

Acc

10000/120/4649

785020

10000/120/4649

AQ/42

MT

Sept. 14, 1946 - Sept. 24, 1946

7463
7906

SUBJECT: Vehicles.

DIRECTORATE OF MILITARY TRAINING
AFHQ., G.P.

Tel : 16870

DMT/518/ADM

24 February 45.

E.L.U. Reinforcement Trg Centre (Italian Combat Force)
c/o M.M.I.A., U.M.F.

1 5689402 Dodge - 3 Ton 4 x 2
2 4739915 Chevrolet - 15 cwt 4 x 2

1. The a/m vehicles are at present attached to this Directorate but are with the British Training Unit.

2. It is now impossible for these vehicles to be absorbed within any W/E over which this Directorate has control. Can you therefore absorb these vehicles within the W/E of the E.L.U.?

JAB/rk

7506

Brig.,
D.M.T.

FOR ACTION FOR INFO	
SEEN	
Date 27/2	File <i>27/2</i>

SUBJECT:- Vehicles.

'P' BUN RTO 1ST.
c/o Land Forces Sub Comm.
AC (MIA) ROME.
Ref: T/42/1.

6 March 45.

Directorate of Military Training.
A.P.d.Q.

1. Ref your DMT/518/ADM dated 24 Feb 1945. It is possible for Chevrolet 3/4739915 15cwt 4x2 to be absorbed within the establishment of 'P' B.L.U. and I shall be glad if you will arrange for the necessary Part X order to be published- copy to this H.Q.
2. Pending arrival of transport for the B.T.U. could authority please be obtained for Dodge 3 tonner 4x2 L 5689402 to be attached to that unit. If this is not possible please issue necessary disposal instructions.

E38/cn.

~~Internal.~~
~~File.~~
Flent.

[Signature]
Lieut-Col. R.A.

7505

SUBJECT: Transport

REF: MEM REC 134

Ref: MEM/2/2.

6 March 45.

MEM 134. (for Ufficio Servizi).

1. At the Transport Conference held at 16.00 hrs. each day :-
 - (a) D.A.D.S.T. will submit bids for requirements of M.L.U. branches, journeys in respect of Italian Units and stores for M.L.U., i.e. D.A.D.S.T. and M.L.U. materials.
 - (b) Branches of M.L.U., R.T.O. will submit bids for transport
2. D.A.D.S.T. will check availability of transport at this conference.
3. Ufficio Servizi are responsible for the detailed allotment, bearing in mind that :
 - (a) NO vehicle for "miglioramento morale" will be away for more than one day.
 - (b) All journeys entailing an absence of more than one day will be detailed from the G.T. Coy. attached.
4. In the eventuality of there not being sufficient transport to satisfy all requirements, D.A.D.S.T. and Capo Sezione Trasporti will mutually agree priorities.
5. A representative of the G.T. Company should be at this daily conference to receive orders for the G.T. Company.

7504
 [Signature]
 Major R.A.
 D.A. & S.C.

SHE/ah.

Internal

D.A.D.S.T.
 File.
 Front.

SUBJECT \ Vehicles.

DIRECTORATE OF MILITARY TRAINING
AFHQ., CMP.

Tel : 16870

DMT/51B/ADM

11 March 45.

"F" B.L.U., RTC ICF,
c/o Land Forces Sub Commission,
AC (MMA) - ROME.

Reference your T/42/1 dated 6 March '45.

1. Agreed that the Chevrolet X/4739915 15 cwt 4 x 2 be absorbed within the establishment of "F" B.L.U. Copy of Part X Order is attached as requested.
2. Dodge 3 Ton 4 x 2 W.D. No L 5689402 must eventually be absorbed within one of the W.Es of RTC, ICF. Pending arrival of transport for the B.T.U. the vehicle may be retained. Please inform this Directorate to which establishment the vehicle will eventually be allotted.
3. On receipt of transport for B.T.U., this Directorate must be informed when Part X Orders will be issued for the 3 ton lorry authorising the transfer within the War Establishment to be quoted by you as requested in para 2 above.

FOR ACTION FOR INFO	
FILED	<i>[Signature]</i>
Date 12/3	File 42

JAS/nk

[Signature] 2503
Brig.,
D.M.T.

F I L E

SUBJECT: Vehicles.

'F' B.L.U., R.T.C., I.O.F.
c/o Land Forces Sub Comm.
A.O. (M.H.I.A) RGSB.

Ref: ME/42/6.

13 March 1945.

To: D.H.T.
A.P.H.G.

1. Thank you for your letter ME/518/AEM dated 11 March 1945, containing copy of Part X Order for Chevrolet 2/4739915 15-cwt. G.S., 4 x 2.

2. With regard to Dodge 3-ton 4 x 2, W.D. No. L.5689401, it does not appear that this H.Q. letter 2/42/4 dated 6 March 45 is completely understood. The existing War Establishments for 'F' B.L.U., 'G' Training Unit and 'H' British Training Increment do not include a lorry 3-ton G.S. 4 x 2, and pending the arrival of transport for the British Training Unit, it was desired to hold the above 3-ton lorry against Establishment, or be disposed of under your instructions. You have since given authority for it to be retained in your letter ME/518/AEM dated 11 March 1945.

3. Authority is being sought for an increased War Establishment for the 'F' B.L.U., which includes one lorry 3-ton G.S., 4 x 2. It is suggested therefore that the Dodge 3-ton 4 x 2 W.D. No. L.5689402 remains attached to the B.T.U. until the position is clarified, and it is hoped that you are agreeable to this arrangement.

Alfred Caplan
Lieut-Col. R.A.

ME/ah.

Internal.

File.

Plot.

7502

JAB/rk

WIS.
D. H. 2.

7501

PJM/hwt
13 April 1945

103

Reference return called for by this HQ in letter of even reference of 1 March 1945.

1. It has been decided that the repair service of Jeep tyres for which returns have been submitted in accordance with the a/m letter shall apply in Districts and Areas to the following units only:

- (a) Br Inor Fifth (US) Army and Eighth Army units, located in the L of C and Base for rest or refit.
- (b) Units at present under second Districts warned for calling fwd to op under second Br Inor Fifth (US) Army or Eighth Army.

7500

2. All applications within the terms of 1(a) and (b) above will be forwarded to G-4 (Br) Section this HQ monthly by the 15th of each month, showing (a) quantity (b) degree of urgency. Returns for the ~~present~~ month will be submitted as soon as possible. MEL returns are NOT required.

3. Returns made in reply to above mentioned letter are hereby cancelled.

"G" British

AA & QMG
BA & QMG
SC "A" & V
DACT
DAECT
DADMS
The Foremaster
Sawyer
Inf
RA
RC
NCE
PHO
15 Apr 1965 File 42

4. *Photocopy of*
ALBERT LOW
Brigadier
Deputy Commander

1273

SECRET: (For Secrecy)

To: Major G.M. Hiltner, USMC
1st Bn.

1st Bn. 1000. 1000.

Ref: HQ/12/544.

18 May 45.

J. H.

1. Without wishing in any way to show lack of appreciation of what you and your staff have already done, I think the position with regard to this vehicle needs clarification.

2. I realize that I am in no sense entitled to this car, and that its re-conditioning has been carried out as a courteous gesture in order to improve my facilities for transport.

3. This being so, let us be quite clear how we stand. The car was completed, less replacement of broken windows and construction of new back seats. Both these items were provided by Sgt. Major Jackson. Immediately it was put on the road the starting motor broke down, was replaced and broken down again.

4. However, in view of the efforts which had been made I eventually accepted the car as it stood. On the first test the car ran out of petrol as the petrol pump (an Austin) had been connected with the wrongings reversed. The radiator drain tap fell off, thus rendering the radiator useless, and finally, when a temporary repair had been effected, it was found virtually impossible to start the engine. I returned from home in another car.

5. The following day Lieut Roberts took the car to 638 L. of O. Workshops and arranged with the Officer in charge to carry out the repairs and change the engine if a replacement could be found.

6. The next day Sgt. Major Jackson agreed to take a new engine to 638 Workshops. That evening the car was back in 638 Workshops with the right front wing buckled and another window broken!

7. This morning I visited the Workshops at 09.30 hrs. and nothing was being done, although the Italian Sgt. Major promised to put two men on it at once.

8. I would like to clear up the position once and for all. It is intended to complete the car properly I should much appreciate it, but I take the statement of the Italian Sgt. Major as it stands.

13 May 45.

To: Major G.H. HILTON, RMC
171 ALU.

1. Without wishing in any way to show lack of appreciation of what you and your staff have already done, I think the position with regard to this vehicle needs clarification.

2. I realize that I am in no means entitled to this car, and that its re-conditioning has been carried out as a courteous gesture in order to improve my facilities for transport.

3. This being so, let us be quite clear how we stand. The car was completed, less replacement of broken windows and construction of new back seats. Both these items were provided by Sgt. Major Jackson. I immediately it was put on the road the starting motor having been replaced and broken down again.

4. However, in view of the efforts which had been made I joyfully accepted the car as it stood. On the first test the car ran out of petrol as the petrol pump (an Austin) had been connected with the readings reversed. The radiator drain tap fell off, thus rendering the radiator useless, and finally, when a temporary repair had been effected, it was found virtually impossible to start the engine. I returned from home in another car.

5. The following day Ident Roberts took the car to 638 L. of G. Workshops and arranged with the Officer in charge to carry out the repairs and change the engine if a replacement could be found.

6. The next day Sgt. Major Jackson agreed to take a new engine to 638 Workshops. That evening the car was back in Osborn Workshops with the right front wing buckled and another window broken!

7. This morning I visited the Workshops at 09.30 hrs. and nothing was being done, although the Italian Sgt. Major promised to put two men on it at once.

8. I would like to clear up the position once and for all. If it is intended to complete the car properly I should much appreciate it, but I take the strongest objection to lip service. Let the work be done quickly and properly or let it be made quite clear that the whole thing is a bloody nuisance and that no active interest or work is to be taken in it. In this case I shall know where I stand and will make other arrangements. I object most strongly as Commanding Officer, to being put off with promises which no one has the least intention of carrying out.

9. Will you please go into the whole matter and inform me what is your decision and if you are prepared to complete the car, ensure that it is given proper priority and promises fulfilled.

WCH/ah.

Ident-Col. R.A.

Quattro : Per 1 Solare.

AL MAGGIOR G.L. HILTON, MIAMI
1918 REC

1918 REC 1918 REC

Ref. 10/12/1918

18 Maggio 1918

1. - Senza voler mostrare, in ogni modo, nessuna di apprezzamento per quanto voi e il vostro, personale hanno già fatto, penso che la posizione riguardante questo veicolo, esordisce chiarimenti.

2. - So che non sono per nulla intitolato a questo veicolo e che le sue riparazioni sono state eseguite, con questo ordine, per facilitarmi i miei mezzi di trasporto.

3. - Secondo le cose così accadute al vostro veicolo. Il veicolo, da completato, eccetto la sostituzione dei filamenti rotti e la costruzione di nuovi nella portellone. Questi due particolari furono presentati dal Sgt. Major Jackson. A questo punto in strada il mio al fumo' necessitando il mio al questo' ordine.

4. - Con tutto ciò, concludendo la storia fatto, sostengo il veicolo nella condizione in cui era. Alla prima prova il veicolo nono' la velocità, perché il motore di benzina (in Austin) era stato collocato all'incendio. Questo il tempo di scorcio del motore precedente, e, finalmente quando fu fatto una riparazione bisognava era vi' bisognava l'ipotesi che aveva in mano il veicolo. Da una riparazione con altro veicolo.

5. - Il giorno seguente, il Ten. Roberts prese il veicolo al 638 L. Hilli' officina 6, e si mise d'accordo con l'ufficiale incaricato per le riparazioni necessarie e per il costo del motore, se possibile trovare il costo.

6. - Il giorno successivo il Sgt. Major Jackson espose di prendere un nuovo motore all'officina 638. Quella sera il veicolo fu riparato insieme all'officina di Denham con il parafango lasciato ammucchiato e un altro filamento rotto.

7. - Questa mattina visitai l'officina alle 9,30 e vidi e' stato fatto: spiegarvi il Sgt. Major. Italiano mi aveva permesso di vedere che usava al lavoro immediatamente.

8. - Possedere chiarire tale situazione un volta per sempre. Se si intende di completare il veicolo, avrei molto grato di ciò; ma sono molto travolto alle chiacchiere. Per il lavoro già fatto e in modo corretto: e che sia molto chiaro che tutti questi fatti sono una semplice scorteria, perché non mi ha alcuna importanza e nessun lavoro al volo eseguito. In tale caso se deve essere "prevedere" altre decisioni. Sono molto grato con l'ufficiale incaricato ad essere l'ordine con permesso che nessuno ha intenzione di cambiare.

9. - Mi sono di informazioni da tutti fatti e di informazioni che si ha visto

1. Senza voler insistere, in ogni caso, nessuno si appresenta per questo voi e il vostro, per questo meno già fatto, per la posizione riguardante questo veicolo, necessariamente.

2. So che non sono per nulla intitolato a questo veicolo e che le mie riparazioni sono state eseguite, con gesto cortese, per facilitare i miei mezzi di trasporto.

3. Siano le cose così, cerchiamo di essere regolari. Il veicolo, se completato, sottoposto la sostituzione dei filamenti rotti e la costruzione di nuovi molli posteriori. Questi due particolari sono presenti nel 1954, per Jackson. Avrei meno in strada il motore al fuso, chiedendo il ritorno al questo stato.

4. Con tutto ciò, considerando lo sforzo fatto, mettiamo il veicolo nelle condizioni in cui era. Alla prima prova il veicolo meno la benzina, perché il motore di benzina (in Austin) era stato collocato all'incendio. Dato il tipo di servizio del motore primitivo, o, finalmente quello fu fatto una riparazione temporanea ora virtualmente impossibile, in poco il veicolo. Da loro richiedi con altro veicolo.

5. Il giorno seguente, il Ten. Roberts prese il veicolo al 131 L. dell'ufficio 3, e si mise d'accordo con l'ufficiale incaricato per la riparazione, raccomandando o per il cambio del motore, se possibile trovare il meglio.

6. Il giorno successivo il Sgt. Major Jackson convenne di prestare un nuovo motore all'ufficio 632. Quella sera il veicolo fu riportato indietro all'ufficio di Ocampo con il personale nuovo arrivato e un altro funzionario sotto.

7. Questa settimana visitai l'ufficio alle 9,30 e nulla è stato fatto, anche se il Sgt. Major Jackson si aveva permesso di mettere due uomini al lavoro immediatamente.

8. Desidero chiarire tale situazione una volta per sempre. Se si intende di completare il veicolo, sarei molto grato di ciò; ma sono molto attento alle chiacchiere. Che il lavoro sia fatto e in modo corretto: e che sia molto chiaro che tutti questi fatti sono una molesta sorpresa, perché non si ha alcuna intenzione e nessun lavoro si vuole eseguire. In tale caso se deve sono o prevedere altre decisioni. Non contrarlo come l'ufficiale responsabile al essere lusingato con persone che nessuno ha intenzione di cambiare.

9. Vi prego di incaricarmi di tali fatti e di informarmi quale è la vostra decisione e se siete pronto a completare il veicolo, assicurandomi che già sia data la priorità, servita e che le promesse siano mantenute.

12/1/54.

John L. ...

Ident-Cpl. R.

7498

C

Tel : 16870

DMV/518/ADM

14 June 45.

'B' F.I.U., RMC, ICF,
c/o Land Forces Sub Commission,
A.C. (M.M.I.A.) SOLE.

Dodge 3 Ton 4 x 2 W.D. No. L 5689402.

Further to this Directorate's letter of even reference dated 11 March '45 and your ME/42/6 dated 13 March '45.

1. The above vehicle has been attached to this Directorate W.A.F. 9 January '45 under authority AFHQ Q(AE)/VR/861 dated 2 Dec '44. If it is not possible for you to absorb this vehicle within your W.E., will you please arrange to have this vehicle attached to you and not to this Directorate.

2. If this is not possible please inform this Directorate at once and disposal instructions for this vehicle will be issued as soon as possible.

AA & QMG
DAA & QMG
SC-A' & Q' 162
DADST
DADOS
DADMS
The Instruments
Schools
Inf
KA
RE
RCH
PRO
16/6 1945 File 42

what's todo

1850 main Street
Brig.,
D.M.T.

7497

SUBJECT :- Vehicle'P' British Liaison
& Training Unit.20/12/45
20 June 45.

201- A.F.H.Q. G.(45)

Copy to:- Directorate of Military Training
A.F.H.Q., G.M.F. (War 121/541/AM 64 14 June 45 refers)

1. Under a revised War Establishment G/1013/1 this Unit is now entitled to one lorry, 3 ton 4 x 2 G.S., and it is desired to take on to establishment No. 3 ton 4 x 2 G.S. No. 15689402 which is on loan from Directorate of Military Training, who, in turn have it on attachment under authority A.F.H.Q. G(45)/VR/361 dated 2 Dec 44.
2. May authority please be granted for transfer of the above vehicle to this war establishment.

Colonel

Col. 'P' British Liaison
& Training Unit.

RMI/mr.

Internal.File
Floor

7496

ROME AREA ALLIED COMMAND
ORDINANCE (BRITISH)

22

Subject:- Transport.

Ref :- 03/1000/954/AB

Tel :- Roma 66588

Date :- 24 Aug. '45

To :- G.4 (Br)
R.A.A.C.

1. It is understood that owing to shortage of transport at "P" B.L. & T.U. the D.A.D.O.S. cannot fully carry out his duties.
2. Under the present system a vehicle can only be obtained from unit transport "if available".
3. It will be appreciated that a D.A.D.O.S. must be in constant contact with units under command and that unless a vehicle is constantly at the disposal of officer concerned the fulfilment of duties becomes increasingly difficult.
4. Would you please consider the release of a light Utility or 5 cwt truck for use by D.A.D.O.S. concerned.

7495

Copy to:- D.A.D.O.S. "P" B.L. & T.U.

DAR AQHA "F" B.L. & T.U.

Lt. Col.
A.D.O.S.*As per*

MEMORANDUM FOR THE DIRECTOR
OF THE FBI

TO : SAC, NEW YORK
FROM : SAC, NEW YORK
SUBJECT : [Illegible]

RE : [Illegible]

1. It is requested that you be advised by telephone of the results of the investigation conducted by the New York Office regarding the activities of the [Illegible] in the New York area.

2. Under the present system a vehicle can only be obtained from the [Illegible] "if [Illegible]".

3. It will be appreciated that a D.A.R.C. may be in contact with other [Illegible] and that unless a [Illegible] of the [Illegible] of other [Illegible] the [Illegible] [Illegible] [Illegible].

4. It is requested that the results of the investigation be reported to the New York Office by [Illegible] [Illegible].

AA & OPG	<i>bab</i>
DAA & OPG	
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EC - A - 2	
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20 Aug 1967 File *AR*
3305

100-100000
100-100000

[Handwritten signature]

COPY

SUBJECT: Vehicle Returns.

(23)

'F' BRITISH LIAISON & TRAINING UNIT
R.A.C., I.O.F.

Ref: AG/42/121

30 August 45.

To: Ordnance (British)
Rome Area Allied Command.

Reference your AG/630/7 dated 19 June 45.

Herewith please find Monthly Census of "F" Vehicles for
August, (in triplicate) in respect of vehicles on charge to this Unit.*intended*

7494

Capt. Wils.
Staff Captain.

AL/AL.

ROSE AREA MILITARY COMMAND
GUYANA (1983)

24

Subject: - motorized vehicles.

Ref: 05/1000/334/10
Tel: Rose 66515
Date: 31 Oct. 1985.

To: - C.O.
H.Q. 30 vehicle Coy R.A.C.O.

1. Application has been made to this group by 'P' British Liaison & Training Unit R.A.C. I.C.F. for a V.D. no. for the u/s car.

Make: : SEAT Saloon 4 str.
Reg. No: : HIL
Engine no: : 0 2760
Chassis no: : 1013

7493

2. Will you please supply V.D. number.

Copy to: - 'P' R.L. & T.U.
(your 10/12/83 dated
30 Oct. 85 refers).

Johnston Lake
Lt. Col.
A. J. G. S.

AA & QMC	
DAA & QMC	
SC 'A' & 'O'	
DAIST	2/11/85
	42

196

25

SUBJECT :- T/Car Vehicle No.

'P' BRITISH LIAISON AND TRAINING UNIT
R.T.C., I.C.F.

Ref : AQ/42/523.

30 October '45.

To: A.D.O.S.,
Rome Area Allied Command.

I should be glad if you would please allot a T/Car number to the following car, which is filling a vacancy in the W.E. of this Unit.

<u>Make</u>	SPYER	Saloon & Str.
<u>Registration Number</u>		REL
<u>Engine Number</u>		C 2760
<u>Chassis Number</u>	1013	7492

[Signature]

Colonel.
Comd. 'P' British Liaison &
Training Unit RTO ICF.

ES/1-av

Internal.

File.
Float.

ROME AREA ALLIED COMMAND
ORDNANCE (BRITISH)

26

Subject:- W.D. number
T/cap vehicle no.

Ref : GS/1000/954/1D
Tel : Rome 66588
Date: 5 Nov. 1945.

TO : D.A.D.O.S. 'F' R.L. & T.U.
R.T.C., I.C.F.

*reference your AG/42/523 of 30 Oct. '45.

W.D. No. GLE 'M' 5934670

1. The s/q W.D. No. is allotted to captured vehicle.

car 4 str., galoon, steyr, chassis no. 1013 on charge to 'F' British
Liaison and training unit R.T.C. I.C.F.

2. please ensure that the number is stencilled on the vehicle in a
prominent position.

Ingo David
for action

AA & QMG	
DAA & QMG	<i>WLB</i>
SC PA & Q	<i>tr</i>
GADET	
DADON	
DADME	
To: <u>Braceport</u>	
Schedule	<i>4/11/45</i> 42
Ref	

258

7491

Washington Capt
Lt. Col.
A.D.O.S.

Daily Incident Report
200 Provost Company

30th December 1945

Ser.No.	Time.	INCIDENT	Further action.
1360	2040	Capt. ROBERTS 12, B.L.U. CESENA reports in and states he has had his JEEP stolen from outside the Y.W.C.A. at about 1930 Hrs. It was CHAINED and PADLOCKED. Description: No.5626871.M.M.I.A. Painted in GREEN Letters on WHITE, both FRONT and REAR. It is completely closed in and Painted LIGHT GREEN.	For information. Patrols informed To Notice Board.

7490

TRANSMITTAL SLIPSUBJECT: Stolen Vehicle.OFFICE OF THE PROVOST MARSHAL
ROME AREA MILITARY COUNCIL
Tel 473679To: CC., 12 B.L.U., CMF.
HQ., E.M.I.A., Rome.

Ref: -B/13/7/D.I.R.

The attached extract No 1360 from British Military Police
Daily Incident Report dated 30 Dec 45.

is/are forwarded for

Information

RECEIVED

Necessary action please

Investigation & report

Return & return please

Award transmission

Date: 31 Dec 45

Signature: *R.P. Weeden*

Capt,

for Lt-Col,

Provost Marshal
(R.P. Weeden).

3 JAN 1946

42.

1060

OBJ: Tpt Distribution

BRITISH LIAISON & TRAINING UNIT
E.O., I.C.P.

Ref: 16/12/701

7 Dec. 45.

To: All Branches.

1. Complaints have been received from officers of this H.Q. to the effect that tpt vans and details for same cannot be relied on. This unsatisfactory state of affairs can be improved if officers carry out a set procedure when requiring tpt.

2. This instruction is issued to clarify the point and lays down specific methods for tpt details and checking vch performances. All instructions issued on this subject in the past are hereby cancelled.

3. With the exception of the undermentioned vans all vans will be pooled and will be used for the convenience of all officers of this H.Q.

Make.	No.	For.
Staff Car	425151	Comm.
Staff	4234570	Maj. Davin.
15-cvt. Fordson. (Italian Vch).	4960584	Maj. Brinton.

7488

4. A proforma is at Appx. A att will be completed in full by all officers requiring tpt. This proforma is divided into two sections, one for the actual vch detail and one for the vch report. The driver will carry this proforma on all details and the senior officer using the vch will complete the vch report, which will be handed back to the driver for current transmission to O.C. Tpt Sec. In this way officers will be assured of having their current vans as detailed by O.C. Tpt Sec.

5. At least three hours notice should be given for a tpt detail but it is appreciated that in some cases this is not always possible. Officers requiring tpt urgently for business will report the fact to IMA & QM or Staff Capt, who will endeavour to obtain same from Tpt Sec. If for recreational purposes no definite time can be given on the tpt detail proforma. An approx time will be given and confirmation of actual time required will then be the responsibility of the officer concerned to notify O.C. Tpt Sec accordingly.

1. Complaints have been received from officers of this H.Q. to the effect that tpt vehs and details for same cannot be relied on. This unsatisfactory state of affairs can be improved if officers carry out a set procedure when requiring tpt.

2. This instruction is issued to clarify the poor and lays down specific methods for tpt details and checking veh performance. All instructions issued on this subject in the past are hereby cancelled.

3. With the exception of the undermentioned vehs all vehs will be pooled and will be used for the convenience of all officers of this H.Q.

<u>Make.</u>	<u>No.</u>	<u>For.</u>
Staff Car	4956155	Genl.
Steyr	4934670	Maj. Davis. # 7488
15-out, Forester. (Italian Veh).	4960584	Maj. Bevinerton.

4. A proforma as at Annex A att will be completed in full by all officers requiring tpt. This proforma is divided into two sections, one for the actual veh detail and one for the veh report. The driver will carry this proforma on all details and the senior officer using the veh will complete the veh report, which will be handed back to the driver for onward transmission to O.C. Tpt Sec. In this way officers will be assured of having their correct vehs as detailed by O.C. Tpt Sec.

5. At least three hours notice should be given for a tpt detail but it is appreciated that in some cases this is not always possible. Officers requiring tpt urgently for business will report the fact to DAA & QMG or Staff Capt, who will endeavour to obtain same from Tpt Sec. If for recreational purposes no definite time can be given on the tpt detail proforma, an approx time will be given and confirmation of actual time required will then be the responsibility of the officer concerned to notify O.C. Tpt Sec. accordingly.

6. Vehs leaving this H.Q. will always carry a driver unless special Commission has been given by Genl. or DAA & QMG. On return, vehs will be placed in the veh park and necessary front precautions carried out as per instructions already issued.

copy/wh.

Handwritten signature
Major S.A.O.
DAA & QMG.

FILESUBJECT: Tpt Instruction.
-----12 MILITARY LIAISON UNIT
for the
SPANISH CENTRAL MILITARY SCHOOL
(TOL: HCS 6549)

Ref: AG/42/877

16 Jan. 46

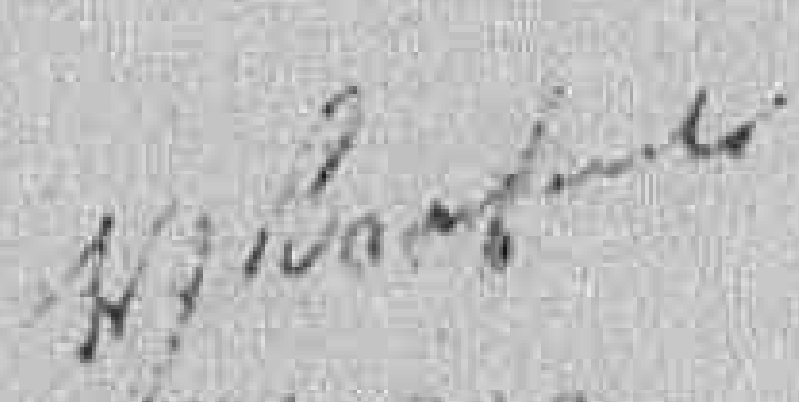
TO: All Officers
in D.L.U.

Further to our AG/42/701 dated 7 Dec. 45.

1. All Transport perfume, on completion, will be forwarded immediately to the General Office (Chief Clerk). Chief Clerk and/or Pay Clerk will ensure that the perfume are delivered to G.O., H.T. Section in the quickest possible time.

2. Further supplies of perfume are available on demand from the Chief Clerk.

7487


Major E.A.C.
D.A. G.O.

Subject: Loss of E.D. Property.

To: DIA & QBR, 12 NIE.

From: Major E.D. CHANCE, E.I.P.

Herewith report on the loss of one vehicle tool kit complete, and one new 15 cub Dodge canopy.

On 23 Nov 15 the day before I left this unit on LIAF, PUS PRICE, my Delivery/Person, and I, put the toolbox complete, canopy, and spare wheel of the 15 cub Dodge No: 5331723 (which is on my charge) into a baggage room in the officers' block. Having locked the door, PUS PRICE broke the key in the lock.

The day before PUS PRICE was released he gave the broken key to Major DAVIS who during my absence was in charge of the truck.

On my return from LIAF - 16 Jan 46, Major DAVIS told me that he had gone to the baggage room that morning and found the door ~~locked~~ ^{open} and the toolbox and canopy missing.

case new 15 and Dodge Country.

On 23 Nov 45 the day before I left this unit on LIAP, PMS PRICE, my Driver/Mechanic, and I, put the toolbox complete, omomy, and spare wheel of the 15 and Dodge No: 2350725 (which is on my charge) into a baggage room in the officers block. Having locked the door, PMS PRICE broke the key in the lock.

The day before PMS PRICE was released he gave the broken key to Major DAVIE who during my absence was in charge of the truck.

On my return from LIAP - 16 Jan 46, Major DAVIE told me that he had gone to the baggage room that morning and found the door bro⁴⁸⁶ and the toolbox and omomy missing.

16 Jan 46.

[Signature]
Major, L. In. P.M.

100 200 300 400 500 600 700 800 900 1000

7485

13/81

21. Jan 1961, p. 142

751

SUBJECT: Petrol Consumption.

FILE

40

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 66345/9)

Ref : A2/A2/15T

14 Nov 1946

To: All Officers,
12 British Liaison Unit.

HCO i/o Petrol.
HCO i/o Transport.

1. I am not satisfied at the figures for petrol consumption in the Unit.
2. I think it is possible that some of the Italian drivers do not fully appreciate that the disposal of petrol is a serious offence.
3. The strike of the GIP makes the sale of petrol even more productive than ever and hence the temptation is increased.
4. I have instructed the MA & QM to carry out a careful check with a view to tightening up the whole petrol situation.
5. I would like all British officers to do everything possible to assist me by checking the mileage on the work tickets and ascertaining why the target figure for the vehicle which they are in the habit of using is not being obtained.

7483

HKS/Paw

Internal.

File.

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

Subject:- M.T. Spares, Indents.

(49)

To:- D.A.D.O.S.

R.A.A.C.

Copy to:-

M.T. Officer

12 B.L.U. ✓

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

Tel : ROME 478808.

Ref:- ORD/11/156.

Date:- June 1st 1946.

CC
Have we copies of these letters?

Reference your observation OS/1000/954 of 27th May 46 and
OS/600/5 of 17th May 1946.

1. The enclosed indents were returned under your above observation, because OS/600/5 of 17th May 46 was not complied with, but it was agreed between Major Turner and Major Shorthose that the indents could be re-submitted after the necessary action had been taken by 12 B.L.U.
2. The return and re-submission of these indents has caused considerable delay, especially as every item had to be indented for separately.
3. In consideration of the above it will be much appreciated if these indents can be approved by you and forwarded as a special case to the Depot.

THS/vg.

File.

AA & QAC	
DAS & GNC	
SC-2 & 5	
DAF	
Q-111	
Q-112	
Q-113	
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Q-200	

W.S. 748
Major, D.A.D.O.S.
(T.H. Shorthose)

5 JN Entd File 43

SUBJECT: M.T.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel: ROSE 470000)

Ref: AQ/42/1756

18 June 1946.

TO : All Officers (less Olvitavecchia detachment)

The main cause for the mechanical inefficiency of vehicles on the strength of 12 B.L.U., is attributed to unskillful adjustments which have been carried out to engines, carburettors, ignition systems, etc., by Italian drivers. An order has been issued to the Officer i/o Italian Increment, that, in future, all repairs will be carried out by Sgt. McGregor, R.E.M.E., and that any Italian driver discovered 'tampering' with any vehicle, unless under direct orders of an Officer, will be placed under arrest. It would be appreciated if all officers co-operate in implementing this system and report all faults discovered on a vehicle, direct to Sgt. McGregor.

Capt.

General Staff.

12 British Liaison Unit for the
Italian Central Military Schools

7481

Internal.

File. —

ATG/ah.

SECRET : U.T. (R B.I.U.)

(82)

12 BRITISH LIAISON UNIT
for the
ITALIAN CRESTAL MILITARY SERVICES
(Ref : MUSE 478003)

Ref : AG/42/1755

18 June 1946

To: Cdr. I/c.
Italian Movement to 12 B.I.U.

1. One of the main causes of the mechanical inefficiency of vehicles on the strength of 12 B.I.U. is attributed to unskilled adjustments which have been carried out by the Italian drivers to engines, carburetors and ignition systems.
2. In order that the present intolerable standard of transport may be improved, the following procedure will be adopted forthwith and the contents of this letter will be passed on to all drivers under your command.
 - (a) Sgt. DE GUNZEN (MUSE) is in charge of all transport and any necessary repairs or adjustments will be carried out by him.
 - (b) On no account whatsoever will Italian drivers carry out maintenance or repairs. Any driver found 'messing' with the engines or other parts of the vehicles, unless directly ordered to do so by an Officer will be placed under arrest.
 - (c) If at the conclusion of a journey, a fault is detected, this will be reported immediately to Sgt. De Gunzen who will carry out the necessary repairs himself.
 - (d) In view of the above paragraphs the services of the Italian fitter under your command are no longer required. 1480
3. A letter is being sent to all officers asking for their co-operation in implementing this scheme.

Air.
Capt.

For info. 1/6.
Italian Instrument to 12 B.I.U.

1. One of the main causes of the mechanical inefficiency of vehicles on the strength of 12 B.I.U. is attributed to unbalanced adjustments which have been carried out by the Italian drivers to engines, carburetors and ignition systems.

2. In order that the present intolerable standard of transport may be improved, the following procedure will be adopted forthwith and the contents of this letter will be passed on to all drivers under your command.

(a) Sgt. Mc GURRIN (JAMES) is in charge of all transport and any necessary repairs or adjustments will be carried out by him.

(b) On no account whatsoever will Italian drivers carry out maintenance or repairs. Any driver found 'messing' with the engines or other parts of the vehicles, unless directly ordered to do so by an Officer will be placed under arrest.

(c) If at the conclusion of a journey, a fault is detected, this will be reported immediately to Sgt. Mc GURRIN who will carry out the necessary repairs himself.

(d) In view of the above paragraphs the services of the Italian fitter under your command are no longer required. 3 1480

3. A letter is being sent to all officers asking for their co-operation in implementing this scheme.

Internally

W.L.
F.L.

L.M./gn.

4/12.
Capt.
General Staff.
12 British Liaison Unit for the
Italian Central Military Schools

LAOT V NBGE NR21385

FROM DADME 12 BLU 211702B

TO 12 BLU

BT

EM/37 . UNCLAS . REPLY CAP/HQ OF OPER TO 6 BLU RE SPARE
DADME TO RETURN 12 BLU TUESDAY 23 AFTER 1930

BT

SENT NR 89 2135 N S AR K

RD GR 21389 BA 2135 B

AA & QMC	
DAA & QMC	
SC "A" & "Q"	
DADST	
DADCS	
DADME	
Trg. Increment	
Subs	
Inf	
HA	
HE	
HCS	
PRO	

22

JUN Enid

42

4502

SUBJECT: 12 B.L.U. transport.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROMA 478808)

Ref: AQ/42/1924.

18 July 1946.

To: Comando Scuole Militari.

1. V.e.f. Friday 19th July all British personnel of 12 B.L.U., with the exception of the duty O.R. in the O.R. stores, will no longer be sleeping on the premises of the Palazzo Salviati.

2. It is, therefore, particularly important that the Carabinieri at the gate should inspect the work ticket of every B.L.U. vehicle leaving the barracks, and should not on any account allow a vehicle to leave without a work ticket that has been properly signed by the duty O.R.

Capt. R.B.
Staff Capt.

74783

12 British Liaison Unit for the
Italian Central Military Schools.

WET/ag

Internal.

File.

File

RAAC MESSAGE FORM

CALL	CIRCUIT No. NR	PRIORITY	TRANSMISSION INSTRUCTIONS
SPACES WITHIN DOUBLES LINES FOR SIGNALS USE ONLY			M.M.I.A. 4/14 SIGNALS
FROM (A)			DATE-TIME OF ORIGIN
TO (FOR ACTION)			121205 3
TO (FOR INFORMATION)			Message Instructions CR
(REF. No.) Q-1009		SECURITY CLASSIFICATION UNCLASSIFIED	

ATTACHED.

PLEASE REPLY OUR SIGNAL Q-995 ON 12 JULY
 REQUESTING CHASSIS AND CONTRACT NUMBERS OF DODGE
 593/323

AA & QMC	_____
BAA & QMC	_____
DC "A" & "Q"	_____
DADST	_____
DADOS	_____
DADNE	_____
1st Instruction	
2nd Instruction	
3rd Instruction	
4th Instruction	
5th Instruction	
6th Instruction	
7th Instruction	
8th Instruction	
9th Instruction	
10th Instruction	

7477

Q-211

LOCAL DISTRIBUTION

PRIORITY	ROUTINE
ORIGINATING SECTION	Q DESIGN
A. G. AUTHENTICATION	
ORIGINATOR'S AUTHENTICATION	
E. J. HAY, SAC.	

THU OR YOR

TIME CLEARED

6888

LEOF V LRA NR 20303
FROM NAJOK TWINE 151117 S
TO 12 A. L. U. ROME .

QSH BT

AR/235 . FOR Q BRANCH . PLEASE SEND H INC WOOD WITH F
PRESENT VEHICLE IN WORKSHOPS FOR COMPLETE OVERHAUL .
REPORT SCHOOL OF MECHANICS PADUA

BT

SENT NR 20303 CSM AT 0546 AR TXS
RN NR 20303(BNL) 2247(B1)

*Understand you have
arranged for him to go
down by Rail. R. go*

AA & QMC
DAA & QMC
SC & V
DADST
DADGE
DADME

Trg Increment

195

KA 7410

CS

PRO

22 JUL 1954

42

Workshop No. 3514

Army Form G1043 (Pads of 100)

**WORKSHOPS REPORT ON STORES AND
CONDEMNATION CERTIFICATE (for use in Workshops)**To Officer Commanding 13 de 4 U.C. M. F.In reference to your Workshop Repair Indent (A.F. G1045) No. 1dated 1/10/45 the stores mentioned below have been sentenced as shown, due to Fair Wear except as otherwise stated

Catalogue No.	Designation	No.	Condition	
			Beyond final repair	Unk.
	<u>Fordson</u>	<u>10</u>	<u>OK</u>	
	<u>15 cwt.</u>			
	<u>W.D.N. 4960584</u>	<u>100001</u>		
	<u>Part X order to 88 Veh. Coy</u>			
	<u>Copy to 4.8.88 Veh. Coy.</u>			

638 L of C
WORKSHOP REME

1—*A.F. G1033 for these stores should be forwarded to

quoting this report as your authority

2—*If stores are required in replacement, an indent should be submitted to your A.D.O.S. with this report attached.

Designation of Workshop FieldStation 13 de 4 U.

O.C. Workshops

Date 30/7/45Approved by [Signature]

(if applicable)

*Not applicable in the case of complete A and B Vehicles.
 *Not applicable to Field Force Units operating overseas, unless specifically instructed.

WS. 33196/3282 1944. Publ. 29/44 W.D. & H. 10.5305

Chief, Club. ^{F.} _{h2.}

File this, but
don't send to

~~MMIA.~~

[Signature]

TRANSLATION

From:- HQ School of Motorisation
 To :- HQ Central Military School

13 July 46
 01477/Mat

Subject:- Vehicles WE.

In order to complete the WE of vehicles it is necessary to replenish the deficiencies shown in the list hereunder.

Type of vehicle	W/E	Holdings	Deficiencies
Motor-cycles	100	51	49
Passenger vehicles	24	10	14
Heavy Lorries	248	189	59
Light Lorries	40	14	26
Everywhere Lorries	12		12
Water Cleaners	1		1
Workshop Lorries	4	1 (1)	3
Light Carriers	8		8

- (1) Two of them have been received from 155 Workshop, but only one is being considered as the efficiency of the other vehicle and machinery must be considered B.L.R.

7475

Sgt Colonnello Nigri.

Clap 10

ROME AREA ALLIED COMMAND
ORDNANCE (BRITISH)

Fre Hillman *42*

Subject: Engine Releases.

To : O.C.
12 B.L.U. for the Italian
Central Military Schools.

File

Ref.: OS/300/15
Tel.: Rome 66588
Date: 7 June '46

Reference your indent MT 138 of 8 May '46.

1. The u/m engine has been allocated to you under Release No. ORD/32/3696:

<u>Code</u>	<u>Qty.</u>
HL/1	1

2. Engine is being consigned to Tuscolana Station Rome, and you will be notified when it is available for your collection.

Wimmer
Major
D.A.D.O.S. *7474*

Copy to: H.C.O. i/c DADOS Stores Rome (2)

SUBJECT: Transport.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 489081 Ext: 545)

REME/1

13 August 1946.

To : D.A.A. & Q.M.G.
12 B. L. U.

1. Herewith, AP. C. 1043 in respect of Motor Cycle sole B.S.A.
W. No. C.5548060, on charge to REME. Trg. Incr. 12 B.L.U.
2. May replacement vehicle please be demanded.

CS/sg

AA & QMG	
DAA & QMG	
SC "A" & "Q"	
DADST	
DADOS	
DADME	
Trg Increment	
Schools	
Inf	
RA	
RE	
ACB	
REQ	
13 AUG	FILE 62

[Signature]
Major R.E.M.E.
D.A.D.M.E.

7473

ING INTLS PLG 4

LEOF V. ARCE NR 15012 QVR 1

FROM EME 7 BLU C/O 6 BLUF 141780

TO DADME 12 BLU

INFO: BEME OFFICE 7 BLU FLORENCE

BT

EME/2/21 (.) REFERENCE OUR EME/2/17 DATED 13/8/46 (.)
 XXXXX CANCEL ALL INSTRUCTIONS (.) VEHICLE NOW BEING
 DELIVERED (.)

BT

TEST NR 15

1507 NOV 21X

ED NR 15012

1507/ 1507

DA

B

114437

AA & QMC	
BAA & QMC	
SC "A" & "Q"	
DADST	
DADOS	
DADME	
Ing Increment	
Schools	
Inf	
RA	
RE	7472
RCS	
MRO	
INA	File 43

46 AUG 1946

LEON V BODGE JR 14225 QVR

FROM EME 7 BLU C/O S BLU

131622

TO DAME 112 BLU CMT

INFO: - REML BRANCH 7 BLU FLORENCE

BT

BT/78/17

REF. REPAIRS TO BODGE 15CMT AFTER VISIT PADUA (.)

XXXXX REPAIRS CLASS Y VEHICLE AVAILABLES PLEASE ARRANGE
COLLECTION SOONEST

BT

THI 1215

SENT ME 23

1927 WCF K

RD NR 23

1927 S NTH NR /// DRR

Delivered 16 Aug. 46.

L. H. H.

L. H. H.

AA & QMG

DAA & QMG

BC "A" & "Q"

DADT

DADOT

DADME

Try Increment

Subcode

Inf

RA

RE

RCH

RIO

15 AUG 1946

File

116

SUBJECT: Maintenance of Vehicles.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 489081 Ext : 545)

TR/1.

19 August 1946.

To : O.C.
12 B. L. U.

1. In an attempt to improve the standard of vehicle maintenance within the Unit, the following suggestions are offered for your consideration and comments.

2. In accordance with the instruction laid down in your AQ/42/2091, dated 16 Aug. '46, para: 1., each unit vehicle is to receive one maintenance day per week.

3. It is considered that, in view of the known and accepted limitations of capabilities of the Italian drivers, maintenance will best be carried out if performed by a small maintenance squad, under the supervision of a British M.C.O. Vehicle Mechanic.

4. As each member of the squad would have a limited number of tasks to do, it is thought that by constant repetition work, a good standard of maintenance must eventually be achieved.

5. As the maintenance of a vehicle falls, roughly, under five headings - i.e. - ENGINE. - TRANSMISSION. - CHASSIS. - BODYWORK. - and ELECTRICAL SYSTEM, it is considered that a squad of six Italian military personnel, with at least an elementary knowledge of the M.T. Vehicle, could be satisfactorily trained and interchanged at intervals, in order to equip each to become thoroughly familiar with all parts of the M.T. Vehicle.

6. A detailed description of each squad - members duties appears as Appendices 1 to 6 of this letter.

7. If the system is adopted, it is suggested that Appendices 2 - 6 are typed in Italian, mounted on milboard and varnished, in order that squad - members may use the instructions, if thought by them to be necessary.

12 B. L. U.

1. In an attempt to improve the standard of vehicle maintenance within the Unit, the following suggestions are offered for your consideration and comments.

2. In accordance with the instruction laid down in your AQ/42/2091, dated 16 Aug. '46, para: 1., each unit vehicle is to receive one maintenance day per week.

3. It is considered that, in view of the known and accepted limitations of capabilities of the Italian drivers, maintenance will best be carried out if performed by a small maintenance squad, under the supervision of a British N.C.O. Vehicle Mechanic.

4. As each member of the squad would have a limited number of tasks to do, it is thought that by constant repetition work, a good standard of maintenance must eventually be achieved.

5. As the maintenance of a vehicle falls, roughly, under five headings - i.e. - ENGINES.- TRANSMISSION.- CHASSIS.- BODYWORK.- and ELECTRICAL SYSTEM, it is considered that a squad of six Italian military personnel, with at least an elementary knowledge of the M.T. Vehicle, could be satisfactorily trained and interchanged at intervals, in order to adapt each to become thoroughly familiar with all parts of the M.T. Vehicle.

6. A detailed description of each squad - members duties appears as Appendices 1 to 6 of this letter.

7. If the system is adapted, it is suggested that Appendices 2 - 5 are typed in Italian, mounted on milboard and varnished, in order that squad - members may use the instructions, if thought by them to be necessary, whilst actually working on the vehicles.

CS/mg.

Internal.

DAA & QMG.


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

APRX. 1.

MAINTENANCE RESPONSIBILITIES OF N.C.O. i/c 12 B.L.U. TRANSPORT.

1. Vehicle road tests will be carried out on appropriate "Rest Days" by N.C.O. i/c M.T., 12 B.L.U.
2. Italian drivers will NOT, repeat NOT, carry out road tests. They should, however, report to N.C.O. any defects of their vehicles which they know to exist.
3. Brake Adjustments will be carried out by British REME personnel ONLY.
4. All repairs will be carried out by British personnel, who may be assisted by Italians, under the supervision of N.C.O. i/c M.T.

Lt. Colonel,
G.S.

7469

Appt. 2.

VEHICLE MAINTENANCE :-ENGINE.

- (i) Inspect Cylinder Head gasket for leaks.
 - " Sparking Plug joints for leaks.
 - " Exhaust Manifold joints for leaks.
- (ii) Inspect Engine Bearer Arms for cracks.
 - " " " " tightness of bolts.
 - " all Brackets, mounted on engine, for tightness.
 - " Exhaust Pipe and Silencer for splits, leaks, or loose brackets.
- (iii) Check oil level in sump, ensuring that the dipstick is carefully wiped before inserting into sump to take reading.

Look for oil leaks at the oil pipe unions, sump to crankcase joints, etc.
- (iv) Check water level in Radiator.

Look for water leaks, especially at Hose Connections and at Pump.
Inspect Fan for loose blades, rivets, etc.
Inspect tension of Fan Belt.
Lubricate Fan Bearing if necessary.
- (v) Check petrol in tank.

Look for leaks at tank, and pipe line from tank to carburettor.
Look for leaks at Fuel Pump and Carburettor.
Lubricate all carburettor control joints, back to accelerator pedal, with oil can.

NOTE. DO NOT ATTEMPT TO REMEDY DEFECTS.- TELL H.C.O. 1/c M.T.

Lt. Colonel,
C.S.

7468

APPX. 3.

VEHICLE MAINTENANCE.TRANSMISSION

- (i) Inspect clutch and gearbox mountings for tightness of bolts.

Test free movement of clutch pedal.

Look for oil leaks round gearbox or clutch housing.

Remove gearbox(es) oil-level plug(s) and check oil level. Refill with CORRECT grade of oil, if necessary.

- (ii) Inspect universal joints and transmission shafts.

Lubricate universal joints (unless of rubber type), including sliding splines or telescopic joints.

- (iii) Inspect axle(s) differential(s) for oil leaks.

Test oil level(s) and refill, if necessary, with CORRECT grade of oil.

- (iv) Look for oil leaks from wheel hub bearings.

- (v) Look for hydraulic fluid leaks from braking system, where applicable.

NOTE. DO NOT ATTEMPT TO REMEDY DEFECTS - TELL THE H.C.O. 1/c M.T.

Lt. Colonel,
G.S.

7467

Appx. 14

VEHICLE MAINTENANCEChassis

- (1) Lubricate spring shackles, front & rear. (unless rubber type).

Check tightness of spring "U" bolts.

Inspect for broken spring leaves.

- (ii) Check tightness of shock absorber bolts.

Look for fluid leaks at shock absorbers.

Check fluid level of shock absorbers.

- (iii) Lubricate all steering joints, including king-pins.

Note. - Jack-up front axle before lubricating king-pins.

Inspect steering joints for wear.

Inspect oil level in steering gear box & refill with CORRECT grade of oil, if necessary.

Check tightness of bolts securing steering box to chassis.

- (iv) Jack-up each wheel in turn, check play in hubs, and rotate wheels to ensure that brakes are not binding.

- (v) Lubricate clutch & brake pedal cross-shaft.

DO NOT ATTEMPT TO REPAIR DEFECTS - TELL THE H.C.O. 1/c M.T.

7466

Lt. Col.
G.S.

APPEND. 5.

VEHICLE MAINTENANCE.

BODYWORK.

- (i) Inspect body holding-down bolts for tightness.
- (ii) Inspect all body fittings and brackets, including spare wheel bracket.
- (iii) Lubricate door locks, hinges, windscreen adjustment brackets, etc.
- (iv) Inspect canopy and all upholstery, straps, etc. for tears, dirt, breakages.

NOTE. - DO NOT ATTEMPT TO REPAIR DEFECTS - TELL THE N.C.O. i/c M.T.

Lt. Colonel,
G.S.

- 7465

APPX. '6'

VEHICLE MAINTENANCE.
ELECTRICAL SYSTEM.

- (i) BATTERY : -Clear filler plug vents & clean filler plugs.
Remove any traces of corrosion from terminal posts or other parts of battery.
Check tightness of terminals & smear with lanoline, if obtainable.
Inspect battery mounting for tightness.
Top up electrolyte with distilled water ; leave exterior of battery dry.
- (ii) CHARGING SYSTEM : -Inspect dynamo mounting & tighten, if necessary.
Adjust driving belt tension, if necessary. Inspect for wear in belt and pulleys.
Check tightness of terminals of dynamo & cut-out.
Check tightness of regulator &/or cut-out mounting bolts.
Start engine & watch behaviour of ammeter, varying engine speeds.
- (iii) STARTER MOTOR : -Inspect mounting of motor & switch & tighten, if necessary.
Clean and tighten terminals, if necessary.
Check cables for chafing of insulation.
Check for action - i.e. - failure to engage ; abnormal noise ; tendency to jam , etc.
- (iv) LIGHTS : -Inspect mounting bolts & brackets of all lamps for tightness.
Switch on all lamps, & ensure bulbs are present and serviceable.
Inspect leads for chafing of insulation, loose contacts, etc.
Check all electrical accessories (stop-lamps, convey-lamps, windscreen wipers, etc.).
Check for presence of correct type fuses, & spare fuses.

Lt.Colonel
C.S.

7464

F

130

SUBJECT : Petrol drawn from C.I.P. sources by an Allied vehicle.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 489081 Ext : 545)

AG/42/3679.

/14 September 1946.

To : Comitato Italiano Petroli.
C. I. P.

Reference your letter No. 59/13 of 31 December 1945.

1. It is confirmed that the vehicle in question is held on charge by this Unit and that at the beginning of November 1945 it was sent to the Cassino area to draw training stores for the Central Military Schools.
2. K.M.I.A. have instructed that the amount of petrol drawn by this vehicle should be debited to the Allied Account in the normal manner.

WET/mc.

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for Lt. Colonel,
C.I.P.

7463

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