

ACC

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AQ/17

10000/120/4617

AQ/17

MT. GEN

5408
5431

MAR. - SEPT. 1946

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

organization which is dispersed throughout the whole of Italy it would seem that, although the territorial responsibilities of the different workshops are fairly well known, the scope of the repairs they should undertake is less widely understood, and from observation, it appears that Repair Units of the first, second, and third class all undertake the largest repairs which it is economically wise to perform.

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

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

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

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

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

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

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

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

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

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

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

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

5430

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

AB/ag

Copies to :- 'Q'.

C.

Ord.

12 BIU

1, 3, 4, 5, 6, 10 BIU's

SUBJECT: Provision of Tools and Spare Parts.

Major Sauter

Please check.

At. 14/8

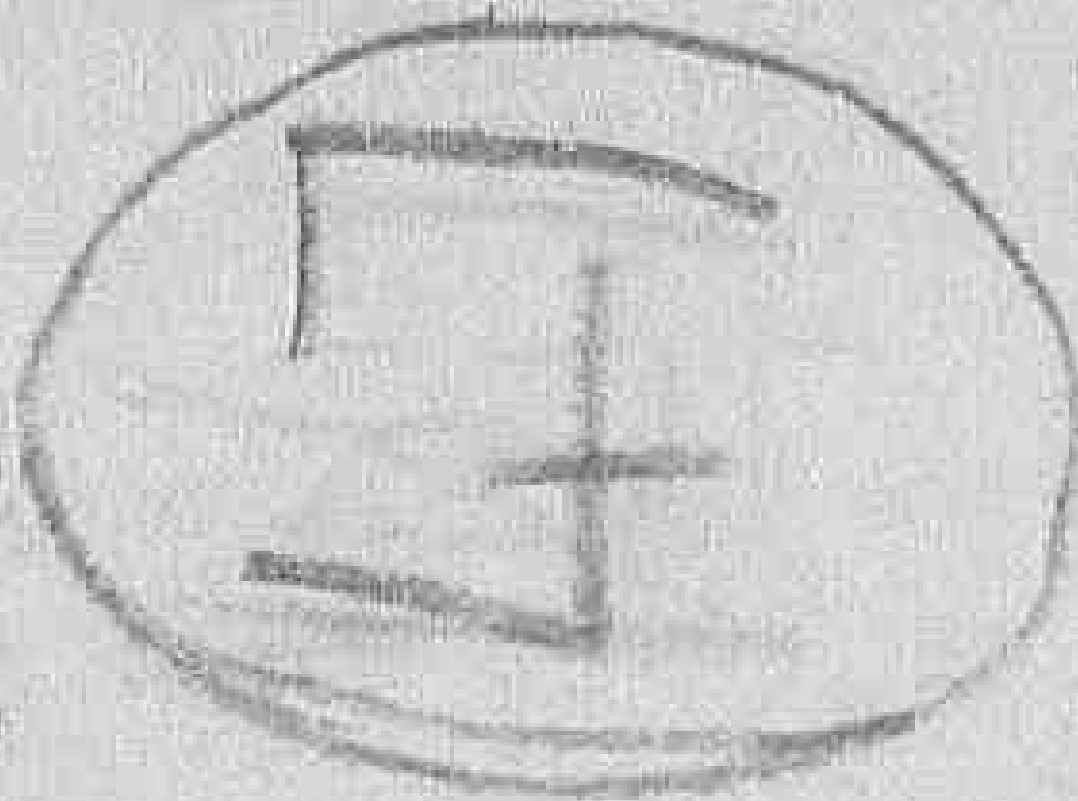
12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROOM 489001 Ext: 545)

HTCC/14

13 August 1944.

To : Commander
Italian Central Military Schools.

Copy to: G.O.
12 B. L. U.
D.A.D.M.S.
H.Q.
Land Forces Sub Com. A.C. (K.M.I.A.).



1. Will you please confirm that the following items are required for use in Motor and Artillery Repair Schools.

DESCRIPTION.	QTY. REQUIRED.
(a) Micrometers, 0" - 12".....	2
(b) Gauge, Light.....	2
(c) Kits, tool, for Driver Mech. and Vehicle Mech.....	100
(d) Gauges, Measuring, Bore: No. 27. {for Cyl. 02. 25 Pr.}..... No. 39. {for Cyl. 02. 17 Pr.}..... No. 13. {for Cyl. 02. 6 Pr. 7 carb}.....	1 1 1
(e) Bolts, Measuring, Bore.	5429

To : Commander

Italian Central Military Schools.

Copy to: O.G.

12 B. L. U.

D.A.D.M.E.

H.Q.

Land Forces Sub Comm. A.C. (M.M.I.A.).

1. Will you please confirm that the following items are required for use in Motor and Artillery Repair Schools.

DESCRIPTION.	QTY. REQUIRED.
(a) Micrometers, 0" - 1",.....	2
(b) Gauges, light.....	2
(c) Kits, tool, for Driver Mech. and Vehicle Mech.....	100
(d) Gauges, Measuring, Bone: No. 27. (for Ord. QF. 25 Pr.)..... No. 33. (for Ord. QF. 17 Pr.)..... No. 43. (for Ord. QF. 6 Pr. 7 cwt).....	1 1 1
(e) Rods, Measuring, Bone: 100 - in X .524 - in.; Graduated, Mk. I (for Ord. QF. 6 Pr. 7 cwt), Plain, Mk. I 100 - in X .6 - in.; Graduated, Mk. I., (for Ord. QF. 17 Pr.), Plain, Mk. I., and QF. 25 Pr.)	1 1 1 1
(f) Wheel-studs, for "MAGNUM".....	60

5429

2. Immediately on receipt of confirmation, action will be taken to attempt to obtain the required stores.

10/1

[Signature]

Major R.M.E.
D.A.D.M.E.

C3/AG

SUBJECT: Transport, Engineer School.

Instructor. R.E.

12. B.L.U.

7 August 46.

TO: Commander, 12. B.L.U.

1. The attached letter N;01/7567. dated 7 August 46, is forwarded for your information.
2. The statements contained in this letter, do not, in my opinion, exaggerate the seriousness of the transport situation at the Engineer School.
3. The Transport Lines at the Sacile Barracks resemble a R.V.P. Vehicles are off the road continuously or permanently owing to:
 - a) Lack of Spares.
 - b) Lack of Tyres.
 - c) General old age.
4. The Italian Commandant is daily finding it more difficult to keep the Sacile and Anselia Barracks supplied with rations and the essentials of life in spite of his every effort to keep the vehicles on the road.
5. Will you please notify M.W.I.A. of the position in order that some action may be taken.

7 August 46.

Major. R.E.

Instructor. R.E.

Adm QMC	
Sec & QMC	
SC - A & - V	
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File	14

22 AUG 1946

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5428

CC
B
35 Sept

POSCIPANNA A MANO

DA COMANDO SCUOLA ARMIERI DEL GENIO
AT COMANDO SCUOLE CENTRALI MILITARI ROMA = UFF. ADD. SEZ. AUTO. =
AT MINISTERO DELLA GUERRA

Stato Maggiore Esercito

Ufficio servizi Sez. Auto

AL COMANDO MILITARE TERRITORIALE

Ufficio Servizi Sez. Auto

e per conoscenza:

AT PRESIDIO MILITARE DI

AT MAJOR CHAPMAN = Instructor of

Sapper School =

ROMA

ROMA

CIVILTAVECCHIA

SANTA MARINELLA

Villa Marcellino

N. 01/7567 - 8 agosto 1945

Situazione automezzi questa Scuola est insostenibile e tale da non assicurare vitali servizi. Autobus Spa 38, Ford 3 TON, AUSTIN 3 TON sono stati versati 8° parco Roma perché non più riparabili. 4 FIAT 626 sono su cavalletti per mancanza gomme che non si riesce a prelevare. Autocarri Morris=Compressor, Ford 3 Ton, Bedford 3 Ton, 2 Dodge 3 Ton, Chevrolet 3/4 tutti in pessime condizioni per prolungato uso sono ferme, et non si posso riparare per mancanza parti ricambio che non si trovano. Questa Scuola dispone seguenti macchine: N. 4 FIAT 626, 1 Ford 3/4, 1 Bedford 3/4, assolutamente insufficienti per assicurare anche i soli rifornimenti acqua e viveri alle due Caserme. Ieri giunti tre vagoni ferroviari con materiali destinati questa Scuola che non è stato possibile scaricare per mancanza automezzi. Anche Presidio interessato non potuto intervenire. Prego compiacersi provvedere con tutta urgenza 1°; Sostituzione automezzi versati 2° Assegnare 28 gomme complete in buone condizioni per i 4 FIAT 626 o diversamente assegnare altrettanti autocarri efficienti 3°; sostituire i 5 carri Alleati con altrettante macchine italiane possibilmente del tipo Lancia 3 Ro. Inoltre tutti i 5 motocicli in dotazione a questa scuola verranno versati in settimana perché non più riparabili. Prego compiacersi provvedere anche allo loro sostituzione.



MAJOR TEN. COLOMELLI SILVESTRI

[Handwritten signature]

5427

COMANDO SCUOLE CENTRALI MILITARI
SEZIONE CARABINIERI

(42)

N. 8 / 21 di prot.

Roma, li 17/7/1946

OGGETTO: Mezzi di trasporto.=

AL COMANDO 12° B.L.U.

SEDE

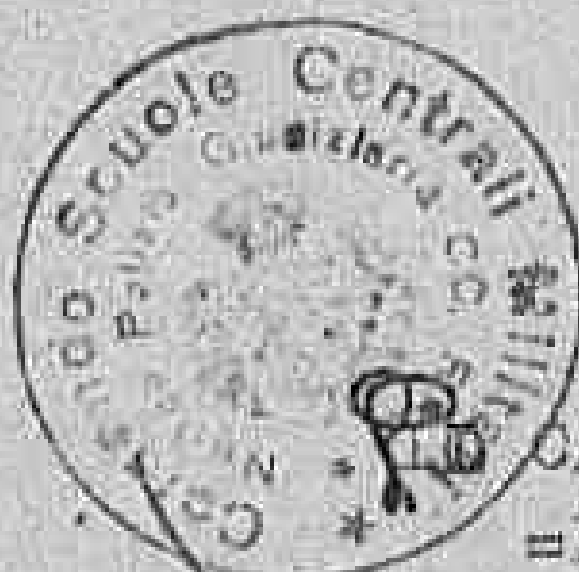
e per conoscenza

AL COMANDO SCUOLE CENTRALI MILITARI
-Ufficio Auto-

SEDE

la. DADME

Si trasmette lo specchio relativo ai
mezzi di trasporto di questo reparto, relativi
vo alla data del corrente mese.=



CAPITANO COMANDANTE a.p.s.
=Enzo Compantangelo=

Li Mauro M^{ro}

AA & QMG	
DAA & QMG	
SC "A" & "Q"	
DADST	
DADOS	
DADME	
Tag Increment	
Schools	
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RCS	
PRO	

File 12
4237

5426

MEZZI DI TRASPORTO DELLA SEZIONE CARABINIERI FINO (E COMPRESO) IL 15.7.78
 DA CONSEGNARE ALL'UFFICIO DEL D.A.O.M.E. DEL 12° B.L.U. IL 17 DI CIASCUN MESE

Targa	Marca	Tipo	Lettera del contachilometri o chilometraggio previsto per il giorno 15.	Chilometraggio percorso da questa macchina fino al 15	Chilometraggio medio mensile durante gli ultimi mesi	Automezzi causa del Motore
409157	Dodge	3° Tonn	Guasto	Guasto	1600	
409174	Dodgex	3/4	30655	30655	800	
409256	Bedfor	3° Tonn	Guasto	Guasto	1500	
409184	Bedfor	3/4	I99I3	I99I3	1500	
409180	Dodge	3/4	Guasto	Guasto	=	
409175	Dodge	3/4	Guasto	Guasto	=	
409634	Cars.5 Cwt	4x4 Jeep	9I603	9I603	1600	

5125



IL CAPITANO COMANDANTE *a.p.s.*
 Enzo Compatangelo

Pio Mauro Mero

DI TRASPORTO DELLA SEZIONE CARABINIERI FINO (E COMPRESO) IL 15.7.1946
 INSEGNARE ALL'UFFICIO DEL D.A.O.M.E. DEL 12° B.L.U. IL 17 DI CIASCUN MESE

Tipo	Lettera del contachilometri o chilometraggio previsto per il giorno 15.	Chilometraggio percorso da questa macchina fino al 15	Chilometraggio medio mensile durante gli ultimi mesi	Automezzi non in servizio a causa del:		
				Motore!	Gomme Misura! Quantità!	Altre
3° Tonn	Guasto	Guasto	1600			
3/4	30655	30655	800			
3° Tonn	Guasto	Guasto	1500			
3/4	19913	19913	1500			
3/4	Guasto	Guasto	=			Batteria e freni
3/4	Guasto	Guasto	=			Batteria e freni
4x4 Jeep	91603	91603	1600			

5425



P. IL CAPITANO COMANDANTE a.p.t.

Enzo Compagnoni

Pio Mauro Meo

Subject:- Part X Orders.

(40)

12, B.L.U. for the Italian
Central Military Schools.

Tel:- ROME 478808.

Ref:- ORD/10/60.

Date:- 5 July 1946.

To:- Comando Scuole
Centrali Militari
Ufficio Servizi.
Info:- D.A.A. & Q.M.G.
12 B.L.U.

Due to the cessation of the supply from British sources of vehicles to the Italian Army, Part X Orders are no longer required by this office from units of the Comando Scuole.

Will you please ensure that all units are informed that copies of Part X Orders are no longer required by this office.

It is recommended that you continue to submit Part X Orders to the Ministry of War and the Uff Serv Sezione Automobili-
stica in the normal manner.

VG/-
File.

AA & QMG	
DAA & QMG	
PC "A" & "Q"	
DAP	
DANO	
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For Agreement	
Vehicle	
DO	
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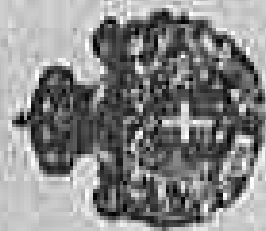
5424

Major, D.A.D.O.S.
(T.H. Shorthose)

EB. Allend

File 4698

M/qù



COMANDO SCUOLE CENTRALI MILITARI

Ufficio AMMINISTRATIVO

n° 01/5803 Add. di prot.

ROMA, 4 luglio 1946
 O. G. E. T. O. : Completamento organico automezzi della Scuola
 Collegamenti.

ALMO S. M. L. S.

- Ufficio Operazioni e Addestramento
- Ufficio Ordinamento e Mobilitazione
- Ufficio Servizi

= ROMA =

e, per conoscenza:

AL COMANDO SCUOLA COLLEGAMENTI

AL COMANDO 12° B. L. U.

= BOLOGNA =

= SEDE =

=====

La situazione automezzi della Scuola Collegamenti, è attualmente la seguente:

Tipologia	Organico	Esistenza	Deficienza	Esuberanza
Autovettura 4 posti	3	1	2	-
" 2 posti	3	2 (jeep)	1	-
Autocarri 3/4 tonn.	12	6	6	-
" 3 tonn.	5	13	-	1
" 3/4 tonn. spec.	30	9	21	5423
TOTALE	53	24	30	1

Complessivamente la Scuola ha, quindi, una deficienza di 29 automezzi rispetto all'organico già di per sé stesso insufficiente tale situazione è aggravata dal fatto che sui 24 automezzi esistenti, 10 sono inefficienti e si trovano o stanno per essere inviati alle officine per revisione generale e grandi riparazioni.

Di fronte a tale situazione, prego codesto S.M.R.E. di promuovere, con certese urgenza, il completamento degli automezzi in organico alla Scuola Collegamenti.-

P. O. C.

P. IL CAPO UFFICIO ADESTRAMENTO spa.

(ten.col. B. Sive)

ten.col. Luigi LAMBERTI

Lamberti

IL GENERALE COMANDANTE
-Ereole RONCO-

AA & QMG	
DAA & QMG	
SC "A" & "Q"	
DADCT	
DADCS	
DADME	
Via Istruzione	
Schools	
Inf	
RA	
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PRO	
5030	File 194
File 17	

4681

SUBJECT : Vehicle Maintenance.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 478308)

Ref : AG/17/1603

23 May 1946

To: H.Q.,
Land Forces Sub Comm AG (MIA)

Reference your letter M/31 dated 17 May '46.

As a result of observations made by D.A.D.M.E. and the results of past experience, the following points are raised as objections to running a similar competition at Central Military Schools.

1. A similar competition was run by Central Military Schools several months ago. While a temporary improvement was noticed, it cannot be said that any lasting improvements have arisen. Far more effective was an adverse report from the U.K.I.
2. Prizes and awards, it is considered should not be given for what is the normal duty of the driver and the Officer. It is considered that throughout the Italian Army at the moment, there is already far too much use of special inducements to obtain any form of effort and work from the soldier. If prizes are to be given for having the best vehicles, equally so must prizes be given for the cleanest 25 pdr etc. A comparison of Units in the Central Schools will reveal that the condition of transport and other items of equipment depends entirely on the personality of the Commander and his officers. If a challenge cup of shield is awarded the Unit as opposed to cash prizes and leave, there is a great deal to be said for the scheme. It is however, doubtful whether Unit enthusiasm and spirit is sufficient to produce adequate results.
3. In the case of the Central Military Schools, the great differences between the number of vehicles on establishment of Units, the diversity of types, condition of vehicles when received and even more important the repair facilities available to some Units as opposed to others, make a fair competition difficult, if not impossible. In this respect the previous competition revealed a surprising number of wins for the Headquarters Unit, largely brought about by their having first call on spare parts and finance and some rather dubious last minute transfers of vehicles.
4. The prizes in the competition of 24th Infantry Regiment appear to have been individual and not team prizes. If this is the case it would be extremely difficult to judge which driver has in fact made the most

Reference your letter #4/51 dated 17 May 46.

As a result of observations made by D.A.D.M. and the results of past experience, the following points are raised as objections to running a similar competition at Central Military Schools.

1. A similar competition was run by Central Military Schools several months ago. While a temporary improvement was noticed, it cannot be said that any lasting improvements have arisen. Far more effective was an adverse report from the U.M.I.
2. Prizes and awards, it is considered should not be given for what is the normal duty of the driver and the Officer. It is considered that throughout the Italian Army at the moment, there is already far too much use of special inducements to obtain any form of effort and work from the soldier. If prizes are to be given for keeping the best vehicles, equally as must prizes be given for the cleanest 25 pdr etc. A comparison of flights in the Central Schools will reveal that the condition of transport and other items of equipment depends entirely on the personality of the Commander and his officers. If a challenge cup of shield is awarded the unit as opposed to cash prizes and leave, there is a great deal to be said for the scheme. It is however, doubtful whether unit enthusiasm and spirit is sufficient to produce adequate results.
3. In the case of the Central Military Schools, the great differences between the number of vehicles on establishment of units, the diversity of types, condition of vehicles when received and even more important the repair facilities available to some units as opposed to others, make a fair competition difficult, if not impossible. In this respect the previous competition revealed a surprising number of wins for the Headquarters Unit, largely brought about by their having first call on spare parts and finance and some rather dubious last minute transfers of vehicles.
4. The prizes in the competition of 2nd Infantry Regiment (Italy) appear to have been individual and not team prizes. If this is the case it would be extremely difficult to judge which driver has in fact made the most progress.
5. In the special case of the Central Military Schools, the only way results of any lasting nature will be achieved are by bringing the schools up to establishment of vehicles and by the supply of spare parts. If this is done, there will be adequate time for maintenance, at present there is none, and no Commander will be able to make excuses for bad vehicles.

...../2-

- 2 -

In conclusion, any further extension of the cash prize system and the granting of leave for doing what the soldier is paid to do is considered most undesirable. If Officers are incapable of controlling their men they must be removed and men who do not work must be punished. The trouble is not confined to transport but to other branches as well.

It is recommended that a reward scheme is now UMI inspections and the prompt removal of officers receiving adverse reports and the possible added incentive of trophy competitions. Any competition not based on inducements to the individual, naturally would be enthusiastically supported by the Schools.

W.S.P.

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

WLP/row

Internal.

File.

5421

SUBJECT: Vehicle Maintenance.

Land Forces Sub Comm.A.C.
(M.M.I.A.) R O M E
ME/31

17 May 1946

D.A.D.M.E., 12 B.L.U.
E.M.E. 3, 4, 6 and 10 B.L.U.s.

1. B.L.U.

1. The attached copy of an extract from E.M.E. Sitrep dated 28 April 1946 is forwarded for information, would addressees please contact the G.S.O. of their HQ. with a view to considering the possibility of introducing a similar scheme for units in their Territorial Commands.
2. If this scheme is acceptable, addressees are requested to report in Sitreps any progress made in this matter.

Chockridge
Capt.,
for Lt.Col.A.D.M.E.
HQ., M.M.I.A.

Copy to: E.M.E., 1 B.L.U.

AA & QMC	
BAA & QMC	
SC "A" & "Q"	☒
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420

20 MAY 1946

17. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

4031

*DADME your
comments please*

G.S.O.

Heck

EXTRACT FROM PROGRESS REPORT N° 7.
dated 28 of April 1946 - 1 B.L.U.

21st. Infantry Regt. "Cremona"

During the past month a vehicle competition has been held throughout this Regt. and has resulted in a great improvement in the standard of vehicle maintenance and cleanliness. Bns. and Coys. at ASTI, ALESSANDRIA, NOVI LIGURE and TORINO were inspected, and the judging was done by a team composed of O.C. Regimental W/shops, the ASM and an Electrician.

Points were awarded for the cleanliness and efficiency of (a) Engine (b) Transmission (c) Body, fittings and superstructure. Against these items the following points were considered when judging the vehicles and the Bn as a whole.

- a. Mileage of each vehicle.
- b. Improvements effected to each vehicle (not illegal modifications).
- c. Strength of vehicles on W.E. as opposed to vehicles submitted for insp.
- d. Organising ability and spirit shown by unit W/shops.

The results are:-

| | | | | | | | | |
|------|------------|-------|------|------|-----|---|---------|--------|
| 1st. | 2nd Bn. | Prize | 4000 | lira | and | 4 | special | leaves |
| 2nd. | RHQ Coy | " | 3000 | " | " | 3 | " | " |
| 3rd. | 1st Bn. | " | 3000 | " | " | 4 | " | " |
| 4th. | Mortar Coy | " | 3000 | " | " | 2 | " | " |
| 5th. | Arty. Coy. | " | 2000 | " | " | 2 | " | " |

the 3rd. Bn. was apparently disqualified.

Whilst at Alessandria for this inspection it was noticed that owing to petrol shortage the Commanding Officer had laid down that 50% of the Bns. vehicles would be kept off the road for 10 days. These vehicles were blocked up and a maintenance gang was working on them. At the time of my visit all were runners and in a well cared for condition. At the end of the 10 days the change over is effected and the remaining 50% get a good maintenance period. This is all in addition to the normal Parade Maintenance system.

The vehicles of this Regiment are in an exceptionally good condition and are comparable with the best British Regiments.

SUBJECT :- Transport - Infantry School.

12 BRITISH LIAISON UNIT

for the

ITALIAN CENTRAL MILITARY SCHOOLS

(Tel : ROME 66348/9)

Ref : G/Q.11/1102

7 May 1946

To: Commander,
12 British Liaison Unit.

DA4 & QLT,
12 British Liaison Unit.

1. I would draw your attention to the appalling transport situation at the Infantry School.
2. The principle items of the War Establishment are 24 15-cwts and 16 3-ton vehicles.
3. These are held on paper but as has been previously pointed out the majority of vehicles are, class V or little better, which have been at CESAMO and with other Units for over a year.
4. The majority were transferred in an inefficient condition and owing to the complete lack of spares the average daily V.O.R. is :-

| | |
|-----------|---|
| 3 tonners | 7 |
| 15 cwts | 9 |
5. The Infantry School in addition has to supply transport for all Units which may require additional transport at CESAMO.
6. To meet the above needs the following were loaned to the Infantry School.

| |
|---|
| 1 Ambulance (believed inefficient and never seen) |
| 1 Water Cart (broken pump) |
| 6 3-tonners. |
7. However, within ten days of the loan the following vehicles have been taken away :-

| |
|--|
| (a) 1 Car, 1 Motor Cycle (by Tactics School) |
| (b) 3 3-tonners (by Professor School) |

5418

12 British Liaison Unit.

DAA & QMT,

12 British Liaison Unit.

1. I would draw your attention to the appalling transport situation at the Infantry School.
2. The principle items of the War Establishment are 24 15-cwts and 16 3-ton vehicles.
3. These are held on paper but as has been previously pointed out the majority of vehicles are, class V or little better, which have been at CESANO and with other Units for over a year.
4. The majority were transferred in an inefficient condition and owing to the complete lack of spares the average daily V.O.R. is :-

3 tonners 7
15 cwts 9

5. The Infantry School in addition has to supply transport for all Units which may require additional transport at CESANO.

6. To meet the above needs the following were loaned to the Infantry School.

1 Ambulance (believed inefficient and never seen)
1 Water Cart (broken pump)
6 3-tonners.

7. However, within ten days of the loan the following vehicles have been taken away :-

- (a) 1 Car, 1 Motor Cycle (by Tactics School)
- (b) 3 3-tonners (by Engineer School)
- (c) 2 3-tonners (by Motorisation School)
- (d) 2 3-tonners (by Motorisation School)

It will be seen that the Infantry School has lost on the deal the equivalent of 1-3 tonner.

8. The requests however of the dependant Units remain and even increase for the day of writing these were (6th May).

Div Ration Stores 4 x 3 ton
Div Clothing Stores 1 x 3 ton
Div General Stores 2 x 3 ton
Bakery Section 1 Vehicle unspecified.

5418

...../2.

- 2 -

9. This leaves little transport for the Schools own use, prevents maintenance and prohibits a planned training programme.

10. It is brought to notice that the Special Car Company of the School of Motorisation was intended to deal with such requests and secondly that the Units requesting transport are not Units of Central Military Schools, but of Rome Territorial Command.

11. Petrol.

Even if the transport was efficient it is doubtful if the School would be able to use its transport as insufficient petrol is allotted. The quantity being roughly 100 gallons per day, little more than is used by 12 British Liaison Unit. Out of this, 100 gallons has to come the petrol required for tracked vehicle driving training, which when in full operation would use at least this amount.

12. In this respect it is further pointed out that the Engineers School with less than a quarter of the Infantry School's vehicles has the same petrol allotment, and other Schools proportionately unequal.

WLP/raw

Internal.

File.

W.L. Price
Major GS0 II
Trg & Inf Trg
12 British Liaison Unit for the
Italian Central Military Schools

5417

REMARKS: - Transport - Infantry School.

12 INFANTRY BATTALION TRANSPORT
for the
INFANTRY BATTALION TRANSPORT
(Tel: 1000 5040/9)

Ref: 100/17/1522

9 May 1946

To: Land Forces HQ, 100/10 (100/10)

Copy to: Generalissimo Generali, Military,
(100/10) 100/10 100/10
12 Infantry Battalion Unit.

1. Whilst it is appreciated that the transport situation of the Italian Bataillon is quite both from the point of view of allocation of vehicles on W.S. and M.S. charges, the situation of the School of Infantry is probably an outstanding example.

2. A few statistical figures of the situation are given at Appendix 'A' attached.

3. The principal items of the W.S. consist of 24 x 15-ton and 16 x 5-ton vehicles. Of these vehicles, the majority are in Class V condition and a large number are vehicles which were transferred to the School by Italian Units on disbandment. It is no exaggeration to say that the average daily number of vehicles that can be put on the road amounts to only 7 x 5-ton and 3 x 15-ton vehicles.

4. It will be seen that with the narrow demands that are placed on the Infantry School transport from outside Units, very few vehicles are left for normal training purposes.

5. It will be noted that these Units are Units of HIGH PRIORITY. COMAND and not Units of the GENERALI MILITARY BATTALION. Such Units should, it is understood, request transport from the Special (or General), located at the School of Motorization.

6. The patrol allocation (approximately 100 patrols daily) to the Infantry School is quite insufficient to meet transportation needs assuming that all vehicles are on the road. No account appears to have been taken by HQM that this School has tracked vehicles and patrol

3416

Copy to : Comando Scuola Centrale Militari.
 350 II Strada Inf 113
 42 Italian Infantry Unit.

1. Whilst it is appreciated that the transport situation of the Italian Armies is acute both from the point of view of allocation of vehicles on W.S. and M.L. convoys, the situation of the School of Infantry is probably an outstanding example.

2. A few statistical figures of the situation are given in Appendix "A" attached.

3. The principle items of the W.S. consist of 24 x 15-ton and 16 x 5-ton vehicles. Of these vehicles, the majority are in Class V condition and a large number are vehicles which were transferred to the School by Italian Units on disbandment. It is no exaggeration to say that the average daily number of vehicles that can be put on the road amounts to only 7 x 5-ton and 2 x 15-ton vehicles.

4. It will be seen that with the numerous demands that are placed on the Infantry School transport from outside Units, very few vehicles are left for normal training purposes.

5. It will be noted that these Units are Units of High Command, CRANIO and not Units of the CENTRAL MILITARY HEADQUARTERS. Such Units should, it is understood request transport from the Special Car Company, located at the School of Motorizing.

6. The petrol allocation (approximately 100 gallons daily) to the Infantry School is quite insufficient to meet requirements. It is assumed that all vehicles are on the road. No account appears to have been taken by HQ that this School has tracked vehicles and petrol consumption is therefore very high.

7. In the light of the above remarks, it would be very much appreciated if representation could be made to:

- (a) Increase vehicle W.S. or exchange vehicles which are non-running.
- (b) Outside Units to make transport requests through Special Car Company.
- (c) Additlional petrol allowance to be made to this School for use of tracked vehicles.

...../2.

- 2 -

3. It cannot be over emphasized that unless the above are implemented the Infantry School will not be in a position to carry out the training programs when the recruits arrive, nor adequately to execute the essential preliminary instruction courses which are now in progress.



Colonel.

Chief, 12 British Division Unit for the
Indian Central Military Schools

HWR/rwr

Internal.File. 

5415

SUBJECT :- Transport - Infantry School.

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

Ref : G/O.41/1102

7 May 1945

To: Commander,
12 British Liaison Unit.

DAA & QMR,
12 British Liaison Unit.

1. I would draw your attention to the appalling ~~situation~~ transport situation at the Infantry School.
2. The principle items of the War Establishment are 24 15-cwts and 16 3-ton vehicles.
3. These are held on paper but as has been previously pointed out the majority of vehicles are, class V or little better, which have been at GENARO and with other Units for over a year.
4. The majority were transferred in an inefficient condition and owing to the complete lack of spares the average daily V.O.R. is :-

| | |
|-----------|---|
| 3 tonners | 7 |
| 15 cwt | 9 |
5. The Infantry School in addition has to supply transport for all Units which may require additional transport at GENARO.
6. To meet the above needs the following were loaned to the Infantry School.

| |
|---|
| 1 Ambulance (believed inefficient and never seen) |
| 1 Motor Car (broken pump) |
| 6 3-tonners. |
7. However, within ten days of the loan the following vehicles have been taken away :-

| |
|---|
| (a) 1 Car, 1 Motor Cycle (by Traction School) |
| (b) 3 3-tonners (by Engineers School) |

5413

For Commander,
42 British Liaison Unit.

DAA & QMF,
42 British Liaison Unit.

1. I would draw your attention to the appalling ~~condition~~ transport situation at the Infantry School.
2. The principle items of the War Establishment are 24 15-cwts and 16 3-ton vehicles.
3. These are held on paper but as has been previously pointed out the majority of vehicles are, class V or little better, which have been at OBEANO and with other units for over a year.
4. The majority were transferred in an inefficient condition and owing to the complete lack of spares the average daily V.O.R. is :-
3 tonners 7
15 cwt 9
5. The Infantry School in addition has to supply transport for all units which may require additional transport at OBEANO.
6. To meet the above needs the following were loaned to the Infantry School.
1 Ambulance (believed inefficient and never seen)
1 Water Cart (broken pump)
6 3-tonners.
7. However, within ten days of the loan the following vehicles have been taken away :-
(a) 1 Car, 1 Motor Cycle (by Tactics School)
(b) 3 3-tonners (by Engineer School)
(c) 2 3-tonners (by Motorisation School)
(d) 2 3-tonners (by Motorisation School)
It will be seen that the Infantry School has lost on the deal the equivalent of 1-5 tonner.
8. The requests however of the dependent units remain and even increase for the day of writing these were (6th May).
Div Recon Stores 4 x 3 ton
Div Clothing Stores 1 x 3 ton
Div General Stores 2 x 3 ton
Bakery Section 1 Vehicle unspecified.

-----/2.

Subject:- A.E.C. Matador.

To:- Commander,
12 British Liaison Unit

12 British Liaison Unit for
Italian Central Military Schools.
(Tel: ROME 66318/9)

MISC/2

30 April 46

1. With reference to the proposal to use the Matador in the role of Recovery Vehicle at School of Artillery Civitta Vecchia, I have had the vehicle inspected and the findings are as follows please:-

- (i) Engine - complete set of joints and gaskets required.
- (ii) Front axle - complete set of oil seals and joint rings required.
- (iii) Rear axle - " " " " "
- (iv) Transmission - oil seals and cover joints required for Gear Box and Transfer Case.
- (v) Brake Master Cylinder - complete set of Lockheed cups required.
- (vi) Lights - complete set required.

2. A vehicle in this state will always be unreliable in the extreme particularly in Italian hands, and I do not think we could obtain these spares for this vehicle as it was long ago sentenced for "instructional purposes only".

3. May I suggest that the second Scammell, held by 155 Workshop and V.O.R. for inner tubes, be fitted up and allocated for the services you have in mind.

yes if available

To - Arthur Twine

(A.T. TWINE)

Major RENE
DADME

ATT/Tbt.

12 British Liaison Unit for Italian Central Military Schools.

| | |
|---------------|------------|
| AA & QMC | |
| MAA & QMC | |
| SC "A" & "Q" | |
| DADST | |
| DADOS | |
| DADME | <i>any</i> |
| 1st Increment | |
| School | |
| Int | |
| EA | |
| RE | |
| RCS | |
| PRO | |

30 Apr 1946 File 17 2917

5412

0200

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

785020

RAAC MESSAGE FORM

| | | | |
|--|-------------------|---|--------------------------------------|
| CALL | CIRCUIT No.
NR | PRIORITY | TRANSMISSION INSTRUCTIONS
SIGNALS |
| SPACES WITHIN RED LINES FOR SIGNALS USE ONLY | | | |
| FROM (A) | M.M.I.A. | DATE-TIME OF ORIGIN
29 1445 B April 46 | |
| TO (FOR ACTION) | 12 BLU | | |
| TO (FOR INFORMATION) | | MESSAGE INSTRUCTIONS GR | |

(REF. No.) Q.919

(SECURITY CLASSIFICATION) UNCLASSIFIED

REFERENCE RAAC Q 136/4 OF 12 APR STOP FORWARD

PARTICULARS RE DATE TRANSFER 5 CWT 4X4 M.5636694 AND RE BLR
OF AUSTIN U/T No 1137044 SO THAT CASUALTIES MAY BE PUBLISHED

Q.204

| | |
|---------------|------------|
| AA & QMC | |
| BAA & QMC | |
| SC "A" & "Q" | |
| DADTT | |
| DADOS | |
| DADRE | <i>add</i> |
| To: [unclear] | |
| Subject: | |
| Inf | |
| RA | |
| RE | |
| LCS | |
| PRO | |

LOCAL DISTRIBUTION

PRECEDENCE: *Outstanding*
 ORIGINATING SECTION:
 A. G. AUTHENTICATION:
 ORIGINATOR'S AUTHENTICATION:

A. K. E. BYRNE, MAJOR

THE ORIGINATOR 5411

29/14 2003
TIME CLEARED

SUBJECT: Transport at Scuola Autieri, CIVITAVECCHIA.

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

Ref: AQ/17/1456

27 April 46.

To: Comando
Scuole Centrali Militari.

1. During my visit to the above school yesterday, I ascertained that the total available transport at the present moment, to deal with all requirements of both the Aurelia and Ssile Barracks, is only two 3-ton Lorries, the remaining three being out of order.

2. In my opinion this is completely inadequate and greatly increases the difficulties confronting Col. Mateis. I suggest that as a temporary measure, a further three Lorries should be lent to the Scuola Autieri from the Infantry School pool, to enable him to conduct his administration satisfactorily.

3. I regard this matter as most important and shall be glad to receive your confirmation that you have been able to do what is necessary.

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

HM/ah.

Internal.

File.

Flout.

5410

SUBJECT: Writto-CA's.

GA (Schuch)
C2 R E
IQ R A

12 MARCH 1946
for the
Italian Central Military School.
(Tel: RUM 66314/9).

Ref: A/17/1288

29 March 46.

To: Comando
Scuola Centrale Militare.

Reference your letter 01/143/rf.di. prot dated 2 January 1946,
subject: "Armi e munizioni - autorizzazioni".

1. M.M.I.A. have replied:
(a) All weapons and warlike stores are theoretically on loan to the Italian Army. When and if the items are handed back, any deficiencies would be charged for.
(b) Clothing and other items of a similar nature are paid for at source by Italians. If lost, it is purely an Italian matter.
2. From this it would appear that the position is quite clear.
3. All equipment covered by paragraph 1 (a) and (b) are the absolute responsibility of the Italian Army. In no circumstances will any account for all material retained by the Italian Army. Deficiencies, whether due to fair wear and tear or other causes, will be the concern of the Italian accounting authorities, not the British.
4. Hence it would appear that, in the case of the articles referred to in the above mentioned letter, it is the responsibility of the Italian Commander concerned to ascertain the cause of the deficiency, and to take such steps as are necessary to obtain authority from the Italian S.M.R.E. for an official write-off, where such is justified, or to recover the cost of the lost or missing articles from the responsible person, where investigation shows there has been negligence or mis-use.

5. It is emphasized that the British authorities are not concerned with the physical presence of the articles included in the account at

For: Central
Scots Central Military

Reference your letter 01/143/Int. dl. dated 2 January 1946,
subject: "Armaments material - contributions".

1. M.M.I.A. have replied:-

(a) All weapons and warlike stores are theoretically on loan
to the Italian Army. When and if the items are handed
back, any deficiencies would be charged for.

(b) Clothing and other items of a similar nature are paid
for at source by Italians. If lost, it is purely an
Italian matter.

2. From this it would appear that the position is quite clear.

3. All equipment covered by paragraph 1 (a) and (b) are the
absolute responsibility of the Italian Army. In due course the British
authorities will submit an account for all material retained by the
Italian Army. Deficiencies, whether due to fair wear and tear or
other causes, will be the concern of the Italian accounting authorities,
not the British.

4. Hence it would appear that, in the case of the articles
referred to in the above mentioned letter, it is the responsibility of
the Italian Commander concerned to ascertain the cause of the loss, 99
deficiency, and to take such steps as are necessary to obtain authority
from the Italian S.M.A. for an official write-off, where such is
justified, or to recover the cost of the lost or missing articles from
the responsible person, where investigation shows there has been
negligence or mis-use.

5. It is emphasized that the British authorities are not concerned
with the physical presence of the articles included in the account at
the time of payment, but, provided such articles have been delivered
to and acknowledged by a responsible Italian authority, they will be
liable to be paid for, even if all have been lost or legitimately
expended in the interval.

Int/Int.

Int/Int.

File.

Plant.

" (Civiltwoodia)

Colonel

Genl. 12 British Mission Unit for the
Italian Central Military Schools

SUBJECT: Armoured Cars.

12 BRITISH LIAISON UNIT
for the
Italian Central Military Schools
(Tel: MCMR 66340/9)

Ref: AQ/17/1294

30 March 46.

To: O.C.
Armoured Car School.

1. C.H.Q. require immediately information as to the number of Armoured Cars, Daimlers and Humbers only, held by this H.Q.

2. Information required is in the form of a general report on the vehicle held, for example :-

| | | |
|------------------------|---|---|
| Daimler Armoured Cars: | Number | ? |
| | Class | ? |
| | Whether running or off the road | ? |
| | Miscellaneous points on general condition of vehicle, if any. | |

3. Please supply the information to this H.Q. by 10.00 hrs. Monday, 1 April 46.

5408

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

HJB/ah.

Internal.

File.

0 2 0 5