

785020

ACC

10000/120/4229

TPD/14

Apr. 13, 19

10000/120/4229

TPD/14

Transport(208
237)

Apr. 13, 1944 - May 25, 1945

FO 28

VEHICLE TRANSPORT

TO : TRANSPORT OFFICE, HQ MIA, BOMBAY
 FROM : SAIR LO 54 Area

162
 Date 28-5-45

ID No.	MAKE	TYPE	ODOMETER READING (a)	CLASSIFICATION FOR (Armed AB LOS) (b)	DATES OF LAST 406 Transactions	
					W/SHOPS	SECTION
7 4930408	FORD	15-cwt	30,239	Class 1.	14/5/45	28/4/45
M.5144295	STANDARD	Utility	V.O.R.	awaiting new engine	documents with H.S.	
M/C 888619	Triumph	350.c.c.	4600	Class 1	19/5/45	20/5/45
C 542 5693	"	"	2260	Class 1	24/5/45	5/5/45

- (a) If speedometer is out of order, given estimated mileage since new.
 (b) Only MIA or MIA workshop officers are authorized to classify vehicles.

MIA TRANSPORT

To : - TRANSPORT OFFICER, H. MIA, BOMB

From: MIA LG 52 AREA.

FILE
TRANSPORT
Date 25 4 - 45

ED No.	MAKE	TYPE	ODOMETER READING (a)	CLASSIFICATION (Refer AB 406) (b)	DATE of LAST 406 Inspection	
					W/SHOPS	UNIT
M/C 888619.	TRIUMPH	350cc	4110.	CLASS I	9/4/45.	23-4-45
Z 4930408.	FORD V8.	1500cc	29162.	CLASS I	11/4/45	DUE 27/4/45.
						236

(a) If Speedometer is out of order, given estimated mileage since new.

(b) Only BASC or RBMS workshop officers are authorised to classify vehicles.

25 APR 1945

llmm

MIA TRANSPORT

TO: TRANSPORT OFFICER, H. MIA, ROME

From: MIA TO 52 AREADate: 25 - 3 - 45

WD No.	MAKE	TYPE	ODOMETER READING (m)	CLASSIFICATION (As per AB LOG) (b)	DATE of LAST LOG Inspection	
					W/SHOPS	SECTION
Z 4930408	FORD	15 CWT.	28173.	CLASS B (V.O.R.)	17-3-45	V.O.R. AWAITING NEW ENGINE
M. 5244295	STANDARD	UTILITY	10224	CLASS "B" (V.O.R.)	17-3-45	V.O.R. AWAITING SPARES.
C. 488619.	TRIUMPH	350 C.C.	03641.	CLASS. —	22-3-45	8-3-45

E.L. Munn-Mann
CAPT. RASC.

Lance Fries Subcom H. MIA

(a) If Speedometer is out of order, given estimated mileage 5140 = 5225.

(b) Only RASC or RASC workshops officers are authorized to classify vehicles.

1031

SC

17 Mar 1945

Seen 2/15/45

SUBJECT:- Tpt.

Q. 429/1.

MMIAIO.

148

170114

1. Ref your letter TED/14 of 11 Mar the question of maintenance for the vehs on charge to you has been carefully investigated and a detailed report has been submitted by the Workshops concerned, a copy of which is att for your infm.

2. It will be noticed that the report, produced from Workshop records, presents a very different picture from that outlined in your letter under reply. New engines for vehs and spare parts such as are required for the MC are not normally kept in stock here, with the result that they have to be obtained through the normal channels. Attention is also drawn to the fact that the Ford 15 cwt is reported by Workshops as having been allowed to run for several hundred miles beyond the period at which the engine oil should have been changed, a matter which is the responsibility of the unit which holds the veh on charge.

3. In the meantime it is understood you have made your own arrangements for Workshop maint of your vehs in future to be handled by REME, in which case RASC Workshops should now be requested to cancel any indents that may be outstanding on your behalf.

234

CMF.
17 Mar 45.
PEM/AMcF.

Copy to ST.

REME.

[Signature]
Lt. Col.
AA & QMG.
52 Area.

SUBJECT:-

Unit Transport MIA LO

A/Q

HQ 32 Area
Tele 2275
ST/172/ 9

15 Mar 45

1.

This matter has been investigated and the following facts are brought to notice.

Reference is made to your Q 429/1 of 12 Mar 45.

(a) STANDARD CAR 2 Str 4 x 2 No. 5244295

(i) The only record of this vehicle having been taken to Static Workshops for dynamo trouble was when it was taken there by Major MURCELL before the vehicle had been affiliated for maintenance to that W/shop. On this occasion, the vehicle was in workshops for about twenty minutes and the dynamo was not removed.

(ii) The vehicle was in workshops for engine repairs on 13 Feb 45, and completed on 16 Feb 45. The trouble on this occasion was found to be a faulty small end and the vehicle was not V.O.R. The driver did call at W/shops and was told that a replacement engine had been demanded but the car was still alright for local details. If this vehicle has become V.O.R. since that date no information to that effect has been passed to the W/shops.

(iii) The information which appears to have been given by 304 Coy RASC (Arty), who are parent unit for Static Workshops in East Italy, that a HLR certificate may be given after a vehicle has been VOR for 28 days for a replacement engine is in accordance with the latest instructions.

(b) TRIUMPH W/C No. 888619

A spring for the front brake of this W/C was placed on indent immediately the part was required, but there has not yet been sufficient time for it to have been collected from Ordnance.

233

(c) FORD 15 cwt Truck G.S. No. 4930408

(i) This vehicle was first brought into the Static Workshops on 3 Feb 45 for initial inspection. The vehicle had then completed 22,790 miles.

(ii) The vehicle documents show that prior to this date the vehicle had had no inspection or W/shop attention since 10 Dec 44. During the interim period it had covered 3,552 miles and had been allowed to run several hundreds of miles beyond the period at which the engine oil should have been changed.

(iii) The AB 406 for this vehicle contains remarks by another

Major MURKIN before the vehicle was brought to the workshop. On this occasion, the vehicle was in workshops for about twenty minutes and the dynamo was not removed.

(ii) The vehicle was in workshops for engine repairs on 13 Feb 45, and completed on 16 Feb 45. The trouble on this occasion was found to be a faulty small end and the vehicle was not V.O.R. The driver did call at w/shops and was told that a replacement engine had been demanded but the car was still alright for local details. If this vehicle has become V.O.R. since that date no information to that effect has been passed to the w/shops.

(iii) The information which appears to have been given by 304 Coy RASC (Arty), who are parent unit for Static Workshops in East Italy, that a M/R certificate may be given after a vehicle has been VOR for 28 days for a replacement engine is in accordance with the latest instructions.

(b) TRIUMPH W/C No. 888612

A spring for the front brake of this W/C was placed on indent immediately the part was required, but there has not yet been sufficient time for it to have been collected from Ordnance.

233

(c) FORD 15 cwt Truck G.S. No. 4230408

(i) This vehicle was first brought into the Static Workshops on 3 Feb 45 for initial inspection. The vehicle had then completed 22,790 miles.

(ii) The vehicle documents show that prior to this date the vehicle had had no inspection or w/shop attention since 10 Dec 44. During the interim period it had covered 3,552 miles and had been allowed to run several hundreds of miles beyond the period at which the engine oil should have been changed.

(iii) The A3 406 for this vehicle contains remarks by another workshop and by the unit concerned such as "Requires lubrication" and "Lubrication Fair".

(iv) An officer from the unit called at this office and stated that the vehicle was VOR in the workshops for rear axle trouble and investigations were made by telephone. It was found then that the vehicle was undergoing engine repairs and the officer actually spoke to his driver from this office after which he said that he was sorry but he had been mistaken and had misunderstood the drivers' story.

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- 2 -

2.

It is suggested that the drivers' stories have been taken as the basis of the letter which you have received without any attempt to check the facts.

3.

Actually, engines are on demand for both the Standard and Ford vehicles, and everything possible has been done to keep them on the road, until such time as replacement assemblies are available. Vehicles show little evidence that the unit which has them on charge is taking proper measures to ensure correct maintenance. Their interest is shown when the vehicle is run off its' feet.

4.

In conclusion, it might be mentioned that the maintenance of MMIA vehicles is not an RASC Workshop commitment but that the work was undertaken in the first place for the MMIA IO previously with this Area, who asked to be affiliated to the Workshops because he complained that he could not get prompt repairs from other workshops in the Area.

Handwritten signature

Field
GP

Lt Col
ADST

SUBJECT:- Unit Traf. Port- MIALO 52 Area.

1148
Liaison Officer,
Land Forces Sub Comm,
A.C. (MFLA),
c/o 52 Area.
Ref:- TPD/14.
Date :- 11 March 46.

1148
To:- HQ 52 Area.

Copy to:- Land Forces Sub Commission A.C. (MFLA). ROME.

1. The vehicles assigned to MIALO 52 Area are :-
(a) Standard P.U. No 5244295 for Maj MURCELL MIALO St Andrews Camp.
(b) Ford 15 cwt No 4930408 for Capt MONCK-MASON L.O. 52 Area.
(c) Triumph M.C. No 888619 for S.M. TUDOR W.O. 1/c Port Det and Bulk Depot.

2. For over one week now all the vehs have been off the road for reasons which will be given below.

3. Standard P.U. No 5244295.

(a) This vehicle has now done ten thousand miles and has run exceedingly well, giving us only slight trouble when first we took it over.

(b) About a month ago we had trouble with the dynamo which was not charging. The veh was taken into Static Workshops for attention and after a couple of hours work the dynamo was made to work satisfactorily. After a couple of days we had similar trouble with the dynamo which suddenly grew worse. The next day the veh would not go at all. We were towed into RME and when the dynamo was again removed it fell apart. It had obviously not been put together properly by Static Workshops.

(c) About three weeks ago we noticed a strange knocking in the engine, which in no way affected the running or the speed of the vehicle. It was taken into Static Workshops who, after five days work on it, having removed the cylinder-head and worked the pistons passed it out as road-worthy. A journey to BARI was undertaken fairly satisfactorily though the car was not pulling as well as it had been previously. Two days later it would only move at a considerably reduced speed in third gear, and the knocking from the engine was definitely worse than it had been in the original instance. The next day the car would hardly go at all.

(d) When taken into Static Workshops once again the dvr was informed that the W.S. had put in for a new engine which would be fitted as soon as available.

(e) Today, fifteen days later, I am informed by 304 Coy RASC that standard new engines are NOT available as there are none in the country. I am also informed that after twenty eight days I may put...

1036
Declassified E.O. 12065 Section 3-402/NHDC No. 785020

(c) Triumph M.C. No 888619 for S.M. TUDOR W.O. i/c Port Det and Bulk Depot.

2. For over one week now all the vehs have been off the road for reasons which will be given below.

3. Standard P.U. No 5244206.

(a) This vehicle has now done ten thousand miles and has run exceedingly well, giving us only slight trouble when first we took it over.

(b) About a month and a half ago we had trouble with the dynamo which was not charging. The veh was taken into Static Workshops for attention and after a couple of hours work the dynamo was made to work satisfactorily. After a couple of days we had similar trouble with the dynamo which suddenly grew worse. The next day the veh would not go at all. We were towed into RMR and when the dynamo was again removed it fell apart. It had obviously not been put together properly by Static Workshops.

(c) About three weeks ago we noticed a strange knocking in the engine, which in no way affected the running or the speed of the vehicle. It was taken into Static Workshops who, after five days work on it, having removed the cylinder-head and worked ²⁹³¹ the pistons passed it out as road-worthy. A journey to BARI was undertaken fairly satisfactorily though the car was not pulling ~~as well as it~~ had been previously. Two days later it would only move at a considerably reduced speed in third gear, and the knocking from the engine was definitely worse than it had been in the original instance. The next day the car would hardly go at all.

(d) When taken into Static Workshops once again the dvr was informed that the W.S. had put in for a new engine which would be fitted as soon as available.

(e) Today, fifteen days later, I am informed by 304 Coy RASC that Standard new engines are NOT available as there are none in the country. I am also informed that after twenty eight days I may put in for a new engine car which will mean, by the time I get a new car that I shall have been without one for a month and a half if not more. And as we depend entirely on our vehs in order to carry out our various jobs, being liaison officers, you will realise that we consider the present state of affairs to be extremely unsatisfactory.

4. Ford 15 cwt No 4930408.

(a) Today we have been informed by Static Workshops that this vehicle, too, requires a new engine.

(b) It was admitted into Static Workshops on 3 March for Routine W.S. inspection, and remained there until the afternoon of 10 March.

During that time it had been de-coked for compression, and the dynamo and hand-break were adjusted. The radiator had also had a small crack repaired, and the clutch pedal was adjusted. Within an hour and a half the veh was back in W.S. with petrol pump trouble and the dynamo was not charging and still knocking. In removing the dynamo for further inspection the spindle was split and rendered U/S. The following day the dynamo was replaced and a new petrol pump fitted, and the vehicle was taken out on test. It required to be towed to be started and eventually it returned to W/S. It is understood the Sgt i/c test then stated that condition and performance of the engine was worse than when the veh first entered shops, MM then stated that a new engine would have to be fitted.

5. Triumph MC No888612.

This veh is in W.S. with broken main front spring and has been there for over a week. It is not known when a new spring will be found for it.

6. In the meantime we are without transport and by the look of things are likely to remain so for some time to come. It is requested therefore that you look into the matter and advise us as to what we should do. I would welcome with relief disassociation from Static Workshops and would greatly prefer having the detachment vehs on the strength of a REPAIR Workshops from whom we have always had excellent service before coming to TARANTO. Also we would appreciate the loan of a veh until such time as we are again ourselves roadworthy.

(C. F. MURCELL)
MILIA, TARANTO.

230

1038

785020

TO: TRANSPORT OFFICER, HONOLULU, HAWAII
FROM: VIA TO TARANTO

(140)

file 100/14

Date 25-2-45

ED No.	MAKE	TYPE	ODOMETER READING (a)	CLASSIFICATION (ASPER AB LOG) (b)	DATE OF LAST 400 Inspection Platoon / W/shops.
5244295	12 HP. STANDARD	UTILITY	9820	CLASS B.	14-2-45 28-1-45
4934408	FORD	15 CWT.	28016	CLASS B.	16-2-45 3-2-45
888619	TRIUMPH M/C 350 cc.	M/C 350cc	3221		13-2-4 1-2-45

(a) If Speedometer is out of order, given estimated mileage since rev.
(b) Only RAGD or ARW workshops officers authorized to classify

L. O.
H. M. I. A.
TARANTO
25 FEB 1945

229

S/Oc.

Capitolo - base -

UFFICIO AL. FONDO DI COMMISSARIATO MILITARE
CENTRE

TARANTO

n. 1177 di prot.

Taranto, 11 17 febbraio 1945

17/14

AL MINISTERO DELLA GUERRA - D.G.S.C.M.

- Divisione Sussistenza -

2. per conoscenza

AL COMANDO TERRITORIALE DI BARI

- Direzione di Coma/to

AL COMANDO TERRITORIALE DI BARI

- Direzione Automobilistica

L.O. LAND FORCES SUB COMMISSION A.C.

(M.M.I.A.) - c/o Rq. 52 Area

AL IX BIS DEPOSITO GENERALE VIVIERI

(Rif. f.n. 6236/12 del 16 c.m.)

P.M. 1800

BARI

BARI

TARANTO

OGGETTO: Automezzi in dotazione a questo Ufficio e al dipendente Deposito Centrale.

I 2 automezzi in dotazione al dipendente IX Bis Deposito Centrale Vivieri, sono quasi sempre in condizione di assoluta o limitata inefficienza, e, pertanto, inadeguati all'importanza del servizio cui sono adibiti, quale il trasporto della manovalanza civile della Montecatini e Mottola e viceversa, i collegamenti tra la Montecatini e Taranto, i quotidiani movimenti di derrate dai magazzini ai vagoni e da questi ai magazzini.

Finora ad è riusciti ad assicurare la continuità del servizio con l'aiuto del locale Comando di Presidio che, avendone la possibilità, ha fornito automezzi e lubrificante, ma adesso, che nessun ente in Taranto è disposto - per indisponibilità - a venire incontro alle esigenze del Deposito Centrale, la crisi è giunta al punto da chiedere l'adozione dell'unico provvedimento radicale possibile: la sostituzione dei due automezzi con altrettanti in condizioni di perfetta efficienza.

La riparazione infatti di quelli attualmente in dotazione, oltre ad intralciare notevolmente i movimenti durante il periodo di assenza degli automezzi, non risolverebbe il problema che per una durata assai limitata, prevedendosi nuovi guasti in un non lontano avvenire.

Lo stato attuale degli autocarri è qui appreso descritto:

L'autocarro "Ceirano", dopo una laboriosa riparazione ad una baletta ed al ventilatore, fatta con mezzi di fortuna, soltanto 241 ha ripreso servizio dando poco affidamento sulla durata della sua efficienza; l'autocarro "Isotta Fraschini" invece, ritornando stamane da Mottola, ha subito un'averia grave, che consiste nella perdita dell'anello semi-pneumatico alla ruota anteriore sinistra, per cui richiede il cambio delle 2 ruote anteriori.

Questo Ufficio, come più volte rappresentato, ha anch'esso in dotazione due automezzi; una "Citroen 500" inefficiente a causa della inefficienza e mancata sostituzione delle camere d'aria e coperture molto spese

BARI

L.O. LAND FORCES SUB COMMISSION A.C.
(M.M.I.A.) - o/o HQ. 52 Area
AL IX BIS DEPOSITO GENERALE VIVERI
(Ris.f.n. 6236/12 del 16 c.m.)

TARANTO

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Finora si è riusciti ad assicurare la continuità del servizio con l'aiuto del locale Comando di Presidio che, avendone la possibilità, ha fornito automezzi e lubrificante, ma adesso, che nessun ente in Taranto è disposto - per indisponibilità - a venire incontro alle esigenze del Deposito Centrale, la crisi è giunta al punto da chiedere l'adozione dell'unico provvedimento radicale possibile: la sostituzione dei due automezzi con altrettanti in condizioni di perfetta efficienza.

La riparazione infatti di quelli attualmente in dotazione, oltre ad intralciare notevolmente i movimenti durante il periodo di assenza degli automezzi, non risolverebbe il problema che per una durata assai limitata, prevedendosi nuovi guasti in un non lontano avvenire.

Lo stato attuale degli autocarri è qui espresso descritto:

L'autocarro "Ceirano", dopo una laboriosa riparazione, una balestra ed al ventilatore, fatta con mezzi di fortuna, soltanto ha ripreso servizio dando poco affidamento sulla durata della sua efficienza; l'autocarro "Isotta Fraschini" invece, ritornando stamane da Mottola, ha subito un'averia grave, che consiste nella perdita dell'anello semi-pneumatico alla ruota anteriore sinistra, per cui richiede il cambio delle 2 ruote anteriori.

Questo Ufficio, come più volte rappresentato, ha anch'esso in dotazione due automezzi; una "Gilera 500" inefficiente a causa della instabilità e mancata sostituzione delle camere d'aria e coperture molto spesso rattoppate a vulcanizzate; una "FIAT 500" in sostituzione della "Gilera", assegnata sulla carta, ma praticamente giacente a Lecce presso il Campo Seta e Contumacia n. 2. Ente cedente, in quanto non in condizioni di poterla "motu proprio" spostare da Lecce a Taranto.

Il Comando Territoriale di Bari - Pirez. Automobiliistica - ha fatto conoscere di non disporre di coperture per l'autovettura in argomento, e, nello stesso tempo, ha dato incarico allo scrivente, di indicare lo ente civile o privato disposto a venderle, per procedere all'acquisto.

Lettera 144

18 FEB 1945

1041

785020

1.1.1.

Lo scrivente in mille modi si è interessato per concretare detto acquisto me, come prevedibile, sempre con esito negativo.

Si prospetta pertanto una soluzione per mettere questo Ufficio in condizione di poter esercitare una maggiore vigilanza sui propri Magazzini dislocati in diverse province della Puglia: la requisizione di un automezzo civile italiano in perfetta efficienza e che dia affidamento di durata nel servizio.

IL CAPITANO COMANDANTE CAPO UFFICIO INT.
(VISA TURI)



MMIA TRANSPORT

To:- TRANSPORT OFFICER, HQ MMIA, ROME

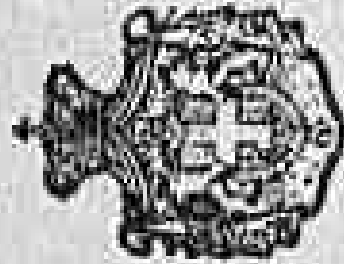
From:- MMIA LO 52 8858Date 26-1-45

WD No.	MAKE & TYPE	ODOMETER READING	MILEAGE DONE SINCE 25TH OF LAST MONTH.	DATE OF LAST 406 MONTHLY INSPN.	REPLACEMENT REQD IF VEH IS V.O.R.
888619	TRIUMPH M/Cycle	02620.	695	3-1-45	—
M.5224295	STANDARD UTILITY	8945	1566	19-1-45	22.
E.4930408	FORD 15 cwt Truck	26149.	MILEAGE FROM 4/1/45 To 25/1/45 1581	10-12-44	

(+ If Speedometer is out of order, give estimated mileage since new)

L. C.
TARANTO
E. L. Mmeson
Capt.
R.A.S.C.

SD/de



COMANDO TERRITORIALE DI BARI
COMANDO MILITARE DELLA PUGLIA E LUCANIA
Direzione Automobilistica
VERBAIO

N. 03/105/Autdi prot. Bari, 11 10 gennaio 1945
Risposta al foglio del 14/12/44 N. 4496/5/Balleg. N.
OGGETTO:- Carburanti. =

Al **COMANDO 5019 ENTRACIONE SICUREZZA E GUARDIE**
e, per conoscenza :-
ALLA R.M.I.A. L.O. C/O 52^a AREA
(Rif. fo 57/22 del 22/12/44 AREA LO)
AL COMANDO PRESIDIO MILITARE R.M.
(Rif.fo 5489 del 6/1/45)

= **TARANTO** =
= **TARANTO** =
= **TARANTO** =

Le assegnazioni mensili di carburanti e lubrificanti vengono effettuate in base ai quantitativi concessi dal Ministero della Guerra - Direzione Generale della Motorizzazione - e, in conseguenza, questo Comando deve accertare tutte le richieste inoltrate dagli enti e reparti dipendenti.

Le aliquote di c. e l. fissate come assegnazione massima giornaliera con la circolare n° 23459/23/M in data 12/10/44 del Ministero della Guerra - Direzione Generale della Motorizzazione -, trasmesse da questo Comando con allegato n° 03/4481/Aut. in data 19/10/44 devono intendersi soltanto come "dati base", ovvero orientamento, per la compilazione delle richieste.

Nell'attuale momento, più che mai, il consumo dei carburanti deve essere improntato ai criteri della più rigida economia; abbinare i servizi usando gli automezzi a pieno carico, si da ottenere il massimo rendimento, e soltanto in caso di effettiva necessità; quando è possibile l'autorezo deve essere sostituito da altro veicolo che non importi consumo di carburante.

Eventuali richieste suppletive di carburanti e lubrificanti dovranno essere inoltrate ai competenti organi militari italiani e potranno essere prese in esame soltanto nel caso di un considerevole aumento di chilometraggio o per far fronte a servizi di carattere straordinario e imprevisto.

Al COMANDO 5019 SATTAGLIONE SICUREZZA E GUARDIE

e, per conoscenza:-

ALLA M.M.I.A. D.O. C/O 52° AREA

(Rif. n° 93/22 del 22/12/44 AREA LO)

Al COMANDO PRESIDIO MILITARE R.M.

(Rif. n° 6485 del 6/1/45)

= TARANTO =
= TARANTO =
= TARANTO =

Le assegnazioni mensili di carburanti e lubrificanti vengono effettuate in base ai quantitativi concessi dal Ministero della Guerra - Direzione Generale della Motorizzazione - e, in conseguenza, questo Comando deve accertare tutte le richieste inoltrate dagli enti e reparti dipendenti.

Le aliquote di c. e l. fissate come assegnazione massima giornaliera con la circolare n° 20450/23/W in data 12/10/44 del Ministero della Guerra - Direzione Generale della Motorizzazione, trasmessa da questo Comando con allegato n° 03/4461/Aut. in data 19/10/44 devono intendersi soltanto come "dati base", ovvero orientamento, per la compilazione delle richieste.

Nell'attuale momento, più che mai, il consumo dei carburanti deve essere improntato ai criteri della più rigida economia: abbinare i servizi usando gli automezzi a pieno carico, si da ottenere il massimo rendimento, e soltanto in caso di effettiva necessità; quando è possibile l'autorezzo deve essere sostituito da altro veicolo che non importi consumo di carburante.

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d'ordine

IL SOTTOCAPO DI STATO MAGGIORE
(Ten.Col. Ugo Bianchi)

Ugo Bianchi

MERM V MAED NR 290 QVR 3
FROM MMIA LO 54 AREA 201530 A
TO TERRITORIAL HQ BARI
RPTD MMIA .1 MMIA LO 52 AREA
QQX

AQ/71 ~~RESTRICTED~~ . UNDER MMIA AUTHORITY ALL
SERVICEABLE HEAVY LORRIES
IN MESSAGE VEHICLE PARK NOT
RPT NOT REQUIRED FOR
ESSENTIAL MAINTENANCE

OF UNIT WILL BE BROUGHT TO BARI FORTHWITH
AND ASSIGNED TO 147 AUTO
REPARTO . REPORT VEHICLES WITHDRAWN
UNDER ABOVE AUTHORITY EARLIEST

BT 201800

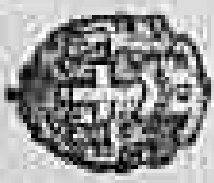
RPTN 290 3 54 201530 52 71 147 AUTO REPARTO
WPQIPP

JRL B1



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225

09/12/92
JRM



Comando Militare della Calabria
DIREZIONE AUTOMOBILISTICA

I^a Sezione A.

Prot. N. AU/92/I^a A. Allegati =

Risposta al foglio del =

N. =

TARANTO

OGGETTO: Autocarri RE. recuperati dalla Ditta CAMOLI di Cosenza e requisiti del Comando Alleato di Camigliatello Bianchi.-

uu uu uu

La Ditta CAMOLI & ROVITO di Cosenza aveva in possesso n. 3 autocarri militari provenienti da recupero, dei quali non è stata regolarizzata la posizione: -

- Ford V/8 senza numero di targa, ^{di} motore e telaio
- Lancia RU 89 senza numero di targa - motore 3062-telaio 264704
- Fiat 666 - CS. 3582 - motore 000522 - telaio 000512.-

Il 19 settembre 1944 il Comando Alleato di Camigliatello Bianchi requisiva detti autocarri alla Ditta Camoli e li assegnava al Distaccamento M.M.B.OS. che, con autisti militari, erano adibiti al trasporto legname.-

L'Ufficiale di Collegamento della M.M.I.A. presso III^o Distretto Napoli, al quale questa Direzione si era rivolta per ottenere l'autorizzazione ad assumere in carico detti autocarri, pur continuando a prestare servizio presso la Sezione M.M.B.OS., ha risposto con telexcritto in data 2.12.1944 di rivolgere la suddetta richiesta a còdesto Ufficio.-

Ciòstante si prega ^{disporre} autorizzare il 294^o Autoreparto Leggero "A.A.", dal quale dipende la M.M.B.OS., di prendere in carico detti autocarri, lasciandoli per l'impiego alla M.M.B.OS.-

Si noti che detti automezzi figurano ^{confinati} negli specchi

Catanzaro, 11/10 settembre 1945

AV LIASON OFFICIER LAND FORCES

SUB COMMISSION A.C. M.M.I.A.

nn nn nn

La Ditta CAMOLI & ROVITO di Cosenza aveva in possesso n. 3

autocarri militari provenienti da recupero, dei quali non è stata

regolarizzata la posizione : -

- Ford V/8 senza numero di targa, ^{di} nel motore e telaio
- Lanciae RO 89 senza numero di targa - motore 3062-telaio 264704
- Fiat 666 - CS. 3582 - motore 000522 - telaio 000512.-

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Ciostante si prega autorizzare il 294° Autoreparto Leggero "A.A.", del quale dipende la M.M.B.CS., di prendere in carico detti autocarri, lasciandoli per l'impiego alla M.M.B.CS.-

Si noti che detti automezzi figurano ^{compresi} negli speconi del censimento automezzi del 294° Autoreparto trasmesso a questo Ufficio.-

Si provvederà in secondo tempo a fornirli della targatura militare.-

d'ordine
IL CAPO DI STATO MAGGIORE
(Colonnello Enrico Duranti)

Enrico Duranti

SUBJECT: 501 Guard Battalion - Transport

HQ 52 Area CAP
2 85

MITA LC

14 Jan 45

Copy to: 501 Guard Battalion (conversation Captains PAVI - SALOMONE
on 14 January refers)

Italian Liaison Section

1. It is desired to draw your attention to the serious position of 501 Guard Battalion as regards transport.

2. This unit provides guards on military installations in 52 Area and in addition to its main barracks located at Caserma Rossari OIA PARNITO, has detachments of company strength at CINO, HESCHE, and "P" Company, St Andrews PW Camp.

3. When the unit was converted to a guard battalion, the following transport was allotted

Lorries - Italian small	2
bicycles	5

Of the lorries, one is permanently off the road as it cannot be repaired and the other is quite unreliable as it is more often off than on the road. The five bicycles cannot be repaired because of lack of spare parts.

4. It will be appreciated that the efficiency of the unit must suffer on account of this complete lack of transport.

5. If this unit has provided transport on certain occasions for specific duties but are not able to allot vehicles permanently.

6. As the HQ for Italian Guard Battalions as laid down in AFM letter AG 091.741 dated 5 November 1944 allows for five lorries for each battalion to be provided from Italian sources, you are requested to take this matter up with the Italian military authorities with a view to obtaining transport for this unit.

223

W. Daniel

TOP/30

TOP/30

2. This unit provides guards on military installations in 52 Area and in addition to its main barracks located at Caserma Nonsarol Old TARMAC, has detachments of company strength at GHILO, HEMMEL, and "B" Compound St Andrews PW Camp.

3. When the unit was converted to a guard battalion, the following transport was allotted

Lorries - Italian small	2
bicycles	5

Of the lorries, one is permanently off the road as it cannot be repaired and the other is quite unreliable as it is more often off than on the road. The five bicycles cannot be repaired because of lack of spare parts.

4. It will be appreciated that the efficiency of the unit must suffer on account of this complete lack of transport.

5. ST this HQ has provided transport on certain occasions for specific duties but are not able to allot vehicles permanently.

6. As the HQ for Italian Guard Battalions as laid down in AMIC letter AG 091.711 dated 5 November 1944 allows for five lorries for each battalion to be provided from Italian sources, you are requested to take this matter up with the Italian military authorities with a view to obtaining transport for this unit.

223

W. Daniel.

Mag
CS

Subject: SOICd En - Transport.

To: MEMO A

Copy of a letter received from 52 Area G Branch is forwarded for your action. You will no doubt issue requisite instructions to the commander of WTA for the replacement of the vehicle if these cannot be repaired.

TPD/14.

COMANDO 501° BATTAGLIONE S.S.G.

Copy one

No 230/5/A di prot.

Taranto 15/1/1945

Oggetto: automezzi e biciclette.

ALL' M.M.I.A. - L O di

= TARANTO =

Si forniscono le informazioni richieste telefonicamente da codesto Ufficio.

PER LE BICICLETTE:

parti di ricambio occorrenti perchè siano rimesse in perfetta efficienza:

Camere d'aria.....	N° 8
Coppertoni.....	" 8
Tappi per freni.....	" 20
Valvole a pressione.....	" 4
Scatti liberi.....	" 2
Raggi.....	" 107
Gomme per pedali.....	" 16
Pedali.....	" 2
Coni.....	" 4
Lucchetti.....	" 3
Cerchioni.....	" 1
Pompe.....	" 3
Pezze per riparazioni gomme.....	" 40
Mastice.....tubetti.....	" 4
Carta vetrata.....fogli.....	" 4
Borse con accessori.....	" 4
Fanali.....	" 4
Campanelli.....	" 3

Le biciclette in carico alla data di oggi sono 4 poichè la quinta è stata versata essendo ormai inservibile.-

Delle parti di ricambio elencate sopra alcune sono indispensabili per il funzionamento delle biciclette ed altre necessarie per la perfetta efficienza delle medesime.-

PER LE DUE AUTOCARRETTE:

Si ritiene opportuno allegare in copia un elenco delle parti di ricambio e delle riparazioni necessarie inviato al Comando Militare della Puglia e Lucania in data 6/12/1945. Con il foglio di trasmissione di detto elenco si chiedeva al Comando ora citato che volesse prendere in considerazione lo stato delle due autocarrette del Btg. e predisporre la loro riparazione oppure il versamento di esse con la sostituzione relativa. Essendo troppo rilevante entità tali riparazioni, è stato predisposto il versamento, però le autorità italiane non hanno ancora preso le misure per l'assegnazione al Btg. di altri automezzi, per deficienza di essi.

ALLEGATI: 1



IL COMANDANTE DEL BATTAGLIONE

Ten. Col. Ugo Spinetta

16 JAN 1945

AUTOCARRETTA SPA L. 39 R.E. 67746

Il Materiale e le riparazioni sottoelencate sono necessarie per far muovere l'autocarretta:

camicie cilindriche (nuove).....2
pistonni completi di anelli nuovi.....2
bronzine bielle.....1
bronzine banco.....2
sottocoppa.....1
magnete.....1
candele.....4
lampade per fanali 6 volts.....2
corona per differenziale.....1
pignone.....1
cuscinetto per pignone.....1
tettifici colli albero; motore.....1
balestra.....1

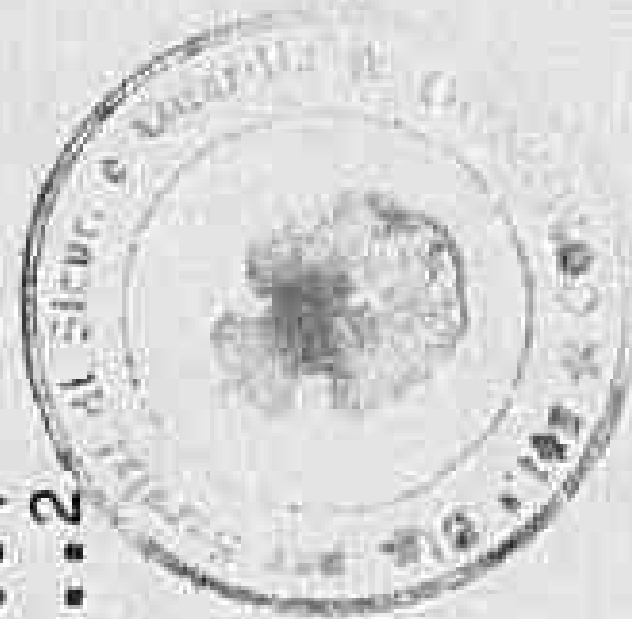
il materiale e le riparazioni sopra elencate sono necessari per mettere la stessa autocarretta in perfetta efficienza:

camicie cilindriche nuove.....2
pistonni completi e anelli nuovi.....2
bronzine bielle.....2
bronzine banco.....1
manicotti di gomma circolazione acqua //.....1
vetri per fanali.....2
cristallo parabrezza.....1

AUTOCARRETTA SPA L. 39 R.E. 67751

Riparazioni da eseguire, perchè il materiale di cui sotto è logoro e la macchina rende pochissimo con grande consumo di olio:

camicie cilindriche nuove.....4
pistonni completi di anelli nuovi.....4
bronzine per bielle nuove.....4
bronzine per banco nuove.....3
cinghia ventilatore.....1
lampada per fanale 6 volts.....1
vetri per fanale.....2



Subject:- Vehicles Maintenance.

To: ST 52 Area

(110)
Liaison Officer
Land Forces Sub Comm. A.C.
(M.M.I.A.)
c/o HQ 52 Area
TPD/14

Will you please affiliate to Static w/s
my Standard Utility, ID No. 5244293. (Tel. conversation
of even date, Major SHEKHAN - Capt. CRAWFORD refers).

26 Dec 14

Jones
(C.F. MURCELL)
Major G.S.
WMIA LO TORONTO.

220

97

MILA TRANSPORT

To:- TRANSPORT OFFICER, HQ MILA, ROME

From:- MILA LO 52 AREADate. 25-11-44

WD No.	MAKE & TYPE	ODOMETER READING +	MILEAGE DONE SINCE 25TH OF LAST MONTH.	DATE OF LAST MOG MONTHLY INSPN.	REPLACEMENT REQD IF VEH IS V. O. R.
5643183	Fiat 1500	Kilometres 41990	Kilometres 2688	28-10-44	
888619	Triumph H/Cycle 250.cc	1178	1047	13-10-44	

219

(+ If Speedometer is out of order, give estimated mileage since new)

Subject:- Tnt.

To: ST 52 Area

MIA. DO. 82
c/o HQ 52 Area

TED/14

RRR/19 Triumph

The a/m motor-cycle has just been received
by me. May it please be affiliated to Static W/S
TAPANTO with my other two cars?
It ^{was} initially inspected in W/S on 13 Oct 44.

24 Oct 44

Wase
Cent. R.A.S.C. 21
Senior Liaison Officer - TAPANTO

THIS VEH HAS HAD A W/S
ALL SERVICES INSPECTED
List of Stores, Plant, Tools, Instruments, &c.

Issued to
Requisitioned by } 11 M 1A TAPANTO
From Sgt. Hughes 11 M 1B Date 21/10/44

Index (or Cat.) No.	Designation	Quan- tity
1x	Triumph M/cycle C 888614 in good Running order	
1x	Complete Ket Tools.	
1x	AB M12.	
1x	AB 400 [REDACTED]	
NOTE		
This machine is NEW and requires running in.		
30 MPH for 500 Miles.		

217
Signature

Rank Date

Subject: Transport

W.M.I.A. L.O.

To: MMIA Med. L.O. TARANTO

c/o H.Q. 52 Area

TED/14

Herewith:-

- (1) 15 cwt Dodge, WD No. 482409
- (2) Its dvr. MICHELE MINARDI, of 624 Via Salinella, TARANTO
- (3) Its AB 412
- (4) A sufficient supply of AFG's 3518 to last you several weeks

HQ has not sent AB 406 vet. When completed, the work tickets should be sent to HQ. Next date for W/S Inspection is 27 Oct. Driver should on that date report with overalls, AB's 412 and 406, at 0800 hrs at W/S.

1 Oct 44.

Wung Cent. R.A.S.C.
Senior Liaison Officer- TARANTO.

8
216

Subject:- Tot.

MMIA Fort L.O.
TARANTO

MM/TAR/14

23

To : A D S T, MMIA.

Refee your ST/98/2 :

- (a) AUSTIN 10 P.U.
- (b) IC 223989
- (c) M 5193
- (d) Medium : is about
receive a reconditioned
engine, in lieu of
decarbonising.

W.D. N° 5289241

- Fiat 1500 CC Saloon
(Requisitioned)
- (Car at present at HQ
-)
- (With Cent. FREELAND.
-)
- Good - but needs two new
valves exhaust.

W.D. N° 5643183

8 Aug. 44

WMA C
Cent. R.A.S.C.

Subject:- Re-distribution of Vchs

19
Army Sub Commission A.C.C.
Main HQ (MIA)
LIECHT. (LIGGE)
AC/5/1

9 Jul 44

ST MIA

1. There is a temporary shortage of vchs, until those authorised on MIA/241/1 as amended, have been drawn. Consequently, it is necessary to make a re-adjustment of vchs to meet an emergency.
2. The Italian Medical Depot at TARANTO is now functioning and two Medical Liaison Officers will be based on TARANTO.
3. It will be necessary therefore for the two cars now at TARANTO to be pooled for the mutual benefit of all, and not be allotted to individual offrs, until further transport becomes available.

JB/jrp

J. & G.
Army Sub Comm A.C.C.

Copy to:- MED MIA
MIA Port Det, TARANTO —
MIA MED L.C., TARANTO

Subject:- W.D. Number

Port Liaison Officer
M.M.I.A.

He Quarters, 52 Area.

Tele:- 2202 2612 2206

Ref:- 08/ 613 (35)

11. May 1944

(12)

Car Fiat Regd. No. NA 2-6053 has now been allotted the following
W.D. Number:-

5643183

Will you please arrange to have this painted on front and
rear.

In the field.
GR/EC

Antony
213
Lt. Col.
A.D.O.S.
52 Area.

Subject:- Requisitioned Cars

Lt. Crawford M.M.I.A.

(4) HQ. 52 Area.

Tele:- 2202

2812

2206

Ref:-602/OS

21st April 1944

Car No. NA 2 - 6053 has been requisitioned and allotted to you.

It will be understood that if at any time this car should become surplus to your requirements it must be handed back to A.D.O.S. 52 Area.

It must not be handed over to anybody outside this Area, neither may it be passed to anybody within the Area without prior authority from "G", this H.Q.

In the field.
/EC

(C/9)
Lt. Col.

A.D.O.S.

52 Area.

TEMPORARY RECEIPT.

Name:- Aroato Mandragara, Leonardo

Address:- Via Principe Amadeo 8, Taranto

Make:- Fiat

Type:- 1500

Engine No:- 011484

Chassis No:- 011427

Regd. No:- NA2-6053

No. of Tyres & Wheels:- 5 wheels - 10 tyres

Condition of car:- Very good, but missing tyres & battery

~~Approx. value:-~~

Date requisitioned:- 12 Apr 44

Pre 1939 value in England £250 approx

Present estimated value in England: £250 approx

Only: £800 ex tyres.

Present value for 3 year old car in England: £80.

Signed:-

W.D.S. [Signature]

L.O. Army. Sub. Commission AGC.

The above values estimated by me on
information obtained locally.

[Signature]

Capt RASC.

205 Officer 1000 GT (Italian) Coy.

211

121/TAR/84

Port Liaison Officer

MMIA

Tel. 2258.

9Piazza St. Eligio, TARANTO.

Subject: Requisition of Car.

ADOS, 52 Area.

May authority please be given to requisition the car mentioned in the enclosed two temporary receipts. One copy thereof has already been served on the owner.

The reason for the requisition is as follows:-
I am Port Liaison Officer for BRINDISI as well as TARANTO, and cannot perform my duties without transport. My HQ have requested me to endeavour to effect requisition locally if possible

Authority is also requested for supply of 5 tyres (600 x 16) and one 6 volt battery, of which the car is deficient. If any further deficiencies appear on closer inspection, they will be notified.

Lt. RASC.

Copy to ADST, MMIA. *to*

210

Subject:- Vehicle Inspection

14/TAR/14
No. 9 Piazza St Eligio Toronto

Tele No. 2258

DATE 52 Area

Fiat 1500 Regd No. NA

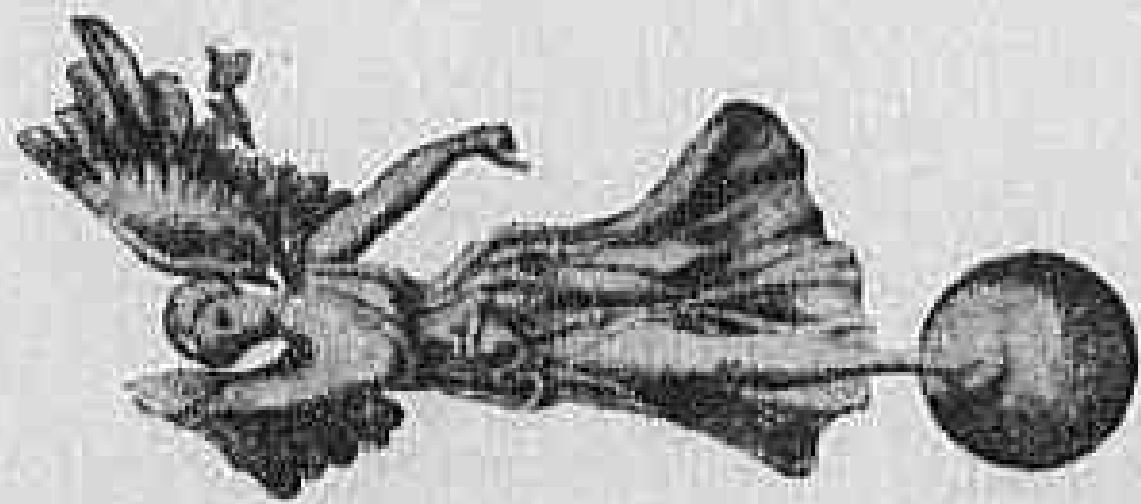
I have applied to ADOS for authority to requisition the above car and have already given a temporary receipt for it to the owner.

May arrangements please be made for it to be attached to an RASC unit for workshop inspections etc. It would be appreciated if it could be attached to the 1000 QF Coy whose w/shop Officer has valued it for the requisition. It will also be necessary for the w/shop of the unit to fit tyres and generally put it in order for the road.

WHA. Crawford.

In the Field,
13 Apr 44

Lieut. RASC
L. O. MMIA



R. Soprintendenza alle Antichità

Taranto

Dichiaro di prendere in consegna la automobile targata
NA- 2-6063 - Fiat 1500, di proprietà dell'Avv. Leonardo
Mandràgora.

Tale macchina sarà a disposizione del tenente Crawford
in qualunque ora del giorno e della notte.

Dichiaro che nulla sarà asportato di quanto esiste og-
gi dell'automobile.

Taranto 13 Aprile 1944

24 Direttore

Lino Suijs

208

Dichiaro che nulla sarà asportato di quanto esiste og-
gi dell'automobile.

Taranto 13 Aprile 1944

Il Direttore

Lino Sireys

..

208

1066