

785020

ACC 10000/120/6319

ST/48

TRANSPORT - GENERAL

OCT. - DEC. 1945

5172  
5192



785020

SPORT - GENERAL

- DEC. 1945

5172  
5192



785020

TRANSLATION

September, 24. th 1945.

From: 77 D.D. - FORLI

To: Direzione Commissariato - BOLOGNA  
MIA-LO. PADOVA

ST/48

6

MIA-LO

217 AREA

Allied trucks with ITI sources commodities, despatched from 16 D.ID. - Forli and D.ID. - Rimini, came some times to this Depot, handing over to us ISSUE AND RECEIPT VOUCHER which has to be signed by an officer of this Depot.

So we have to take on charge, besides the items number - the only thing really checked - also the units weight marked on the expedition models. This checked weight did not frequently result to be correspondent to the received one.

We noticed this fact to the convoy's escorts, but they refused to assist us in checking up again these commodities.

In this way we have received vino barrels which content was water on large proportion, and oil barrels, with water and other unknown matters in. This fact has been noticed to the convoy's escorts.

This depot is normally checking up each commodity's weight, with the reserve to issue a regular statement signed also by an officer of the despatching unit.

With such a statement this depot intend to discharge itself of all the deficiencies verified.

In future this Depot will refuse to accept every load of commodities whose weight verification will not be effected for the refusal of the Allied convoy's escort.

Signed/ Ernest Guzzi

2nd LT Sussistenza

Translated by Max Dufour Berte, LT; I.L/O. = MB

5192

nd



SUBJECT :- Vehicle Transfer.

ST/122

9 Oct 45

Land Forces Sub Com A.C. ( MIA )  
ROME  
Tel : Rome 489081 Ext 526

To :- S.M.R.E., Ufficio Autonomobilismo.

Please transfer the following vehicle from No 4 Amb Car Section to  
No 4 Admin Tpt Coy, as being unsuitable for use as an ambulance :-

Targa No. 400356 - Label No. 6317

3191

JMD/eg

Copy to :- MIA LO, Bolzano ( 53 BLU )  
" " c/o 86 Area (Attn Capt. Craig)

Internal:- Medical.  
ST/1213/4

*William Craig*  
for Lt. Col. ADST.,  
Land Forces Sub Com A.C. ( MIA ).

mf



SUBJECT: - 5 ADMIN Det. Coy.

Liaison Officer  
Land Forces Sub Comm. AC. MMIA  
c/o 85 Area

ST/48

3 Oct. 45

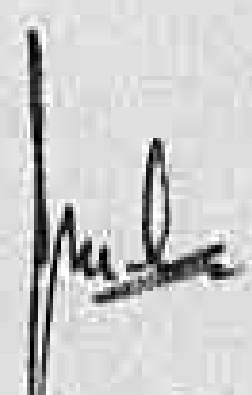
Land Forces Sub Comm. A.C. MMIA - ROME

1. On a visit to the above mentioned Coy on the 2 Oct. 45 the vehicle strength was 5 M/C 11 P/V and 42 L/C/ of these 3 M/C 2 P/V and 12 L/C were V.O.R.
2. This Coy has recently moved into a new location and did not appear to be properly organised.
3. The main problem is repair. At the present moment all repairs are being carried out by civilian firms which is not proving very satisfactory owing to the difficulty of obtaining spare parts by civilian firms.  
A location for the class II Repair Unit which is to be formed in Udine has not yet been found.  
Major Selby has this matter in hand but is experiencing great difficulty as accommodation is very short in this area.

4. Det 4 Ambulance Car Section

Present strength 7 V.O.R. 3.

5190

  
Capt. RASC  
Land Forces Sub. Comm. AC. MMIA



SUBJECT: - 4 ADMIN Tpt. Coy BOLZANO

Liaison Officer  
Land Forces Sub Comm. AC MMIA  
c/o 86 Area

ST/48

1 Oct. 45

Land Forces Sub Comm. A.C. MMIA - ROME

On inspection of the above Coy on 28 Sept. the Vehicle Strength was 10 M/C 18 P/V and 48 L/C. None of the vehicles assigned from 210 Admin Div. have yet arrived.

The condition of the barracks and general layout of this Coy was very poor. I was informed by Major Edwards that they are shortly moving into new premises and an improvement is expected.

4 Ambulance car section

The above section has 7 ambulances on its strength. One of these is quite unsuitable as an ambulance being a load carrier with a temporary box fitted on the back.

It is recommended that this vehicle be transferred to 4 Admin Tpt. Coy: Targa N° 400356 ticket N° 6317.

Petrol

A dump of 150 barrels was found in the 4 Admin Coy location. I requested Major Edwards to retain 20% of Oct. allocation in C.I.P. and only release when necessary.

*[Signature]*  
Capt. RASC

Land Forces Sub Comm. AC. MMIA

5189



21  
Subject/ - Carrying of Civilians in WD vehicles.

Liaison Officer,  
Land Forces Sub Comm AC .MMIA  
NE Italy  
c/o HQ 86 Ara  
2572244P

17th August 1945

A.M.C., VENICE

Reference telephone conversation to day Major HARRIS-  
Capt. CRAWFORD.

1.- May permission please be granted to TOSTI LUIGI to  
travel in my car (WD no. Z 590866) from VENICE TO UDINE AND TRIESTE  
and return.

2.- Signor TOSTI LUIGI is blind: he is a refugee from PISI-  
NO (Istria) and wishes to see his bankers and make other business con-  
tacts.

*WMA*  
CAPT. RASC.  
Land Forces Sub. Comm AC. MMIA.

5188



Subject:- Sea Transport - Sardinia.

MINISTRY OF WAR.

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

R O M E

Q/14/3

11 AUG/45.

Further to Ministry of War letter  $\frac{216145}{223.4.1}$ /11 dated 23  
Jul/45 and MIAA letter Q/14/3 dated 31 July 45.

1. Arrangements have been made with Navy Sub Commission and the Regia Marina for a destroyer to make five round trips a month between Naples and Cagliari for the conveyance of Italian Military personnel. The destroyer "Clito" left Naples for Cagliari a few days ago.

2. This service will only be used for personnel in the following categories:-

- a) personnel proceeding on duty specifically authorized by orders in their possession to travel on this destroyer.
- b) Leave personnel, within the authorized allowance and in possession of papers specifically authorizing travel on this destroyer.
- c) Personnel of the present Army who have been demobilized in accordance with present orders and who are returning to their homes in Sardinia, such personnel being in possession of proper demobilization papers and orders specifically authorizing travel on this destroyer.

3. This service will make it possible to lift a total of approximately 600 per month in addition to personnel carried on the SS Campidoglio and Abbia.

4. It is not possible to fix a definite time table, but,

3187



Further to Ministry of War letter 216145 /11 dated 23  
223.4.45  
Jul/45 and IMIA letter S/14/3 dated 31 July 45.

1. Arrangements have been made with Navy Sub Commission and the Regia Marina for a destroyer to make five round trips a month between Naples and Cagliari for the conveyance of Italian Military personnel. The destroyer "Olio" left Naples for Cagliari a few days ago.

5187

2. This service will only be used for personnel in the following categories:-

- a) personnel proceeding on duty specifically authorized by orders in their possession to travel on this destroyer.
- b) Leave personnel, within the authorized allowance and in possession of papers specifically authorizing travel on this destroyer.
- c) Personnel of the present Army who have been demobilized in accordance with present orders and who are returning to their homes in Sardinia, such personnel being in possession of proper demobilization papers and orders specifically authorizing travel on this destroyer.

3. This service will make it possible to lift a total of approximately 600 per month in addition to personnel carried on the SS Campidoglio and Abbiadori.

4. It is not possible to fix a definite time table, but, it appears that the craft will be available every 6 days to lift approximately 120 men.

5. You will keep in contact with Lieutenant Casaroli, Italian Liaison Officer at Navy House, Naples, who will be in a position to inform you when the craft is available.



6. In order to make the best use of this service, and to avoid unnecessary delay, you will arrange for personnel under paragraph 2 to be divided into groups of about 120 men, each group being given a shipping ticket, according to the journey on which they are to travel.

7. You will ensure that a group is always held in readiness, and as one group leaves, the next group is called forward.

8. The accommodation for Italian leave personnel on the Campidoglio and Abruzzo is in NO WAY affected by this new arrangement and 190 places per month will continue to be available on each ship as previously.

CLAYTON P. KERR, Colonel.  
for Major General,  
M.M.I.A.

Copy to:- 13 Corps  
1 District  
2 "  
3 "  
N.V.1 Sub Comm. AC  
N.C.I.C. NAPLES  
50 P.J.D.  
51 "  
52 "  
53 "  
56 "

'F' HQ RFG ICF  
802 HQ OVIZZO  
803 " R.VISCONTI  
804 " TRUFF  
ALL RE: DO  
"G"  
"A"  
"Q" Mov.

5186

/ab



SUBJECT :- Withdrawal of Jeeps.

HQ 86 Area CMB

Q-10

15 Dec 45

List 'A'

1. GHC, CMB have stated that it is improbable that further Jeep withdrawals will be made from this theatre.
2. There are no replacements; in order to conserve existing stocks for use in the event of active operations, a total of 50% of the Jeeps held by individual units will remain off the road on a care and maintenance basis.
3. The proportion may be varied in exceptional cases on the authy of 'G' Branch this HQ, and will apply only to units which will be unable to operate on the above basis.
4. Details of the times off the road will be entered in the A.B. 412 and signed by a Officer.

Lt-Col  
AA & QM 3.185  
86 Area.



Class I

CENTRAL RESERVE MILITARY FORCE.

C.I.M.F. (E.S.S.) Monthly Summary of Defects No. 19.

The following information is circularised to assist units.

(J.P. Howard)  
 Captain, R.A.S.C.  
 for Lt. Col. H.S.S.C.  
 C.I.M.F. (E.S.S.) C.M.F.

Issued, 1 Dec 1945.

## PART I

## Results of investigation into defects.

| Serial. | Equipment.        | Defect.                  | Remarks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------|-------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 79      | Triumph, 350.c.c. | Fracture of Fork Spring. | The manufacturers have investigated the breakage of fork springs and state that these failures were confined to slight material fault in the springs. As this machine is new out of production it is not proposed to introduce a change in design or material. Particular attention should be paid to the following points:-<br>(i) That the spring tap mounting bolt is kept tight, and, if necessary a new and longer bolt be fitted.<br>(ii) That the spring be regularly examined for signs of surface cracks. |

|    |                         |                         |                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----|-------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 80 | Austin K5 & K2 Engines. | Cylinder Block Cracked. | The manufacturers have introduced a modified Cylinder Block, giving additional strength and fit at the points where failure occurred. A full boss with a blind tapped hole is provided, giving added strength where weakly required. This modification will not affect interchangeability and the modified blocks can be identified by a broad strip of additional material on the rear wall of the water jacket. |
|----|-------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|    |                    |                |                                                                                                                                               |
|----|--------------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 81 | Lodge - All types. | Cylinder Block | The cracking of the Cylinder Block in the valve spring chamber has been taken up with the manufacturers, and no further reports are required. |
|----|--------------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------|

## PART II

Reports have been received on the undermentioned defects and further reports are required.



| Serial.                                                                                 | Equipment.              | Defect.                                                                | Remarks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------|-------------------------|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 79                                                                                      | Triumph. 350.c.c.       | Fracture of Fork Springs.                                              | The manufacturers have investigated the breakage of fork springs and state that these failures were confined to slight material fault in the springs. As this machine is now out of production it is not proposed to introduce a change in design or material. Particular attention should be paid to the following points:-<br>(i) That the spring tap mounting bolt is kept tight, and, if necessary a new and longer bolt be fitted.<br>(ii) That the spring be regularly examined for signs of surface cracks. |
| 80                                                                                      | Austin K3 & K2 Engines. | Cylinder Block Cracked.                                                | The manufacturers have introduced a modified Cylinder Block, giving additional strength and set at the point where failure occurred. A full bore with a blind tapped hole is provided, giving added strength where mostly required. This modification will not affect interchangeability and the modified blocks can be identified by a broad strip of additional material on the rear wall of the water jacket.                                                                                                   |
| 81                                                                                      | Dodge - All Types.      | Cylinder Block                                                         | The cracking of the Cylinder Block in the valve spring chamber has been taken up with the manufacturers, and no further reports are required.                                                                                                                                                                                                                                                                                                                                                                      |
| PART II                                                                                 |                         |                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Reports have been received on the unmentioned defects and further reports are required. |                         |                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Serial.                                                                                 | Equipment.              | Defect.                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 300                                                                                     | Dodge 5-ton 4.410L.2    | Fan Pulley Hub - Fan Pulley Hub working loose on water impeller shaft. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 301                                                                                     | P.T.D. 4-ton 4 x 4 GS.  | Cylinder Block cracked around valve seat on cylinder barrel.           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 302                                                                                     | Dodge - All Types.      | Exhaust Manifold cracked, possibly caused by mal-nuturing.             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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## PART III

N I L

## PART IV

41.

LAYOUT OF O.I.M.T. BRANCH.

For information of Units, the present locations and responsibilities of I.O.M.T. are set out below:-

| Designation.          | Present Address.                                                    | Area of Responsibility.                                                                                             | I.O.M.T.           |
|-----------------------|---------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|--------------------|
| <b>UNIT I</b>         |                                                                     |                                                                                                                     |                    |
| I.O.M.T.              | c/o 1 Army Tpt Gdn<br>R.A.S.C.<br>(Windsor)                         | All Formations etc.,<br>under command D.D.S.T.<br>B.T.A.                                                            | Major<br>Gilmore   |
| 13 Corps.             | c/o S.T., HQ 13 Corps<br>(Trieste)                                  | All Formations etc.,<br>under command D.D.S.T.<br>13 Corps.                                                         | Major<br>Jandrey   |
| 2 M. rict.            | c/o S.T.,<br>HQ 2 District.<br>(Milan)                              | 59 Area<br>60 Sub Area<br>7.33A<br>217 Area                                                                         | Captain<br>Marnett |
| 3 District<br>(North) | c/o S.T., 26 B.L.U.<br>2 Polish Corps.<br>(Ancona)                  | 2 Polish Corps<br>61 Area<br>211 Area<br>218 Area<br>6 Area Div                                                     | Captain<br>Parker  |
| 3 District<br>(East)  | c/o S.T., 54 Area.<br>(Bari)                                        | 52 Area<br>54 Area<br>All Formations etc.,<br>under command D.D.S.T.<br>Greece.                                     | Captain<br>Forbes. |
| 3 District<br>(West)  | c/o 247 Coy. RASC<br>(Aster East).<br>(Torre del Greco-<br>Naples). | 56 Area<br>54 Sub Area<br>R.A.S.C.<br>E.T. Sicily<br>E.T.M. Africa                                                  | Captain<br>Russett |
| H.Q.<br>C.I.M.T.      | C.I.M.T., C.M.F.<br>(105 Riviera di Chiasso-<br>Niles).             | Lt. Col. Sandberg (C.I.M.T.)<br>Major Mallon (D.C.I.M.T. and Expenses)<br>Captain Howard (Workshops and<br>Defects) |                    |

42 C.I.M.T. (1943) Memorandum No. 136. (Gloss II) dated 29 Nov 45 is in the course of publication and will shortly be issued.



3. T.S.S. c/o 1 Army Hpt Celn  
 R.A.S.C.  
 (Mauvafort)  
 Major  
 Clineur

15 Corps. c/o S.T., HQ 15 Corps  
 (Trieste)  
 Major  
 Jannay

2 Dist. dict. c/o S.T.,  
 HQ 2 District,  
 (Milan)  
 Captain  
 Harnott

3 District  
 (North) c/o S.T., 36 B.L.U.  
 2 Polish Corps.  
 (Ancona)  
 Captain  
 Parker

3 District  
 (East) c/o S.T., 54 Area,  
 (Bari)  
 Captain  
 Forbes

3 District  
 (West) c/o 247 Coy. RASO  
 (Water Hunt).  
 (Tavre del Greco-  
 Naples).  
 Captain  
 Roscorno

H.Q.  
 C.I.V.T. G.H.G., O.M.F.  
 (105 Riviera di Chiavari-  
 Naples).  
 Lt. Col. Sanborn (C.I.V.T.)  
 Major Mallin (D.O.I.M.T. and Spence/  
 Captain Howard (Workshops and  
 Defects)

42 C.I.V.T. (MOC) Memorandum No. 136, (Class II) dated 29 Nov 45 is in the  
 course of publication and will shortly be issued.



8 8

ST/48

SUBJECT :- M.T. Maintenance.

HQ 86 Area C&F

Q 10/3

List 'A'

3 Dec 45

Recent inspections carried out by UMI on units under command of 13 Corps HQ have resulted in a considerable number of 'Below Standard' classifications being awarded.

Generally speaking, it has been found that criticisms are common to most units, and the most frequent faults have been listed at Appendix 'A'. With a view to improving the standard of M.T. maintenance, the contents of this Appendix are forwarded for the attention of all C.Os.

*W. E. G. F. 10* Lt-Col.  
AV & C&F.  
86 Area.

5183

*mf*



Appendix "A" to 13 Corps 1008/10/0  
dated 30 Nov 45.

1. M.T. DISCIPLINE. - GRO 346/44 refers.

- (i) Failure of CO's to appreciate fully their responsibility appertaining to MT.
- (ii) Non compliance with GRO's and instructions concerning MT.

2. MAINTENANCE - GRO 346/44 refers.

Whilst in most units the Task System was found to be in operation, in many instances, due to insufficient supervision by Officers and NCO's, it proved to be ineffective.

3. MONTHLY INSPECTION AB 406 - Inspection, Maintenance and Care of "B" Vehs 1945, refers.

In many instances recordings in AB 406 have little or no relation to the actual condition of vehicles. Many units do not appreciate the value of a thorough and efficient monthly inspection, but are apt to regard same as a necessary evil in an attempt to comply with existing orders.

An Officer should always be present during these inspections, to ensure that unit fitters carry out their work thoroughly.

4. FUEL STORAGE AND LUBRICATION.

(i) OIL CHANGES - GRO 404/45 refers.

Sump changes made at incorrect mileage interval particularly when speedometer is u/s and no estimated mileage record kept. Insufficient attention given to care and maintenance of oil filters.

(ii) CHASSIS LUBRICATION - GRO 656/44 refers.

Use of grease GS as general gun lubricant instead of C 600 oil.

(iii) TRANSMISSION OILS - GRO 41/45 refers.

Incorrect grades in use.  
Mixing of oils due to failure to identify components using Hypoid Oils.

(iv) STORAGE - GRO 380/45 refers.

Personnel responsible for issues within unit ignorant with regard to current GRO's and instructions relating to the use of lubricants.



5182

Whilst in most units the Task System was found to be in operation, in many instances, due to insufficient supervision by Officers and NCO's, it proved to be ineffective.

3. MONTHLY INSPECTION AB 406 - Inspection, Maintenance and Care of "E" Vehs 1945, refers.

In many instances recordings in AB 406 have little or no relation to the actual condition of vehicles. Many units do not appreciate the value of a thorough and efficient monthly inspection, but are apt to regard same as a necessary evil in an attempt to comply with existing orders.

An Officer should always be present during these inspections, to ensure that unit fitters carry out their work thoroughly.

4. POL STORAGE AND LUBRICATION.

(i) OIL CHANGES - GRO 404/45 refers.

Sump changes made at incorrect mileage interval particularly when speedometer is u/s and no estimated mileage record kept. Insufficient attention given to care and maintenance of oil filters.

(ii) CHASSIS LUBRICATION - GRO 656/44 refers.

Use of grease GS as general gun lubricant instead of C 600 oil.

(iii) TRANSMISSION OILS - GRO 41/45 refers.

Incorrect grades in use.  
Mixing of oils due to failure to identify components using Hypoid Oils.

(iv) STORAGE - GRO 380/45 refers.

Personnel responsible for issues within unit ignorant with regard to current GRO's and instructions relating to the use of lubricants.

5. BATTERIES. - Daily Task No. 9.

Lack of appreciation as to ultimate damage caused through failure to carry out elementary maintenance, particularly in the case of insecurity in cradles.

6. TYRES - GRO 546/44 refers.

All criticisms offered were due entirely to non-compliance with this all important GRO.



CENTRAL MEDITERRANEAN PORT.

Class I

C.I.M.T. (PASC) Monthly Summary of Defects No. 18.

The following information is circularised to assist Units.

Issued: 1 Nov 1945.

(H.M.C.)  
(S.T. Mallon).  
Major, R.A.S.C.  
For Lt. Col. R.A.S.C.  
C.I.M.T. (PASC) C.M.F.

PART I

Results of investigation into defects.

| Serial. | Equipment.         | Defect.                             | Remarks.                                                                                                                                                                                                  |
|---------|--------------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 78      | Dodge. (Canadian). | Failures of Ignition<br>Condensers. | The Manufacturers<br>state that in every<br>case investigated<br>the trouble was due<br>to improper<br>maintenance and that<br>when the distributors<br>were properly serviced<br>failures did not occur. |

PART II

Reports have been received on the undermentioned defects  
and further reports are required. 5181

| Serial. | Equipment.                        | Defect.                                                        |
|---------|-----------------------------------|----------------------------------------------------------------|
| 296     | Dodge - All Types.                | Cylinder block - cracks in cylinder<br>block in valve chamber. |
| 297     | Ambulance 4 x 2<br>Ford C.298 WFS | Fan blade assy. broken away from rear<br>mounting flange.      |
| 298     | Thornycroft DC4<br>Diesel.        | Cylinder head gasket faulty in two<br>places.                  |



## PART I

## Results of investigation into defects.

| Serial. | Equipment.               | Defect.                             | Remarks.                                                                                                                                                                                                  |
|---------|--------------------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 76      | <u>Dodge (Canadian).</u> | Failures of Ignition<br>Condensers. | The Manufacturers<br>state that in every<br>case investigated<br>the trouble was due<br>to improper<br>maintenance and that<br>when the distributors<br>were properly serviced<br>failures did not occur. |

## PART II

Reports have been received on the undermentioned defects  
and further reports are required.

5181

| Serial. | Equipment.                                         | Defect.                                                                                |
|---------|----------------------------------------------------|----------------------------------------------------------------------------------------|
| 296     | Dodge - All Types.                                 | Cylinder block - cracks in cylinder<br>block in valve chamber.                         |
| 297     | <u>Ambulance 4 x 2</u><br><u>Ford C.298 WTS</u>    | Fan blade assy. broken away from rear<br>mounting flange.                              |
| 298     | Thornycroft DC4<br>Diesel.                         | Cylinder head gasket faulty in two<br>places.                                          |
| 299     | <u>Car 5000. 4 x 4</u><br><u>Willlys and Ford.</u> | Screw, rear axle driving gear to<br>differential case 355544-S - shearing<br>of screw. |

2/...

Jm



- 2 -

## PART III

E.M.E.Is. applicable to R.A.S.C. Units. To be acted upon by all concerned.

Serial.

15 Engine Oil Filters (External).

When a replacement engine is received less engine oil filter, the filter assembly from the u/s engine will be used only after a new element and gasket have been fitted.

Where, however, the old filter does not have a replaceable element, a complete new filter will be fitted.

(E.M.E.I. Vehs. Gen. O.904 dated 18 Sept 1945).

16 Cancellation of E.M.E.Is.

The following E.M.E.Is., which were issued to Units by this H.Q., will be cancelled:-

| <u>E.M.E.I. No.</u>                 | <u>Date.</u> | <u>Subject.</u>                                  |
|-------------------------------------|--------------|--------------------------------------------------|
| Whd. Vehs. F. 916<br>(Pages 1 - 3). | 6.4.44.      | Battery Mounting<br>(Dennis 3-ton 4 x 2 Tipper). |
| Vehs. Gen.A. 902<br>(Pages 1 - 2).  | 9.3.44.      | Headlamp Hanks<br>(All vehicles).                |

Cancellation of C.I.M.A. (R.S.C) Memoranda.

The following C.I.M.A. Memoranda are cancelled:-

| <u>No.</u> | <u>Class.</u> | <u>Date.</u> | <u>Subject.</u>                                                                        |
|------------|---------------|--------------|----------------------------------------------------------------------------------------|
| 7          | I             | 29.9.43.     | Miscellaneous Information.                                                             |
| 12         | I             | 25.10.43.    | Tyre Pressures.                                                                        |
| 14         | III           | 6.11.43      | Albion CX.24S Tank Transporter -<br>Rubber connection, bottom, rear,<br>at water pump. |
| 27         | II            | 4.12.43      | Frost Precautions - Retention<br>of Thermomats.                                        |
| 30         | III           | 10.12.43     | Brake Booster Vacuum Line Check<br>Valve.                                              |
| 33         | II            | 17.12.43     | Faulty Assembly of Screwed<br>Shackle Pins.                                            |
| 34         | III           | 18.12.43     | Petroflex Tubing.                                                                      |
| 35         | III           | 5.1.44       | Spring towing hook attachment.                                                         |
| 63         | III           | 16.8.44      | Lubrication of front prop. shaft,<br>forward U.J. (Dulws).                             |
| 64         | III           | 16.8.44      | Removal of front prop. shaft system.                                                   |



16

the filter assembly from the type engine will be used only after a new element and gasket have been fitted. Where, however, the old filter does not have a replaceable element, a complete new filter will be fitted.

(E.M.E.I. Vehs. Gen. C.904 dated 18 Sept 1945).

Cancellation of E.M.E.I.s.

The following E.M.E.I.s., which were issued to Units by this H.Q., will be cancelled:-

| <u>E.M.E.I. No.</u>                 | <u>Date.</u> | <u>Subject.</u>                                  |
|-------------------------------------|--------------|--------------------------------------------------|
| Whd. Vehs. E. 916<br>(Pages 1 - 3). | 6.4.44.      | Battery Mounting<br>(Dennis 5-ton 4 x 2 Tipper). |
| Vehs. Gen.A. 902<br>(Pages 1 - 2).  | 9.3.44.      | Headlamp Brakes<br>(All vehicles).               |

Cancellation of C.I.M.T. (P.130) Memoranda.

The following C.I.M.T. Memoranda are cancelled:-

| <u>No.</u> | <u>Class.</u>                          | <u>Date.</u> | <u>Subject.</u>                                                                        |
|------------|----------------------------------------|--------------|----------------------------------------------------------------------------------------|
| 7          | I                                      | 29. 9. 43.   | Miscellaneous Information.                                                             |
| 12         | I                                      | 25.10. 43.   | Tyre Pressures.                                                                        |
| 14         | III                                    | 6.11. 43     | Albion CX.245 Tank Transporter -<br>Rubber connection, bottom, rear,<br>at water pump. |
| 27         | II                                     | 4.12. 43     | Frost Precautions - Retention<br>of Thermostats.                                       |
| 30         | III                                    | 10.12. 43    | Brake Booster Vacuum Line Check<br>Valve.                                              |
| 33         | II                                     | 17.12. 43    | Faulty Assembly of Screwed<br>Shackle Pins.                                            |
| 34         | III                                    | 18.12. 43    | Petroflex Tubing.                                                                      |
| 35         | III                                    | 5. 1. 44     | Spring towing hook attachment.                                                         |
| 63         | III                                    | 16. 8. 44    | Lubrication of front prop. shaft,<br>forward U.J. (Dukws).                             |
| 64         | III                                    | 16. 8. 44    | Removal of axle prop. shaft water<br>baffles (Dukws).                                  |
| 65         | III                                    | 16. 8. 44    | Lubrication Charts (Dukws).                                                            |
| 66         | III                                    | 16. 8. 44    | Installation of Hold Lighting<br>(Dukws).                                              |
| 67         | I                                      | 1. 9. 44     | Petrol System (Ford WOT.6).                                                            |
| 90         | II                                     | 22.10. 44    | Workshop Technical Equipment.                                                          |
| 96         | (Paras. 1 and 2 only cancelled)<br>III | 13.11. 44    | Booster gear lever and foot brake<br>pedal (Mack M3).                                  |

5/...

## PART III (contd).

Serial.

## 15 Cancellation of C.I.M.T. Memoranda (contd).

| No. | Class. | Date.     | Subject.                                             |
|-----|--------|-----------|------------------------------------------------------|
| 98  | II     | 23.11.44. | Engine Life.                                         |
| 106 | III    | 15.12.44. | Securing Sherman Tanks to Tank Transporter Trailers. |
| 112 | I      | 11.1.45.  | Washing out of Vehicle Cooling Systems.              |
| 120 | II     | 23. 2.45. | Fuel filter connections (Ford Canadian Models).      |

## PART IV

Serial

## 38 SPARES INFORMATION.

## Workshop Machinery - Demands.

1. Consequent upon a reduction in W.D., it will unfortunately, be necessary to terminate the present system whereby Unit demands and subsequent deliveries are dealt with by this Branch.
2. The following arrangements have therefore been made and come into effect on the dates stated:-

- (a) Commencing Nov 1st. All demands for controlled machinery and equipment items will be submitted through DOS etc., who will obtain the necessary releases.
- (b) Demands for non-controlled items will be submitted by Formations through OPMA - by Districts direct on the Sub-report concerned in accordance with current instructions, as heretofore.
- (c) Demands already received or likely to be received at this H.Q. up to October 31st inclusive will be considered current and issues will be made or "dues-out" created for them. Such demands should therefore NOT be resubmitted.
- (d) Demands received at this H.Q. after October 31st will be returned to Unit for submission through ORD channels.
- (e) Units will be advised and delivery arranged by C.I.M.T., as heretofore of all items released up to October 31st. W.D.F. November 1st, this function will be undertaken by ORD.

5180



112 I 11.1.45. Washing out of Vehicle Cooling Systems.  
120 II 25. 2.45. Fuel filter connections (Ford Canadian Models).

PAGE IV

Serial.

38 SPARES INFORMATION.

Workshop Machinery - Demands.

1. Consequent upon a reduction in V.I., it will unfortunately, be necessary to terminate the present system whereby Unit demands and subsequent deliveries are dealt with by this Branch.
2. The following arrangements have therefore been made and come into effect on the dates stated:-

- (a) Commencing Nov 1st. All demands for controlled Machinery and Equipment items will be submitted through WOS etc., who will obtain the necessary releases.
- (b) Demands for non-controlled items will be submitted by Formations through OPF's - by Districts direct on the Sub-Depot concerned in accordance with current instructions, as heretofore.
- (c) Demands already received or likely to be received at this H.Q. up to October 31st inclusive will be considered current and issues will be made or "dugs-out" created for them. Such demands should therefore NOT be resubmitted.
- (4) Demands received at this H.Q. after October 31st will be returned to Unit for submission through ORD channels.
- (c) Units will be advised and delivery arranged by C.I.M.T., as heretofore of all items released up to October 31st. W.D.T. November 1st, this function will be undertaken by ORD.

3. C.I.M.T. (RSC) Memo. No. 90 (paras 1 and 2) dated 22.10.44, may now be considered cancelled.
4. No Stores will be accepted at C.I.M.T. Adv. Stores Section, located with 1763 Ind. W/Shop Platoon R.A.S.C. Florence, after October 31st, on which date it will close down.
5. C.I.M.T. (RSC) will continue to liaise with ORD. on all matters appertaining to the Equipment of R.A.S.C. Workshops.
6. It is hoped that the high standard reached by Units in the compilation of Demands for Machinery will be maintained under the new scheme.

4/...

3180



- 4 -

## PART IV (contd).

Serial.

39 Jeep Wheels.

Owing to the non-availability of replacement Jeep wheels, local manufacture is being arranged. The locally manufactured wheel, Part No. IV6/MT14/TL 265 will shortly be available.

Owing to the well of these wheels being slightly wider, it will be necessary, when fitting the standard Jeep tyres, to inflate to a pressure some 20 lbs. in excess of standard, to allow the tyre to take up its correct position, after which pressure should be dropped to normal before use.

40

C.I.F.I. Memoranda issued during the month of October.

No. 135 (Class I) - Road Wheels - correct positioning of.

Subject:- Caravans

From: Lt. Col. A.H.G. WATBEN  
5 British Liaison Unit,  
Tele Code 1553

ST/48/16

19 Dec 46.

Dear,

Further to previous correspondence on the subject of  
trailer caravans. Herewith some details as supplied by HQ B.T.A. :-

|    |                                |      |
|----|--------------------------------|------|
| 1. | X 4741921 (Office and Sleeper) | good |
| 2. | X 4741906 (Office)             | do   |
| 3. | X 4741914 (Office)             | do   |
| 4. | X 4741907 (Office)             | do   |
| 5. | X 4741962 (Office and Sleeper) | do   |
| 6. | X 4741912 (Office and Sleeper) | do   |

I would like to stake a claim for 1, 5 or 6.

Hope you are all well

5179

Yours

*Woben*

Lt. Col.

Lt. Col. R.A. CURTIES RA  
ACMG  
L.F. SUB COMM AC.



Caravans For HLD RASH

S B L U  
Edwards?

Dear

Further to previous  
Correspondence on the subject  
of trailer caravans  
Herewith some details as  
supplied by HQ BTA  
X

I would like to B. stake a  
claim for 1, 5, or 6

Hope you are all well  
James

ff 12

HMA R. A. CURTIS RA

AO 129

L F Sub Com AC

5178



Subject: - Trailers - 2 Wheeled

HQ BRITISH TROOPS IN AUSTRIA  
CMF  
Ref No 2002/25 & Tele Ext 376

28 Nov 46

5 BLU CMF

Reference your DO/1 dated 28 Oct 46.  
The details of the trailers are as follows:-

- |      |           |                      |      |
|------|-----------|----------------------|------|
| X 1. | X 4741921 | (Office and Sleeper) | good |
| 2.   | X 4741906 | (Office)             | do   |
| 3.   | X 4741914 | (Office)             | do   |
| 4.   | X 4741907 | (Office)             | do   |
| 5.   | X 4741962 | (Office and Sleeper) | do   |
| 6.   | X 4741912 | (Office and Sleeper) | do   |

16 DEC 1946

HES/KP

| SEEN BY     |                    |
|-------------|--------------------|
| GTO I       |                    |
| GTO II      |                    |
| PA & C/O    |                    |
| S. C. FIVE  |                    |
| S. C. S & E |                    |
| S. C. C/O   | <i>[Signature]</i> |
| C/O         |                    |

*H. L. L. Major*  
for  
Brigadier,  
IG Administration.

5127

*Can't read  
any more  
in this  
messy  
hand  
[Signature]*

From Lt Col AEL WATSON  
5 B.L.U. O.M.P.  
Tel Mine 1553  
DO/1

28 Oct 46

Dear

With reference to my visit to you earlier in the month.

1. Caravans. MILA are not now anxious to have "prime movers", but are interested only in trailers. They have asked me to ask you to freeze 6 for us and to let us have the details of those that you consider the most suitable, they will then apply to GHQ for release. I am not sure what they mean by details. Very few MILA Units have anything bigger than a 15 cwt or Humber 4wt, consequently the trailer would have to be something fairly light.
2. Mountain Equipment. I know you said there was none available, but should you find at a later date that you have anything in the way of skis, ropes, ice-axes, etc. I am sure that the War Ministry would gladly take them up.

Hope to see you down this way sometime.

5176

Yours ever

*Watson*

Lt Col D SWINBURN DSO  
ACMG E.Q. R. T. A.

Lt.Col. A.A.CURTIES  
Land Forces Sub Commission A.C.  
M.M.I.A.  
R O M E  
DO/RAC/44

23 October 1946

Dear *B.H.*

Your DO/1 dated 14 Oct for which many thanks.

I am finding out the Mountain Equipment position *by* am sure the War Ministry would gladly take up any boots, skis etc which may be going. War clothing they are negotiating with A.R.A.R from surplus stocks. It would help if you could get B.T.A. to let us know what may prove surplus.

The G.O.C. wishes us to claim 5 or 6 Trailer Caravans but not "prime movers". If you could get for us some details as to which to ask for we will at once write to G.H.Q. Perhaps B.T.A. would "freeze" those they suggest we ask for.

Yours

*Reg.*

5175

Lt.Col. A.H.G. WATHEN  
5 B.L.U.  
C.M.F.

*Wm D Swinburn DSO.*



SUBJECT: Loss of Vehicles by Theft.

CONFIDENTIAL

HQ 86 Area,  
CMF.

A 169

7 Jan 46

List 'A'.

The att copy of HQ 13 Corps letter 1223/2/A of 3 Jan 46 is fwd herewith for information and strict compliance.

*Optimus*  
1 Lt. - Col.  
AA. & QMG.  
86 Area.

5174 -

At

mk

CONFIDENTIAL

SUBJECT:- Loss of Vehicles by Theft.

Rear HQ 13 Corps.

1223/2/A

3 Jan '45.

56 Div.

55 Area.

84 Area.

201 Sub Area.

Copy to:- AFM 13 Corps.

Chief of Police VC Police Force.

1. The Corps Commander views with concern the rapidly increasing number of vehicles which are lost due to theft in this Area.
2. It is clear from the proceedings of Courts of Inquiry submitted to this HQ that the instructions contained in GRO 169/45 are not being adhered to.
3. Para 3 of the above mentioned GRO lays down clearly that WD and requisitioned vehicles (including motor-cycles) will never be left unattended, except:-

a. When essential on operational grounds.

b. On account of other urgent necessity.

c. By holders of "user-driver" permits, in the following circumstances:-

i. When there is no military driver or other person in whose care the vehicle could be left.

ii. When there is no military unit within reasonable distance under whose guard the vehicle could be placed.

iii. When the vehicle is both locked (if possible) and immobilized.

4. The practice of immobilizing vehicles is expressly forbidden except in the circumstances laid down in para 3 (c) above.

5. It is obvious that in the Corps Area the theft of vehicles is highly organised and that no vehicle is safe unless it is either in a Guarded Car Park or the driver is in the vehicle.

6. Para 1A (b) of GRO 169/45 lays down that where a WD vehicle or property therein is lost as a result of its being unattended the offender will normally be tried by Court Martial.

7. In view therefore of the increasing prevalence of this type of offence the Corps Commander has directed that Formation Commanders will give this matter

5173



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7. In view therefore of the increasing prevalence of this type of offence the Corps Commander has directed that Formation Commanders will give this matter their personal attention, and that offenders in this respect will be suitably dealt with.

8. Copies of this letter are attached for distribution down to unit level.

*R. Tyndall*  
for Brigadier,  
DA & QMG.

5173 -



*2137 Heston*

MBHF V LRUL NR 2647 IMPORTANT CA LRJA NR 200683  
FROM S AND T 5 BLU C/O 86 AREA 191615A  
TO 5 BLU

ST/61 UNCLASSIFIED(C.) PLEASE FORWARD AB 406  
AND AB 412 FOR JEEP NO 5637923  
BT

SENT JJGR 1515 AR TNX K

*8172*

*Sir Herewith AB412 & 406. (BLANK)  
Have been unable to trace  
original since Capt Beckett  
left. Will forward them when  
found*

*Whacknby  
5 BLU. m*

0036