ge 12 V.	38	38	---	---

Trento, li 14 Agosto 1946

(ecc)

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

3316

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

RIPARAZIONI EFFETTUATE AL MATERIALE RADIO PRESSO QUESTA OFFICINA

dal 1 al 10 Agosto 946

Quantita'	Riparate	da riparare	R. L. R.	Funzionamento	N o t e
3	3	--	--	ottimo	
3	3	--	--	ottimo	
4	--	--	4 (1)	---	(1) addebitate al reparto perche' causa cattiva manutenzione
38	38	--	--	buono	

(sgd) IL DIRETTORE DELL'OFFICINA
S.Ten. Martinelli Ferdinando

Declassified E.O. 12065 Section 3-402/NRDC NO. 785020

DIVISIONE DI FANTERIA FRIULI

Comando Artiglieria Mobile

Specchio dimostrativo delle armi ispezionate ai reparti della Divisione N

dal 1° al 10 Agosto 1946

Reparto	Carico delle armi	armi ispezionate	armi rimaste
88° Rgt. Ftr. Friuli			
Fucili Mod.	949	963	230
Fucili M.1	170	168	19
Thompson	253	242	7
Mitra Beretta	110	108	6
Pistole	32	32	4
Mortai da 2 pollici	39	39	2
" " 3 "	4	4	1
Pistole Mod. 38	55	55	3
Pistole lanciarazzi	15	15	=

Trento, li 14 agosto 1946

IL DIRETTORE DE

(Ten. Col. Mario

Schulhart

Declassified E.O. 12065 Section 3-402/NNTC NO. 785020

DIVISIONE DI FANTERIA FRIULI

Comando Artiglieria Mobile

Delle armi ispezionate ai reparti della Divisione Friuli

dal 1° al 10 Agosto 1945

Tipo delle armi	Armi ispezionate	Armi rinvenute	Armi B.I.R.	Note
9/9	963	430	23	
170	168	15	=	
253	242	7	1	
110	108	6	=	
32	32	4	=	
39	39	2	=	
4	4	1	=	
55	55	3	=	
15	15	=	=	11

1946

IL DIRETTORE DELL'ARTIGLIERIA

(S.Ten. Martinelli Ferdinando)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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3.7.1.4

DIVISIONE DI FANTERIA FRIULI

Comando Officina Mobile

Specchio dimostrativo delle riparazioni effettuate al materiale radio

dal 1 al 10 Agosto 1946

Reparto	Denominazione materiale	quantità	Giacente	la	R.T.R.
35° Rgt.Art.	Radio 22	3	3	=	=
" " "	Radio 45	3	3	=	=
20 Grm/ T.R.T.	Acc. G.e 12 V.	4	=	1	+(1
35° Rgt.Art.	Acc. Ge 12 V.	38	38	=	=

Udine, li 14 Agosto 1946

IL DIRETTORE DEL
(S.Ten. Enrico [illegible]
Flavio Martinuzzi

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DIVISIONE DI FANTERIA "LUPI"

Comando Officina Mobile

...o delle riparazioni effettuate al materiale radio presso questa Officina

dal [illegible] al 10 Agosto 19[illegible]6

...oro	quantità	Ricevuto	Da rimanere	B.L.R.	Funzionamento	Note
2	3	3	=	=	ottimo	
8	3	3	=	=	ottimo	
2 V.	4	=	=	+(1)	=	(1)Mancabile nel reparto perchè causa cattiva manutenzione.
2 V.	38	38	=	=	buono.	

Agosto 19[illegible]6

IL DIRETTORE DELL'OFFICINA

(S.Ten. Martinelli Ferdinando)

Ferd Martinelli

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

DIVISIONE DI FANTERIA FRIULI

Comando Officina Mobile

Specchio dei carri pervenuti ed ispezionati ai reparti della Divisione

dal [illegible] al 10-8-45

Reparto	Carri in consegna	Carri ispezionati	Carri rimorchiati	Carri B.L.B.	Stato
35° Art. V° Gruppo	3	2	2	=	Ottimo
35° Art. VI° Gruppo	11	2	2	=	buono

Trento, 11 14 Agosto 1945

IL DIRETTORE DELL'OF

(S.Ten. Bertinelli Berdi

[signature]

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DIVISIONE DI FANTERIA FRIULI

Comando Officina Mobile

Carroni ripresati ed isnezionati al reparti dalla Divisione

dal 22 luglio al 10-8-46

Carroni in consegna	Carroni isnezionati	Carroni ripresati	Carroni B.L.R.	Stato d'uso	Note
8	2	2	=	Ottimo	
11	2	2	=	buono	

4 AGOSTO 1946

IL DIRETTORE DELL'OFFICINA

(S.Ten. Martinelli Ferdinando)

28

SUBJECT :- Civilian Employees : Pay.

Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.
MM/24/27
1 August 46

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

Reference para 2 of your Sitrep S/R 23 dated 15th July 46.

1. The following points are made in respect of the Sub Paras of your a/m Sitrep:-

(a) Sub Para 2(a) :- Obviously active steps should be taken by O.C. Workshops to investigate and clarify any suspicions or grievances of employees on the question of pay.

(b) Sub Para 2(b) :- If however, due to the rather complicated System of Pay, the O.C. Workshop cannot satisfy all employees Pay problems and is also unable to produce a working system of Pay and grading within his unit, he should refer the problem to the next higher Italian Authority for clarification and/or assistance.

(c) Sub Para 2(c) :- Enquiries have been made by this office into the possibility of issuing information on rates of pay and method of increasing wages etc but due to the complicated Italian System of Pay which is based on each individual employees qualifications and size of family etc it is regretted that it is impossible to issue such information and therefore the only solution to the 3...

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

C.C. Workshops to investigate and clarify any suspected [illegible] grievances of employees on the question of pay.

(b) Sub Para 2(b) :- If however, due to the rather complicated System of Pay, the C.C. Workshop cannot satisfy all employees Pay problems and is also unable to produce a working system of Pay and grading within his unit, he should refer the problem to the next higher Italian Authority for clarification and/or assistance.

(c) Sub Para 2(c) :- Enquiries have been made by this office into the possibility of issuing information on rates of pay and method of increasing wages etc but due to the complicated Italian System of Pay which is based on each individual employees qualifications and size of family etc it is regretted that it is impossible to issue such information and therefore the only solution to the problem will be for the C.C. Units to take action as in Paras 1(a) and (b) above.

3/...

W.J. Franklin

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

WJF/aw

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

fol 27

Subject:- [redacted] 4 B.L.U.

[redacted] 4 B.L.U.
Ref.: D/R 24

29 July 1946.

To:- [redacted], H.Q. A.M.I.A., Rome
C.O. 4 B.L.U.

Period 14 July 46 - 27 July 46.

1. Recovery of Italian Material.

On the 16 - 17 July 46 the [redacted] with a British driver collected an Italian W/T trailer (containing woodwork machinery) from Klagenfurt.

2. "Friuli" Infantry Division Main Workshop (Trento).

(a) On 19 July 46 the [redacted] visited the above W/S. C.O. Workshop reported that he is expecting 90 men to arrive at his workshop at the end of August from a C.A.R. which are to be trained in the workshop. Suitable accomodation has been prepared for them.

(b) Apart from the loss of a further officer no problems or difficulties were found which have not already been reported in previous Sitreps.

3. W/S Stores System for Territorial Command Workshops.

(a) Further to action reported in para 5 (e) of previous Sitrep S/R 23 dated 15 July 46. On 20 July 46 a directive of workshops stores procedure suitable for the Territorial Command Workshops was prepared and translated. A copy of this was shown to Colonel Frontero (Director of Repairs 4 T.C.) as a suggestion. He agreed an internal directive of this type was necessary and has since drafted and issued the attached copy which has been so modified that it does not now contain the perhaps most important point that of indenting in advance before commencing work on a vehicle.

3311

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2. "Friuli" Infantry Division Main Workshop (Trento).

(a) On 19 July 45 the [redacted] visited the above W/S. C.O. Workshop reported that he is expecting 36 men to arrive at his workshop at the end of August from a C.A.F. which are to be trained in the workshop. Suitable accomodation has been prepared for them.

(b) Apart from the loss of a further officer no problems or difficulties were found which have not already been reported in previous Sitreps.

3. W/S Stores System for Territorial Command Workshops.

(a) Further to action reported in para 5 (a) of previous Sitrep G/X 23 dated 15 July 45. On 20 July 45 a directive of workshops stores procedure suitable for the Territorial Command Workshops was prepared and translated. A copy of this was shown to Colonel Frontero (Director of Repairs 4 T.C.) as a suggestion. He agreed an internal directive of this type was necessary and has since drafted and issued the attached copy which has been so modified that it does not now contain the perhaps most important point that of indenting in advance before commencing work on a vehicle. 3311

Attached translated report ref. 2866/C dated 26 July 45 from C.O. 4th Repair Unit to Colonel Frontero shows 11 vehicles suspended through lack of spares, but the request for spares had only been made 5 - 9 - 10 - 20 days previously. It has been again pointed out to Col. Frontero that if the parts had been placed on indent immediately after the vehicles had entered the workshop by the time labour was available, the majority of the spares would at least be on their way to the workshop or would have already arrived. He has yet to be convinced that this system works.

4. Personnel "Friuli" Infantry Division Workshop.

(a) On 24 July 45 the [redacted] whilst discussing a unit problem with General Picchioni of the "Friuli" Infantry Division, took the opportunity to request for the workshop a Serjeant/Major who was recently posted to the Division from the 24th Recovery Unit (4 T.C.). This request was granted and the Sjt./Maj. is to be sent to one of the [redacted]'s.

[redacted]

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

(b) Reference my Sitrep S/R 21 dated 18 June 46 para 1 (e). Authority was given to the "Friuli" Infantry Division to employ 20 men from the closing 1 Mobile Park, but this has not proved a success according to General Tacchioni, as the civilians already employed in the workshop from the Trento area made things extremely difficult for the new personnel, by obstructing them in every way and telling them to go back to Peschiera. A request has been made for this order to be modified deleting the clause that the 20 personnel shall be from the 1 Mobile Park.

(c) Attached is original and translated copy of a letter written by General Bernardi (Commanding "Friuli" Inf.Div.) on the personnel situation for workshops and L.A.D.'s on 17 July 46.

5. CRE "Friuli" Infantry Division.

(a) On the 25 July 46 RAO visited Major Lions, CRE "Friuli" Inf.Div. to hasten returns and replies to recent letters.

(b) During this visit it was learnt that the L.A.D.'s of the Division have now been reduced to 3 through lack of personnel. The three L.A.D.'s are situated in Belluno, Trento and Riva, the Trento L.A.D. being the only one with a Sgt./Maj. in charge.

6. 1 Mobile Park (Peschiera).

It is understood from the Director of Repairs (Colonel Frontero) A.F.H.Q. that 1 Mobile Park will be disbanded on the 31st July 46.

7. Repair British and American Engines ("Friuli" Inf.Div.).

No engines under repair have been completed during this period.

8. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecom Equipment, Small Arms and Artillery in the "Friuli" Infantry Division during this period.

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(b) During this visit it was learnt that the L.A.D.'s of the Division have now been reduced to 3 through lack of personnel. The three L.A.D.'s are situated in Bolzano, Trento and Riva, the Trento L.A.D. being the only one with a Sjt./Maj. in charge.

6. 1 Mobile Park (Reschiera).

It is understood from the Director of Repairs (Colonel Frontero) A.F.C. that 1 Mobile Park will be disbanded on the 31st July 46.

7. Repair British and American Engines ("Friuli" Inf.Div.).

No engines under repair have been completed during this period.

8. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections which have taken place on Telecom Equipment, Small Arms and Artillery in the "Friuli" Infantry Division during this period. 3310

Vehicle 932 inspections have now recommenced in No.2 L.A.D., Trento. A return of these inspections will be forwarded with next S.I.T.R.

9. Workshop Outputs.

1 Mobile Park

Week ending 20 July 46		Week ending 27 July 46	
M/C	-	M/C	-
Cars	-	Cars	1
Lorries	3	Lorries	1
Total	3	Total	2

D.A.A.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

21st Recovery Compagnie

Week ending 20 July 46		
M/C	-	2
Cars	-	2
Lorries	-	3
Total		7

Week ending 27 July 46		
M/C	-	2
Cars	-	1
Lorries	-	5
Total		8

44th Repair Unit

Week ending 20 July 46		
M/C	-	-
Cars	-	5
Lorries	-	5
Trailers	-	1
Total		11

Week ending 27 July 46		
M/C	-	-
Cars	-	3
Lorries	-	2
Total		5

46th Repair Unit

Week ending 20 July 46		
M/C	-	2
Cars	-	5
Lorries	-	9
Total		16

Week ending 27 July 46		
M/C	-	2
Cars	-	5
Lorries	-	7
Total		14

"Fruit" Workshops

Week ending 19 July 46		
M/C	-	5
Cars	-	7
Lorries	-	8
Total		20

Week ending 26 July 46		
M/C	-	1
Cars	-	3
Lorries	-	6
Total		10

Encls.

Capt.
A.A. Mtnd & R.A.O.C.

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Week ending 20 July 46

M/C	-	2
Cars	-	5
Lorries	-	9
Total		16

Week ending 27 July 46

M/C	-	2
Cars	-	3
Lorries	-	9
Total		14

"Prahl" Workshops

Week ending 19 July 46

M/C	-	5
Cars	-	7
Lorries	-	8
Total		20

Week ending 26 July 46

M/C	-	1
Cars	-	3
Lorries	-	6
Total		10

Encles.

Capt.
A.A. [illegible] & A.L.U.

3309

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Translation.

Subject:- Specialized Personnel required for good functioning of workshops.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -
Ref.: 2194/Aut.

Levico, 17 July 1946.

To:- U.M.S.A. (Military Service 'Army') - Service Office -, R o m e.

For information to :- U.M.S.A. - Finance Office -, R o m e.
Ministry of War - Gen. Art. & Mot., R o m e.
Ministry of War - Cabinet Section, R o m e.
Military Territorial Command, T o l m e z z o.

The following workshops are under command of our Division :-

Divisional Main Workshop (Officina Mobile);
Workshop Platoon of the M.T. Section (Unit);
No.6 M.A.P. (Regimental Workshop).

The W.E. provides for a total strength of:-

15 Chief mechanics,
8 M.T. Sergeants
and 193 Mechanician-Labourers.

Due to release of classes 1922-25 and the first four months of 1926, the actual personnel strength of the above workshops is as follows :-

Divisional Main Workshop:- 1 Chief of the Workshop,
2 Chief Mechanics,
4 Labourers,
22 Apprentice-Labourers.

M.T. Workshop Platoon:- 5 Apprentice-Labourers.

No. 6 M.A.P. :- 1 Chief Mechanic,
1 M.T. Sergeant,
2 Mechanician-Labourers,
9 Apprentice-Labourers.

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Workshop Platoon of the M.T. Section (Unit):
No.6 L.A.A. (Regimental Workshops).

The W.E. provides for a total strength of:-

15 Chief Mechanics,
5 M.T. Artificers
and 193 Mechanician-Labourers.

Due to release of classes 1922-23 and the first four months of 1924 the actual personnel strength of the above workshops is as follows :-

Divisional Main Workshop:- 1 Chief of the Workshop,
7 Chief Mechanics,
4 Labourers,
22 Apprentice-Labourers.

M.T. Workshop Platoon:- 5 Apprentice-Labourers.

No. 6 L.A.A. :- 1 Chief Mechanic,
1 M.T. Artificer,
2 Mechanician-Labourers,
9 Apprentice-Labourers.

3308

Deficiency :- 1 Offg. Chief of Workshop,
7 M.T./Offg.
191 Mechanician-Labourers,

in order to obtain the English W.E. , which - considering the Italian administration and organization - would be sufficient for the requirements (=emigrosse) of the Division.

The Main workshop also takes care of the artillery repairs and repairs of small arms, for which reason it would be necessary to have 4 specialized labourers for artillery material and 4 for small arms, among the 4/5 labourers.

With the purpose to secure the minimum of absolutely necessary requirements of the Division, the Main Workshop, before the release was effected, had 70 civilian labourers at their disposal to maintain and get efficient the necessary number of vehicles required for various services. To-day, considering the position as explained above, it is necessary to increase the number of these civilian labourers ~~1~~ to 70 in order to have the indispensable minimum of engines.

M.T.O.

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This will prove perfectly right also from the economic point of view, because the civilian workshops the Division would be obliged to apply to, are charging rather high prices for spares as well as for the manual work.

For instance:- For the review (revision) of an Allied lorry engine in a civilian workshop the Division must spend 35000.- to 70000.- Lire, whilst the same type of engine reviewed in the Main Workshop will cost from 10500.- to 25000.- Lire including work.

It therefore would be favourable to increase the equipment of the Divisional Workshop as well as the personal strength on A.F., re-chiefly at the same time repairs carried out by civilian workshops to the minimum.

All the above facts have been observed by the Chief of the M.T. Dpt., Colonel Baldwin[illegible] during a recent visit in the Divisional Workshops.

I am asking the G.H.Q. to give authority for employment of 20 civilian labourers in addition to the 30 held at present - reflecting facts as explained above - , and to assign the specified number of Italian Chiefs of workshop, M.T. engineers and military labourers, in order to obtain the complete M.T. strength.

[illegible]
(sgd) [illegible]

V.

3307

Declassified E.O. 12065 Section 3-402/NSDC NO. 785020

[illegible] as detailed above - , and to assign the specified number of Sergeants Chiefs of Workshop, [illegible] Sergeants and Military Labourers, in order to attain the complete [illegible] strength.

T.

[illegible] Commanding officer
(sgd) [illegible].

3307

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

Subject:- Isolation work Fortore.

R.C. 4th Wing/1 Gp.
Ref.: 2356/2

Bolzano, 28 July 45.

To:- Military Territorial Command,
Director of Repairs,
Z o l i a n o

Re-your wire:- 31 vehicles and reconditioned motor engines in our formation, viz.:

11 - work was suspended owing to lack of spares, which have been requested on 21st, 24th, 25th, 26th and 31st inst.

2 - are under work at the plant-centre.

2 - are on being overhauled.

5 - are on being dismantled for general overhaul.

1 - in under review of the inspection ("reparazione").

1 - in under review of the bodies.

1 - in awaiting the decision of the Director of Repairs.

1 - in under repair at the Training Centre of the Meteorological Gen. and Repair of the aerodrome.

4 - are under work at the upholsterers.

2 - are under repair at the bodymakers at the carpenters.

1 - is on being dismantled.

From checking the position at mentioned above, you will learn that the engine section ("reparto motori") is nearly stagnant now (of 14 engine specialists 4 are working) due to lack of spare parts or due to the authority given for getting the cylinder usually rectified by application of pistons.

In order to elude this inconvenience, there was taken care of starting work on other vehicles. In this state of the workshop section, it could however be necessary that exceptionally authority is given to rectify the cylinder assemblies and to purchase those spare parts being absolutely necessary, in order to terminate that repair order; until they are to supplied regularly from Milan and until we can get a small stock which at present does not exist.

3305

R.S.C.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Will you please let us know if our workshop section is allowed to submit a request for spares and various material to be obtained - by registering them taking them over - from the Pinoman Workshop for presumable requirements of a six months work period, by taking into consideration the types of vehicles which are supposed to be repaired in accordance with the new instructions of the Ministry.

Will you please take notice of the above and take a benevolent interest in it.

Yours

THE [illegible] O.U. WORKSHOP
(sgd) Capt. Bruno Rosel

Br/ge.

4° REPARTO RIPARAZIONI AUTOMOBILISTICHE
CO M A N D O

N° 2866/C di prot. Bolzano, li 26/7/1946

O g g e t t o: Situazione lavorazione officina. =

Allegati: n° I

AL COMANDO MILITARE TERRITORIALE
Direzione Riparazioni Automobilistiche B O L Z A N O

^^^^^^^^^^

L'Officina di questo reparto ha alla data di oggi, in lavorazione n° 3I automotomezzi; di questi:

- n° II : sono ora spspese le lavorazioni per mancanza di pezzi di ricambio richiesti nei giorni 4-6-I5-I6-2I;
- n° 2 : sono in lavorazione dai battilastra;
- n° 2 : sono in corso di verniciatura;
- n° 5 : sono in corso di smontaggio per revisione generale;
- n° I : in corso revisione sospensioni;
- n° I : in corso revisione freni;
- n° I : in attesa delle decisioni di Codesta Direzione;
- n° I : in corso della messa a punto motore-revisione differenziale e riparazione carozzeria;
- n° 4 : in corso di lavorazione dai tappezzieri;
- n° 2 : in corso di riparazione carozzeria falegnami;
- n° I è in corso di smontaggio. =

Dal suesposto esame codesta Direzione potrà rilevare che il reparto motoristi è quasi fermo (4 su I4 motoristi lavorano) per la mancanza di pezzi di ricambio o per l'autorizzazione a far rettificare il gruppo cilindrico con l'applicazione degli stantuffi. - Per ovviare a questo inconveniente, si sta provvedendo a far mettere in lavorazione altri automezzi; però sarebbe necessario, in questo momento di riordinamento del reparto, che in via eccezionale venisse accordata l'autorizzazione alla rettifica dei gruppi cilindri ed all'acquisto di quei ricambi strettamente necessari per ultimare quel dato ordine di lavoro fino a tanto che non si potrà avere da Piacenza un sollecito rifornimento di essi e una piccola scorta di magazzino che attualmente non esiste. -

Si gradirebbe conoscere se questo reparto può presentare

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- n° 2 : sono in corso di verniciatura;
- n° 5 : sono in corso di smontaggio per revisione generale;
- n° I : in corso revisione sospensioni;
- n° I : in corso revisione freni;
- n° I : in attesa delle decisioni di Codesta Direzione;
- n° I : in corso della messa a punto motore-revisione differenziale e riparazione carozzeria;
- n° 4 : in corso di lavorazione dai tappezzieri;
- n° 2 : in corso di riparazione carozzeria falegnami;
- n° I è in corso di smontaggio. =

Dal suesposto esame codesta Direzione potrà rilevare che il reparto motoristi è quasi fermo (4 su I4 motoristi lavorano) per la mancanza di pezzi di ricambio o per l'autorizzazione a far rettificare il gruppo cilindrico con l'applicazione degli stantuffi. - Per ovviare a questo inconveniente, si sta provvedendo a far mettere in lavorazione altri automezzi; però sarebbe necessario, in questo momento di riordinamento del reparto, che in via eccezionale venisse accordata l'autorizzazione alla rettifica dei gruppi cilindri ed all'acquisto di quei ricambi strettamente necessari per ultimare quel dato ordine di lavoro fino a tanto che non si potrà avere da Piacenza un sollecito rifornimento di essi e una piccola scorta di magazzino che attualmente non esiste. -

3304

Si gradirebbe conoscere se questo reparto può presentare una richiesta di ricambio e materiale vario da ottenere,con passaggi di carico, dall'officina di Piacenza e per un presumibile fabbisogno di sei mesi di lavoro, tenendo presente i tipi di macchina che devono essere riparati in base alle nuove disposizioni ministeriali.

Si prega prendere in benevole esame quanto sopra esposto. =

IL COMANDANTE INTERINALE DEL REPARTO
(Cap.no Bruno Rossi)

Declassified E.O. 13065 Section 3-402/NNRC NO. 7850220

4° REPARTO RIPARAZIONI AUTOMOBILISTICHE

= Ufficio Tecnico =

= SITUAZIONE DELLE MACCHINE IN OFFICINA AL 25/7/1946 =

N.a	Tipo	Targa	Ord. Lavoro	Reparto a cui appart.	Dati di lavorazione. =
I	Fiat IIOO Autov.	-	039	IV Riparauto	Revisione gener.-sospesa lavorazione per mancanza parti di ricambio-richie te in data 25-7-946. =
2	Fiat I500 Autovett.	R.E. 409752	9	35° Rgt.Art. Div.Friuli	Lavoraz.sospesa per mancanza pezzi di ricambio richiesti in data 4-7-946
3	Fiat IIOO Autovett.	R.E. -	I2	IV° Riparauto	Inlavoraz. latonieri. =
4	Fiat IIOO Furg.	-	OII	IV° Riparauto	In lavoraz. latonieri
5	Fiat 508 Autovett.	R.E. 400404	28	4° Autoreparto	Sospesa lavoraz. per mancanza pezzi di ricambio -richiesti in data I6-7-I946. =
6	Fiat IIOO Autovett.	-	035	IV° Riparauto	Revisione generale - Smontaggio.
7	Fiat I500 Autovett.	-	OI2	IV° Riparauto	In lavoraz. verniciatura
8	Fiat IIOO Autovett.	R.E. 400352	30	IV° Riparauto	In lavoraz.reparto montatori (revisione sospensione ecc.)
9	Fiat.500 Autovett.	R.E. -	02	IV° Riparauto	In lavoraz.reparto montari (per revisione freni)
0	Bianchi 500 motociclo	-	92	Nucleo Carabinieri.P.A.C.	Revisione generale-sospesa in attesa pezzi di ricambio richiesti in data 2I/6/I946
IO	Bianchi 250 Motocic.	R.E. I00075	86	IV° Riparauto	Revisione gen.-sospesa lavor. in data 2I.6.46 per mancanza pezzi di ricambio

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3	Fiat II00 Autovett.	R.E. -	I2	IV° Riparauto	Inlavoraz. latonieri. =
4	Fiat II00 Furg.	-	OII	IV° Riparauto	In lavoraz. latonieri
5	Fiat 508 Autovett.	R.E. 400404	28	4° Autoreparto	Sospesa lavoraz. per mancanza pezzi di ricambio -richiesti in data I6-7-I946. =
6	Fiat II00 Autovett.	-	035	IV° Riparauto	Revisione generale - Smontaggio.
7	Fiat I500 Autovett.	-	OI2	IV° Riparauto	In lavoraz. verniciatura
8	Fiat II00 Autovett.	R.E. 400352	30	IV° Riparauto	In lavoraz.reparto montatori (revisione sospensione ecc.)
9	Fiat.500 Autovett.	R.E. -	02	IV° Riparauto	In lavoraz.reparto montari (per revisione freni)
9	Bianchi 500 motociclo	-	92	Nucleo Cara= binieri.P.A.C.	Revisione generale-sospesa in attesa pezzi di ricambio richiesti in data 2I/6/I946
I0	Bianchi 250 Motocic.	R.E. I00075	86	IV° Riparauto	Revisione gen.-sospesa lavor. in data 2I.6.46 per mancanza pezzi di ricambio
I1	Guzzi Alce	R.E. 400351	87	IV° Riparauto	Revisione generale-(smontaggio)
I2	Guzzi 250 motoc.	U.R. I264	36	Stato Magg. 808 BTG.Centro Bolzano	Smontaggio -
I3	Fiat II00 Autovett.	-	-	IV° Riparauto	Sospeso-in attesa ordini Ripa= rauto IV° Comiliter =

3.7.C.

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I4	Fiat II00 Autovett.	R.E. 40I[illegible]	-	IV° Riparau=to	Smontaggio(autovett.sinistrat p[illegible] incidente)verifica e mes=sa in efficienza. =
I5	Fiat 508 Autovett.	R.E. 400366	23	IV° Riparauto	Verifica avantreno e messa a punto motore-controllo orga ni di trasmiss.-sospesa la=vorazione in attesa pezzi di ricambio.Rich.II/7/I946
I6	Fiat 508 Autovett.	R.E. 40I2I3	42	IV° Riparauto	Messa a punto motore-revisio=sione differenz.e rip.carozz.
I7	Fiat 626 Autocarro	R.E. 40I236	47	IV° Riparauto	Smontaggio-autocarro sini=strato. =
I8	Spa Dovun.	-	034	IV° Ripara-to	In lavoro tappezzeria. -
I9	Spa Autocarret ta. -	-	94	4° Autoreparto	In lavor.reparto verniciatu=ra. =
20	Fiat 626 Auro-ambulanza	-	033	IV°. Riparauto	In lavoraz.carrozzeria(rep. falegnami
2I	Spa 38/R Autocarro	-	47	IV° Riparauto	In lavor. tappezziere
22	Bianchi M. Autocarro	CC.RR. 4006	98	Leg.CC.RR. Egna	In lavor. carozzeria(reparto falegnami. -
23	Breda Autoc.	R.E. 400431	037	IV° Riparauto	In attesa pezzi di ricambio richiesti in data 2I/6/I946
24	Spa 38/R Autocarro	-	5I	IV° Riparauto	In lavoraz.tappezzieri.-
25	Lancia 3/30 Autocarro	R.E. 400351	02I	IV° Riparauto	Revisione gener.(in attesa pezzi di ricambio richiesti in data 6-7-I946. =
26	Lancia 3/30 Autocarro	R.E. 400377	29	IV° Riparauto	Sospesa lavor.in attesa pezz di ricambio rich.in data I6+7
27	Fiat 634 Autocarro	R.E. 40I220	022	IV° Riparauto	Sospesa lavoraz.(in attesa pezzi ricambio rich. 2I-6-46
28	Spa 38/R	R.E.	44	IV° Riparauto	In lavo-raz.tappezzeria. =

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

			to		
I9	Spa Autocarretta. -	-	04	4° Autoreparto	In lavor.reparto verniciatura. =
20	Fiat 626 Auro-ambulanza	-	023	IV° Riparauto	In lavoraz.carrozzeria(rep. falegnami
2I	Spa 38/R Autocarro	-	47	IV° Riparauto	In lavor. tappezziere
22	Bianchi M. Autocarro	C.C.R. 4006	08	Leg.CC.RR. Bgna	In lavor. carozzeria(reparto falegnami. -
23	Breda Autoc.	M.E. 400431	037	IV° Riparauto	In attesa pezzi di ricambio richiesti in data 2I/6/I946
24	Spa 38/R Autocarro	-	5I	IV° Riparauto	In lavoraz.tappezzieri.-
25	Lancia 3/RO Autocarro	M.M. 400351	02I	IV° Riparauto	Revisione gener.(in attesa pezzi di ricambio richiesti in data 6-7-I946. =
26	Lancia 3/RO Autocarro	R.E. 400377	2c	IV° Riparauto	Sospesa lavor.in attesa pezz di ricambio rich.in data I6-7
27	Fiat 634 Autocarro	R.E. 40I226	022	IV° Riparauto	Sospesa lavoraz.(in attesa pezzi ricambio rich. 2I-6-46
28	Spa 38/R Offic.N.I.	R.E. 66647	44	IV° Riparauto	In lavo-raz.tappezzeria. =
29	Lancia RO A-Gru -	-	57	IV° Riparauto	Sospesa in attesa pezzi ricambio rich.in data 2I/6/46
30	Fiat 665 Autocarro	R.E. 40I227	026	IV° Riparauto	In lavoraz."repa to montatori) -
3I					

3202

Bolzano, li 25/7/I946

IL DIRETTORE D'OFFICINA
F/to Giuseppe Gavotti=

P. C. C.
IL COMANDANTE INTER/LE DEL REPARTO
(Cap/no Bruno Rossi)

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SPECCHIO DELL'ISPEZIONE ALLE ARMI PORTATILI AI REPARTI DELLA DIVISIONE dal 1° al 15 Luglio 1946

Reparto	Armi in carico	Armi ispezionati	Armi ritirate	B.L.B.	Note
PARCO MOBILE -					
Fucili M 1	-	-	-	-	
Fucili M 4	46	46	16	1	
Thompson	19	19	5	-	
Bren	4	4	2	-	
Piat	-	-	-	-	
Pistole Mod. 38	4	4	-	-	
Pistole verj	-	-	-	-	
Pistole fumogene	-	-	-	-	
Bicicletta	-	-	-	-	
REPARTO TRASPORTI					
Fucili M 1	24	24	6	-	
Fucili M 4	70	70	33	-	
Thompson	141	141	32	-	
Bren	18	18	4	-	
Piat	-	-	-	-	
Pistole Mod. 38	2	2	-	-	
Pistole verj	-	-	-	-	
Pistole fumogene	-	-	-	-	
Bicicletto	-	-	-	-	
BATTAGLIONE GENIO					
Fucili M 1	94	94	4	-	
Fucili M 4	489	576	37	4	
Thompson	251	230	10	1	
Bren	34	32	2	-	
Piat	15	15	3	-	
Pistole Mod. 38	24	10	-	-	
Pistole verj	-	-	-	-	
Pistole fumogene	-	-	-	-	
Biciclette	2	2	-	-	
QUARTIER GENERALE					
Fucili M 1	7	7	-	-	
Fucili M 4	99	104	33	-	
Thompson	29	29	3	-	
Bren	-	-	-	-	
Piat	-	-	-	-	
Pistole Mod. 38	-	-	-	-	
Pistole verj	-	-	-	-	
Pistole fumogene	-	-	-	-	
Biciclette	-	-	-	-	

Trento, li 15 Luglio 1946
(pgd) IL COMANDANTE
L'UFFICIALE MOBILE
Magg. Giovanni Pigliolo.

J.7.C.1.

COPY.

DIVISIONE DI FANTERIA "PINEROLO"
- Comando Officina Mobile

3 Dec

SPECCHIO DELLE RIPARAZIONI E CONTROLLO AL MATERIALE RADIO
FATTE PRESSO QUESTA OFFICINA MOBILE dal 1° al 15 Luglio 1946

Reparto	Denominazione materiale	Quantita'	controllate	da controllare	R.i.R.	Funzionamento
87° Rgt. Fanteria	Radio tipo 48	10	10	-	-	ottimo
	cuffie Mier. x 48	36	36	-	2	ottimo
	generatori x 48	13	13	-	-	ottimo
	Microm. 48	29	29	-	3	meccano fili
35° Art. IV° Gruppo	Radio 22	1	1	-	-	ottimo
" " III° "	" "	1	1	-	-	buono
" " IV° "	accumulatori	16	16	-	4	buono

Trento, li 15 luglio 1946.

(sgd) IL COMANDANTE L'OFFICINA MOBILE
Magg. Giovanni Pigliolin.

Declassified E.O. 12065 Section J-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Offlcine Mobile -

ESCOGLIO DEI CAMIONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE "FRIULI" dal 30-6 al 15-7-1946

Reparto	Camioni in consegna	Camioni ispezionati	CAMIONI riparati	Camioni R.I.E.	Stato d'uso
87° Rgt. Ftr. C.C.	12	1	1	-	ottimo
" " " III° Rtg.	2	2	1	-	buono
88° " " " "	2	2	2	-	buono
35° Art. II° Gruppo	8	8	3	-	buono
" " IV° "	8	8	-	-	ottimo
" " VI° "	11	5	1	-	buono

Trento, li 15 Luglio 1946.

(sgd) IL COMANDANTE L'OFFICINA MOBILE
Magg. Giovanni Figliolia.

C O P Y.

3298

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

SITUAZIONE ARMI RIPARATE dal 16 al 31 luglio 1946

	Denominazione delle Armi	Carico	Esaminate	Riparate nel reparto	R.I.R.	Note
Reparti dipendenti 88° Rgt.Ftr. C.C. Reggimentale C.C. III° Bt. 9. Comp. III° Btg. 10 Comp. III° Btg. Compagnia Mortai	Fucili M. 1	157	128	-	-	
	Fucili M.4	456	398	76	7	
	Thompson	240	225	7	-	
	Baionette	265	265	-	-	
	Garand	277	277	-	-	
	P.Rivolver Mod. 38	65	37	-	-	
	P.Segnalazione	5	5	-	-	
	Astuccio Fumogeno	15	15	6	-	
	Mitragl. Bren	41	41	1	-	
	Mod.	14	12	2	-	
	Treppiedi	17	17	-	-	
	Biciclette	7	7	-	-	
	Car. Bren 30 colpi	931	931	-	-	
	Caric. per Thompson	1085	1085	-	-	
	Car. Bren 100 colpi	97	97	-	-	
	Mortai da 2 pollici	12	12	-	-	
	" " 5 "	9	9	-	-	
	Cannoni da 6 libre	8	8	-	-	
	Mortai da 81 italiani	3	3	-	-	

Trento, li 31 Luglio 1946

(sgd) IL COMANDANTE L'OFFICINA MOBILE
Magg. Giovanni Pigliolio.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

3293

DIVISIONE DI FANTERIA "BRUNI"
- Comando Officina Mobile -

REGISTRO DIMOSTRATIVO DELLE RIPARAZIONI EFFETTUATE PRESSO QUESTA OFFICINA
AL MATERIALE RADIO dal 15 al 31 Luglio 1946

Reparto	denominazione materiale	da riparazione	riparato	da riparare	D.I.D.	funzionamento
35 Art. IV° Gruppo	Batteria 12 V	9	5	-	4	buono
" " " "	" G.V.	7	5	-	1	buono
" " " "	Radio tipo 22	1	1	-	-	ottimo
" " II° "	" " 22	3	3	=	-	2 ottimo, 1'oltre sufficiente
" " V° "	" " 22	1	1	-	-	ottimo
" " IV° "	Quadro A 22	3	3	-	-	ottimo

Trento, 31 luglio 1946

(sgd) IL COMANDANTE L'OFFICINA MOBILE
Magg. Giovanni Figliolia.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI"
- Comando Officina Mobile -

ELENCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE "FRIULI" dal 15-7 al 31-7-1946

Reparto	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni A.I.R.	Stato d'uso
33° Art. V° Gruppo	8	8	6	-	ottimo
" " VI° "	11	4	4	-	buono
88° Ftr. C.C.	8	8	-	-	ottimo
Parco Mobile	36	36	-	-	ottimo

Trento, li 31 Luglio 1946

(a.d.) IL COMANDANTE L'OFFICINA MOBILE
Magg. Giovanni Figliolia.

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Declassified E.O. 12065 Section 3-402/NNNC NO. 785020

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(1956 24 Dec 13)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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EME/33/A

Satrupa

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(2 of 2 folders)

Feb. 7, 1945 - Jan 23, 1947

11 26

Subject:- SITREP REME 4 B.L.U.

REME 4 B.L.U.
Ref.: S/R 23

15 July 1946.

To:- AMMB, H.Q. M.M.I.A., Rome
C.O. 4 B.L.U.

Period 30 June 46 to 13 July 46.

1. "Friuli" Infantry Division Platoon Workshop (Trento).

(a) On 1 July 46 REME visited the above workshop. It was found that approximately 40 vehicles were awaiting repair, but no progress being made due to lack of spare parts. A certain amount of work was in progress, but even this was small due to the unit's strength being only 50% of W.E. (40 men $.WE).

(b) Approximately 40 old engine assemblies were seen in the stores (no Dodge or Bedford) and one stores vehicle which was empty of all useful items.

(c) A number of vehicles were noticed with flat tyres which were brought to the notice of the O.C. Captain Figliolia.

(d) This workshop is only doing a quarter of its intended work mainly due to lack of personnel and also spares.

2. Pay of Civilians employed in Territorial Command Workshops.

(a) It has recently been observed that a great deal of dissatisfaction exists among civilian workshop employees of the Territorial Command as regards pay, they not being able to understand why perhaps an obviously inferior worker to themselves obtains more money and how rates of pay are organized. This in some cases appears to breed suspicion as to the honesty of paying office personnel.

(b) On 2 July 46 the REME visited, with an Italian officer-interpreter, the paying office of the Territorial Command and requested instruction on the rates of pay and the method by

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amount of work was in progress, but even this was small due to the unit's strength being only 50% of W.E. (40 men W.E).

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(b) On 2 July 46 the [redacted] visited, with an Italian officer-interpreter, the paying office of the Territorial Command and requested instruction on the rates of pay and the method by which the employees are graded. After an extremely long discussion the method of paying was not understood by the interpreter or the [redacted], but it was felt that the system is cumbersome and certainly not understood by most if any of the employees. It does not appear to be functioning at all well as regards increasing of wages and upgrading.

(c) It is requested that information on rates of pay and method of increasing wages etc. be obtained and forwarded to all [redacted]'s; as properly paid employees is undoubtedly a big step towards a contented, well organized workshop.

3. 4th Repair Unit (Bolzano).

(a) On 3 July 46 the [redacted] visited the 4th Repair Unit. This workshop is again in the process of changing O.C. Major Bazzali is being replaced with Captain Rossi, who is an "Automobilistico".

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(b) From a short discussion on workshops generally with Captain Rossi an impression was gained that he is competent as an O.C. Workshop. He pointed out a number of faults in the workshop organization which had been brought to the notice of other O.C.'s by DME previously, but on which only half-hearted action has been taken.

4. Director of Repairs 4 Territorial Command.

(a) It may be noted that the DME has made several visits to workshops in the Territorial Command without the Director of Repairs. This is naturally undesirable, but unavoidable under the present circumstances, as the duties of the Director of Repairs appear to consist of almost everything but workshop planning and organization, including an amazing quantity of paper work. The main part of this work is undoubtedly authorizing local purchase, contracts, money transactions, selling of derelict vehicles etc. etc.; in fact the normal work of Ord in a British organization.

(b) It is felt that the Director of Repairs has too much responsibility and too much work to carry out his proper duties successfully. It is therefore suggested that the organization of the Territorial Command be revised so as to include an office which will be able to deal with all demands for stores, payments, purchasing and disposal of vehicles, parts etc., which would leave the Director of Repairs free to carry out the work which he at present admits he should, but is seldom able to deal with.

5. Organization of Territorial Command Workshops.

(a) It has been noted in past visits to Territorial Command Workshops that no Army Forms, the equivalent of British, are in use, they being replaced by normal letters.

(b) It was felt from reports of the W/S Officer of the 4th Repair Unit that this was not successful, therefore a day was spent with the workshop following the different channels from when a vehicle entered to its passing out stage.

(c) The following observations were made :-

(1) A vehicle entering workshop generally goes in

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successfully. It is therefore suggested that the organisation of the Territorial Command be revised so as to include an office which will be able to deal with all demands for stores, payments, purchasing and disposal of vehicles, parts etc., which would leave the Director of Repairs free to carry out the work which he at present admits he should, but is seldom able to deal with.

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(b) It was felt from reports of the W/S Officer of the 4th Repair Unit that this was not successful, therefore a day was spent with the workshop following the different channels from when a vehicle entered to its passing out stage.

(c) The following observations were made :-

(i) A vehicle entering workshop generally goes in on a verbal request and instances have occurred when a vehicle has been sent in with a request for a minor repair and later a complaint has been made that the vehicle is in need of several other repairs which the workshop has naturally not undertaken.

(ii) No receipt is given for the vehicle or article.

(iii) The inspection of the vehicle (when general overhaul is requested) is very brief and gives little or no guidance to the fitters and stores section.

(iv) The system for requesting stores from the inspection report cannot function properly as the inspection report is too vague.

(v) The stores section on learning, mainly verbally, the requirements of the workshop initiates a letter. A number of these letters were followed through until they reached the Director of Repairs, who sent them back, as they either lacked vehicle numbers in some cases, quantities in others etc.etc.

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(vi) Any items sent in for repair which were found to be U/S, were returned to unit.

(d) These observations were made known to Colonel Frontero, Director of Repairs, and a request was made for a copy of any instructions he had on workshop procedure. It appears that all that is available, are some pre-war instructions of which he has no copy and which he states do not fit the present circumstances.

(e) Some translated copies of AFG 1045, 932, 994 and 1043 were then produced with a request to be shown anything similar in Italian. Nothing could be produced, but Colonel Frontero felt that it would be an improvement to adopt these forms and is having pads printed.

6. Visit by Representative of Ministry of War.

Colonel Balanzino, Representative of Ministry of War, visited this H.Q. on 6 July 46. In accordance with the suggestion contained in ADME letter [illegible]/52/108 dated 28 June 46 a brief survey of the difficulties of the workshops of the 4 Territorial Command and "Friuli" Infantry Division was put before Colonel Balanzino.

7. Visit to O.A.R.E. (Bologna).

(a) On 10 July 46 [illegible], accompanied by CME (Major Lione) and O.C. Workshop (Major Figliolia) of the "Friuli" Infantry Division paid a visit to O.A.R.E. to see the workshop and for the CME and O.C. Workshop to attend a conference of all CME's and O.C.'s Workshops of the Infantry Divisions under Major Catalano.

(b) After the conference a discussion was held between Captain Nelson (HQ 7 B.L.U.), Captain White (4 B.L.U.) and Major Catalano.

(c) Major Catalano reported that the CME's and O.C.'s Workshops were still not satisfied. They appeared to be primarily afraid of losing their vehicles, as when vehicles are repaired it is understood that they are at the disposal of the Ministry of War, and secondly, that O.A.R.E. cannot do the work. Apparently the estimated output given to Major Catalano is 8 vehicles a week.

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Infantry Division was put before Colonel Balsamo.

7. Visit to O.A.R.E. (Bologna).

(a) On 10 July 46 CME, accompanied by CME (Major Lions) and O.C. Workshop (Major Figliolia) of the "Friuli" Infantry Division paid a visit to O.A.R.E. to see the workshop and for the CME and O.C. Workshop to attend a conference of all CME's and O.C.'s Workshops of the Infantry Divisions under Major Catalano.

(b) After the conference a discussion was held between Captain Nelson (CME 7 B.L.U.), Captain White (4 B.L.U.) and Major Catalano.

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(d) As regards the first problem it is felt that if it was ensured that all Divisions had an equal number of vehicles and that all vehicles repaired would be issued on the basis that the Division with the least vehicles would receive priority, this problem would be overcome. This method would also encourage backloading, as no Division would be willing to retain non-runner vehicles, which they would show on their vehicle census return and which would penalise their chances of obtaining repaired vehicles.

(e) On the second problem, that of output, it was pointed out that the figure given was only an estimate. The workshop must be proved before any real criticism can be made. If its output proved to be insufficient, no doubt action will be taken to remedy this.

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8. Italian Ceremonial Parade.

BGS accompanied G.C. 4 B.L.V. (Lieut.-Col. Douglas) on 13 July 46 when he attended a Ceremonial Parade held for the presentation of Medals and Awards by a Polish General.

9. Inspection of Vehicles.

Attached for information is a translated copy of CRE "Friuli" Infantry Division letter on inspection of vehicles.

10. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached is a list of engines repaired locally during the period.

11. Inspections of Equipment ("Friuli" Infantry Division).

Reports on inspections of small arms etc. posted on the 15 July 46 and duplicate posted on 19 July 46 have not reached this H.Q. to date 23 July 46. These will be forwarded with next SITREP.

12. Workshop Outputs.

1st Mobile Unit

Week ending 6 July 46		Week ending 13 July 46	
M/C	-	M/C	-
Cars	3	Cars	3
Lorries	1	Lorries	4
Total	4	Total	7

21st Recovery Organisation

Week ending 6 July 46		Week ending 13 July 46	
M/C	1	M/C	-
Cars	3	Cars	-
Lorries	4	Lorries	4
Total	8	Total	4

4th Repair Unit

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to date 23 July 46. These will be forwarded with next SITREP.

12. Workshop Outputs.

1st Mobile Park

Week ending 6 July 46		Week ending 13 July 46	
M/C	-	M/C	-
Cars	- 3	Cars	- 3
Lorries	- 1	Lorries	- 4
Total	4	Total	7

21st Recovery Carrelsion

Week ending 6 July 46		Week ending 13 July 46	
M/C	- 1	M/C	-
Cars	- 3	Cars	-
Lorries	- 4	Lorries	- 4
Total	8	Total	4

4th Repair Unit

Week ending 6 July 46		Week ending 15 July 46	
M/C	- 1	M/C	-
Cars	- 4	Cars	- 7
Lorries	- 7	Lorries	- 5
Total	12	Total	12

16th Repair Unit

Week ending 6 July 46		Week ending 13 July 46	
M/C	-	M/C	-
Cars	- 7	Cars	- 6
Lorries	- 8	Lorries	- 6
Total	15	Total	14

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"Friuli" Workshops

Week ending 5 July 46			Week ending 12 July 46		
M/C	-	3	M/C	-	10
Cars	-	7	Cars	-	4
Lorries	-	22	Lorries	-	8
Total		32	Total		22

Encls.

Capt.
S.O. [redacted] & E.L.O.

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325-3

Translation.

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

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -
Ref.: 1335/Aut.

Lavico, 21 June 1946.

To:- O.C. 67th Infantry Regiment;
O.C. 68th 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 none but the O.C. Workshop.
His duties will be as follows :-

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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.A.A. 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 none but the C.O. 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 C.O. 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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(4) The Chief of the Workshop will by no means be authorised 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.O. 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 A.D.L.O. 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.

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Documentation.

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; 3289

(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 on Form "B" (see attached). The chief of the workshop will control all tools monthly, and when being absent, 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.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 organisation 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. 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.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 IInd 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 sites; but the a/m battalions must ask for the authority from part of the G.O. Division before , except in case of an absolute and proved urgency or necessity.

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.

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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.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 Ist Batl. and IInd Battl. of 89th Inf.Regt. and the IIIrd 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 C.O. Division before , except in case of an absolute and proved urgency or necessity.

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 said-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 test-drives from the regiments or autonomous sections (units) they are attached to.

(sgd) [illegible]
-Tullio Bernardi-

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COPY.

SPECCHIO SETTIMANALE DELLA REVISIONE MOTORI

dal 6-7-46 al 13-7-46

Tipo	Revisionati dall'O.M.	Revisionati da Enti Civili	Note
Bedford	1	6	
Jeep	1	-	
Ford	-	4	
Dodge	-	2	

Trento, li 13 Luglio 1946

(sgd) per IL COMANDANTE
L'OFFICINA MOBILE (s.p.s.)

Capt. L.Manarone

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Trento, li 13 Luglio 1946

(sgd) per IL COMANDANTE
L'OFFICINA MOBILE (o.p.s.)

Capt. L.Manarone

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject:- SITREP REME 4 B.L.U.

file 25

REME 4 B.L.U.
Ref.: S/R 22

1 July 1946.

To:- A.D.M.E., HQ. M.M.I.A., Rome
C.O. 4 B.L.U.

Period 18 June 46 - 29 June 46.

1. 4th Repair Unit (Bolzano).

(a) On 18 June 46 a visit was made by REME, accompanied by Colonel Frontero (Director of Repairs 4 Territorial Command) and Captain Gavotti (Workshop Officer 4th Repair Unit) to the workshop site at Merano, which has been suggested as the new location of the 4th Repair Unit.

(b) This workshop was found to be completely fitted up with all necessary and desirable machinery in perfect running order and is undoubtedly an excellent workshop for the 4th Repair Unit.

(c) Attached are translated copies of 2 letters written to the Ministry of War (Italian) by General Negroni (commanding 4 Territorial Command) requesting that this site be made available. Could this matter be taken up with the Ministry of War with a view of hastening a decision ?

2. Conference.

REME attended a conference of AREME M.M.I.A. (Lt.Col. Blunt) and REME's of BAU's held at Bologna on the 21 and 22 June 46.

3. "Friuli" Infantry Division Workshops (Trento).

On the 27 June 46 a visit was made by REME to the "Friuli" Infantry Division Workshop to discuss several problems arising from returns rendered.

4. CRE "Friuli" Infantry Division.

(a) The CRE (Mechanical) visited [illegible]

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(a) Attached are translated copies of 2 letters written to the Ministry of War (Italian) by General Negroni (commanding 4 Territorial Command) requesting that this site be made available. Could this matter be taken up with the Ministry of War with a view of hastening a decision ?

2. Conference.

[redacted] attended a conference of ADRE M.M.I.A. (Lt.Col. Blunt) and [redacted]'s of [redacted]'s held at Bologna on the 21 and 22 June 46.

3. "Friuli" Infantry Division Workshops (Trento).

On the 27 June 46 a visit was made by [redacted] to the "Friuli" Infantry Division Workshop to discuss several problems arising from returns rendered.

4. [redacted] "Friuli" Infantry Division.

(a) The [redacted] (Major Leone) "Friuli" Infantry Division was visited on 28 June 46 to further discuss the problems of personnel and backloading of vehicles. 3286

(b) As regards personnel a further letter was initiated for the M. of W. giving fuller detail of the position of personnel in the Division. A copy of this letter will be forwarded when available.

(c) On backloading of vehicles Para 4 of ADRE M.M.I.A. letter [redacted]/-30/-135 dated 15 June 46 was made known to the [redacted]. He still shows little enthusiasm to backload further vehicles and a visit by [redacted] and O.C. Main Workshop with [redacted] to A.O.R.E. was then suggested. [redacted] was keen to see the possibilities of Bologna Workshops for himself and agreed to this suggestion. It was later learnt that a conference of [redacted]'s and O.C. Workshops is being held at Bologna on 10 July 46. It has therefore been arranged that [redacted] will accompany [redacted] and O.C. Workshops to Bologna on this date.

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5. Repair of British and American Engines ("Friuli" Inf.Div.).

Attached is a list of engines repaired locally during the latter week of this period.

6. Inspections of Equipment ("Friuli" Inf.Div.).

Attached are lists of inspections made on Telecomm Equipment, Small Arms and Artillery during this period. No inspections have taken place on M.T.

7. Maintenance Competition.

Attached translated letter of 4 Territorial Command gives full details of the vehicle maintenance competition now taking place in the Territorial Command and "Friuli" Infantry Division.

8. Workshop Outputs.

1st Mobile Park

Week ending 22 June 46		Week ending 29 June 46	
M/C	1	M/C	--
Cars	--	Cars	2
Lorries	3	Lorries	1
Total	4	Total	3

21st Recovery Commission

Week ending 22 June 46		Week ending 29 June 46	
M/C	--	M/C	1
Cars	--	Cars	2
Lorries	3	Lorries	1
Total	3	Trailers	1
		Total	5

4th Repair Unit

Week ending 22 June 46		Week ending 29 June 46	
M/C	--	M/C	--
Cars	6	Cars	10

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1st Mobile Park

Week ending 22 June 46		
M/C	-	1
Cars	-	--
Lorries	-	3
Total		4

Week ending 29 June 46		
M/C	-	--
Cars	-	2
Lorries	-	1
Total		3

21st Recovery Commission

Week ending 22 June 46		
M/C	-	--
Cars	-	--
Lorries	-	3
Total		3

Week ending 29 June 46		
M/C	-	1
Cars	-	2
Lorries	-	1
Trailers	-	1
Total		5

4tig Repair Unit

Week ending 22 June 46		
M/C	-	--
Cars	-	6
Lorries	-	10
Total		16

Week ending 29 June 46		
M/C	-	--
Cars	-	10
Lorries	-	8
Total		18

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16th Repair Unit

Week ending 22 June 46		
M/C	-	2
Cars	-	4
Lorries	-	5
Total		11

Week ending 29 June 46		
M/C	-	1
Cars	-	4
Lorries	-	7
Total		12

p.t.o.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

"Friuli" Workshops

Week ending 18 June 46		
M/C	-	3
Cars	-	9
Lorries	-	9
Total		21

Week ending 25 June 46		
M/C	-	6
Cars	-	3
Lorries	-	10
Total		19

Capt.
S.O. [redacted] 4 B.L.U.

Encls.

Further Enclosure :-
Attached is translated copy of letter written by CO "Friuli" Infantry Division to O.C. 87th Infantry Regiment on the state of No.1 L.A.D. which was reported in my previous Sitrep.

Declassified E.O. 12065 Section 3-402/NSDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

3285

Translation.

Subject:- Stores CRM 2bis, Merano.

COMANDO MILITARE TERRITORIALE DI BOLZANO IV
General Staff - Service Office
Ref.: 04/2355/Serv.

Bolzano, 1 June 1946.

To:- Ministry of War,
General Directory Artillery & M.T., Rome

Ministry of War,
Cabinet Section, Rome for i n f o r m a t i o n.

1. The Allied Authorities recently have given back to the Italian Administration (A.R.A.R.) the a/m stores being at a place where previously the military commissariat of Merano was stationed and being founded as a M.T. workshop with an equipment as per statement attached.

2. All plants, mechanical as well as electrical ones, are completely efficient.

Taking into consideration that :-
(a) the workshop has been established by Todt-Organisation;
(b) the workshop is in a locality belonging to Military Administration and being adequate for the same application again;
(c) the material nearly all is Italian material and not of military origin;

and realising that the a/m workshop could be very useful for re-constructing our Army, it is suggested to contact immediately the A.R.A.R. with regard to a cession to the Military Administration against payment. I therefore ask to send as soon as possible a deputy of the Ministry of War to Merano, or to authorize our Command by cable to initiate the necessary actions.

3. I further want to point out that in the a/m workshop arrangements could be made with a view to an excellent establishment of 4th Repair Unit (at present stationed at Bolzano) and -provided your approval- cession of equipments available now at 4th Repair Unit could be made to A.R.A.R. as partial compensation.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

2. All plants, mechanical as well as electrical ones, are completely efficient.

Taking into consideration that :-
(a) the workshop has been established by Todt-Organization;
(b) the workshop is in a locality belonging to Military Administration and being adequate for the same application again;
(c) the material nearly all is Italian material and not of military origin;

and realising that the a/m workshop could be very useful for re-constructing our Army, it is suggested to contact immediately the A.M.A.R. with regard to a cession to the Military Administration against payment. I therefore ask to send as soon as possible a deputy of the Ministry of War to Meruno, or to authorize our Command by cable to initiate the necessary actions.

3. I further want to point out that in the a/m workshop arrangements could be made with a view to an excellent establishment of 4th Repair Unit (at present stationed at Bolzano) and -provided your approval- cession of equipments available now at 4th Repair Unit could be made to A.M.A.R. as partial compensation.

4. I am waiting for your decision in this matter.

THE MILITARY COMMANDER
signed General C.[illegible]

3283

Certified true copy:-
(sgd) Capt. Coputo Vincenzo
Officer on charge.

T.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Translation.

Subject:- Stores CEM 2bis, Merano.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
General Staff - Service Office
Ref.: 04/9146/Serv.

Bolzano, 13 June 1946.

To:- Ministry of War,
General Directory of Artillery & M.T., Rome

Ministry of War,
Cabinet Section, Rome for i n f o r m a t i o n.

Following my informations given in letter No. 04/8355/Serv. dated 1 June 46.

I personally have visited (inspected) the Stores CEM 2bis of Merano and have assured myself of the complete efficiency of these plants which will prove themselves to be a real profit for our repair service.

I am therefore renewing my request to take into consideration the proposals made in the a/m letter, so much the more as payment could be made by cession of derelict goods and other material the Military Administration is not still in need of.

THE TERRITORY COMMANDER
(sgd) General G.[illegible]

Certified true copy:-
(sgd) Capt. Caputo Vincenzo
Officer on charge.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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I am therefore renewing my request to take into consideration the proposals made in the a/m letter, so much the more as payment could be made by cession of derelict goods and other material the Military Administration is not still in need of.

THE TERRITORY COMMANDER
(sgd) General G.BERTONI

Certified true copy:-
(sgd) Capt. Caputo Vincenzo
Officer on charge.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FOLGORE"
Comando Officina Mobile

BOLLETTINO settimanale delle revisioni motori

dal 23-6-46 al 29-6-46.

T I P O	Revisionati dall'Officina Mobile	Revisionati da Enti Civili
Bedford	1	3
Carrier Ford	1	-
Morris	1	-
Jeep	-	1
Chevrolet	-	1
Dodge	-	4
Totali	3	9

Ismaele, li 29 Giugno 1946

IL COMANDANTE L'UFFICIALE MINISTRO
(Magg. Giovanni Migliolla)

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

Chevrolet	-	1
Dodge	-	4
Totali	3	9

Trento, li 29 giugno 1945

IL COMANDANTE L'UFFICIO MOBILE
(Magg. Giovanni Figliolia)

3281

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C O P Y.

DIVISIONE DI FANTERIA "FRIULI" - Comando Officina Mobi

SPECCHIO DEI CANNONI RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE "F

Reparti	Cannoni in consegna	Cannoni ispezionati	Cannoni riparati	Cannoni B. L. R.
88° Rgt. Fanteria c.c.	12	12	6	-
88° Rgt. Fanteria I btg.	2	2	1	-
88° Rgt. Fanteria II btg.	2	2	2	-
87° Rgt. Fanteria I° btg.	2	2	1	-
87° Rgt. Fanteria II° btg.	2	2	1	-

Trento, li 29 giugno 1946

IL COMANDANTE L'O
(Magg. Giovanni

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

3250

IONE DI FANTERIA "FRIULI" - Comando Officina Mobile -

RIPARATI ED ISPEZIONATI AI REPARTI DELLA DIVISIONE "FRIULI" dal 15 al 29 giugno 1946.

Cannoni ispezionati	Cannoni riparati	Cannoni R. L. R.	Stato d'uso
12	6	-	buono
2	1	-	mediocre
2	2	-	mediocre
2	1	-	ottimo
2	1	-	ottimo

IL COMANDANTE L'OFFICINA MOBILE
(Magg. Giovanni Figliolia)

Declassified E.O. 12065 Section 3-402/NNDC NO. 735020

COPY.

DIVISIONE DI FANTERIA "FRIULI" - Comando Officina Mobile -

SPECCHIO DELLE ARMI RIPARATE ED ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI"

Reparti	Armi in consegna	Armi ispezionate	Armi riparate	B.L.E.
88° Rgt. Ftr. "FRIULI"				
Fucili	-	10	10	-
Thompson	-	4	4	-
Mitra Bren	-	2	2	-
Canne Bren	-	5	4	1
Piat	-	2	2	-

N.B. In questo periodo non si sono effettuate ispezioni ai reparti, le 23 armi pre
dell' 88° Rgt/Ftr. erano sporche, una parte di essi non occorrera riparazion

Trento, li 28/6/1946

IL COMAND
(Ma

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C O P Y .

3278

ERIA "FRIULI" - Comando Officina Mobile -

ISPEZIONATE AI REPARTI DELLA DIVISIONE "FRIULI" dal 15 al 29 g iugno 1946

rmi ispezionate	Armi riparate	B.L.R.	stato d'uso
10	10	-	buono
4	4	-	"
2	2	-	"
5	4	1	"
2	2	-	"

effettuate ispezioni ai reparti, le 23 armi provenienti dall'Ufficio Materiali
he, una parte di essi non occorreva riparazione, bensi sporche ed arrugginite.-

IL COMANDANTE L'OFFICINA MOBILE
(Magg. Figliolia Giovanni)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

DIVISIONE DI FANTERIA "FRIULI" - Comando Officina Mobile -

SITUAZIONE DEI MATERIALI RADIO RICEVUTI E RIPARATI AI REPARTI DELLA DIVISIONE

Reparto	Materiali in Consegna	Materiali ingaggiati	Materiali riparati	Materiali R.I.P.	Stato d
35° Rgt. Art.					
Radio tipo 22	-	12	12	-	ottim
Radio tipo 48	-	4	4	-	buono
Accumulatori	-	21	5	-	buono
Cuffie e microfoni	-	16	16	-	ottim
Telefoni	-	1	1	-	suffi

Trento, li 29 giugno 1946

IL COMANDANTE L
(Magg. Giove

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

3278

...FANTERIA "FRIULI" - Comando Officina Mobile -

...ERIMENTATI E RIPARATI AI REPARTI DELLA DIVISIONE "FRIULI" dal 15 al 29 giugno 1936

...ali ...amati	Materiali riparati	Materiali B.L.R.	Stato d'uso	Note
12	-		ottimo	
4	-		buono	
5	-		buono	
16	-		ottimo	
1	-		sufficiente	

IL COMANDANTE L'OFFICINA MOBILE
(Magg. Giovanni Pigliolla)

Translation.

Subject:- Vehicle Maintenance Competitions.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
General Staff - Service Office
Ref.: 04/9207/Serv.

Bolzano, 16 June 1946.

To:- O.C. "Friuli" Division, Levico;
O.C. 4th C.A.R., Verona;
O.C. 6th Regiment Alpini, Merano;
Director of Repairs IV Com.Mil.Terr., Bolzano.

Reference is made to our letter No. 04/8457/Serv. dated 2 June 46.

1. Altering the reference letter in part, I herewith dispose as follows :-

(a) Duration of the competitions -unit competitions as well as the final competition of whole of the area:- 30 days;

(b) Beginning of the unit competitions:- 25 June 46;

(c) Beginning of the area competition:- 1 August 46;

(d) Units represented in the area competition:- see list attached !

2. Furthermore I am enclosing copy of the rules of the a/m competitions.

With regard to the final area-competition the President of the Judges, Colonel FRONTERO, will make the necessary appointments as to start-time, meeting-place etc. with units concerned.

THE MILITARY COMMANDER
General G.Negroni

(sgd) P.C.C.
The Chief of the Service Office
Major Franco Andreis.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

(a) [illegible] the final competition of whole of the area:- 30 days;

(b) Beginning of the unit competitions:- 25 June 46;

(c) Beginning of the area competition:- 1 August 46;

(d) Units represented in the area competition:- see list attached !

2. Furthermore I am enclosing copy of the rules of the a/a competitions.

With regard to the final area-competition the President of the Judges, Colonel FRONTERO, will make the necessary appointments as to start-time, meeting-place etc. with units concerned.

THE MILITARY COMMANDER
General G.Negroni

(sgd) P.C.C.
The Chief of the Service Office
Major Franco Andreis.

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Enclosure :-

List of Units represented in the Area Competition.

"Friuli" Division :- Every Regiment will be represented by the "victor-section" of the unit competitions.
The Divisional Units will be represented by the "victor-section" of the unit competition and that one the O.C. "Friuli" Division would like to take part.

4th C.A.R. :- ?

6th Regiment Alpini :- will be represented by the "victor-section" of the unit competition.

M.T.Units under command of 4 Com.Mil.Terr. :- will be represented by the "victor-section" of the unit competition.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Translation.

(Enclosure to letter No. 04/9207/Serv. dated 16-6-46)

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Directory of Vehicle Repairs

R U L E S for the MAINTENANCE COMPETITION.

The competition arranged by the Territorial Command as per letter No. 04/8457/Serv. of 2 June 46 is thought to be an attempt to ascertain the degree of efficiency and the improvements being established w.e.f. an appointed period, proportionally among the M.T. Sections under this Command as refers to the duties carried out by every section, and it is intended to award a prize to the section (unit), which by tangible results will prove itself to have taken the utmost care of its maintenance service.

To this effect the Commission composed as per a/m ref.letter, will state :-

(a) Number of vehicles being efficient, in relation to number of vehicles on charge, and by a special inspection the degree of efficiency of each vehicle held by the M.T.Units under our Command.
When starting the competition the procedure laid down in para (a) will be proclaimed.

(b) The service performed by every unit during the whole period the competition refers to; this service to be shown by the number of kilometers driven and transport done in "quintali" (= 100kilos), on an average for every vehicle.

(c) Repairs carried out in the unit's workshops or in the other ones on account of the competitive unit.

(d) Number of vehicles being efficient, in relation to number of vehicles on charge, and degree of efficiency of each vehicle on the date when the competition closes down; it then will be stated which unit is to be considered "victor", the index of which be proved by confronting the figures of the several lists and documents made out during the competition.

To this effect the Commission will pass judgment by the following procedure :-

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(a) Number of vehicles being efficient, in relation to number of vehicles on charge, and by a special inspection the degree of efficiency of each vehicle held by the M.T.Units under our Command.
When starting the competition the procedure laid down in para (a) will be proclaimed.

(b) The service performed by every unit during the whole period the competition refers to; this service to be shown by the number of kilometers driven and transport done in "quintali" (= 100kilos), on an average for every vehicle.

(c) Repairs carried out in the unit's workshops or in the other ones on account of the competitive unit.

(d) Number of vehicles being efficient, in relation to number of vehicles on charge, and degree of efficiency of each vehicle on the date when the competition closes down; it then will be stated which unit is to be considered "victor", the index of which be proved by confronting the figures of the several lists and documents made out during the competition.

To this effect the Commission will pass judgment by the following procedure :-

That unit will be found to be the victor, which will have
(a) the highest percentage of efficient vehicles;
(b) the highest average figure (for each car) of service carried out (kilometers and quintali) during the competition-period; and
(c) which at the same time has had a minority of repairs.

3276

The work of repair being performed will be estimated as follows :-

Repairs of 1st degree - coefficient 1
" " 2nd " - coefficient 3
" " 3rd " - coefficient 5 .

So the index of the "victor-unit" will be shown by the formula :-

$$\frac{E \times K \times P}{R} \qquad \left(\frac{\text{Efficienza} \times \text{Chilometraggio} \times \text{Peso}}{\text{Riparazioni}}\right)$$

p. t. o.

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Explanation :- E = improved percentage of efficient vehicles;
K = kilometers driven;
P = weights of transport done;
R = total of coefficients for repairs carried out.

The index of the victor must show the highest figure of all.

Example :- Unit X have 150 vehicles on their charge,
of which 100 are efficient when starting the competition,
whilst 110 are efficient when terminating the competition;
they have driven 3000 kilometers and done a transport of
1000 quintali, and the following repairs have been carried
out :-

4 repairs of 1st degree	/	coefficient 1 x 4	= 4
4 " " 2nd "	/	" 3 x 4	= 12
2 " " 3rd "	/	" 5 x 2	= 10
		total of coefficients	= 26 .

Accounting:

percentage of efficient vehicles on start of competition ... 66 %
" " " " on termination " ..... 70 %
percentage improved ..... 4 %

kilometers driven 3000 : 150 = 20 km (vehicle average)
quintali carried 1000 : 150 = 6,6 qu (vehicle average)
repairs carried out (total of coefficients) = 26

makes an index figure of:

$$\frac{4 \times 20 \times 6{,}6}{26} = 20{,}307.$$

In order to state the service performed and the repairs carried out, the Commission will check the work tickets (foglio di viaggio) delivered to each vehicle during the competition-period; these tickets to be duly completed by registering the transport weights and all particulars of work done by the workshops.

The unit competitions are commencing on 25 June 46 and will be terminated by 25 July 46.

The area competitions will be started on 1 August 46 and will be finished on 30 August 46.

The unit competitions all sections of each unit will take part,

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" " " " on termination " ..... 70 %
percentage improved ..... 4 %

kilometers driven 3000 : 150 = 20 km (vehicle average)
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In order to state the service performed and the repairs carried out, the Commission will check the work tickets (foglio di viaggio) delivered to each vehicle during the competition-period; these tickets to be duly completed by registering the transport weights and all particulars of work done by the workshops.

The unit competitions are commencing on 25 June 46 and will be terminated by 25 July 46.

. The area competitions will be started on 1 August 46 and will be finished on 30 August 46.

In the unit competitions all sections of each unit will take part, but in the area competition each unit will only be represented by the "victor-section".

—.—

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Translation.

Subject:- Vehicle Maintenance Competition.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
General Staff - Service Office
Ref.: 04/9288/Serv.

Bolzano, 21 June 1946.

To:- O.C. "Friuli" Division, Levico; ref. 1673/aut. of 12 June 46.
O.C. 4th C.A.R., Verona; ref. 4115 of 5 June 46.
O.C. 6th Regiment Alpini, Merano.
Director of Repairs IV Com.Mil.Terr., Bolzano.

The Commission for the Area Competition will consist of :-

Colonel Dante FRONTERO, Director of Repairs - President;

Major Bonaventura LEONE, O.C. "Friuli" Workshops - Member;

Lieut. Valentino BELLOGI, 4th C.A.R. - Member & Secretary.

THE MILITARY COMMANDER
General Giacomo NEGRONI

(sgd) P.C.C.
The Chief of the Service Office
Major Franco Andreis.

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THE MILITARY COMMANDER
General Giacomo NEGRONI

(sgd) P.C.C.
The Chief of the Service Office
Major Franco Andreis.

3274

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

Translation.

Subject:- Inspection held at No.1 L.A.D.

COMANDO DIVISIONE DI FANTERIA "FRIULI"
- M.T. Office -
Ref.: 1362/Aut.

Levico, 21 June 1946.

To:- O.C. 87th Infantry Regiment.

1. The result of the inspection yesterday held at No.1 L.A.D. -being detached from the Division and attached to 87th Inf.Regt.- by O.C. M.T.Office of the Division and the British Captain of 4 BLU, who is in charge of the control of vehicle repairs' service, is as follows :-

(a) The L.A.D. is not very well established, as the locality is too narrow and unfit for a good functioning;
(b) the locality, the vehicles and the various equipments have been found to be in a deplorable condition, dirty and neglected;
(c) the personnel of this workshop (11 males) have been left unoccupied considering the fact that during a period of 16 days only four repairs have been carried out;
(d) several tools (for instance the welding plant) have never been used or only a little;
(e) the repairs which should and could be carried out at the L.A.D., have been done at the sections (units) with resources (see for example the car Fiat 1500 of the O.C. Regt. which has been found in the cottage close by the workshop awaiting repair, where another Fiat car type 500 with civilian target was under repair);

2. From the above it is evident that in the Regiment there is the tendency to make use of civilian workshops instead of drawing profit from the L.A.D., which means that they will be deprived of work, whilst when applying to civilian workshops lots of money consequently will be spent which the Division does not dispose of, the assignment from part of the Ministry for items as per para 38 being very low, as it is known.

3. At this occasion I want to notify Your Honour that a Dodge engine belonging to lorry R.E. 410067 is under review in workshop Mattenzzi, Bolzano, which repair does not go on, as no request was submitted to the M.T. Office of the Command, and no authority has been

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(c) the personnel of this workshop (11 men) [illegible] occupied considering the fact that during a period of 15 days only four repairs have been carried out;

(d) several tools (for instance the welding plant) have never been used or only a little;

(e) the repairs which should and could be carried out at the L.A.D., have been done at the sections (units) with resources (see for example the car Fiat 1500 of the C.C. Regt. which has been found in the cottage close by the workshop awaiting repair, where another Fiat car type 500 with civilian target was under repair);

2. From the above it is evident that in the Regiment there is the tendency to make use of civilian workshops instead of drawing profit from the L.A.D., which means that they will be deprived of work, whilst when applying to civilian workshops lots of money consequently will be spent which the Division does not dispose of, the assignment from part of the Ministry for items as per para 38 being very low, as it is known.

3. At this occasion I want to notify Your Honour that a Dodge engine belonging to lorry R.E. 410067 is under review in workshop Matteuzzi, Bolzano, which repair does not go on, as no request was submitted to the M.T. Office of the Command, and no authority has been given by me.

4. All this shows that the responsible technical organization of the Regimental Command (this regiment disposes of a M.T. [illegible] 8273 the chief of which is a Captain -regular army officer- of the M.T.Corps, and of a 2nd Lieutenant of the M.T.Corps) does not work as it is desired.

5. The L.A.D. has been established unsatisfactorily and this is not due to lack of localities, because just close to those ones occupied at present, there is an isolated pavilion just constructed for workshop's purposes, where is also the trench for inspecting the interior part of the vehicles' chassis (this pavilion is now used as a magazin of material which easily could be transfered to the place where the L.A.D. is residing at present; in one part of that pavilion there is a small workshop for a particular occasion established by the section (unit), which should be disbanded concentrating personnel and equipment on the L.A.D.) .

p.t.o.

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6. The lorries the L.A.D. have on their charge, viz.: one stores lorry, one recovery lorry, one 15 cwt. truck, have been found in a dirty condition, which is due to lack of control from part of the e/m office being responsible for supervision and utilization of the L.A.D., even if this is detached from the Divisional Workshop.

7. The engine of the 15 cwt. truck is melted and dismounted. This repair can't be carried out in that workshop owing to lack of equipments and therefore it already should have been cleared away and transfered to Main Workshops (Officina Mobile).

8. The recovery vehicle is in need of tilt repairs, too, for which authority has been given by this Command a long time ago, but this work has not been done yet.

9. With regard to above details I am asking Your Honour for an intervention by taking the necessary actions and the most suitable ones in your opinion, even disciplinary actions against the persons responsible for it.

THE GENERAL COMMANDING
(sgd) Tullio Bernardi.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

32772

COPIA

25

COMANDO DIVISIONE DI FAN TERIA "FRIULI"
-Ufficio Automobilistico-

N°1862/Aut. di prot.
OGGETTO: ispezione I° L.A.D.

Levico, li 21 Giugno 1946

AL COMANDANTE DELL'87° REGGIMENTO FANTERIA

Nell'ispezione effettuata ieri al I° L.A.D. distaccato presso codesto Reggimento, da parte del capo ufficio auto della Divisione e dal capitano inglese del 4° S.E.U. addetto al controllo riparazioni auto è stato rilevato :

a) che il L.A.D. è mal sistemato in quanto alloggiato in locale angusto e non adatto alle sue funzioni;
b) che il locale, gli automezzi e le varie attrezzature sono in uno stato di deplorevole sporcizia ed abbandono;
c) che il personale addetto a detta officina (11 uomini) è lasciato inoperoso come dimostra il fatto che in 15 giorni ha effettuato solo quattro riparazioni.
d) che alcuni attrezzi (vedi ad esempio saldatore autogeno) non sono stati mai o quasi mai adoperati;
e) che le riparazioni che potrebbero essere effettuate presso il L.A.D. sono fatte presso i reparti con mezzi di ripiego (vedasi ad esempio l'autovettura Fiat 1500 del reparto Comando di Reggimento che è ricoverata per la riparazione nel capannone accanto all'officina dove trovasi anche un'autovettura Fiat 500 a targa civile in riparazione);

Da quanto sopra appare come nel reggimento anziché usare il L.A.D. in modo da sfruttarla convenientemente, vi sia la tendenza di sottrarle il lavoro per servirsi delle officine civili con conseguente spesa di denaro del quale la Divisione non dispone date, come è noto, l'esigua assegnazione fatta da parte del Ministero sul capitolo 38).

Con l'occasione faccio noto alla S.V. che presso l'officina Matteussi di Bolzano trovasi in revisione un motore da Dodge appartenente all'autocarro targ. R.E. [illegible]

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

e) che il L.A.D. è mal sistemato in quanto alloggiato in locale angusto e non adatto alle sue funzioni;

b) che il locale, gli automezzi e le varie attrezzature sono in uno stato di deplorevole sporcizia ed abbandono;

c) che il personale addetto a detta officina (11 uomini) è lasciato inoperoso come dimostra il fatto che in 15 giorni ha effettuato solo quattro riparazioni.

d) che alcuni attrezzi (vedi ad esempio saldatore autogeno) non sono stati mai o quasi mai adoperati;

e) che le riparazioni che potrebbero essere effettuate presso il L.A.D. sono fatte presso i reparti con mezzi di ripiego (vedasi ad esempio l'autovettura Fiat 1500 del reparto Comando di Reggimento che è ricoverata per la riparazione nel capannone accanto all'officina dove trovasi anche un'autovettura Fiat 500 a targa civile in riparazione);

Da quanto sopra appare come nel reggimento anziché usare il L.A.D. in modo da sfruttarla convenientemente, vi sia la tendenza di sottrarle il lavoro per servirsi delle officine civili con conseguente spesa di denaro del quale la Divisione non dispone data, come è noto, l'esiguo assegnazione fondi da parte del Ministero sul capitolo 38).

Con l'occasione faccio noto alle S.V. che presso l'officina Matteussi di Bolzano trovasi in revisione un motore da Dodge appartenente all'autocarro targ. R.E. n. 3271 la cui riparazione non risulta sia stata nè richiesta, al dipendente Ufficio Auto, nè da me autorizzata.

Da tutto ciò rilevo che i competenti organi tecnici del Comando Reggimento (codesto reggimento dispone di un ufficio auto retto da un capitano del corpo automobilistico in S.P.E. e di un sottotenente del corpo automobilistico) non funzionano come sarebbe desiderabile, e ~~xxxxxxxxxx~~ ~~xxxxxxxxx

ogni adibito a deposito materiali che potrebbero essere sistemati nel posto dove attualmente= trovasi il L.A.D. ed in una parte di esso trovasi un'officinetta occasionale di reparto che potrebbe essere adibita concentrando personale e mezzi sul L.A.D.).

Gli autocarri in dotazione al L.A.D. ; un carro magazzino, un carro ricuperi, un autocarro 15 CWT, sono in stato di sporcizia tale che denota mancanza di controllo da parte del suddetto ufficio cui compete la sorveglianza e la utilizzazione del L.A.D. anche se questo è distaccamento dell'officina divisionale.

L'autocarro 15 CWT ha il motore fuso e smontato. Detta riparazione non può essere effettuata presso la stessa officina per mancanza di attrezzature e pertanto avrebbe dovuto già da tempo, essere stato sgombrato sull'officina mobile.

Il carro ricuperi ha bisogno anche di riparazioni al telone già da tempo autorizzate da parte di questo Comando ma non ancore effettuate.

Per quanto sopra detto prego V.S. d'intervenire con i provvedimenti che riterrà più opportuni e se del caso con i provvedimenti disciplinari ritenuti più adeguati a carico dei responsabili.

IL GENERALE COMANDANTE
-Tullio Bernardi-

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

zione non può essere effettuata presso le stessa officina per man=
canza di attrezzatura e pertanto avrebbe dovuto già da tempo, esse=
re stato sgombrato sull'officina mobile.

Il carro ricuperi ha bisogno anche di riparazioni al telone
già da tempo autorizzate da parte di questo Comando ma non ancora
effettuate.

Per quanto sopra detto prego V.S. d'intervenire con i provve=
dimenti che riterrà più opportuni e se del caso con i provvedimenti
disciplinari ritenuti più adeguati a carico dei responsabili.

IL GENERALE COMANDANTE
-Tullio Bernardi-

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Subject:- Officer Visit 4 B.L.U.

HQ4 B.L.U.
Ref.: S/R 21

16 June 1946.

To:- A.D.M.E., H.Q. M.M.I.A., R o m e
C.O. 4 B.L.U.

file

P e r i o d 2 June 46 - 17 June 46.

1. Officials Main Workshops (Trento).

(a) The above workshop was visited by MEO on 5 June 46. Major Figliolia (O.C. workshops) it was found, had taken note of all the points listed in previous SitRep (ref. S/R 20 para 5) and had taken action to rectify these matters. The general state of the recovery vehicles especially, has greatly improved.

(b) An engine bay is now finally being set up and no dismantled engines were found scattered round the workshop during this visit.

(c) Major Figliolia complained the shortage of personnel and after checking records there was found to be a deficiency of 23 personnel, this deficiency being mainly in the L.A.D.'s. Asked what steps he had taken to obtain personnel, he stated that Major Leone (CME) knew of the situation and was presumably taking action.

(d) A visit was then made to Major Leone accompanied by Major Figliolia. It was found that Major Leone had reported the deficiency of personnel, but had not requested authority to employ civilians in lieu, as thought by O.C. workshop. A letter to the Territorial Command was then initiated. A copy of this letter later translated into English, was found to have missed the point it being solely a request to employ 20 more tradesmen without pointing out the deficiency between W.E. and personnel actually held. This had been brought to notice of the CME. [redacted]

(e) A further problem brought up by the CME are the deficiencies of an adjutant for himself, a second officer to Major Figliolia and 4 Serjeant/Majors for the L.A.D.'s, but apparently only a verbal complaint of this shortage has been made. A written request for

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(b) An engine bay is now finally being set up and no dismantled engines were found scattered round the workshop during this visit.

(c) Major Figliolia complained the shortage of personnel and after checking records there was found to be a deficiency of 23 personnel, this deficiency being mainly in the L.A.D.'s. Asked what steps he had taken to obtain personnel, he stated that Major Leone (DAG) knew of the situation and was presumably taking action.

(d) A visit was then made to Major Leone accompanied by Major Figliolia. It was found that Major Leone had reported the deficiency of personnel, but had not requested authority to employ civilians in lieu, as thought by O.C. workshop. A letter to the Territorial Command was then initiated. A copy of this letter later translated into English, was found to have missed the point it being solely a request to employ 20 more tradesmen without pointing out the deficiency between W.E. and personnel actually held. This had been brought to notice of the DAG. [redacted]

(e) A further problem brought up by the DAG are the deficiencies of an adjutant for himself, a second officer to Major Figliolia and 4 Serjeant/Majors for the L.A.D.'s, but apparently only a verbal complaint of this shortage has been made. A written request for more personnel was suggested (copy attached). It is considered most important that the Division receives these personnel in view of para 5 of this Sitrep. 3269

(f) The wastage of labour on painting of vehicles to a higher degree than necessary was also discussed with Major Leone. He was in complete agreement that the labour could be used on work to greater advantage and instructed Major Figliolia to reduce high finish painting to a minimum.

2. 1st Mobile Park (Peschiera).

(a) This workshop was visited by DAG on the 6 June 46 to ascertain the reason for continued low output. It was found that the output return only showed vehicles which when repaired are passed to the "Efficient Park". All other vehicles repaired for units etc. were not being shown. Attached is a true return of the workshops' output for the last 5 months.

D.T.D.

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(a) Colonel Frontero (Director of Repairs) has been informed that the return of the I^st Mobile Park is misguiding and it was suggested to him that he ensures that other workshops of the command are not making the same mistake. He was in full agreement and is taking necessary action.

3. Recovery of Italian M.T. Material by the 21^st Recovery Commission (Bolzano).

On 10 June 46 the XXX accompanied Captain Palia to smooth over any difficulties encountered on his first run to Kotschach with 10 vehicles to collect Italian M.T. stores and trucks. A little difficulty was encountered, but this was overcome and transporting of the material was commenced.

4. 4^th Repair Unit (Bolzano).

(a) Colonel Frontero (Director of Repairs) was visited on the 13 June 46 with the intention of hastening the move of the 4th Repair Unit. It had been discovered that the move was being held up by the Genio Militare, who are being very slow in adjusting the electric and water supply in the new site.

(b) While urging Colonel Frontero to contact the Genio Militare on this matter, he stated he had just returned from a visit with General Negroni to a workshop site held by A.F.A.A. at Merano. This site is even better than the already proposed site at Appiano, but the main difficulty is A.F.A.A. The position is now, that work still continues in placing Appiano in order, but in the meantime General Negroni has made an application to the Ministry of War for the site at Merano.

5. "Friuli" Infantry Division L.A.D.'s.

(a) On the 14 and 17 June 46 all L.A.D.'s of the "Friuli" Infantry Division were inspected by XXX and Major Leone, CME of the division.

(b) Prior to the visit Major Leone stated he had not visited the L.A.D.'s for some considerable period as his office work made frequent visits impossible.

(c) The condition of the L.A.D.'s was found to be as follows :-

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...justing the electric and water supply in the new site.

(b) While urging Colonel Frontero to contact the Genio Militare on this matter, he stated he had just returned from a visit with General Negroni to a workshop site held by A.R.A.R. at Merano. This site is even better than the already proposed site at Appiano, but the main difficulty is A.R.A.R. The position is now, that work still continues in placing Appiano in order, but in the meantime General Negroni has made an application to the Ministry of War for the site at Merano.

5. "Friuli" Infantry Division L.A.D.'s.

(a) On the 14 and 17 June 45 all L.A.D.'s of the "Friuli" Infantry Division were inspected by self and Major Leone, CRE of the Division.

(b) Prior to the visit Major Leone stated he had not visited the L.A.D.'s for some considerable period as his office work made frequent visits impossible.

(c) The condition of the L.A.D.'s was found to be as follows :-

No. 2 L.A.D. (Riva)

(i) Personnel.
Strength 8, deficient 4; has no electrician and a Sjt. in charge.

(ii) Vehicles.
W.E. 2 motorcycles, 1 15 cwt. truck, 1 3 ton stores, 1 recovery vehicle.
Actually held 1 15 cwt. truck and 3 ton stores. Other vehicles B.E.R.'d and no replacements received. The state of the 15 cwt. is worse than any vehicle in the unit to which they are attached.

(iii) Organisation.
NIL.
No store register, no tool register, no job book, no record of indents; have not indented for a considerable period.

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(iv) Tools.
Apparently deficient of 50% of tools, but no records to confirm this. Welding plant not functioning.

(v) Stores.
The stores vehicle was filled with junk, but no stores.

(vi) General Condition.
Cannot be regarded as a L.A.D. and abandoned by unit to which attached.

(vii) Work in Hand.
NIL.

(viii) Remarks.
The unit to which this L.A.D. is attached, has a M.T.O., but he has obviously given no assistance, nor even ensured, that it receives sufficient work. Major Leone addressed some very strong remarks to this officer and is writing to the C.O. unit & protest, that they have taken no interest in the L.A.D.

No. 5 L.A.D. (Five)

(i) Personnel.
Strength 5, deficient 6; only a Sergeant in charge, has no electrician.

(ii) Vehicles.
Deficient of 15 cwt. Condition of vehicles held: Fair.

(iii) Organisation.
Poor.
Stores' register not up to date; no tool register; job book not legible; no record of indents' book.

(iv) Tools.
Apparently deficient, but no records held. Welding plant not operating due to lack of replacement bottles.

(v) Stores.
Few items in stores truck.

(vi) General Condition. 3267
Poor.
Short of personnel, short of tools and practically

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No. 5 L.A.D. (Riva)

(i) Personnel.
Strength 6, deficient 6; only a Sergeant in charge, has no electrician.

(ii) Vehicles.
Deficient of 15 cwt. Condition of vehicles held: fair.

(iii) Organization.
Poor.
Stores' register not up to date; no tool register; job book not legible; no record of indents' book.

(iv) Tools.
Apparently deficient, but no records held. Welding plant not operating due to lack of repl oxygen bottles.

(v) Stores.
Few items in stores truck.

(vi) General Condition.
Poor.
Short of personnel, short of tools and practically no spares. Doing very little work. Workshop allotted too small.

(vii) Work in Hand.
One vehicle.

(viii) Remarks.
Unit appears to taking little interest in the L.A.D.

No. 3 and 4 L.A.D.'s - Trento (combined).

(i) Personnel.
Strength 11, deficient 13; has Sgt. Maj. in charge.

(ii) Vehicles.
Deficient of recovery vehicle and one 15 cwt. truck.

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(iii) Organization.
Good.

(iv) Tools.
Over a hundred items deficient of W.E. Many tools are worn out.

(v) Stores.
Small quantity held, but indents being submitted regularly.

(vi) General Condition.
Working well (over 25 jobs a week), but handicapped by worn out tools and lack of spares.

(vii) Work in Hand.
4 vehicles and two 25 pounder guns.

(viii) Remarks.
3 and 4 L.A.D. may be considered as only one L.A.D. there being less personnel than the W.E. of a L.A.D. and only one extra vehicle above the establishment of a L.A.D. An officer of the unit to which the L.A.D. is attached, makes a daily visit to assist with any difficulties encountered.

No. 1 L.A.D. (Colsec)

(i) Personnel.
Strength 11, deficient 1; NCO in charge: a Serjeant.

(ii) Vehicles.
Deficient of both motorcycles, 15 cwt. truck found stripped in L.A.D. with engine seized and block broken. Recovery vehicle had obviously received no maintenance for a considerable period.

(iii) Organization.
Nil.

(iv) Tools.
Obviously very deficient, but no records.

(v) Stores.
Stores truck contained only junk and dirt.

(vi) General Condition.
[illegible] L.A.D. obviously not function-

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No. 1 L.A.D. (Belsen)

(i) Personnel.
Strength 11, deficient 1; NCO in charge: a Serjeant.

(ii) Vehicles.
Deficient of both motorcycles, 15 cwt.truck found stripped in L.A.D. with engine seized and block broken. Recovery vehicle had obviously received no maintenance for a considerable period.

(iii) Organisation.
Nil.

(iv) Tools.
Obviously very deficient, but no records.

(v) Stores.
Stores truck contained only junk and dirt.

(vi) General Condition.
L.A.D. workshop filthy. L.A.D. obviously not functioning.

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(vii) Work in Hand.
Nil.

(viii) Remarks.
The Serjeant in charge was found to be in bed on arrival. The unit was found to have set up a small workshop on their own and have apparently abandoned the L.A.D.

No. 6 L.A.D. (Stringo)

(i) Personnel.
Strength 6, deficient 6; NCO in charge: Serjeant.

(ii) Vehicles.
One 3 ton stores held, recovery vehicle in workshops under repair awaiting spares, 15 cwt.truck B.L.R.

P.T.O.

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(iii) Organization.
Poor.
Books not in order.

(iv) Tools.
Serjeant stated he had sufficient, but obviously short of M.E.

(v) Stores.
Very few spares.

(vi) General Condition.
Men working, but L.A.D. handicapped by lack of personnel, stores, vehicles, and organization.

(vii) Work in Hand.
2 Vehicles.

(viii) Remarks.
Serjeant recently posted and has no idea of the function of a L.A.D.

(d) On completing the inspections it was suggested to Major Leone that the two L.A.D.'s at Riva should be amalgamated as 3 and 4 to make up one L.A.D. To this he agreed and is looking for a more suitable site. The question of replacing the tools of the L.A.D.'s was also discussed, but this appears extremely difficult, as Major Leone stated that British size spanners etc. cannot be obtained from Italian military stores, and there is at present no money available to Division to buy tools, even if they can be obtained. Major Leone further stated that of 52.000.000.- Lire requested by the Division for 6 months' maintenance, an allotment of 8.000.000.- Lire was received. In consequence there are at present a number of engines under repair with civilian Firms, which when completed cannot be paid for.

(e) It was suggested to Major Leone that he prepares a Directive on the organization and function of a L.A.D. It was found he had already commenced a rough draft of this.

6. Inspections of Equipment("Friuli" Inf.Div.).

(a) Vehicles. No inspections have taken place during this period due to lack of personnel.

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that the two L.A.D.'s at Riva should be amalgamated as 3 and 4 to make up one L.A.D. To this he agreed and is looking for a more suitable site. The question of replacing the tools of the L.A.D.'s was also discussed, but this appears extremely difficult, as Major Leone stated that British size spanners etc. cannot be obtained from Italian military stores, and there is at present no money available to Division to buy tools, even if they can be obtained. Major Leone further stated that of 52.000.000.- Lire requested by the Division for 6 months' maintenance, an allotment of 8.000.000.- Lire was received. In consequence there are at present a number of engines under repair with civilian firms, which when completed cannot be paid for.

(c) It was suggested to Major Leone that he prepares a Directive of the organization and function of a L.A.D. It was found he had already commenced a rough draft of this.

6. Inspections of Equipment("Friuli" Inf.Div.).

(a) Vehicles. No inspections have taken place during this period due to lack of personnel.

(b) Telecom Equip.)
) Information rendered by O.C. W/Shops is not as requested and does not give a clear
(c) Guns.) picture, but it is ascertained that inspection of these equipments is taking place. A more detailed report will be made in next Sitrep.

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(d) Small Arms. See attached letter.

D. t. o.

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7. Workshop Outputs.

1st Mobile Park

Week ending 8 June 46			Week ending 15 June 46		
M/C	-	--	M/C	-	--
Cars	-	--	Cars	-	1
Lorries	-	8	Lorries	-	6
Total		8	Total		7

21st Recovery Corrission

Week ending 8 June 45			Week ending 15 June 46		
M/C	-	--	M/C	-	3
Cars	-	4	Cars	-	1
Lorries	-	5	Lorries	-	3
Total		9	Total		7

4th Repair Unit

Week ending 8 June 46			Week ending 15 June 46		
M/C	-	2	M/C	-	--
Cars	-	7	Cars	-	7
Lorries	-	13	Lorries	-	4
Total		22	Total		11

15th Repair Unit

Week ending 8 June 46			Week ending 15 June 46		
M/C	-	1	M/C	-	1
Cars	-	5	Cars	-	7
Lorries	-	7	Lorries	-	6
Total		13	Total		14

"Friuli" Workshops

Week ending 22 May 46			Week ending 29 May 46		
M/C	-	3	M/C	-	7
Cars	-	2	Cars	-	4

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4th Repair Unit

Week ending 8 June 46		
M/C	-	2
Cars	-	7
Lorries	-	13
Total		22

Week ending 15 June 46		
M/C	-	--
Cars	-	7
Lorries	-	4
Total		11

16th Repair Unit

Week ending 8 June 46		
M/C	-	1
Cars	-	5
Lorries	-	7
Total		13

Week ending 15 June 46		
M/C	-	1
Cars	-	7
Lorries	-	6
Total		14

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"Fridli" Workshops

Week ending 22 May 46		
M/C	-	3
Cars	-	2
Lorries	-	10
Total		15

Week ending 29 May 46		
M/C	-	7
Cars	-	4
Lorries	-	10
Total		21

Week ending 4 June 46		
M/C	-	2
Cars	-	6
Lorries	-	9
Total		17

Week ending 11 June 46		
M/C	-	3
Cars	-	9
Lorries	-	9
Total		21

Capt.
S.O. RMT & E.M.E.

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COPY.

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AUTOMEZZI RIPARATI DAL 1/1/1946 AL 6/6/1946

Settimana dal...al	AUTOCARRI				AUTOVETTURE			MOTO			TOTALE	TOTALE PERS
	1'	2'	3'	4'	1'	2'	3'	1'	2'	3'		
1/1- 4/1		1							1		2	11
5/1-11/1		3				1					4	
12/1-18/1	1				2						3	
19/1-25/1		1	1								2	
26/1-31/1											-	
1/2- 7/2		2					1				3	19
8/2-14/2	1	1									2	
15/2-21/2		2				1					3	
22/2-28/2			10			1					11	
1/3- 7/3						1					1	20
8/3-14/3		1	4		1						6	
15/3-21/3		3	2			2					7	
22/3-28/3		3	2	1							6	
29/3- 4/4			4								4	17
5/4-11/4											-	
12/4-18/4	2		4		1						7	
19/4-25/4					1						1	
26/4- 2/5			5								5	
3 - 9/5			4			1					5	34
10/5-16/5	3		3				2				8	
17/5-23/5	1		3				2		1		7	
24/5-30/5	1										1	
31/5- 6/6	3	5	3				2				13	
TOT. GENERALE	12	22	45	1	5	7	7		1	1	101	101

Vecchiera li 7/6/1946

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COPY.

I° PARCO MOBILE
DIREZIONE LABORATORIO

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LOTO 2'	3'	TOTALE	TOTALE MENSILE	N O T E
1		2 4 3 2 -	11	Mese di Gennaio
		2 5 3 11	19	Mese di Febbraio
		1 6 7 6	20	Mese di Marzo
		4 - 7 1 5	17	Mese di Aprile
1		5 8 7 1 13	34	Mese di Maggio
1	1	101	101	

Remarks:- Average 4 a week, but output improving over recent period.
Output 5 a week over last two months. (Total 51 vehicles 10 recbs) 12 classes 1; 6 cars 33 class 5.

Translation.

Subject:- Military specialists-personnel required.

Comando Divisione di Fanteria
"F U L G I"
Office of Chief of General Staff
-Personnel Section/Secretary-
Ref.: 5811/PS.
Lecce, 7 June 44.

To:- Comando Militare Territoriale,
-Service Office-
P o l i g n o.

As your Command has been informed (see my letter No.04/46/P.S. of 29 May 44), the Division M/Hqs at present is evolving a special activity to regain full efficiency of the Division; however the results obtained and the work which has been done are essentially due to the personal activity and capability of Major FIGLIOLA, S.C. that M/S.

This personal action which has been actually observed by your Command, represents a dangerous centralization to such a degree that if Major FIGLIOLA should be absent for this or that reason, this would consequently cause lack of guidance in working, owing to the fact that there is a deficiency of technical personnel being capable of supervising and organizing.

The recent release of a subaltern has considerably aggravated the position, as Major FIGLIOLA has lost in him the only officer who definitely was able to co-operate.

As this is the position, I am asking your Command to take an interest in the assignment of the following personnel, also considering the actual position regarding the technical personnel of the engineer companies [illegible], as well as those of the Battalion Centre and of the S.T. Office of the Division, who are in charge of and responsible for the total S.T. service :-

(a) For the Mobile S/U.: One subaltern officer with special technical capabilities for co-operation with the G.O. that S/S.

(b) For Regimental [illegible] and Centre : 4 Subs.(Inf. (unspecified) in capacity of chiefs of the S/U. (one for [illegible]).

(c) For the S.T. Office of the Division (where there is at present only one officer -Major [illegible]) : One subaltern S.T. officer or 3262 another, who would be able to co-operate with the G.O. the office with regard to efficiency and inspection of the units under his

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[illegible] is difficult in Albania, owing to the fact that there is a deficiency of technical personnel being capable of supervising and organizing.

The recent release of a subaltern has considerably aggravated the position, as Major Pighini has lost in him the only officer who definitely was able to co-operate.

As this is the position, I am doing your Utmost to take an interest in the assignment of the following personnel, also considering the total position regarding the technical personnel of the regimental workshops [illegible], as well as those of the Battalion Service and of the M.T. Office of the Division, etc. are in charge of and responsible for the total M.T. service :-

(a) For the Mobile W/S.: One subaltern officer with special technical capabilities for co-operation with the C.O. that W/S.

(b) For Regimental L.A.D.'s and Cadres : 4 Ufficiali (marescialli) in capacity of chiefs of the W/S. (one for L.A.D.).

(c) For M.T.Office of the Division (where there is at present only one officer -Major Leone-) : One subaltern M.T. officer of 3262 surveyor, who would be able to co-operate with the C.O. the office with regard to office-work and inspection of the units under his command.

In my opinion the w/m supply of personnel is the very indispensable (= minimum), in order to secure at least a service which up to now did not attain yet the degree of perfection wanted; this, above all, being due to lack of personnel which however could not be taken off the sections, because they, too, are deficient of leading personnel for the vehicles they have on their charge.

(sgd) The General Commanding
Tullio BENIGNI

(sgd) Maj. P.A.FUNDO.

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Translation.

Subject:- List of repairs carried out on small arms.

Divisione di Fanteria "Friuli"
O.C. Main Workshops
Ref.: 1647/Cf.

Trento, 18 June 1946.

To:- IV F.A.C.
c/o. Territorial Command, Bolzano.

Herewith list of repairs carried out on small arms in consequence of the inspections held by the Chief Armourer Maresciallo Donvito Michele at the sections of the "Friuli" Division.

These inspections are held quarterly. The new turn of inspections will be started on Monday, 24 June 46, succession as follows :-

Battalion Genius - 87th Infantry Regt. - 88th Infantry Regt. - H.Q. - "Friuli" Carabinieri Reali Corps - Supply & Transport Section - A.C.A. Park - C.F.P. - 35th Artillery Regt. -

(sgd) O.C. Main Workshops
Major FIGNIGNA Giovanni.

3261

23

Translation.

COMANDO DIVISIONE DI FANTERIA
"F R I U L I"
— M.T. Office —

MONTHLY REPORT HOW VEHICLE MAINTENANCE SERVICE IS GOING ON :

MONTH OF M A Y 1946.

(1) Ordinary Maintenance :- No alterations regarding the system of the daily duties.

(2) Extraordinary Maintenance :- As already mentioned in the previous reports there is an extraordinary maintenance service performed every fortnight by every section with the purpose to have every vehicle off service for one day for general review and complete greasing.

The M.T. Office of the Division provided for printing a "Manual of Vehicle Defects", which has been issued to all sections; see copy attached. This book, which the O.C. section is keeping, does not only give informations about the system adopted by the Division, but it also is useful by giving an exact survey about vehicle efficiency to the O.C. section and to the officers detailed for inspections.

(3) Efficiency State of Vehicles :- is improving gradually according to the equipping of workshops for the review of engines, dynamo, small starter-engines, and for the construction of pistons, connecting-rods, pump-barrels (Ital. "bronzine").

Since the recent statement as per letter No. 31203 DM. dated 21 May 46, the position regarding tires for lorries has lightly improved in as far as light lorries are concerned; but there is still a permanent deficiency concerning lorries of 3 tons, special vehicles, cars and motorcycles (Ital. "moto").

The Division especially is in need of tires of the following sizes :-
3.25 x 19 - 4.00 x 15 - 5.00 x 15 - 5.50 x 15 - 6.00 x 16 - 7.00 x 16 - 9 x 13 - 9.25 x 16 - 13.50 x 20 - 10.50 x 20 - 7.50 x 20 - 10.00 x 22 - 14.00 x 20 - 150 x 40 - 165.00 x 40 -

During the last months the C.I.P. have issued only oil C.30 which proved inappropriate for the lubrication of engines as well as the interior combustion, because it is losing its viscosity nearly entirely as soon as it becomes warm; for that reason several meltings (Ital. "fusione" means also "casting") occurred in the Division.

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(4) Lorries ' Equipment :- Several sections have provided themselves with regular equipments of iron by buying them on account of the quarterly assignments available - now they are expecting further assignments in accordance with the announcements made by Ministry of War - Directory of Artillery and M.T. - circular letter No.26600 of 3 April 46.

The M.T. Office under their command has studied a type of grease-gun (or nipple) with lever and with a special coupling (connecting part) for the Allied vehicles, and it will be issued to the sections as soon as supplied by the factory, in order to have the equipment of the vehicles completed, so that a reasonable greasing of the vehicles will be possible.

(5) Equipment L.A.D. :- The L.A.D.'s (regimental workshops) are working with an exceedingly insufficient equipment.

To enable the existing L.A.D.'s to carry out small repair work it is necessary to supply them the following material :-

6 anvils
6 forges
6 small vulcanizators for inner-tube
6 jacks transportable on barrow
6 small boxes of polygonal keys for/with compass

p.t.o.

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6 sets of firm keys
6 sets of polygonal keys, bent
6 sets of levers for mounting and dismounting of tires
6 grind-stones
6 sets of files
6 small saws for iron
6 borers) small
drills)

The assignment of the a/m material has been required through Major CATALANO, of Division "Legnano", inspector of the 5 Divisions ex-Combat Groups.

(6) Deficiencies of Technical Personnel :- The sections are deficient of technical personnell; it would be advisable to assign at least one M.T. Serjeant to every Battalion -Artillery Group or Autonomous Section. Furthermore it will be necessary to assign really capable Sjts/Maj. (marescialli) to the L.A.D.'s in the capacity of Chiefs of the W/S.

(7) Deficiency of Drivers :- By the next release - group 1922 - the position regarding drivers will become rather problematic.

The courses of instruction for specializing being held at the sections, did not turn out to the full of expectation owing to deffciency of capable instructors (officers, serjeants) - as already mentioned in the last report, it would be necessary to establish a motorist-school at the Division with qualified officers/serjeants of the M.T.Corps, to be assigned by the Ministry.

Notwithstanding there are being run 3 courses for specializing at the regiment, in order to face the [illegible] deficiency of drivers.

On Order
The Chief of the General Staff
(sgd) LIEUT.COL. G.VERANDO.

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COMANDO DIVISIONE DI FANTERIA "FRIULI"
-Ufficio Automobilist. o-

Translated 23

RELAZIONE MENSILE SULL'ANDAMENTO SERVIZIO MANUTENZIONE AUTOMEZZI
MESE DI MAGGIO 1946

1) Manutenzione ordinaria - Nulla di variato sul sistema del compito giornaliero.

2) Manutenzione straordinaria - Come già detto nelle relazioni precedenti, viene effettuata quindicinalmente presso tutti i reparti in modo che ogni automezzo possa avere un giorno di riposo per revisioni generali ed ingrassatura totale.

A cura dell'Ufficio Automobilistico della Divisione è stato fatto stampare e distribuire a tutti i reparti"il libro dei difetti degli automotomezzi" che si allega in copia; detto libro tenuto dal comando di reparto oltre ad uniformare il sistema nell'ambito divisionale serve a dare al comandante di reparto ed agli ufficiali proposti alle ispezioni, l'esatta visione dell'efficienza dei mezzi.

3) Stato di efficienza degli automezzi - Va gradualmente migliorando a mano e mano che le officine si attrezzano per la revisione dei motori, dinamo, motorini d'avviamento e costruzione di pistoni, bielle, bronzine.

Date la recente assegnazione avuta col foglio 31203 DM. del 21.5.1946, la situazione delle gomme per autocarro è lievemente migliorata per quanto riguarda gli autocarri leggeri; permane la deficienza per gli autocarri 3 Ton, automezzi speciali, autovetture e moto.

Particolarmente la Divisione necessita di gomme delle seguenti misure : 3.25 x 19 - 4.00 x 15 - 5.00 x 15 - 5.50 x 15 - 6.00 x 16 - 700 x 16 - 9 x 13 - 9.25 x 16 - 13.50 x 20 - 10.50 x 20 7.50 x 20 - 10.00 x 22 - 14.00 x 20 - 150 x 40 - 165.00 x 40 -

I C.I.P. in questi ultimi mesi hanno distribuito solo olio C.30 che si è rilevato inadatto per la lubrificazione dei motori e combustione interna in quanto appena scaldato, perde quasi completamente la viscosità; per tale fatto nella Divisione si sono verificate diverse fusioni.

4) Dotazioni autocarri - Diversi reparti si sono forniti di [illegible] mezzi di trasporto per adeguarli con le disponibilità della

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retti degli automotomezzi che si allega in copia; detto libro tenuto dal comando di reparto oltre ad informare il sistema nell'ambito divisionale serve a dare al comandante di reparto ed agli ufficiali proposti alle ispezioni, l'esatta visione dell'efficienza dei mezzi.

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4) Dotazioni autocarri - Diversi reparti si sono forniti di 32 [illegible] 259 mezzi regolari di ferra acquistandoli con le disponibilità delle assegnazioni trimestrali - per completare tali dotazioni si è in attesa delle assegnazioni che saranno fatte in esito alle segnalazioni fatte in ottemperanza alla circolare 26600 in data 3-4-1946 del Ministero Guerra - Direzione Artiglieria e Motorizzazione.

Il dipendente Ufficio Automobilistico ha studiato un tipo d'ingrassatore a leva con attacco speciale per i mezzi alleati che, non appena allestito dalla fabbrica, sarà distribuito ai reparti a completamente delle dotazioni di macchina in modo che i mezzi possono essere ingrassati razionalmente.

5) Attrezzatura L.A.D. - I L.A.D. (officine reggimentali) hanno in atto una attrezzatura addirittura insufficiente.

./.

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Perchè i L.A.B. esistenti possono effettuare le piccole riparazioni è necessario dotarli del seguente materiale :

- incudine	N°	6
- forge	"	6
- vulcanizzatore piccolo per camera d'aria	"	6
- Crick a carrello	"	6
- cassetta chiavi poligonali a bussola	"	6
- serie chiavi fisse	"	6
- serie chiavi poligonali curve	"	6
- serie leve montaggio - smontaggio gomme	"	6
- mola smeriglio	"	6
- serie lime	"	6
- seghetti da ferro	"	6
- trapano piccolo	"	6

L'assegnazione di detto materiale è stata richiesta tramite l'Ispettore delle cinque Divisioni ex Gruppi di Combattimento, maggiore CATALANO della Divisione "Legnano".

6) Deficienza personale tecnico - I reparti difettano di personale tecnico; sarebbe opportuno che a ciascun Battaglione - gruppo d'artiglieria o reparto autonomo fosse assegnato almeno un sottufficiale motorista. E' necessario inoltre che ai L.A.B. vengano assegnati marescialli capo-officina veramente capaci.

7) Deficienza conduttori - Col prossimo congedamento della classe 1922 la situazione dei conduttori si renderà assai precaria.

I corsi d'istruzione per la specializzazione presso i reparti non hanno dato risultati operati per deficienza di istruttori (ufficiali- sottufficiali) capaci - come è stato detto nella precedente relazione sarebbe necessario istituire presso la Divisione una scuola autieri con ufficiali - sottufficiali del corpo automobilistico idonei allo scopo, assegnati dal Ministero.

Comunque per sopperire alla deficienza dei conduttori sono in atto presso i Reggimenti tre corsi di specializzazione.

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- seghetti da ferro	"	6
- trapano piccolo	"	6

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Comunque per sopperire alla deficienza dei conduttori sono in atto presso i Reggimenti tre corsi di specializzazione.

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d'ordine
IL TEN.COL.CAPO DI STATO MAGGIORE
- G.Versado -

4 NCO's

Declassified E.O. 12065 Section 3-402/NNBC No. 785020

22

Subject:- Sitrep RENE 4 B.L.U.

RENE 4 B.L.U.
Ref. S/R 20

5 June 1946.

To:- AIRE HQ. M.M.I.A., R o m a
C.O. 4 B.L.U.

Period 19 May 46 - 1 June 46.

1. 4 Repair Unit, Bolzano.

(a) Ref. para 6 (c) of previous Sitrep No. S/R 19 dated 20 May 46.

(b) On 22 May 46 a discussion was held with Col. Frontero (Director of Repairs) on the labour problem of the 4 Repair Unit. He was in agreement that more personnel are required for this W/shop, but stated that insufficient skilled labour appears to be available in Bolzano willing to accept the rates of pay offered as the present allotment of civilians cannot be filled. He further felt it unsatisfactory to increase the number of part skilled workers, unable to work without supervision, but as no other course appears open, it was finally decided to employ further civilians after the move of the W/Shop.

(c) It has been decided by the Territorial Command to move the 4 Repair Unit to Appiano, a site approx. 8 miles from Bolzano. This site is capable of holding two British Bde W/Shops. The present site is still considered quite suitable for the W/S, but this change of location has been agreed with from a moral point of view. The new C.O. Magg. Bazzali feels he would like to make a clean sweep and wishes to start afresh in a new site& also with a large number of replacements amongst the personnel, the discipline having dropped far below standard under the previous C.O. Magg. Bazzali has also put forward the old complaint that the present site has insufficient "lock up's" a most important problem from an Italian point of view.

(d) Col. Frontero is still of the opinion that the W/Shop will fare no better in the new site due to the labour problem and has in mind to suggest transferring the W/Shop to Verona, but as the General Commanding 4 Territorial Command wishes a W/S in Bolzano, this further attempt is being made at the new site.

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(e) Capt.Cusparoni W/S Officer of the 4 Repair Unit has now been replaced by Capt. Gavotti. This change,undesirable when the new C.C. is in the process of settling in, was unavoidable.

(f) It has recently been learnt that four officers were directed in turn to the 4 Repair Unit, but all succeeded in obtaining fresh postings. The difficulty appears to be the high cost of living in this area.

2. <u>W/Shops General.</u>

(a) It is understood from Col.Frontero that there is a proposal being submitted to the Ministry of War by Col.Cucciolli (Veh. Representative of Ministry of War for North Italy) who recently visited this area, to place all the W/Shops of this command in Verona at a site which is at present occupied,

<u>p.t.o.</u>

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but which it is thought, can be obtained if necessary. The site is apparently large enough to take all the W/Shops and it was suggested that Col.Frontero would direct the W/Shop.

(b) This has two difficulties, one it is uncertain if sufficient civilian labour would be available in Verona; two, a political problem, the increasing of unemployment in the Vicenza and Pesschiera areas.

3. **Italian Ceremonial Parade.**

On 24 May 46 the [redacted] accompanied Col.Douglas O.C. 4 B.L.U. to Verona where a ceremonial parade was held and which included a number of Friuli Inf.Div. personnel and vehicles.

Other British officers of the Sixth Armoured Division also present were much impressed by the standard of turn out of the Friuli vehicles.

4. **C.A.R. Small Arms.**

(a) Pending an inspection with Col.Douglas (C.O. 4 B.L.U.) of the C.A.R. at Verona a visit was paid by the [redacted] to [redacted] 6th Armd. Div. at Padova on 29 May 46 to request the loan of an armourer for a short period. Unfortunately the [redacted] felt his commitments were such that he could not assist. Fortunately Col.Douglas has since succeeded in borrowing an armourer.

(b) On 31 May the [redacted] accompanied Col.Douglas on a visit to the C.A.R. at Verona.
The situation as regards armourers was found to be good, the C.A.R. having one military armourer, one civilian from Termi and four civilian fitters, but they are deficient of all tools and spares required for their work.
Attached is a letter of this H.Q. explaining the position in full.

5. **Friuli Main W/Shop, Trento.**

(a) A visit was paid by [redacted] to this W/Shop on 1 June 46.

(b) It was noted that action has been taken in accordance with para 2 of previous Sitrep. Officers have now been given more control on the different W/S sections.

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4. Lonato Small Arms.

(a) Pending an inspection with Col.Douglas (O.C. 4 B.L.U.) of the C.A.R. at Verona a visit was paid by the [redacted] to CRREME 6th Armd. Div. at Padova on 29 May 46 to request the loan of an armourer for a short period. Unfortunately the CRREME felt his commitments were such that he could not assist. Fortunately Col.Douglas has since succeeded in borrowing an armourer.

(b) On 31 May the [redacted] accompanied Col.Douglas on a visit to the C.A.R. at Verona.
The situation as regards armourers was found to be good, the C.A.R. having one military armourer, one civilian from Terni and four civilian fitters, but they are deficient of all tools and spares required for their work.
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(b) It was noted that action has been taken in accordance with para 2 of previous Sitrep. Officers have now been given more control on the different W/S sections.

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(c) The general state of the W/S appears to be deteriating. It is believed that this is due to attempting work beyond their limits. Engines are being completely overhauled in the W/Shop, painting of cars equals the finish of the maker and upholstery work on cars carried out by the textile refitter is of a far higher standard than necessary for military use. This work requires a large number of personnel and the small points in the W/S are being overlooked.
The following were the most outstanding:-
(i) Vehicles awaiting repair were found with batteries still fitted and rotting away.
(ii) A large number of vehicles had flat tyres.
(iii) Unit transport especially recovery vehicles were found to be in a very poor state, dirty and requiring a good deal of repair to woodwork, canvas etc.
(iv) Paintwork of unit transport is generally poor.

R.t.c.

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(d) The explanation for the paintshop was that the painter could not keep pace with the work, this is to be expected if the painter scrapes and undercoats every car, he paints. The textile refitter was obviously being used solely as an upholsterer and the carpenter as an interior coach builder.

(e) The engine bay suggested several times by the ISO and once by ADME has still not been set up, engines are being repaired in every corner of the W/Shop.

(f) All these matters have been brought to the notice of Maj. Figliorin C.O. of the W/S.

6. MT Inspections.

Reference para 6 of Sitrep No. S/R 16 dated 6 May 46. Maj. Figliorin (then OC) contacted the MT inspectors as to the result of their inspections, but they, it appears, would give no indication of their findings stating that the Division would receive a full report from the Ministry of War in due course.

7. Vehicle Maintenance.

Reference your MP/31 dated 17 May 46.
Attached is a letter giving full details of the competition to be run in both the Territorial Corps and the Primi Infantry Division.

8. Postings.

Capt. Rutter RASC was posted to 5 B.A.D. w.e.f. 1 May 46 reporting on 5 June 46.

9. W/S Outputs.

Attached.
The extremely low output of 1 Mobile Bank is being investigated.

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A.W.L.t.
Lieut.

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7. Vehicle Maintenance.

Reference your [illegible]/31 dated 17 May 46.
Attached is a letter giving full details of the competition to be run in both the Territorial Command and the Friuli Infantry Division.

8. Postings.

Capt. Rutter [illegible] was posted to 5 [illegible]. w.e.f. 1 May 46 reporting on 5 June 46.

9. M/S Outputs.

Attached.
The extremely low output of 1 Mobile Park is being investigated.

3254

A Swift
Capt.
S.O. [illegible] 5 [illegible].

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COPI.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Direzione Riparazioni Automobilistiche

Aut/6379/7/14 /1/14 di prot. Bolzano, li 1/6/1946

OGGETTO: Relazione automezzi riparati dai Reparti dipendenti.-

AL SO R.E.M.E.
4' B.L.U.
C.M.F. S E D E
-.-.-.-.-.-.-.-.-.-.-.-.-.-

Si comunica il numero di automezzi riparati durante la settimana dal 27/5 al 1/6 c.a. -

I' PARCO MOBILE

Autocarro N.1 riparazione di 1' grado

4' REPARTO RIPARAUTO

Autocarri	N.1	riparazione di	1' grado
autovettura	N.1	"	1' grado
	N.3	"	2' grado
	N.1	"	3' grado

16' REPARTO RIPARAUTO

Autocarri	N.6	riparazioni di	1' grado
	" 2	"	3' grado
autovettura	" 2	"	1' grado
	" 2	"	2' grado
	" 1	"	3' grado

21' COMMISSIONE RICUPERI

Autocarri	N.2	riparazioni di	3' grado
aut. speciali	N.3	"	1' grado
	N.1	"	2' grado
	N.1	"	3' grado.-

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D'Ordine
per IL COLONNELLO DIRETTORE
(Dante Frontero)

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Autocarri	N.1	riparazione di	1' grado
autovettura	N.1	"	" 1' grado
	N.3	"	" 2' grado
	N.1	"	" 3' grado

16' REPARTO RIPARAUTO

Autocarri	N.6	riparazioni di	1' grado
	" 2	"	" 3' grado
autovettura	" 2	"	" 1' grado
	" 2	"	" 2' grado
	" 1	"	" 3' grado

21' COMMISSIONE RICUPERI

Autocarri	N.2	riparazioni di	3' grado
aut. speciali	N.3	"	" 1' grado
	N.1	"	" 2' grado
	N.1	"	" 3' grado.-

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D'Ordine
per IL COLONELLO DIRETTORE
(Dante Frontero)

(sgd) Capt. ??????????????

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

T r a n s l a t i o n .

Subject:- Vehicle Maintenance Competition for Prizes.

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Stato Maggiore - Ufficio Servizi
AND/F
N.04/8457/Serv.

Bolzano, 2nd June 1946

To:- Comando Divisione Friuli, Levico
Comando 4o C A R , Verona
Comando 6° Reggimento Alpini, Merano
Direzione Riparauto IV Comiliter, Bolzano (for units under their command)

Copy to: 4 B.A.U. for information
(Ref. page No.4/GB/8-45 of 29 May 46).

It is my intention to arrange a competition for vehicles' maintenance during the middle of July 1946 between the units of this area who have vehicles on their charge.

During the month of June and the beginning of July 46 there will take place competitions between the sections of every unit in order ~~of~~ to decide the victors who then will represent their units at the final match, that means every regiment of the Friuli Division as well as the 6th regiment Alpini and all vehicle service units of the Direzione Riparauto will be represented in this competition.

The judges will consist of the director of Riparauto of this Command (President) and two officers, one of the Friuli Division and one of the 4th C.A.R. These officers to be detailed by O.C. units.

The councils of judges for the preliminary competitions between the sections of every unit will be nominated by the respective units, that is to say at the discretion of Friuli Division, of 6th Regiment Alpini and of Direzione Riparauto IV Comando Militare Territoriale.

For the unit competitions as well as for the final competition of whole of the area prizes will be allotted, consisting of amounts of money and special leave; the amounts to be drawn from the assistance fund. These prizes will not exceed

3252

Lire 4000.- plus 4 special leaves for the 1st prize;
Lire 3000.- plus 3 special leaves for the 2nd prize;
Lire 2000.- plus 2 special leaves for the 3rd prize.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

take place competitions between the sections of every unit, to decide the victors who then will represent their units at the final match, that means every regiment of the Friuli Division as well as the 6th regiment Alpini and all vehicle service units of the Direzione Riparambo will be represented in this competition.

The judges will consist of the director of Riparauto of this Command (President) and two officers, one of the Friuli Division and one of the 4th C.A.R. These officers to be detailed by C.C. units.

The councils of judges for the preliminary competitions between the sections of every unit will be nominated by the respective units, that is to say at the discretion of Friuli Division, of 6th Regiment Alpini and of Direzione Riparambo IV Comando Militare Territoriale.

For the unit competitions as well as for the final competition of whole of the area prizes will be allotted, consisting of amounts of money and special leave; the amounts to be drawn from the assistance fund. These prizes will not exceed

3252

Lire 4000.- plus 4 special leaves for the 1st prize;
Lire 3000.- plus 3 special leaves for the 2nd prize;
Lire 2000.- plus 2 special leaves for the 3rd prize.

I will inform all concerned as soon as possible the technical rules of the competitions.

The Military Commander
(Giacomo Negroni, Gen. di Div. ff. g. a.)

(sgd) P.C.C.
The Chief of the General Staff
(Col. Enrico Duranti)

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C O P Y.

Subject:- Classification of Weapons for Training.

4 British Liaison Unit,
BOLZANO CMF.
3 Jan 46.

4/GS/2-111

H.Q.
Land Forces Sub Comd.
AC(AMIA) RO&E.

Ref. your TRG/42 dated 11 May 46 on the a/m subject, and your TRG/47 dated 15 May 46 re Training of Armourers for CMRs.

It is pointed out that CMRs are not in possession of an Armourer's Toolchest. I have inspected the Armoury and find what little kit they have, has been improvised by the unit itself. Without the appropriate tools it is not possible adequately to classify the weapons, nor can an Armourer be of much value to the unit: as the arms in question are on loan from British sources it is hardly reasonable to expect them to be returned in a stisfactory condition if the necessary tools and spares are not provided; it is estimated that for 6 armourers, 2 Boxes tools armourer's, filled, will be required.

By the courtesy of Comd 61 Inf Bde, I have arranged for a NO (Armourer) to carry out a cursory inspection of the British weapons and to submit a report on the following points:-

1. Condition of British arms on loan to 4 CMR.
2. Existing facilities available for the repair of these arms.
3. A list of the minimum tools required.
4. Suitability of present Armourer for confirmation in appointment of Senior Armourer.

(sgd) J.S.RIDDELL
Lieut-Col.
CO.

AJJ

3251

It is confirmed that the NO (RMAS) will report to Lt.Col.LOFTHOUSE, Officer i/c Training at No.4 CMR, Montario Veronese Bks, at 0900 hrs on 11 Jun 46, and remain with the unit for so long as he can be spared by

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is not possible adequately to classify the weapons, nor can an Armourer be of much value to the unit: as the arms in question are on loan from British sources it is hardly reasonable to expect them to be returned in a satisfactory condition if the necessary tools and spares are not provided; it is estimated that for 6 armourers, 2 Boxes tools armourer's, filled, will be required.

By the courtesy of Comd 61 Inf Bde, I have arranged for a WO (Armourer) to carry out a cursory inspection of the British weapons and to submit a report on the following points:-

1. Condition of British arms on loan to 4 CAR.
2. Existing facilities available for the repair of these arms.
3. A list of the minimum tools required.
4. Suitability of present Armourer for confirmation in appointment of Senior Armourer.

(sgd) J.S.MCDOUGALL
Lieut-Col.
GS.

HJJ

3251

It is confirmed that the WO (RAOC) will report to Lt.Col.LOVETT-COX, Officer i/c Training at No.4 CAR, Montario Veronese Dks, at 0900 hrs on 11 Jun 46, and remain with the unit for so long as he can be spared by 61 Inf Bde.

Copy to: DAQMG, 61 Inf Bde.
RAOC, 61 Inf Bde.
Comd, 4 CAR.
HQ 4 Terr.Comd.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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21

Subject:- SITREP ENEMY 4 B.L.U.

Headquarters
4 B L U
BOLZANO
Ref: 1/GP/8-41
27 May 46

To: HQ 4 Terr Comd.

The attached extract from the report of my S.O. ENEMY (Capt White) is forwarded for your information and such action as you may think it appropriate to take.

Lt Col
GS

Copy to: Capt. White.

Copy of Extract.

"FRIULI INF DIV. MAIN H/S

a) A visit, accompanied by Capt BUTLER, was made by ENE to Friuli Main H/S on 13 May 1946.

b) It has been suggested to Maj Figliolia before that he over controls the H/S giving little responsibility to his other officers. This fact was soon noted by Capt Rutter and a further discussion on the subject was held with Maj Figliolia.

3250

c) He admitted he was aware that the H/S only run well while he was present and for that reason was at all times afraid to leave it for more than a few hours.

d) It was pointed out that in the event of he becoming ill etc. the H/S would be forced to carrying on without him and it was urged that he should give more responsibility to his officers and NCOs even though it might temporally lower the H/S standard of organisation."

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20

Subject: - [redacted]

HQS 4 D. A.U.
Ref.: S/R 19

20 May 1946

To: - A.A.F.H.Q. M.M.I.A. Rome
G.S.I. 4 Detail.

Period 5 May 1946 - 13 May 1946.

1.) REMOVAL OF ENEMY MATERIAL

a) Reference para 5 of previous Sitrep No 18/18. A further visit was made to Austria on 6-7 May 1946, to complete arrangements for the collection of Italian MT stores from Rotenhach but due to change of control of the depot agreement could not be reached without further information. This information has been requested in my signal 20/89 dated 9 May 1946 to which a reply is awaited. Further information on this subject is also given in H.Q. 4 D.A.U. letter 4/3/17-208 dated 16 May 1946 addressed to M.M.I.A.

2.) FRENCH MF DIV. MAIN W/S

a) A visit, accompanied by Capt [redacted], was made by [redacted] to Friuli Main W/S on 13 May 1946.

b) It has been suggested to Maj [redacted] before that he over controls the W/S giving little responsibility to his other officers. This fact was soon noted by Capt Rutter and a further discussion on the subject was held with Maj [redacted].

c) He admitted he was aware that the W/S only ran well, while he was present and for that reason was at all times afraid to leave it for more than a few hours.

3249

d) It was pointed out that in the event of he becoming ill etc. the W/S would be forced to carry on without him and it was urged that he should give more responsibility to his officers and N.C.Os own through it might temporally lower the W/S standard of organisation.

3.) 1st Italian SMWT

a) The [redacted] accompanied by Capt Rutter visited 1 Mobile Park on 11 May 1946. The new C.O. of this W/S, Capt [redacted], was found to have arrived and on first impression appears to be fairly suitable for this position.

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b) The W/S was found to be still unable to dispose of its completed vehicles due to lack of tyres. A set of British tyres were loaned to enable the vehicles to be sent to the efficient park where they will be placed on blocks.

4.) 16 REPAIR UNIT

a) On 14 May 1946 the 16 Repair Unit was also visited.

b) The O.C. of this W/S was changed on 13 May 1946 but unfortunately the new O.C. Lt Col ZANDRI was away on the day of visiting.

c) The W/S was inspected in the company of Capt LANDO the W/S officer and found to be fairly satisfactory. No new difficulties were encountered.

5.) 21 RECOVERY ORGANISATION

a) The W/S of this unit under control of 16 Repair Unit was also visited of 14 May 1946.

b) This W/S has improved considerably since last visit and is undoubtedly the best W/S in the Balsamo Territorial Command.

6.) 4 REPAIR UNIT

a) A visit accompanied by Capt Salter was made to the 4th Repair Unit on 16 May 1946.

b) A discussion was held with the new O.C. W/S Maj MARSHALL, Capt Sheppard and the W/S Foreman on W/S organisation and placing of personnel.

c) A complete diagram was prepared and all W/S personnel placed. Due to the heavy types of repairs undertaken it was found that only actually 22 men worked on vehicle stripping and assembling out of 106. There is a deficiency of 70 soldiers on the W.S. This deficiency is being discussed with Col MOFFAT with a view of obtaining authority to employ civilians temporally.

7.) Informal Visits.

Major 217 Area (Maj [illegible]) visited this W/S on 18 May 1946 to discuss RAU transport problems, and to assist if possible in eliminating some of the continual "scrounging" on the Italians at present necessary to keep to RAU mobile.

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8.) POSTINGS

Capt MILLER (RAMC) arrived this H.Q. 10 May 46. As the present T/E has now deferred for one year the position of Capt Rutter is as yet unknown.

9.) W/T OFFICERS

1st MONTH'S DRAFT

Week ending 11 May		Week ending 18 May	
Lorries	1	Lorries	2
Cars	-	Cars	-
M/C's	-	M/C's	-
Total	1	Total	2

4th MONTH'S DRAFT

Week ending 11 May		Week ending 18 May	
Lorries	2	Lorries	-
Cars	2	Cars	4
M/C's	-	M/C's	-
Total	4	Total	4

15 MONTH'S DRAFT

Week ending 11 May		Week ending 18 May	
Lorries	4	Lorries	3
Cars	5	Cars	5
M/C's	3	M/C's	-
Total	12	Total	8

21 MONTH'S DRAFT W/S

Week ending 11 May		Week ending 18 May	
Lorries	6	Lorries	6
Cars	-	Cars	3
M/C's	-	M/C's	2
Total	6	Total	11

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MAIL S/S

Week ending 8 May	
Letters	6
Cars	4
S/S's	2
Total	12

Week ending 14 May	
Letters	11
Cars	3
S/S's	2
Total	16

A. H. Lute.

Capt:
USS BOISE & ENJU

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

19

Subject: - [redacted]

From A.D.M.S.
Hq. 6/A Lg

6 May 1946

To: - A.D.M.S. HQ MLA KONA
[redacted]

Period 22 April - 4 May 1946

1. Personnel

a) During this period a certain amount of time was had to be devoted to disbanding of the [redacted] Increment, Unit Administration and Unit HQ the latter mainly due to the inefficiency of the 4 Repair Unit which is the nearest H/Q to this D.M.U.

2. 4 Repair Unit

a) It is hoped that new Col [redacted] C.O. of 4 Repair Unit has been posted this H/Q will make better progress until Maj. [redacted] was C.O. 24 Recovery Coy. It was also hoped to replace Capt Townsend the H/Q officer of 4 Repair Unit but this is being held in abeyance until after the new C.O. has settled down.

b) Capt Townsend appears to be showing more interest in advice given him since the passing of Col Scott.

c) Capt Leveritt of the 24 Recovery Co mission has been suggested as a replacement for Capt Townsend but this officer although Keen, admits he knows little of MT work and has never worked in a H/Q before.

3. 24 Recovery Company

This Unit it is understood will shortly be disbanded the personnel and stores being passed over to the 4 Repair Unit. 3245

4. Inspection Visits

a) Col [redacted] and Maj Hall have accompanied by Lt. A.D.M.S. on 29 April 46 visited 1st Indian Army and 16th Repair Unit of the Malaya Territorial Command.

b) The problem of poor output by the 1st Indian Unit is at present being discussed with Col Stanton (Director of Ordnance) and an attempt is being made to obtain a more powerful C.O. for this Unit.

c) Col Hunt and Maj Hall further visited the 4 Repair Unit on 30 April 1946. This H/Q as usual was found to be in a most unsatisfactory condition (reported in several previous Diaries) but fresh action will be taken on arrival of new C.O.

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d) On 1 May 1946 Col Blunt and [illegible] visited Friuli Main H/Q. This H/Q improves slowly on one hand but is becoming more heavily handicapped each day by the lack of stores and release of personnel.

e) A final visit on the same day was made by Col Blunt and [illegible] to General Flochard, Vice General Friuli Inf Div, to discuss [illegible] problems of the Division.

3. [illegible]

On 3-4 May 1946 a visit was paid by [illegible] to Spittal/Drau Austria to assist the 24 Recovery Company collect Italian material from that area. This work is still in hand.

4. [illegible]

It is regretted that due to the late arrival of [illegible] letter M.1/33/21 dated 13 April 1946 and lack of British personnel the UNI inspections could not be kept under observation. A request has been made to C.M.F. Friuli Inf Div to report on the outcome of these inspections and will be forwarded when available.

5. M.I. Situation.

1st Mobile Unit

Week ending 27 April		Week ending 4 May 1946	
Lorries	1	Lorries	1
Cars	-	Cars	-
M/C's	-	M/C's	-
Total	1	Total	1

4 Repair Unit

Week ending 27 April		Week ending 4 May 1946	
Lorries	1	Lorries	3
Cars	2	Cars	4
M/C's	-	M/C's	2
Total	3	Total	9

16 Repair Section

Week ending 27 April		Week ending 4 May 1946	
Lorries	5	Lorries	5
Cars	2	Cars	5
M/C's	-	M/C's	1
Total	7	Total	11

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21 SQUADRON OPERATIONS M/S

Week ending 17 April	
Lorries	4
Cars	3
M/C's	-
Total	7

Week ending 1 May 1946	
Lorries	9
Cars	2
M/C's	2
Total	13

TRIM M/S

Week ending 24 April	
Lorries	4
Cars	1
M/C's	1
Total	6

Week ending 1 May 1946	
Lorries	4
Cars	2
M/C's	-
Total	6

A White
Capt
DO PERS & ED

3243

nlo

ARMY FORM C 2136 (Large)

MESSAGE FORM

Register No. 18

Call	Sit. No.	Priority	Transmission Instructions
	192018		

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) AIMIA — Originator — Date/Time of Origin 19/1150-B

For Action

4 BLU

TO

(W) For Information (INFO)

Office Date Stamp

Message Instructions — G R 34.

Originator's No.

ME/43/38 dd/c for EME ⊙ Reference para 4 [E] Sitrep dated 8 April 46 [No 16] ⊙ Inefficient park has been open some time ⊙ Terntorial command must ask war office to arrange evacuation quoting types and quantity

3242

Declassified E.O. 12065 Section 3-402/NNBC NO. 785020

dated 8 April No 165 & inefficient for the [illegible]

Some time & Territorial command must ask war office to

arrange evacuation quoting types and quantity

3242

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

Signed

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

Signed

Originator's instructions
Degree of Priority

Time	System Op.
THE or TOR 1358	H+CR
Time Cleared	

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Declassified E.O. 12065 Section 3-402/NNDG No. 785020

17

Subject: - [redacted] A.D.T.U.

[redacted] A.D.T.U.
Ref.: D/T 17

25 April 1946

To: - A.D.T.U. [redacted] Zone
C.C. 4 D.T.U. Unit
C.O. 5 D.T.U.

Period 7 April 1946 - 20 April 1946

1.) Incidents Visited

a) Major [redacted] 21 Area visited this office 11 April 1946.

b) He had previously paid a visit to the 4th Repair Unit of the Territorial Command and had come to the conclusion that it could be much more efficient if the C.O. was replaced.

c) This matter was already in hand as mentioned in my D/T 16 para 4 (d) but Maj [redacted] offered to add weight and interviewed Gen [redacted] Commanding the Territorial Command.

d) Information has since been received that Col [redacted] has been posted and is preparing to hand over to Capt [redacted] of the 21 Recovery Organisation, who from all accounts will be a great improvement.

2.) Supply of M.T. Spares

a) It has been found that all Territorial Command S/Depts have been sending individually to Milan Turin etc for M.T. stores. They have found this method extremely difficult due to lack of petrol tyres etc. It was therefore suggested to Col Frontero (Director of Repairs) that a "milk round" of a truck and one officer should be arranged collecting lists of spares required at each S/D and then proceeding to Milan and Turin.

b) Col Frontero opposed this suggestion at first for various unnecessary reasons but eventually agreed that the suggestion was sound and decided to adopt it.

3241

3.) 4 Base Unit

a) A visit was paid to the 4 Repair Unit on 15 April 1946. It was found that the long awaited for industrial current line had at last been installed in the S/D. All complete S/D machinery is now running.

b) The S/D was found to be still very crowded with vehicles and lacking general organisation. It was been suggested to Col Frost to endeavour that he should find another park for vehicles awaiting note

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to civilians, and he was not in position to advise them yet as to the persons who will not utilized the space that could be available.

c) Further efforts will be made to have the derelict vehicles to a way also on the arrival of the new U.S. ships.

[illegible] Repair Unit

a) A visit was paid to 3 Repair Unit (Mauritius) on 13 April 1945 by the company of Maj Hicks, 2 i/c of Col Grubb (Director of Repair & Construction Corps).

b) Unfortunately both, Col Grubb (Director of Repair & Construction) and Col [illegible] Repair Units were ill at the time of visiting.

c) This i/c was found to have a good site but poorly located as regards civilian labour.

The general state of the i/c was good and [illegible] the i/c officer gave the impression of efficiency.

d) The number of casualties arranged actually on existing requisite was found to be quite so.

e) The main difficulties of the i/c are apparently i/c equipment, coals plenty etc and poor type of civilians labour.

f) Equipment has been requested from Col C of C (Mauritius) but no reply has yet been received. This matter is being investigated further when full information is available.

g) As regards civilian labour it is hoped that the per diet will be reviewed as when labour is obtained by all Territorial Corps i/c it is generally of the poorest quality and not economical. An example was given recently when two civilians at Long to Ship [illegible] were sent in for examination overall

(i) One remade was sent to consult a [illegible] and was examined in two layers one white of the front submission under both stripped remarried in that period by the medication under a [illegible]

(ii) The other remade was passed into a Territorial Corps i/c and after three days work by a so called fitter it was returned as repaired, which in fact it was not.
It is felt that the present pay is [illegible] economy as a good man on the job is best at a penny an hour.

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(xii) The Foreman of Le Role's in Kolwezi was originally employed by the 4th Repair and he forsees for a short period and is acknowledged a very good foreman.

As foreman in the Territorial Network a/c he received approx 7000 Ltrs a month. He is now payed by Sencia's 20 000 a month.

2. Workers outside Katanga

a. Kolwezi Area

Work ending 21 April	
Europeans	-
Boys	1
A/C's	-
Total	1

Work ending 14 April	
Europeans	2
Boys	1
A/C's	-
Total	3

b. Elisabethville

Week ending 21 April	
Europeans	1
Boys	-
A/C's	-
Total	1

Week ending 14 April	
Europeans	-
Boys	-
A/C's	-
Total	-

c. Jadotville (Panda)

Week ending 21 April	
Europeans	4
Boys	2
A/C's	2
Total	8

Week ending 14 April	
Europeans	3
Boys	4
A/C's	-
Total	7

d. Bukama (Kipushi)

Week ending 21 April	
Europeans	5
Boys	6
A/C's	1
Total	12

Week ending 14 April	
Europeans	8
Boys	6
A/C's	-
Total	14

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[illegible]

[illegible]	
[illegible]	15
[illegible]	4
[illegible]	1
Total	20

[illegible]	
[illegible]	14
[illegible]	6
[illegible]	2
Total	22

3238

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16

Subject: - 6 Fd Wksp R.A.S.C.

WKG: 4 B.A.U.
Ref B/R 16

8 April 1946

To: ADAC 2 Fd A R O M S
C.O. 4 B.A.U. C/F

Period 23 March 46 - 6 April 1946

1.) 26 Repair Unit

a) A visit was paid to the Coy of Cpl FRENCH (Director of Repairs) to the 16 Repair Unit on 25 March 46.

b) This W/S is as previously reported in very good order and has a good steady output but is very poorly situated.

c) As it was known that 2 Div Group WORKS held a number of buildings in the area the W/S contacted the C.O. Group with a view of obtaining a better W/S site.

d) It was found that an excellent W/S site was in the hands of 2 Div and that they expected to vacate it in the near future.

e) Cpl FRENCH was shown the W/S and was in full agreement of the transfer taking place. Every endevour is now being made to take over the new proposed site.

2.) 1 Repair Unit

a) This unit was also visited on 25 March 46. The W/S was found to be working well but as mentioned in previous Sitrep handicapped by lack of tyres to complete the vehicles. Altogether 12 vehicles were found to be awaiting covers.

b) The lack of foremen in the Vehicle repair section was queried, one foreman was controlling forty men which was thought too large a number.

It was suggested to the C.O. that Squads should be arranged as "mines" with one as foreman. This suggestion they agreed to adopt.

c) The stores section was found to have been greatly improved in its layout and is now up to a near British standard.

3.) 3 Base

a) On 26 March 46 a visit was made to 3 Bde to discuss the general

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situation with Capt Shotton, and if possible obtain information as regards British engine repairs in the Milan Area, and the 60 days rate of MT spares.

b) The demand for repair of British engines appears to far exceed the known facilities for repair, but it was ascertained that Maj CATALANO (one of the Legmens has a list of firms which are undertaking repair of British engines. This information has been passed to Maj LIGHT (OC of Friuli Inf/Div with instructions to contact Maj CATALANO and the civilian firms who may be able to recommend other civilian W/Shops.

c) The 60 days pack has not yet apparently materialised and if as rumour suggests it is sent to the Base W/S at Bologna it is felt that the Inf Div will receive little of this material.

a./ Ritona with W/S

a) This W/S was visited on 27 March 46. The difficulties were found to be the new old problems, spares and personnel.

b) The personnel problem has been eased a little by the receipt of authority to employ 3/ civilians.

c) Unfortunately Ritona is a poor area for skilled civilian labour and efforts are being made to obtain labour from Milan etc.

d) Vehicles in W/S now awaiting repair are as follows:

124	Trucks and Lorries
49	M/C
21	Cars
9	Carriers
205	total

e) It is hoped that the proposed "Inefficient Park" at Bologna will shortly be operating as the W/S is becoming congested with vehicles which they are unable to repair for lack of spares.

3236

b. Brigade Gps

a) A visit was paid to the 6 Repair Gp on 25 March 46 in company with Col Hamilton.

b) Col SCOTT O.C. W/S complained he had insufficient working space. It was pointed out to him that he would never have sufficient space in his W/S if he did not clear out the vehicles which had been partly

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discontied and left awaiting spares. He strongly opposed this idea and the grounds that pieces would be stolen off the vehicles if left in the centre of the W/S even though the W/S gates are locked a guard is mounted and the whole W/S area floodlit by powerful lamps at night. Hover the idea to assist him it was arranged to take over the half of the W/S which was previously used as a British petrol point. This again was apparently not satisfactory as the garages could not be locked.

It was eventually pointed out by Col [illegible] that all other Command W/S had practically all their vehicles in the open and that his W/S site was by far the best of all.

c) It was found that the industrial current required to run the W/S plant had still not been fitted and the DAQ requested Col [illegible] to see to this immediately. After numerous telephone calls it was eventually ascertained that all progress in the matter had stopped due to the death of a person who held all the necessary papers.

It is difficult to understand why Col SCOTT, who had previously complained of having to spend excessive hours on local purchase due to the machinery not functioning, had not followed up this matter himself.

d) It is believed and hoped that Col SCOTT will shortly be replaced by an more suitable officer.

5.) REPAIR OF BRITISH ENGINES IN CIVILIAN W/SHOPS

a) On 2 April 1946 a visit was paid with Capt FIGARIA C.O. Friuli Main W/S to the civilian W/shop in Mestrove, which is undertaking repair of Britian engines. After receiving glowing report on the W/S it was found to be extremely small and only capable of turning out a max of about eight engines a week maximum in the future.

b) It appears that the CO Friuli had suggested this W/S to satisfy the needs of the Friuli Main W/S. Capt FIGARIA on return reported to the CO the true state and urged for further consideration of possible W/shops.

c) At later date the NIO Mestre in Veron found a W/S which had previously repair Bedford and Dodge and were willing to undertake repairs of British engines again. Expected output of this W/S is approximately twelve a week. 3233

6.) MECHANICAL ENGINEERING EXHIBITION

a) At the suggestion of Capt MURPHY A AU a visit was payed by the writer, Capt STOCKER and Capt MONTHY to the Mechanical Engineering Exhibition at TURIN.

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b) It is felt that this exhibition was extremely instructive and time will spent in viewing the capabilities of the Italian engineering industry. It has been difficult in the past to ascertain what the motor industry is at present capable of producing and when lack of spares has been given as the reason for low output in the Command w/shops it has been almost impossible to query this excuse.

7.) W/SHOP OUTPUTS (Vehicles)

FIELD W/S

Week ending 27 March	
M/C's	2
Cars	6
Lorries	17
Carriers	2
Total	27

Week ending 3 April	
M/C's	4
Cars	4
Lorries	16
Carriers	-
Total	24

4 BRAKE UNIT

Week ending 30 March	
M/C's	-
Cars	4
Lorries	3
Total	7

Week ending 6 April	
M/C's	-
Cars	5
Lorries	2
Total	7

16 ROYAL ORD

Week ending 30 March	
M/C's	-
Cars	4
Lorries	7
Total	11

Week ending 6 April	
M/C's	2
Cars	2
Lorries	6
Total	10

1 MOBILE SHOP

Week ending 30 March	
M/C's	-
Cars	-
Lorries	2
Total	2

Week ending 6 April	
M/C's	-
Cars	-
Lorries	4
Total	4

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...../

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21 RECOVERY OPERATION W/S

Week ending 30 March	
M/C's	1
Cars	5
Lorries	4
Total	10

Week ending 6 April	
M/C's	-
Cars	4
Lorries	4
Total	8

Capt
for Major i/c

Subject: Conference of CMEs.

RAME BRANCH
HQ: 3 British Liaison Unit

MR/SITREP/12
3 ~~March~~ APR. 1945

37

To: A.D.M.E.
Land Forces Sub-Comm. A.C.
M.E.I.A.
~~Rome~~

and for information:

RAME - 6 B.L.U.
EME 4 B.L.U.
RAE 1 B.L.U.

File Allowed below the Ltr. 24/Apr 45

During Col. Pisley's visit to this B.L.U. arrangements were made for him to address all CMEs at Negnano Div HQ. - He explained that all efforts were being made by M.E.I.A. to improve spares position and that the tyre question was likely to improve. He also stated that the British Army was likely to standardize to 12 types of vehs and that the surplus tyres would be offered to the Italian Govt, plus all spares in the theatre. This, however, did not impress the CMEs as they afterwards realized that the British would most certainly include in their 12 types Dodge, Ford, Bedford etc, which would cover the majority of their holdings.

1). The following questions were discussed during the conference held at the "Negnano" Inf Div HQ, Bergamo, on 25 March, although not all of them would necessarily be put up to the Ministry of War by Brig. Catalano. However, I have no doubt that copy of his proposals will be sent to this HQ.

Brig. Catalano opened the conference by asking of all CMEs to render him a list of wksps equipment e.g. special tools etc required by the divisional wksps and LADs.

Acting for the Ministry of War, he laid down that all LADs would be attached to Regiments for all purposes, as per British system.

2) Each Div would organize a Mechanical Engineers School to be situated near the Divisional Wksps. Courses would include maintenance and documentation, commencing by the Officers,

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

wards realized that the British could not [illegible] their 12 types Dodge, Ford, Bedford etc, which would cover the majority of their holdings.

1). The following questions were discussed during the conference held at the "Legnano" Inf Div HQ, Bergamo, on 25 March, although not all of them would necessarily be put up to the Ministry of War by Maj. Catalano. However, I have no doubt that copy of his proposals will be sent to this HQ.

Maj. Catalano opened the conference by asking of all CMEs to render him a list of wksps equipment e.g. special tools etc required by the divisional wksps and LADs.

Acting for the Ministry of War, he laid down that all LADs would be attached to Regiments for all purposes, as per British system.

2) Each Div would organize a Mechanical Engineers School to be situated near the Divisional Wksps. Courses would include maintenance and documentation, commencing by the Officers, N.C.O.s and O.R.s. He then pointed out that it would be necessary for Ministry of War to issue orders to this effect, or very few senior officers would attend.

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The school was to be set up with one veh of each type held by the Div, thus practical maintenance would be carried out by all students. To assist maintenance CMEs were asked once again to ground all vehs for at least one hour per day. However, some Divs had no personnel suitable to form a school at the present time. All Divs asked for illustrations and lubrication chart of British vehs. Can this be obtained from CHQ pubns on special authority?

3) Local purchases - The subject of local purchases was next discussed, and it appears that each Div use a different method of acquiring the necessary amounts. "Legnano" Div, who had been much more successful than the other Divs in this direction, used the following system:

.....2

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3.- Local Purchases (Contd)

All sub-Units submit their requests to CME for vetting; he extracts MT items from Artillery and Genio and makes his request to Territorial Command with a copy to Ministry of War (Gen. Properm). The action, however, has always been taken by Ministry of War who send the necessary authority to draw the cash direct to "Legnano" Div. All CMEs were very interested in this as it appears to have been very difficult and complicated to obtain funds from other channels.

It then came to light that in some Divs regimental Comdrs were in a position to authorize exorbitant expenditure on one veh. Paint, for example, in one Div had been purchased by different Regt at very different rates far above market price. It is suggested that all expenditure regarding vehs or accessories should be authorized by CME only, and that the present system of regimental Comdrs (who are not usually technically capable) being in a position to authorize expenditure up to 10,000 Lire per veh be discontinued. This, however, would call for a directive from Ministry of War.

4. - Publications.

All Divs require Army books 406 - 412 and maintenance handbooks in Italian.

5. - Stores section.

All CMEs were in favour of Stores section passing under administration and technical Cmd of O.F.P. - In fact, becoming a detachment of O.F.P.

6. - Civilian Labour.

The present number of civilians employed by the Mechanical Engineers Wksp Inf. Divs is as follows :

"Legnano"	120
"Folgore"	30
"Mantova"	60
"Cremona"	48

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The present number of civilians employed by the Mechanical Engineers Wksp Inf. Divs is as follows :

"Legnano"	120
"Folgore"	80
"Mantova"	60
"Cremona"	48
"Friuli"	7

CME "Legnano" Inf. Div has given this Office a complete picture in his letter 07/1761, translation of which was forwarded to you under letter ME/PER/[illegible].

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Considerable concern was expressed re the likelyhood of 20 old soldiers becoming good enough tradesmen in the time available at training depots. All CMEs suggested that authority be given to employ civilians at least up to the establishment of the wksps.

"Friuli" CME complains that he has no [illegible] i.c. at Div HQ and that he is deficient of N.C.O.s for at least 4 of his LADs.

Some CMEs were in doubt as to whom could sign B.E.R. certificates. It was pointed out that this should be limited to CMEs and OC wksps.

7). - Distribution vehs.

"Cremona" CME stated that his Div were in possession of 67 Jeeps. Perhaps some of these are J.U.s.

.....3

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7. - Distribution Vehs (Contd)

"Friuli" and "Folgore", who had their Jeeps withdrawn by District prior to November, hold only 6 or 7 each, and perusal of vehicle holdings of all Divs would possibly bring other differences to light.

It must be appreciated that the writer was invited to this conference by Maj.Catalano and did not run the show by any means.

S/Capt.
(W.J.Stocker)
EMB: 3 British Liaison Unit.

CMF.

Declassified E.O. 12065 Section 3-402/NNRC NO. 785020

(15)

Subject: - Setrep REME 4 BLU

R.E.M.E. 4 B.L.U.
Ref: S/R 15
23 March 1946

To: A.D.M.E.M.M.I.A.
R O M E
C.O. 4 B.L.U.C.E.F.

Period 9 March 1946 - 22 March 1946.

1.) TRANSPORT OF REME AND INCREMENT

a.) During the above period extreme difficulty has been experienced with transport for REME and for the administration of the REME increment.

b.) The Increment has only one 15 cwt truck on establishment, normally used for rations, conveyance of sick to Bolzano and Verona etc etc. This truck broke down on the 14 March at Brescia with big end trouble.

c.) The REME although based on BLU for transport has to date relied on the Friuli W/S to provide a car, used to visit the scattered W/shops in the command. This car on loan from the Friuli W/S broke down with burnt out valves on the same day as the 15 cwt truck broke down. Another vehicle also on loan from the W/S, was at that time under repair awaiting a new engine.

d.) A request for further transport was made to O.C. Friuli W/S but although willing he was unable to assist as the W/S has also been forced to provide vehicles out of its WE to the Friuli HQ.

Quick repairs to the Increment vehicles were impossible due to lack of spares. Eventually two three ton vehicles were loaned for a short period for rations and sick personnel.

e.) On 15 March REME visited BLU and explained the transport position to the O.C. Col DOUGLAS but he was unable to assist; Col. FRONTERO of the Territorial Command was also approached and he was extremely willing but could only offer a car in Verona less wheels and tyres.

f.) The transport position has now improved all vehicles being roadworthy again but much time was lost in endeavouring to obtain, and repair transport.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

b.) The increment has only ... for rations, conveyance of sick to Bolzano and Verona etc etc. This ... broke down on the 14 March at Brescia with big end trouble.

c.) The BMC although based on BLU for transport has to date relied on the Friuli W/S to provide a car, used to visit the scattered W/shops in the command. This car on loan from the Friuli W/S broke down with burnt out valves on the same day as the 15 cwt truck broke down. Another vehicle also on loan from the W/S, was at that time under repair awaiting a new engine.

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f.) The transport position has now improved all vehicles being roadworthy again but much time was lost in endeavouring to obtain, and repair transport.

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2.) TRANSPORT OF 4 B.L.U.

To assist 4 BLU in the maintenance of its transport and to ease the demands on 4 Repair Sec for immediate repairs it has been arranged for the 4 Repair Sec to employ four fitters for the use of the BMC. It is intended to set up a small unit under a British Sgt to maintain and carry out light repairs.

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3.) MOVES OF [redacted] PERSONNEL

Capt WHITE moved from Trento to Bolzano 21 March 1946 asthe amount of work for the [redacted] is now greater in Bolzano than in Trento.

Location: HQ Territorial Command,
Tel.: Bolzano 1893 Ex 59

4.) FRIULI W/S

a.) Several visits were made to the Friuli W/S during the above period. Relations between [redacted] and O.C. W/S have now greatly improved, naturally difficulty was experienced at first in taking the place of Capt Stocker who was an old friend and who had been with the unit a considerable period.

b.) During these visits it was noted that
(1) The W/S functions well whilst Capt FIGLORIA is present but is inclined to fall to pieces in his absence. This is obviously due to too much control on the O.C.'s part, his officers are forbidden to make any decisions in his absence.

(2) The fitters are being directed by more than one person and are not working in squads.

(3) The general cleanliness of the W/S is deteriorating. These matters are now being taken up with the O.C.

c.) The difficulty of spare parts is acute as ever, further efforts have been made to ease this matter, in at least vehicles of Italian origin by introducing Capt Figloria O.C. Friuli W/S to Col Frontero/Territorial Command and Col [redacted] O.C. 4 Repair Sec.

5.) 1 MOBILE PARK

The low output of 1 Mobile Park has been investigated and it is apparently due to lack of tyres, vehicles repaired but awaiting tyres are naturally not shown on the output return.

The Ordnance WO I of 4 Bde is endeavouring to obtain a large quantity of tyres which are held at Verona, for the Territorial Command.

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control on the C.O.'s part, his officers are forbidden to make any decisions in his absence.

(2) The fitters are being directed by more than one person and are not working in squads.

(3) The general cleanliness of the W/S is deteriorating. These matters are now being taken up with the C.O.

c.) The difficulty of spare parts is acute as ever, further efforts have been made to ease this matter, in at least vehicles of Italian origin by introducing Capt Figlorio C.O. Friuli W/S to Col Frontero/Territorial Command and Col SCOTT C.O. 4 Repair Sec.

5.) 1 MOBILE PARK

The low output of 1 Mobile Park has been investigated and it is apparently due to lack of tyres, vehicles repaired but awaiting tyres are naturally not shown on the output return.

The Ordnance WO I of 4 BAD is endeavouring to obtain a large quantity of tyres which are held at Verona, for the Territorial Command.

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6.) 4 REPAIR UNIT

a.) The DDST has visited the 4th Repair Unit several times during this period. The W/S is not yet a fully running concern but is progressing.

b.) The main difficulties are machinery, building work and instalation of

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

industrial current. All ~~the~~ these matters are apparently in hand but time is needed for them to materialise, the machinery is being obtained from Turin, the building work is awaiting authority from the Min of War, and the Electric Comp is at present working to instal the industrial current.

c.) The O.C. of the W/S (Col SCOTT) was sent for on 18 March and was given advice on the method of arranging W/S squads and foremen. It had previously been noted that as many as four men were employed on the repair of one vehicle whilst other men were idle.

A chart is being prepared showing the duties and locations of all W/S personnel.

d.) A further visit was made on 22 March. It was noted that the W/S was extremely untidy and that far too many vehicles were in the W/S which were not under repair, these were causing congestion.

It was suggested to Col SCOTT that four lines of vehicles be made in the centre of the W/S i.e. awaiting spares, awaiting labour, completed and S.L.N. He opposed this on the grounds of theft, so guards were suggested, but he is afraid of theft even though the W/S can be illuminated at night with extremely large lamps which are already a fitment of the W/S. Pressure is being continued on this point as the W/S will never work well under the present conditions.

Capt.
R.E.M.O.
S.M.E. 4 B.L.U.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject: Sitrep RREME, B.L.U.

To: ARMY MMIA Rome.

C.C. 4 B.L.U. CMP.

RREME 4 B.LU.
Ref S/R 14.
11 March 46.

14

Period 23 Feb 46 - 8 Mar 46.

1. Friuli Inf Div.

(1) During the above period the RREME Training Increment has continued to give instruction and assistance to the Friuli Main W/S in the following manner:-

(a) Arm. Art. (Ack-Ack) instructing Italian Cpl. fitter on 6 Pounder and Examination of Ordnance.
(b) Storeman Veh. assisting in identifying stores recently received.
(c) Storeman W/T (RAOC on loan) identifying parts in a large consignement of wireless stores recently received and also instructing Italian storeman.
(d) Arm. Art. Veh. has been rendering general assistance on the W/Shop MT problems.

(2) On return from LIAP RREME visited the FRIULI W/Shop (7 Mar 46). The position was found to be as follows:-

(a) MT. Vehicles awaiting repair are steadily increasing due mainly to lack of engine assemblies and also for other parts . Todate the number of vehicles awaiting repair is 140.
It is intended to circulate to all other Italian Divs. a list of all engines held by the FRIULI W/S which are not in demand, suggesting exchange on a one for one basis for any type required by this W/S.
A civilian firm, The OFFICINE MECCANI at CANTAPONE near MANTOVA has undertaken the repair of British and American engine assemblies. Three engines have been sent to this W/S to ascertain the standard of work.
(b) Telecom Shop. Keeping pace with work but personnel require further training which is not at present possible due to the Training Increment being deficient of a Telecom Mech.
(c) Small Arms. Found to be satisfactory, arrangements being made for a further inspection of the Div. Small Arms.
(d) Gun Shop. Abreast with work, inspections recommencing shortly.
(e) Instrument Shop. Partly trained NCO in charge progressing as well as can be expected. Not at present overloaded with work.

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(2) On return from LIAP REE visited the FRIULI W/Shop (7 Mar 46). The position was found to be as follows:-

(a) MT. Vehicles awaiting repair are steadily increasing due mainly to lack of engine assemblies and also for other parts. To date the number of vehicles awaiting repair is 140.

It is intended to circulate to all other Italian Divs. a list of all engines held by the FRIULI W/S which are not in demand, suggesting exchange on a one for one basis for any type required by this W/S.

A civilian firm, The OFFICINE MORONI at CARTATONE near MANTOVA has undertaken the repair of British and American engine assemblies. Three engines have been sent to this W/S to ascertain the standard of work.

(b) Telecom Shop. Keeping pace with work but personnel require further training which is not at present possible due to the Training Increment being deficient of a Telecom Mech.

(c) Small Arms. Found to be satisfactory, arrangements being made for a further inspection of the Div. Small Arms.

(d) Gun Shop. Abreast with work, inspections recommencing shortly.

(e) Instrument Shop. Partly trained NCO in charge progressing as well as can be expected. Not at present overloaded with work.

2. 4th Repair Unit.

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(1) REE visited the 4th Repair Unit on 8 Mar. 46 with Col. FRONTERO Director of Repairs Territorial Command BOLZANO.

(2) This W/S is progressing but rather slowly, it is felt that too much time has been spent during the absence of the EME on painting and decorating and too little on the organisation of the W/S. A drive will made to get the organisation settled.

(3) Col. SCOTE is now in command of the W/S. First impression of this officer was not good but a report will be made, after further contact with him, as to his suitability for the position of OC W/S.

It is known that Capt Stocker of 3 B.L.U. found this officer unsatisfactory and disposed of him when he was CME of FRUILI DIV.

A/Wt Lt.
.....Capt.
S.O. REME 4 B.L.U.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject:- SITREP HQ 4 B.L.U.

13

HQ 4 BLU
S/R 13
Ref S/R 12
23 Feb 46.

To:- AFHQ MMLA Rome.
O.C. 4 B.L.U.

Copy to:- HQ 3 B.L.U.

Period 9 Feb 46 - 22 Feb 46

1. Territorial Command Bolzano.

a. 4th Repair Unit.

(i) An inspection was made of the 4th Repair Unit in the company of Col Frontero on 11 th Feb.

(ii) This workshops is slow in getting organised but a new O.C. has just taken charge (Lt-Col Scotti)

(iii) More machinery has arrived and quite a variety is now held; 3 large lathes, shaper, and 4 electric drills but the shops are still short of electrical and M.T. test equipment i.e. Mercer Gauges, etc.

(iv) Four mobile jibs are to be obtained for use in the M.T. shop.

(v) The carpenters are now installed in the large shed and the machinery is new and quite sufficient.

(vi) Repairs have not yet been carried out on the large garage, but contact has been made with local Italian engineers .

b. 16th Repair Unit

(i) The 16th Repair Unit was visited in the company of Col Frontero on 15 Feb.

(ii) As mentioned in this office Sitrep No 10 Col Frontero was applying for authority to build another garage. This has been refused owing to the cost.

Declassified E.O. 12065 Section 3-402/NNBC NO. 785020

(iii) More machinery has arrived and quite a variety is now held; 3 large lathes, shaper, and 4 electric drills but the wkshps are still short of electrical and M.T. test equipment i.e. Mercer Gauges, etc.

(iv) Four mobile jibs are to be obtained for use in the M.T. shop.

(v) The carpenters are now installed in the large shed and the machinery is new and quite sufficient.

(vi) Repairs have not yet been carried out on the large garage, but contact has been made with local Italian engineers .

b. 16th Repair Unit

(i) The 16th Repair Unit was visited in the company of Col Frontero on 18 Feb.

(ii) As mentioned in this office SitRep No 10 Col Frontero was applying for authority to build another garage. This has been refused owing to the cost.

(iii) Accomodation is rather cramped- the M.T. repair shed holding only 9 vehicles. The yard held 12 vehicles awaiting repairs by carpenters and painters. Another small garage held 6 vehicles awaiting transmission to the 4th Efficient Vehicle Park. On visual inspection these vehicles seemed very well repaired and finished.

(iv) Batteries are charged off the mains and a larger transformer is awaiting installation.

(v) A dump of inefficient vehicles belonging to the wksp is situated about a mile away from the wksps and this was found to contain about 50 vehicles of which approximately 12 are repairable. The remainder will be used for spares. There was also some storerooms containing about 50 old engines and 20 M/Cs which will be used as spares. Another storeroom contained miscellaneous items the majority of which was useless.

c. 1st Mobile Park

(i) The 1st Mobile Park was visited in the company of Col Frontero on 18 Feb.

(ii) More space and garages have become available and should not now necessitate a move as mentioned in S/R 10.

(iii) The standard of work was found to be very good. 7 vehicles were completed and awaiting transmission to 4th Vehicle Park. 8 15-cwts were finished but no tyres were available.

(iv) A good charging plant is held capable of charging 18-12v batteries.

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(v) Electricity from local sources is only supplied 3 days per week. Supply for the remaining four days is met by the wksps diesel generator.

(vi) The stores are well stocked but O.C. wksps complained of lack of small items.

(vii) This wksps also has a small inefficient park but of about 30 vehicles only 7 are repairable.

d. 4th Efficient Vehicle Park (Trento)

(i) The 4th Efficient Vehicle Park was inspected on the 19th Feb.

(ii) This park has just received its first consignment of vehicles (19) from wksps in the command.

(iii) Good under cover garages are available to hold 70 vehicles.

(iv) Unit consists of 1 officer and 20 men, who, apart from duties of guarding the vehicles are employed in periodic maintenance but four civilian mechanics are to be engaged for maintenance of vehicles.

(v) The W/S of the park allows for accomodation of 900 vehicles but it is not expected to accomodate more than 200 vehicles, even when the wksps in the command are functioning normally.

Friuli Inf Div Wksps.

(i) Output during this period has been 36 vehicles.

(ii) Lack of Dodge and Bedford assemblies and spares is still the main difficulty in the wksps.

(iii) O.C. Wksps has not yet found personnel for the Instrument and Wireless Shops but it is hoped Territorial Command may supply the necessary mechanics.

(iv) Lack of British Increment personnel is hampering maintenance to wksps.

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expected to accomodate more than 200 vehicles, even when the wksps in the command are functioning normally.

Fritish Inf Div Wksps

(i)Output during this period has been 36 vehicles.

(ii) Lack of Dodge and Bedford assemblies and spares is still the main difficulty in the wksps.

(iii) G.C. Wksps has not yet found personnel for the Instrument and Wireless Shops but it is hoped Territorial Command may supply the necessary mechanics.

(iv) Lack of British Increment personnel is hampering assistance to wksps.

T.C. II
for D.D.E.M.E.
4 British Madison Unit.

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

12

Subject:- SITREP - [redacted] 4 B.L.U.

[redacted] 4 BLU
Ref S/R 12
9 Feb 46

To:- ALSO ARMIA ROME.
D.C. 4 B.L.U.

Copy to:- [redacted] 3 B.L.U.

Period 26 Jan 46 - 8 Feb 46

1. Territorial Command Bolzano.

a. 4th Repair Unit.

(i) An inspection was made of the Fourth Repair Unit in the company of Col Frontero (Director of Repairs) on 1st Feb 46.
(ii) This Wksp, which moved about two weeks ago to the original site of the 4th Transport Platoon Repair Section, has now settled in, and site allocation and organisation of the various sections is progressing.
(iii) There were 18 vehicles under repair of which 13 were 4 ton trucks. These vehicles were all in one garage and there was sufficient space for another five vehicles to be repaired comfortably.
(iv) The other large garage held 8 vehicles awaiting repair but when repairs are carried out on this garage it will accommodate the carpenters, painters, equipment repairers and vulcanisers who are at present cramped in the spare space in the vehicle repair shed. It will also accomodate 6 repaired vehicles awaiting onward transmission to the 6th Car Park which will be situated at the old Bolgore Inf Div Wksp site.

b. 4th Transport Platoon Repair Section.

(i) A visit was paid to this wksp in the company of Col Frontero on 7th Feb.
(ii) This wksp which has just moved to its new location has settled in very well. The O.C. of the Transport Coy is O.C. Wksps and has an Italian W.O. I in charge and an Italian S/Sgt in charge of the stores section. Five civilians are employed at present but it is hoped to employ five more and also to obtain an officer. (The WE for this wksp is 1 officer, 1 W.O. and 10 O.R's.)
(iii) The wksps had 1 3-ton lorry and 4 cars in for repairs and the writer was informed that of the 63 vehicles in the Transport Coy 8 were inefficient.
(iv) The wksp also services an ambulance section of 10 vehicles which are stationed in various parts of the command.
(v) One lathe and one drilling machine are held and O.C. wksp has obtained another lathe and drilling machine which should be operative in a week. There is no welder at present but it is hoped to obtain one in the near future.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

organisation of the various sections is progressing.
(iii) There were 18 vehicles under repair of which 13 were 4 ton trucks. These vehicles were all in one garage and there was sufficient space for another five vehicles to be repaired comfortably.
(iv) The other large garage held 8 vehicles awaiting repair but when repairs are carried out on this garage it will accomodate the carpenters, painters, equipment repairers and volcanisers who are at present cramped in the spare space in the vehicle repair shed. It will also accomodate 6 repaired vehicles awaiting onward transmission to the 6th Car Park which will be situated at the old Folgore Inf Div Wksp site.

b. 4th Transport Platoon Repair Section.

(i) A visit was paid to this wksp in the company of Col Frontero on 7th Feb.
(ii) This wksp which has just moved to its new location has settled in very well. The O.C. of the Transport Coy is O.C. Wksps and has an Italian W.O. I in charge and an Italian Sgt in charge of the stores section. Five civilians are employed at present but it is hoped to employ five more and also to obtain an officer.
(The WE for this wksp is 1 officer, 1 W.O. and 19 O.R's.)
(iii) The wksps had 1 3-ton lorry and 4 cars in for repairs and the writer was informed that of the 63 vehicles in the Transport Coy 8 were inefficient.
(iv) The wksp also services an ambulance section of 10 vehicles which are stationed in various parts of the command.
(v) One lathe and one drilling machine are held and O.C. Wksp has obtained another lathe and drilling machine which should be operative in a week. There is no welder at present but it is hoped to obtain one in the near future.
(iv) A charging plant has been installed but will only accomodate two twelve volt batteries at once. O.C. Wksps is attempting to purchase a larger plant.
(vii) The store section is very well laid out and a considerable variety of stores and equipment have been obtained. The only items seriously lacking are hand tools, but this will be overcome by local purchase.

c. 24th Recovery Commission.

(i) A visit to the 24th Recovery Commission was made in the company of Col Frontero on the 7th Feb.
(ii) This is solely a recovery unit but has a small squad of civilians (4) functioning on minor repairs and maintenance.
(iii) The unit holds a large number of spares, both old and new, which it has recovered. These are issued to units in the command.
(iv) The unit is accomodating 100 vehicles which have been recovered from derelicts. With the assistance of P.Guli Sec Section these are slowly being taken to the 4th Repair Unit.

32223

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2. Folgore Inf Div.

(i) All vehicles are now clear of the old Wksp site.
(ii) Engine assemblies and a few stores are still arriving at Trento station. A LO and WO I of Friuli and Folgore respectively are performing ROO duties there.
(iii) After a visit by O i/c Rear Party of Folgore Wksps it was found that the 'Cemetry' was only being guarded by day. The O i/c Advance Party 6th Vehicle Park was contacted and a 24 hour guard arranged.
(iv) The future of the 'Cemetry' was discussed with Capt Stocker and it is hoped that the remainder will be collected by 6th Repair Unit Bologna.
(v) British Increment MSO visited locations previously occupied by Folgore Inf Div and reports that all sites except one did not contain any equipment left behind and no signs of cannibalisation were seen.

At the site mentioned above (Torino En., Garibaldi Regt.- Appiano Station Yard) a Bren Carrier was found cannibalised to the utmost extent, just leaving the shell of the vehicle, engine block and tracks. It was recovered and is now in Friuli Wksps.

3. Friuli Inf Div

(i) Lack of spares is still the main worry of the Wksps. As mentioned in the last Bishop the supply of engine assemblies has increased and since 21 Jan to date an average of seven engines a day have been received which has increased production.
(ii) Output report for week ending 6 Feb shows 17 vehicles repaired, 102 vehicles awaiting repair and 24 B.E.R.
(iii) As seen by list of engine assemblies below, Bedford and Dodge receipts, which are widly used throughout the division are small.

Engine Assemblies received between 21 Jan and 8 Feb.

30 Ford Canadian	3 Bedford
6 Ford Carrier	1 Austin
19 Chevrolet	1 Morris
4 Dodge	

(iv) 10 vehicles and 20 W/Cs were backloaded to 6th Repair Unit on 2nd Feb 46.
(v) LAD's echelon from 5 were inspected on 2.2.46 by British Incr MSO. 8th Feb.

Main difficulties stem from:-
1 Computing of vehicles prior to entry in LAD by parent unit.
2 Slackening off of vehicle inspections (No AFD 10's held)
3 Large shortage of spares.

This last item is being dealt with by Brit Incr MSO hastening LAD's indents on UK.

Wksps for Increment

With the posting of the 56 B.A.D. increment (Friuli) to 3 B.A.D. the position with the posting of the 56 B.A.D. increment (Friuli) to 3 B.A.D. the position with regard to instruction and assistance in the Wksp is somewhat critical.

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(ii) Output report for week ending 6 Feb shows 17 vehicles repaired, 102 vehicles awaiting repair and 24 B.E.R.
(iii) As seen by list of engine assemblies below, Bedford and Dodge receipts, which are widely used throughout the division are small.

Engine Assemblies received between 21 Jan and 6 Feb

80 Ford Canadian	3 Bedford
6 Ford Derrier	1 Austin
19 Chevrolet	1 Morris
4 Dodge	

(iv) 10 Vehicles and 20 L/Cs were backloaded to 6th Repair Unit on 2nd Feb 46.
(v) LAD's vehicles and 3 were inspected on 2.2.46 by British Inst Mec. 2nd Veh.

Main difficulties being met:-
1 Tampering of vehicles prior to entry in LAD by parent unit.
2 Slackening off of vehicle inspections (No MPI Unit's held)
3 Large shortage of spares.

This last item is being dealt with by Brit Inst MEO hastening LAD's indents on UK.

4. MES's Trg Increment

(i) With the posting of the 10 B.I.U. increment (Friuli) to 3 B.I.U. the position as regards training and assistance in the wksp is somewhat critical.
(ii) The W/T class formally operated by Brit Inst Sight (W/T) is now closed. C.O. wksp is applying for authority to engage civilian technicians.
(iii) The Inst Shop, again operated by Brit Inst Inst Mechanic is now administered by an Italian W.O. who although a competent turner has a small knowledge of field fire control instruments. It is expected that civilians will be employed.
(iv) Appendix 'A' to this SitRep shows present employment of the Training Increment.

3292

5. Moves of personnel

Capt White A.L. R.A.O.C. 1 B.I.U. proceeded on UKL on 29 Jan 46.

Sgt Ronkaly (Veh Mech) A/S Gp 26 proceeded on release on 4 Feb.
Cpl Tocksbeet (Dvr Op) " " " " " " " 30 Jan.

P.C. Hardy W.O. II
for S.O. REME
4 British Liaison Unit.

Declassified E.O. 12065 Section 3-402/NNDG No. 785020

Declassified E.O. 12065 Section 3-402/NSDC NO. 725020

Appendix 'A'

DUTIES ALLOTTED TO INDIVIDUALS OF ARMY (NOT INCLUDING A.T.S.).

RANK	NAME	TRADE	DUTIES
S/Sgt	Kingwood	Arm Mr Veh	Instructing 'In/Out' Inspections and directing M.T. repairs of Field Maps.
L/Cpl	Schofield	Storeman M.T.	Assisting Map Stores Section by identifying parts, etc.
L/Cpl	Downes	Veh Mech	Assisting S/Sgt Veh in Wksps.
Gnr	Rumble	Veh Mech	Not engaged in any particular duty but generally carrying out work such as repairing unit transport and driving O.C. Increment on visits, etc
Dvr	Goode	Dvr L/C	Driver of unit to cwt.

The writer is normally engaged as 2 i/c Increment and Gun Shop supervision. As this is at present on L.O.P such duties normally performed by this are being carried out.

Subject:- 21 RECY- Adm. B.L.U.

KCAF 4 B.L.U.
Ref B/R 11
27 Jan 46

11

To:- Adm. and A. Rear.
O.C. 4 B.L.U.

Period 12 Jan 46 - 25 Jan 46

1. Territorial Command Returns

a. 21 Recovery Commission, Vicenza.

(i) The 21 Recovery Commission (Volcano Territorial Command) was inspected on 14 Jan 46 in the company of Col Fronters (Director of Repairs).

(ii) The personnel of this unit was found to consist of six officers, 43 ship personnel and 51 recovery personnel. O.C. unit is Col Riva di Genova.

(iii) It was gathered that the unit has been engaged in collecting Italian vehicles from Klagenfurt (Austria) and bringing them over the border into Italy, parking them at Treviso. In all 170 vehicles were collected.

(iv) The unit is now engaged in ferrying these vehicles from Treviso to Vicenza where an inefficient Vehicle Park is being organised at the Corpo Sportivo Porta Padova, and also collecting Italian vehicles held by civilians, etc., in the area of Belluno, Vicenza, and Verona.

(v) Apart from recovery this Unit is running what was termed by Col Fronters as a Light Repair Section. This Section consists of 43 civilian personnel working in a garage with space to accomodate 25 lorries. Many heavy repairs are being undertaken in this workshop, such as repair of stripping and over hauling of engines, rebuilding of engines with cracked cylinder blocks, etc. This work is executed with the resources of the local shops.

(vi) The workshop appears to function satisfactorily and is clean and well organised.

(vii) The machinery plant consists only of two lathes. There is also a welding plant.

(viii) Few stores are held but spares are being obtained from various sources it is understood, such as local purchase, 16 Repair Unit, and the 24 Recovery Commision stores at Belluno, etc.

3220

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(ii) The personnel of this unit was found to consist of six officers, 49 Wkp personnel and 39 recovery personnel. C.O. unit is Col Ripa di Meana.

(iii) It was gathered that the unit has been engaged in collecting Italian vehicles from Klagenfurt (Austria) and bringing them over the border into Italy, parking them at Treviso. In all 170 vehicles were collected.

(iv) The unit is now engaged in ferrying these vehicles from Treviso to Vicenza where an Inefficient Vehicle Park is being organised at the Corpo Sportivo Porta Padova, and also collecting Italian vehicles held by civilians, etc., in the area of Belluno, Vicenza, and Verona.

(v) Apart from recovery this Unit is running what was termed by Col Frontero as a Light Repair Section. This Section consists of 48 civilian personnel working in a garage with space to accomodate 40 lorries. Many heavy repairs are being undertaken in this workshop, such as repair of stripping and over hauling of engines, rebuilding of engines with cracked cylinder blocks, etc. This work is assisted with the resources of the local Wkps.

(vi) The workshop appears to function satisfactorily and is clean and well organised.

(vii) The machinery plant consists only of two lathes. There is also a welding plant.

(viii) Few stores are held but spares are being obtained from various sources it is understood, such as local purchase, 16 Repair Unit, and the 24 Recovery Commision stores at Bolzano, etc.

3220

b. 4 Repair Unit

(i) On 17 Jan a visit was made to Territorial Command Bolzano where a discussion was held between Col Frontero, C.O. 4 Repair Unit and [redacted] on planning out of the workshop site.

(ii) There was a tendency to allot the whole of one garage to repaired vehicles and to squeeze the vehicles under repair and ancillaries all in the one remaining garage. This tendency was eventually corrected, sufficient space being allotted to look up half a dozen completed vehicles in the garage which is also to contain the ancillaries.

(iii) This workshop is now installed in its new location.

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c. Leives Depot.

(i) The passing of control of Lieves Depot to ARAR has been rather a blow to the hope of making the 4 Remodr Unit efficient in a short space of time. It is still hoped that the machine plant may be released for the 4 Repair Unit.

Output

Output of Territorial Command Wkeps attached.

2. Friuli Inf Div

a. Friuli W/shop

(i) The difficulty of spare parts is increasing in the Wksp although assemblies are now becoming more plentiful.

(ii) During this period the following engine assemblies were received:-

33	Ford Canadian 6 Volt Engines
5	Chevrolet "
3	Dodge "
12	Morton M/C "

b. L.A.D's No 3 and 4 , 35 Rept Unit.

(i) An Inspection of all Friuli L.A.D's is being made by an MGO of the Training Increment.

(ii) The combined LAD's 3 and 4 were inspected on 17 Jan 46. Outstanding points brought forward were as follows.-

a Shortage of personnel
b Shortage of spares
c Slackening off of vehicle inspections- none

carried out since May 45.
This last item has now been corrected.

(iii) The general condition of the LAD wkeps and vehicles was good.

3. Folgore Inf Div

a. W/shop.

3218

(i) The move of the vehicles awaiting repair to Florence will be completed, it

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

35 Ford Canadian 6 Volt	Engines
5 Chevrolet	"
3 Dodge	"
12 Morton M/C	"

b. L.A.D.s No 3 and 4 , 35 Rept Unit.

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(ii) The combined LAD's 3 and 4 were inspected on 17 Jan 46. Outstanding points brought forward were as follows.-

a Shortage of personnel
b Shortage of spares
c Slackening off of vehicle inspections- none carried out since May 45.

This last item has now been corrected.

(iii) The general condition of the LAD wksps and vehicles was good.

3. Folgore Ind Div

a. M/shop.

3218

(i) The move of the vehicles awaiting repair to Florence will be completed, it is understood on the 30 Jan 46.

(ii) This will leave the old site completely clear less the 'Cemetary', which will be under guard by Territorial Command personnel, who are being installed in the location to set up an Efficient Vehicle Park.

(iii) Capt Nelson was visited on the 24 Jan 46 and informed of the general position of the Folgore Wksps and LAD's.

It was suggested that it should be arranged that the vehicles in the Cemetary should be rolled to Bologna where they would prove useful to the 6th Repair Unit.

A.F.White

Capt.,
S.O. REME
4 British Liaison Unit.

Declassified E.O. 13065 Section 3-402/NNDC No. 1850220

COMANDO MILITARE TERRITORIALE DI BOLZANO (IV)
Direzione Riparazioni Automobilistiche

Aut/ 747 di prot. Bolzano, li 25/1/1946

OGGETTO: Autoveicoli riparati dai Reparti Dipendenti.-

AL SO REME

4 B&L.U.
C.M.F.

Si comunica il numero degli autoveicoli riparati dai sottoelencati dipendenti Reparti Riparazioni, nella settimana 21/1/46 - 26/1/1945

16^ REPARTO RIPARAZIONI AUTO

Autocarri N.7 di cui :
riparazioni di 1^ classe N.3
" " 2^ " " 2
" " 3^ " " 2
Autovetture N.1 di cui :
riparazioni di 1^ classe
Motocicli N.1 di cui:
riparazioni di 3^ classe

I^ PARCO MOBILE

Autocarri N.2 di cui:
riparazioni di 2^ classe

4^ REPARTO RIPARAZIONI AUTO

segnalazione negativa.-

IL COLONNELLO DIRETTORE
(Dante Frontero)

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

FILE 10

Subject:- SITREP REME- 4 B.L.U.

REME 4 B.L.U.
Ref SR/10
12 Jan 46

To:-A.A.G. HQ MMIA., ROME.
O.C. 4 B.L.U.

Period 29 Dec 45 - 11 Jan 46

1. Territorial Command Bolzano.

(a) 4th Repair Unit.

(i) An inspection of the 4th Repair Unit was made in the company of Lt-Col Frontero (Director of Repairs) on 4 Jan 46

(ii) The Unit consists of three officers (Captain as O.C.) and fifty civilians with transport of eight lorries and two cars.

The personnel establishment of this unit is nine officers and 187 personnel.

(iii) The M.T.stores of the wksps was found to consist of a few crates filled with miscellaneous parts, but the wksp is able to draw on a much larger quantity of spares which are held in the vicinity of the wksps by the 24th Recovery Commision.

(iv) The stock of tools is apparently sufficient for the present needs of the wksps but no spare stocks are held. More tools will be necessary when the wksp expands. Three lathes deficient of some vital parts are also held. It is hoped that these will eventually be put in order by local purchase and installed in the new location.

(v)The present wksp site is a very much damaged building with a garage only large enough to take half a dozen cars.

The adjacent yard is small and crammed with vehicles awaiting repair.

This site is considered quite unsuitable for a workshop and it was recommended that the Transport Coy of the Territorial Command be moved from its present location, which consists of two garages with accommodation for approx 10 lorries, a good barrack building and plenty of hard standing, and the 4th Repair Unit ~~requires~~ transferred to this accommodation.

Other accommodation is available for the Transport Coy which would not be suitable for a workshop.

This recommendation was taken to Gen Nigroni and the move authorised.

(vi) It was further suggested that (in view of the general state of the workshops) the Lt-Col posted to, but who had not arrived at, the wksp, be obtained as soon as possible. Gen Nigroni arranged for his immediate recall.

(b) 4th Transport Platoon Repair Section

(c) [illegible] the company of Col Frontero was also made on 4 Jan 46

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(iv) The stock of tools is apparently sufficient for the present needs of the wksps but no spare stocks are held. More tools will be necessary when the wksp expands. Three lathes deficient of some vital parts are also held. It is hoped that these will eventually be put in order by local purchase and installed in the new location.

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This site is considered quite unsuitable for a workshop and it was recommended that the Transport Coy of the Territorial Command be moved from its present location, which consists of two garages with accommodation for approx 40 lorries, a good barrack building and plenty of hard standing, and the 4th Repair Unit ~~requires~~ transferred to this accommodation.

Other accommodation is available for the Transport Coy which would not be suitable for a workshop.

This recommendation was taken to Gen Nigroni and the move authorised.

(vi) It was further suggested that (in view of the general state of the workshops) the Lt-Col posted to, but who had not arrived at, the wksp, be obtained as soon as possible. Gen Nigroni arranged for his immediate recall.

(b) 4th Transport Platoon Repair Section

(i) A visit in the company of Col Frontero was also made on 4 Jan 46 to the 4th Transport Platoon Repair Section (Bolzano). The Repair Sec at present consists of one officer and four civilians which will be increased, it is understood, to ten civilians in the near future.

(ii) No M.T. stores are held by this unit, but spares are mainly obtained from Class VI vehicles in the vicinity and from the 24th Recovery Commission.

At the moment few tools are held but it is hoped to purchase tools and also a charging plant and welding outfit.

A lathe and drilling machine are already held by this unit.

(c) 16th Repair Unit

(i) The 16th Repair Unit was visited on 3 Jan in the company of Col Frontero.

(ii) The general condition of this wksp was found to be good, very clean, well laid out and orderly. The approx 100 vehicles awaiting repair were lined up in an orderly fashion, each with a 'Drained' card and all tyres and wheels removed. The tyres and wheels had been placed in a store, each set labelled with the number of the vehicle. All vehicles under repair had a job card affixed to them.

(iii) Establishment- The personnel of this wksp consists of five officers (Lt-Col Marinaro O.C.) and 55 civilians.

(iv) Machine Plant consists of a Diesel test plant, 3 drilling machines, three lathes, band saw, and two plaining machines. The wksp also has an excellent blacksmiths forge.

(contd)

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(v) Stores The stores section is extremely well laid out and a considerable quantity of stores are held. There is apparently little difficulty according to Col Marinaro over stores, his stock and local resoures meeting his present needs.

(vi) Tools Sufficient tools are held by the wksps to cope with the present work but no spare stock is held.

(vii) General The garage accommodation is far too small. Hard standing is available within the wksps and Col Frontero was urged to write for authority to obtain materials to build two canopies on the hard standing, which, when erected will permit the wksps to employ to its maximum, the permitted personnel of 138.

It is known that Gen Nigroni is in full agreement with the enlarging of the wksps.

(d) No 1 Mobile Park, Peschiera.

(i) The above wksps was visited in the company of Col Frontero on 8 Jan 46.

It was found to consist of three officers (Lt-Col Testa A,O.C.) 61 civilians and 37 military personnel. The establishment for this wksp is 9 officers and 199 personnel.

Transport consists of 29 technical machinery lorries and 13 store vehicles.

(ii) The wksps site for this unit is too small and working conditions are extremely cramped. It is hoped, that in view of the unsuitable wksps site and the difficulty of obtaining skilled mechanics in Peschiera, to find a more suitable site eventually in Verona or Vicenza.

(iii) Stores The stores section of this unit is fairly well stocked but lacks fast moving items. Difficulty is being experienced in completing repair of vehicles due to lack of headlamps, etc., but it is hoped to obtain these parts from Laives depot etc.

(iv) The output of this wksp is small, aprox three or four a week but from a visual inspection of completed jobs the standard of work appears very satisfactory.

2. Folgore Inf Div.

(a) Main Wksps

(i) The move of the wksps is now completed with the exception of 96 vehicles awaiting repair and 66 B.L.R. vehicles awaiting evacuation. There are also approx 80 m/cs.

(ii) Railway facilities are shortly to be available, it is understood, and the 96 vehicles with the m/cs will be transported to Florence with /6 B.L.R. vehicles. The remaining 50 B.L.R. vehicles are to be sent to the 6th Repair Unit Bologna which has requested these vehicles.

(iii) It will not be necessary now, in view of the rail facilities to arrange for the setting up of a Vehicles Park on the old Folgore wksps site, as mentioned in previous Sitrep.

(iv) Twenty-three engines were received by the Folgore wksps on 5 Jan 46 which have been sent to Florence but among these there were 7 Ford 12 volt engines which are not actually at the moment needed by the wksps.

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(iii) It will not be necessary now, in view of the rail facilities to arrange for the setting up of a Vehicles Park on the old Folgore wksps site, as mentioned in previous Sitrep.

(iv) Twenty-three engines were received by the Folgore wksps on 8 Jan 46 which have been sent to Florence but among these there were 7 Ford 12 volt engines which are not actually at the moment needed by the wksps.

3. Friuli Inf Div.

3215

(a) Main Wksps

(i) Output for this wksp during the period 2-9 Jan 46 is very low (5 vehicles and 1 carrier). This is due to a large number of personnel on Xmas leave and also lack of engine assemblies during the main part of this period.

(ii) Twenty of these engines were received by the wksps on 9 Jan 46 but a number of these engines were not actually required for immediate use. There are still 18 vehicles in the wksps awaiting engines and 20 vehicles awaiting engines in the Platoon wksps. There are also a small number of vehicles in the Regts which are awaiting engines of a type not held by the wksps.

4. Important Visits

Lt-Col Blunt, ADME MMLA Rome on 11 Jan 46 , accompanied by the EME 4 BLU visited the following wksps:-
(a) Friuli Wksps (b) Old site of Folgore Wksps (c) 4th Repair unit of Bolzano Territorial Command (d) New site for the 4th Repair Unit

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Amendment Since the typing of this message it has been ascertained that the 6th Repair Unit at Bologna is willing to take all R.A.S.C. vehicles of the Bulgore troops and therefore only 96 vehicles plus motorcycles will be sent to the new location of the troops.

A.S. White

Capt.,
S.O. RE[illegible],
4 British Liaison Unit.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject:- [illegible]

[illegible]
Vol XII 9
29 Dec 45

9

To:- AAFSS NW EMTA.
G.S. & B.L.O.

Period 15-29 Dec 45

1. Territorial Command Bolzano.

(a) Contact was made on 18 Dec 45 with General Agrend, Comando Territorial Command, Bolzano and Colonel Prentare, Director of Services.

(b) Due to the approach of Xmas and the fact that the Director of Repairs was about to go on leave until after the New Year no more than a general discussion was held on the problems and organisation of the Territorial Command T/A but it was arranged that a temporary R.V.P. should be set up in the Folgore T/A site to store the B.L.R. vehicles of Folgore and Friuli Inf Divs, until the Fabrio perr is functioning.

2. Folgore Inf Div.

(a) The Folgore Inf Div proceeded to move to the Florence area on 20 Dec 45 in more or less an organised fashion. As far as can be ascertained the HQ was about first to move leaving the remainder of the Div to follow as best/was it could, which it has been doing ever since, in bits and pieces.

(b) Recovery Route

The route was covered by the T/A from Bressanone to Verona and from Verona to Bologna by two LAD Recovery Vehs stationed at Modena. The route over the mountains (65) Bologna to Florence (AP Point) was covered by two patrolling W/S recovery vehicles.

A British Increment NCO was sent on the route Trento to Florence to ascertain if the recovery facilities were sufficient. He reported only one veh stuck, this being in the river at Verona.

(c) Workshops

An advance party of the main workshops proceeded to the new location 27 Dec 45, the main party will leave 1 Jan 46.

An attempt is being made to take as many BLR vehicles as possible ut no rail facilities are available. Vehicles remaining will be handed over to the Territorial Command.

3. Friuli Inf Div.

(a) W/shops

3213

Two British Vehicles were recently sent into Friuli W/S to test the standard of work as regards vehicles.

Both vehicles when returned were found to be unroadworthy, one had incorrect valve timing which was disturbed by the workshops when fitting a new dynamo and the other had so many minor troubles that it could not be sent to its unit for fear of breakdown.

This was investigated and it was found that no "OUT" inspections ofvehicles had been taking place. It has been arranged with O.C workshops that "OUT" inspections will commence immediately with the assistance of a British NCO.

(b) Still no engine assemblies have been received for either Friuli or Folgore T/E. The rather hopeless task of patching old engines continues.

(contd)

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OUTPUT

Output for the period has naturally dropped (6 vehicles) mainly due to lack of engine assemblies and the Xmas festivities.

CME

During a discussion on the 24 Dec 45 with the CME of Friuli it was found that he is practising a number of methods which are not in accordance with British procedure such as causing a great deal of delay by vetting all W/s indents himself and placing the responsibility of the LAD's on the O.C. W/s.

The attached instructions were given to both CME and O.C. W/s to ensure that they at least have no excuse for not following British procedure.

REME Trg Increment

Appendix 'A' to this sitrep shows the present employment of the REME Trg Increment and availability of personnel for the Territorial Command W/shops.

As may be seen only two capable N.C.O.'s and one Cfn (Sgt McGregor, Cpl Cookshoot and Cfn Gibbs) are available to Territorial Command without removing key men from the Friuli W/s. The O.C. Friuli W/S who has depended on these men for apparently some considerable period to run the various sections has been informed that all British personnel are liable to be withdrawn shortly and must make every effort to ensure that Italian personnel are available to take over full responsibility of the sections.

A.F. Short.

Capt.,
SO REME.

DUTIES ALLOTTED TO PERSONNEL OF REME TRG INCREMENT, 4 B.L.U.

NAME	TRADE	DUTIES & Remarks
AQMS McCarthy	Asst Instr AA	2 i/c Increment
S/Sgt Robertson	Asst Instr AA	i/c Gun shop Friuli. At present giving instruction to new unit gunfitters.
S/Sgt Marshall	Asst Instr W/T	i/c Wireless shop Friuli. Assisting and directing radio repairs.
Sgt Cowsill	Armourer	i/c Small Arms shop Friuli. At present instructing new unit armourers.
Sgt Ronksly	Veh Mech	Instructing on Out Inspections and generally assisting to improve the standard of work of Friuli W/s.
Cfn Kemp	Inst Mech	Running Inst shop Friuli as no Italian personnel available at present.
Cfn Gibbs	Dvr Mech	Driver of 15 cwt. Is unsuitable as instructor on vehs, has been working as storeman for considerable period but now unnecessary as other storeman available.
Dvr Gooch	Dvr i/c	Driver 15 cwt.
Cfn Williams	Tels Mech	Clerk and typist.
L/Cpl Schofield	Storeman	Assisting in identifying parts etc in Friuli W/s Stores.

Personnel not engaged in any particular duties but carrying out such work as repairing Increment transport, replacing sick where possible etc, etc.

L/Cpl Downes	Veh Mech	This man has very bad eyesight and does very bad work. Can only work under supervision and quite unsuitable for instruction of Italians.

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		Assisting and directing radio repairs.
Sgt Cowsill	Armourer	i/c Small Arms shop Friuli. At present instructing new unit armourers.
Sgt Ronksly	Veh Mech	Instructing on Out Inspections and generally assisting to improve the standard of work of Friuli W/s.
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Dvr Gooch	Dvr i/c	Driver 15 cwt.
Cfn Williams	Tele Mech	Clerk and typist.
L/Cpl Schofield	Storeman	Assisting in identifying parts etc in Friuli W/s Stores.

Personnel not engaged in any particular duties but carrying out such work as repairing Increment transport, replacing sick where possible etc, etc.

L/Cpl Downes	Veh Mech	This man has very bad eyesight and does very bad work. Can only work under supervision and quite unsuitable for instruction of Italians.
Cfn Puddle	Veh Mech	Is slow and shows little initiative. Suitable for work only under supervision.
Cpl Cockshoot	Driver Operator	At present unit Veh but will be used on Return of Dvr Cutler to assist in Territorial Command W/s as he has initiative and has fair knowledge of MT.

3241 driving

Personnel on LIAP

Sgt McGregor	Veh Mech	Will be used on return to assist Command W/s
Dvr Cutler	Dvr i/c	To replace Cpl Cockshoot on return.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject: Status - [illegible]

To: [illegible]

From: [illegible]
Dat. 0/0
15 Dec 45

Period 1 - 14 Dec 45.

1. General.

[illegible] up to date practically little progress was made due to the change over of command and action. It is that instructions have been received (as well as the directive in 1) it is intended to make immediate contact with [illegible] Territorial Command.

2. Mobilization of [illegible] Battalion.

The method of recruiting and its [illegible] is the subject and should continue to increase rapidly. There are approximately 70 in the number will increase by a hundred when the [illegible] have all been three places it is hoped that the [illegible] will be opened in a very near future.

3. Stores.

[illegible] the stores and right now [illegible] engine and [illegible] they have no replacement engine available to it. This matter has in the past been forwarded to the notice of Headquarters [illegible] District continually but without result.

4. Transport.

At present this unit has a transport problem and because of the action of CO 4 [illegible] has refused to release any of his vehicles.

5. Equipment.

In general this unit is adequately equipped (mentioned in paragraph 3 supra), [illegible]. This will be brought to the notice of the General Commanding the Army Area in a recommendation that the CO be replaced.

6. Training.

[illegible] has apparently been a good start in that a suitable application has been received that the CO [illegible] will be applied after [illegible] period.

7. Civil Liaison.

[illegible] has been further accomplished but no [illegible] can be noted in this respect to figure the [illegible] and evidence due to CO of the unit involved in dealing with cases of [illegible] prevailing in the [illegible].

8. Civil Labour.

Difficulty has been [illegible] for the [illegible] to employ [illegible] civilians. [illegible] only with long and tedious authority have attempts been made to contact the [illegible] before [illegible] to the war [illegible].

9. Other Developments.

3210

The issue of a check and typewriter to the Commandant under the [illegible] typing of even the simplest [illegible] difficult task, the first having to be sent a distance of [illegible] miles. It is hoped that authority will be granted to obtain a typewriter and that a clerk will be posted as it is felt that this officer cannot function satisfactorily, under the present conditions.

[illegible]
Captain,
[illegible]

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SUBJECT:- SITREP.

To. A.A.F.E. H.Q. M.M.I.A.
O.C. 4. A.L.U.

From. S.O. R.E.M.E.
4. A.L.U.
REF. S3/ME/A/43.
29.12.45.

I. It is regretted that the diary for period 1-14 DEC 45 has been delayed

II. The draft of this letter was written on the 15 DEC 45 and sent by the first available truck (17 DEC 45) to the post N.C.O. 4 A.L.U. for onward transmission to the Orderly Room 4. A.L.U. for typing.

III. At present the envelope containing the draft was then placed with the outgoing instead of being sent to the orderly room, and was forwarded to the A.F.O. BOLZANO.

IV. It was returned to 4 A.L.U. on 24 DEC. 46.

V. When typed, the diary was immediately posted back to this office, but did not arrive until 28 DEC. 45

Capt.
S.O. T. 3709
4. A.L.U.

Subject : Diary - Week 5th - 11th.

7

H.Q. L. of C. 53. Brit. Liaison Unit.
A. P. O.
Ref: G/7
Date: 9th.Nov'45.

To : D.D.L. of C./District.
D.A.D.L. of C./Sub-District.
Unit, Etc.

Period.....25th.Oct to 8th.Nov'45.

1. M.T. Services.

Number of vehicles repaired by G.H. service station for "Belgore" Inf.Div. during the above period ..4.....

An G.H. service station is having to balance shortly, it ceased to work in any further work from the Belgore W.E.F. 28th.Oct'45.

2. Workshop Vehicle.

(a) Returns forwarded under separate cover.

(b) Due to the pending move of the Belgore Division, all available personnel (fitters welders, armourers etc.) on the workshop, have been placed on vehicle repairs, which has resulted in a greatly improved output.
Unfortunately the pending move has caused roughly a four minute rush of vehicles into the workshops and the number of vehicles awaiting repair has only dropped by five.

3. General.

(a) Refitting of L.A.D.S.
(i) The refitting of the workshop L.A.D. has been completed, and is returned to its Regt. on 27/28.Oct'45.
(ii) The L.A.D. visited the Regt. to ensure that the L.A.D. was properly situated, and to instruct the L.A.D. Regt. on the purpose and function of an L.A.D.
(iii) A discussion has been issued to each Instrument by D.A.D.L. of C., to assist in the working up of L.A.D.s.

(b) Recoveries.
Throughout, has been progressing [redacted] slowly, the number of recovery vehicles supplied by G/G.Int.Corps Recovery Unit dropped from four to one in the last week, therefore, in view of the pending move, a request has been made to A.D.L. for any recovery vehicles, to exist at least ten vehicles.

(c) As no reply has been received from the Italian A.A., regarding authority to employ specialist civilians, this matter is being taken up with A.M.L.A.

(d) New Location of Workshops.
On 29th.Oct, A.D.L. with second I/C workshops, reconnoitred the Brescia area for the new location of the workshops. A fairly suitable barracks was found in Brescia.

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3 Annex.

(a) Refitting of L.A.V.s.

(i) The refitting of the personnel L.A.V. has been completed, and it returned to its depot on 27Nov'45.

(ii) The C.R.E. visited the depot to ensure that the L.A.V. was properly allocated, and to interview the O.C. depot, on the purpose and functions of an L.A.V.

(iii) Assistance has now been tendered on [illegible] Increment by 5th Corps, to assist in the working up of L.A.V. crews.

(b) Recoveries.

Recovery, has been progressing [illegible] slowly, the number of recovery vehicles supplied by 0/C.Ln.Trps. recovery unit dropped from four to one in the last week, therefore, in view of the pending move, a request has been made to H.Q. 655 Amy Recovery Sqn/R.E.M.E., to allot at least ten vehicles.

(c) As no reply has been received from the Italian C.C., regarding authority to employ specialist civilians, this matter is being taken up with M.M.I.A.

(d) New location of Workshops.

On 27th.Oct, C.R.E. with second i/c 4/Shops, reconnoitred the Brescia area for the new location of the Workshops. A fairly suitable barracks was found in Brescia.

4. Move of Units. Nil.

5. Move of Personnel.

3208

4/Cpl./Sapper (Vehicle mech) proceeded on Mtce Cse. 24.Nov'45.
4/Sgt./Artificer (Arm.Art.Fitr) and Driver (mech) returned from Mtce Cse. 24.Nov'45.
Sgt. (Vehicle mech) 7.0.4. Main unit M.A.F. 28th.Nov'45.

6. Important Visits.

C.R.E. 5th.Div. visited Hdqrs. 12 District 8th.Nov'45, to obtain extra bucket loading facilities to again expedite a check, and to discuss the position of the training Increment on the dissolvement of 5th.Div.

Capt.
O.C., 4th.Fd.Sqn.
5th. Div.

Field.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject: Sitrep.

Hq No. 2 District C&F.
BLENHEIM Ext 341
REME 6362/11
1 Nov 45.

EME 53 B.L.U. att FOLGORE Gruppo.

Ref your 3R/5 of 11 Oct 45.

1. Para 3 (ii)

It is not at the moment proposed to fill this deficiency in recovery vehs.

2. Para 3 (iii)

Your AF W3009B of 27 Oct shows no deficiencies at all. From our records you have the following senior ranks:

One WO II (Armt Art Veh)
One S/Sjt (Armt Art Fd)
Two Sjts

Will you, therefore, clarify this position re the deficiencies in senior ranks, particularly on the veh side. At the moment we cannot fill the positions rendered vacant by the accident mentioned.

(S.N.BROWN) Major.
DADME
for Brigadier,
Deputy Director of Mech Engineering.

3207

CONFIDENTIAL.

Subject: Sitrep.

HQ No. 2 District GMF.
BLENHEIM Ext 341
REMS 6362/11
2 Nov 45.

EME 53 B.L.U.

It is understood that the Fulgore Gruppo will move to the Area BRESCIA, CREMONA, MANTOVA in the near future (10 - 14 days), and the following points are for your guidance in clearing your present wksp site. They have been agreed by 'Q' this HQ.

1. It must be clearly understood that the Gruppo is entirely responsible for clearing the present wksp sites. It is assumed that the Rec Eng Wksp will move to a more central location as soon as the present wksp site can be cleared.

2. Repairable vehicles - assistance in moving such vehicles will be given by 666 Army Rec Coy and you should keep in contact with that Unit.

3. (a) Cannibalised vehicles in graveyard - application should be made by you to this office to Class VI and reduce to produce all vehicles held in the graveyard.

(b) All serviceable or repairable engines, major and minor assemblies, wheels, batteries, etc. must be removed from these vehicles. Any required for use in wksps may be so used, and the balance returned to R.S.D. In this connection it is noted that considerable boxing of axles, etc. may be avoided by arranging with the V.D.U. at 10 A.V.P. to accept these assemblies from you (This V.D.U. may later move to 19 R.V.P. MONZA). Engines will invariably be boxed by you.

(c) The scrap remaining in the graveyard should then be reported to 60 Sub Area as salvage and disposal instructions requested. It is probable that it will be disposed of in situ to Italian civilian firms, but it will remain your responsibility until disposed of.

4. It is emphasised that this procedure is to be applied to vehicles now in the graveyard and not to vehicles received in a badly [illegible] future which should be made the subject of

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3. (a) Cannibalised vehicles in graveyard - application should be made by you to this office to Class VI and reduce to produce all vehicles held in the graveyard.

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(c) The scrap remaining in the graveyard should then be reported to 60 Sub Ares as salvage and disposal instructions requested. It is probable that it will be disposed of in situ to Italian civilian firms, but it will remain your responsibility until disposed of.

4. It is emphasised that this procedure is to be applied to vehicles now in the graveyard and not to vehicles received in a badly cannibalised state in future which should be made the subject of normal disciplinary action.

5. The measures being taken by the Gruppo Cmdr as detailed in your Sitrep are noted.

3206

(J.M.HIGH) Lt Col.
ADME,
for Brigadier,
Deputy Director of Mech Engineering.

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6

Subject : Sitrep RMME 53 BLU

To : DDME Hq 2 District
DADME Hq CC Sub area
CO 53 BLU

RMME 53 BLU
Ref S5/6
26 Oct 45

Period 11 Oct - 25 Oct 45

1. RMME Services

Number of vehicles repaired for Inf Div FOLGORE by 644 Service Station -

On 12 Oct an Italian UMI officer sent from Milan commenced inspecting on vehicles of this Div.

2. W/Shop Output

(a) Returns forwarded under sep-rate cover.

(b) The W/Shop output continues to be very much the same, fluctuating only by one or two each week. It is felt that there can be no hope of improvement until some skilled mechanics are brought into the W/S. The authority requested from the Italian War Office is still awaited.

(c) As the LADs are still in the process of rebuilding and not yet functioning properly the W/S is being overloaded and it's present output is not keeping pace with the number of vehicles being sent in for repair.

Unfortunately this outstanding work can ot be either phased as third line or BLR'd as the present backloading facilities are not keeping pace with the class 3, 4 [redacted] vehicles. It is felt that more backloading facilities are essential, the Div is deficient of four recovery vehicles and has [redacted] VCK for spares and therefore cannot at the moment backload itself. TWO

3. General

(i) Refitting of LADs

The LAD of the Nembo kept ente ed W/S on 22 Oct for refitting.

(a) The refitting of the Garibaldi LAD which entered the W/S on 6 Oct has not yet been completed due to lack of personnel. So the RMM has divided his time between the CMEQWS, and LAD when possible therefore, the LAD is making only slow progress.

(b) A request has been made to the DADOS of the DIV to supply two storemen to set up the stores side of the LADs as the increment storeman is fully occupied in keeping the W/S going but so far this request has not been met.

(ii) Interpreters

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into the W/S. The [illegible]
is still awaited.

(c) As the LADs are still in the process of rebuilding and not yet functioning properly the W/S is being overloaded and it's present output is not keeping pace with the number of vehicles being sent in for repair.

Unfortunately this outstanding work can ot be either passed to third line or dealt wi t e present backloading facilities are not keeping pace with the class 3, 4 —— vehicles. It is felt that more backloading facilities are essential, the Div is deficient of four recovery vehicles and has VOs for spares and therefore cannot at the moment backload itself. TWO

3. General

(i) Refitting of LADs

(a) The refitting of the Garibaldi LAD which entered the W/S on 6 Oct has not yet been completed due to lack of personnel. The WRM has divided his time between the CMEOWS, and LAD when possible therefore, the LAD is making only slow progress.

The LAD of the Nembo unit entered W/S on 22 Oct for refitting.

(b) A request has been made to the DADOS of the DIV to supply two Storemen to set up the stores side of the LADs as the Increment Storeman is fully occupied in keeping the W/S going but so far this request has not been met.

(ii) Interpreters

A request has been made to the General to obtain authority for the employment of civilian interpreters for the W/S and LADs as the number of English speaking personnel seems to be very low in this Div. For an Italian to indent for stores successfully when he cannot read a word of English is considered impossible. For example in attempting to train the LAD storeman it has been found that he becomes completely stuck if the parts book is not illustrated so the NSA parts book. Even illustrated parts books do not give a picture of every item and then in many cases such as in the Ford parts book the item is illustrated which in turn refers to a part number but then, mixed in the description is an instruction to indent on another part number.

32C

This inability to understand the parts books is considered to be one of the main causes of the extensive cannibalisation which has taken place in the past.

...../(iii)

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past/.....

(iii) Stores

(a) The stores obtained from 25 Armd Eng Bde 1/3 have now been sorted and it is found that there is only sufficient to barely set up two LADs. Roughly half of the stores sent are for vehicles not held by this Div.

(b) Unless the engine situation improves the 1/3 will shortly be forced to [illegible] halt as their stock of engines is almost finished, and practically every vehicle in 1/3 requires a new engine. The weekly average [illegible] for engines by the 1/3 is 22.2, the average number received is 4.7 weekly. These figures have been obtained over a period of 19 weeks.

In an attempt to improve the supply the demand has been boosted up with a hope that the percentage issues will be relevant to the demand.

(iv) British Increment

No replacements have yet been received for the two personnel admitted to hospital.

4. Move of Units. Nil

5. Moves of Personnel

Lieut Chaloner proceeded on LIAP 14 Oct 45.
Sgt Forbear (Armourer) returned from LIAP 22 Oct 45.

6. Important Visits

19 Oct - SAG visited 55 BLU to request a Storeman and an Interpreter to replace Capt Firth (leave to Malta).

W. Lee Scott

Captain, RCEME
55 B.L.U.

3204

Subject : Sitrep, REME 53 BLU

To : DDME Hq 2 District
DADME Hq 60 Sub Area
CC 53 BLU

REME 53 BLU
Ref. SR/5
19 Oct 45

Period 28 Sep - 11 Oct 45

1. REME Services

Number of vehicles repaired for FOLGORE Inf Div by 644 Service Station for the above period - NIL.

2. W/Shop Output

(a) Returns forwarded under separate cover.
(b) The W/Shop output has dropped a little over this period. The following reasons combined are responsible for this :

(i) Two inspections by the General Commanding the Div which entailed the usual preparation prior to his visit.
(ii) A two day Festa granted to the W/S by the General.
(iii) A tightening up of 'Out inspection' of vehicles.
(iv) Cannibalised state of vehicles being repaired.

(c) The W/S labour problem is still as reported in previous Sitrep, but it is known that the General is taking action on this matter.

(d) W/S "IN" Inspections

Due to the accident mentioned under "British Increment" in this Sitrep, "IN" inspections of vehicles is now being carried out by the Italian NCO only. Fortunately he has been quick to learn and is capable of making a good report but is still unable to classify with confidence, therefore the REME is obliged daily to have his report translated, to check the vehicles and classify.

The two remaining Veh Mechs of the British Increment are rather less capable than the Italian NCO in carrying out inspections.

3. General

(i) Cannibalisation

(a) On 28 Sep by order of the General all 2 i/c's of Regts attended a lecture on REME procedure and organisation. This lecture was given by the Italian G3 who had the translated REME procedure

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(iv) Cannibalised state of vehicles being repaired.

(c) The W/S labour problem is still as reported in previous Sitrep, but it is known that the General is taking action on this matter.

(d) W/S "IN" Inspections

Due to the accident mentioned under "British Increment" in this Sitrep, "IN" inspections of vehicles is now being carried out by the Italian NCO only. Fortunately he has been quick to learn and is capable of making a good report but is still unable to classify with confidence, therefore the EME is obliged daily to have his report translated, to check the vehicles and classify.

The two remaining Veh Mechs of the British Increment are rather less capable than the Italian NCO in carrying out inspections.

3. General

(1) Cannibalisation

(a) On 28 Sep by order of the General all 2 i/c's of Regts attended a lecture on RENE procedure and organisation. This lecture was given by the Italian CO who had the translated RENE procedure drafted out by the EME. The EME was present at the lecture to answer any questions.

(b) As a result of this lecture 56 cannibalised vehicles were sent to the ME W/S on the following day.

It is now hoped that all cannibalised vehicles of the Div are in the ME W/S.

(c) At the request of the EME the General Commanding the Div, on 1 Oct 45 made an inspection of the ME W/S and vehicles condemned and awaiting repair.

3203

The result of the inspection was that all OC Units were ordered to report to the ME W/S on 3 Oct. They were given a tour conducted by the General of cannibalised vehicles and later a very strong lecture on future cannibalisation.

(d) As mentioned in Sitrep SH/3 all vehicles entering W/S are inspected for cannibalisation and missing items listed. This information was previously sent to CME but at the request of the General the information is now being passed direct to him for action.

...../(c)

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action/.....

(e) The General has further decided that he will make regular inspections of maintenance in the Regts and has requested that the RME accompany him on these visits.

(ii) Refitting of LADs

(a) On 6 Oct 45 the Garibaldi LAD reported to the MS W/S for checking and refitting.

(b) The equipment and vehicles less personnel of this LAD were recently handed over from the San Marco Regt to the Garibaldi Regt.

(c) On inspection it was found to consist of 11 men, two serviceable vehicles, two cannibalised M/Cs, and a box of assorted spanners. There were no MT Stores in thr stor e truck and this had been used as a place to put old useless junk.

(d) Major deficiencies are therefore, all MTS less one box of tools, this excludes welding kit, bottles, taps and dies, bench vices etc, complete MT spares scaling and also a ~~receiving~~ recovery vehicle which is BLR.

(e) The state of this LAD was reported to the General of the Div who is taking action to recover this equipment, but as the San Marco Regt is now somewhere in the area of Bari it is doubtful if much of this material will be returned, and it is felt that in any case it will take some considerable period.

(f) This LAD can be replenished to a degree by the stores already drawn from 25 Armd Eng Bde W/S under authority of DADME 217 Area but to enable it to function further stores will be required. Authority is being requested to draw tools etc from disbanding W/Shops.

(iii) British Increment

On 9 Oct 45 S/Sgt Ringwood (AA Veh) driving a 3 ton Bedford, was involved in an accident near Padova whilst on his way to 25 Armd Eng Bde W/S to collect stores.

He and his passenger Cpl Dowber (Dvr Mech) sustained fairly serious injuries and were taken to hospital. It is not expected that either will return to this unit for some considerable period if at all and in view of this it is requested that replacements be posted as again the Increment is without a senior NCO capable of carrying on inspection and classification of vehicles.

4. Moves of Units NIL

5. Moves of Personnel

S/Sgt Ringwood and Cpl Dowber admitted to hospital.

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[redacted] Regt is now somewhere in the [redacted] much of this material will be returned, and it is felt that in any case it will take some considerable period.

(f) This LAD can be replenished to [redacted] degree by the stores already drawn from 25 Armd Wng Bde W/S under authority of DADME 217 Area but to enable it to function further stores will be required. Authority is being requested to draw tools etc from disbanding W/Shops.

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4. Moves of Units NIL

5. Moves of Personnel

S/Sgt Ringwood and Cpl Dowber admitted to hospital.

6. Important Visits

1 and 3 Oct 45	-	General Commanding Inf Div FOLGORE visited ME W/S
4 Oct 45	-	DDME No. 2 District visited [redacted] W/S
10 Oct 45	-	DADME 217 Area visited ME W/S

3202

W W St.

Captain, REME

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject : REME Services

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

Tele : LIGHTNING 215

1E5A/9A

13. Jun 45

S/Capt EME HQ 53 ELU

Ref Sitrep for period 27 May - 10 Jun.

1. It is noted that lack of spares is holding up repair of vehs. It is presumed that all your indents for spares for repair of vehs 'VOR' are marked Red Star, and that you are, as far as possible, forecasting your requirements well ahead. Please let me know about this, and also the average percentage of engine demands being satisfied.

2. I have taken up the question of the Mech Engr Wksp having to do normal L of C work with DEME 1 District. My 1E5A/9A of even date (copy to you) refers.

3. If you require assistance in beckloading your Cl VI vehs please contact CC 679 Lt Rec Sec at BOVOLONE, notifying him that the vehs are Cl VI and are not repairable ones.

4. Please let me know if you obtain permission to indent direct on Base for MT spares. This is normal procedure in Districts with L of C Wksps.

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

3201

Subject : Sitr ♪ - REME 53 BLU

To : DDME HQ 2 District
DADME HQ 217 Area
OC 53 BLU

file

53 B.L.U.
Ref. SR/4
28 Sep 45

Period 5 Sep - 27 Sep 45

1. REME Services

Number of vehicles repaired for Combat Group FOLGORE by 644 Service Station for above period - 2.

2. W/Shops Output

(a) Returns forwarded under separate cover.
(b) The W/S labour problem is still to be overcome, no authority has yet been received to employ civilian specialists nor has any increase of pay been made to civilians already employed by the W/S.
(c) The British Increment Storeman has now been placed in the W/S office to gather and progress spares requirements. All inspection reports are passed to this storeman and he is responsible for compiling from the reports and indents for the spares required to effect repair of the vehicles.
The indent before being passed to the stores Sec is sent to the Cemetery Sec to ascertain if any of the required parts are available in the Cemetery. The Cemetery Sec consists of two British Veh Mechs, assisted by Italian equivalents, who are responsible for proper selection of parts and organised removal.
(d) Inspection of motorcycles is now in progress and is being done by a British Cpl DM and an Italian Sgt who is under instruction.
It seems that previously practically no indenting was was taking place for motorcycles due to lack of inspection and liaison with the stores Sec with the result that parts required were being manufactured even to casting pistons.
(e) The inspection of vehicles has shown that cannibalisation has taken place on practically every vehicle (three exceptions to date) sent into W/S and although the worst have been BER'd the remaining vehicles are in a very poor state and are causing a heavy drag on W/S output.

3. General

(a) CME

Lt.Col. Stella has now taken over the duties of CME from Major De Alfaro. It is felt that this is an improvement, at least, in that the new CME carries a higher rank and is equivalent to the rank of OC Regts

(b) Packloading

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for compiling from the reports [illegible]
to effect repair of the vehicles.

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(b) Backloading

The backloading of BER vehicles is progressing satisfactorily.

(c) Stores

3200

SME on instructions of DADMS 217 area visited disbanding REME Units in Bologna area 25-26 Sep to ascertain if they held spares and tools suitable to make up deficiencies in the Combat Group FOLGORE. It was found that that they held a quantity of stores which would be extremely useful and application is being made for release of these stores to the Group.

(d) LADs

(i) It is intended to recall all LADs to main W/S for refitting and instruction on indenting, inspections and method of working etc,. Th first LAD will be in W/S for a week commencing 6 Oct 45.

As the LADs have not been functioning the loss of the LAD for a week will not effect the unit.

...../(ii)

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(ii) It is believed that the LAD personnel problem will be shortly overcome, as instructions are being issued by the General Commanding the Combat Group to Units to attach all Unit Veh Mechs to LADs. The Regts have been running unofficial W/S in their own lines staffed by unofficial Veh Mechs using mainly cannibalisation to effect repairs.

(e) Organisation

The General and Chief of Staff of the Combat Group are now taking a keen interest in the state of transport and REME Services and during the last fortnight meetings have taken place between the General, Chief of Staff and EME to discuss the best method of putting into operation the instructions given by EME to Chief of Staff on Administration of REME units and REME repair organisation.

Certain problems arise in applying British methods to Italian Units, for instance one is the posting of personnel from one LAD to another to make up men lost through sickness and release etc. is rather more difficult in an Italian Division than a British. It appears that there is a very grave danger of desertion if a man is posted against his will as the man may prefer to serve with a certain unit. The only solution to this problem appears to be to first of all give the men a very clear picture of the necessity for posting and then request volunteers. By this means it was agreed that perhaps 50% of the personnel of REME units could be posted.

(f) British Personnel

It is hoped that the WE of a BLU includes a REME clerk for EME, that a clerk will be posted to this Unit.

The routine clerical work is steadily increasing and is taking more and more of the EME's time which it is felt could be more profitable spent on other work.

4. Move of Units NIL

5. Move of Personnel

AQMS McCarthy and Dvr Gooch proceeded on LIAP 18 Sep 45.

6. Important Visits

18 Sep 45 EME visited Chief of Staff and 53 BLU
25 Sep 45 EME visited DADME 217 Area.

Capt REME
53 BLU

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50% of the personnel of these units to be posted.

(f) British Personnel

It is hoped that the WE of a BLU includes a REME clerk for EME, that a clerk will be posted to this Unit.

The routine clerical work is steadily increasing and is taking more and more of the EME's time which it is felt could be more profitable spent on other work.

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Capt REME
53 BLU

3199

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject : Sitrep -REME 53 BLU

To : DDME HQ 2 District
DADME HQ 2 7 Area
OC 53 BLU

53 B.L.U.
Ref. SH/3
14 Sep 45

Period 1 Sep - 14 Sep 45

1. REME Services
No vehicles sent to 644 Service Station for repair have yet been completed but it is understood that a number will be ready for collection within a few days.

2. W/Shops Output Attached
(i) The number of vehicles awaiting repair will in the next return drop to about 120 as approx 60 of these vehicles have been condemned as Class 6 through cannabalisation and it is expected that on inspection about 20 more will be found to be in a Class 4 condition.
(ii) Although the W/S is now keeping abreast with the incoming work it is not expected that there will be an improvement in output which will clear the remaining outstanding vehicles. UNTIL LABOUR IMPROVES.
(iii) It is hoped that shortly authority will be granted by Italian W.O. to employ specialist civilians as in the Legnano Group. In connection with this full information has been obtained about the employment of these personnel and the Chief of Staff of the POLGOMS Combat Group has written to the Italian W.O. for authority to employ specialists.
(iv) Inspections MT. The REME Increment has now a S/Sgt (AA Ven) on its strength and "In inspections" of vehicles is once again in progress. The S/Sgt is instructing an Italian W.O. as he does the inspections and is assisted by two Italian fitters to speed up the rate of inspections.

There is also a special squad of tyre repairers, a battery man and POL man preparing the vehicles as practically all vehicles awaiting inspections have burst and punctured tyres, all batteries are flat and all petrol tanks are empty apart from different degrees of cannabalisation.
(v) Prior to the arrival of the S/Sgt all the vehicles in the W/S were checked by the REME and all obviously class 6 vehicles (hopelessly cannibalised) were condemned and moved to a building which is now known as the Cemetery.
Authority will be requested for "write-off" of these approx 60 vehicles when all the WD Nos have been traced.
(vi) It is felt that the amount of cannibalisation which was taking place previously cannot be visualised by a written report and it is therefore hoped that the attached photos taken of vehicles passed in for repair by the [redacted] which has recently left the Combat Group will give some small indication of what the REME W/S has had to cope with.

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Combat Group has written to the Italian W.C. for authority to employ specialists.

(iv) Inspections MT. The RBME Increment has now a S/Sgt (Am Veh) on its strength and "In inspections" of vehicles is once again in progress. The S/Sgt is instructing an Italian W.O. as he does the inspections and is assisted by two Italian fitters to speed up the rate of inspections.

There is also a special squad of tyre repairers, a battery man and POL man preparing the vehicles as practically all vehicles awaiting inspections have burst and punctured tyres, all batteries are flat and all petrol tanks are empty apart from different degrees of cannabalisation.

(v) Prior to the arrival of the S/Sgt all the vehicles in the W/S were checked by the RBME and all obviously class 5 vehicles (hopelessly cannibalised) were condemned and moved to a building which is now known as the Cemetery.

Authority will be requested for "write-off" of these approx 60 vehicles when all the AD Nos have been traced.

(vi) It is felt that the amount of cannibalisation which was taking place previously cannot be visualised by a written report and it is therefore hoped that the attached photos taken of vehicles passed in to repair by the S/Sgt which has recently left the Combat Group will give some small indication of what the RBME W/S has had to cope with.

(vii) It is considered impossible to allocate the blame for the state of cannibalisation of the vehicles already in W/S but in future all vehicles sent in for repair will be immediately inspected for cannibalisation and appropriate action taken.

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(viii) ME W/S Stores

To date the number of indents submitted by the ME W/S stores to RME for signature and deletion of such items as camshafts, crankshafts etc is quite obviously out of proportion to the work to be undertaken being far too few in number. Now that inspections of vehicles has commenced again, it is expected that the demand for stores will greatly increase, and to ensure this, the storeman of the British Increment will be placed in the W/S office to gather and progress spare requirements.

3. General

(i) Workshops Procedure and Layout.

The W/S procedure which was given to the OC W/Shops to adopt is slowly being put into operation, but very slowly, and only with continuous driving by RME. It is felt that the OC W/S is really unsuitable as a W/S OC. He lacks sufficient drive and of more importance the will to do some of the work himself.

...../(ii)

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himself/..... .

(ii) Back Loading
5 Recovery Vehicles from 676 Inf Trps Rec Unit commenced backloading from ME W/Shops on 9 Sep 45.

(iii) Pay of Civilians
The difference of pay between the civilians W/S personnel of ME W/Shops and 644 Service Station still exists.

(iv) Inspection of Units
(a) On 10-11 Sep AME with CME inspected the six Combat Group LADs and Platoon W/S.
(b) The state of the LADs is incredible, it may be said that they are at the moment of no benefit to the Combat Group as they are incapable of functioning properly either in repairs or recovery.
(c) The following are briefly the main faults :

(d) LAD No.1. Recovery. Vehicle in W/S for major repairs System none. Could not produce outstanding indents or record of indents. The stores truck is empty.
Vehicles under repair One
Personnel Ten

(e) LAD No.2. Recovery Vehicle in W/S for repairs.
Stores As LAD No.1.
Vehicles under repair NIL. LAD in process of handing over.
Personnel In process of changing.
Awaiting Backloading 5 vehicles, 7 W/Cs badly cannibalised awaiting backloading.

(f) LAD No.3 & 4 Merged trough lack of personnel.
Recovery 2 vehicles held, but one in W/S and the runner will shortly be VOR for tyres.
Stores As LAD No.1 as regards system but holding a few more stores, but still far below their ceiling.
Vehicles under repair Two
Awaiting Backloading Three
Personnel Seventeen

(g) LAD No 5 & 6 These LADs have been recently taken over by a new W.O. who appears to be very promising. In the short period he has been in charge he he has organised records of work done, stores and indents etc but is handicapped by empty stores tracks and a location where it is impossible to repair more than three vehicles at any one time.
Recovery One vehicle will shortly be VOR for tyres, other vehicle deficient.
Backloading 5 vehicles awaiting backloading but not backloaded due to state of tyres

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Vehicles under repair Nil. LAD in process of handing over.
Personnel In process of changing.
Awaiting Backloading 5 vehicles, 7 M/Cs badly cannibalised awaiting backloading.

(f) LAD No.3 & 4 Merged trough lack of personnel.
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Recovery One vehicle will shortly be VOR for tyres, other vehicle deficient.
Backloading 5 vehicles awaiting backloading but not backloaded due to state of tyres of recovery vehs. The W/S [illegible] to assist at the moment.

(h) Platoon W/S
Personnel 44
This Unit is well organised in its repairs, the W/S is orderly, job cards etc are in use and the unit is generally efficient but lacks stores again. Only first echelon repairs are being done by this W/S and it is apparently not by any means overloaded as only six vehicles were under repair at time of inspection.
Recovery Two recovery held one a runner and the other VOR for engine.

..... /(i)

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engines/.....

(i) State of Recovery as at 11 Sep 45 within the Combat Group.

Unit	No. Serviceable	No. in W/S
ME W/S	1	5
Platoon W/S	1	1
Lad No.1		1
LAD No.2		1
LAD No.3	1	
LAD No.4		1
LAD No.5	1	
LAD No.6		Deficient
Total	4	9

WE of recovery vehicles for the Combat Group is 16 , 2 are deficient and one veh is held by CFP.

(j) In view of the above first rate priority has been arranged in W/S for the repair or BER'ing of all recovery vehicles.

(k) A conference was arranged by EME immediately after the inspection of Units with Italian G.S, CME, DADOS and OC CFP.

Purpose To explain the position of LADs in regards to stores and general state and to ASCERTAIN if any action had been taken or was in progress to improve the position.

It was felt that it was essential for DADOS and OC CFP to hear the general picture of REME organisation as they are both essential to the ensuring of good REME Services.

As a result of the conference a set of instructions have been compiled on the following:

1. Duties of CME other than Technical Administration of Units
2. Administration of REME Units within a Division or Combat Group
3. REME repair organisation within a Division. Also applicable to a Combat Group
4. REME Procedure for obtaining MT Stores

(vi) LAD Personnel. It is hoped to overcome the difficulty of lack of personnel in LADs by MAKING up LADs from military personnel from the W/S which will in time be replaced by civilian labour.

(vii) Stores. The stores position of LADs is so bad that it would greatly assist if the stores of any British disbanding unit could be handed over to the Combat Group.

Instructions are being given to all LADs to immediately indent to replenish their stores SCALING but naturally it will be some considerable period before they are up to ~~ceiling~~. SCALING

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4. Move of Units. NIL

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5. Moves of personnel

(a)	LIAP.	Sgt Portman proceeded on LAP 3 Sep 45.	
(b)	S/SGT	Ringwood	(AA Veh)
	Cpl	Dowber	(Dvr Mech)
	L/Cpl	Downes	(Veh Mech)
	L/Cpl	Schofield	(Storeman)
	Cpl	Paddle	(Veh Mech)

The above named were TOS REME Increment wef 14 Sep 45.

6. Important Visits.

3 Sep 45. DADME 217 area visited and inspected ME S/S FOXCOTE Combat Group accompanied by AMS 56 MED.

4 Sep 45 DME attended conference at HQ REME No.2 District.

A Rutt

Captain, REME

Declassified E.O. 12065 Section 3-402/NRRC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject:- Sitrep No. 53 Rpt.

HQ No. 2 District, GSC.
Appendix Det 51.
AG/4 3/2/73.
29 Aug. '45

S.C. No. 2,
53 Rpt.

Your Sitrep for period 2nd August - 17th August.

1. It is obvious that the Axis Services in the Graph are at an extremely low ebb and that energetic action by all concerned, with full support of the Red Star, is required.

2. The question of British personnel is acute throughout the theatre but I will make every effort to replace your deficiencies as soon as possible.

3. The breaking down of MAC vehicles has been taken up, and you will hear further in due course.

4. It is understood that 6th Service Station are now suitably instructed and should now be able to relieve you of the commitment of passing traffic.

5. Your Sitrep has not been replied to in detail as it is proposed to hold a conference of all Mess with HQ's at an early date to discuss general problems.

3195

Lt-Col.
A.D.A.A.

Subject: Sitrep - [illegible] BAU

To:- [illegible] 2 District
[illegible] 217 Area
G.S. [illegible]

53 B.L.U.
Ref 5W/2
1 Sep 45

Period 16 Aug 45 - 31 Aug 45

1. [illegible] SERVICE.

(a) 644 Service Station, mentioned in previous Sitrep, has now found a suitable site in which to operate close to the [illegible] Wkspa, but it is still not in a position to give any real assistance to the Group [illegible] Wkspa. Skilled civilian labour in this area is apparently difficult to obtain and to-date the service station has only four civilian mechanics.

(b) It is understood that a [illegible] officer has arrived in [illegible] to give assistance on the labour problem.

2. WORKSHOP OUTPUT

(a) The Wkspa MT output is still extremely poor for the following reasons:-

(i) Reorganisation of the Wkspa layout has been in progress, which has slowed output to some degree.

(ii) Vehicles which were beyond the intended scope of this Wkspa but which were taken into Wkspa and stripped for repair are still to be completed.

(iii) With regard to experience of personnel, attached is a list of all Wkspa personnel engaged in the repair of vehicles. It can be seen that apart from the few [illegible] etc., the age of the remainder of the personnel is such that few of them can be expected to be more than third rate mechanics at the best. There is apparently no remedy to this lack of experienced mechanics due to the Italian method of calling up.

(b) The difficulties still to be overcome are as follows:-

(i) Inspections of Vehicles: In previous Sitrep it was mentioned that a Sjt Veh Mech had been borrowed from 644 Service Station to deal with the inspection and classification of vehicles. Unfortunately, after only working for a day he had to be returned to his unit on the request of his CO. Therefore, as the British Increment [illegible] is deficient of all Veh Mechs, inspection of vehs has ceased. It is felt that there is little hope of worthwhile improvement in MT output until proper inspection of vehicles can be made. The Italian staff of the Wkspa are apparently yet untrained and are unable to decide what is fit for repair and what should be back-loaded, with the result that vehicles which cannot be economically [illegible] in this Wksps are attempted, and vehicles which are [illegible]

Declassified E.O. 12065 Section 3-402/NND No. 785020

(i) Reorganisation of the Wksps Layout has been in progress, which has slowed output to some degree.

(ii) Vehicles which were beyond the intended scope of this Wksps but which were taken into Wksps and stripped for repair are still to be completed.

(iii) With regard to experience of personnel, attached is a list of all Wksps personnel engaged in the repair of vehicles. It can be seen that apart from the few NCOs etc., the age of the remainder of the personnel is such that few of them can be expected to be more than third rate mechanics at the best. There is apparently no remedy to this lack of experienced mechanics due to the Italian method of calling up.

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3. HOURS OF WORKING

The Wksps working periods have now been amended to the following times

0800 - 1200 hrs - 1300 - 1700 hrs

4. WORKSHOPS PROCEDURE

At a conference held on 21 Aug 45 between CME Wksps officers and MGO it was found that the Wksps procedure in use was not altogether satisfactory. A typed and translated copy was then given to CO Wksps to study and he has since adopted this procedure, making the changes gradually.

5. GENERAL

(a) Backloading: During a visit to BASE 217 Area, REME 53 SAD was informed that there was no hope of backloading assistance by other units and that all back-loading will have to be done with the resources within the Group. As the Wksps is apparently only in possession of one Recovery Vehicle fit to reach MILAN, back-loading will be slow until the other two Recovery Vehicles in their possession are repaired.

...../(b) Cannibalised

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(b) Cannibalized Vehicles: Verbal authority has been given by Engrs 217 Area to reduce to salvage the very badly cannibalized vehicles held in the MT Park.

(c) Personnel (British): The personnel situation of the British Training Increment Group is still as shown in previous sitrep. It is understood that a conference will shortly be held at 2 District HQ to discuss this difficulty.

(d) Typewriter: A typewriter has been obtained and it is hoped that shortly somebody will be found who is able to type.

(e) Interpreter: Captain Marsh joined the Bn from Engrs Area on 27 Aug 45 to act as interpreter.

6. MOVE OF UNIT

NIL

7. MOVE OF HEADQUARTERS

NIL

8. FORTHCOMING VISITS

(a) HQ Unit Visited:-

20 Aug 45 HQ 53 Bde to request interpreter, typewriter, and typist.

24 Aug 45 HQRS 217 Area to discuss

(a) Increment Personnel
(b) Detailing
(c) Recovery for Dunkirking
(d) Reducing to salvage of cannibalized vehicles.

30 Aug 45 HQRS 217 Area for further discussion on above.

A Pilot

Captain, RASC
53 B.L.U.

ELENCO DEGLI OSPEDALI INTERESSATI

CRIZZOLA Giuseppe	21	3 anni tramvia Trento Malè	Trento
ANDREIS Luigi	17	Rinnovale tratto	Trento
ZUCCHI Mario	20	6 anni racc. alle Ospreni	Cavalese
MORES Bruno	17	7 anni racc. alle Ospreni	Cavalese
BONINSEGNA Bruno	23	25 pellicolare Cermenia	
SERNICO Ermino	24	6 anni racc. alle Ospreni	Cavalese
FAES Mario	28	1 anno Alta Pericolli	Milano
TOGILLI Andrea	22	7 anni Osp. off. elett.	Riva
SAPONARI Carlo	20	5 anni racc. off. priv.	Arco
DE STEFANIS A.	17	anni Malattie racc. off. priv.	Trento
FOLANTINI Giovanni	20	Quaderno	Milano
DALBATS Carlo	19	2 anni Impiegato alle Ospreni	Trento
SCARPA Bruno	22	anni perito alla Camera	Belluno

Half last effort

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TOLASTELI Giovanni	20	Studente	Udine
DAIGANO Guido	19	2 anni ingegneria all. Cagliari	Trento
SCARPA Bruno	22	3 anni perito alla Olivetti	Soligano

Italy not Efficient

3192

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Subject:- SITREP for fortnight-ending 17 August 45.

R.E.M.E. Branch.
H.Q. 217 Area.

Tel No: Vicksburg 117.

217/ME/17/2.

To:- E.M.E., 53 BLU.

Reference above Sitrep.

1. The whole question of your BLU has been discussed with AD/ME, 2 District; it is understood that a conference of all E's ME. BLU's is being called for the near future, when it is hoped that outstanding problems will be settled.

2. Until 6LA Service Station are able to operate, backloading of vehicles to this workshop should be kept to a minimum.

L. B. Hall

Major.
DADME.
H.Q. 217 Area.

In the Field.
17 August 45.

Copy to:- A.D.M.E., No 2 District.

Subject: Sitrep REME, 53 BLU

53 B.L.U.
Ref /SR/1
21 Aug 45

To:- DDME 2 District

DAIME 217 Area
OC 53 B.L.U.

FILE

PERIOD 2 AUG 45 -- 17 AUG 45

1. As the writer of this Sitrep did not join this unit until 14 Aug 45 all information given in this Sitrep prior to that date has been obtained from the W.O. of REME Training Increment

REME Services

644 Service Station have brought with them 14 engine assemblies. Although naturally these will be used by 644 Service Station and will not assist the Wksps directly, nevertheless they will be fitted mainly to Group vehicles.

WORKSHOPS

An inspection has been made of the Wksps with the OC. The following are the most prominent points:

(i) Although the site is not by any means good, full advantage has not been taken of facilities available. Layout is extremely poor:-

(a) R & I Office is in centre of Wksps and is recognised by a very weatherbeaten board with indistinct wording. No R & I Stores has been organised.

MT 'IN' 'OUT' (b) Inspections. No definite site has been allocated for inspections, no pit has been prepared, and at the moment inspections are non-existent.

(c) Ancillaries.

(i) These are very badly laid out. Tinsmith, blacksmith, carpenter and welder are working elbow to elbow, whilst there is ample room for all with the Wksps.

(ii) The painter is situated between two lorries with quite inadequate space in which to do his work.

(iii) The Charging Bay is mixed up with the turners and canvas repairer. Acid is not beneficial to canvas.

(iv) The Tyre Repairer has not been allotted a shop, and works in any shop that suits him, but apparently not in the same spot twice. A difficult man to find. He is deficient of a vulcanising set.

(d) Vehicle Bays. These are not being used to full advantage. Plenty of bays are available but, instead, two bays only are being used and working conditions are very cramped. The other bays are filled with vehicles said to be awaiting spares. This is being checked as it is believed that many of the vehicles are BER.

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(e) M/c Bay. A very poor bay is being used for repair of M/cs, whereas more suitable bays are being used to park vehicles.

(f) Gun Shop. This is filled with guns that are awaiting repair which should be on the Wksps Park. 3rd and 2nd

(g) Small Arms Shop. The Small Arms Shop appears to be fairly well organised.

(h) Wireless Shop. Appears to be in order.

(i) Instrument Shop. Has been placed in same room as Small Arms which is not considered satisfactory, as the conditions under which the Instrument repairer works is cramped.

(j) Vehicle Parks. This is most unsatisfactory. No proper parks have been arranged. Cannibalised vehicles are scattered in all directions round the wksps. As no classification has taken place, it has of course not been possible to place vehicles into Awaiting Inspection, Awaiting Labour, Awaiting Spares, and Awaiting Backloading Parks.

...../(k) Rounds

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(k) Bounds. Part of the WWksps site which is an old barracks is used by other units and civilians. So far no attempt has been made to barracade off the other units or civilianswith the result that civilians and men of other units are wandering about in the Wksps locality.

OC Wksps has already been urged to obtain barbed wire and stakes.

(l) Guards and Picquets. The gate guard does not function properly. Many vehicles are going in and out of the Wksps without being checked.

(m) Hours of Working. The Wksp times are 0730 - 1200 and 1500 - 1800. Seven hours daily. 7½ hours

These times are not considered suitable and an hour short. This matter will be brought up at the conference arranged on 21 Aug 45.

(n) Wksp Labour. It has been extremely difficult to discuss the labour problem with OC Wksps due to language but as far as can so far be ascertained difficulty is being experienced through untrained mechs (only mechs by name). A list is in preparation at the moment giving the age, experience prior to call up and date called up of all personnel in the Wksps.

(o) It was noticed during the inspection that engine assemblies had been stripped. It has since been ascertained that attempts have been made to repair engine assemblies by replacing big ends etc. It is further understood that the repairs attempted have proved mostly unsuccessful. This matter will be taken up with OC Wksps as soon as an interpreter is available.

2. It is intended to take the following action :

(a) It has been arranged with OC 644 Service Station to loan a Sgt vehicmech to the Wksps whilst he is organising the layout of his own Wksps. This Sgt assisted by two Italians, who will at the same time be learning inspections, will inspect all outstanding vehicles. After they are inspected the vehicles will be placed in different parks according to their classification. Stores will be placed on indent as soon as the inspection of a vehicle has been completed.

(b) There are undoubtedly a large number of vehicles in the Wksps fit only for B.E.R. Backloading facilities are an immediate requirement - the Wksps has only 3 recovery vehicles and cannot possibly undertake backloading. A letter will be sent requesting a recovery unit to be allotted for a period to this Unit for backloading purposes.

3. CANNIBALISATION

Cannibalisation at its worst has taken place on many vehicles. Steps are being taken to ensure this does not occur in the future. It is understood that MVI will not accept the vehicles in their present condition. To build these vehicles up to standard now would take many months and no Wksps output would take place. The only solution to this problem appears to be to classify the vehicles as Class VI and obtain authority to dismantle to salvage. This would give the Wksps more spares and all unrequired parts could be returned to a Salvage Unit. Authority to take the above action will be requested.

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Cannibalisation at its worst has taken place on many vehicles. Steps are being taken to ensure this does not occur in the future. It is understood that RVF will not accept the vehicles in their present condition. To build these vehicles up to standard now would take many months and no Wksps output would take place. The only solution to this problem appears to be to classify the vehicles as Class VI and obtain authority to dismantle to salvage. This would give the Wksps more spares and all unrepaired parts could be returned to a Salvage Unit. Authority to take the above action will be requested.

WKSPS PROCEDURE AND LAYOUT

A conference has been arranged for 21 Aug 45 between CME Wksps officers and EME. Purpose: To find out how much Wksps procedure is being used, and what is deficient. If unsatisfactory a complete typed and translated Wksps procedure will be given to them to adopt.

Wksps Layout. A diagram of the Wksps is being prepared and will be presented to the OC Wksps as an improved method of working, as the present layout is poor. In the diagram numbers of personnel working in each bay, plus supervisory staff will be given.

OC Wksps is rendering to this office a proforma giving his total strength by trades and rank, and where employed

Wksps OUTPUT

Stores. (a) The Stores is fairly well organised, although such things as u/s engine assemblies have not been boxed or returned but have been left to be cannibalised. No return stores dump has been organised. The general condition of the stores vehicles inside is dirty.

A complete check on indenting, hastening, and records will be made as soon as the Lieut in charge of the Stores becomes available. He has been ill part of the time, and is now on a court of inquiry at BRESSANONE.

(b) The lack of speres mentioned in previous sitreps depends upon the following:-

...../(i) Inspections

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following:/.....

(i) Inspections to ascertain what spares are required by Inspection Staff of O i/c Wksps.
(ii) Correct indenting by O i/c Wksps on Stores Sec.
(iii) Correct indenting by Stores Sec on Ord.
(iv) Proper functioning of Ord Services.
(v) Supply at source.

To date item (i) has not been carried out properly so it is not known whether the other four are supporting. It is appreciated, naturally, that supply at source is not a hundred percent. (See Wksps Inspections).
Number of engines held to date by the Stores Sec: 18 received 16 Aug.

GENERAL

Situation regarding unit personnel

1. The following information was obtained in an introductory interview with the REME Training Increment personnel.

(a) WO Armt. Art. AA: Questioned as to the role he had been filling to date, he stated that he was training Italians in the Gun Shop.
On further questioning it was ascertained that he has two Italian soldiers who know nothing about artillery to date. He also has two civilians who, he stated, he was attempting to train. That is obviously a sheer waste of time as the civilians had no previous knowledge, and by the time they have been trained it is almost certain that either the unit will have moved or that the civilians will have left the employment of the Wksps. Further, the training is taking place without an interpreter and considering it takes three months at least to train a British soldier to repair guns (war period) it cannot be seen how the training of the Italians without an interpreter can be completed in under twice the normal period.
It is considered that no real training has been attempted.

(b) Sgt Armourer: Has taken charge of armourers shop and is training new recruits, all his previous personnel having been released.

(c) Tele Mec: He has been training two Italian soldiers and controls the Wireless Lorry. Apparently there is no difficulty here as the two Italians were radio technicians prior to entering the army.

(d) Two Veh Mecs: These were questioned together. They both apparently have been working solely on passing British vehicles that were broken down in the area of the Wksps. The policy has apparently been to use Training Increment Mechs as a wayside service station instead of using them in their correct role of instructors to the Group Wksps personnel. Asked as to why the trucks were not repaired by the Italian Wksps personnel they replied that the Italians were not good mechanics. To use two British mechanics to make up the deficiencies of a far greater number of Italian mechanics is not the solution to the problem. As expected the two mechanics had only the vaguest idea as to what 'classification of vehicles' meant.

that on the MT side the Wksps has received no 3185

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It appears that on the MT side the Wksps has received no 31 8 5 assistance whatever from the Training Increment (- this is borne out by my inspection of Wksps. See Wksps comments.)

(e) Driver i/c: He has only been used as a General Dutyman although Wksps have supplied a batman and driver. He could have been used as an instructor on maintenance to the Italian Wksps, which is obviously necessary.

2. Summary as to the position of the British Training Increment

(a) The following personnel are held:

1 WO Armt. Art. AA	(Due LIAP in approx 1 month) ✓
1 Sgt Armourer	(" " " " " ") ✓
1 Cpl Telecommunications Mech	(Due LIAP in approx 1 month) ✓
1 Driver i/c	

(b) The following are deficient on WE:

1 WO Armt Art Veh
1 S/Sjt Armt Art Field
1 Sjt Veh Mech
1 Cpl Storeman
1 Cpl Veh Mech
1 L/Cpl Veh Mech
1 L/Cpl Driver Mech

...../(c)

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(c) The following is surplus to WE:

1 WO Armt Art AA

A posting out will be requested for the above in letter form giving reasons.

(d) The following personnel are required surplus to WE:

Rank	Trade	Reasons for Request
Cpl	Clerk	Sec Increment Office

(e) It is considered essential that the strength of the Training Increment be made up at least in the case of Veh Mechs as it cannot be hoped to instruct and check Wksps personnel on MT.with Telemechs and Armourers. Further, the Sgt Veh Mech loaned by 6A4 Service Station is already overdue for Python and will be undoubtedly leaving within a few days. This will immediately stop classification again.

3. (a) Increment Office

To obtain a picture of what has passed previously, a day has so far been devoted to checking the contents of the Increment Office, but the position was found to be as follows:-

(i) Files: No filing system has been used and although covers have 'Subject' marked on outside the contents are quite remote from the subject given on the cover.

(ii) No cross-referencing is in use

(iii) No apparent reference numbers

(iv) No indication as to whether the matter in the letter had been dealt with.

(v) No indication as to what letter require future action.

(vi) Approx 40% of the files contain letters written in Italian without translation, many written from this office.

(b) Large quantities of 1043's were found in all files, drawers, boxes etc., BLR'ing vehicles if the vehicles were backloaded, and if replacements have been requested it cannot be ascertained.

(c) Stationery Held: NIL

(d) Due to the above conditions it will take very much longer to obtain a picture of previous action than it was at first anticipated.

(e) In view of the above and past experience it is felt that a Cpl clerk (able to type) in excess of WE is essential to the proper functioning of this office. It is obvious that simple typed instructions as to the proper functioning of various parts of Wksps, LAD's etc., are much more satisfactory than verbal instructions especially through an Interpreter. At the most only [illegible] of verbal instructions are normally remembered

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(f) An Interpreter is considered essential to translate instructions whether given verbally or in written form. (See Wksps.) Application will be made to attach one to this office for sole use of REME Increment.

(g) Typewriter: A request is being forwarded for an issue of a typewriter as the main function of the REME is to instruct and advise and this is undoubtedly best done in typed translated form. The only method of getting typing done at the moment is to send to DADOS, where the typist is normally fully occupied, as he is a clerk as well as a typist.

4. Civilian Labour.

The Italian girl employed as cook to British Inc REME has been dismissed due to indecent behaviour.

5. Move of Units

(1) 644 Service Station

Arrived in TRENTO 16 Aug 45, to assist it is understood in repair of vehicles in Italian Wksps and to deal with the L of C vehicleswhich were previously dealt with by Gruppo Wksps. It is felt that some time will elapse before the Service Station will be able to operate as the following difficulties are being encountered.

...../(a)

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(a) As the proposed move of the Italian Wksps is still not settled the Service Station cannot occupy the site of the Italian Wksps.

(b) It is not known yet if another site is available in the town, but rather doubted.

(c) When the Service Station obtain a Wksps either by the Italian Wksps moving out or by obtaining a new site they cannot function to any degreeuntil they have collected Italian labour. (More difficulties than usual are to be expected in this as there is no CLU in TRENTO area).

(d) Should both Wksps remain in TRENTO it can be forseen that difficulties will arise over the difference of pay to civilians by Italian and British units. The Italian Wksps will almost undoubtedly lose their best civilians who will be attracted by the better pay of the Service Station.

(2)(a) The remaining four personnel of the British Increment have been moved in with personnel of DADOS 53 BLU who are also in TRENTO a short distance from Gruppo Wksps.

(b) Splitting of rations for such small numbers creates difficulties therefore it was felt that it would be an advantage to both DADOS and REME personnel to live together.

6. Moves of Personnel

(a) Postings Officers. Capt White arrived evening of 13 Aug 45 to replace Capt MacClure (Python)

Taken up position at TRENTO as it is understood that the Italian Wksps at TRENTO requires priority in attention.

(b) Python - ORs Cfn Bunce and L/Cpl Calvert proceeded on Python 16 Aug 45.

This leaves the British Training Increment with no Veh Mechs what-ever. (Entitlement on WS - three).

7. Important Visits.

(a) DALME 217 Area visited British Increment on Wed 8 Aug 45 and returned again on the 9 Aug 45.

(b) Capt White visited 53 BLU Tuesday 14 Aug 45.

Purpose. Reporting of arrival and general liaison. Met CO 53 BLU who was about to recce a site in BRESSANONE to which town it is proposed to move the Gruppo Wksps. Accompanied him during the recce which proved unsuccessful, as no suitable site for a Wksps was available not already occupied.

A.H. White

Capt, REME

S.O. R.E.M.E.
53 B.L.U.

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A T White

Capt, EME

S.O. R.E.M.E.
53 B.L.U.

3186

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[redacted] ...ration Instruction No13.

[redacted] S.O.,REME,(Capt.R.Maclure) ... [redacted]

Period : 24th.July to 2 Aug'45.

[redacted] D/DOS.53.B.L.U. visited on 3rd.this month, and promised to help W.O. with any difficulties.

R.E.M.E., Services.

Nothing of major importance for this period. Replacements for tradesmen who have finished their Military Service are of very poor ability. In the Gunshop, all the personnel are recruits, which necessitates full instruction from the Arm' Art' and Armourer.

We now collect spares direct from 557.M.O.D., which should ease the Spare Parts problem.

High rate of accidents in the Division, and Vehicles are usually so badly damaged as to be B.L.R.

Workshop Output.

Attached.

General.

Strength of Training Increment is now 6 men. Two of these are due for PYTHON within two months, possibly less. Three are eligible for LEAVE to U.K., having 2yrs 9mths overseas service.

Obliged to engage civilian cook owing to lack of personnel.

Moves of Personnel.

S.O.,REME,(Capt.R.Maclure) repatriated to U.K. on PYTHON. AQMS.McCarthy.P. senior W.O. in Training Increment.

Visits.

D/DOS.53.B.L.U. visited on 3rd.this month, and promised to help W.O. with any difficult matters.

3785

AQMS
P. McCarthy 8-8-45

for Capt.E.M.E.
S.O., R.E.M.E.

Field.

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D.M.E., AFHQ Administration Instruction No.13.

R. R. M. E. Sitrep.
53. B. L. U.

Period: 9 July to 22 July '45.

R.E.M.E. Services.

On the whole a fairly quiet period. Still had spares difficulties, and these are liable to continue for some time until we can collect from 557.B.O.D. At present awaiting notification. A number of tradesmen have been discharged at the end of their period of Military Service, and replacements have been recruited - mainly young ex Partisans.

The Workshops are barely holding their own against the inflow of work - much of this due to bad maintenance and careless driving. The C.O., HQ. visited Workshops, and has promised severe disciplinary action to stamp out these menaces to Technical efficiency. The new General Officer Commanding Gruppo, inspected Workshops on 20th.July - seems we should have co-operation from him in the future.

Workshops Output.

Attached.

General.

Asked by AFHQ to form a CEL.AF-G1093 for Training Increment R.E.M.E. - completed and despatched direct.
Lieut. Gordon posted by HQ.1.District.
SO.RMS notified the "Grape Vine" to stand by for PERSIA next month.

Moves of Personnel.

Lieut. Gordon ex Leave - 13th.July.
" " Posted - 14th.July.

Important Visits.

D.A.D.O.S., 53. B.L.U., visited on the 10th, 15th, & 18th.July.
O.C., 679 Rec.Soc., visited on the 21st.July.
DAA & QMG., 53. B.L.U., visited 19th.July.
C.O., 53. B.L.U., visited 19th.July.
Commander 'Fulgore' Div. visited 20th.July.

3184

Field.

Capt. R.E.M.E.
S.O., R.E.M.E.

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D.M.E. ARMY ADMINISTRATION INSTRUCTION No.13.

R.E.M.E. SITREP.
53 British Liaison Unit.
Period June to July. 8/45

R.E.M.E. SERVICES.

Nothing of major importance occurred during period. Spares situation improved slightly. DAD[illegible] and DADOS visited GRD 1 DIST. and we hope for a further improvement in the near future. Recce of areas DOLCADO and LAIVES by SO REME on June 27 and 29 for new W/s. site was unsuccessful. No suitable accommodation available so they will remain at TRENTO for the time being. The site there is ideal. Called on Arty. LAD, S & T platoon and Main W/s. during period. Supplied DADOS 15 Army Gp. with information and map trace of GERMAN spare part dumps in GRUPPO area.

WORKSHOPS OUTPUT.

Attached.

GENERAL.

The total of 150 captured vehicles we were to hold in the GRUPPO has been reduced to 50. Furthermore we are to hand to GRD 35 JEEPS, which are to be SERVICED in W/s. first. Lt. GORDON despatched to his home near PISA for 8 days leave and SO REME moved to Training Inc. in his place.

MOVES OF UNITS.

NIL.

MOVES OF PERSONNEL.

SO REME to TRENTO.
Lt. GORDON - LEAVE.
Dvr./Mech. - from UK (LIAP).

IMPORTANT VISITS.

SO REME visited:-

ARTY. LAD	-	June 27
MAIN W/s.	-	June 27
S & T W/s.	-	June 29
MAIN W/s.	-	July 1st
DADOS	-	July 2nd
"	-	July 5th

3783

Capt., E.M.E.,
S.O. R.E.M.E.

R.E.M.E. M.F.H.Q. ADMINISTRATION INSTRUCTION NO. 13

R.E.M.E. SECTION
53 British Liaison Unit

Period June 11 to June 24

RECOVERIES

A fairly uneventful period. The major difficulty is still lack of spares. The DADofME visited GHQ 5 Army to obtain permission to indent direct on 557 DOD but was not successful. Tyres, too, are a big problem. The Gruppo are being allowed to hold approx 150 captured enemy vehicles to replace MERs we hope to hold a further 50 or so for spares. They will all be inspected before taken on charge.

The Chief of Staff, "FOLGORE", wants the workshops moved to BOLZANO, but DADofME and myself would like them at BRESSANONE for ease of control. BOLZANO is, however in the centre of the Gruppo sector, so they will move there shortly. Ord, too, go to BOLZANO.

Visited LAD, "MEMO", and was pleased to find the tradesmen fairly efficient and very keen. Discussed the possibility of forming a D & M School in the Gruppo with the C.M.E. Vehicles and skilled personnel seem to be the difficulty here but more of this later.

Collected a 3 ton Bedford from 52 BLL; after changing radiator was Classed. Changed the body of the Training Increment's 15 cwt as it was unsafe. On June 12 DADofME 15 Army Group visited requiring information of dumps of German vehicle spares. Am getting the information for him.

Visited Wksps at TRENTO and straightened a few difficulties out for them. The place is a great deal cleaner now. Am going to visit them every week-end in the future.

WORKSHOPS OUTPUT

To follow

GENERAL

The mail situation is still terrible. Received your MEMO/9A of 13th on afternoon of 22nd along with MEMO /1A/597 of 16th and two instructions of 17th.

The Gruppo are taking off the road 50% of their transport but repairs are out of the question until the spares situation clarifies. All indents are marked "OR" and Red-starred. We are demanding as far in advance as possible but even expendable items are not coming through. Engine demands are being met approx 30%.

MOVES OF UNITS

HHL

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Gruppo with the G.M.C. Vehicles and skilled personnel seem to be the difficulty here but more of this later.

Collected a 3 ton Bedford from 52 BLU; after changing radiator was Classl. Changed the body of the Training Increment's 15 cwt as it was unsafe. On June 12 DADMS 15 Army Group visited requiring information of dumps of German vehicle spares. Am getting the information for him.

Visited Wkspe at TERMO and straightened a few difficulties out for them. The place is a great deal cleaner now. Am going to visit them every week-end in the future.

WORKSHOPS OUTPUT

To follow

GENERAL

The mail situation is still terrible. Received your MMRA/9A of 13th on afternoon of 22nd along with MMRA /1A/597 of 16th and two instructions of 17th.

The Gruppo are taking off the road 50% of their transport but repairs are out of the question until the spares situation clarifies. All indents are marked VOR and Red-Starred. We are demanding as far in advance as possible but even expendable items are not coming through. Engine demands are being met approx 30%.

MOVES OF UNITS

NIL

MOVES OF PERSONNEL

3782

SO MMR moved to HQ BLU.

IMPORTANT VISITS

DADMS 15 Army Group visited - Jun 12
Commander 53 BLU visited - Jun 13
SO MMR visited:-

Wkspe TERMO	-	17 & 18 Jun
DADOS	-	17 Jun
CME "FOLGORE"	-	19 Jun
Commando "TERMO"	-	23 Jun
LAD "		23 Jun
CME "FOLGORE"		24 Jun

Field
CMF

Capt MMR,
SO MMR 53 BLU

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DME [redacted]FH[redacted] ADMINISTRATION INSTRUC[redacted]N NO I3.

REME SITREP

53 B.L.U.

Period May 27th. to June I0th.I945.

REME Services.

Lack of spares as usual is forcing the workshops to hold a large number of vehicles "awaiting repair - spares". The weather during the period has been very warm and humid & a slight fall in production is apparent. We are sited in a rather unfortunate position at the moment - on main Route I2- and we find that quite a lot of time is spent doing Service Station and L of C W/s. work. Consider that a REME Service Station could be well employed somewhere near here. Was asked by the DA & QMG for Inspection Teams for B vehs. to tour the Gruppo - impossible with the amount of work still to be done. The BLU has had all their transport off the road for the past 4 or 5 days owing in the main to accidents. No work has been sent in to 3rd. Echelon during period. Six vehicles awaiting backloading - all 3T.VI.

Workshops Output.

Appendix attached. Period Ist. to 8th.June.

General.

Corporal Storeman - Veh. warned for LIAP; should go about the I4th. At the moment the NAAFI supplies are poor but ordinary rations improving.M.T. spares both for REME transport & Gruppo W/s are beeing chased up and we are applying for permission to indent direct on Base.

Moves of Units.

Nil.

Moves of Personnel.

Nil.

Important Visits.

DDME, Fifth Army visited the SO REME on June Ist.

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Workshops Output.

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Moves of Units.

Nil.

Moves of Personnel.

Nil.

Important Visits.

DDME, Fifth Army visited the SO REME on June Ist.
Gruppo Comander visited W/s. on May 29th.
DADME, Fifth Army visited SO REME on June 8th.
SO REME visited:-
DDME Fifth Army May 28th.
DADOS Folgore Gruppo May 29th.
AMG Trento June 2nd.
Com. 53 BLU June 4th.
" " " " 9th.
RASC platoon " I0th.
C.M.E. 'Folgore' "

3181

Capt. REME.
SO REME.
53 B.L.U.

RW

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DME, [illegible] HQ ADMINISTRATION INSTRUCTION No.13

REME SITREP.

53 B.L.U.
Period to May 27th.1945.

REME Services.

Lack of spares caused Workshops to backload approx 30 vehs. to ~~both~~ 685 Tank Tps.W/shops. & 683 Inf.Tps.W/shops. Both these organisations assisted with their Rec.Secs. These vehs. had been awaiting spares for periods from 2 weeks to 2 months and owing to the usual pressure of work before a move they were backloaded. They have all since been backloaded to IO R.V.P. CERENA by the a/n workshops as they too have moved.

Seven vehicles were sent into W/s. after accidents in the last two weeks.the accident rate in this Group is extremely high.

Luckily the Workshops had a large "expendable" store of POL as on the evening of the 19th. the Group P.Pt. caught fire and we lost some 40,000 galls. of fuel as well as lubricants so it is said.

Workshops Output.

No precise figures are available.

General.

Italian personnel are keen and flow of work appears to be smooth. Workmanship though is not high class as most of the men are not good tradesmen. There is too much free use of transport for entertainment purposes and no system of rotational use for maintenance (Rations etc.). I have suggested this system to the O.C. and also asked him if he could control the use of vehs. for entertainment.

Moves or Intt.

Group commenced to move ex FAENZA area to conc. area W of MANTOVA night of 20th.Workshops, OFP & RASC moveddto FRASSINE E of MANTOVA 21st.-22nd. Transport did not arrive for Training Inc. NEWS so we did not catch up:until PM 25th. by which timt the Group and Services were at TRENTO. The HLU moved ex FAENZA to VILLAFRANCA N: of MANTOVA and have now moved to the BOLZANO area.

Moves of personnel.

Nil.

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we lost some 40,000 gallons of fuel as well as ammunition to the enemy said.

Workshops Output.

No precise figures are available.

General.

Italian personnel are keen and flow of work appears to be smooth. Workmanship though is not high class as most of the men are not good tradesmen. There is too much free use of transport for entertainment purposes and no system of rotational use for maintenance (Rations etc.). I have suggested this system to the O.C. and also asked him if he could control the use of vehs. for entertainment.

Moves of Unit.

Group commenced to move ex FAENZA area to conc. area W of MANTOVA night of 20th.Workshops, OFP & RASC moveddto PRABBINE E of MANTOVA 21st.-22nd. Transport did not arrive for Training Inc. REME so we did not catch up until PM 25th. by which time the Group and Services were at TRENTO. The BLR moved ex FAENZA to VILLAFRANCA N: of MANTOVA and have now moved to the BOLZANO area.

Moves of personnel.

Nil.

Important Visits.

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REME visited the DDME No.I District on the 15th.May for consultation and advice regarding BLR and the possibilities of using 685 T.T.W. as a Third Echelon W/shops as IC Corps. Tps.W/s. were 'on wheels' under 8 Army orders to move.

Captain, REME.

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SITREP FROM EME. BLU.

Weekly - First Sitrep to be rendered within 7 days of arrival of EME in District to -

D.D.M.S. 1 District,

Copy to:- DADME at Area.
" G-1 at BLU.
" DADOS at BLU.

HEADINGS REQUIRED.

1. Wksp and L.A.D. Weekly Output.

	Repaired		Awaiting Repair		B.L.R.	Out of Action (Col 4+5+6)	Remarks.
	1 line	2 line	1 line	2 line			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
'A' Veh							
'B' Veh							
Guns							
Mortars							
Small Arms							
Wireless							
Line Signal Eqpt							
Instruments							
Misc							

Particulars of any repairs required to

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	Repaired		Awaiting Repair		B.L.R.	Out of Action (Col 4+5+6)	Remarks.
	1 line	2 line	1 line	2 line			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
'A' Veh							
'B' Veh							
Guns							
Mortars							
Small Arms							
Wireless							
Line Signal Eqpt							
Instruments							
Misc							

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Particulars of any mods required to make any of the GRUPO eqpt battleworthy, together with statement of action taken to implement them.

2. State of Unit Adm Organisation for Maintenance of M.T. and Eqpt.

3. Progress on RME and AIA Inspections of Veh and Eqpt.

4. Wksp and LAD States.

(a) Important personnel deficiencies by ranks and trades.

(b) Important veh deficiencies by types in Wksps and LADs.

(c) Important Eqpt deficiencies in Wksps and LADs.

(d) Spare parts situation in Units, LADs, Wksps, and OFP (in general terms).

(e) State of organisation and efficiency in Wksps and LADs generally incl ME Hq Staffs.

5.....

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5. Training Increment, RRMS.

(a) Personnel deficiencies by ranks and trades.

(b) Suitability of posted personnel.

(c) Tpt deficiencies.

6. Location of ME Units and LADs.

Changes only after first Sitrep.

7. Important Visits.

(a) From .....

.....

(b) To .....

.....

8. General.

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BEST COPY POSSIBLE

BRITISH ELEMENT
R.E.M.O. FIFTH ( ) ARMY

M[illegible]: Lightning; Year 175

Ref: - RE/E/5559

R.E.M.E. ADMINISTRATIVE INSTRUCTION No. 13

8 Jan 45.

SUBJECT:- Weekly R.E.M.E. Sitrep.

Distribution

REME 13 Corps
Div Mech. E. 6 SA Armd Div.
CREME 8 Ind Div
EME 40 AGRA
REME 62 AA Bde
REME 66 AA Bde
REME 69 Sub Area
REME Florence Command
GC [illegible] Army Tph. Troops.

---

1. In order to comply with REME, [illegible], Adm. Instruction No. 23 of 31 Dec the weekly Sitrep will be rendered by [illegible] addressee as at 1800 hrs. Friday to reach this office on, Saturday of each week, commencing Saturday, 13 Jan 45.

2. These Sitreps will form the basis of the Army Sitrep and it is therefore essential that they are rendered punctually, in the form given in para 4.

3. The information given will be [illegible] concise report of all events of interest and should present an accurate picture of the state of REME Services within the formation.

4. The following headings will be used for uniformity:-

(a) REME Services.
To include items of interest of the unit or fmn. affecting REME services during the week.
w/s w/s Volume

(b) Workshop Output.
This will now be rendered by each unit on the form given in appendix A. General remarks on fluctuations of unit output will be included in this para.
Where the workshop output returns from units cannot be forwarded with the Sitrep, this will be shown as to follow as early as possible. w/s

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to reach this office on Saturday of each week, commencing Saturday, 13 Jan 45.

2. These Sitreps will form the basis of the Army Sitrep and it is therefore essential that they are rendered punctually, in the form given in para 4.

3. The information given will be a concise resumé of all events of interest and should present an accurate picture of the state of REME Services within the formation.

4. The following headings will be used for uniformity:-

(a) REME Services.

To include items of interest of the unit or sub-unit.
Affecting REME services during the week.
w/s w/s Echelons

(b) Workshop Output.

This will now be rendered by each unit on the form given in appendix A. General remarks & fluctuations of unit output will be included in this para.

Where the Workshop Output returns from units cannot be forwarded with the Sitrep, this will be shown as to follow as early as possible. w/s

(c) General

Situation regarding Personnel, unit vehicles and M.T. spares should be included in this para.
Reinforcements Leave Hospital Sandpit Labour w/s

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(d) Moves of Units.

(a) Arrivals
(b) Departures
(c) Changes of locations

(e) Moves of Personnel.

(a) Officers
(b) ORs

(f) Important Visits.

(a) To
(b) From

/To Sheet 2.....

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5. Matters requiring action may be mentioned briefly in the Sitrep, but will form the subject of a separate letter when action is required by this H.Q.

6. This H.Q. letter MI/SU/1/4 of 15 Aug (subject: Sitrep) not to all addressees is hereby cancelled.

(S. CREW) Colonel,
D.D.M.I.

Declassified E.O. 12065 Section 3-402/NSDC NO. 785020

D.D.M.E. BRITISH INCREMENT
REAR HQ FIFTH ARMY

S E C R E T

ME51/12

7 Feb'45.

WEEKLY REMU SITREP

Amendment No.1 to REME Adm Instruction No.13
dated 25 Oct'44

Delete para 1 and substitute :

1. In order to comply with DME Adm Instruction No.23 of 31 Dec'44, a fortnightly Sitrep will be rendered by each addressee as at 1800 hrs on alternate Fridays to reach this office on alternate Saturdays commencing Saturday 17 Feb'45.

The return of Workshop Output detailed in para 4 (b) below, and at Appendix 'A' will show the output for the same period of a fortnight and will reach this office , at the latest, by 1200 hrs on the following Monday.

Matter intended for the Sitrep which was due on 10 Feb'45 will now be included in that rendered on 17 Feb'45.

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as at 1500 hrs on alternate Fridays to reach this office on alternate Saturdays commencing Saturday 17 Feb'45.

The return of Workshop Output detailed in para 4 (b) below, and at Appendix 'A' will show the output for the same period of a fortnight and will reach this office , at the latest, by 1200 hrs on the following Monday.

Matter intended for the Sitrep which was due on 10 Feb'45 will now be included in that rendered on 17 Feb'45.

CLASS! POOR PAGE 53

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(J.F.VAUX) Major for,
Colonel,
D.D.M.E.

Distribution:

Action: DDME 13 Corps.
Div Mech E, 6 SA Armd Div.
CDME 8 Ind Div.
DDME 62 AA Bde.
DADME Florence Command.
MES 10 A.O.R.A.
OC 5 Army Ops Wksp.
OC 679 Lt Rec Soc.

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2009