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10000/120/4869

G

10000/120/4862

G BW/131

M.T.2683
2705

Aug. 10, 1945 - Oct 5, 1945

CENTRO REGIONALE RECUPERI-DEPOSITO SUGGERIMENTARIO N.8
FRATTAMAGGIORE

n. 2186 di prot.

Frattamaggiore, li 5 ottobre 1945

OGGETTO: spedizione materiale e vestiario. =

AL COMANDO DELLA DIV. NE PICENO F. "BLU" CESANO DI ROMA

Si trasmette l'unito verbale redatto all'atto del carico del materiale, spedito a mezzo ferrovia all'indirizzo di codesto Comando. =

IL CAPT. SUSS. SUB. CONSEGNETARIO
 (Sorrentino Liborio)

Ufficio Servizi Soc. Comm.
 3772 di protocollo

16-10-45

4419.

16 OCT 1945

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ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 08-29-2007 BY 60322 UCBAW

order to ensure that the data are not lost, the data are stored in a secure location.

[illegible]

127 E. Atlantic Dr. Long Beach, Calif. 90802

IOI 9 clabbitti verdi
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125 (cententi5)

Anticardio	2.2. 2007	30000	0000	2500	(diameter 500)
ICI B Giacobita veria		0000	50	100	

[illegible]

Kunden di Lana
 hanno 200 x 10 = 2000 ÷

Autodromo di Monza
1013 Giubbotti vari 2500 (1400ml/330)

6 AUTUMNUS 2, 52 (1959) partia: vol. 3, titling 74-80 4^ comp. 306 aut. 100 pels

[illegible][illegible]

AUGUSTO GL. 1765 morte: catob. di Vito Fusco - Legione Napoli
 1000 e 1000000 della co. v. co. - 1800. (Anno 1800)

[illegible][illegible]

BEST COPY POSSIBLE

COMANDO DIVISIONE " PICENO "

C.A.C.F.I.C.

- Ufficio Servizi - Sez. Auto-

P.M. 92, 11 I ottobre 1945

N° 08/ 1997 /S/AUT. di prot.

OGGETTO: -Disciplina trasporti.=

AL "F" B.L.T.U. - R.T.C. - I.C.F.

S E D E

Con riferimento al foglio G/G23/704 data 20 agosto c.a., ed a scioglimento della riserva di cui al foglio 08/I314/S/Aut data 29 stesso mese, si comunica che dall'inchiesta espletata per stabilire le responsabilità dei danni riscontrati sull'autocarro Dodge 3 T 4x2 targa L/5317185, derivanti dal cattivo uso, è risultato quando segue:

Nello scorso marzo l'autocarro in questione fu dimesso dall'officina e ritirato dal 1500 Plotone Trasporti.=

Dopo alcuni giorni fu trasferito al 2° Reggimento Addestramento Fanteria (336 Regg) nelle condizioni di efficienza in cui fu trovato della 638 officina L.of C. del R.E.M.E.=

Le responsabilità dei guasti derivati dal cattivo uso dell'auto veicolo risalgono al Comando del 1500 Plotone Trasporti; mentre il 2° Reggimento Fanteria ha la responsabilità di avere accettato in consegna l'autocarro già ridotto in deplorabili condizioni e - comunque - di non aver preso edotto questo Comando.=

A tanta distanza di tempo è impossibile adottare provvedimenti disciplinari a carico delle persone nelle quali ricade la responsabilità diretta (Tenente Piccoli Giovanni, già comandante del 1500 Plotone Trasporti, e Capitano Giovannelli Arturo, già comandante dell'autodrapello del 2° Reggimento Fanteria), in quanto entrambi gli ufficiali si trovano da alcuni mesi in congedo.=

DIVISIONE
d'ordine
IL CAPO DI STATO MAGGIORE
(Colonnello L. Malavasi)

2702

ficina e ritirato dal I500 Plotone Trasporti.=

Dopo alcuni giorni fu trasferito al 2° Reggimento Addestramento Panteria (330 Regg) nelle condizioni di efficienza in cui fu trovato dalla 636 officina L.of C. del R.E.M.E.=

Le responsabilità dei guasti derivati dal cattivo uso dell'auto veicolo risalgono al Comando del I500 Plotone Trasporti; mentre il 2° Reggimento Panteria ha la responsabilità di avere accettato in consegna l'autocarro già ridotto in deplorabili condizioni e - comunque - di non averlo reso edotto questo Comando.=

A tanta distanza di tempo è impossibile adottare provvedimenti disciplinari a carico delle persone nelle quali ricade la responsabilità diretta (Tenente Piccoli Giovanni, già comandante del I500 Plotone Trasporti, e Capitano Giovannelli Arturo, già comandante dell'autodrapello del 2° Reggimento Panteria), in quanto entrambi gli ufficiali si trovano da alcuni mesi in congedo.=



d'ordine
CAPO DI STATO MAGGIORE
(Colonnello L. Malavasi)

2702

Malavasi

Malavasi

213

2191

SUBJECT : Vehicle Maintenance.

D.L.T. A.F.H.Q. C.L.F.

Tel : 16872

DET/88/AT1

31 Aug 45

"G" British Liaison and Training Unit
R.T.C. I.C.F.

Copy to : Unit Maintenance Inspectorate
Rome Allied Area Command.

Ref your G/C. 23/714/ATO of 22 Aug 45.

1. The procedure outlined in your a/quoted letter for improvising the state of the vehicles at the R.T.C. has been noted with interest.

2. The system of having a team of mechanics to carry out daily maintenance has advantages in achieving some of the results you enumerate. But there are disadvantages.

3. The driver, under your system, is relieved of any maintenance responsibility whatsoever. If he is posted away to another unit, his maintenance will be bad. Men will learn best by doing, not watching and therefore the driver should himself carry out the daily tasks, under the supervision, and with the assistance, of the team of mechanics. This will help to train your drivers, and make them aware of their maintenance responsibility as well as ensuring a moderately reasonable standard of maintenance.

4. Is it absolutely necessary to carry out maintenance at night? Under these circumstances it would appear that the driver is not present. It is impossible to make a constructive suggestion without knowing the transport commitments, but it would seem that the system of night maintenance when combined with day maintenance is likely to be either uneconomic in manpower, or inefficient.

2701

Copy to : Unit Maintenance Inspectorate
Rome Allied Area Command.

Ref your G/G 23/714/ITC of 22 Aug 45.

1. The procedure outlined in your a/quoted letter for improvising the state of the vehicles at the R.T.C. has been noted with interest.

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or inefficient.

5. It is not understood how your system prevents cannibalisation.

S.M. SHOOSLITZ,
Brigadier,
D.M.T.

H 10 3470

Subject:- M.T. Tools.

22 AUG Recd

"F" British Liaison & Training

Unit, RTC, ICF.

To: A.D.O.S.,
RAAC, Rome.

Ref: ORD/22/43

For information to:
M.T.O., "F" BL & TU.

August 21st 1945.

1. In accordance with your instructions I submit herewith the position regarding the supply of Maintenance Tools.
2. Hastening action is being taken in respect of items not yet issued and a copy will be forwarded to your office.

HHC/WES
File.

For Answer/For Info	
M.T.O.	RAAC
Date	File 623

HHC
H.H.COLE.
Major. D.A.D.O.S.
for Colonel. Comd.
"F" British Liaison & T.U.

2700

To: A.D.O.S., S.A.A.E., Rome. (For information)

Demands for Maintenance Cols 29/6/45.

Part No.	Designation.	Required.	Received.	To Follow.
<u>Section LV6/MT2.</u>				
2217	Extractors Rivet M/C Rotterchain	100	100	55
2154	" Pin Cotter for Crank	100	45	100
5053	Keys nipple M/C 3-way	100	N/A 12/1	100
351	Levera Tyre M/C Flat	100	100	
18571	" " spoon type	100	100	
521	Lifters Valve spring M/C size	100	100	
<u>Section LV6/MT1.</u>				
TT/MT2/7/40	TYPE 7. M/C Gun.	100	N/A 12/1	100
<u>Section LV6/MT0.</u>				
16287	Material Tyre cutlits M/C size	100	100	
<u>Section LV6/MT1.</u>				
TT TYPE PUMPER	Grease Gun	50	50	150
TT TYPE PUMPER	" "	150	N/A 12/1	
19627	Oil Can 1/2-pt	200	200	200
12442	Air Pump Foot	200	N/A 12/1	200
2258	Insulation Tape	200	N/A 12/1	200
2212	Fire Extinguisher	200	N/A 12/1	200
46655	" Brackets	200	200	
<u>Section LV6/MT2.</u>				
4185	Tyre Pressure Gauge	200	200	
17002	Adj spanners 6"	200	200	
16736	Screwdriver 5" Blade	200	125	
15877	Pliers 8"	200	200	
31443	Jack	200	6	194
45447	Tyre levers	200	195-2-1	
17225	DE Spanners BSW Box Tub 1/8 X 3/16	100	100	
17226	" " " 1/4 X 5/16	100	100	
17227	" " " 3/8 X 7/16	100	100	
17228	" " " 1/2 X 9/16	100	100	
17229	" " " 5/8 X 3/4	100	100	
17231	" " " 7/8 X 1-in	100	100	
17597	Spanners Bar Tommy No 2	100	100	
1733	Box Spanners Open jaw DE 1/8 X 3/16	100	100	

2212	Fire Extinguisher	200	N/A 12/7	200
46655	"	200	200	
<u>Section LV6/MT2.</u>				
4185	Tyre Pressure Gauge	200	200	
17002	Adj spanners 6"	200	200	
16706	Screwdriver 5" Blade	200	125	
15877	Pliers 8"	200	200	
31443	Jack	200	6	194
45447	Tyre Levers	200	195-200	
17225	DE Spanners BSW Box Tub 1/8 x 3/16	100	100	
17226	" " " " 1/4 x 5/16	100	100	
17227	" " " " 3/8 x 7/16	100	100	
17228	" " " " 1/2 x 9/16	100	100	
17229	" " " " 5/8 x 3/4	100	100	
17231	" " " " 7/8 x 1-in	100	100	
17597	Spanners Bar Tommy No 2	100	100	
1733	BSW Spanners Open jaw DE 1/8 x 3/16	100	100	
1734	" " " " 1/4 x 5/16	100	100	
1735	" " " " 3/8 x 7/16	100	100	
1736	" " " " 1/2 x 9/16	100	100	
284	Tool Bag	200	269	18
<u>Section LV6/MT14.</u>				
	Wheel Braces Ford Can	50	32	
	" " Dodge	50		
	" " Bedford	50	50	
	" " Chevrolet	50	N/A 12/7	200
	Valve removing Key	200		
<u>Section LV6/MT6.</u>				
16286	Tyre Repair Outfit Car size	167	200	
16287	" " M/C size	50		
<u>Section F.1.</u>				
1711	S&B Spanners open jaw DE 7/32 x 15/16	100		
1711J	" " " " 1/4 x 9/32	100		
17119	" " " " 3/8 x 7/16	100		
17099	" " " " 3/4 x 7/8	100		
17101	" " " " 5/16 x 1-in	100		
17052	" " Box Tub 3/8 x 7/16	10		
17053	" " " " 1/2 x 9/16	10		
17055	" " " " 5/8 x 3/4	10		
17057	" " " " 7/8 x 15/16	10		

N/A 12/7 134870

Tro.

COMANDO DIVISIONE "FICENO"

C.A.C.F.I.C.

Ufficio Servizi - Sez. S.M.

n. 05/488/S/SM di prot.

P.M. 92 - 24 agosto 1945

O G G / E T T O : secondo corso di addestramento ufficiali preposti inquadramento autoformazioni.

AL COMANDO SCUOLE

AL COMANDO 1° RGT. ADD. FANTERIA (235°)

AL COMANDO 2° RGT. ADD. FANTERIA (336°)

AL COMANDO RGT. ADD. ARTIGLIERIA (152°)

AL COMANDO RGT. ADDESTRAMENTO GENIO

AL COMANDO 152^a COMPAGNIA CC. RR. #

e, per conoscenza :

AL COMANDO "F" E.L.T.U. - RTC - ICF

ALLA SEZIONE AUTOMOBILISTICA

- Seguito foglio 05/7248/S/SM del 13 corrente -

Il corso in oggetto avrà inizio il giorno 28 p.v. Ad esso prenderanno parte i seguenti sette ufficiali :

- | | | |
|---|-----------|---------------------------|
| - Capitano CONTI | Pietro | del 1° Rgt. Add. Fanteria |
| - Tenente PASSERI | Cesare | " 2° " " " |
| - S. Tenente PETRELLI | Francesco | " " " " " |
| - S. Tenente CARLOMAGNO | Angelo | " Rgt. Add. Artiglieria |
| - S. Tenente LUCIERI | Mario | " " " " " |
| - un ufficiale del Reggimento Addestramento Genio | | |
| - un ufficiale della 152 ^a Compagnia CC. RR. | | |

Questo Comando non può giustificare le segnalazioni negative per venutegli del Comando Rgt. Add. Genio e dalla 152^a Compagnia CC. RR. - Trattandosi di Enti aventi in carico numerosi automezzi, data la sperimentata utilità del corso, considerato che, tutto sommato, gli ufficiali verranno distratti dalle loro ordinarie mansioni solo due ore giornaliere, di estrazione, tuttavia, più che compensata dal beneficio che dal corso stesso ne vengono a trarre, dispongo che anche i due Enti in questione comandino un ufficiale al corso, segnalandone tempestivamente il nominativo al Comando Scuole e per conoscenza a questo.

Orario del Corso : ogni mattina dalle ore 8 alle ore 10. -

L'orario antimeridiano è stato scelto soprattutto in considerazione del fatto che quello pomeridiano avrebbe rappresentato un grave intralcio all'esercizio della dovuta vigilanza, da parte degli ufficiali, alla manutenzione degli automezzi, nonché alla necessità di disporre delle ore serali per organizzare i servizi richiesti per il giorno successivo.

Programma : vale il programma fissato dal Comando Scuole per il precedente corso.

Disposizioni di massima e particolari dovranno essere impartiti direttamente ai Reparti interessati dal Comando Scuole.

I' L C O M A N D A N T E

- Gen. Ezio Vegni -

p. c. c.
CAPO UFFICIO SERVIZI

Col. S. Campa -

T.R. 3336

COMANDO DIVISIONE "PICENO"
C.A.C.F.I.C.
- Ufficio Servizi - Sez. Auto -

N. 08/1314/S/AUT. di prot.
OGGETTO: Disciplina trasporti.-

P.M. 92, li 29 agosto 1945

AL 'F' B.L.T.U. R.T.C. I.C.F.

S E D E

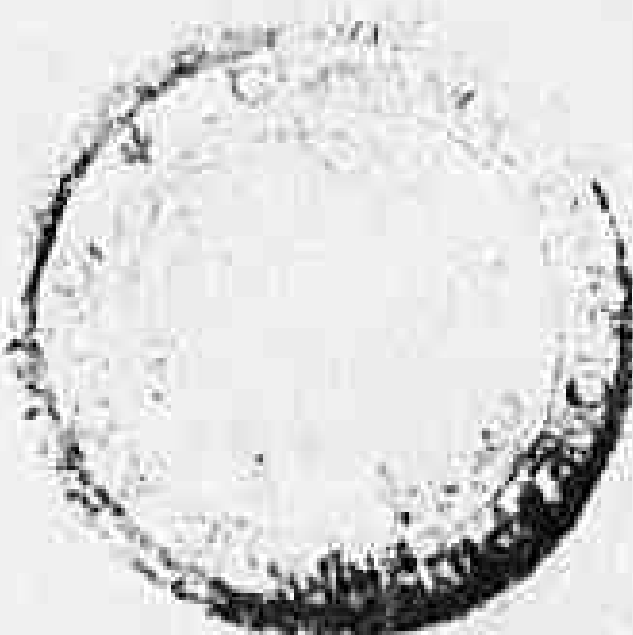
Riferimento foglio G/G/23/704 del 20 c.m.-

Si comunica che non è stato possibile comunicare a codesto Comando i risultati della inchiesta relativa all'autocarro L/6317185 perchè non ancora ultimata a causa del trasferimento ed invio in congedo di alcuni Ufficiali preposti all'inquadramento delle autoformazioni.-

Si assicura che ciò sarà fatto nel più breve tempo.-

d'ordine:

IL CAPO UFFICIO SERVIZI
(Ten; Col. S. Campa)



2697

SUBJECT: Vehicle Maintenance.

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

Ref: AQ/17/99

27 August 45.

To: H.Q.
Rome Area Allied Command.

With reference to the Commander's visit to this Headquarters some three weeks ago, when the above subject was discussed, I enclose herewith copy of an order issued by the Commander of 'Piceno' Division implementing my suggestion that maintenance should be encouraged on a competitive basis.



Colonel.

Comd. 'F' British Liaison &
Training Unit R.T.C. I.C.F.

HBS/ah.

2696

Internal.

Major BRADLEY.
File.

M. T. File.

29
8 E.H.B.

11.92 - 10 Aug. 45.

[illegible][illegible]

11.05/7321/S/246

Subject: Motor Vehicles Maintenance competition.

Re: Comando Scuola

For information to: **W. H. H. H.**

Reference circular letter Q5/524/3/PAI dated 31 July 45 and letter AU/17/1053 of 1st BL & TU dated 24 July 1945 (omitted)

A competition will take place between dependent units having in charge motor vehicles, with the aim of developing the interest of A.M. Commanders and drivers in checking and taking care of maintenance of vehicles.

The competition will take the following form:

1. A campaign involving the following officers and MOs will be conducted:

President, Officer Commanding U.S. Section.

Abstract

Address: LAMT, Room B10, 172 Waterloo Platoon.

10710 of Specialist School.

ULTA

[illegible]

TAYLOR MATHS 452 V/B Platool.

YOUNG of Baptist School.

TO THE

The commission will report to the HLLHQ Secretary of this No.

Index

- To attend to the organization of the competition.
To follow its development and give such instructions, from time to time, as are further detailed.
To judge the results.
To report to this H.C. (off. Sec'ial) everything concerning the competition.

2. A committee of specialized personnel, working under the above guidelines, was formed as follows:

N. Pen. Young of Specialist School.

S. MAGE. GIANNILLA Gavardo of 192 7/8 Barons.

DATA AVAILABLE 4/8

and a 300- μ l aliquot (approx. 200 μ l) was collected.

• Touring 4511 roads to WILD •

QUINN, MARY ANN, Quinn M. of Belvidere School.

Overall, the TGA ratio of 152 g/g Platinum

- 3 -

- (a) For the unit, a fixed number of hours of/maintenance during after-
extra duty hours and during holidays.
- (b) For the 15 drivers who are classified the lowest, varying punishments according to the number of points received, from simple disciplinary punishment to the withdrawal of Driver's licence and transfer to a training unit; but in any case a fixed number of hours of extra maintenance in off-duty hours and during holidays.

The Commission, in transmitting the data according to paragraph 5, will submit, for my decision, the proposed disciplinary punishments.

7. Transitory Dispositions.

The Committee will begin the first inspection on the 23rd instant; therefore:

- (a) The table and the data, as per paragraphs 4, 5 and 6, will refer to a period going from the 25 August to 30 September.
- (b) The Committee and Sub-Committee (see paragraph 2) will report at 16.00 hrs. on the 21 instant to the President of the Commission at the H.F. Section, in order to receive detailed instructions about the aforementioned inspections and competition.

IL. COMMANDANTE

Gen. Mario Vespri.

2692

Appendix 'C'

Rank, Surname and Name of Driver.....

Section..... Target No.....

Type of the Vehicle..... Date of Inspection.....

Inspected by.....

Condition of the vehicle(indicate if efficient or not).....

Numbers Corresponding to the Inspection Report of the AB 406.	Inspected parts. (Those as per Appendix 'C')	Point of Merit
1.	Lubrication.....	.....
3.	Water.....	.....
6.	Distributor or Magnet.....	.....
7.	Axles, Spindles and Hubs.....	.....
8-12.	Differential, Gear Box, Steering Wheel and Degurator.....	.....
9-18.	Wheels.....	.....
10-19.	Rubbers.....	.....
11.	Clutch.....	.....
13.	Cables.....	.....
14.	Brake Fluid Level.....	.....
21.	Nuts.....	.....
22-23.	General Condition.....	.....
24.	Battery.....	.....
26.	Identification Card.....	.....
	Discipline.....	.....
	Knowledge of rules, observance internal discipline.....	.....
	Knowledge and observance travel rules.....	.....
	Knowledge and observance of road discipline.....	.....
	Manual.....	.....

2693

Section.....

Inspection Date	Vehicle Type	Registration Number	Drivers Name	Efficiency of Vehicle	Point of Merit for maint of vehicle	Days Close Arrest for breach of discipline
(1)	(2)	(3)	(4)	(5)	(6)	(7)

2692

Appendix 'E'

Recapitulation.
Total vehs inspected
" " not "
" " class 'good'
" " " not "

Appendix 'C'.Co-efficients.

Number Corresponding to AB 406.	To be Inspected.	Co-efficients.
1.	LUBRICATION (Motor-oil, quantity and condition of purity and viscosity)	10
3.	WATER (Radiator and shirts while engine is in motion)	10
6.	Distributor or Magnet (Oxidation, cleanliness and consumption of distributor)	7
7.	Axles - spindles and hubs (lubrication)	9
8-12	Differential, Gearbox, steering wheel and Depurator (lubrication)	8
9-18	Wheels (cleanliness, straight, anti-rust laquer used.)	5
10-19	Tyres (Correct pressure, free from grease, petrol, must not have tears, tread free from stones, nails not pulled of protection, protection from the sun, cooling if too warm, etc).	10
11.	Clutch (function, clutch-play)	6
13.	Cables (cleanliness and insulation)	7
14.	Brake fluid level.	9
21	Nuts (tightening up of different nuts)	6
22-23	General conditions (outside, side, top and bottom cleaning)	9
24.	Tools, Battery charging shop and Dotation. (Maintenance and preserving)	9
26	Battery. (if clean, filled up, if detached while driving, if in action during the stops, if vices	9

7.		
8-12	Differential, Gearbox, steering wheel and Depurator (lubrication)	8
9-18	Wheels (cleanliness, straight, anti-rust laquer used.)	5
10-19	Tyres (Correct pressure, free from grease, petrol, must not have tears, tread free from stones, nails not pulled off protection, protection from the sun, cooling if too warm, etc).	10
11.	Clutch (function, clutch-play)	6
13.	Cables (cleanliness and insulation)	7
14.	Brake fluid level.	9
21	Nuts (tightening up of different nuts)	6
22-23	General conditions (outside, side, top and bottom cleaning)	9
24.	Tools, Battery charging shop and Dotation. (Maintenance and preserving)	9
26	Battery. (if clean, filled up, if detached while resting, if in action during the stops, if vices greased, if not wet)	9
	Identification. Card (how kept and adjourned AB 412)	9
	Discipline (knowledge of duties, maintenance and its observance).	8
	Knowledge and observance of internal discipline rules (Work ticket use, Control observance, refill petrol tank, car-park)	10
	Knowledge and observance of travelling rules, speed, civilian loads, itinerary etc)	10
	Knowledge and observance of road discipline.	9

92691

27 AUG 1945

33° COMANDO DIVISIONE "PICEN"

C.A.C.F.I.C.

-Ufficio Servizi - Sez. Auto-

N. 08/1267/S/AUT. di prot.

P.M. 92, 11 26 agosto 1945

OGGETTO: Manutenzione materiale motorizzato.-

AL 'F' B.L.T.U. R.T.C. I.C.T.

S E D E

Riferimento foglio G/C23/705/MTO del 20 corr-

Anche questo Comando ha dovuto, purtroppo, rendersi conto che il funzionamento dell'Officina lascia a desiderare sotto molti aspetti e già da tempo è venuto alla conclusione che l'unico rimedio stava nel mutarne i quadri e soprattutto nel sostituire il comandante, Capitano Naviglio.

Presentemente questi si trova ricoverato in Ospedale e non è certo in attesa di licenza.-

Per quanto riguarda la sua sostituzione, si provvederà a sollecitare l'atteso arrivo dell'altro ufficiale già designato.-



d'ordine:

IL CAPO DI STATO MAGGIORE
- Colonnello L. Malavasi -

Malavasi

For Action Per Inform.

170.

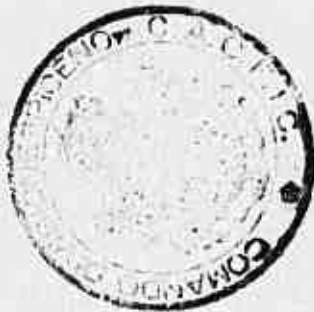
2630

Refer.
Riferimento foglio G/323/705/MTO del 20 corr.

Anche questo Comando ha dovuto, purtroppo, rendersi conto che il funzionamento dell'Officina lascia a desiderare. sotto molti aspetti e già da tempo è venuto alla conclusione che l'unico rimedio stava nel mutarne i quadri e soprattutto nel sostituire il comandante, Capitano Naviglio.

Presentemente questi si trova ricoverato in Ospedale e non è certo in attesa di licenza.

Per quanto riguarda la sua sostituzione, si provvederà a sollecitare l'atteso arrivo dell'altro ufficiale già designato.



d'ordine:

IL CAPO DI STATO MAGGIORE
- Colonnello L. Malavasi -

Malavasi

2690

For Action/Scrutin.	
MTO.	File G23
Date	

Comando MTO

333

SUBJECT :- Transport.

1st BRITISH LIAISON AND TRAINING UNIT
R.T.C., I.C.F.

Ref :- G/C.23/714/ATC.

22 Aug '45.

Home Area Allied Command.

D.M.T.

V.M.I.

1st British Liaison & Training Unit.

152 Italian Workshops.

638 Workshops, REFE.

1. In order to restore the transport of RMC ICF to an efficient standard the following procedure has been adopted as a temporary expedient until the standard of maintenance has been improved amongst Unit Drivers by means of courses and a better standard of comprehension of transport organisation has been achieved amongst Commanding Officers.

2. This system was agreed to by the ITC 1st British Liaison and Training Unit, the Workshops Officer RMC ICF, and OC 638 REFE Workshops, REFE.

3. Within the Unit the procedure approximates to that obtaining in garages of City bus companies.

4. The Unit fitters and Mechanics have hitherto attempted repairs for which they are neither trained or equipped. In order to prevent this being continued by over-ambitious mechanics, the Unit Mechanics are placed into a Unit Maintenance Team and carry out the daily tasks under the transport NCO in the presence of the driver. At the same time the driver tells the NCO how the vehicle is performing and reports any faults to the NCO. The NCO examines any faults and if they are of a type normally required by the Unit Mechanics he sends the vehicle to 152 Workshops or the RMC ICF, who deal with it. When a vehicle goes to 152 Workshops a Unit Mechanic will accompany it.

5. In the case of the Driver and Maintenance School the tasks are done by the Driver/Instructors with their students. The teams in many cases work at night under a Duty Officer to maintain vehicles which have been unavailable during the day. A Senior Officer from Gruppo HQ visits units nightly to see that the teams and Duty Officers are on duty.

2. This system was agreed to by the HTO 'F' British Liaison and Training Unit, the Workshops Officer HTO ICF, and CG 638 RME Workshops, RME.
3. Within the Unit the procedure approximates to that obtaining in garages of City bus companies.
4. The Unit Fitters and Mechanic have hitherto attempted repairs for which they are neither trained or equipped. In order to prevent machines being ruined by over-ambitious mechanics, the Unit Mechanics are sorted into a Unit Maintenance Team and carry out the daily tasks under the transport NCO in the presence of the driver. At the same time the driver tells the NCO how the vehicle is performing and reports any faults to the NCO. The NCO examines any faults and if they are of a type normally repaired by the Unit Mechanics he sends the vehicle to 152 Workshops of the HTO ICF, who deal with it. When a vehicle goes to 152 Workshops a Unit Mechanic will accompany it.
5. In the case of the Driving and Maintenance School the tasks are done by the Driver/Instructors with their students. The teams in many cases work at night under a Duty Officer to maintain vehicles which have been unavailable during the day. A Senior Officer from Crugmo HQ visits units nightly to see that the teams and Duty Officers are on duty.
6. This produces the following results :-

2689

 - (a) The local Workshops are not swamped as they were previously.
 - (b) It ensures daily maintenance by the most competent mechanics of the unit instead of by unskilled drivers.
 - (c) It ensures that vehicles are not ruined by over-ambitious unskilled labour.
 - (d) It prevents cannibalization.
 - (e) It gives the workshops a chance before the vehicle is too decrepit to save.
 - (f) In the case of a really bad vehicle it is repaired by a unit (CG 638 Workshops RME) which has better access to spare parts.

WME/cow
 Internal
 File
 Float. Spare (2)

Colonel,
 Commanding, 'F' British Liaison and
 Training Unit, HTO, ICF

Subject: MT Inspections.

Unit: 152 Driving & Maintenance
School.

Re: M.A.M.C.

RFC 707

Com. School's Unit. and. Test. Auto

Reference your letter 4.242/1 dated 21 Feb. 45, and Unit Maint.
Inspectorate Report No. 111/10 dated 20 Feb 45.

It is confirmed that the recommendations contained in
the above mentioned report have been laid in esteem. /

MT/8/45
M.P. 94



O.C. Driving & Maintenance
School - 2688
(Magg. Vivaldi Sig. Vincenzo)

WZ

SUBJECT:-

AT Spares

'P' BRITISH LIAISON AND
TRAINING UNIT, RTU ICF

Ref: G/G23/706/ATO

20 August, 1945

DAA & JMG

'P' British Liaison and
Training Unit, RTU, ICF

1. It has come to my notice that the Pitters School is holding spares well in excess of what they can possibly need. They are also holding spares which are very rarely demanded. They have also a dump of cannibalized springs and axle assemblies.

2. I feel that these stores, namely -

39	6-volt batteries
9	6-volt 1/2C batteries
	Radiators

Spring assemblies

should be transferred to 152 Italian Workshops who need them for the good of the Gruppo as a whole.

3. I would like to point out that the Pitters School only has an establishment of about five vehicles.

2687

1. It has come to my notice that the Fitters School is holding spares well in excess of what they can possibly need. They are also holding spares which are very rarely demanded. They have also a dump of cannibalized springs and axle assemblies.

2. I feel that these stores, namely -

39 6-volt batteries

9 6-volt M/C batteries

Radiators

Spring assemblies

should be transferred to 152 Italian Workshops who need them for the good of the Gruppo as a whole.

3. I would like to point out that the Fitters School only has an establishment of about five vehicles.

EWB/asj

Internal

File
Float

Wd
Major, ITO,
P. BRITISH LIAISON AND
TRAINING UNIT, RTO ICF

2687

SUBJECT: Vehicle MaintenanceT. BRITISH LIAISON AND
TRAINING UNIT, RMC IOP

Ref: C/23/705/ATO

20 August, 1945

HQ, RMC IOP

DAME, RAAC

1. Complaints have been received by this unit and RAAC that 152 Italian Workshops are not complying with vehicle maintenance Standing Orders. Vehicle maintenance is neglected and any system now-existent.

2. It is felt that this is the direct responsibility of the Italian Captain in charge of the workshops. It is disgraceful that a workshop, which should be an example to other units in the RMC IOP, should allow its own transport to get into such a condition.

3. It is understood that the Italian Captain in charge is going on leave shortly. Therefore, this HQ strongly recommends that his leave should not be granted until the foregoing state of affairs is rectified.


Colonel,
Commander,T. BRITISH LIAISON AND
TRAINING UNIT, RMC IOP

2086

DTP/anj

152 Italian Workshops are not complying with vehicle maintenance Standing Orders. Vehicle maintenance is neglected and any system non-existent.

2. It is felt that this is the direct responsibility of the Italian Captain in charge of the Workshops. It is disgraceful that a Workshop, which should be an example to other units in the RVG IOP, should allow its own transport to get into such a condition.

3. It is understood that the Italian Captain in charge is going on leave shortly. Therefore, this HQ strongly recommends that this leave should NOT be granted until the foregoing state of affairs is rectified.

IMP/esj

Internal

 DALLA, 'N' ELATU
 File
 Float

Stewart

Colonel,
 Commander,
 'N' BRITISH LIAISON AND
 TRAINING UNIT, RVG, IOP

2686

SUBJECT :- Transport Discipline.

'F' BRITISH LIAISON &
TRAINING UNIT REC ICF

Ref : C/O.23/704.

20 Aug '45.

HQ, REC ICF.

1. The attached letter from RAC is forwarded for inquiry and action.
2. Please report to this HQ your findings and punishment awarded by the 27 Aug '45.

EWB/rav

Major
M.F.O
'F' British Liaison &
Training Unit REC ICF

Internal.

File.
Float.

2684

FILE

URGENT AND IMPORTANT.

(2)

SUBJECT :- Transport.

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

Ref : G/G.23/892.

14 Aug '45.

RE: MTO ICF.

1. It has been reported to this Unit that owing to the shortage of brake fluid, vehicles have had their brake systems filled with ordinary lubricating oil. This practice is highly uneconomical and dangerous because the rubber connections (which are difficult to replace) in the braking system will rot in about 14 days, thereby causing complete brake failure.
2. It is better to have vehicles off the road than to have this situation arise. All vehicles who have had this treatment should have the lubricating oil removed and the rubber connections cleaned.
3. Supplies of brake fluid are being expedited.

ECU/raw

Internal.
file.
float.

Ed Bradley

2602

Major
M.T.O.
'F' British Liaison &
Training Unit MTO ICF.

SUBJECT :- M.T. Inspections.

'F' British Liaison and
Training Unit RTO ICP.

Ref G/G.23/684

10 August 45.

RTO ICP.

Reference R.A.A.C. Q242/1 of 21 July 45.

The Units named in the above letter have not yet complied with A.R.O. 470/45 which states :-

"With effect from the date of this order any Unit receiving a report in which its standard of Vehicle Maintenance is stated to be "NOT UP TO STANDARD" or "UNSATISFACTORY" will render a certificate to A.R.O. (with copy to Unit Maintenance Inspectorate making report) within 14 days of receiving the report, to the effect that the recommendations there-in have been carried out".

Please render certificates in duplicate to this H.Q. by 0900 hours 12 August 45 from those Units for onward transmission to R.A.A.C.

Major
M.T.O.
'F' British Liaison and
Training Unit RTO ICP.

G/G/mj.

Distribution.

152 Myriane Sq.
3 Transport Coy Wkps.
15 Training & Maintenance School.
2 Reconnaissance Bn.
4 Reconnaissance Regt.
Company Command Reports Service.
File.
File.

26

1973