

acc

10000/120/4665

(FBI) A8

STA
JAN.

10000/120/4665

18
FBI

STATIONERY + PUBLICATIONS

JAN. 25, 1945 - JUNE 15, 1945

907
985

F...I...L...E.

SUBJECT:-

Office MachineryMMIA (For SORE)H* HTI INFO ICF
Ref: HTI/A.3/282
15 June 1945

The Commandant of the Engineer School of without a typewriter, but the War Ministry have stated that with MMIA approval one could be issued. I strongly recommend that one should be released for the Ecole ARTISRI, will you, therefore, please give your authority.

985

JCR/asj

Major RM
SORE

P...I...L...K.

SUBJECT:- Typewriters,

'H' HTI IIRC ICF

Ref: HTI/A.3/268

8 June 1945

Officer A/c Trg
IIRC ICF

Would it be possible to obtain a typewriter
for Major VIGHINI at the Infantry Specialist School.

WLP/asj

D. L. Price
Major GSO, II
Inf Training

984

File No. A3

8 June 1945

SORE/5

'H' BTI LRTG ICF, OMP.

8 June 1945

Major ICF
SORE

983

XXXXXXXXXX 'H' BTI LRTG ICF

27 May 1945

F...I...L...E.

SUBJECT:-

Stationery, Supply of

A3

'H' BFI IRTG IGV

Officer Comd.,
21 Staty Depot.

Ref: BFI/A.3/257

5 June 1945

The following items of stationery are urgently
required for use by this office.

Code Op. Item.	Description.	Quantity required.
42 21	Ink, drawing, waterproof, Black.	1.
42 22	" " " Brick Red.	1.
42 23	" " " Brown.	1.
42 26	" " " Cobalt Blue.	1.
42 27	" " " Dk Green.	1.
42 37	" " " Violet.	1.
42 39	" " " Yellow.	1.
42 33	" " " Scarlet.	1.

JCB/asj

Major RE
SARS

982

*Cathulady signed

30

Mines, Minefields and Boobytraps, March 1944. (All
(Engineer Sect, AMHQ). Arms).

F...I...L...E.

SUBJECT:

Publications - Distribution of (R)

General Books	(1)
Books of Interest	(15)
Books of Interest	(5)
Books of Interest of Interest	(5)
Books of Interest of Interest	(5)

"R" INT LINE 100

Ref: REF/4.3/106

4 June 1946

Herewith copies of FIELD INFORMATION (All items) -
REF No. 30 Part VI - Distribution.

JCS/003

Major M
JCS

981

F...I...L...E.

SUBJECT:-

Stationery - Supplementary Demand

Officer Commanding,
21 Advanced Stationery Depot,
C.....M.....F.....

M. H. H. H. H. H.

Ref: H. H. H. H. H.

4 June 1945

Please supply the undermentioned items of stationery for use by
this unit.

Code	Qty.	Item.	Quantity	Reqd.	Description.	For use.
4	21		2	Rolls	Drawing, Cartridge,	
					30ins x 12 ins.	
38	61		1	No.	Stylus Pen (for use	
					on stencils).	

WLP/anj

Major, GSO.II
Inf Regt.

F...I...L...E.

A3

SUBJECT:-

Printing of Drawings from Tracings

'H' HPI IRTG IOF

ONE 104 Works, IOF

Ref: HPI/A.3/249

2 June 1945

1. Considerable assistance has been received in the past from your office in regards to the printing of drawings from our tracings. Due to paper shortage we were requested to approach the SAKO, 16 Via Del Porto, but attempts to find these people have failed.
2. Could you please confirm the location of this Unit or let us know where we can go for further printing.
3. Estimated requirements - 20 copies, 2 ft x 3 ft per week approximately.

JUB/saj

Major RS
SORE

979

File No.

1 June 1945

INF/2

"H" Br Training Increment, IRTC., ICF.

1 June 1945

Major GSG II (Inf),
"H" Br Trg Incr, IRTC, ICF.

978



27 May 1945

- 3 Infantry Training, 1944, Part V (The Carrier Platoon).
- 3 Infantry Training, 1944, Part VII (The Pioneer Platoon).

SUBJECT:-

F...I...L...E.
Army Forms - Indent for.

A.3

'H' BTL LTC 10F

Ref: BTL/A.3/240

31 May 1945

Officer Commanding,
21 Adv Stationary Depot,
CMF

Please supply the following Army Forms for use by this Unit.

	<u>A.F. No.</u>	<u>No. reqd.</u>
	CMF 74	10
Report on applicant for a Commission in the Regular Army.	AF Form 72	10

JCH/naJ

Major RE
SORS

977

File No. *A3*

27 May 1945

SCORE/4

'H' British Training Increment,
INTC IOP, CMP.

27 May 1945

Major RM
SCORE

XXXXXXXXXX 'H' INT, INTC, IOP.

976

11 May 1945

1	Royal Engineer Training Memorandum No: 1
1	" " " " No: 2
1	" " " " No: 3
1	" " " " No: 7
1	" " " " No: 11
1	" " " " No: 13

ENGINEER SECTION

A.F.H.C.
A.P.O. 512 U.S. ARMY
Telephone - Freedom 335

SUBJECT : AFHQ Engineer Section Poster.

TO : Chief Engineer, 15 Army Group 50
 Chief Engineer, 8 Army 200
 Chief Engineer, HQ, LP(G) 30
 Chief Engineer, No 1 District 50
 Chief Engineer, No 2 District 50
 Chief Engineer, No 3 District 60
 Chief Engineer, 2 Polish Corps 17
 Engineer, 1st Army 200
 Engineer, NGS 10
 Engineer, PMS 135
 Land Forces Sub-Commission AC 2
 HQ, PML, HGS, ICF 6
 CG, AAF, Engineer Cmd, LTO 50
 DTR, o/o 56 Area 500
 SCOR, 37 Military Mission 10
 HQ, No 2 Communio Bde 2
 HQ, 25 Arm'd Engr Bde, RS 25
 1240 GRS (Works) 2
 Commandant, RME 100
 Commandant, Polish SUE 15
 1 Bn, Transportation Increment 5
 CO, 26 RM 1
 CO, 522 Engineer Combat Coy 1
 CO, Engineer School Detachment, 20
 Replacement Command, LTOUSA 5
 GRS, PML 5
 CO, 8 RM (HD) R2 5
 CO, 17 HD Coy R2 12
 HQ, LFA (for GORR) 6
 CO, 29 Replacement Bn 10
 CO, 1 Replacement Depot, Trg Sec 10
 CO 24 Replacement Depot, Trg Sec 10
 CO, 69, 67 Coy R2 1
 Le General de Division Tournoux 12

Int Trg Centre, AFHQ 2
 Tech Int MA & CM, AFHQ 2
 D Trg, AFHQ 1
 Ord Section (US), AFHQ 2
 DOS (Br), AFHQ 14
 HQ Infantry (Br), AFHQ 2
 JICA, AFHQ 1
 Field Arty Sec, AFHQ 1
 AGF Board (G-3 Trg Sec) AFHQ OP 1

EKG/1202

25 May 45



975

Int Trg Centro, AFHQ	2
Tech Int M. & Ch, AFHQ	2
Tr, AFHQ	1
rd Section (US), AFHQ	2
OS (Br), AFHQ	4
Infantry (Br), AFHQ	2
JICA, AFHQ	1
Field Arty Sec, AFHQ	1
AGF Board (G-3 Trg Sec) AFHQ CP	1

For the Chief Engineer:

Encls - 16 stat.

1. 100%
 2. 90%
 3. 80%
 4. 70%
 5. 60%
 6. 50%
 7. 40%
 8. 30%
 9. 20%
 10. 10%
 11. 0%

P...I...L...E.

SECRET-

Re Publications - Distribution of

THI REI INFO KOF

Scuola Artieri	(8)
Scuola di Nautica	(4)
Scuola Specialisti	(4)
di Pfr	
Scuola Istruttori Vario	(2)
Aerei	

Ref: DSI/A.3/209

20 May 1945

Further to my DSI/A.3/159 dated 23 April 1945

herewith additional amendment (No.1) - The German Anti-Lifting Device M.44.

JUP/edj

Major R2
SCHE

974

P...I...L...E.

SUBJECT:- For Publications - Distribution of

A3

Scuola Artieri	(1)
Scuola Ritorica	(1)
Scuola Specialisti di	
Pir	(1)
Scuola Istruttori Uscia	
and	(1)

"H" HX LUGS DOR

Ref: HX1/A.3/200

16 May 1945

Herewith copy of "Military Engineering,
Volume IV, DECEMBER".

JCB/auj

Major RH
SHE

973

CLASSIFIED

Tel : 0800 701

DATE: 13 Dec 45

DATE: 13 Dec 45

2005-06-01 Publication: Deposit

McLerrin, D.H.

REVISED 2006 - 8.4.06 PM 1.1.1

NOTATION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
15 Army Group																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

[illegible]

Table of O. School	Current Reports from Overseas No. 85	S.A.T. Vol. I, March 2 Index No. 2	" " " 7 to III Index No. 2	S.A.T. Vol. I, March 5 Index No. 2	C.M. Office 201, March 20 Index No. 1	1921, No. 90 et. V - Snow & Mountain Index
1	1	1	1	1	1	1
2	2	2	2	2	2	2
3	3	3	3	3	3	3
4	4	4	4	4	4	4
5	5	5	5	5	5	5
6	6	6	6	6	6	6
7	7	7	7	7	7	7
8	8	8	8	8	8	8
9	9	9	9	9	9	9
10	10	10	10	10	10	10
11	11	11	11	11	11	11
12	12	12	12	12	12	12
13	13	13	13	13	13	13
14	14	14	14	14	14	14
15	15	15	15	15	15	15
16	16	16	16	16	16	16
17	17	17	17	17	17	17
18	18	18	18	18	18	18
19	19	19	19	19	19	19
20	20	20	20	20	20	20
21	21	21	21	21	21	21
22	22	22	22	22	22	22
23	23	23	23	23	23	23
24	24	24	24	24	24	24
25	25	25	25	25	25	25
26	26	26	26	26	26	26
27	27	27	27	27	27	27
28	28	28	28	28	28	28
29	29	29	29	29	29	29
30	30	30	30	30	30	30
31	31	31	31	31	31	31
32	32	32	32	32	32	32
33	33	33	33	33	33	33
34	34	34	34	34	34	34
35	35	35	35	35	35	35
36	36	36	36	36	36	36
37	37	37	37	37	37	37
38	38	38	38	38	38	38
39	39	39	39	39	39	39
40	40	40	40	40	40	40
41	41	41	41	41	41	41
42	42	42	42	42	42	42
43	43	43	43	43	43	43
44	44	44	44	44	44	44
45	45	45	45	45	45	45
46	46	46	46	46	46	46
47	47	47	47	47	47	47
48	48	48	48	48	48	48
49	49	49	49	49	49	49
50	50	50	50	50	50	50
51	51	51	51	51	51	51
52	52	52	52	52	52	52
53	53	53	53	53	53	53
54	54	54	54	54	54	54
55	55	55	55	55	55	55
56	56	56	56	56	56	56
57	57	57	57	57	57	57
58	58	58	58	58	58	58
59	59	59	59	59	59	59
60	60	60	60	60	60	60
61	61	61	61	61	61	61
62	62	62	62	62	62	62
63	63	63	63	63	63	63
64	64	64	64	64	64	64
65	65	65	65	65	65	65
66	66	66	66	66	66	66
67	67	67	67	67	67	67
68	68	68	68	68	68	68
69	69	69	69	69	69	69
70	70	70	70	70	70	70
71	71	71	71	71	71	71
72	72	72	72	72	72	72
73	73	73	73	73	73	73
74	74	74	74	74	74	74
75	75	75	75	75	75	75
76	76	76	76	76	76	76
77	77	77	77	77	77	77
78	78	78	78	78	78	78
79	79	79	79	79	79	79
80	80	80	80	80	80	80
81	81	81	81	81	81	81
82	82	82	82	82	82	82
83	83	83	83	83	83	83
84	84	84	84	84	84	84
85	85	85	85	85	85	85
86	86	86	86	86	86	86
87	87	87	87	87	87	87
88	88	88	88	88	88	88
89	89	89	89	89	89	89
90	90	90	90	90	90	90
91	91	91	91	91	91	91
92	92	92	92	92	92	92
93	93	93	93	93	93	93
94	94	94	94	94	94	94
95	95	95	95	95	95	95
96	96	96	96	96	96	96
97	97	97	97	97	97	97
98	98	98	98	98	98	98
99	99	99	99	99	99	99
100	100	100	100	100	100	100

File No. A3

11 May 1945

SCRE/3

"H" Br Try Inscr, DTIC DDF, GGP.

11 May 1945

Major, G30.11
Inf Training
"H" BTI DTIC DDF

971

23 April 1945

30 Military Training Pamphlet No. 30 Part VI
(Demolitions)

F...I...L...E.

SUBJECT:-

Publications (or) Distribution of

A3:

Scuola Artisti	(1)
Scuola di Pasticceria	(1)
Scuola Specializzata di Per	(1)
Scuola Istruttori Vario Area	(1)
BY CAMPALDI Division	(1)

IT FIVE ZERO ZERO

Ref: 1211/1.3/192

5 May 1965

1. Forward copies of Reports "A/ST INTERNATIONAL REPORT" and "ITALIA REPORT", distribution as shown above.

2. It is hoped to republish these drawings in Italian shortly.

JUL/65

Major RS
1211

970

0 8 4 3

785020

5 MAY Recd B-11

RECEIVED

FILE 241/2

DATE 14 MAY 45

DISTRIBUTION 111

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

Copy to 121/2

1. Donnell for 121/2 and 121/3

2. Donnell for 121/2 and 121/3

3. Donnell for 121/2 and 121/3

4. Donnell for 121/2 and 121/3

5. Donnell for 121/2 and 121/3

6. Donnell for 121/2 and 121/3

7. Donnell for 121/2 and 121/3

8. Donnell for 121/2 and 121/3

9. Donnell for 121/2 and 121/3

10. Donnell for 121/2 and 121/3

FOR

121/2	121/3	121/4	121/5	121/6	121/7	121/8	121/9	121/10	121/11	121/12	121/13	121/14	121/15	121/16	121/17	121/18	121/19	121/20	121/21	121/22	121/23	121/24	121/25	121/26	121/27	121/28	121/29	121/30	121/31	121/32	121/33	121/34	121/35	121/36	121/37	121/38	121/39	121/40	121/41	121/42	121/43	121/44	121/45	121/46	121/47	121/48	121/49	121/50	121/51	121/52	121/53	121/54	121/55	121/56	121/57	121/58	121/59	121/60	121/61	121/62	121/63	121/64	121/65	121/66	121/67	121/68	121/69	121/70	121/71	121/72	121/73	121/74	121/75	121/76	121/77	121/78	121/79	121/80	121/81	121/82	121/83	121/84	121/85	121/86	121/87	121/88	121/89	121/90	121/91	121/92	121/93	121/94	121/95	121/96	121/97	121/98	121/99	121/100
-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------

696

102420

Time	Lat	Long	Alt	Wind	Temp	Hum	Clouds	Remarks
12.00	30.00	150.00	10	10	20	80	100	Clear
12.05	30.05	150.05	10	10	20	80	100	Clear
12.10	30.10	150.10	10	10	20	80	100	Clear
12.15	30.15	150.15	10	10	20	80	100	Clear
12.20	30.20	150.20	10	10	20	80	100	Clear
12.25	30.25	150.25	10	10	20	80	100	Clear
12.30	30.30	150.30	10	10	20	80	100	Clear
12.35	30.35	150.35	10	10	20	80	100	Clear
12.40	30.40	150.40	10	10	20	80	100	Clear
12.45	30.45	150.45	10	10	20	80	100	Clear
12.50	30.50	150.50	10	10	20	80	100	Clear
12.55	30.55	150.55	10	10	20	80	100	Clear
13.00	31.00	151.00	10	10	20	80	100	Clear
13.05	31.05	151.05	10	10	20	80	100	Clear
13.10	31.10	151.10	10	10	20	80	100	Clear
13.15	31.15	151.15	10	10	20	80	100	Clear
13.20	31.20	151.20	10	10	20	80	100	Clear
13.25	31.25	151.25	10	10	20	80	100	Clear
13.30	31.30	151.30	10	10	20	80	100	Clear
13.35	31.35	151.35	10	10	20	80	100	Clear
13.40	31.40	151.40	10	10	20	80	100	Clear
13.45	31.45	151.45	10	10	20	80	100	Clear
13.50	31.50	151.50	10	10	20	80	100	Clear
13.55	31.55	151.55	10	10	20	80	100	Clear
14.00	32.00	152.00	10	10	20	80	100	Clear
14.05	32.05	152.05	10	10	20	80	100	Clear
14.10	32.10	152.10	10	10	20	80	100	Clear
14.15	32.15	152.15	10	10	20	80	100	Clear
14.20	32.20	152.20	10	10	20	80	100	Clear
14.25	32.25	152.25	10	10	20	80	100	Clear
14.30	32.30	152.30	10	10	20	80	100	Clear
14.35	32.35	152.35	10	10	20	80	100	Clear
14.40	32.40	152.40	10	10	20	80	100	Clear
14.45	32.45	152.45	10	10	20	80	100	Clear
14.50	32.50	152.50	10	10	20	80	100	Clear
14.55	32.55	152.55	10	10	20	80	100	Clear
15.00	33.00	153.00	10	10	20	80	100	Clear
15.05	33.05	153.05	10	10	20	80	100	Clear
15.10	33.10	153.10	10	10	20	80	100	Clear
15.15	33.15	153.15	10	10	20	80	100	Clear
15.20	33.20	153.20	10	10	20	80	100	Clear
15.25	33.25	153.25	10	10	20	80	100	Clear
15.30	33.30	153.30	10	10	20	80	100	Clear
15.35	33.35	153.35	10	10	20	80	100	Clear
15.40	33.40	153.40	10	10	20	80	100	Clear

22

COPIES DESTROYED AT WASH. D.C.
APRIL 1967

U.S. DEPT. OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

REPORT OF SPECIAL AGENT IN CHARGE
JAMES EARL RAY
RE: ALLEGED ATTEMPTS TO OBTAIN
PASSPORT FOR THE PURPOSES OF
TRAVELING TO CUBA AND
MEXICO

DATE: 10-1-68

TO: DIRECTOR, FBI

FROM: SAC, NEW YORK (100-100000)

SUBJECT: JAMES EARL RAY; AKA; IOWA
STATE PRISONER; FUGITIVE;
ALLEGED ATTEMPTS TO OBTAIN
PASSPORT FOR TRAVEL TO CUBA
AND MEXICO

NEW YORK OFFICE ADVISED BY
TELEPHONE CALL FROM NEWARK,
NEW JERSEY, ON OCTOBER ONE LAST
THAT AN INDIVIDUAL IDENTIFYING
HIMSELF AS "JOHN DOE" HAD
CONTACTED THE NEW YORK OFFICE
OF THE FEDERAL BUREAU OF
INVESTIGATION AND REQUESTED
ASSISTANCE IN OBTAINING A
PASSPORT FOR TRAVEL TO CUBA
AND MEXICO. THE INDIVIDUAL
STATED THAT HE WAS CURRENTLY
EMPLOYED AS A SALESMAN IN THE
CITY OF NEW YORK AND WAS
INTERESTED IN VISITING HIS
PARENTS WHO RESIDE IN CUBA.

THE NEW YORK OFFICE CONDUCTED
AN EXTENSIVE SEARCH OF ITS
FILES AND FOUND NO RECORD OF
ANY INDIVIDUAL BY THE NAME OF
"JOHN DOE". THE NEW YORK
OFFICE THEREUPON ADVISED THE
NEWARK OFFICE THAT IT HAD
NOT BEEN ABLE TO LOCATE ANY
INDIVIDUAL BY THE NAME OF
"JOHN DOE" AND REQUESTED THAT
THE NEWARK OFFICE CONDUCT A
SEARCH OF ITS FILES FOR ANY
INDIVIDUAL WHO MAY HAVE
CONTACTED THE NEWARK OFFICE
FOR ASSISTANCE IN OBTAINING A
PASSPORT FOR TRAVEL TO CUBA
AND MEXICO.

THE NEWARK OFFICE HAS NOT YET
LOCATED ANY INDIVIDUAL WHO
MAY HAVE CONTACTED THE NEWARK
OFFICE FOR ASSISTANCE IN
OBTAINING A PASSPORT FOR
TRAVEL TO CUBA AND MEXICO.

THE NEW YORK OFFICE IS
CONTINUING TO MAINTAIN CLOSE
CONTACT WITH THE NEWARK
OFFICE AND WILL IMMEDIATELY
ADVISE THE NEW YORK OFFICE
IF ANY INDIVIDUAL IS
LOCATED WHO MAY HAVE
CONTACTED THE NEWARK OFFICE
FOR ASSISTANCE IN OBTAINING
A PASSPORT FOR TRAVEL TO
CUBA AND MEXICO.

VERY TRULY YOURS,
JAMES EARL RAY
Special Agent in Charge

ENCLOSURE

Copyright Reserved

RESTRICTED

The information given in this document is not to be communicated, either directly or indirectly, to the Press or to any person not authorized to receive it.

26 G.S. Publications 626

SMALL ARMS TRAINING Vol. 1. Pamphlet No. 1, 1942

AMENDMENTS (No. 2)

(These amendments will also apply to the edition reprinted with Amendments (No. 1) notified in A.C.I. 2683 of 1942. Page references to the reprinted edition are shown in parenthesis.)

1. Page 41 (44)—Zeroing and Testing—Para. 2 (iii), line 3. Delete "5 rounds" and substitute "a burst of 10 rounds".

2. Pages 43 and 44 (46 and 47)—Delete sub-para. (iv) and substitute —

(iv) *Light machine guns*—Fire the gun from the tripod, the firer's holding being exactly as it would be if firing from the tripod.

Fire a burst of 10 rounds into the bank to warm up the barrel.

Follow this, while the barrel is still hot, with five single rounds, each aim being carefully laid. After each single round has been fired, the aim will be checked and only relaid when necessary.

The results from a correctly zeroed gun should be —

Range	Sighting	Position of M.P.I. in relation to point of aim	Permissible variation allowed
100 yds.	200 yds.	3 ins. directly above	Not exceeding 2 ins. above or below.
25 yds.	200 yds.	1 in. right and 1 1/2 ins. high	Not exceeding 1 in. above or below.

If it is necessary to fire a check group after any adjustment, the barrel should again be warmed up prior to firing the group.

After zeroing in this way, it will be found that the first few rounds from a cold gun will go high. As the barrel warms up, the M.P.I. will gradually drop until it remains steady on the point of aim.

NOTE.—There are four sizes of foresight available to units for adjustment of vertical errors. The

Crown Copyright Reserved

RESTRICTED

The information given in this document is not to be communicated, either directly or indirectly, to the Press or to any person not authorized to receive it.

U.S. G.P.O. Publication 556

SMALL ARMS TRAINING

Vol. 1, Pamphlet No. 1, 1942

AMENDMENTS (No. 2)

(These amendments will also apply to the edition reprinted with Amendments (No. 1) notified in A.C.I. 2683 of 1942. Page references to the reprinted edition are shown in parentheses.)

1. Page 41 (44).—Zeroing and Testing—Para. 2 (iii), line 3. *Delete* "5 rounds" and *substitute* "a burst of 10 rounds".

2. Pages 43 and 44 (46 and 47).—*Delete* sub-para. (iv) and *substitute* —

Amends.
Apr. 1945

(iv) *Light machine guns*.—Fire the gun from the tripod, the firer's holding being exactly as it would be if firing from the bipod.

Fire a burst of 10 rounds into the bank to warm up the barrel.

Follow this, while the barrel is still hot, with five single rounds, each aim being carefully laid. After each single round has been fired, the aim will be *checked* and only *re-laid* when necessary.

The results from a correctly zeroed gun should be —

Range	Fighting	Position of M.P.I. in relation to point of aim	Possible variation allowed
100 yds.	200 yds.	3 ins. directly above	Not exceeding 2 ins. above or below.
25 yds.	200 yds.	1 in. right and 14 ins. high	Not exceeding 1 in. above or below.

If it is necessary to fire a check group after any adjustment, the barrel should again be warmed up prior to firing the group.

After zeroing in this way, it will be found that the first few rounds from a cold gun will go high. As the barrel warms up, the M.P.I. will gradually drop until it remains steady on the point of aim.

NOTE.—There are four sizes of foreright available to units for adjustment of vertical errors. The

966

difference of one size gives the following alterations to the M.P.I.

At 100 yards, 3.48 inches or approximately $3\frac{1}{2}$ inches rise or drop on the target.

At 25 yards, 0.87 inch or approximately $\frac{1}{2}$ inch rise or drop on the target.

3. Page 44 (47).

Add new sub-paragraph:—

Amend.
Apr. 1945

(vi) P.I.A.T.—The method of making adjustments is as follows:—

Vertical error.—This is corrected by loosening the lock nut above the foresight bed and unscrewing or screwing up the foresight. As a rough guide, one complete turn of the foresight gives a variation of 8 inches at 50 yards and 12 inches at 70 yards.

Lateral error.—This is corrected by loosening the two small nuts outside the large lock nut inside the foresight casing and unscrewing or screwing up the axis screw. As a rough guide, one complete turn of the axis screw gives a variation of 8 inches at 50 yards and 12 inches at 70 yards.

The following table gives all other information:—

Conditions	Type of lock sight	Range at which fired	Lighting used	No. of bombs	Target used	Accuracy required
If using live or inert bombs	Mark II	15 yds.	10 yds.	Five.	A large steel plate or dark flat tank for live bombs. A 6-foot screen with an aiming mark for practice shot or inert bombs.	Sufficient accuracy to ensure that the centre of the target is hit.
	Mark III	20 yds.	20 yds.	Five and take the mean.		
If using practice shot	Mark II	15 yds.	10 yds.			
	Mark III	20 yds.	20 yds.			

NOTE.—If using a new weapon, at least six bombs should be fired before zeroing, in order to settle down the spring.

Re-number existing sub-para. "(vi)" as "(vii)".

By Command of the Army Council,

L. Darnley.

THE WAR OFFICE,
3rd April, 1945.

(2245) G.F.M. 120,000 4/5 C.I.C. Op. 27

965

difference of one size gives the following alterations to the M.P.I.

At 100 yards, 3-48 inches or approximately 34 inches rise or drop on the target.

At 25 yards, 0-87 inch or approximately 1 inch rise or drop on the target.

3. Page 44 (47).

Add new sub-paragraph:—

Amtd 2
Apr 1945

(vi) P.I.A.T.—The method of making adjustments is as follows:—

Vertical error.—This is corrected by loosening the lock-nut above the foresight bed and unscrewing or screwing up the foresight. As a rough guide, one complete turn of the foresight gives a variation of 8 inches at 50 yards and 12 inches at 70 yards.

Lateral error.—This is corrected by loosening the two small nuts outside the large lock-nut inside the foresight casing and unscrewing or screwing up the axis screw. As a rough guide, one complete turn of the axis screw gives a variation of 8 inches at 50 yards and 18 inches at 70 yards.

The following table gives all other information:—

Conditions	Type of back-sight	Range at which fired	Heighting used	No. of bombs	Target used	Accuracy required
If using live or inert bombs	Mark II	75 yds.	70 yds.	Five bombs and take the mean.	A large steel plate or target tank for live bombs. A 6-foot screen with no aiming mark for practice shot or inert bombs.	Sufficient accuracy to ensure that the centre of the target is hit.
	Mark III	30 yds.	30 yds.			
If using practice shot	Mark II	75 yds.	70 yds.			
	Mark III	35 yds.	30 yds.			

NOTE.—If using a new weapon, at least six bombs should be fired before zeroing, in order to settle down the spring.

Re-number existing sub para. " (vi) " as " (vii) ".

By Command of the Army Council,

L. Darnley.

THE WAR OFFICE,

3rd April, 1945.

GH45 QAM 150,000 4/45 R.J.E.R. 9c 47

ENGINEER SECTION

A.F.H.Q.

A.P.O. 542 U.S. MAIL

TEL. NO.: FREDON 335

FILE

3 MAY 1945

SUBJECT : AFHQ Engineer Section Posters

EAR/1202

2 May 45

TO :	Chief Engineer, 15 Army Group	50
	Chief Engineer, 8 Army	200
	Chief Engineer, HQ, LP GROUND	30
	Chief Engineer, No 1 District	50
	Chief Engineer, No 2 District	30
	Chief Engineer, No 3 District	60
	Chief Engineer, 2 Polish Corps	17
	Engineer, 1st Air Army	200
	Engineer, 1st Air Army	10
	Engineer, 1st Air Army	135
	Engineer, Continental Advanced Sec	2
	Land Forces Sub-Commission AG (MIL)	2
	1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th	6
	CO, 1st Engineer Bde, MTO	50
	SCHE, 57 Military Mission	10
	HQ, No 2 Command Bde	2
	HQ, 25 Army Bde, RE	25
	1240 GNS (Works)	2
	Commandant, 1st	100
	Commandant, Polish SE	15
	Commandant, C.F.C.	20
	Commandant, C.F.C.	10
	D. In. Transportation Increment	5
	CC, 26 BIL	1
	CC, 222 Engineer Casualty Coy	1
	CC, Engineer School Detachment,	1
	Replacement Command, T.C.S.	20
	CC, 1st	5
	CC, 1st (RD), RE	5
	CC, 17 RD Coy RE	12
	CC, 1st (Cor SERS)	6
	CC, 25th Replacement Battalion	10
	CC, 1st Replacement Depot, Trg Sec	10
	CC, 2nd Replacement Depot, Trg Sec	10
	CC, 3rd Coy RE	1
	CC, 4th Coy RE	1
	CC, 5th Coy RE	12
	CC, 6th Coy RE	12
	CC, 7th Coy RE	12
	CC, 8th Coy RE	12
	CC, 9th Coy RE	12
	CC, 10th Coy RE	12
	CC, 11th Coy RE	12
	CC, 12th Coy RE	12
	CC, 13th Coy RE	12
	CC, 14th Coy RE	12
	CC, 15th Coy RE	12
	CC, 16th Coy RE	12
	CC, 17th Coy RE	12
	CC, 18th Coy RE	12
	CC, 19th Coy RE	12
	CC, 20th Coy RE	12
	CC, 21st Coy RE	12
	CC, 22nd Coy RE	12
	CC, 23rd Coy RE	12
	CC, 24th Coy RE	12
	CC, 25th Coy RE	12
	CC, 26th Coy RE	12
	CC, 27th Coy RE	12
	CC, 28th Coy RE	12
	CC, 29th Coy RE	12
	CC, 30th Coy RE	12
	CC, 31st Coy RE	12
	CC, 32nd Coy RE	12
	CC, 33rd Coy RE	12
	CC, 34th Coy RE	12
	CC, 35th Coy RE	12
	CC, 36th Coy RE	12
	CC, 37th Coy RE	12
	CC, 38th Coy RE	12
	CC, 39th Coy RE	12
	CC, 40th Coy RE	12
	CC, 41st Coy RE	12
	CC, 42nd Coy RE	12
	CC, 43rd Coy RE	12
	CC, 44th Coy RE	12
	CC, 45th Coy RE	12
	CC, 46th Coy RE	12
	CC, 47th Coy RE	12
	CC, 48th Coy RE	12
	CC, 49th Coy RE	12
	CC, 50th Coy RE	12
	CC, 51st Coy RE	12
	CC, 52nd Coy RE	12
	CC, 53rd Coy RE	12
	CC, 54th Coy RE	12
	CC, 55th Coy RE	12
	CC, 56th Coy RE	12
	CC, 57th Coy RE	12
	CC, 58th Coy RE	12
	CC, 59th Coy RE	12
	CC, 60th Coy RE	12
	CC, 61st Coy RE	12
	CC, 62nd Coy RE	12
	CC, 63rd Coy RE	12
	CC, 64th Coy RE	12
	CC, 65th Coy RE	12
	CC, 66th Coy RE	12
	CC, 67th Coy RE	12
	CC, 68th Coy RE	12
	CC, 69th Coy RE	12
	CC, 70th Coy RE	12
	CC, 71st Coy RE	12
	CC, 72nd Coy RE	12
	CC, 73rd Coy RE	12
	CC, 74th Coy RE	12
	CC, 75th Coy RE	12
	CC, 76th Coy RE	12
	CC, 77th Coy RE	12
	CC, 78th Coy RE	12
	CC, 79th Coy RE	12
	CC, 80th Coy RE	12
	CC, 81st Coy RE	12
	CC, 82nd Coy RE	12
	CC, 83rd Coy RE	12
	CC, 84th Coy RE	12
	CC, 85th Coy RE	12
	CC, 86th Coy RE	12
	CC, 87th Coy RE	12
	CC, 88th Coy RE	12
	CC, 89th Coy RE	12
	CC, 90th Coy RE	12
	CC, 91st Coy RE	12
	CC, 92nd Coy RE	12
	CC, 93rd Coy RE	12
	CC, 94th Coy RE	12
	CC, 95th Coy RE	12
	CC, 96th Coy RE	12
	CC, 97th Coy RE	12
	CC, 98th Coy RE	12
	CC, 99th Coy RE	12
	CC, 100th Coy RE	12

961

135
 Engineer, Continental Advanced Sec 2
 Land Forces Sub-Commission AG (MILA) 2
 HQ, ETC, ETC, ETC 6
 CG, ALZ, Engineer Ord, LTC 50
 SCHZ, 77 Military Mission 10
 HQ, No 2 Commando Bde 2
 HQ, 25 Land Engg Bde, ETC 25
 1240 GNE (Works) 2
 Commandant, ETC 190
 Commandant, Polish SLE 15
 Commandant, GNE 20
 Commandant, CTC 10
 D Dr, Transportation Increment 5
 CG, 26 HIN 1
 CG, 522 Engineer Combat Coy 1
 CG, Engineer School Detachment, 20
 Replacement Command, TOWEL 5
 CG, ETC 5
 CG, E E N (ED), ETC 12
 CG, 17 RD Coy ETC 6
 ETC, 124 (For SLE) 10
 CG, 29th Replacement Battalion 10
 CG, 1 Replacement Depot, ETC Sec 10
 CG, 24 Replacement Depot, ETC Sec 10
 CG, 524 Coy ETC 1
 Lt General de Division Tourneux 12
 300
 ETC, o/o 55 Area 2
 Int Eng Centre, ETC 2
 Each Int M. & G. ETC 2
 ETC, ETC 1
 Ord Section (US), ETC 1
 ETC (Pr), ETC 1
 HQ, Infantry (Br), ETC 1
 HQ, Command, ETC 1
 JICA, ETC 1
 Field Jty Sec, ETC 1
 JCP Board (G 3 ETC Sec), ETC CP 1

964

Herewith copies, as above stated, of each of JTP
 Engineer Section Posters Nos. 5 and 6, for distribution.

Further copies are available upon request to OC No 10
 Publications Depot, G.L.

For the Chief Engineer:

Encls - as stated.

S. P. M. JEM,
 Captain, E.R.

F...I...L...E.

OBTAIN-

Publications - Distribution of

A3

Scuola Artieri (4)
 Scuola Antaria (2)
 Scuola Specialisti (2)
 di Antaria (2)
 TIVA (1)

H. INT. INFO. TOP

Ref: INT/A.3/150

23 April 1946

Harvested copies of "Mine and Booby Traps" INT No. 30
 (In English).

JED/na3

Major, RF
 SAE.

963

File

A3

23 April 1945

SORE/v.

'H' HTI INTO IOT, CDP

23 April 1945

Major RE,
SORE.

962

20 April 1945

6

Military Engineering Vol IV Demolitions.

F...L...L...S.

SUBJECT:- Publications - Distribution of

'H' BTL BPC ICF

OC, No. 9 Lubas Depot

Ref: BTL/A.3/153

For info

20 April 1945

OC, No. 10 Puhon Depot

May this Unit please be placed on the
Automatic Distribution List for publications as
issued to Field Coy/Kap Ra.

JCB/anj

Major RA,
SOMR.

ADVICE NOTE

S.O.R.E., "I" Br Trg Iner
I.R.T.C., I.C.F

29/5 /5551

10 PD/

Date 3 Apr 45

BTI/A3/86

Your indent for publications reference
 dated 45.

The following observations are raised:-

Enclosed are AF L 1398 applicable to To Coy/Iner
 also "Distn To Petri" & "Iner Tril Petri".

Please submit indent on attached AF L 1394A.

"Automatic" distributions are carried out by
 OC No. 9 Publications Dept to whom you are referred
 for "automatic" issues.

OC, No. 9 Publications Dept

Lieut RASC

Depot RASC

Sgt JONES

Repeat our letter to No 9 Pubs for "automatic
 issues"

WR 460

① 3407

1. The first of these is the *Department of Education*.
 2. The second is the *Department of Health*.
 3. The third is the *Department of Social Security*.
 4. The fourth is the *Department of Transport*.
 5. The fifth is the *Department of the Environment*.
 6. The sixth is the *Department of the Treasury*.
 7. The seventh is the *Department of the Interior*.
 8. The eighth is the *Department of the Navy*.
 9. The ninth is the *Department of the Army*.
 10. The tenth is the *Department of the Air Force*.
 11. The eleventh is the *Department of the State*.
 12. The twelfth is the *Department of the Justice*.
 13. The thirteenth is the *Department of the Agriculture*.
 14. The fourteenth is the *Department of the Commerce*.
 15. The fifteenth is the *Department of the Energy*.
 16. The sixteenth is the *Department of the Housing and Urban Development*.
 17. The seventeenth is the *Department of the Labor*.
 18. The eighteenth is the *Department of the Veterans Affairs*.
 19. The nineteenth is the *Department of the Postal Service*.
 20. The twentieth is the *Department of the Federal Reserve*.
 21. The twenty-first is the *Department of the Federal Reserve Bank of New York*.
 22. The twenty-second is the *Department of the Federal Reserve Bank of San Francisco*.
 23. The twenty-third is the *Department of the Federal Reserve Bank of Chicago*.
 24. The twenty-fourth is the *Department of the Federal Reserve Bank of Cleveland*.
 25. The twenty-fifth is the *Department of the Federal Reserve Bank of Dallas*.
 26. The twenty-sixth is the *Department of the Federal Reserve Bank of Kansas City*.
 27. The twenty-seventh is the *Department of the Federal Reserve Bank of Minneapolis*.
 28. The twenty-eighth is the *Department of the Federal Reserve Bank of St. Louis*.
 29. The twenty-ninth is the *Department of the Federal Reserve Bank of Atlanta*.
 30. The thirtieth is the *Department of the Federal Reserve Bank of Miami*.
 31. The thirty-first is the *Department of the Federal Reserve Bank of New Orleans*.
 32. The thirty-second is the *Department of the Federal Reserve Bank of San Antonio*.
 33. The thirty-third is the *Department of the Federal Reserve Bank of San Diego*.
 34. The thirty-fourth is the *Department of the Federal Reserve Bank of San Jose*.
 35. The thirty-fifth is the *Department of the Federal Reserve Bank of Seattle*.
 36. The thirty-sixth is the *Department of the Federal Reserve Bank of Portland*.
 37. The thirty-seventh is the *Department of the Federal Reserve Bank of Denver*.
 38. The thirty-eighth is the *Department of the Federal Reserve Bank of Salt Lake City*.
 39. The thirty-ninth is the *Department of the Federal Reserve Bank of Phoenix*.
 40. The fortieth is the *Department of the Federal Reserve Bank of Tucson*.
 41. The forty-first is the *Department of the Federal Reserve Bank of Albuquerque*.
 42. The forty-second is the *Department of the Federal Reserve Bank of Santa Fe*.
 43. The forty-third is the *Department of the Federal Reserve Bank of Las Vegas*.
 44. The forty-fourth is the *Department of the Federal Reserve Bank of Reno*.
 45. The forty-fifth is the *Department of the Federal Reserve Bank of Sacramento*.
 46. The forty-sixth is the *Department of the Federal Reserve Bank of San Francisco*.
 47. The forty-seventh is the *Department of the Federal Reserve Bank of San Jose*.
 48. The forty-eighth is the *Department of the Federal Reserve Bank of Seattle*.
 49. The forty-ninth is the *Department of the Federal Reserve Bank of Portland*.
 50. The fiftieth is the *Department of the Federal Reserve Bank of Denver*.
 51. The fifty-first is the *Department of the Federal Reserve Bank of Salt Lake City*.
 52. The fifty-second is the *Department of the Federal Reserve Bank of Phoenix*.
 53. The fifty-third is the *Department of the Federal Reserve Bank of Tucson*.
 54. The fifty-fourth is the *Department of the Federal Reserve Bank of Albuquerque*.
 55. The fifty-fifth is the *Department of the Federal Reserve Bank of Santa Fe*.
 56. The fifty-sixth is the *Department of the Federal Reserve Bank of Las Vegas*.
 57. The fifty-seventh is the *Department of the Federal Reserve Bank of Reno*.
 58. The fifty-eighth is the *Department of the Federal Reserve Bank of Sacramento*.
 59. The fifty-ninth is the *Department of the Federal Reserve Bank of San Francisco*.
 60. The sixtieth is the *Department of the Federal Reserve Bank of San Jose*.
 61. The sixty-first is the *Department of the Federal Reserve Bank of Seattle*.
 62. The sixty-second is the *Department of the Federal Reserve Bank of Portland*.
 63. The sixty-third is the *Department of the Federal Reserve Bank of Denver*.
 64. The sixty-fourth is the *Department of the Federal Reserve Bank of Salt Lake City*.
 65. The sixty-fifth is the *Department of the Federal Reserve Bank of Phoenix*.
 66. The sixty-sixth is the *Department of the Federal Reserve Bank of Tucson*.
 67. The sixty-seventh is the *Department of the Federal Reserve Bank of Albuquerque*.
 68. The sixty-eighth is the *Department of the Federal Reserve Bank of Santa Fe*.
 69. The sixty-ninth is the *Department of the Federal Reserve Bank of Las Vegas*.
 70. The seventieth is the *Department of the Federal Reserve Bank of Reno*.
 71. The seventy-first is the *Department of the Federal Reserve Bank of Sacramento*.
 72. The seventy-second is the *Department of the Federal Reserve Bank of San Francisco*.
 73. The seventy-third is the *Department of the Federal Reserve Bank of San Jose*.
 74. The seventy-fourth is the *Department of the Federal Reserve Bank of Seattle*.
 75. The seventy-fifth is the *Department of the Federal Reserve Bank of Portland*.
 76. The seventy-sixth is the *Department of the Federal Reserve Bank of Denver*.
 77. The seventy-seventh is the *Department of the Federal Reserve Bank of Salt Lake City*.
 78. The seventy-eighth is the *Department of the Federal Reserve Bank of Phoenix*.
 79. The seventy-ninth is the *Department of the Federal Reserve Bank of Tucson*.
 80. The eightieth is the *Department of the Federal Reserve Bank of Albuquerque*.
 81. The eighty-first is the *Department of the Federal Reserve Bank of Santa Fe*.
 82. The eighty-second is the *Department of the Federal Reserve Bank of Las Vegas*.
 83. The eighty-third is the *Department of the Federal Reserve Bank of Reno*.
 84. The eighty-fourth is the *Department of the Federal Reserve Bank of Sacramento*.
 85. The eighty-fifth is the *Department of the Federal Reserve Bank of San Francisco*.
 86. The eighty-sixth is the *Department of the Federal Reserve Bank of San Jose*.
 87. The eighty-seventh is the *Department of the Federal Reserve Bank of Seattle*.
 88. The eighty-eighth is the *Department of the Federal Reserve Bank of Portland*.
 89. The eighty-ninth is the *Department of the Federal Reserve Bank of Denver*.
 90. The ninetieth is the *Department of the Federal Reserve Bank of Salt Lake City*.
 91. The ninety-first is the *Department of the Federal Reserve Bank of Phoenix*.
 92. The ninety-second is the *Department of the Federal Reserve Bank of Tucson*.
 93. The ninety-third is the *Department of the Federal Reserve Bank of Albuquerque*.
 94. The ninety-fourth is the *Department of the Federal Reserve Bank of Santa Fe*.
 95. The ninety-fifth is the *Department of the Federal Reserve Bank of Las Vegas*.
 96. The ninety-sixth is the *Department of the Federal Reserve Bank of Reno*.
 97. The ninety-seventh is the *Department of the Federal Reserve Bank of Sacramento*.
 98. The ninety-eighth is the *Department of the Federal Reserve Bank of San Francisco*.
 99. The ninety-ninth is the *Department of the Federal Reserve Bank of San Jose*.
 100. The hundredth is the *Department of the Federal Reserve Bank of Seattle*.

20 APR 1945

Will Be The Inner, Inner Top, Outer.

20 April 1945

Major RUS
30213

559

20 April 1945

Major H3
303H

959

- | | | |
|-----|---|------|
| X 1 | Air Compressor (Truck Type) Handbook of (Provisional) | 1940 |
| 2 | Animal Management, 1933 | |
| 1 | Drives Flexibl e, (22mm and 17.5mm) Handbook of the | 1939 |
| 2 1 | Engines Petrol 3 b.h.p. Handbook of the (Provisional) | |
| 5 | Manual of Map and Photo Reading and Field Sketching | |
| 1 | Melomworth's Pocket Book of Engineering Formulas | |
| 3 | Notes on the Administration of Disciplines | |
| X 1 | Pumping Set No.4, Handbook for the (Provisional),(1939) | |

1.

The Army as a Career.
The Task of the Royal Engineer Officers.
The Soldiers Welfare
Think it over To a Sub-unit Commander.

212 894 0 S

1941-1942

1941-1942

1941-1942

"H" BTL IRFC ICF
C.H.P.

From:- 10, Publications Depot, C. M. P.

Ref. 5961/11

Date 18/4/45

Your demand/letter Ref BTL/HS/121 of 13/4/45 refers.

1. Your indent is ready for collection. Please arrange to collect at the earliest opportunity.
2. Your indent has been despatched by A.L.C. on 12/4/45
3. The following items cannot be supplied for the reasons stated:-

4. The following items are temporarily out of stock but will be forwarded as soon as replenishment is to hand. Do not re-indent.

FORWARDED BY INO P.V. - P.V.

Not yet published

5. The following items cannot be identified. Will you please furnish fuller details.

6. See special observations overleaf.

958

O.C. *L. Holden* 2/Lieut. R.A.S.C.
Publications Depot., C. M. P.

The British Air Compressor TruckGeneral description and hints on running and maintenanceContents

<u>Section</u>	<u>Para</u>	<u>Subject</u>	<u>Page</u>
I	1	<u>General Description</u>	
	2	<u>The air compressor</u>	
II	3	<u>Working Instructions - The Compressor</u>	
	4	<u>Action before starting</u>	
	5	<u>Starting the compressor</u>	
	6	<u>Running the compressor</u>	
	7	<u>Stopping the compressor</u>	
	8	<u>Running repairs and maintenance</u>	
	9	<u>Troubles and faults</u>	
	10	<u>Do's and Don't's</u>	
III	10	<u>The Compressor Tools</u>	
	11	<u>General</u>	
	12	<u>The Hammer Drill</u>	
	13	<u>The Concrete Rebar</u>	
	14	<u>The Light Pick</u>	
	15	<u>The Wood Auger</u>	
	16	<u>The Air Line Lubricator</u>	
		<u>Do's and Don't's</u>	
Appendix		<u>Fault Finding</u>	

Foreword

The object of this pamphlet is to give the user a brief description of the equipment and to assist him in running and maintaining the machine.

For more detailed information the reader must turn to the British Handbook (Provisional) of the Air Compressor (Truck Type) or to the relevant Instruction Manual for the vehicle.

III

	<u>The Compressor Tools</u>
10	<u>General</u>
11	The Hammer Drill
12	The Concrete Breaker
13	The Light Pick
14	The Wood Auger
15	The Air Line Lubricator
16	Do's and Don't's

Appendix - Shell Firing

Foreword

The object of this pamphlet is to give the user a brief description of the equipment and to assist him in running and maintaining the machine.

For more detailed information the reader must turn to the British Handbook (Provisional) of the Air Compressor (Track Type) or to the relevant Instruction Manual for the vehicle.

Section IGeneral Description

1

The air compressor truck consists of:-

- a) a standard truck with the addition of a power take-off and certain other modifications,
- b) an air-cooled compressor, mounted on the truck chassis, and driven by the truck engine, complete with tool and spare part box,
- c) Pneumatic hose, and hose connectors,
- d) Pneumatic tools consisting of, normally:-

Concrete breaker	1
Hammer drills	2
Light Picks	2
Wood boring machine	1
- e) Various small parts for maintenance,

2

The air compressor is a two-stage, two cylinder air-cooled compressor, delivering 113 cubic feet of free air at per minute at 100 lbs per square inch pressure, running at 1200 r.p.m., rotation clockwise when viewed from the rear of the truck and has an air inter-cooler. The compressor is bolted to the chassis of the truck, and is driven by the engine through a power take-off, mounted on the main gear-box, and a flexibly connected coupling shaft.

used

The compressor can only be operated when the truck is stationary, and a special power take-off lever is fitted to the change over the drive from the back axle to the compressor.

Air from the low pressure cylinder is passed through an inter-cooler before it is again compressed in the high pressure cylinder. A belt driven fan draws air through the inter-cooler and passes it over the cylinders. Lubrication is by gear pump and oil is positively supplied to all bearings. Two inter-connected air receivers form the baseplate of the compressor. The compressor is provided with an unloader which automatically opens or closes an intake valve, thus ensuring that no useless work is done when no air is being drawn off. An air cleaner is provided to prevent dust and grit entering the compressor cylinders. The compressor's speed is controlled by a governor fitted on the power take-off, and connected to a butterfly valve on the inlet manifold of the engine.

Section IIWorking Instructions - Compressor

3

Action before starting

956

e) Various small parts for maintenance.

The air compressor is a two-stage, two cylinder air-cooled compressor, delivering 117 cubic feet of free air at per minute at 100 lbs per square inch pressure, running at 1500 R.P.M., rotation clockwise when viewed from the rear of the truck and has an air intake filter. The compressor is bolted to the chassis of the truck, and is driven by the engine through a power take-off, mounted on the main gear-box, and a flexibly connected coupling shaft.

The compressor can only be operated when the truck is stationary and a special power take-off lever is fitted to the change over the drive from the back axle to the compressor.

Air from the low pressure cylinder is passed through an inter-cooler before it is again compressed in the high pressure cylinder. A belt driven fan draws air through the inter-cooler and passes it over the cylinders. Lubrication is by gear pump and oil is positively supplied to all bearings. Two inter-connected air receivers form the baseplate of the compressor. The compressor is provided with an unloader which automatically opens or closes an intake valve, thus ensuring that no useless work is done when no air is being drawn off. An air cleaner is provided to prevent dust and grit entering the compressor cylinders. The compressor's speed is controlled by a governor fitted on the power take-off, and connected to a butterfly valve on the inlet manifold of the engine.

Section II Working Instructions - Compressor

3

Action before starting

956

a) Park the truck on a level site near the work, preferably upwind of the work. Ensure there is sufficient room to reach the job. Ensure there are no tools, boxes or kit to interfere with the operation of the compressor, or with the flow of air.

b) Start the truck engine and warm it up. In cold weather cover part of the radiator.

c) Check oil level in compressor sump. Top up if required. Prime the oil pump and replace cap.

d) Give the grease lubricator on the fan spindle half a turn.

e) Check oil level in power take-off.

f) Unload the compressor by turning the handle screw clockwise as far as it will go by hand.

- g) Open the four air take off cocks, after having taken off caps.
- h) Open the two drain cocks on the air receivers and the two on the intercooler casing.

Starting the Compressor

Get into the driver's seat:

- a.) Move the power take off control lever to the back position, thereby engaging the power take off. ²⁻¹¹⁻²¹ ~~NEVER MOVE THE LEVER UNLESS THE ENGINE IS STOPPED.~~
- b.) Depress the clutch, engage second gear, release the clutch and run the compressor light at low speed to warm it up and circulate the oil. Use the hand throttle lever. Then go round to the back of the truck.

- c.) See that the oil pressure gauge is registering.

- d.) See that the fan is working.

- e.) Close the drain cocks.

- f.) Close the air cocks to which hose is to be attached. Connect the hose and open the cock to blow any dust etc. out of the hose.

- g.) When the compressor is warmed up, go back to the driver's seat, see if engine temperature is 160 F. Depress the clutch, engage top gear, accelerate, and gradually take up the drive by slowly releasing the clutch pedal. When the drive is fully taken up, open the hand throttle. **FULLY.**

- h.) Get out of the driver's seat, close all air cocks, turn the 'unloader' anti-clockwise as far as it will go.

- i.) Test the safety valves by lifting the stems.

- j.) See that the unloader acts off the air supply when pressure is built up to 100 lbs.

Running the Compressor

- a.) The compressor may now be operated
- b.) Check oil pressure gauges occasionally
- c.) Check tightness of unloader locking ring
- d.) Check that fan is operating

- e.) Stop machine at once if intercooler relief valve or receiver safety valve blows.

- d) See that the fan is working.
- e) Close the drain cocks.
- f) Close the air cocks to which hose is to be attached. Connect the hose and open the cock to blow any dust etc. out of the hose.
- g) When the compressor is started up, go back to the driver's seat, see if engine temperature is 160 W, depress the clutch, engage top gear, accelerate, and gradually take up the drive by slowly releasing the clutch pedal. When the drive is fully taken up, open the hand throttle. *FULLY.*
- h) Get out of the driver's seat, close all air cocks, turn the unloader's anticlockwise as far as it will go.
- i) Test the safety valves by lifting the stem.
- j) See that the unloader cuts off the air supply when pressure is built up to 100 lbs.

5

During the Compressor

- a) The compressor may now be operated.
- b) Check oil pressure gauges occasionally.
- c) Check tightness of unloader locking ring.
- d) Check that fan is operating.
- e) Stop machine at once if intercooler safety valve or receiver safety valve blows. *955*
- f) Open the bonnet if engine gets too hot.

Stopping the compressor

- a) *This applies to all fitting. For most position "Turn unloader to 'hand' position."* Turn to hand unloader to full extent
- b) Close air cocks
- c) Depress clutch, put gear lever in neutral, and close the hand throttle. *←*
- d) Stop engine and move power take off central lever forward to engage the back axle drive.
- e) Clean all tools before packing up. Replace the truck cover.

6

Removal of dirt and interference

The vehicle, engine and compressor must be kept in a clean condition and protected from dust and weather as far as possible. As regards running repairs and maintenance of the engine and truck, see the Instruction Book of the vehicle.

No part of the compressor must be dismantled and no adjustment must be made, except as detailed below, without special authority.

a) Removal and cleaning of the oil filler gauge. If the oil is slow in getting into the gauge, it indicates that the gauge needs cleaning. To clean, remove the gauge and wash thoroughly in petrol.

b) Removal of the crankcase drain plug and draining of oil in the sump after 100 hours' running. Refill with oil. The draining should be done when the oil is hot. Do not wash out with paraffin.

c) Removal of and cleaning of the oil filter gauge plate. To remove, drain sump, unscrew pump suction pipe, remove nut, which extends over the whole base. This must be cleaned at least every 500 hours, but, preferably, this should be done every time the oil is changed. The operation should not be carried out in the open.

d) Removal of and cleaning of the oil delivery filter. To remove, undo four set bolts and take off head casting when the filter insert is opened up. Clean this after every 500 hours by washing it out in petrol and carefully drying out before reassembly.

e) Removal of the drain plug and draining of oil in the sump take-off after 50 hours' running. Refill with oil up to the level of the level plug. The draining should be done when the oil is hot. Every third time the draining operation is carried out, after about 250 hours service, the gear casing should be flushed out with clean flushing oil.

f) In an emergency, removal and cleaning of the suction and delivery valves. These should be removed, inspected and cleaned once every working month; more frequently if the compressor is working in a dusty atmosphere. Usually this work should not be done in the unit.

g) Removal and cleaning of the air cleaner. The frequency of cleaning, which depends on dust conditions, must be determined locally. Daily cleaning may be necessary where the compressor has to work in a very dusty atmosphere; normally weekly cleaning

oil in the pump after 150 hours' running. Empty with oil. The draining should be done when the oil is hot. Do not wash out with paraffin.

c) Removal of and cleaning of the oil filter pump plate. To remove, drain pump, unscrew pump suction pipe, remove nut, which extends over the whole base. This must be cleaned at least every 500 hours, but, preferably, this should be done every time the oil is changed. The operation should not be carried out in the open.

d) Removal of and cleaning of the oil delivery filter. To remove, unscrew four nut bolts and turn oil head casting when the filter insert is opened up. Clean this after every 500 hours by washing it out in petrol and carefully drying out before replacing.

e) Removal of the drain plug and draining of oil in the power take-off after 50 hours' running. Refill with oil up to the level of the level plug. The draining should be done when the oil is hot. Every third time the draining operation is carried out, after about 250 hours service, the gear casing should be flushed out with clean flaming oil.

f) In an emergency, removal and cleaning of the suction and delivery valves. These should be removed, inspected and cleaned once every working month; more frequently if the compressor is working in a dusty atmosphere. Normally this work should not be done in the unit.

g) Removal and cleaning of the air cleaner. The frequency of cleaning, which depends on dust conditions, must be determined locally. Daily cleaning may be necessary where the compressor has to work in a very dusty atmosphere; normally weekly cleaning is recommended. To clean, remove the perforated metal side cover. Vigorous agitation of the felt tubes by hand or brush will dislodge the dust. During this operation care must be taken not to disturb the clips fixing the ends of the felt tubes to the ferrules in the air chamber. It is important to keep the felt tubes free from oil and grease and as dry as possible. On no account use petrol or paraffin, as the use of either will probably cause an explosion in the compressor or receiver.

h) Adjusting the position of the butterfly throttle valve. With the engine stopped, place the new mark on the spindle vertical and screw up the sliding nut. This ensures the valve being fully open.

i) Adjusting the tension of the fan belt. To tighten, slacken the clamp bolt and rotate the fan bearing eccentric until the belt is tight; then screw up the clamp bolt. If this does not tighten the belt sufficiently, remove one link, replace the belt and proceed as above.

8

Troubles and faults

A compressor fault-finding table is given in Appendix. It is essential that troubles be traced out systematically as laid down in this table. Do not jump to conclusions. Always consider the previous condition of the compressor before the trouble arose. Do not adjust or dismantle before the trouble is located. As regards engine faults and troubles see Instruction Book of the Truck.

9

Do's and Don'ts

- a) DO keep the compressor and tools clean.
- b) DO keep the compressor filled up with oil, taking care to use the filter provided. Use only the correct oils.
- c) DO tighten up all nuts, bolts and screws.

(and usually missing) d) DO prime the priming vessel before starting the compressor to work.

e) DON'T dismantle any part of the compressor, except as laid down in para 7 or when specially authorized.

g) DON'T move the power take-off control lever unless the truck is stationary.

h) DON'T adjust or alter the settings of the unloader, the oil relief valve, the two air safety valves or the engine governor.

- i) DON'T use petrol or oil to clean the air cleaner.

Section IIICompressor Tools

40 General a) This section contains short descriptions of the most common types of tool.

b) Tools must be cleaned after use and packed properly in the boxes provided for them.

c) Use air line indicators if available. Oil all tools liberally.

d) The compressor cannot provide air for more than two tools at one time.

11

Power Drill

- (not normally necessary)*
- c) DO tighten up all nuts, bolts and screws.
 - d) DO prime the priming vessel before starting.
 - e) DO blow out all dirt and moisture before putting the compressor to work.
 - f) DO NOT dismantle any part of the compressor, except as laid down in para 7 or when specially authorized.
 - g) DO NOT move the power take-off control lever unless the truck is stationary.
 - h) DO NOT adjust or alter the settings of the unloader, the oil relief valve, the two air safety valves or the engine governor.
 - i) DO NOT use petrol or oil to clean the air cleaner.

Section III

Compressor Tools

- 10 General a) This section contains short descriptions of the more common types of tool.
- b) Tools must be cleaned after use and packed properly in the boxes provided for them.
- c) Use air line lubricators if available. OIL all tools liberally.
- d) The compressor cannot provide air for more than two tools at one time.

14

Hammer Drill

- a) This tool is used for drilling holes in masonry, concrete, rock etc. in connection with demolitions or blasting. It operates on the percussion principle combined with a rotary motion. Each tool has eight hollow drill stems and a number of detachable and consumable bits which screw into the drill stems. There are four different lengths of drill stem and three diameters of bit. (Lengths of drill stem 20, 40, 60, 72 ins. Bit diameters $\frac{1}{2}$, $\frac{3}{4}$, 1 in.).

16?

b) Before operation -

- i) take out a bit and drill stem of the size required.
- ii) oil the threads of the bit stem and stem. Screw on the bit. Give it a sharp blow with a hammer or sledge to tighten.
- iii) hinge back the retainer and ~~insert~~ insert the drill stem close the retainer. The stem must not fit tight.
- iv) lubricate well before use.

c) Operating -

- i) Hold tool by handle in one hand and steady it with the other. To operate: open the air cock.
- ii) When beginning to drill, do not give the tool full air to begin with. Keeping the bit against the face, move the handle in a circle about 6 ins in diameter, and go slowly until the hole is $\frac{1}{2}$ " deep after which the air cock may be gradually opened to its fullest extent. This procedure eliminates 'fluted' holes.
- iii) Apply sufficient pressure to the handle to keep the tool against the collar of the drill stem, except in soft formations, when it may be necessary to hold the tool back to prevent the bit from penetrating too fast and sticking.
- iv) Keep pebbles and the like from falling into the hole.
- v) Close the exhaust control and blow out the hole every few inches when drilling deep holes and in soft ground, and always before changing drill stem.
- vi) Periodical lubrication is carried out by keeping the chambers full of oil.
- vii) To remove a bit, lay the bit end of the drill stem against something solid, and give the bit a sharp blow with a hammer. Remember that the blow must be given in a RIGHT HAND or COUNTERWISE direction.
- viii) Do not attempt to remove the stake from the bits.
- ix) Always start with a larger bit than is finally required. Follow up with smaller sizes as the hole is deepened.
- x) If the machine does not stall withdraw machine until bit is 4 inch from bottom of hole and then push it back with a quick jerk.

Concrete breaker

This is used as the main implement for breaking up concrete, masonry or hard road surfaces. It operates on the percussion principle. The pick steel, two of which are supplied with the tool, is held in place by a spring retainer. An oil bottle is provided in the handle. Air line lubricators if available should be used. To operate the tool, hold by the handles and depress the throttle lever.

- iv) Keep pebbles and the like from falling into the hole
- v) Close the exhaust control and blow out the hole every few inches when drilling deep holes and in soft ground, and always before changing drill stems.
- vi) Periodical lubrication is carried out by keeping the chambers full of oil.
- vii) To remove a bit, lay the bit end of the drill stem against something solid, and give the bit a sharp blow with a hammer. Remember that the blow must be given in a RIGHT HAND or COUNTER direction.
- viii) Do not attempt to remove the stems from the bits.
- ix) Always start with a larger bit than is finally required. Follow up with smaller sizes as the hole is deepened.
- x) If the machine does not stall withdraw machine until bit is 1 inch from bottom of hole and then push it back with a quick jerk.

12

Concrete breaker

This is used as the main implement for breaking up concrete, masonry or hard road surfaces. It operates on the percussion principle. The pick steel, two of which are supplied with the tool, is held in place by a spring retaining. An oil bottle is provided in the handle. Air lines lubricators if available should be used. To operate the tool, hold by the handles and depress the throttle lever.

13

Light pick

- a) This is used for breaking masonry or road surfaces, or for digging in hard or stony ground or in clay. *For use a light pick of a for 12 inch or 14 inch fitted.*
- b) Ensure the component parts of the tool are assembled correctly before use.
- c) Hold the tool to the work by gripping the body in the left hand and gripping the handle in the right hand. To operate: close the trigger.
- d) There is a lubrication plug in the handle.

-6-

Wood Auger

a) This machine is designed for drilling wood or metal. Wood augers are supplied in eight sizes from $\frac{1}{8}$ " to 2" and twist drills (or steel tip to $\frac{1}{2}$ ". The machine is of the piston type and has four cylinders.

b) The auger is fitted into the machine by tightening the spindle collar nut screw.

c) To lubricate remove the two inspection covers on the crank case and lubricate with grease; oils should be placed in the throttle handle from time to time.

d) To operate:-

i) Grip the tool with the left hand on the grip handle exerting sufficient pressure to keep the tool up to its work. Steady the tool with the right hand on the live air throttle handle.

ii) To operate the tool, admit air by turning the live air throttle handle (clockwise).

iii) To withdraw the tool, reverse the direction of rotation by slipping back (away from the tool) the throttle lock and so allowing the live air handle to be turned anti-clockwise.

Air line lubricator

This is fitted into the air line in the same manner as a hose connector. It should be placed 10ft from the tool, if the special short lengths of hose are available.

Do's and Don't's

- a) DO keep the tools clean and lubricated.
- b) DO blow out the hose before connecting a tool.
- c) DON'T tamper with any tools.
- d) DON'T use a damaged or worn chuck.
- e) DON'T operate a tool without resistance.
- f) DON'T operate a partly right or damaged tool.
- g) DON'T start loosening a jammed drill stem with full air. Start at quarter throttle and gradually open up if stem will not move.

APPENDIXFAULT-FINDING TABLE

NOTES. - 1. When looking for the cause of the trouble with the help of this table, consider what has happened. For example, if the last time the compressor ran it was satisfactory and was stopped normally, the full capacity is not likely to be a broken valve, but it might well be a stuck up valve.

2. The faults in BLACK CAPTALS are the most likely ones. So look for those first, bearing in mind the above, BUT IN ANY CASE WORK SYSTEMATICALLY THROUGH THE TABLE. DON'T jump to conclusions or test at random.

3. In all cases where temporary repairs are suggested, action should be taken to get the permanent repair at the first available opportunity. Action must also be taken to order any spares in replacement of those used.

<u>Condition</u>	<u>If on examination it is found that:-</u>	<u>The fault probably is:-</u>	<u>May be caused by:-</u>
I. Engine will not start.	-	-	-
II. Engine starts but does not revolve the compressor	1. COMPRESSOR GEAR LEVER IS NOT ENGAGED 2. Flywheel cannot be turned	Seizure.	Lack of oil, etc.
III. Engine stops as soon as compressor drive is connected	1. There is no engine fault.	(a) MIXING BEING TOO COLD (b) COMPRESSOR NOT HAVING BEEN WARMED UP. (c) COMPRESSOR BEING LOADED	- Not opening cool
2. Engine appears at fault.	-	-	-

(Continued)

APPENDIX

FAULT-FINDING TABLE

For the cause of the trouble with the help of this table, consider what has happened just before. If the compressor ran it was satisfactory and was stopped normally. The cause of failure to give so be a broken valve, but it might well be a stuck up valve.

LOOK CAPTAINS are the most likely ones. So look for them first, bearing in mind what has been said. SYSTEMATICALLY THROUGH THE TABLE. DON'T jump to conclusions or test at random.

Where temporary repairs are suggested, action should be taken to get the permanent repairs done at the first opportunity. Action must also be taken to order any spares in replacement of those used.

Examination	The fault probably is:-	May be caused by:-	Action suggested is:-
Compressor does not run	-	-	See Engine Fault Finding Table in Truck Instruction Book.
Compressor runs but does not pump	-	-	Engage gear to compressor drive.
Compressor runs but does not pump (continued)	Seizure.	Lack of oil, etc.	-
There is no engine oil.	(a) ENGINE BEING TOO COLD (b) COMPRESSOR NOT HAVING BEEN WARMED UP.	-	Warm up to 160° F. Run compressor first in second gear at slow speed to reduce starting load.
Oil appears at fault.	(c) COMPRESSOR BEING LOADED	Not opening cocks etc.	See that compressor is hand unloaded, and that all air air cocks and drain cocks are opened. See Engine Fault Finding Table in Truck Instruction Book.

(Continued)

-2-

IV. Engine falters and will not take the load satisfactorily

1. Engine appears at fault

2. There is shortage of petrol

3. There does not appear to be sufficient petrol getting to the engine

4. Speed appears incorrect

5. Engine is running

6. Compressor is overloaded or overheated.

7. Compressor slows down

AUTOVAC EMPTY

Throttle control

(a) Engine governor

(b) Engine governor

Engine governor

Running too long on full load

Butterfly setting having slipped or flexible control out of adjustment

Setting having moved, dirt etc.

Drive from power take-off slipping
Coil adjuster having been moved during overhaul.

After overhaul

Lack of oil.

V. Compressor will not quickly fill up air receivers

1. There are leaks

2. Not sufficient air is being supplied.

(a) OPEN COCKS

(b) LEAKY CONNECTIONS

(a) HAND UNLOADER HAS NOT BEEN PUT OUT OF ACTION

(b) AIR CHARGE
(c) Plunger valve stuck

(d) Unloader sticking

Clogged tubes

Greasy oil
Loading ring becoming loose, dirt, and greasy oil

-2-

Engine appears at fault

See Engine Fault Troubleshooting Table in Truck Instruction Book

There is shortage of petrol

AUTOVAC EMPTY

Running too long on full load

Disconnect compressor drive and run light for a few moments.

There does not appear to be sufficient petrol getting to the engine

Throttle control

Butterfly setting having slipped or flexible control out of adjustment

Reset

Speed appears incorrect

(a) Engine governor

Setting having moved, dirt etc.

Report

Engine is smoking

(b) Engine governor

Drive from power take-off slipping

Tighten screw

Compressor is overloaded or overheated.

Engine governor

Coil adjuster having been moved during overhaul.

Report

See VII and VIII below.

Compressor slows down

(a) Bearing tight or something out of alignment.

After overhaul

Run light, and, if it does not recover, report.

(b) Insufficient bearing or piston seizure

Lack of oil.

Atttn.

There are leaks

(a) OPEN COCKS

Close all drain and air cocks

(b) LEAKY CONNECTIONS

Tighten joints

Not sufficient air is being supplied.

(a) HAND UNLOADER HAS NOT BEEN PUT OUT OF ACTION

Obvious

(b) AIR CLEANER

Clogged tubes

Clean

(c) Plunger valve stuck

Gummy oil

Report

(d) Unloader sticking

Loading ring becoming loose, dirt, and gummy oil

Clean and readjust

-3-

	3. Compression is poor	(a) Valve sticking (b) Valve broken (c) Cylinder head joint leaking (d) Piston rings worn (e) Cylinder worn	Greasy oil Dirt ----- Normal after very little
	4. Delivery ports are not clear	Cylinder head joint	Not being properly located after overhaul
	VI. Compressor Lubrication system is not satisfactory	1. Oil gauge is not registering	(a) PUMP NOT PRIMED Priming vessel empty or leaking Drive broken
	2. Oil gauge is registering irregularly	(b) Pump not working (c) SUPPLY GETTING EMPTY ----- (b) OIL DIRTY (c) Leaks on system or oil pipes broken (d) Filters dirty	----- ----- -----
	3. Oil gauge is registering low.	(a) Any of items 2, above. (b) Oil relief valve	----- Scare bush, having moved.
	4. Oil gauge is registering high	(a) Any of items 2, above (b) Oil relief valve (c) Oil pipes partially blocked up.	Scare bush having moved Dirt
VII. Compressor is overheating	1. Fan is not working properly	BLACK FAN BELT	-----
	2. Lubrication is defective	-----	-----
	3. Valves are defective	(a) HAMMERING OF VALVES (b) BURN OR DAMAGED VALVES	Black valve retaining bolts Dirt After overhaul
	4. Bearings are tight or something is out of alignment	-----	-----
	5. There is an incipient bearing or piston seizure	-----	-----

-3-

oil is poor	(a) Valve sticking	Gassy oil	Report
	(b) Valve broken	Dirt	
	(c) Cylinder head joint leaking	-----	Tighten
	(d) Piston rings worn	Normal after very	Report
	(e) Cylinder worn	ditto	Report
ports are not	Cylinder head joint	Not being properly located after overhaul	Report
is not	(a) PUMP NOT PRIMED	Priming vessel empty or leaking	STOP at once. Fill priming vessel and see that filter cap is tightly screwed on. Report.
is registering	(b) Pump not working	Drive broken	Fill up with the correct oil. See that filter is used and is clean. Change oil.
	(c) OIL DIRTY	-----	Screw up all joints, or report.
	(d) Leaks on system or oil pipes broken	-----	
	(e) Filters dirty	-----	Clean oil delivery filter. Clean oil filter gauge plate.
is registering	(a) Any of items 2, above.	-----	
	(b) Oil relief valve	Screw bush, having screwed.	Report.
is registering	(a) Any of items 2, above	-----	
	(b) Oil relief valve	Screw bush having screwed	Report
	(c) Oil pipes partially blocked up.	Dirt	Report
working	SLACK EXH PIST	-----	Adjust
is defective	-----	-----	See VI above.
defective	(a) HANDLING OF VALVES	Slack valve retaining bolts	Tighten
	(b) BUSH OR DAMAGED VALVES	Dirt	Report
is tight or is out of	-----	After overhaul	Report
is inefficient piston	-----	-----	See IV (7)

6. There is a lack of
cool air supply

- (a) AIR SUPPLY TO FAN
RESTRICTED
- (b) LOW RUNNING IN
HOT AIR

276

VIII. Compressor is
overloaded

1. Inter-cooler air
relief valve is
blowing

- (a) LEAKY H.P. VALVES
- (b) Valve out of
adjustment

Dirt or worn out or
broken valves

2. Air pressure gauge
is reading too high

- (a) Air relief valve on
receiver base stuck up
- (b) Valve out of adjustment

3. There are any of the symptoms
systems in VII.

IX. Power take-off is
not satisfactory

It is noisy and hot

- (a) Lack of oil
- (b) Dirty oil
- (c) Something out of
alignment or worn

-4-

lack of
supply

- (a) AIR SUPPLY TO MAN
RESTRICTED
- (b) LEAKS EXISTING IN
HOT SUB

276

Obvious

Obvious

air
valve is

- (a) LEAKY H.P. VALVES
- (b) Valve out of
adjustment

Dirt or worn out or
broken valves

Disassemble

Report

gauge
too high

- (a) Air relief valve on
receiver base stuck up
- (b) Valve out of adjustment

Free by pulling at stem

Report

any of the symptoms
in VII.

See action suggested in VII.

and hot

- (a) Leak of oil
- (b) Dirty oil
- (c) Something out of
alignment or worn

Fill up
Change oil
Report

P.I.L.R.

British Instructions and Regulations

A3

CO 1 Regiment
 CO 2 Regiment
 CO 3 Regiment
 Royal Artillery
 Royal Engineers
 Royal Signals
 Royal Corps of Transport

CO 1 REGIMENT

CO 2 REGIMENT

CO 3 REGIMENT

Herewith please find copies of General Orders

100, 101, and 102 for your information and guidance.

S/S/CO

101
 Major G.H. H.
 Royal Engineers
 (S/S/CO).

946

21 APR Recd

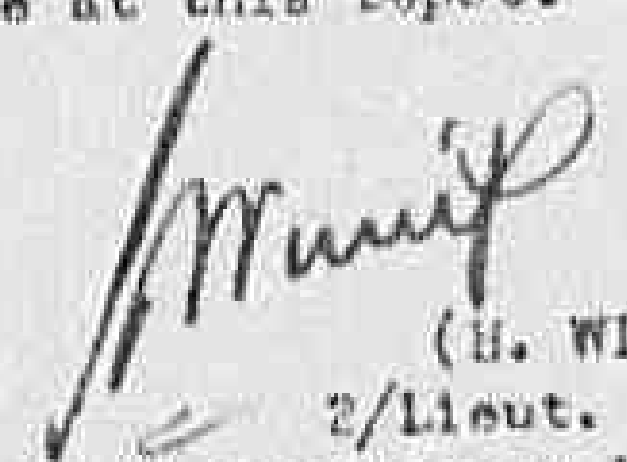
146/A3.

Ref KA/22

16 Apr '45.SUBJECT: - CMP 26.O.C.,
'H' BTI IRTC ICF.

Ref your BTI/A.3/116 dated 12 April, '45.

CMP 26 is at present not available at this Depot.

C.M.F.
JHR/FH
(H. WINUP)
2/Lieut. RASC
for O.C. 21 Stationery Depot

945

F...I...L...E.

A3.

SUBJECT:- PublicationsH¹ BTA INFO ICF

Ref: HFI/A.3/121

12 April 1945

OC,
No. 10 Puhua Depot,
CNP

Three copies of the undermentioned publications
are urgently required for use by this Unit.

Infantry Training, 1944

- Part V. The Carrier Platoon.
Part VI. The Anti-Tank Platoon.
Part VII. The Pioneer Platoon.

WLP/anj

WLP
Major, GSO.II
Inf Training.

944

SUBJECT:-

P...I...L...E.

Army Forms - Supply of.

OO,
21 Adv Staty Depot
CMF

H DTI LTRC MCF

Ref: MLI/A.3/116

12 April 1945

May this Unit please be supplied with Army Forms
as under:-

A.F. No. CMF.26 (Record of Inoculations-
Slip for AL.64 Pt I)

No recd. 943

50

WLP/asj

D. L. H. C.
Major, GSC. II
Inf Training.

F...I...L...E.

A3.SUBJECT:- Orders.

H' WTL LRTG ICF

Officer I/o
No. 10 Pabns Depot
CMF

Ref: HTL/A.3/115

14 April 1945

Please supply this Unit with General Routine
Orders Serials 1 to 9 of 1945 as these orders are not
in possession of this Unit and are required for reference.

W.P.

W.P/asj

Major GSO.II
Inf Training

942

785020

A3

BO Air Recd

ADVICE NOTE.

OUR REF:- 7476 1R2
Date 8/4/ 1945.

TO OC.
H. Bt. Ltg. Increment.

1R2C 1CR
C.M.F.

FROM O.C. 21 STATIONERY DEPOT, C.M.F.

1. Your indent reference BT1/A3/97 Dated 1945.
2. Was despatched in 1 Parcel 2 Rollers A.P.O. / Dated on 8/4/ 1945 to whom all further enquiries regarding non-delivery should be made.
3. Will be available for collection at this Depot on 1945.
4. Please quote our reference on all correspondence affecting this indent.
5. If the indent is not collected within 21 days of the receipt of this advice, items will be returned to stock and the indent considered cancelled.
6. All items NOT included in your packages should be considered "not available" and should be included on your next indent.
7. All unserviceable duplicating rollers MUST be returned to this Depot for examination before a new one can be authorized for issue.
8. Please note that the under-mentioned items are NOT a Stationery Depot Supply. Your demand for these items should be made to

NOTE.

THIS ADVICE NOTE MUST BE PRODUCED BY UNIT REPRESENTATIVE WHEN COLLECTING INDENT.

C.M.F.

 (H. WYBES)
CAPT. RASC.
Commanding 21 Stationery Depot.

F...U...L...E.

SUBJECT:-

Publications.

43

'H' Mr Trg Inor
INFO ICPCC,
10 Publications Depot,
CMF

Ref: HTI/A.3/103

4 April 1945

Please supply to this Unit the following publications:-

"Maintenance Manual for ML 2", ML 3" and SB 4.2"
Maritime, Land Service, 1944".

J. L. Pica

WLP/asj

Major, C&O. II,
Inf Training.

940

...I...L...E.

SUBJECT:-

Supply of Army Forms.

'H' BTL LENO IOW

Ref: BTL/AB/99

OC,
21 Adv Staty Depot
CAF

3 April 1945

Please supply the following Army Forms for use
by this Unit.

<u>Title of form.</u>	<u>AF No.</u>	<u>No. reqd.</u>
Receipt and delivery vouchers, Temporary.	AB 103	20 Books
Stores ledgers, Blank headings.	AB 165	20 Books

JOB/anj

Major RE,
SPE,
(for Il Comandante La Scuola Artieri)

939

..I...L...E.

SUBJECT:-

Publications, Indent for,

'H' Br Trg Increment
IRTC ICFOO,
10 Bulme Depot
CMF

Ref: BTA/A.3/90

3 April 1945

Please supply the following publications for
use by SORE of this Unit.

<u>Title of Publication.</u>	<u>No reqd</u>
Schedule of Engineer Stores (Overseas Theatres) 1943 (ALL AMENDMENTS TO DATE)	1 of each
T.O.E.T., R.E.	50

JUR/asj

Major RE,
SORE,
(for Il Comandante La Scuola Artieri)

48

F...I...L...E.

U-R-E-E-N-T

SUBJECT:-

Stationery Supplies.'H' Br Trg Locoment
I R T O I C F

O.C.

21 Adv Staty Depot
CMF

Ref: BTI/A.3/97

Please supply the following items for use
by SORL.

Code	Quantity	
Gp Item	Description	reqd
S 5	Ferro Gallie Paper 30" Water	30 Roll (10 yds)
S 9	Ferro Prussiate Paper 30" Water	30 Roll (10 yds)
S 11	Ferry Prussiate Cloth 30" Water	1 Roll (10 yds)

JCB/asj

Major RE,
SORL,
(for Il Comandante La Scuola Artieri)

FILE COPY.

SUBJECT: - Publications.H' Br Trg Lmbr
INTC ICPO.C.,
No. 10 Publications Depot,
CMF.

Ref: BTL/A.3/86

30 March 1945

May publications as issued to Field Coy/Sqn
please be distributed to this HQ.

JCB/asj.

Major, RE,
SORE,

(for Il Comandante La Scuola Artieri)

9 6 7

A3

ENC/1202.
30 Apr 45

ENGINEER SECTION

A.T.H.O.,
A.T.O. 542 U.S. ARMY
Telephone - Troop 335

SUBJECT: A.T.H.O., Engineer Section Posters.

TO	Chief Engineer, 15 Army Group	50
	Chief Engineer, 8th Army	200
	Chief Engineer, H.Q., A.T.O.	30
	Chief Engineer, No. 1 District	50
	Chief Engineer, No. 2 District	30
	Chief Engineer, No. 3 District	60
	Chief Engineer, 2 Polish Corps	17
	Engineer, Fifth Army	200
	Engineer, N.E.S.	10
	Engineer, P.E.S.	125
	Engineer, Continental Advanced Section	2
	Land Forces Sub Commission A.C.	2
	(A.T.O.I.A.)	6
	H. E.T.I., A.T.O., I.C.T.	50
	C.O., A.T.O., Engineer Cad. A.T.O.	10
	S.O.A.E., 37 Military Mission	2
	H.Q., No. 2 Composite Brigade	25
	H.Q., 1st Assault Brigade	2
	1240 C.E.A. (orks)	100
	Commandant, A.T.E.	5
	Commandant, Polish S.A.E.	20
	Commandant, C.A.T.O.	10
	Commandant, C.T.C.	5
	D.Tn. Transportation Movement	1
	C.O., 25 S.A.U.	1
	C.O., 522 Engineer Combat Coy.	20
	C.O., Engineer School Detachment,	5
	C.O., Replacement Command, 170US.	12
	C.R.T., B.T.M.	6
	C.O., 8 E.A.U. (B.D), B.T.	5
	C.O., 17 B.D. Coy., A.T.	10
	S.O.R.E., H.Q., I.C.T.	5
	A.B. French H.Q. (Jugoslavica)	10
	C.O., 29 Replacement Battalion	10
	C.O., 1st Replacement Depot,	10
	Training Section	10
	C.O., 24th Replacement Depot,	10
	Training Section	1
	C.O., 694 Coy., P.E.	12
	Le General de Division Tournoux	500
	D.A.T., A.T.H.O.	2
	Int. Training Centre, A.T.H.O.	2
	Tech. Int., A.T.O.I.A., A.T.H.O.	1
	D.Tn., A.T.H.O.	1

Section	
Land Forces Sub Commission ...C.	2
(U.S.A.)	
H. B.T.I., R.T.C., E.C.T.	2
C.E., ...P., Engineer Cad. H.T.O.	50
S.O.R.E., 37 Military Division	10
H.Q., No. 2 Coastal Brigade	2
H.Q., 13th Assault Brigade	25
1240 C.R.E. (Works)	2
Commandant, B.T.E.	100
Commandant, Polish S.A.E.	5
Commandant, C.A.T.C.	20
Commandant, C.T.C.	10
D.Tn. Transportation Increment	5
C.O., 26 B.L.B.	1
C.O., 522 Engineer Combat Coy.	1
C.O., Engineer School Detachment,	
Replacement Company, ANOUS.	20
C.R.E., B.T.H.	5
C.O., 8 B.L.U. (B.D.), R.R.	5
C.O., 17 B.D. Coy., R.I.	12
S.O.R.E., R.C., L.H.	6
R.E. French A.L.H.C. (Bucovina)	5
C.O., 29 Replacement Battalion	10
C.O., 1st Replacement Depot,	
Training Section	10
C.O., 24th Replacement Depot,	
Training Section	10
C.O., 694 ... Coy., R.I.	1
Le General de Division Tournoux	12
D.A.T., A.T.H.C.	500
Int. Training Centre, ...H.C.	2
Tech. Int., A...A.C.H., A.T.H.C.	2
D.Tn., ...T.H.C.	1
Ord. Section (U.S.), ...T.H.C.	2
D.O.S. (Fr.), ...T.H.C.	44
H.C., Infantry (Fr.), ...T.H.C.	2
H.C., Command, ...T.H.C.	1
J.I.C., ...T.H.C.	1
Field Artillery Section, ...T.H.C.	1
A.C.E. Board (G.3 Frs. Sec)	
...T.H.C., C.P.	1

935

Herewith copies as above stated of ...T.H.C., Engineer Section Posters Nos., 6, 9 and 10, for distribution.

Further copies are available upon request to O.C., No. 10 Publications Depot, C...T.

For the Chief Engineer,

[Signature]

J. H. BOND,
Major, R.E.

Encls.

ENGINEER SECTION (HR)
A.P.H.Q.
C.M.F.
Tel. No.: FREEDOM 335

SORE A3

SUBJECT : Mine Warfare Posters.

ENL/1202

TO : "H" B.T.I., R.T.C., I.C.F.

28 March 1945

Herewith one set of Mine Warfare Posters, reproduced by Engineer,
Fifth Army, for your information and retention.

J.H. Bond

J.H. BOND,
Major, R.E.,
for M.G.R.E.

Encls: As stated

934

ENGINEER SECTION
A.P.H.Q.
A.P.C. 512 U.S. ARMY
TELE. NO.: PRINCE 335

RE

H3

SUBJECT : AFHQ Engineer Section Poster No. 11

ENG/1202

TO : Commandant, E.T.H.
C.O., Engineer School Det., Replacement Cmd, AFHQ
Land Forces Sub-Commission A.C. (M.H.I.A.)
"H", B.T.L., E.T.C., L.C.F.

27 Mar 45

Herewith advance copy of AFHQ Engineer Section Poster No. 11,
for your information and comments.

For the Chief Engineer,

J.H. Hono
J.H. HONO,
Major, E.E.

933

Encls: As stated

ENGINEER SECTION
A.P.H.Q.
A.P.O. 512 U.S. ARMY
TRIN. NO.: PHOENIX 335

76/A3
29 MAR 1945

SUBJECT : AFHQ Engineer Section Poster No. 11

281/1208

TO : Commandant, E.T.R.,
C.O., Engineer School Det., Replacement Cgd, MFOUSA
Lead Forces Sub-Commission A.C. (M.M.I.A.)
"H", B.T.L., R.F.C., I.C.F. _____

27 Mar 45

Herewith advances copy of AFHQ Engineer Section Poster No. 11,
for your information and comments.

For the Chief Engineer,

J.M. Bond
J.M. BOND,
Major, E.S.

RB932

Encls: As stated

65/A3
27 MAR 1945

Subject: Publications

Land Forces Sub Comm A.C. (MMA)
RT II/I
26 MAR 45

Maj WILLARD R. E.
'M' RTI RTG ICE

This HQ copy of AFHQ Mgr Sec Foster
No 5 'RISCHMINE' is forwarded for your retention.

Robt. Plunk
MA

2 Maj Gen
Land Forces Sub Comm A.C. (MMA)

gsh

931

28 MAR 1945

ENGINEER SECTION
A.P.H.Q.
O.M.F.
Telephone - Freedom 335.

A3

76 70

SUBJECT :- A.P.H.Q., Engineer Section Poster No.5.

MR/1202.

TO :- Col., R.T.L., O.M.F.
Co., Engineer School Det., Replacement Command, MICHRA.
Land Forces Sub Commission A.C., (M.M.I.A).
B.T.U., R.T.C., R.T.C., I.C.F., O.M.F.

23 Mar 45

Herewith one Advance Copy of A.P.H.Q., Engineer Section Poster No.5 -
'RIBBELMINE', for your information and comments.

For the Chief Engineer,

J. H. Bond
J. H. BOND,
Major, R.E.,

930

Encls. - As stated.

32/A³ 945
20 June

SUBJECT: Typewriters - RNO ICP

'P' BLU INFO REF
Ref A/20/75

20 Mar 45

LAND FORCES SUB COMM AC (INDIA)

1. HQ RNO ICP report that 2 typewriters were bought by the Ministry of War for use in the Istra School HANZUANA. It is understood that these typewriters have been frozen by MLI and a request from the Ministry of War for the release of these typewriters has been refused. It is most urgently requested that these typewriters be released forthwith as work at the Istra School is being most seriously impeded by lack of essential office eqpt.

2. It has not yet been possible to obtain any typewriters from Brit sources for the use of RNO ICP.

3. It will be appreciated that a vast amount of typing has to be done in order to produce :-

- (a) Programmes
- (b) Schemes of all natures
- (c) TREATS.
- (d) Lectures.

File

especially in the initial stages where everything has to be produced in a comparatively short time.

4. May this matter please be treated as extremely urgent.

D. D. D. D.
10 May 45
in 53-001.211

AMG/ell

Internal

424

1. HQ RVN REP report that 9 typewriters were bought by the Ministry of War for use in the I-stre School MANHUA. It is understood that these typewriters have been frozen by MILA and a request from the Ministry of War for the release of these typewriters has been refused. It is most urgently requested that these typewriters be released forthwith as work at the I-stre School is being most seriously impeded by lack of essential office eqpt.

2. It has not yet been possible to obtain any typewriters from Brit sources for the use of RVN REP.

3. It will be appreciated that a vast amount of typing has to be done in order to produce :-

- (a) Programmes
- (b) Schemes of all natures
- (c) TMOs.
- (d) Lectures.

File

especially in the initial stages where everything has to be produced in a comparatively short time.

4. May this matter please be treated as extremely urgent.

AMDC/ell

✓
Internal
Maj. PUGH
File
Plant

Don't Release
at night
in Lt-Col. R.

404

61A3
26 MAR 1945

ALLIED FORCE HEADQUARTERS
Artillery Section

461.1 (P)

RECEIVED 116

RECEIVED Publications

12 MAR 45

TO: AFHQ, AFHQ

FROM: G-2 (P) Publications Dept
US 1st British Liaison Unit ✓

It is requested that the following addition be made
to the distribution list for publications normally sent to
field regiments:-

US 11th AF "P" British Liaison Unit .. 2 copies

J. M. Matthews

Major, DAB of A
(J. M. MATTHEWS)
For Major General
Chief, Artillery Section

RECEIVED

FIL

928

ENGINEER SECTION (HR)
A.F.H.Q.
C.M.F.
Tel. No.: FREEDOM 335

A3

SUBJECT : Mine Posters

ENG/1202

TO :

~~W.M.F.A. C.M.F.~~

19 March 1945

RTD, ETC, RTC, ICF

forwarded for your retention
Herewith one copy of each of Engineer Section Mine Posters
Nos. 8, 9 & 10, for your information.

*Wd for SORE
MMIA*

J.R.M. EWEH,
Captain, H.E.,
for H.C.H.E.

927

Encls: As stated.

4

43

2021/1202.

70	:	Chief Engineer, 15 Army Group	50
		Chief Engineer, 6th Army	200
		Engineer, 75th Army	200
		Chief Engineer, H. C., D. F. C., D. (C)	30
		Chief Engineer, No. 1 District	50
		Chief Engineer, No. 2 District	50
		Chief Engineer, No. 3 District	60
		Chief Engineer, 2 Polish Corps	17
		Engineer, A. B. S.	10
		Engineer, S. B. S.	125
		Engineer, Continental Advanced	

2 - redwood



ERG

20

111

1997

304



39

1000

—4—

27

100



24

11

19

10

20

1

20

100

80

Figure 1

71

110

THE
LITERARY

of the student for
and action

2005-11-15

Land Forces Sub Commission C.C.

C.C., 26 B.I.M.	2	reduced
C.C., 522 Engineer Combat Coy.	2	
C.C., Engineer School Detachment	50	
S.O.S., 37 Military Division	19	
S.O., No. 2 Commando Brigade	2	
S.O., 13 Assault Brigade	25	
1240 C.I.B. (works)	2	
Commandant, E.T.E.	100	
Commandant, Polish S.O.S.	5	
Commandant, S.O.T.C.	100	
Commandant, C.T.C.	10	
D.Tr., Transportation Increment	5	
(Rome) C.C.	1	
C.C., 26 B.I.M.	1	
C.C., 522 Engineer Combat Coy.	1	
C.C., Engineer School Detachment	20	
Replacement Command, I.T.O.U.S.A.	5	
C.C., 26 B.I.M.	5	
C.C., 8 B.I.M. (2.D), R.E.	5	
C.C., 17 B.I.M. Coy., S.E.	12	
S.O.S., E.O., I.T.A.	6	
R.S. French, I.T.A. (unclassified)	5	
C.C., 29th Replacement Battalion	10	
C.C., 1st. Replacement Depot	10	
C.C., 24th. Replacement Depot	10	
Training Section	10	
C.C., 694 Coy., P.E.	1	
Le Colonel de Division Tournoux	12	
D.A., I.T.A.	500	
Int. Training Centre, I.T.A.	2	
Tech. Int. N. & C., I.T.H.	2	
D.A., I.T.A.	2	
Ord. Section (U.S.), I.T.A.	2	
D.O.S. (Br), I.T.A.	44	
A.C. Infantry (Br), I.T.A.	2	
R.C. Command, I.T.A.	1	
J.I.C., I.T.A.	1	
Field Artillery Section, I.T.A.	1	
A.A.V. Board (2.5 Trg. Sec), I.T.A., C.P.	1	926

Indicated for your retention

44
6-10
P.H.A

WHERE ARE THESE

Herewith copies as above stated of I.T.A., Engineer Section Poster No. 4. - "Top Line" for distribution.

Further copies are available upon request to C.C., No. 10 Publications Depot, C.A.P.

For the Chief Engineer,

J. R. H. Wren,
Captain, R.E.

Encls.

SUBJECT: Training Manual.

A3

1. 6/11

1. 6/11

Ref: 100/2/5.

1. 6/11

To: 'Y' HQ 100 100.

To: D.P.M., A.Y.H.S.

Further to my Interim Progress Report ref: 100/2/5, dated 22 Feb. 45, paragraph 3.

1. Herewith are proof copy "Manuale d'Instructions per Istruttore", for approval.

2. It will be observed that the manual covers in detail :

- (1) Traffic signals.
- (2) Movement of a Division.
- (3) Traffic control, - equipment, use and practice.
- (4) Vehicle classifications.
- (5) Method of traffic circuits.
- (6) Vehicle staging and parking.
- (7) Road discipline.

(8) Organisation and control of movement during Bridging,

and (in advanced notes for the full ranks) :-

- (1) Treatment, duties and control of P.O.Ws.
- (2) Camouflage and parking of vehicles in the field.
- (3) Advanced traffic discipline.
- (4) Advanced traffic notes.

3. The Manual is based on the following, and does not deviate therefrom :-

- (1) Notes taken C.M.F. Depot (Italian Training Wing).
- (2) Proven instructions.
- (3) M.F.P. 47.

1. Herewith are proof copy "Manuale d'Instructions per Istruttori", for approval.

2. It will be observed that the manual covers in detail :

- (1) Traffic Signals.
- (2) Movement of a Division.
- (3) Traffic control, - equipment, use and provision.
- (4) Vehicle classifications.
- (5) Method of traffic circuits.
- (6) Vehicle staging and parking.
- (7) Road discipline.
- (8) Organisation and control of movement during Bridging, and (in advanced notes for the full reader) :-
 - (1) Treatment, duties and control of P.O.Ss.
 - (2) Camouflage and parking of vehicles in the field.
 - (3) Advanced traffic discipline.
 - (4) Advanced traffic notes.

3. The Manual is based on the following, and does not deviate therefrom :-

- (1) Notes taken C.M.P. Depot (Italian Training Ring).
- (2) Proven instructions.
- (3) M.T.S. 47.

4. Also in use during instruction will be the Italian Translations of M.T.S. 47 (1944 Edition), which, together with the manual now submitted, completes IV, VII, and VIII of paragraph 6 "Programme of Training", referred to in my P.O. 24 dated 22 Feb. 45.

O.S./at.

Internal.

File.
Float.

*Capitan.
Proven.*
g.p.

P...I...L...E.

SUBJECT :- Typewriters.'H' Br Trg Inor INTG ICP.
Ref BTI/RI/1

7 March 45.

DAA & QMG 'P' RIAU INTG ICP.

May the following be supplied

- (a) To the "Scuola Istruttori Vari Armi"
7 Typewriters - normal size.
2 Typewriters - large size.
- (b) The School of Infantry
3 Typewriters - normal size.

924

*Chamington*Major,
GSG II (Schools)

RM/ram

A3

Land Forces Sub Comm A.C. (MMIA)
RE 11/2
12 Feb 45

SORE
BLU RTC ICP

1. Herewith an advance copy of AFHQ Eng Sec
Poster No. 4. No other copies available
at present.
2. Also enclosed is a copy of BAILEY BR Special
Uses for your retention.

Robert H. ...
May RE

gab

Land Forces Sub Comm A.C. (MMIA)

SORE
9 3

GSO III

A3

The following publications are required
for ETC

- 3 Manuals/Field Engineering (RO) PTH Bridge Water manual,
PTH Roads
PTH Mechanical Utility
- 3 Field Engineering (AHAs) MTP No 30 PTH Protection Work
- 3 Field Engineering (AHAs) MTP No 30 PTH Obstacles
- 3 Bailey Bridge ^{Special} Uses
- 3 Latest publication on Mines

Field EngineeringPOSSSETA3

Obstacles MTP

Protective Works MTP

Roads MFL PRZ

Aronchukin U/S MFL PRV

SME Precip

Bridging

Bailey Normal Uses MFL

Pony Bailey

Bridging Valerianidze MFL PRV

Mine Warfare

Mine Camps Minati

SME Precip

R.I.T.

MTP

921

Bridges

Baker, Normal Uses

ME

Potter Bailey

Bridges' Watermark

ME PIII

Minerale

921

Mike Campi Minetti

SME Precis

Bailey Tiggs

MTP

DISTRIBUTION

Indian

ERIC
T
SORE
4
1
1
6

But

ERIC
T
SORE
1
3
2
6

○ PUBLICATIONS ISSUED BY COL YUSKAWA A3

- (a) Field Engineering (All Art) MTP 30 Protection Works
- (b) Obstacles.
- (c) Bakery Bridges (Normal Uses)
- (d) Portable Bakery
- (e) Mine, Camouflage
- (f) Field Eng/Artillery MTP 30 Prov. Bakery Traps
- (g) MRE. Prov. Roads

- (2) Mine, Carpet Head,
(P) Field Eng (Adm) MTP 30 PIV Body Types
(9) MRE PIV. Rends

SUBJECT: 10

Translation of Training Manuals
Army Forms etc

10/ File General.

DoI S.C.W.R. RRA

Feb 45

TO :- G.II RA
G.II RE
G.II Sign
TRO
DAA & CMT
DADCS
DADST
DADRE
X Port Maps

Please submit to me requirements for the above
so that a consolidated list may be sent to RRA.

SLs/ell

S.C.W.R. RRA
volMajor
fa.

918

(B7) (3)

File

SUBJECT: Military Training for the Russian Army.

DISPATCHES OF MILITARY TRAINING
ARMY CTR

Ref: 11607

1953/07/1/001

2 July 15.

To: All Reporting.

Ref: 1953/07/1/02: dated 27 Jan 15.

Para 1, 5 should be changed to read as follows:-

"To control the work of Training Instruments with the Combat Groups and to act in an advisory capacity to Bde's on training matters".

Note: As soon as a Group takes order received a formation, that formation will be responsible for the training of the Group, and will therefore take over control of the Training Instrument from Bde's.

✓ R. D. ...

917

Ref: 11607

ARMY CTR	2
Infantry	2
ARMY CTR	2
C.S.O.	2
D.S.S.	2
Provost	2
G-2	2
D.O.S.	2
D.M.S.	2

1953/07/1/001	10
1953/07/1/002	10
1953/07/1/003	10
1953/07/1/004	10
1953/07/1/005	10
1953/07/1/006	10
1953/07/1/007	10
1953/07/1/008	10
1953/07/1/009	10
1953/07/1/010	10

1953/07/1/011: dated 27 Jan 15.

785020

Spinning
Ridgester

SUBJECT: *Spinning Unit for the Italian Army*

DIRECTORATE OF MILITARY TRAINING
ASTHQ CDP

Ref: 11667

25/01/1961

2 Feb 61.

To: All Concerned. / *N.H.*

Ref: 11667 dated 27 Jan 61.

Para 1. B should be amended to read as follows:-

"To control the work of Spinning Units with the Combat Groups and to act in an advisory capacity to Hqs. of Spinning units."

Note: As soon as a Spinning unit is formed a formation, that formation will be responsible for the training of the Group, and will therefore take over control of the training increment from C.M.F.

WGP/et

11667
HQ AFHQ
HQ Infantry AFHQ
HQ AFHQ
C.M.F.
D.S.M.
Provost
C.M.F.
D.O.S.
D.M.E.
C.M.F.

HQ 10 BUN CDP
HQ 51 BUN CDP
HQ 52 BUN CDP
HQ 53 BUN CDP
HQ 54 BUN CDP
HQ 55 BUN CDP
HQ 56 BUN CDP
HQ 57 BUN CDP
HQ 58 BUN CDP
HQ 59 BUN CDP
HQ 60 BUN CDP
HQ 61 BUN CDP
HQ 62 BUN CDP
HQ 63 BUN CDP
HQ 64 BUN CDP
HQ 65 BUN CDP
HQ 66 BUN CDP
HQ 67 BUN CDP
HQ 68 BUN CDP
HQ 69 BUN CDP
HQ 70 BUN CDP
HQ 71 BUN CDP
HQ 72 BUN CDP
HQ 73 BUN CDP
HQ 74 BUN CDP
HQ 75 BUN CDP
HQ 76 BUN CDP
HQ 77 BUN CDP
HQ 78 BUN CDP
HQ 79 BUN CDP
HQ 80 BUN CDP
HQ 81 BUN CDP
HQ 82 BUN CDP
HQ 83 BUN CDP
HQ 84 BUN CDP
HQ 85 BUN CDP
HQ 86 BUN CDP
HQ 87 BUN CDP
HQ 88 BUN CDP
HQ 89 BUN CDP
HQ 90 BUN CDP
HQ 91 BUN CDP
HQ 92 BUN CDP
HQ 93 BUN CDP
HQ 94 BUN CDP
HQ 95 BUN CDP
HQ 96 BUN CDP
HQ 97 BUN CDP
HQ 98 BUN CDP
HQ 99 BUN CDP
HQ 100 BUN CDP

916

Ridgester
for
D.M.E.

SUBJECT: Stationery

DIRECTORATE OF MILITARY TRAINING
AFHQ, CDP

Tel: 11667

DMT/88/1/1/MT1

25 Jan 45.

= Col S.C.W.W. Rea, =
Training Unit,
c/o M.M.I.A.

Copy to:
D.P. & S.S. ref conversation TACEY - FIDLEATER

Will you please forward a list of Manuals etc of which you require
an initial issue and this Directorate will procure a special release from
P. & S.S. AFHQ.

HEP/he

H. M. Lillie
Rogers

Brig.,
D.M.T.

915

COPY

CENTRO ADDESTRAMENTO COMPLEMENTI FORZE ITALIANE DI
CONTRATTAMENTO COMANDO

N° 628/ Add di prot

P.M. 3800 11-22 gennaio 1945

OGGETTO: Trasmissione opuscoli d'istruzione = tradotti dall'inglese
AL MAGGIORE INGLESE SIG GELARDI

= S E D E =

Come da accordi verbali le invio le pubblicazioni ed
opuscoli di istruzione sottoindicati :

Lanciabombe anticarro per fanteria	n°2
Applicazione del fucile	n°2
Mortaro da 51	n°2
Pistola calibro 9,5 (pollici 0.38)	n°2
Baionetta	n°2
Fucile	n°2
Apparecchi telefonici F. tipo 1 e tipo 1+	n°2
Ponte Bailey	n°2
Impianti radio 19	n°2
Mine e Campi Minati	n°2
Impianti radio 18	n°2
Impianti radio 18 mark I Mark II e Mark III	n°2
Complessi telefonici D. Mark V	n°2
Telegrafo acustico	n°2
Gruppo elettrogeno da 550 watt	n°2

IL COLONNELLO COMANDANTE
(Italo Domeniconi)

914

SUBJECT :- Stationery Indent.

Re Trg Inor IRTG ICF.
Ref BTL/B1/3

March 45.

Staff Captain, 'F' IRTG ICF.

Herewith Stationery Requirements for two months
as requested in your 6A/32 of 1 March 45.

WLP/rav

WLP
Major.

9.3

APR "A" to HPL/BA/3
Dated March 45.

STATIONERY DEMAND.

Item	Quantity.
Labels Economy	1000
Rolls Adhesive, Brown	3
Brushes 225	12
" 222A	12
" P54A	12
Rolls Black Lead	30
" Copying	12
" HB	12
" B	12
" RED	12
" BLUE	12
" Graphograph	12
33 Notebooks	6 Sets.
50 Books 1764	12
" 129	25
" 129 Index	6
" 199	6
" Ledger Type	5
" B.A.	3
Brushes 61us	8
Message Forms Small	4
" Large	20
Carbon Pencil	10
" Typing	100
" Typing	200
" Typing	200
Oil Typewriter	2
Ribbons Typewriter	2
File Tags	100
Gun Araldo	4
Paper Punch one hole	4
Stapling Machine	1
Staples for Stapler	1
Paper Duplicating Foolscap	400
" Quarto	6000
Envelopes 6 in x 10 in	2000
" 12 in x 16 in	500
Ink Duplicating Black	500
Ink Powder B/S	4
" Box	6
Cover File Docketed	2
Ballpoint Clips Small	50
" Medium	6
" Large	6
Pine Plated	12
Pine Drawing	12
Clips Paper Small	6
" Large	6
" Medium	6
Staples (Steel)	12

912

50 Books 1351	12
" " 129	25
" " 129 Index	6
" " 199	6
" " 199	6
" " Letter Type	8
" " RLA	4
Brushed Glue	20
Message Forms Small	10
" " Large	100
Carbon Foolscap Remill	200
" " Typing	200
" " Quarto Typing	2
Oil Typewriter	2
Ribbon Typewriter	100
File Tags	4 Pts
Gum Arabic	1
Paper Punch one holed	1
Stapling Machine	400
Staples for Stapler	6000
Paper Duplicating Foolscap	2000
" " Quarto	500
Envelopes 8 in x 10 in	4 Tubes
" 12 in x 16 in	6
Ink Duplicating Black	2
Ink Powder B/V	50
" " Red	6
Cover File Covered	6
Bulldog Clips Small	12 Bats
" " Medium	12 Boxes
" " Large	6
Pins Flated	5
Pins Drawing	5
Clips Paper Small	6
" " Large	6
" " Medium	6
Stencils (Flat Foolscap)	4 Bottles
Correcting Fluid	6
Eraser Typewriter	4000
Paper Typing Foolscap	400
" " Quarto	4 Boxes
Posters Paper Large	4
" " Medium	4
File Index and Holder	1 Roll
Loose Leaf File Covers	1 Roll
Date Stamp	1 Roll
Graph Paper	12
Paper Drafting	3
Tracing linen	1 Box
Inkwell	
Millboards	
Sealing Wax	
Pins Pen Holder	

912

...../2.

-2-

One rubber stamp as below is also required for use
in this H.

Red: Trg Inor LSTO.

B.L. Per

911

~~Wrentham~~

2007/06/19/19/1001

Special Issue Stationary

1000

D. P. 25 Jan
A 45.
S. S.

Reference conversion is Col TOWNY -
and PINKAL.

It is pointed out

2 Typewriters
4 Duplicator

be loaned to Training Unit to Italian Army the N.A.
of which has been approved and which contains 5
clarks.

This equipment will ultimately be absorbed into the LTSS of the unit.

The articles should be released to USIP and collection arranged with Col RMA of the Training Unit c/o INIA.

Copy to
000/0000

Col 4.0.7.6. 400 c/p 1001A =

5

W. H. L. L. L.
Bris.
E.M.T.

1. D.M.2.

D.P. 25 Jan
45.
S.S.

Reference conversation Lt Col PACEY -
Maj FIDELLAGE.

It is requested that

2 Typewriters
1 Dupliator

be loaned to Training Unit to Italian Army the W.E.
of which has been approved and which contains 3
Clarkes.

This equipment will ultimately be absorbed into
the L 1398 of the unit.

The articles should be released to IMC and
collection arranged with Col HMA of the Training
Unit c/o MIA.

HSS/OS

Copy to:

Col M.C.S.I. HMA c/o MIA

9.0

W. M. Kelly
H.B.S.
D.M.2.

Indent No.

UDF-CMF

UDF, PPS 1A

D.

2334

To be inserted in
No. 2 Advanced
Stationery Office

INDENT FOR STATIONERY: ARMY FORMS: SPECIALLY PRINTED MATTER:

MILITARY PUBLICATIONS AND RUBBER STAMPS

Name and Address of Unit

Delivery Instructions

DESCRIPTION	Form or Book No.	Quantity	Required	REMARKS (By Issuing Officer)
Letter Envelopes	26a	1000	✓	
Post Office Address Labels	26a	1	✓	
Stamp Pads	26a	1	✓	
Postage Labels	26a	3	✓	
Business	225	3	✓	
	222A	3	✓	
	254A	1	✓	

1. All indents to be prepared in duplicate. One copy is to be retained by Units and two copies to be submitted to G.O. No. 2 Adv. Stationery Post, UDF, CMF.

Certified that these items essential for this Unit

2. Separate indents to be submitted as follows:

- (a) Army Forms and Stationery
- (b) Specially printed matter and Rubber Stamps
- (c) Military publications
- (d) Indents for Typewriters and Duplicators should be submitted on Form UDF, PPS 2.

3. Units are specially cautioned not to over-indent as supplies are limited. Not more than one month's requirements should be ordered at a time.

UDF, CMF-10/44-OTI 10 000

SPECIAL NOTE

ALL ITEMS MARKED / ON THIS INDENT HAVE BEEN DISPATCHED.
A NOT PROCURED.
O.S. RESIDENT IN TWO WEEKS TIME.

Date of dispatch: 25/4/5 No. of parcels: 4

POST
DIN. BY
TAKEN

G.O. UNIT

ISSUE APPROVED

G.O. No. 2 Adv. Stationery Post

UDF, CMF

RECEIVED

G.O. UNIT

909

the Student No.

Copyright © 2004 by John Wiley & Sons, Inc.

UDF-CMF

THE

2334

INDENT FOR STATIONERY: ARMY FORMS: SPECIALLY PRINTED MATTER:

MILITARY PUBLICATIONS AND RUBBER STAMPS

Name and Address of Unit

Delivery Instructions

DESCRIPTION	Form or Book No.	Quantity	Required	REMARKS (By Issuing Officer)
Brush Shovel	No	30	X	
" Copying	No 9	30	X	
" No	No	6	X	
" H	No	6	X	
" S	No	6	X	
Leather 2"	No 7	8	X	
" 13"	No 9	10	X	
P. S. P. C. Book	No 13	12	X	
"	No 153	6	X	
Off. & Clerk	No 25	20	X	
Do Book 13 1/2	No 39	25	X	
Do Clerk 12 1/2	No	6	X	
" 18 1/2	No	6	X	
" 18 1/2	No	3	X	
Py. of Letter	No 193	8	X	
Do Book	No	2	X	
Do Clerk 1/2	No 51	2	X	
" 1/2	No	4	X	
" 1/2	No	4	X	
Change from S. C. 2026	No	20	X	
Do in 1/2	No	20	X	
" 1/2	No	20	X	
" 1/2	No	20	X	
Oil 1/2	No	1	X	
Willow 1/2	No	1	X	
Do 1/2	No	1	X	

013324

[illegible]

876
No

Conclude that above shows impossible for the 4th

RECEIVED 2008
JUNE 17

1942. No. 7. 34 pp., 20 illustrations. Soft cover. Price 50¢.

RECEIVED

WALL UNIT

SPECIAL NOTE

ALL PRISON LABORERS & ON THIS POINT HAVE
BEEN INVESTIGATED
BY STATE PRISON OFFICIALS
ON REQUEST IN TWO WEEKS TIME
Date of receipt of records
Dec. 19
1911
FILE
TAKEN

[illegible]

07351