Declassified E.O. 12065 Reg.Ln. 3-402/NNDG NO. 785020

10000/120/4673 Q 11 TRG VEHS - CORRESPONDENCE

Aug 1945 - Aug 1946

13511
13775

F

Subject : Generals

12 METTER LEAGUE UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOL
(Ref : DMGS 4/9001 Dtd 5/8)

5/11/1195

August 1946

To : C.O. Infantry School

Copy to :
C.O.
Central Military Schools

Ref. Conversation Col. Tonal - Major Miles.

1. The Carriers of which the Ministry of War approve to have no knowledge are of 12 S.P.A. Ferrii.

2. Ministry of War were informed of this by M.M.I.A./4137 of 29 July 1946.

3. The vehicles were released to Italian Army under the following authorities.

Q TEN AVE/2112 of 19/7/46.
CMO - DEE/6343 of 23/7/46.

Major Roberts
C.O. 11 Inf.Co Trng.

(LS/ms)

1195

1375

Enclosure 1 Carrier Spares

12 BRITISH MILITARY MISSION
for the
ITALIAN GENERAL MILITARY STAFF
(Col : ROBB ASHOWN Ext 545)

C/11/1186

August 1946

To : G.C. Infantry School

56

Reference your request for Carrier Spares every effort will be made to obtain these. However, the items contained in the attached 2 sheets should be obtained by you from Italian Sources.

It should be realised that most of these items are obtained by the Allies by local purchase in Italy. It is therefore unnecessary to request them through this H.Q.

W. L. Price

Major G.S.O.II
Trg & Inf. Trg.

WLP/sp

SUBJECT: Carriers (Infantry School).

65

BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 489061 Ext 545)

G/S.11/1176.

6 August 1946.

To: H.Q.
Central Military Schools.

Copy to: Infantry School.

1. 170 Universal Carriers have just been released to the Ministry of War. It is suggested that the Universal Carriers on charge to Infantry School be made up to W.E. from these.

2. The M.M.O. carrier is only a Universal Carrier with a slight modification and may not be available it is recommended that Carriers Universal should at the moment be drawn in lieu of Carriers M.M.G. and changed over later if the latter become available.

3. The requirement of the Infantry School for tracked vehicles should again be reviewed in the light of changes in organisation of the Infantry Regiment.

Major G.S.C. II
Trg. & Inf. Trg.

WLF/mg

1373

49

SUBJECT : Care and Maintenance of Vehicles.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 476908)

Ref : C/11/1148

21 June 1946.

To: H.Q.
Central Military Schools.

1. It is thought that there has been a very marked decrease in the standard of handling transport during the last two months.

2. Particularly noticed has been the excessive speeds at which vehicles are driven. During visits to Schools many instances of 3 ton lorries being driven at 50 m.p.h. have been noted, and even worse of driving at high speeds on bad surfaced roads with resulting damage to tyres and springs.

3. As all vehicles still have the old 'PRIMMO' colours it is often extremely difficult to discover from which unit the vehicle came, as the taking of the large number is seldom possible at the speeds at which the vehicles are driven.

It is suggested therefore that all Schools should have their own colours or crest on their vehicles. This might give a certain pride in keeping the vehicle clean and smart and in any case would simplify the apprehension of offenders.

4. It is also felt that when the Motorisation School begins to turn out new drivers that many of the old drivers of Schools should be replaced as it is clear that the majority have little skill and no knowledge of vehicle management.

5. It is further noted that many Schools appoint a comparatively junior officer as their transport officer. This practise invariably leads to abuses of transport.

6. Again in most Schools the transport is centralised. This is undoubtedly more efficient for co-ordinating journeys but means that little interest is taken by officers other than the transport officer in the maintenance of the vehicles. If, however, instead of drawing on a pool a battalion commander knows that he has, for example, 3 vehicles at his disposal, it will

General Military Schools.

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2. Particularly noticed has been the excessive speeds at which vehicles are driven. During visits to Schools many instances of 3 ton lorries being driven at 50 m.p.h. have been noted, and even worse of driving at high speeds on bad surfaced roads with resulting damage to tyres and springs.

3. As all vehicles still have the old 'PLUMBO' colours it is often extremely difficult to discover from which unit the vehicle comes, as the taking of the large number is seldom possible at the speeds at which the vehicles are driven.

It is suggested therefore that all Schools should have their own colours or crest on their vehicles. This might give a certain pride in keeping the vehicle clean and smart and in any case would simplify the apprehension of offenders.

4. It is also felt that when the Motorisation School begins to turn out new drivers that many of the old drivers of Schools should be replaced as it is clear that the majority have little skill and no knowledge of vehicle management.

5. It is further noted that many Schools appoint a comparatively junior officer as their transport officer. This practise invariably leads to abuses of transport.

6. Again in most Schools the transport is centralised. This is undoubtedly more efficient for co-ordinating journeys but means that little interest is taken by officers other than the transport officer in the maintenance of the vehicles. If, however, instead of drawing on a pool a battalion commander knows that he has, for example, 3 vehicles at his disposal, it will be in his interest to ensure that the vehicles are kept in the highest state of efficiency.

Moreover when transport is centralised the headquarters tend to benefit at the expense of the sub-unit.

7. It is suggested that a compromise between the two systems is probably the best. All vehicles should, as far as possible, be kept centrally and generally supervised by the transport officer. On the other hand the vehicles themselves should belong to the sub-unit.

1372

.....2/..

8. Thus in a British battalion, when not employed operationally, all vehicles will normally be centralised under the transport officer, the vehicles, however, belong to the sub-units and have the Company drivers and numbers.

9. When the Company Commander wishes transport he would normally receive his own vehicles, therefore it is in his own interest to ensure they are kept clean and well maintained.

Thus at the Infantry School for example it is suggested that vehicles would bear the school sign or colours, and the sub-unit number.

W L Price

Major G.S.O. II
Trg. & Inf. Trg.
12 British Liaison Unit for the
Italian Central Military Schools.

WLP/mg

Internal.
File.
Float.

(46)

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel: ROME 478008)

Ref: G/Q.11/1130

4 June 46

SUBJECT : Vehicle Return

To: INFANTRY SCHOOL
Comando Scuola Centrale Militare

1. The daily return of vehicles is no longer required.

2. The vehicle strength return given in the fortnightly report should however continue.

Major G.S.O. II
Trg & Inf. Trg.

Internal
File

WLP/AP

1370

APPENDIX 'A'
To: 12 B.L.D. Letter A1/17/1342
Dated 9 May 1946

TRANSPORT OF THE INFANTRY SCHOOL, CERAMB.

1. E.E. (Principle Items) — Actual daily Veh on Road.

24 x 15-cwts	9 x 15-cwts
16 x 3-tonners	7 x 3-tonners.

2. Additional loans to School of Infantry

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

3. Shortly after loans in para 2, the following vehicles were taken away as follows :-

(a) 1 Car, 1 M/C (To School of Tactics)
(b) 3 x 3-tonners (To School of Engineers)
(c) 4 x 3-tonners (To School of Motorisation)

4. Results of transactions in paras 2 and 3 is a deficiency of one 3-tonner to School of Infantry.

5. Requests of Independent Units on School of Infantry as on 6th May 1946.

Div Ration Stores	4 x 3-tonners.
Div Clothing Stores	1 x 3-tonner
Div General Stores	2 x 3-tonners.
Bakery Section	1 Vehicle Unclassified.

1369

SUBJECT :- Transport - Infantry School.

32

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : [illegible] 66/12/3)

Ref : AG/17/1542

9 May 1946

To: Lead Forces Sub Comm AC (SHLA)

Copy to : Comando Supremo Centrali Militari.
CSO II Reg A Inf Reg
12 British Liaison Unit.

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

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

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

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

5. It will be noted that these Units are Units of NON TERRITORIAL COMMAND and not Units of the CENTRAL MILITARY SCHOOLS. Such Units should, it is understood request transport from the Special Car Company, located at the School of Motorisation.

136

6. The petrol allocation (approximately 150 gallons daily) to the Infantry School is quite insufficient to meet transport needs, assuming that all vehicles are on the road. No account appears to have been taken by SHQS that this School has tracked vehicles and petrol [illegible]

Copy to : Grande Scuola Centrale Militare.
GSM II Trp & Inf Trp
13 British Liaison Unit.

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

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5. It will be noted that these Units are Units of NON TERRITORIAL COMMAND and not Units of the CENTRAL MILITARY SCHOOL. Such Units should, it is understood request transport from the Special Car Company, located at the School of Motorization.

1368

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

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

(a) Increase vehicle W.E. or exchange vehicles which are non-running.

(b) Outside Units to make transport requests through Special Car Company.

(c) Admit local petrol allowance to be made to this School for use of tracked vehicles.

...../2.

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

Colonel,
Cmd. 12 Partisan Liaison Unit for the
Italian Central Military Schools

RMM/rmm

Internal.
File.

File

(31)

SUBJECT :- Transport - Infantry School.

12 BRITISH LIAISON UNIT
for the
ITALIAN GENERAL MILITARY SCHOOLS
(Tel. : ROME 56348/9)

Ref : G/1.11/4162

7 May 1946

To: Commander,
12 British Liaison Unit.

DAA & QMG,
12 British Liaison Unit.

1. I would draw your attention to the appalling [redacted] transport situation at the Infantry School.

2. The principle items of the War Establishment are 24 15-cwts and 18 3-ton vehicles.

3. These are held on paper but we has been previously pointed out the majority of vehicles are, class V or little better, which have been at CESANO and with other Units for over a year.

4. The majority were transferred in an inefficient condition and owing to the complete lack of spares the average daily V.O.R. is :-

3 tonners	7
15 cwts	9

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

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

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

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

(a) 1 Car, 1 Motor Cycle (by Tactics School)

(b) 3 3-tonners (by Engineer School)

1366

TRA & QMG,
12 British Liaison Unit.

1. I would draw your attention to the appalling [redacted] transport situation at the Infantry School.

2. The principle items of the War Establishment are 24 15-cwts and 16 3-ton vehicles.

3. These are held on paper but as has been previously pointed out the majority of vehicles are, about 7 or little better, which have been at CESARO and with other Units for over a year.

4. The majority were transferred in an inefficient condition and owing to the complete lack of spares the average daily V.O.R. is :-

3 tonners	7
15 cwts	9

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

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

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

7. However, within ten days of the loan the following vehicles have been taken away :- 1366

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

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

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

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

...../.

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

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

11. Petrol.

Even if the transport was sufficient it is doubtful if the School would be able to use its transport as insufficient petrol is allotted. The quantity being roughly 130 gallons per day, little more than is used by 12 British Liaison Unit. Out of this, 100 gallons has to cover the petrol required for tracked vehicle driving training, which when in full operation would use at least this amount.

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

D.A. Price
Major GSO II
Trg & Inf Trg
12 British Liaison Unit for the
Italian Central Military Schools

WEP/mcr

Original.
File.

SUBJECT: Transport Infantry School.

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

Ref: G/R.11/1100.

5 May 46.

To: H.Q.
Central Military Schools.

Copy to: Infantry School.

Owing to the fact that excessive demands are being made on the Infantry School for transport, training is seriously being impeded.

It is pointed out that the transport allotted on the War Establishment to the Infantry School is just about sufficient to meet the normal needs of the School providing that all vehicles are efficient.

The fact that H.Q. Central Military Schools is without transport should not mean that the infantry school, supplies all duties connected with the centre.

Will you please therefore instruct C.O. Infantry School to submit a return daily of the number of vehicles within his Establishment employed on outside duties, and the number of vehicles off the road with mechanical defects.

The return not to cover any vehicles allotted to the school for additional commitments.

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

1364

Internal.

Filed.

Owing to the fact that excessive demands are being made on the Infantry School for transport, training is seriously being impeded.

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The fact that H.Q. Central Military Schools is without transport should not mean that the infantry school, supplies all duties connected with the centre.

Will you please therefore instruct O.C. Infantry School to submit a return daily of the number of vehicles within his Establishment employed on outside duties, and the number of vehicles off the road with mechanical defects.

The return not to cover any vehicles allotted to the school for additional commitments.

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

1264

Internal.

Filed

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for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel: ROME 66318/9)

Ref: G/G.11/1100.

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Central Military Schools.

3 May 45.

Copy to: Infantry School.

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

1364

Internal.

File.

FILE

SUBJECT :- Tracked Vehicles for the Infantry School.

(25)

12 ANZAC LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : [illegible] 6319)

Ref : G/C.11/1056

25 March 1946.

To: H.Q. Central Military Schools.
Officer I/C Trg. " "

Copy to : Infantry School.

1. As a result of information received from MMIA certain changes in the number of Tracked Vehicles will be necessary for the Infantry School, for the following reasons :-

Instead of the Carrier Lloyd, 15-cwts 4 x 4 will be issued to the 4.2-in Mortar Platoon (an advantage).

2. The number of 3-in Mortar Carriers is excessive to SMMP establishments and Carriers MMG have not been included. The part of the establishment detailing with tracked vehicles or vehicles dealing with Specialist Training only should read as in 2nd column.

SMMP Establishment.		Proposed Establishment.
Carriers Universal	22	16
Carriers Lloyd	18	24 15cwt 4 x 4
Carriers MMG	NIL	32
Carriers 3-in Mortar	36	28

3. The present vehicles should be retained until they become surplus, when other types arrive. Despite increase in number of vehicles it is doubtful whether petrol consumption will be greatly increased.

4. It is requested that alterations as given be communicated to SMMP. It is again emphasised that these only effect the Specialist vehicles and that, for instance, the 24 15-cwt 4 x 4 are in addition to the 24 - 15cwts already on the establishment.

1363

5. Reference Infantry School Promemoria dated 15 March '46. While it is agreed that the numbers of vehicles asked for is the ideal petrol considerations are at present such as to render the total asked

Declassified E.O. 12958 Section 3-402/NND No. 785020

Copy to : Infantry School.

1. As a result of information received from MMIA certain changes in the number of Tracked Vehicles will be necessary for the Infantry School, for the following reasons :-

Instead of the Carrier Lloyd, 15-cwts 4 x 4 will be issued to the 4.2-in Mortar Platoon (an advantage).

2. The number of 3-in Mortar Carriers in connection c. SMXX establishments and Carriers MMI have not been included. The part of the establishment dealing with tracked vehicles or vehicles dealing with Specialist Training only should read as in 3rd column.

	SMXX Establishment.	Proposed Establishment.
Carriers Universal	22	16
Carriers Lloyd	16	24 15cwt 4 x 4
Carriers MMI	NIL	32
Carriers 3-in Mortar	36	28

3. The present vehicles should be retained until they become surplus, when other types arrive. Despite increase in number of vehicles it is doubtful whether petrol consumption will be greatly increased.

4. It is requested that alterations as given be communicated to SMXX. It is again emphasised that these only affect the Specialist vehicles and that, for instance, the 24 15-cwt 4 x 4 are in addition to the 24 - 15cwts already on the establishment.

1363

5. Reference Infantry School Promemoria dated 13 March '46. While it is agreed that the numbers of vehicles asked for is the ideal petrol, considerations are at present such as to render the total asked for impossible. It is considered that Tactical and other courses can always borrow from the Specialist Course (which will not always be using them).

Major GSO II
Trg & Inf Trg
12 British Liaison Unit for the
Italian Central Military Schools.

WLP/raw

Internal.

File.

24

SUBJECT :- Disbandment of Units and Transfer of Vehicles.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel : ROME 69319)

Ref : G/Q.11/1055

22 March 1946.

To : H.Q.
Central Military Schools.

1. It is suggested that while it may be necessary eventually to disband the Central Storehouse, until the additional equipment for Schools arrives it will be necessary to keep some form of Central Storehouse where items may be sorted out and passed to the respective Schools.

2. This H.Q. has suggested that the transport for the Police School tends to be a little on the small side in the New Establishment and that the figure for Motor Cycles remains at 21 instead of 16, and that 1 x 3 tonner be provided in addition to the 15-cwts.

3. Reference my G/Q.11/1025 of the 7th March, may an answer please be received to para 3.

W.L. Pe

Major GSO II
Trg & Lnf Trg
12 British Liaison Unit for the
Italian Central Military Schools.

WLP/raw

Internal.

File.
Fleet.

1362

21

SUBJECT :- Transport for Infantry School.

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

Ref : C/G.11/1025

7 March 1946.

To: H.Q.,
Central Military Schools.

Refer 20

Reference your letter 08/983/S.

1. It is to be noted that only the efficient vehicles of 235 and 336 Infantry Regiments have been transfered to the Infantry School.

2. Most of the vehicles of 336 Regiment are known to be in a NLR condition and it is unfair to the School to start off with unsound vehicles.

3. Will you please submit a list of transport transfered to the Infantry School by types and confirm that all vehicles transfered are in a sound mechanical condition.

Major GSO II,
Trg & Inf Trg,
12 British Liaison Unit for the
Italian Central Military Schools.

WTP/raw

Internal.

File.

1361

19

SUBJECT :- Use of Transport for Training Purposes.

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

Ref : G/4.11/1008

25 February 1946.

To: Comando,
Scuole Centrali Militari.

For Information: Infantry Schools.

1. Until recently, most of the training carried out at the Infantry School has been done exclusively in the area immediately surrounding the barracks. This area has been fairly adequate for needs up to the present. However, a great part of this area is now being used for agricultural purposes and for many exercises it will be necessary to go further afield.

2. This was realised when preparing the new Establishments and a fairly high allotment of transport was proposed for the Infantry School.

3. This should be adequate for most occasions but in addition a General Transport Company is attached to H.Q. Central Military Schools to supplement the lifting capacity of the transport of any School, should it be required.

4. There should be no need then, in the future, for Schools to train exclusively in the back yard.

5. Until such time as the new establishments are implemented, it is requested that H.Q. Central Military Schools should meet all reasonable demands for transport from the Infantry School.

6. Demands from the Infantry School should be made as early as is possible.

Major GSO II,
Trg & Inf Trg,
12 British Liaison Unit for the
Italian Central Military Schools.

WJP/rsw

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Major G3G II,
Trg & Inf Trg,
12 British Liaison Unit for the
Italian Central Military Schools.

MJP/rsw

1360

Internal.

File.
Float.

Subject: Care of Carr[illegible] S.I.V.A.

Q 11

CONFIDENTIAL

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY SCHOOLS
(Tel: [illegible] 66319)

Ref:

To: (Trans) Commander S.I.V.A.

29 Jan 46.

18

Copy to: Commander, 12 British Liaison Unit.
Interpreter, 12 British Liaison Unit.
G II Inf., 12 British Liaison Unit.
(Trans) Ten.Col. Sivo.

At my request the Carrier Officer of 12 BLU visited [illegible] on 28 Jan; while there he observed that 3 carriers were off the road - one had only been issued six weeks previously and was in the process of being stripped.

I feel very strongly about this disgraceful state of affairs because in the past I have had letters sent to you, by Captain [illegible] explaining the correct method of dealing with carrier casualties. I also went to considerable trouble to arrange for the issue of new carriers to S.I.V.A. assuring H.[illegible] that they would receive better attention there, than at [illegible]. I am sorry to say that I was wrong.

Lest there is any doubt, the following is the only correct method.

When a carrier breaks down :-

Fill in Army Form G.1045 (Workshops indent) and send it to 155 Workshops. You will then leave the carrier till 155 Workshops collect and repair it. Under NO circumstances will local military or civilian mechanics attempt to repair it.

If there is a delay on the part of 155 (Workshops) inform Italian [illegible] Jessano and me.

I have noticed that the carriers are being kept much cleaner, but this improvement will be useless if they are not kept in perfect mechanical repair.

It is my advice that disciplinary action is taken against the officer concerned and a closer check kept on the condition of carriers in future.

I will always give the carrier officer any help and advice in my power, but if he wants to avail himself of it he must come and see me. I will not act as a nurse-maid to him.

I sincerely hope there will be no reoccurrence of this inefficiency as it affects the reputation of S.I.V.A. which in so many other aspects is excellent.

At my request the carrier officer or [illegible] was [illegible] and [illegible] while there he observed that 3 carriers were off the road - one had only been issued six weeks previously and was in the process of being stripped.

I feel very strongly about this disgraceful state of affairs because in the past I have had letters sent to you, by Captain SMITH explaining the correct method of dealing with carrier casualties. I also went to considerable trouble to arrange for the issue of new carriers to S.I.V.A. ensuring R.A.S.C. that they would receive better attention there, than at CASSINO. I am sorry to say that I was wrong.

Lest there is any doubt, the following is the only correct method.

When a carrier breaks down :-

Fill in Army Form C.1045 (Workshops Indent) and send it to 155 Workshops. You will then leave the carrier till 155 Workshops collect and repair it. Under NO circumstances will local military or civilian mechanics attempt to repair it.

If there is a delay on the part of 155 (Workshops) inform Italian H.Q. Cassino and me.

I have noticed that the carriers are being kept much cleaner, but this improvement will be useless if they are not kept in perfect mechanical repair.

It is my advice that disciplinary action is taken against the officer concerned and a closer check kept on the condition of carriers in future.

I will always give the carrier officer any help and advice in my power, but if he wants to avail himself of it he must come and see me. I will not act as a nurse-maid to him.

I sincerely hope there will be no reoccurrence of this inefficiency as it affects the reputation of S.I.V.A. which in so many other aspects is excellent.

1359

Major, R.E.M.E.
G II (Schools)

17

SUBJECT:- Vehicles.

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

Ref:- AQ/Q.11/909

27 November 45.

To: G. (Training),
G.H.Q.
G.M.F.

1. Reference your IMT/BB/4/RM dated 16 November 1945, the only demands outstanding for replacement of carriers are as follows:-

4 Carriers Mortar
3 Carriers Universal
4 Carriers Lloyd

2. These were demanded on A.F.U. 994 on 30 October 1945, Unit reference C.S.S.

Major, D.V.R.
'F' British Liaison &
Training Unit RTC IOP.

ASL/kr.

Internal.

File
Fleet

27 November 45.

To: Q. (Training),
S.E.A.
C.M.P.

1. Reference your BM/88/4/VM1 dated 16 November 1945, the only demands outstanding for replacement of carriers are as follows:-

4 Carriers Morter
3 Carriers Universal
4 Carriers Lloyd

2. These were demanded on A.F.C. 994 on 30 October 1945, Unit reference C.S.S.

Major, D.F.R.
'P' British Liaison &
Training Unit KCO ILF.

RSL/kr.

Internal.

File
Float

1358

16

22.11.45.	8.11.
Seen by	CE
Schedule	
Int.	
R.A.	
R.E.	
[illegible]	
Pro	

477.

SUBJECT: Veiga

HQ "P" DL & TU

G (Training)
GHQ GEF

Tel: PRS/DCS 551

DET/HQ/b/271

16 Nov 45

Please inform this Section if you have any further demands for replacement of A or B vehicles in the near future in order that rail lifts may be co-ordinated.

Can it come over Carrier?

Passed to Staff Asst

DADOS for info and action

1357

J. Murdoman Capt
for A.D. WARD
Maj-Gen.
DGS.

W.O. [illegible] (Form [illegible]) (Ed. D.P.M. [illegible])

INDENT FOR ORDNANCE STORES.

ARMY FORM G. 994.

UNIT No.	DATE	*NORMAL / SPECIAL	DATE STORES REQUIRED	A.D.O.S. No.	*CONTROL No.
[illegible]	30.10.45				

UNIT (Show address for correspondence)	ADDRESS FOR STORES
121 [illegible] Brigade A.T.C. I.C.F. C.M.F.	D.A.D.O.S. R.A.O.C. I.C.F. C.M.F.

Part or Catalogue No.	VOCABULARY SECTION :— Description of articles required	Quantity required	Rate	Establishment or authorised proportion	In possession: Serviceable	In possession: Non serviceable	Quantities received & date
	Cassias Tractor 3"	4		Required to replace			
				Casualties			
				T 100113			
				T 115034			
	B.A.R. ½			T 143758			
	125 – 126 – 119 attached			T 175014			
	W.E. 200 D.M.T/88/4/MT1 dtd 2/2/45						

I certify that the following articles are actually required to complete to authorised scale :—
(a) As a first supply ; (b) To replace others lost through the exigencies of the campaign ;
(c) To replace others rendered unserviceable through the exigencies of the campaign.

Signed [illegible]
Commanding Leicester Yeomanry

Approved for issue :—

* For R.A.O.C. use
† To be inserted on acknowledgment of original indents. State reason for urgency.

1356

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

Wt. 4320/[illegible] (Gen Form) [illegible] D.P.W. [illegible]

INDENT FOR ORDNANCE STORES.

ARMY FORM G. 994

UNIT'S No.	DATE	*NORMAL / SPECIAL	†DATE STORES REQUIRED	A.D.O.S. No.	*CONTROL No.
[illegible]	[illegible]				

UNIT (Show address for correspondence)	ADDRESS FOR STORES
1214 [illegible] RTC I C F C M F	D A D O S. R T C I C F C M F

Part or Catalogue No.	VOCABULARY SECTION :— Designation of articles required	Quantity required	* Rate	Establishment or authorised properties	In possession: Serviceable	In possession: Non-serviceable	Quantities received & date
	CARRIER UNIVERSAL	3		Regular	6	replace	
				Carriers			
				T 115451			
	B.L.R. N°			T 115160			
	125 - 126 - 127 attached			T 14 [illegible]			

W.E. [illegible] 3 m T/[illegible]/[illegible] T : [illegible] 2 . 25

I certify that the following articles are actually required to complete to authorised scale :—
(a) As a first supply ; (b) To replace others lost through the exigencies of the campaign ;
(c) To replace others rendered unserviceable through the exigencies of the campaign.

Signed [illegible]
Commanding [illegible]

Approved for issue :—

* Not R.A.O.C. use.
† To be inserted on authorisation or urgent indents. State reason for urgency.

Demobilized R.O. 1945 Section 3—(3) (Amd) No. 285020

1354

W.O. (Ordnance) Form 2140 (D.P.W. 2[illegible])

INDENT FOR ORDNANCE STORES.

ARMY FORM G. 1004

UNIT'S No.	DATE	* NORMAL / SPECIAL	† DATE STORES REQUIRED	A.D.O.S. No.	* CONTROL No.
C.S.S. 1213	30 10 45				

UNIT (Show address for correspondence)	ADDRESS FOR STORES
SPECIALIST SCHOOL RTC ICF CMF	DADOS RTC ICF CMF

Part or Catalogue No.	VOCABULARY SECTION — Designation of articles required	Quantity required	* Rate	Establishment or authorised procurement	In possession: Serviceable	In possession: Not serviceable	Quantities received & date
	ADYD CARRIERS	4		Required ADYD's	1	nil	
				T.A.1512			
				T.A.1541			
	B. L. R. No.			T.M.3476			
	125 — 126 — 127 ATTACHED			T.M.3477			
	W.E. REF D.M.T./88/4 M.T.1. DATED 22 45						

I certify that the following articles are actually required to complete to authorised scale —
(a) As a first supply; (b) To replace others lost through the exigencies of the campaign;
(c) To replace others rendered unserviceable through the exigencies of the campaign.

Signed [illegible]
Commanding Allied Spec Unit

Approved for issue —

* For R.A.O.C. use.
† To be inserted on requisitions or urgent indents. State reason for urgency.

Duplicated R.O. 13085 Section 3-450/2000 No. 785020

17 OCT Recd

ROME AREA ALLIED COMMAND
APO No. 794 U. S. Army
Office of G-3 (British)

41/9/GS(Br) 15 October 1945

SUBJECT: 'A' Vehicles, Training.

TO: DMT, APIR

1. Application has been made by "F" British Liaison & Training Unit for release of the following "A" Vehicles required for training purposes by Specialist School R.T.C. I.C.F.

Type	Qty	Reason for demand
Carriers, Mortar 3	4	(Present vehicles
Carriers, Universal	4	(condemned as BER

2. As these vehicles are required for training purposes will you please obtain release, as early as possible.

E. Sedgwick

E. SEDGWICK,
Major GS,
for Commander British Troops Rome.

Copy: ADOS, RAAC
'F' BL & TU

1353

For
C.2 Info
Capt Smith

18/10/45 Q.11

Capt.

SUBJECT :- Transport at SIVA.

'Y' BRITISH LIAISON AND TRAINING UNIT
B.T.O., L.C.F.

Ref : G/Q.11/TT

8 September 1945.

Commdt Scoble, CAO FIC.

CAO II (Schools) KANDANA

1. It has been apparent for some time that Training transport at SIVA is neither receiving proper control or being maintained on approved lines. Continually we are approached by SIVA to supply additional transport as their few trucks are off the road and so far their requests have been complied with and a very considerable amount of transport (admittedly class V but usable with care) has been obtained through the Directorate of Training.

2. In view of recent enquiries and investigation it is apparent that trucks are sent out on the slightest demand. Cases are known of trucks making up to four journeys into KOKE in one day. This completely "out of hand" system must stop if training transport is used for the purpose for which it is intended, and the following outstanding points are brought to your notice.

(a) Commander of SIVA is responsible to you for transport. He should accept this responsibility and fulfil the obligation by at least periodic inspections and a more definite code of transport rules and orders.

(b) The road between KANDANA and PRAGIRIPO must have a reduced speed limit properly enforced even to the extent of occasional police speed traps and heavy fines and dismissal of drivers who do not comply.

3. The writer feels strongly on this matter as he has personally gone to a lot of trouble to obtain these vehicles and has seen the present "out of hand" methods.

Major CAO II,
Training,
'Y' British Liaison and
Training UNIT, FMC ICF.

rmr/rmr
Internal
File. Float.

3 SEP Recd
357

Subject:- Vehicles for Trg

RASC Trg Depot
56 Arma
TD/2903
31 Aug 45

DMT, APTD, CMP
Copy to:- 1st Brit Liaison & Trg Unit RTO ICF

Ref your DMT/147/2/TT.2 dated 23 Aug 45.

1. Ref para 2 of the a/q letter, herewith details of vehicles for transfer:-

MT No.	Make.	Type.
678075	Austin	Lorry 3 ton 4 x 2 GS
1674214	"	" 3 " 4 x 2 GS
4529464	"	" 3 " 4 x 2 GS
759864	"	" 3 " 4 x 2 GS
1469789	"	" 3 " 6 x 4 GS

2. Arrangements are in hand for the handing over of these vehicles.

L Holmes Capt f.
Lt Col
Quad

CMP
GSI

1351

For Action/For Info.
Date 9/9/45 File 6 11

Copy to:- Chief Instr (File TD/13/20)

TEG
3-9-45

20 AUG Recd
299

For Action/For Info.
G Sec Rec | Ehrd
Date 8/9/45 | File Q U

LROF V MEDY 190817

FROM DMT 56 AREA 181600B

TO F BRITISH LIAISON AND TRG UNIT RTC ICF

QQX BT

DMT/907 UNCLASSIFIED . YOUR G/QM/699 OF 15 . VEHICLES MUST 1350

NOT BE SLECTED FROM 4XXXXXX 408 RVP . SEND REPS TO 41

XXX 416 RVP NAPLES AS INSTRUCTED IN DMT/862 OF 16

BT 181600B

SENT 1050 JL BBBBB

RD NR 17 PLC AT 1050 KKK BBB KKK

3184
TRAINING.

8 AUG Recd
338

9

SUBJECT : Vehicles for Trg.

B.A.T. A.F.H.Q. G.H.Q.

Tel 111656

DMT/147/2/MT.2
Copy to :- DMT/AA/4/MT.1

25 Aug '45

R.A.S.C. Trg Depot.

Copy to :- 'F' British Liaison & Trg Unit RTO IGF, (DMT/20 of 25 Aug 45 refers).

1. The qty 5 Lorries 3 Ton 4 x 2 G.S. now held surplus to your requirements as a result of your reduced values of D & M Trg are required by 'F' British Liaison & Trg Unit RTO IGF.

2. This Unit has been instructed to send drivers to collect these vehicles as soon as possible and to inform your HQ of the proposed collection date. Will you please forward details of the MO Nos, makes and types of these vehicles so that official Q (A2) authority for the transfer may be obtained.

3. Please arrange to hand over the vehicles in question when the drivers from 'F' BL & Trg Unit RTO IGF arrive.

For Action/~~For Info.~~	
GSO II Trg	
Date 28/8/45	File Q.11

Offices notified.

5371
1-9

F.-/B.H. BROOKSMITH,
Brigadier,
B.A.T.

Going 30th

SUBJECT :- Transport for STVA.

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

Ref : G/B.11/702.

20 Aug '45.

Commdr Scuole, GAC FTC.

1. We have now received the attached signal from DMT. Will you please arrange to despatch 10 drivers to NAPLES to arrange collection at 416 RWP. The British NO NOMS will accompany this party in order to check suitability of vehicles.

2. As these vehicles are for STVA it is suggested at least 8 of these are retained in Workshops here until they are made really serviceable and ready for the next course.

Major GSO II
Training
'F' British Liaison &
Training Unit RTO LCP

HWT/raw.

1348

Internal.

DADMT 'F' British Liaison & Training Unit.
File.
Fleet.

6817

18 AUG Recd
188

For Accounting Purposes Only	
650 U Inf	mm
Date	6 11

LROF V NEDY NR 168400

FROM DMT 56 AREA 161730Z

TO F BRITISH LIAISON AND TRG UNIT ETC ///// IOF

INFO 416 MVP

GEN CH --- ST

~~DTG 161730Z/ [illegible]~~

DTG/161730Z(.) UNCLASSIFIED (.) YOUR C 754 OF 13(.) C (AE) AFRO NOT REPORT SUITABLE VEHICLES AT 416 MVP NAPLES (.) SEARCH IN LORRIES 3 TON OR CLASS V AND FORWARD DETAILS THIS HQ (.)

1347

ST

SENT NR 168488 2687 AEU

RECD NR 168488 * SLC W 2687D/16 01

(6)

SUBJECT : Vehicles.

D.M.T. A.F.H.Q. G.M.F.

Tel : 11656

DMT/80/1/MT.1

31 Jul '45

Q (AK) 4 AFHQ.

Copy to :- 'P' British Liaison A Trg Unit NTU ICP (For Major KING).

Ref conversation KIGHERS - BATTIES of 30 Jul 45.

1. May a special release, ex 400 MTP POTZ, please be authorised for the following vehicles which are most urgently reqd by the Instructors' Schools NTU ICP :-

Lorries 3 Ton 4 x 2 GS Class V Qty 12

2. The Instructors' Schools for Students from the Italian Gruppi and the NTU ICP are entirely dependant upon transport for the efficiency of their trg, such as the convergence of students to TAFFs, exercises, ranges, demonstrations etc. The Italian MT Coy which was doing the work is being removed and will NOT be replaced.

3. If these Schools are to continue it is essential that the vehicles shown in para 1 above are available. In order that continuity of courses may be achieved it is requested that these vehicles be released by 6 Aug 45.

G. Trg Unit.
2779.

1316

R.M. BRAMMER,
Brigadier,
D.M.T.

SUBJECT:- Transport for SIVA

'F' BRITISH LIAISON AND TRAINING UNIT, RTC IOF

Ref: G/Q 14/699

DST, APWQ

15 August 1945

1. As previously signalled, 408 RVP has no vehicles in class V suitable for SIVA. There are, however, about six vehicles in classes II - IV which, whilst not entirely suitable, would be better than nothing. Four of these six are, for example, diesel engined TCVs, another an American 4 x 4.

2. It is to be hoped not to introduce too many types of vehicles into the centre, on the other hand the choice of vehicles at 408 RVP is very limited at present.

W. P.

WLP/asj

Major GSO.II
TRG & DEF TRG,
for Colonel,
Commander,
'F' BRITISH LIAISON AND TRAINING UNIT, RTC IOF.

1345

Internal

File
Float

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

ARMY FORM Cl-3a (Small)

MESSAGE FORM

Register No.

Call	Sel. No.	Prior	Confirmation Instructions

FILE

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) Originator: 7th BRITISH ARMOURED AND TRANSPORT UNIT NEW DEP. — Date-Time of Origin: 12 HRS 3

For Action: D.M.T.

TO (W) For Information (INFO): 408 A.V.F.

Office Date Issue

Message Instructions — GR

Originator's No.

G/SA (.) REFERRED (.) LORIES 3 TON CLASS V 4 x 2 NOT AVAILABLE AT 408 DEP (.) BUT 6 LORIES CLASS II - IV AVAILABLE BUT HARDLY SUITABLE

This Message may be sent AS WRITTEN by any means except WIRELESS	If liable to be intercepted or to fall into enemy hands, this message must be sent IN CIPHER	Originator's Instructions Degree of Priority	Time	System	Op.
Signed (Signature key) (Major [illegible])	Signed		THI or TOR 13/4		
			Time cleared		

JROF V MEDY NR 898162 "P" OVR 1

FROM DMT 86 AREA 8913200

4200

CT 7 BRIT LIAISON AND TRG UNIT RTC ICF

3

INFO ABE RVR

QQX 62 --- DT

training

DMT/762 (.) UNCLASSIFIED (.) FURTHER DMT/756 OF 7(.) REF TO SELECT

QTY 12 LORRIES CS CLASS V FROM ABE RVR ROME (.) AUTHORITY AFHQ/81085/

Q(AI) OF 7 AUG (.) FORWARD DETAILS VEHICLES SELECTED THIS HQ EARLIEST

IN ORDER THAT RELEASE CAN BE AUTHORISED (.)

DT

SENT NR 898162 8917 AEU B2

RD NR 162 PTC AT 3920 KKK

1343

3028

TRAINING

SUBJECT :- Transport - Scuola Artieri.

(2)

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

Ref : G/G.11/673.

6 Aug '45.

Commander,
'F' British Liaison & Training Unit.

Copy to : Scuola Artieri.

1. The control of transport in connection with the Scuola Artieri and the 3rd Regiment RE requires some clarifying, especially with new establishments about to come out.

2. It is understood that while administration is carried out by Regimental HQ, them so must the M.T maintenance. It is, however, absolutely essential that transport allotted on ME to the Scuola Artieri be controlled in all their movements by the School and NOT the Regiment.

3. It is quite ridiculous when the CO of an establishment has to request transport from a higher HQ each time he wishes to go out; and similarly, unless the remainder of the transport allotted to the Scuola Artieri is under their absolute control as far as journeys are concerned, it is quite impossible to organise or plan work efficiently.

4. I therefore earnestly request you take this matter up and have the position re division of maintenance responsibilities and running control clearly defined so that the Scuola Artieri have access to their own vehicles. The sooner this can be done the better because although the situation is bad now, it is liable to become much worse with the advent of the new establishments.

Major RE.

'Y' British Liaison & Training Unit.

Copy to : Scuola Artieri.

1. The control of transport in connection with the Scuola Artieri and the 3rd Regiment R, requires some clarifying, especially with the establishments about to come out.

2. It is understood that while administration is carried out by Regimental HQ, then so must the M.T maintenance. It is, however, absolutely essential that transport allotted on WE to the Scuola Artieri be controlled in all their movements by the School and NOT the Regiment.

3. It is quite ridiculous when the CO of an establishment has to request transport from a higher HQ each time he wishes to go out; and similarly, unless the remainder of the transport allotted to the Scuola Artieri is under their absolute control as far as journeys are concerned, it is quite impossible to organise or plan work efficiently.

4. I therefore earnestly request you take this matter up and have the position re division of maintenance responsibilities and running control clearly defined so that the Scuola Artieri have access to their own vehicles. The sooner this can be done the better because although the situation is bad now, it is liable to become much worse with the advent of the new establishments.

Major RE.
R.O.R.E.
'Y' British Liaison &
Training Unit RTO ICF.

RHE/rsw

Internal.

File.
Float.

Declassified E.O. 12958 Section 3-402/NND No. 785020

(1)

'P' British Liaison & Training U
R.T.C., I.C.F.
GRSAMO.

To: O.C.
408 R.Q.P.
RMS.

A/QMS Jackson R.E.M.E. is authorised to select the 12 vehicles referred to in attached signal (these should be three tonners).

These vehicles are most urgently required and if possible we would like to collect them as soon as possible. It would appear that 12 vehicles have definitely been released and we would prefer to draw these as soon as possible after selection, as opposed to waiting until the actual vehicle number have been forwarded to A.F.H.Q. and the vehicles released in detail.

It is hoped that the best possible vehicles may be made available as no further vehicles will be released for these 12 as replacements.

W.L. Price Major

Major
G.S.O. II

11 Aug 45.

WLP/kr.

1341


1301