

ACC

10000/120/4579

100/8

C.S.C.

Jan 26, 19

10000/120/4599

AG/B C S C M DISCIPLINE

Jan 26, 1946 June 13, 1946

4933
4935

12 THUNDER BARRON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Ref: REG 478001)

36

REUTER: LT. J. J. J. J.

Ref: AM/1713.

15 June 1946

To: Italian Central Military Schools

1. It has been noticed during the last few days that vehicles are being driven in the car park adjoining the barracks, at an excessive speed.
2. Apart from the danger involved to other personnel, this practice causes an unnecessary amount of dust.
3. It is suggested that a speed limit of 8 M.P.H. be enforced and notices erected to this effect.
4. In addition, engines of vehicles not fitted with silencers (in particular Fiat 1500 cc. No. 2448) are being "revved up" unnecessarily. This is the quickest way of wasting petrol and doing permanent damage to the engine, apart from the disturbance caused to other people using the barracks.

A. J.
Capt.
General Staff.

Internal

File.

Plot.

4955

Subject: Traffic Accident - 12 June 1945.

35

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Ref: HQM 470008)

Dat: 29/6/1945

30 May 1946

To: G.C.,
90 Glodno and Hirding,
APO, 3462,
O. H. P.

1. Reference your letter 90/5064/53/A dated 2 May 1945.

2. With regard to the effective date of the ruling given in HQM Letter A.266 of 23 June '45, this matter has been referred to HQM who state that:-

"Responsibility for an accident between a military vehicle on charge to an Italian Unit and a Civilian Vehicle passes to the Italian Government with effect from the date upon which the vehicle is taken on charge by an Italian Unit.

The date upon which the Italian Government assumes responsibility for such accidents will therefore vary with each individual vehicle."

3. It has been ascertained that the vehicle in question was on charge to the Italian Army at the time of the accident, and therefore, in view of para 2 above, any claim arising would appear to be the responsibility of the Italian Government.

4954

Major, H. Staffs,
Comd. 12 British Liaison Unit for the
Italian Central Military Schools.

20 May 1946

Not 0.0.1

Mr. Gladue and Mordue,
AWO, B.466,
O. H. P.

1. Reference your letter 30/5/46/53/A dated 2 May 1946.

2. With regard to the effective date of the ruling given in EITA Letter A.266 of 13 June 45, this latter has been referred to ISCA who state that:-

"Responsibility for an accident between a military vehicle on charge to an Italian Unit and a Civilian Vehicle passes to the Italian Government with effect from the date upon which the vehicle is taken on charge by an Italian Unit.

The date upon which the Italian Government assumes responsibility for such accidents will therefore vary with each individual vehicle."

3. It has been ascertained that the vehicle in question was on charge to the Italian Army at the time of the accident, and therefore, in view of para 2 above, any claim arising would appear to be the responsibility of the Italian Government.

Internal.

File.

Major, H. S. Goffe,
Colonel, 1st British Liaison Unit for the
Italian General Military Schools.

4954

X

34

A 201

20 May 46.

To : 12 BLU.

page 31

Ref your AQ/8/1534 dnted 9 May 1946.

1. No precise date for such a ruling can be given.
2. Responsibility for an accident between a military vehicle on charge to an Italian Unit and a Civilian vehicle passes to the Italian Government with effect from the date upon which the vehicle is taken on charge by an Italian Unit.
The date upon which the Italian Government assumes responsibility for such accidents will therefore vary with each individual vehicle.

Stocks
Major-General,
M. M. I. A.

Copy to: 90 Claims and Hirings (your 90/50612/58/A of 2 May 46 refers).

4953

AA & QMC
BAA & QMC
SC "A" & "Q"
DADET
DADOT
DADME
COP

22 MAY 1940

22 MAY 1946 Σ 8. 4076

(32)

SUBJECT: Lack of Cleanliness in the School Area.

12 BRITISH LIAISON UNIT
for the
Italian Central Military Schools.
(Tel: ROMA 66318/9).

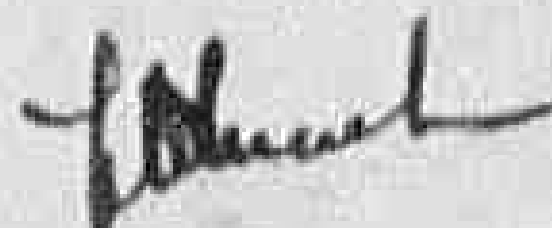
Ref: AQ/8/1463

27 April 46.

To: Comando
Scuola Centrali Militari.

1. Although I have noted that steps are being taken to improve the general appearance of the area immediately surrounding the Comando Scuole, I feel that these are inadequate to meet the importance of the Central Military Schools, and I would earnestly suggest that considerably more men and greater efforts are devoted to this vital matter. The chief offenders in causing untidiness are the civilian inhabitants, and I suggest that these should be informed that unless they take considerably more care about the immediate surroundings of their buildings they will be moved out of the Camp area altogether.

2. I am sure you will agree that this School must set an example to every other Military Establishment in Italy, and at the moment we are falling very far short of this ideal.



Colonel.

Comd. 12 British Liaison Unit for the
Italian Central Military Schools

HOM/ah.

Internal.

Capt. TREVILIAN.

File.

Float.

4952

SUBJECT :- Traffic Accident - 12 June '45.

31

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : RCST 66318/9)

Ref : AQ/1/134

9 May 1946

To: H.Q.,
Land Forces Sub Com AC (SMIA)

1. Considerable correspondence has been exchanged with Glaine and Hirings in respect of a traffic accident which occurred on 12 June 1945. In view of the fact that, this was purely an Italian matter and it was ruled by your A.266 dated 23 June '45 that such an accident would be the sole responsibility of the Italian Government, Glaine and Hirings were notified to that effect. A reply has now been received (copy enclosed) and it would be appreciated if a ruling could be given as per para 2.

[Signature]
Colonel.

Comd. 12 British Liaison Unit for the
Italian Central Military Schools

AM/rar

Internal

File.

4951

O - O - F - I

SUBJECT :- Traffic Accident 12 June '46Ref: 33/30642/38/A
Tale No Vietnam 107-408

Officer Commanding
12 British Liaison Unit
for the Italian Central Military Schools
CSE

1. Receipt is acknowledged of your letter AQ/3/1445 dated 16 April 46 and enclosure.
2. With regard to para 3 of your above quoted letter, it will be noted that the date of accident is 12 June 46, whereas the MIA letter A 266 is dated 23 June 46 and does not state effective date of such ruling.
3. It would be appreciated if this Office could be advised of the effective date of this ruling, please.

90 Claims and Hirings,
APO B 482 CSE.
2nd May 46
6/VA

/s/ ??????????
Capt RA
Claims and Hirings Officer

4950

4940

SUBJECT: Traffic Accident 12 June 45

Officer Commanding
12 British Liaison Unit
for the Italian Central Military Schools
CMT

Ref: 23/50412/78/2
Tele No Vicksburg 407-AMM

1. Receipt is acknowledged of your letter AQ/B/1415 dated 16 April 46 and enclosure.
2. With regard to para 3 of your above quoted letter, it will be noted that the date of accident is 12 June 45, whereas the MIA letter A 266 is dated 23 June 45 and does not state effective date of such ruling.
3. It would be appreciated if this Office could be advised of the effective date of this ruling, please.

90 Claims and Hirings
APO S 402 CMT
2nd May 46
GVA

J. D. Key
Claims and Hirings Officer 4949

Q. What is the status of the claim?

SUBJECT :- Traffic Accident - 12 June '46.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel: ROMA 66348/9)

Ref : AQ/8/1415

16 April 1946.

To: 90 Claims and Hirings,
G. M. P.

Reference this H.Q. AQ/8/1414 dated 7 March '46 to Comando
Scuole Centrali Militari, copy to you.

1. There continues to be some delay in tracing Driver MIECU in
Sardinia, though further information is expected shortly.
2. Copy of MKA letter A 266 dated 23 June '45 is attached.
3. In view of this directive, it would seem unnecessary to
submit reports on traffic accidents in respect of Units of this Centre.

M

Capt. R.S.,
Staff Capt.

12 British Liaison Unit for the
Italian Central Military Schools

WRC/rmw

Internal.

File. /

4948

C - O - P - Y

SUBJECT :- Italian Army - Traffic Accidents.LAD PIERRE DE-OMI A.O.,
(M.M.I.A.) REUR.

A 266

23 June 45.

TO : OO, 53 SIG.

Reference your AG/8/332 dated 22 June 45.

1. When a W.D. or Allied vehicle is handed over to an Italian Unit that vehicle becomes a charge to the Italian Government; therefore, in cases where an Allied vehicle on charge to an Italian Unit is involved in an accident with a vehicle on charge to an Allied Unit, the Allied Unit will render a British Accident Report and it is therefore unnecessary for the Italian Unit to render a British Accident Report.
2. Moreover, in cases where a W.D. vehicle on charge to an Italian Unit is involved in an accident with an Italian civilian vehicle, this is a matter for the Italian Government, and therefore no Accident Report is necessary.

(Signed) W. PIERRE,
Colonel.for Major General,
M.M.I.A.Copy to: OO, 53 Claims and Ratings, GSC
(Your 53/50329/20/A dated 31 May and
16 June refers).

4947

GOC.

(SUBJECT: Lack of Cleanliness in the School Area.)

24

12 BRITISH LIAISON UNIT
for the
Italian Central Military Schools.
(Tel: RBSE 66348/3).

Ref: AQ/8/1463

27 April 46.

To: Comando
Scuola Centrali Militari.

1. Although I have noted that steps are being taken to improve the general appearance of the area immediately surrounding the Comando Scuola, I feel that these are inadequate to meet the importance of the Central Military Schools, and I would earnestly suggest that considerably more men and greater efforts are devoted to this vital matter. The chief offenders in causing untidiness are the civilian inhabitants, and I suggest that these should be informed that unless they take considerably more care about the immediate surroundings of their buildings they will be moved out of the Camp area altogether.

2. I am sure you will agree that this School must set an example to every other Military Establishment in Italy, and at the moment we are falling very far short of this ideal.

[Signature]

4946

Colonel.

Comd. 12 British Liaison Unit for the
Italian Central Military Schools

HEM/eh.

Internal.

Capt. BRYANMAN.

File.

Float.

COPY

To: Commander, 12 B.L.U.

30 March 44.

From: DAHER. 12 B.L.U.

Final report on Inspections of Small Arms, H.Q.'s & Barracks.

The inspection was carried out by three (at times, four) Italian Artisans, under the supervision of Ten. Garavini, and the work was done in a competent and efficient manner. At all places of inspection the arms were laid out in a proper manner at a central point, facilitating the artisans at their work, but, in the majority of cases, the order issued that the weapons must be presented in a perfectly clean condition, and free from all oil or grease, had either been misinterpreted or badly neglected.

The general condition of the weapons on the whole can only be described as very poor, and it should be brought to notice that the working parts and mechanisms are of much greater importance to the efficiency of the weapons than in a clean and neat outside appearance.

Notes of repairs necessary to be carried out have been taken by the officer supervising, and these, needless to say, are numerous. Work on the repairs will be commenced at the final completion of the inspection, progress depending on the availability of spares, and also the desirability of a central workshop is stressed.

Observations made on main points of interest :-

In almost every case, Barracks showed signs of fouling in the bore, indicating lack of regular attention after firing.

Rifles. An unusually large number of safety Catch assemblies were missing completely. These may have been removed and lost by individuals.

Iron H.Q.'s. Many of these were found to be in a 'cooked up' condition through solidifying action of grease, rust, lack of attention after firing, rendering them incapable of being stripped by hand, or without force and abuse.

P.I.C.T. Cases are occurring where, after strapping, it is found that the rear end cap cannot be screwed on to main casing in assembling, likely cause being abuse in cocking the weapon, so distorting the shoulder piece out of square to the spigot to which it is affixed. Unless proper care is taken with this weapon, owing to its crude and unorthodox design, this is likely to become a constant and troublesome occurrence.

(Sgd) Arthur T. Tides.
Major. R.S.M.

D.A.D.N.E. 12 B.L.U.

SUBJECT :- M.F. Discipline.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS.
(Tel : MSG 66316/9)

Ref : MVB/1364

9 April 1946.

To: Comando Scuole.

1. I wish to emphasise again the importance of careful driving, so as to avoid casualties to personnel and vehicles, both of which are difficult to replace.
2. Most accidents are caused by travelling at an excessive speed and it must be remembered that most vehicles are fitted nowadays with badly worn tyres and if travelling at speed and the tyre bursts, loss of life and the vehicle is almost inevitable.
3. The standard of driving can only be improved by instruction and the enforcement of strict road discipline.
4. During the last few days I have witnessed vehicles travelling at a dangerously high speed and also vehicles being driven with three men in the cab. This is a most dangerous habit.
5. The Military Police are not immune from these offences. It cannot be too strongly emphasised that unless the Military Police maintain the highest standard of M.F. discipline and set an example to others, they cannot carry out their duties efficiently.
6. I suggest that a letter be sent to all under your command stressing the need for stricter enforcement of M.F. discipline.

4944

Colonel,
Comd. 12 British Liaison Unit for the
Italian Central Military Schools

L.M./rev

1. I wish to emphasize again the importance of careful driving, so as to avoid casualties to personnel and vehicles, both of which are difficult to replace.
2. Most accidents are caused by travelling at an excessive speed and it must be remembered that most vehicles are fitted nowadays with badly worn tyres and if travelling at speed and the tyre bursts, loss of life and the vehicle is almost inevitable.
3. The standard of driving can only be improved by instruction and the enforcement of strict road discipline.
4. During the last few days I have witnessed vehicles travelling at a dangerously high speed and also vehicles being driven with three men in the cab. This is a most dangerous habit.
5. The Military Police are not immune from these offences. It cannot be too strongly emphasized that unless the Military Police maintain the highest standard of M.P. discipline and set an example to others, they cannot carry out their duties efficiently.
6. I suggest that a letter be sent to all under your command stressing the need for stricter enforcement of M.P. discipline.

L.M./rmw

Internal.

File.

Colonel.

Cmd. 12 British Liaison Unit for the
Italian Central Military Schools

4944

Subject: M.T. Discipline

20

(24)

Land Forces Sub-Comm. A.C.,
(M.M.I.A.) R.C.M.E.

A 360

1 Apr. '46.

To : All M.T. Personnel of M.M.I.A.

1. I want to emphasize again the importance of careful driving, so as to avoid casualties to personnel and vehicles, both of which are difficult to replace. If we sustain losses to either we shall probably have to do without them for sometime.
2. The increasing amount of petrol becoming available and the increasing number of Italian vehicles on the road, most of them mechanically unsound and many of their drivers (by our standards) mentally unsound make driving for British personnel a very dangerous task unless undertaken with extreme care.
3. On the other hand it generally takes two parties to make an accident, so that if you are careful - more careful than you would have to be if competing only with English drivers, you should be safe; but it does mean that you must take no risks and always be on the alert, assuming that someone is always going to come round a blind corner perhaps on the wrong side, or shoot across your road without warning.
4. It may be comforting after an accident to be told that you were not to blame, but it is not good enough. It does not replace your vehicle or repair the injuries to yourself or your passengers.
5. Most accidents can be prevented by taking more time; it is worth it. Start earlier in the day and, if necessary, take longer on your journey. It is better to be ten minutes late in this world than 20 years too soon in the next.
6. I am responsible to General SPUNNING for the personnel and vehicles of M.M.I.A. and I ask you always to make sure that your vehicle is mechanically sound and to do your best to keep it so, and not overstrain it; that you keep yourself fit and wide-awake at all times. Having done safely

4943

1. I want to emphasize again the importance of careful driving, so as to avoid casualties to personnel and vehicles, both of which are difficult to replace. If we sustain losses to either we shall probably have to do without them for sometime.
2. The increasing amount of petrol becoming available and the increasing number of Italian vehicles on the road, most of them mechanically unsound and many of their drivers (by our standards) nastily unskilled make driving for British personnel a very dangerous task unless undertaken with extreme care.
3. On the other hand it generally takes two parties to make an accident, so that if you are careful - more careful than you would have to be if competing only with English drivers, you should be safe; but it does mean that you must take no risks and always be on the alert, assuming that someone is always going to come round a blind corner perhaps on the wrong side, or shoot across your road without warning.
4. It may be comforting after an accident to be told that you were not to blame, but it is not good enough if it does not replace your vehicle or repair the injuries to yourself or your passengers.
5. Most accidents can be prevented by taking more time; it is worth it. Start earlier in the day and, if necessary, take longer on your journey. It is better to be ten minutes late in this world than 20 years too soon in the next.
6. I am responsible to General MONTAGNA for the personnel and vehicles of M.M.I.A. and I ask you always to take care that your vehicle is mechanically sound and to do your best to keep it so, and not overstrain it; that you keep yourself fit and wide-awake at all times. Having done safely through a war you don't want to endanger your life unnecessarily on the road. Be careful and be prepared.

W. P. Pickley
 Col A/C
 M.M.I.A.

4943

Comms. section
To..... GWS, 12 B.L.U.

From... DAHER, 12 B.L.U.

30th. March. 1946.

Formal report on Inspections of Small Arms, M.G.'s, & Mortars,

The inspection was carried out by three (at times, four) Italian armourers, under the supervision of Ten. Garavini, and the work was done in a competent and efficient manner. At all places of inspection the arms were laid out in a proper manner at a central point, facilitating the armourers at their work, but, in the majority of cases, the order issued that the weapons must be presented in a perfectly clean condition, and free from all oil or grease, had either been misconstrued or sadly neglected.

The general condition of the weapons on the whole can only be described as very poor, and it should be brought to notice that the working parts and mechanism are of much greater importance to the efficiency of the weapons than is a clean and neat outside appearance.

Notes of repairs necessary to be carried out have been taken by the officer supervising, and these, needless to say, are numerous. Work on the repairs will be commenced at the final completion of the inspection, progress depending on the availability of spares, and also the desirability of a central workshop is stressed.

Observations made on main points of interest:-

In almost every case, Barrels showed signs of fouling in the bore, indicating lack of regular attention after firing.

Rifles. An unusually large number of Safety catch assemblies were missing completely. These may have been removed and lost by individuals. Bren M.G.s. Many of these were found to be in a 'coked up' condition through solidifying action of gases, again, lack of attention after firing, rendering them incapable of being stripped by hand, or without force and misuse.

P.L.A.F. Cases are occurring, where, after stripping, it is found that the rear end cap cannot be screwed on to main casing in assembling, likely cause being misuse in cocking the weapon, so distorting the shoulder piece out of square to the spigot to which it is affixed. Unless proper care is taken with this weapon, owing to its simple and unorthodox design, this is likely to become a common and troublesome occurrence.

4942

Alfred J. Young

22

strued or badly neglected.

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Notes of repairs necessary to be carried out have been taken by the officer supervising, and these, needless to say, are numerous. Work on the repairs will be commenced at the final completion of the inspection, progress depending on the availability of spares, and also the desirability of a central workshop is stressed.

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P.L.A.s. Cases are occurring, where, after stripping, it is found that the rear end cap cannot be screwed on to main casing in assembling, likely cause being misuse in cocking the weapon, so distorting the shoulder piece out of square to the spigot to which it is affixed. Unless proper care is taken with this weapon, owing to its simple and unorthodox design, this is likely to become a common and troublesome occurrence.

4942

Arthur J. Young

(23)

SUBJECT: Crime of Arms.

12 BRITISH LIAISON UNIT
for the
Italian Central Military Schools.
(Ref: MEM 6646/9)

Ref: HQ/8/1309

1 April 46.

To: Comando
Scuola Centrali Militari.

Copy to: A.C.
Lead Forces Sub Comd (MFA). (for information).

1. Attached hereto is a report by D.A.D.M.E. on the above subject.
2. I am compelled to draw attention to his observations, which I view with grave concern.
3. It is impossible at this stage, that consideration of this nature should be justified and I consider that the most energetic steps should be taken to ensure that this regrettable state of affairs should be remedied.
4. Arms are of vital importance to a soldier and neglect is regarded in the British Army as one of the most serious offences.
5. It should be the case in the Italian Army and officers of whatever rank, who allow such slackness, are proving themselves to be unworthy to hold any position of responsibility.
6. I shall be glad to learn what steps you are taking to prevent a recurrence of these serious complaints.

4941

/H

Colonel
Comd. 12 British Liaison Unit for the
Italian Central Military Schools

HQ/8.

Internal.

D.A.D.M.E.

File

Fleet (Comms)

Fleet (Divisions)

7 *MAY CHANCE*
Subject: Discipline.

*THIS SHOULD BE FOR
 COMDS SIGNATURE*

(21)
 Major N.F. CHANCE, R.I.P. Fus.
 12 BRITISH LIAISON UNIT

for the
 ITALIAN CENTRAL MILITARY SCHOOLS.
 (Tel: ROME 66319)

Ref: AQ/8/1230.

19 Mar 45.

To: H.Q.
Central Military Schools.

At 0920 hours this morning as I was driving into CESSANO Camp the following incident took place (references are to plan attached) :-

As I approached T junction A a large Italian truck No. RE 40 6305 came from the direction of the Workshops area, crossed the front of my vehicle at about 25 m.p.h. and did a complete turn - his route is marked by a dotted line on sketch.

This stupid, reckless bad driving nearly caused a serious accident which might have put two vehicles off the road.

I would suggest that disciplinary action be taken.

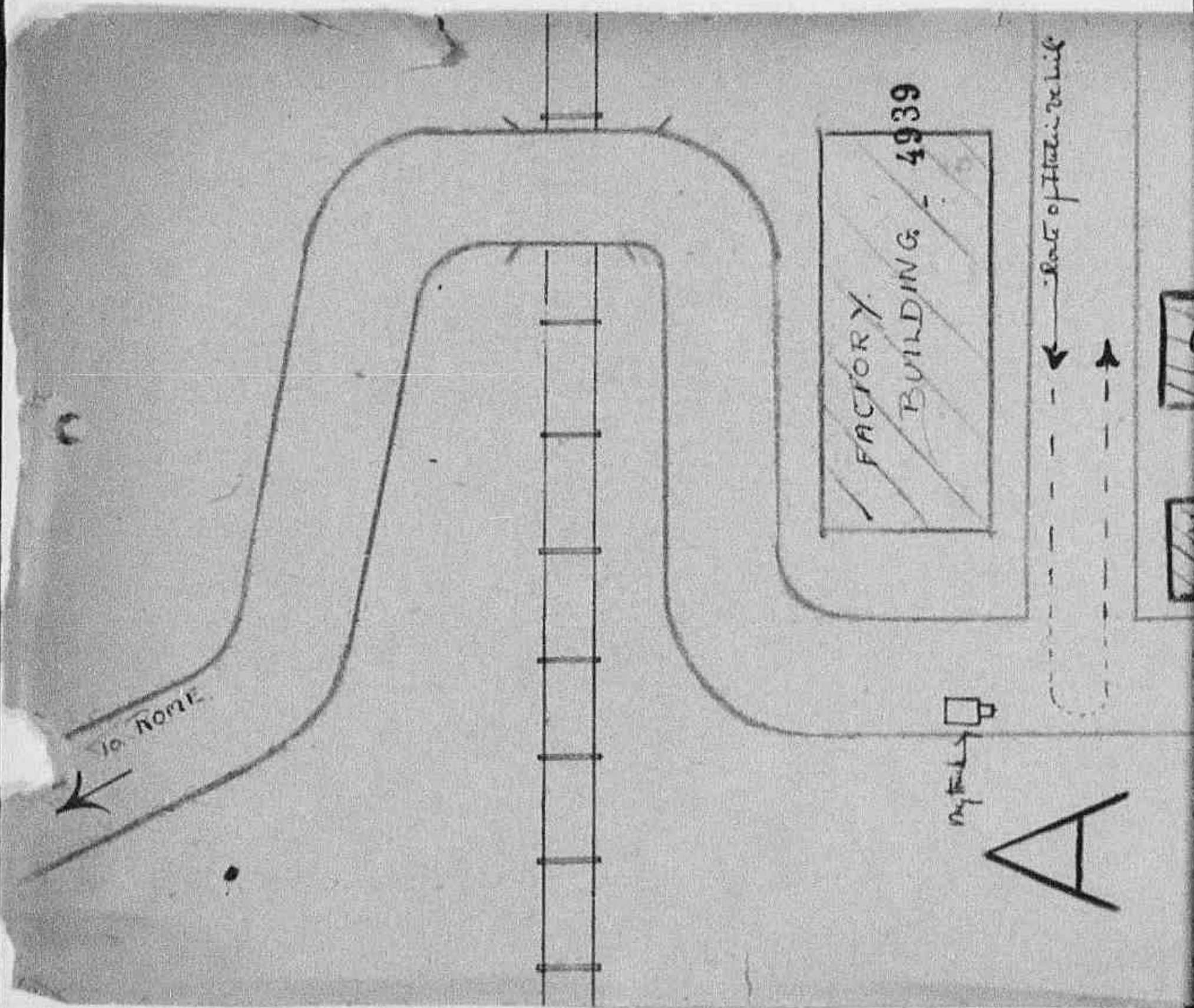
NO/jti.

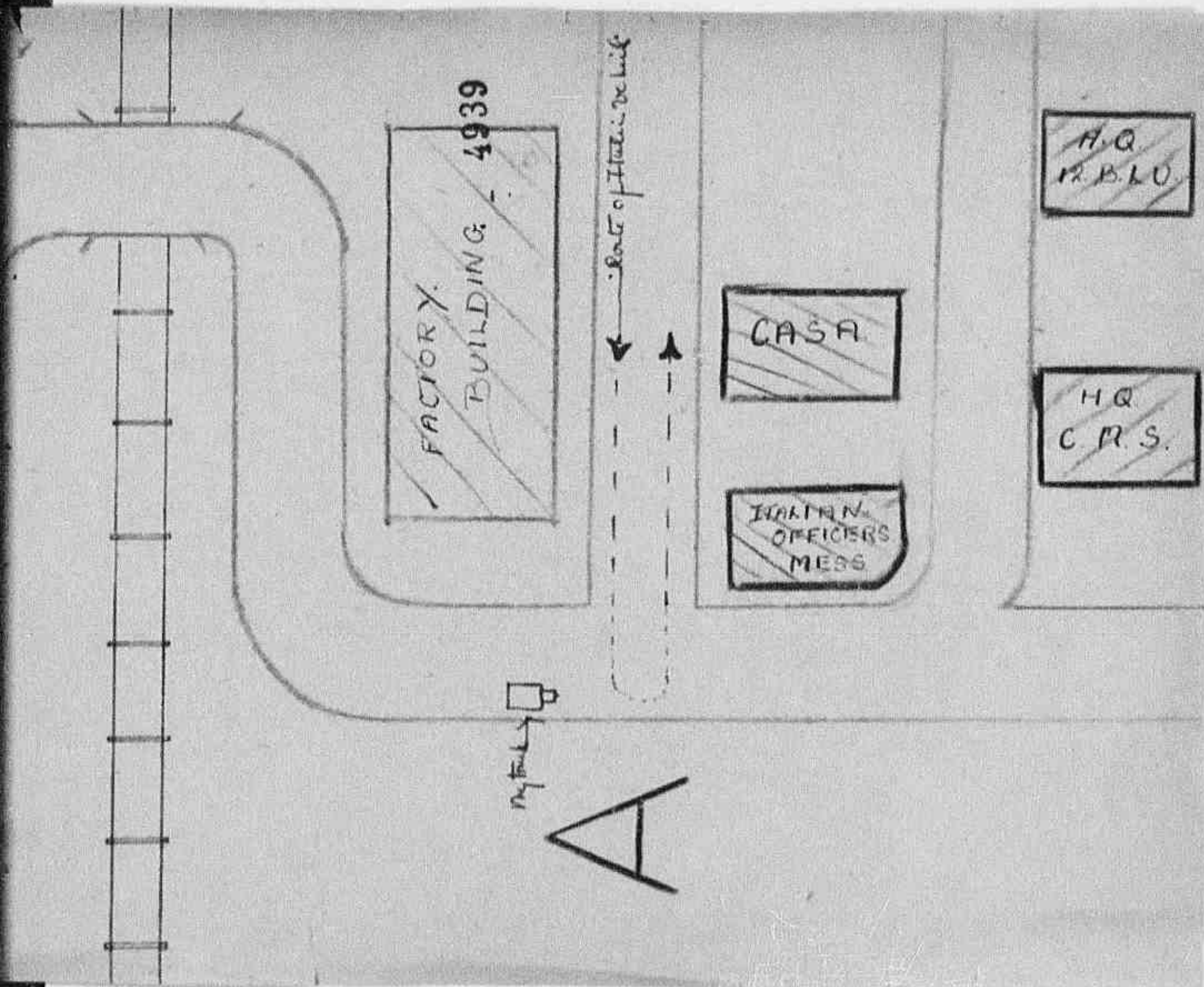
Internal.

File.

Report as a result of a report made to me
4940
SIR
 Major, R.I.P. Fus.
 G II (Schools)
 12 BRITISH LIAISON UNIT
 for the ITALIAN CENTRAL MILITARY SCHOOLS.

cc - Fil. Please





14

Subject: Traffic Accident - 12 Jan 45

12 MONTH LEADON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Vol. REG 66319)

Ref: AG/2/1164

7 March 1946

Comando
Scuola Centrale Militari

Ref your CG/1159/2/AUT dated 7 Mar 46.

1. It is requested that immediate action be taken to procure the necessary information from Driver MIRONI by means of the Military Authorities in SAMBRIA. It is pointed out that the matter was first brought to your notice by this HQ letter reference AG/2/77 dated 27 Dec 45, and that it has since been raised again continually, both by letter and by telephone.

2. Since the accident in question occurred in JUNE 1945, and since repeated representations have been made by SO CLAIMS & HIRINGS so that they can arrange for payment to be paid, these investigations should be treated as urgent and every effort should be made to obtain the information at the earliest possible opportunity.

WAC/ASJ

Major WAC
DAS & GSA

4938

Copy to: Claims and Hirings Officer,
SO Claims and Hirings, GSP.
(Your signal 90/5012/50 dated 4 Mar 46
and letter 90/50642/50 dated 13 Feb 45
refer).

InternalFile

1000 9 MDCR NR 8/87

FROM: CLAIMS & REWARDS OFFICER SO CLAIMS & REWARDS UNIT

TO: CC 12 BRITISH LIAISON UNIT CHC

OR: ST 90/5012/5-0

UNCLASSIFIED . 20/10/2011 . REFERENCE THIS OFFICE LETTER 90/5012/5-0

DATED 18 FEB 46 AND YOUR LETTER AQ/3/524 DATED 26 JAN 46 .

INFORMATION CALLED FOR STILL AWAITED . PLEASE HASTEN .

BT

SENT IN LR TKS X

ROD WRS 26 87

JTS

1945

AN TKS X

43 37

12

Ref. 90/50612/58

folio 3

1. With reference to your letter AQ/8/924, dated 26 Jan 46 regarding accident in which WD Vehicle 5654895 was involved.
2. Para 3 of your above quoted letter states that both drivers were not at present available for questioning and that further information would be forwarded.
3. May further contact please be made with Unit with a view to obtaining necessary details please.

11/10/54 Capt RA
Claims & Hirings Officer

SC to Sub
Feb.

AA & Q100	
PLA & Q100	
SC "A" & Q100	
DADY	
DAUER	
DADME	
Total Investment	
Sample	
1st	
2A	
RE	
RGH	
WFO	

23 Feb 89 8936

8

SUBJECT: Release of Ammunition.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS.
(Tel: ROME 66319)

Ref: AQ/5A/1092

25 Feb. 46.

To: Comando
Scuole Centrali Militari.

1. Attached issue order 15/821 from DADOS (Arm)
G.H.Q., and Signal No. Q.856 dated 23 Feb. 46 from H.M.I.A.
are forwarded to you for action.
2. Please arrange for a vehicle to collect the
ammunition forthwith.

W. R. Purdy
Capt. R.B.
Staff Capt.

WRC/ah.

4935

CALU

CIRCUIT No.

PRIORITY

TRANSMISSION INSTRUCTIONS

CONFIRMATION

NMI

IMMEDIATE

PAGES WITHIN RED LINES FOR SIGNALS USE ONLY

DATE-TIME OF ORIGIN: 000000Z APR 68

25 1219: A

FROM (A)

H.M.I.A.

TO (FOR ACTION)

12 E.L.U.

TO FOR INFORMATION

(REF. NO.)

Q. 836

(SECURITY CLASSIFICATION)

UNCLASSIFIED

FOLLOWING MEMO RELEASED TO YOU FOR THE EXPENDITURE STOP
 QTY 700 ROUNDS 37 MM APC STOP 700 ROUNDS 37 MM HE STOP
 420 BELTS .30 BROWNING MIXED BELT STOP ARRANGE COLLECT
 FROM 16 BAD NOLA QUOTING ISSUING ORDER 16/821

[illegible]

CAL DISTRIBUTION

PRECEDENCE

Immediate

ORIGINATING
SECTION:

A. G. AUTHENTICATION:

ORIGINALS

THE OR TOR

Opt

23/2/5 A

TIME CLEARED

231225

PA

(3)

SUBJECT: Traffic Accident, 12 June 45.

12 BRITISH LEADON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS.
(Tel:ROME 66319)

Ref: AQ/8/584

26 Jan. 46

To: 90 Claims & Hirings,
C. M. F.

Copy to: Claims & Hirings,
Rome Area Allied Command.

1. Reference your 90/50612/58 dated 29 Nov. 45.
2. The matter has been referred to the Central Military Schools, who have replied that vehicle No. 5654895 was on charge to 152 Driver Training School, but has now been H.L.R'd.
3. It is not yet certain which of two drivers was the driver at the date of the accident, since at present both are on compassionate leave.
4. The necessary information will be forwarded to you immediately on their return.

WEE/ah.

Internal

File ✓

Major R.A.G.
IMA & CEF

4933

