

Declassified E.O. 12356 Section 3.3/NND No. 785015

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10000/100/873

TRAFFIC ACCIDENTS
SEPT., OCT. 1943

35/100

FOLIO	DATE	REF.	TO/FROM
1, 14, 16/10-2	23 Sept	—	From: Lelio Maria
3	20 "	390/HQ	" Italian Red Cross XII Centre
4	2 Oct	AP0777	To: American Transport Officer
5	5 OCT	228/HQ	From: " "
6	30 Sept	Calc/103	" SCAO, Catania
7	2 Oct	228/HQ	" " "
8	30 Sept	390/HQ	To: " "
9	7 Oct	390/HQ	To: HQ 7 ARMY
10	7 "	—	" MGS, AFHQ.
11	5 "	—	From: 10 Part of Embarkation
12	7 "	CP/WK4/22	From: SCAO, Palermo.
13-14	8 "	390/HQ	To: " "
15	3 Oct	accidents	From: CAPO Cantararo
16-17	5 "	"	" RCAO Reg. 2
18	5 "	ECA/41/1	" " "
19	5 "	ECA/41/2	" " "
	13	315	" MGS. A.F.H.Q.

3	20 "	390/HQ	From: HQ 7 ARMY
4	2 Oct	100777	" MGS, AFHQ.
5	5 Oct	228/HQ	From: 10 Part of Enclature
6	30 Sept	Cal/103	From: SCAO, Palermo.
7	2 Oct	228/HQ	To: " " " "
8	30 Sept	390/HQ	From: CAPO Cantarano
9	7 Oct	390/HQ	" RCAO Reg. 2
10	7 Oct	CP/WK4/22	" " " "
11	7 Oct	390/HQ	" MGS, AFHQ.
12	8 Oct	accidents	From: 10 Part of Enclature
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16-17	5 Oct	ECA/41/2	From: CAPO Cantarano
18	5 Oct	315	" RCAO Reg. 2
19	13 Oct		" " " "
			MGS, AFHQ.

TRAFFIC ACCIDENTS

1. General Drivers will be made to realize that every accident helps the enemy, either by putting a soldier or vehicle out of action, or by killing or injuring a civilian and thus impeding good relations with the inhabitants.

Motor transport in a theatre of operations is much more vital than at home, and severe disciplinary measures will be taken against anyone guilty of dangerous driving.

2. Action by driver.

Every driver will carry on him a print of:-

- (a) Standing Orders for Drivers of Mechanical Vehicles (MVs) and Motor Cyclists
- (b) Traffic Accident Slip (A.F. 3681 (ENG-17))

which set out the steps to be taken by him following an accident. These steps and those prescribed hereunder, are to be taken after every traffic accident whether or not a civilian or the property of a civilian is involved.

3. Interrogation of Driver.

The driver will be interviewed at the earliest possible moment by an officer who, after interrogating him and examining A.F. 3681 (ENG-17), will complete the Traffic Accident Form (A.F. 3676).

4. Completion of Report.

The form will be completed as far as and including Section U, and, if possible, Section W. Its despatch, however, should not be delayed to obtain additional particulars; if these are required the Claims Commission will obtain them.

Drivers taking part in moves or details involving absence from their unit HQ for more than 48 hours, will report accidents immediately on arrival to Camp Commandants of Staging or Transit Camps, or to D.C. Units to which they may be attached during the detail etc. Such officers will be responsible for initiating ~~initiation~~ initiation of A.F. 3676 and despatch of first copy to HQ. No. 44 Claims Commission. CMF.

Copy of the report sent to HQ. No. 44 Claims Commission CMF will be forwarded by the initiating officer to the Drivers unit.

5. Statements of Driver and Service Witnesses.

Every driver will carry on him a print of:-

- (a) Standing Orders for Drivers of Mechanical Vehicles (M.V.s) and Motor Cyclists.
- (b) Traffic Accident Slip (A.F. A 3681 (ENG-17))

which set out the steps to be taken by him following an accident. These steps and those prescribed hereunder, are to be taken after every traffic accident whether or not a civilian or the property of a civilian is involved.

3. Interrogation of Driver.

The driver will be interviewed at the earliest possible moment by an officer who, after interrogating him and examining A.F. A 3681 (ENG-17), will complete the Traffic Accident Form (A.F. A 3676).

4. Completion of Report.

The form will be completed as far as and including Section U, and, if possible, Section W. Its despatch, however, should not be delayed to obtain additional particulars; if these are required the Claims Commission will obtain them.

Drivers taking part in moves or details involving absence from their unit HQ for more than 48 hours, will report accidents immediately on arrival to Camp Commandants of Staging or Transit Camps, or to O.C. Units to which they may be attached during the detail etc. Such officers will be responsible for initiating ~~reporting~~ initiation of A.F. A 3676 and despatch of first copy to HQ. No. 14 Claims Commission. CMF.

Copy of the report sent to HQ. No. 14 Claims Commission CMF will be forwarded by the initiating officer to the Drivers unit.

5. Statements of Driver and Service Witnesses.

An officer will be detailed to obtain from the driver and from every available service witness, an independent signed statement containing sufficient particulars to enable a decision to be arrived at as to responsibility. It is not essential that it should be the same officer who obtains all statements.

6. Despatch of Report

- (a) Having prepared (preferably on the typewriter) two copies of A.F. A 3676 completed to Section T, together with copies of statements

(10)

obtained from driver and witnesses.

(b) Despatch one copy of report and above statements at once to HQ No 4 Claims Commission CEF direct, not through formations. As only immediately available statements are required for this, despatch of report should be effected within 48 hours of accident. Despatch of report will be in no case delayed to obtain information not at once available. Reports should be serially numbered as a check against loss in transmission.

(c) Retain original form and statements for record.
(d) Despatch of second copy of form and statements is provided at below.

1. Court of Inquiry

(a) A court of inquiry following a traffic accident need be held only when:-

(i) the OC Unit is satisfied that this is the only means of ascertaining the true facts, or

(ii) ordered by higher authority or requested by the Claims Commission.

(b) Only one court of inquiry should be held in respect of an accident. Should two or more service drivers belonging to different units be involved, the court of inquiry will be held under arrangements to be made jointly between the appropriate covering officers.

(c) The proceedings of courts of inquiry and reports on injury to military personnel (AF B117) following traffic accidents will be forwarded to the HQ No 4 Claims Commission CEF for transmission on to G HQ, 2nd Echelon.

When a court of inquiry has been held on a traffic accident, a copy of the proceedings will be attached to the second copy of AF A 3676.

2. Statements of other witnesses and Police Reports

If it is known that a police report (process verbal) exists concerning the statement or evidence of the civilian involved

(a) A court of inquiry following a traffic accident

need be held only when:-

(i) the OC Unit is satisfied that this is the only means of ascertaining the true facts, or

(ii) ordered by higher authority or requested by the Claims Commission.

(b) Only one court of inquiry should be held in respect of an accident. Should two or more service drivers belonging to different units be involved, the court of inquiry will be held under arrangements to be made jointly between the appropriate convening officers.

(c) The proceedings of courts of inquiry and reports on injury to military personnel (MF BHT) following traffic accidents will be forwarded to the HQ N° 4 Claims Commission CMT for transmission on to G4P, 2nd Echelon.

When a court of inquiry has been held on a traffic accident, a copy of the proceedings will be attached to the second copy of MF A 3676

8. Statements of other witnesses and Police Reports

If it is known that a police report (process verbale) exists and this or the statement or evidence of the civilian involved is essential for the purpose of disciplinary action or a court of inquiry, the OC Unit is to advise the Claims Commission of his requirements. The Commission will then make the necessary arrangements.

9. Disciplinary Disposal

Disciplinary action should be in accordance with AC 1 2574 of 1941.

The importance of early disciplinary disposal is stressed. Where full information as to the amount of damage is not available, it will frequently be possible to show that it is in excess of £4, thus enabling summary disposal to be effected by OC up to the limit of their power. Alternatively, offenders (i.e. private soldiers) may be awarded field punishment (or forfeiture).

of ~~the~~ *in* *line* (KRs. (1940). paras 585-587).

As soon as disciplinary disposal has been effected, sections U, G W & AF. A3676 (second copy) will be completed and signed, and this copy with copies of statements will be forwarded to next higher formation. That formation, if in agreement with action taken, will complete Section Z of this form and forward it direct to HQ. No 14 Helpline Commission, CMT.

10. Unauthorised Use.

In the event of an accident occurring when a vehicle is being used without proper authority, or otherwise than on duty, a report will be attached by the Unit to second copy of AF. A3676 setting out:-

- (a) Precautions taken to prevent unauthorised use of transport
- (b) Manner in which these precautions were evaded
- (c) Nature of unauthorised use to which vehicle was put
- (d) Disciplinary action taken or proposed.

11. Repair of Service Vehicles

(1) The damaged service vehicle will be repaired immediately. The workshop indent will be endorsed with (a) the word "Accident"; (b) date and place of accident; (c) name and unit of driver - should show clearly what damage is attributable to the accident as distinct from that resulting from other causes.

(2) Should the cost of repair be required in order to award stoppage of pay or for other disciplinary purposes an approximate estimate will be made by a competent officer of the unit holding the vehicle pending repair. Requests for estimates will not be made to workshops.

(3) Details of labour and spare parts required to make good the damage caused solely by the accident (as distinct from those employed in a general overhaul) will be recorded by the workshop in case they are subsequently needed by higher authority or the

- out:-
- (a) Precautions taken to prevent unauthorized use of transport
 - (b) Reasons in which these precautions were evaded
 - (c) Nature of unauthorized use to which vehicle was put
 - (d) Disciplinary action taken or proposed.

11. Repair of Service Vehicles

(1) The damaged service vehicle will be repaired immediately. The workshop indent will be endorsed with (a) the word "Accident"; (b) date and place of accident; (c) name and unit of driver - should show clearly what damage is attributable to the accident as distinct from that resulting from other causes.

(2) Should the cost of repair be required in order to award stoppage of pay or for other disciplinary purposes an approximate estimate will be made by a competent officer of the unit holding the vehicle pending repair. Requests for estimates will not be made to workshops.

(3) Details of labour and spare parts required to make good the damage caused solely by the accident (as distinct from those employed in a general overhaul) will be recorded by the workshop in case they are subsequently needed by higher authority or the Claims Commission. An estimate or statement of actual cost need not be prepared until a request from the Commission is received.

12. Write-off

The OC. Unit need not concern himself with any question relating to the write-off of the cost of repair.

13. Repair of Hired Vehicle

If a hired vehicle is damaged to the extent that it cannot be repaired within eight days, full particulars of the damage and an estimate of the time the repairs will take, will be sent immediately to the A.D.S.T., who hired the vehicle.

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14. Damage to Civilian Vehicle

An inspection of the civilian vehicle will not be made unless requested by the Claims Commission.

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This request will normally be made to the Technical Officer nearest the damaged vehicle.

15. Communications Received

(a) The original of any communication received from a claimant, interested party, solicitor, insurance company, doctor or the police, should be forwarded immediately to the Claims Commission, after having been marked with (a) date of accident; (b) name of service driver; (c) name of unit and (d) unit file reference number.

(b) The OC Unit will not acknowledge any such communication and need not make a copy for retention.

(c) Correspondence or discussion relating to the accident must not be entered into, and nothing will be done which might be interpreted as an admission of liability. In the event of an enquiry, claimants should be advised to communicate direct with the H.Q. No. 14 Claims Commission CMF.

16. Civil Police

The local courts and police authorities have no jurisdiction over the British military personnel and no traffic accident need be reported or statement made to them.

17. Advice from Claims Commission

The Claims Commission or its officer at Formation Headquarters may be consulted directly on any questions arising out of a traffic accident. All communications addressed to it or him should give the date of the accident and the name of the service driver.

TRAFFIC ACCIDENTS1. General

Drivers will be made to realize that every accident helps the enemy, either by putting a soldier or vehicle out of action, or by killing or injuring a civilian, and thus impeding good relations with the inhabitants.

Motor Transport in a theatre of operations is much more vital than at Home, and severe disciplinary measures will be taken against anyone guilty of dangerous driving.

2. Action by Driver

Every driver will carry on him a print of:

(a) Standing Orders for Drivers of Mechanical Vehicles (wheeled) and Motor Cyclists

(b) Traffic Accident Slip (A.F.A. 3681 (ENG-IT))

which set out the steps to be taken by him following an accident. These steps and those prescribed hereunder are to be taken after every traffic accident whether or not a civilian or the property of a civilian is involved.

3. Interrogation of Driver

The driver will be interviewed at the earliest possible moment by an officer who, after interrogating him and examining A.F.A. 3681 (ENG-IT), will complete the Traffic Accident Form (A.F.A. 3676).

4. Completion of Report

The form will be completed as far as and including Section U, and, if possible, Section W. Its despatch, however, should not be delayed to obtain additional particulars; if these are required the Claims Commission will obtain them.

Drivers taking part in moves or details involving absence from their unit HQ for more than 48 hours will report accidents immediately on arrival to Camp Commandants of Staging or Transit Camps, or to O.S.C. Units to which they may be attached during the detail, etc. Such officers will be responsible for initiation of A.F.A. 3676 and despatch of first copy to HQ No. 4 Claims Commission, CMF.

Copy of the report sent to HQ No. 4 Claims Commission CMF will be forwarded by the initiating officer to the Driver's unit.

5. Statements of Driver and Service Witnesses

An officer will be detailed to obtain from the driver and from any

(b) Traffic Accident Slip (A.F.A. 3681 (ENG-IT))

which set out the steps to be taken by him following an accident. These steps and those prescribed hereunder are to be taken after every traffic accident whether or not a civilian or the property of a civilian is involved.

3. Interrogation of Driver

The driver will be interviewed at the earliest possible moment by an officer who, after interrogating him and examining A.F.A. 3681 (ENG-IT), will complete the Traffic Accident Form (A.F.A. 3676).

4. Completion of Report

The form will be completed as far as and including Section U, and, if possible, Section W. Its despatch, however, should not be delayed to obtain additional particulars; if these are required the Claims Commission will obtain them.

Drivers taking part in moves or details involving absence from their unit HQ for more than 48 hours will report accidents immediately on arrival to Camp Commandants of Staging or Transit Camps, or to O.S.C. Units to which they may be attached during the detail, etc. Such officers will be responsible for initiation of A.F.A. 3676 and despatch of first copy to HQ No. 4 Claims Commission, CMF.

Copy of the report sent to HQ No. 4 Claims Commission CMF will be forwarded by the initiating officer to the Driver's unit.

5. Statements of Driver and Service Witnesses

An officer will be detailed to obtain from the driver and from every available service witness, an independent signed statement containing sufficient particulars to enable a decision to be arrived at as to responsibility. It is not essential that it should be the same officer who obtains all statements.

6. Despatch of Report

(a) Having prepared (preferably on the typewriter) two copies of A.F.A. 3676 completed to Section T, together with copies of statements obtained from driver and witnesses.

(b) Despatch one copy of report and above statements at once to HQ No. 4 Claims Commission CMF direct, not through formations. As only immediately available statements are required for this, despatch of report should

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be effected within 48 hours of accident. Despatch of report will be in no case delayed to obtain information not at once available. Reports should be serially numbered as a check against loss in transmission.

- (c) Retain original form and statements for record.
- (d) Disposal of second copy of form and statements is provided at below.

7. Court of Enquiry

(a) A court of enquiry following a traffic accident need be held only when:-

- (i) The OC unit is satisfied that this is the only means of ascertaining the true facts, or
- (ii) ordered by higher authority or requested by the Claims Commission.
- (b) Only one court of enquiry should be held in respect of an accident. Should two or more service drivers belonging to different units be involved, the court of enquiry will be held under arrangements to be made jointly between the appropriate convening officers.

(c) The proceedings of courts of enquiry and reports on injury to military personnel (A.F.B 117) following traffic accidents will be forwarded to the HQ No. 4 Claims Commission CEF for transmission on to GHQ, 2nd Echelon.

When a court of enquiry has been held on a Traffic Accident, a copy of the proceedings will be attached to the second copy of A.F.A. 3676.

8. Statements of other witnesses and Police Reports

If it is known that a police report (process verbal) exists and this or the statement or evidence of the civilian involved is essential for the purpose of disciplinary action or a court of enquiry, the O.C. Unit is to advise the Claims Commission of his requirements. The Commission will then make the necessary arrangements.

9. Disciplinary Disposal

Disciplinary action should be in accordance with A.C.I. 2514 of 1941.

The importance of early disciplinary disposal is stressed. Where full information as to the amount of damage is not available, it will frequently be possible to show that it is in excess of £4, thus enabling summary disposal to be effected by O.C. Unit. It is the duty of their power. Alternatively offenders

(1) The OC unit is satisfied that this is the only means of ascertaining the true facts, or

(ii) ordered by higher authority or requested by the Claims Commission.

(b) Only one court of enquiry should be held in respect of an accident. Should two or more service drivers belonging to different units be involved, the court of enquiry will be held under arrangements to be made jointly between the appropriate converging officers.

(c) The proceedings of courts of enquiry and reports on injury to military personnel (A.F.B 117) following traffic accidents will be forwarded to the HQ No. 4 Claims Commission CEF for transmission on to GHQ, 2nd Echelon.

When a court of enquiry has been held on a Traffic Accident, a copy of the proceedings will be attached to the second copy of A.F.A. 3676.

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Disciplinary action should be in accordance with A.C.I. 2514 of 1941.

The importance of early disciplinary disposal is stressed. Where full information as to the amount of damage is not available, it will frequently be possible to show that it is in excess of £4, thus enabling summary disposal to be effected by OSG up to the limit of their power. Alternatively offenders (if private soldiers) may be awarded field punishment (or forfeiture of pay in lieu). (K.Rs. (1940), paras 585 - 587).

As soon as disciplinary disposal has been effected, Sections U to W of A.F.A. 3676 (second copy) will be completed and signed, and this copy with copies of statements will be forwarded to next higher formation. That formation, if in agreement with action taken, will complete Section Z of this form and forward it direct to HQ NO. 4 Claims Commission, CMF.

10. Unauthorized Use

In the event of an accident occurring when a vehicle is being used without proper authority, or otherwise than on duty, a report will be attached by O.C. Unit to second copy of A.F.A. 3676 setting out:

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- (a) Precautions taken to prevent unauthorized use of transport
- (b) Manner in which these precautions were evaded
- (c) Nature of unauthorized use to which vehicle was put
- (d) Disciplinary action taken or proposed.

11. Repairs of Service Vehicles

(1) The damaged service vehicle will be repaired immediately. The workshop indent will be endorsed with (a) the word "Accident;" (b) date and place of accident; (c) name and unit of driver - should show clearly what damage is attributable to the accident as distinct from that resulting from other causes.

(2) Should the cost of repair be required in order to award stoppage of pay or for other disciplinary purposes an approximate estimate will be made by a competent officer of the unit holding the vehicle pending repair. Requests for estimates will not be made to workshops.

(3) Details of labors and spare parts required to make good the damage caused solely by the accident (as distinct from those employed in a general overhaul) will be recorded by the workshop in case they are subsequently needed by higher authority or the Claims Commission. An estimate or statement of actual cost need not be prepared until a request from the Commission is received.

12. Write - off

The O.C. Unit need not concern himself with any question relating to the write-off of the cost of repair.

13. Repair of Hired Vehicle

If a hired vehicle is damaged to the extent that it cannot be repaired within eight days, full particulars of the damage and an estimate of the time the repairs will take, will be sent immediately to the A.D.S.T., who hired the vehicle.

14. Damage to Civilian Vehicle

An inspection of the civilian vehicle will not be made unless requested by the Claims Commission. This request will normally be made to the Technical Officer nearest the damaged vehicle.

15. Communications Received

(a) The original of any communication received from a claimant, interested party, solicitor, insurance company, doctor or the police, should be forwarded.

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(2) Should the cost of repair be required in order to award stoppage of pay or for other disciplinary purposes an approximate estimate will be made by a competent officer of the unit holding the vehicle pending repair. Requests for estimates will not be made to workshops.

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(a) The original of any communication received from a claimant, interested party, solicitor, insurance company, doctor or the police, should be forwarded immediately to the Claims Commission, after having been marked with (a) date of accident; (b) name of service driver; (c) name of unit and (d) unit file reference number.

(b) The O.C. Unit will not acknowledge any such communication and need not make a copy for retention.

(c) Correspondence or discussion relating to the accident must not be entered into, and nothing will be done which might be interpreted as an admission of liability. In the event of an enquiry, claimants should be advised to communicate direct with the HQ No. 4 Claims Commission CMF.

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16. Civil Police

The local courts and police authorities have no jurisdiction over the British military personnel and no traffic accident need be reported or statement made to them.

17. Advice from Claims Commission

The Claims Commission or its officers at Formation Headquarters may be consulted directly on any question arising out of a traffic accident. All communications addressed to it or him should give the date of the accident and the name of the service driver.

To Major W.H. HARRY, 4 CH/1/C/36.
H.Q. AMGOT, 1 11-10-43.
PALERMO

From C.I. No. 4 CLAIMS COMMISSION,
C.M.F.

1. Reference subject traffic accidents.
2. As arranged, supply of 250 forms 3681 (ENG -IT) enclosed and also 250 forms AFH 3646.
3. Also enclosed is copy of claims + Traffic Accident procedure which, subject to final revision, will be published as part of Army Standing Orders.

Pharrell Left
for H. Col.
AD. Claims 357

CLAIMS & TRAFFIC ACCIDENT PROCEDURE.

CLAIMS COMMISSION.

Claims - General.

A Claims Commission has been set up at Army Headquarters in accordance with, and to carry out the functions set out in, R.S.R. Vol. I, Sec 200.

Claims Officers.

Claims Officers, who will be responsible for their technical duties and will report direct to the Claims Commission, have been appointed to the Headquarters of Army Corps, L. of C., Area, Sub-Areas and Base Sub-Areas. These officers will have direct access to all formations and units, who will similarly have direct access to them.

Claims - Procedure.

(a) No claim falling within the jurisdiction of the Claims Commission will be settled except by the Commission and its officers to whom direct financial powers have been delegated.

(b) The procedure to be followed in the case of traffic accidents is set out in sec ; of damage in hired or requisitioned buildings in sec ; of damage in billets in sec ; and of other claims by or against inhabitants in sec .

TRAFFIC ACCIDENTS.

General.

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Drivers will be made to realise that every accident helps the enemy, either by putting a soldier or vehicle out

Claims Officers, who will be responsible for their technical duties and will report direct to the Claims Commission, have been appointed to the Headquarters of Army Corps, L. of C., Area, Sub-Areas and Base Sub-Areas. These officers will have direct access to all formations and units, who will similarly have direct access to them.

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TRAFFIC ACCIDENTS.

General.

Drivers will be made to realise that every accident helps the enemy, either by putting a soldier or vehicle out of action, or by killing or injuring a civilian and thus impeding good relations with the inhabitants. Motor transport in a theatre of operations is much more vital than at home, and severe disciplinary measures will be taken against anyone guilty of dangerous driving.

Action by Driver.

Every driver will carry on him a print of:-

(a) Standing Orders for Drivers of Mechanical Vehicles (Wheelod) and Motor Cyclists.

(b) Traffic Accident Slip (A.P.A. ~~3681~~ ³⁶⁸¹ (ENG. - IT.))

which set out the steps to be taken by him following an accident. These steps and those prescribed hereunder are to be taken after every traffic accident.

whether or not a civilian or the property of a civilian is involved.

Interview of Driver.

The driver will be interviewed at the earliest possible moment by an officer who, after interrogating him and examining A.F.A. 3678 (CENS. 7-73), will complete the Traffic Accident Report form (A.F.A. 3676).

Completion of Report.

The form will be completed as far as and including Section U, and if possible, Section W. Its despatch, however, should not be delayed to obtain additional particulars; if these are required, the Claims Commission will obtain them.

Drivers taking part in moves or details involving absence from their unit HQ for more than 48 hours, will report accidents immediately on arrival to Camp Commandants or Station or Transit Camps, or to O.S.C. Units to which they may be attached during the detail, etc. Such officers will be responsible for initiation of A.F.A. 3676 and despatch of first copy to HQ No. 4 Claims Commission.

C.M.S. Copy of the report sent to HQ No. 4 Claims Commission will be forwarded by the initiating officer to the Driver's Unit.

Statements of Driver and Service Witnesses.

An officer will be detailed to obtain from the driver and from every available service witness, an independent signed statement containing sufficient particulars to enable a decision to be arrived at as to responsibility. It is not essential that it should be the same officer who obtains all statements.

Despatch of Report.

(a) Having prepared (preferably on the typewriter) two copies of A.F.A. 3678 completed to Section T, together with

The form will be completed as far as and including Section U, and if possible, Section W. Its despatch, however, should not be delayed to obtain additional particulars; if these are required, the Claims Commission will obtain them.

Drivers taking part in moves or details involving absence from their unit for more than 48 hours, will report accidents immediately on arrival to Camp Commandants of Staging or Transit Camps, or to C.S.C. Units to which they may be attached during the detail, etc. Such officers will be responsible for initiation of A.F.A. 3876 and despatch of first copy to HQ No. 4 Claims Commission.

cnf Copy of the report sent to HQ No. 4 Claims Commission will be forwarded by the initiating officer to the Driver's Unit.

Statements of Driver and Service Witnesses.

An officer will be detailed to obtain from the Driver and from every available service witness, an independent signed statement containing sufficient particulars to enable a decision to be arrived at as to responsibility. It is not essential that it should be the same officer who obtains all statements.

Despatch of Report.

(a) Having prepared (preferably on the typewriter) two copies of A.F.A. 3876 completed to Section I, together with copies of statements obtained from driver and witnesses.

(b) Despatch one copy of report and above statements at once to HQ No. 4 Claims Commission ^{direct}, not through formations. As only immediately available statements are required for this, despatch of report should be effected within 48 hours of accident. Despatch of report will be in no case delayed to obtain information not at once available. Reports should be serially numbered as a check against loss in transmission.

(c) Retain original form and statements for record.

(d) Disposal of second copy of form and statements as provided at below.

Court of Enquiry.

(a) A court of enquiry following a traffic accident

- 3 -
need be held only when:

(i) the O.C. Unit is satisfied that this is the only means of ascertaining the true facts, or

(ii) ordered by higher authority or requested by the Claims Commission.

(b) Only one court of inquiry should be held in respect of an accident. Should two or more service drivers belonging to different units be involved, the court of inquiry will be held under arrangements to be made jointly between the appropriate converging officers.

(c) The proceedings of courts of inquiry and reports on injury to military personnel (A.F.B117) following traffic accidents will be forwarded to the H.Q., No. 4 Claims Commission for transmission to G.H.Q., and Echelon.

When a court of inquiry has been held on a Traffic Accident, a copy of the Proceedings will be attached to the second copy of A.F.43876.

Statements of other witnesses and Police Reports.

If it is known that a police report (process verbal) exists and this or the statement or evidence of the civilian involved or of a witness is essential for the purpose of disciplinary action or a court of inquiry, the O.C. Unit is to advise the Claims Commission of his requirements. The Commission will then make the necessary arrangements.

Disciplinary Disposal.

Disciplinary action should be in accordance with A.C.I. 2514 of 1941 ().

The importance of early disciplinary disposal is stressed. Where full information as to the amount of damage is not available, it will frequently be possible to show that it is in excess of £4, thus enabling summary disposal to be effected by O.C. up to the limit of their power. Alternatively offenders (if private soldiers) may

Following traffic accidents will be forwarded to the H.Q.,
No. 4 Claims Commission for transmission to G.H.Q., Rad.
Echelon. *C.M.F.*

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O.C. Unit is to advise the Claims Commission of his
requirements. The Commission will then make the necessary
arrangements.

Disciplinary Disposal.

93-7

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stressed. Where full information as to the amount of
damage is not available, it will frequently be possible to
show that it is in excess of £4, thus enabling summary
disposal to be effected by O.C. up to the limit of their
power. Alternatively offenders (if private soldiers) may
be awarded field punishment (or forfeiture of pay in lieu).
(K.Rs. (1940), paras. 535-537).

As soon as disciplinary disposal has been
effected, sections U to W of A.F.43676 (second copy) will be
completed and signed, and this copy with copies of statements
will be forwarded to next higher formation. That formation,
if in agreement with the action taken, will complete
Section Z of this form and forward it direct to H.Q.,
No. 4 Claims Commission, *C.M.F.*

Unauthorized Use.

In the event of an accident occurring when a
vehicle is being used without proper authority, or otherwise
than on duty, a report will be attached by O.C. Unit to
second copy of A.F.43676 setting out:-

- 4 -
- (a) Precautions taken to prevent unauthorised use of transport.
 - (b) Manner in which these precautions were evaded.
 - (c) Nature of unauthorised use to which vehicle was put.
 - (d) Disciplinary action taken or proposed.

Repair of Service Vehicles.

- (1) The damaged service vehicle will be repaired immediately. The workshop indent will be endorsed with:-
 - (a) the word "Accident"; (b) date and place of accident;
 - (c) name and unit of driver - should show clearly what damage is attributable to the accident as distinct from that resulting from other causes.
- (2) Should the cost of repair be required in order to award stoppage of pay or for other disciplinary purposes an approximate estimate will be made by a competent officer of the unit holding the vehicle pending repair. Requests for estimates will not be made to workshops.
- (3) Details of labour and spare parts required to make good the damage caused solely by the accident (as distinct from those employed in a general overhaul) will be recorded by the workshop in case they are subsequently needed by higher authority or the Claims Commission. An estimate or statement of actual cost need not be prepared until a request from this Commission is received.

Write-off.

The O.G. Unit need not concern himself with any question relating to the write-off of the cost of repair.

Repair of Hired Vehicle.

If a hired vehicle is damaged to the extent

(1) The workshop incident will be endorsed with:- immediately. The workshop incident will be endorsed with:- (a) the word "accident"; (b) date and place of accident; (c) name and unit of driver - should show clearly what damage is attributable to the accident as distinct from that resulting from other causes.

(2) Should the cost of repair be required in order to award stoppage of pay or for other disciplinary purposes an approximate estimate will be made by a competent officer of the unit holding the vehicle pending repair. Requests for estimates will not be made to workshops.

(3) Details of labour and spare parts required to make good the damage caused solely by the accident (as distinct from those employed in a general overhaul) will be recorded by the workshop in case they are subsequently needed by higher authority or the Claims Commission. An estimate or statement of actual cost need not be prepared until a request from this Commission is received.

Write-off.

The O;D. Unit need not concern himself with any question relating to the write-off of the cost of repair.

09-6

Repair of Hired Vehicle.

If a hired vehicle is damaged to the extent that it cannot be repaired within eight days, full particulars of the damage and an estimate of the time the repairs will take, will be sent immediately to the A.D.S.P., who hired the vehicle.

Damage to Civilian Vehicle.

An inspection of the civilian vehicle will not be made unless requested by the Claims Commission. This request will normally be made to the technical officer nearest the damaged vehicle.

Communications received.

(a) The original of any communication received from

a claimant, interested party, solicitor, insurance company, hospital, doctor or the police, should be forwarded immediately to the Claims Commission, after having been marked with (a) date of accident; (b) name of service driver; (c) name of unit and (d) unit file reference number.

(b) The C.O. Unit will not acknowledge any such communication and need not make a copy for retention.

(c) Correspondence or discussion relating to the accident must not be entered into, and nothing will be done which might be interpreted as an admission of liability. In the event of any enquiry, claimants should be advised to communicate direct with the "Claims Commission, ~~C.M.F.~~ ^{HQ No 14}".

Civil Police.

The local courts and police authorities have no jurisdiction over British military personnel and no traffic accident need be reported or statement made to them.

Advice from Claims Commission.

The Claims Commission or its officer at Formation Headquarters may be consulted directly on any question arising out of a traffic accident. All communications addressed to it or him should give the date of the accident and the name of the service driver.

CLAIMS - OTHER THAN TRAFFIC.

Claims by or against Individuals.

- (1) Any occurrence likely to give rise to a claim against the British or ~~DOMINION~~ Armed Forces or by them against a third party, will be reported in unit.

Civil Police.

The local courts and police authorities have no jurisdiction over British military personnel and no traffic accident need be reported or statement made to them.

Advice from Claims Commission.

The Claims Commission or its officer at Formation Headquarters may be consulted directly on any question arising out of a traffic accident. All communications addressed to it or him should give the date of the accident and the name of the service driver.

CLAIMS - OTHER THAN TRAFFIC.Claims by or against Inhabitants.

6943

- (1) Any occurrence likely to give rise to a claim against the British or ~~DOMINION~~ Armed Forces or by them against a third party, will be reported in writing within twenty-four hours direct to the Claims Officer of the formation or area. This report should state:— (a) the date, place and nature of the occurrence; (b) the military personnel and unit involved; (c) the damage caused; (d) the claimant and (e) whether a court of inquiry is to be held, and should be accompanied by any relevant documents. This does not apply to traffic accidents, the procedure for which is laid down in Sec. ~~83~~ **83.VE**.

- (2) The original of any communication received in respect of such occurrence (or a copy if the original is required by the unit) will be forwarded immediately to the same Claims Officer after being endorsed with the unit reference number and the date of the report rendered in accordance with the preceding paragraph. The C.O. Unit

FILE IN WHEN
Type Known

- 3 -
will not acknowledge any such communications and will
comply with Sec. 895.

FILE IN WHEN (3) The proceedings of any court of inquiry held in
respect of such an occurrence will, after endorsement in
accordance with the preceding paragraph, be forwarded to
the same Claims Officer for transmission to G.H.Q., 2nd.
 Echelon.

FILE IN WHEN (3) The proceedings of any court of inquiry held in
respect of such an occurrence will, after endorsement in
accordance with the preceding paragraph, be forwarded to
the same Claims Officer for transmission to C.H.Q. End.
Echelon.

Army Form A3681 (ENG-IT)

To be carried by every driver instead of:-

R.N.—Form D354
Army—A3678
R.A.F.—Form 446

TRAFFIC ACCIDENT SLIP

INSTRUCTIONS TO DRIVER

Part A

1. In the event of an accident, tear this Slip along the perforation.
2. Hand this part (Part A) to the civilian involved, or to the police officer, if any, in order that he may fill in the information required overleaf and below and return it to you. Make sure that he does this.
3. Fill in Part B and hand it to the civilian involved or to the police officer.
4. You must not disclose your unit or make a statement to the police or to anyone else.
5. You must not make use of the Accident Slip at the foot of A.F. A3678 (Revised August, 1942) or of R.A.F. Form 446.
6. Report the accident immediately on your return to your unit.

Animals or Property damaged
Animali o Beni danneggiati
Tiere oder Eigentum beschädigt

Sketch of Accident
Schizzo dell'Accidente
Skizze des Unfalls

Owner Proprietario Besitzer	Name Nome e soprannome Vor-und Zuname	Address Indirizzo Anschrift
Police Officer Ufficiale Polizist	Name Nome e soprannome Vor-und Zuname	Address Indirizzo Anschrift
	No.(Nr.)	

Speeds: Service vehicle _____ Other vehicle _____
Velocità: Velocità Militare _____ Altro Velocità _____
Geschwindigkeit: Militärisches Fahrzeug _____ Anderes Fahrzeug _____

A.F. A3681 Part B

1. Il civile che conduce il veicolo o quel nel accidente e richiesto a riempire e ritornare la soprascritta forma al conducente militare.
2. Il dare di questa carta non ammette che c'è sarà compensazione. Se la persona danneggiata crede che è intitolato a ricevere compensazione fornirebbe tutti particolari dell'accidente alla Polizia ed anche deve spedire una domanda per via di posta, avendo cura ad indicare tutti i particolari apparenti all'altro lato di questa forma.
3. Se qualcuno è stato fatto male, il nome, l'indirizzo, l'età, il mestiere e nota dei mali devono essere indicati. Anche si deve includere un indirizzo o luogo dove si può esaminare il colpito.
4. Se qualche carro è stato danneggiato, si darà la seguente informazione:
 1. Il nome e l'indirizzo della compagnia assicurante.
 2. Numero sulla assicurazione.
 3. Luogo per ispettare il veicolo.

H.Q. NOW CLAIMS COMMISSION
C.M.F.

1. Der zivile Fahrer oder die im Unfall betreffende Person soll dieses Formular unter Rueckgabe dem militaerischen Fahrer ausfuellen.
2. Die Uebereichung des Formulars berechtigt keineswegs eine EntschaeDIGung. Wenn der BeschaeDIGte glaubt, er sei zu einer EntschaeDIGung berechtigt, so soll er den auf der Rueckseite dieses Formulars befindlichen Fragebogen ausfuellen. Das ausgefuellte Formular soll der Polizei uebergeben werden; auch ein schriftliches Ersuchen ist durch Post zu befoerden.
3. Im Falle wo persoenlicher Schaden gelitten wird, so muessen Name, Alter, Beruf und Beschreibung der BeschaeDIGungen notiert werden, sowie die Adresse wo der BeschaeDIGte untersucht werden kann.
4. Im Falle wo ein Wagen beschaeDIGt wird, so soll die folgende Auskunft gegeben werden:
 1. Name und Adresse der Versicherungs-Gesellschaft.
 2. Nummer des Versicherungsscheins.
 3. Wo der Wagen besichtigt werden kann.

H.Q. NOW CLAIMS COMMISSION
British Claims Commission
and American Claims Commission,
Allied Forces Headquarters.

Army Form A3676

(Revised August, 1942)

To be carried in an addressed envelope by every driver.

A.C.I.1312/1940

Cross out those words in ITALICS which do not apply.

WAR DEPARTMENT

TRAFFIC ACCIDENT REPORT

THIS SIDE TO BE COMPLETED AT SCENE OF ACCIDENT. IF SPACE IS INSUFFICIENT, WRITE ON BACK.

A. ACCIDENT.		Date.	Time	Place.	Surname of Service Driver	No. of Service Vehicle.	
B. OTHER VEHICLE.		Lorry Motor Car Motor Cycle Bicycle Horse Van	Make	County H.P.	Name and address of Insurance Co.	Insurance Certificate No. or Policy No.	
C. DRIVER OF OTHER VEHICLE		Name		Driving Licence Date No.	Address and Occupation Telephone		
D. OWNER OF OTHER VEHICLE		Name		Address and Occupation Telephone			
E. INJURED PERSONS		Name		Age (approx.)	Address and Occupation	Injury Slight Serious Fatal Slight Serious Fatal Slight Serious Fatal Slight Serious Fatal	
F. WITNESSES		Name		Age (approx.)	Address	Telephone Occupation	
G. APPARENT DAMAGE TO OTHER VEHICLE		(in greatest detail possible)					Can be seen at
H. INJURY TO ANIMALS		Name		How many	LED STRAY-ING	Condition	
I. DAMAGE TO PROPERTY		Nature of Property		Exact Location	Damage		
J. POLICEMAN		Name		Police Station	A statement was NOT made to him	ROAD PATROL	
K. DAYLIGHT		No.		Service Vehicle	Other Vehicle	Branch	
						Telephone Landlord Association	
						Tenant	
						He did NOT see accident	

E. INJURED PERSONS		Name		Age (approx.)		Address and Occupation		Telephone		Injury		Hospital (if known)	
1.										Slight			
2.										Serious			
3.										Fatal			
F. WITNESSES		Name		Age (approx.)		Address		Telephone		Occupation			
1.													
2.													
3.													
G. (in greatest detail possible)													
Can be seen at													
H. APPARENT DAMAGE TO OTHER VEHICLE													
I. INJURY TO ANIMALS		HORSE		COW		How many		LED		STRAY-ING		Injuries	
1.		POULTRY		PIG								IT was not will not have to be KILLED	
2.		SHEEP		DOG								Property is NOT requisitioned	
3.													
I. DAMAGE TO PROPERTY		Nature of Property		Exact Location		Damage		Condition		Telephone		NAME & ADDRESS of OWNER or OCCUPIER	
1.													
J. POLICEMAN		Name		Police Station		He did NOT see accident		A statement was NOT made to him		ROAD PATROL		Name	
1.												He did NOT see accident	
K. LIGHTS		DAYLIGHT		NIGHT		Service Vehicle		Other Vehicle		WARNING		UN-NECESSARY	
1.						NOT LIT		NOT LIT				NOT GIVEN BY ME	
L. SPEED OF VEHICLE		Service		Other		NON BUILT UP AREA		Traffic		ROAD SUR-FACES		STRAIGHT BEND CROSS ROADS	
1.		m.p.h.		m.p.h.				LIGHT DENSE		WET		TRAFFIC LIGHTS	
M. I GAVE THE ACCIDENT SLIP BELOW TO Mr.												TRAFFIC SIGNS	
												CLEAR FOGGY RAIN	

MAKE SKETCH ON BACK WHILE ON SCENE OF ACCIDENT

Instructions to Driver

(a) You must not admit liability by work or deed, or even discuss the question of blame, nor must the Service personnel with you.

(b) Should a Police Officer appear on the scene, await his permission before continuing your journey. If he requires the location of your Unit or a statement from you or any Service personnel, this may be given to him, but only to him and out of the hearing of any other person. If your unit has a closed address you should, when giving the Police Officer its location, inform him that it must not be disclosed by him.

(c) Report the accident immediately on your return. If you have been unable to give the Accident Slip below to the other person involved or to a Police Officer, you must inform your Commanding Officer of this so that he may report the accident to the Police within 24 hours in accordance with Section 22 of the Road Traffic Act, 1930. If you are not returning to your Unit within 24 hours, report the accident to the nearest Police Officer or Station.

This Accident Slip must be given to the other person involved or to the Police Officer, if one appears on the scene

SERVICE	Name	Rank	Number	Unit	Vehicle No.	Code
DRIVER						
ACCIDENT	Date	Time	Place	This slip is handed you for your convenience and is not to be taken as an admission of liability.		
[Please Turn Over.]						

ALLIED FORCE HEADQUARTERS
Military Government Section

ARPPKC/jw

13 October 1943

315

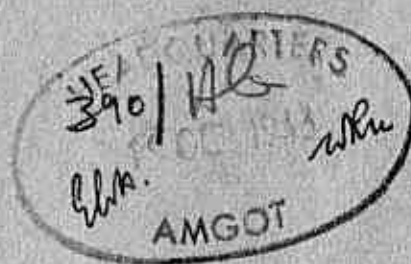
SUBJECT: Traffic Accident Forms, English-Italian

TO : AMG HQ, SICILY

REFERENCE: AMGOT/390/HQ of 7th October.

1. Exhaustive enquiries have been made at this HQ and have failed to produce any results.

Should anything be heard of these forms, immediate action will be taken to have copies forwarded to your HQ.



A.R.P.P.K. CAMERON
Captain

5911

Subject: Accident

ECA/41/2

Amgot, Region 2,
5 October 1943

To: Amgot HQ
Palermo

1. You will find attached copy of a report dated 3rd October from Captain Moody, Acting C.A.O., Catanzaro Province regarding an unfortunate occurrence on 2nd October resulting in injuries to British and American personnel.
2. It is thought that you will find this report together with the copy of our reply of 5 October, self explanatory.
3. We have endeavored to take prompt action with a view to protecting interests of all concerned, and conforming to the usual army practice in such matters.
4. If you have any suggestions or instructions as to the manner of dealing with the case we shall be glad to hear from you.
5. You will be kept informed of all developments.

HSG



Lt. Col. AUS
R.C.A.O.
Region 2

5940

Subject :- Accidents.

To :- Acting C.O. CATANZARO (PROV)

Ref :- ECA/44/1.

AMOT, H.Q. REGION 2.

5 Oct 43.

1. We have received your urgent letter of 3rd. October reporting an accident which occurred on 2nd. October to Major J.E. Holmstrom (No. 48514) and party in a 15 cwt truck at a spot between Samelli and San Giovanni in Fiore.
2. As Samelli is in the Province of Catanzaro and San Giovanni in the Province of Cosenza, it is not yet clear in which Province the accident took place.

3. According to our information the 15 cwt truck left Carioglio between 1100hrs and 1130 hrs 2 October with the following personnel :-

(1)	Major J.E. Holmstrom	48514
(2)	Lieut. R.J. Franklin	1796452
(3)	" T.G. Tito	1176525
(4)	" J.S. Brancato	1346008
(5)	" W.M. Andreani	1590962
(6)	" W.E. Palermo	1535045
(7)	" C.J. Molfetto	1053264
(8)	Pte. W. Harris	4399898

4. Lieut. Franklin, Brancato and Molfetto were en route to Catanzaro Provincial Headquarters for duty. Lieut. Andreani, Palermo and Tito were on their way to Reggio for duty.

5. The 15 cwt truck belonged to Reggio Provincial establishment, and was on a return journey after having brought Major Pollock, C.A.O. Reggio here for a conference. According to our records, driver, Pte. Harris, had 15 cwt. truck No 4978692, but this is subject to confirmation.

6. Please advise this headquarters as soon as you receive information on the four Officers who have not yet reported to you, namely: Lieuts. Andreani, Brancato, Molfetto and Palermo. If after adequate medical examination they are found to be fit for duty they should proceed to stations as indicated in para 4 above, by first available transport. Before proceeding, however, form A.F. B. 117 should be prepared for each individual with emphasis being placed on the officers' version of the circumstances of the accident. If they require medical attention, or rest, they should be taken to the English Military Hospital at Vibo Valentia.

7. With regard to the officers and soldier who have been injured and removed to Vibo Valentia (Major Holmstrom, Lt. Franklin and Pte. Harris) please arrange with the Medical Officer in charge of the case, to have form A.F. B. 117 (Casualties caused by injuries - Non-Fatal) prepared and handed to you as promptly as possible. Their personnel statements to be included as soon as they are fit enough.

According to our information the 15 cwt truck left Catanzaro between 1100hrs and 1130 hrs 2 October with the following personnel :-

(1)	Major J.E. Holmstrom	48514
(2)	Lieut. R.J. Franklin	4-1796452
(3)	" T.G. Tito	0-1176525
(4)	" J.S. Brancato	0-1346008
(5)	" W.M. Andreani	0-1590962
(6)	" W.E. Palermo	0-1535045
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8. Please note that we have referred above to the preparation of A.F. B. 117 by "the medical officer in charge of the case". It is important that one officer should assume this responsibility for all persons affected by the accident. It is felt that this officer should be the Chief Medical Officer in the English hospital at Vibo Valentia, and not Capt. Ball, AMEDOT, since the latter might be considered legally not to constitute a "disinterested party". In view of the special circumstances of this case, you are asked to see to it that even the four allegedly uninjured officers are dealt with by the "Medical Officer" in charge of the case. These Officers (Andreani, Brancato, Molfetto and Palermo) should, before proceeding to station report to the hospital for medical examination and preparation of A.F. B. 117.

9. As to the remaining Officers, Lieut. Tito, who was too ill to be removed, we request that if possible, the Medical Officer in charge of the case, presumably the Chief Medical Officer at Vibo Valentia, come to Catanzaro to examine the patient and prepare the form. If this is not possible, the formality will have to be attended to in Vibo Valentia at a later date.

2

10.3
Interview of the unusual features of the case, the undersigned is appointing a Court of Enquiry. It is considered that Captain Duncan, C.A.O., Cosenza Province, is being named by "a disinterested" by, and he is being named President of the Court. The other two members will be Capt. Little, Cosenza Province and Capt. Ball, Catanzaro Province. Although the latter is serving in your Province, there will be two outside members, and this is thought to be satisfactory. Please advise Capt. Duncan currently on developments in the case and indicate when A.F. B. 117 forms have been entirely completed, and other formalities attended to, permitting the Court of Enquiry to convene.

11. Before the court convenes, an expert statement should if possible be prepared regarding the condition of the vehicle at the time of the accident, the state of the road, and other technical features. The proper person to conduct such an enquiry would be an officer or N.C.O. attached to a R.E.M.E. Unit, a member of a Military Police unit having mechanical knowledge, or any available British Officer not connected with AMOT who has the necessary qualifications. There are no British Units or Officers in this immediate locality, so we would ask you if possible to locate an appropriate person in your district and despatch him to the scene of the accident. It is realised that the truck may be so demolished as to render any report on its former condition. Nevertheless it is considered important that examination should take place. It should also be determined whether the vehicle is recoverable.

12. If possible, please send us an exact location statement of the scene of the accident. If we can find anyone to send from here we shall do so.

13. Your appointment as Acting C.A.O. Province of Catanzaro is confirmed pending the return of Major Holmstrom. The latter should not return for duty until the Medical Officer in charge of the case, states that he is fit to do so.

14. There is no available personnel to send you from here at the moment. It is hoped that the three Lieuts. referred to above may soon be fit enough to lend you a hand. Financial matters will have to be kept in abeyance for the time being until Major MacFadzean returns from Bari in a day or so, when we shall immediately advise him of your problem.

15. Incidentally one of the three Lieuts. destined for Reggio is intended by Major Pollock for Palmi, and should proceed there when ready. After the three men leave for Reggio Province there will remain four or five persons, which should be sufficient to act as witnesses in the Court of Enquiry.

16. You are commended for the timely and correct manner in which you have dealt with the case.

Harry B. King

Lt. Col. AUS,
R.C.A.O., AMOT R.O. REGION 2.

5938

11. Before the court convenes, an expert statement should if possible be prepared regarding the condition of the vehicle at the time of the accident, the state of the road, and other technical features. The proper person to conduct such an enquiry would be an officer or M.O.O. attached to a R.E.M.E. Unit, a member of a Military Police unit having mechanical knowledge, or any available British Officer not connected with AMOT who has the necessary qualifications. There are no British Units or Officers in this immediate locality, so we would ask you if possible to locate an appropriate person in your district and despatch him to the scene of the accident. It is realized that the truck may be so demolished as to render any report on its former condition. Nevertheless it is considered important that examination should take place. It should also be determined whether the vehicle is recoverable.

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16. You are commended for the timely and correct manner in which you have dealt with the case.

Stanley Beam

Lt. Col. AMS,
R.C.A.O., AMOT R.Q. SECTION 2.

5538

Subject: Accidents

Angot HQ, Region 2, 15
5 October 1943

Acting C.A.O. Catanzaro Province

1. Reference Para 10 of our letter to you of this date (Ref: ECA/41/2) it has been decided to appoint Major Howe, S.L.O. as President of the Court of Enquiry, instead of Captain Duncan whose duties in Cosenza Province will make it difficult for him to leave. The other members of the court will remain the same. Please therefore send in further information on the case to Major Howe at this headquarters.

HSC

Hamilton
Lt. Col. AUS
R.C.A.O.
Region 2

5937

Provincial Headquarters AMGOT, 114
CATANZARO Province.
2d. OCTOBER, 1943.

Ref. ACCIDENTS.

To Regional C.A.O.

On the 2nd. OCTOBER, 1943, whilst Major J.E. HOLMSTROM C.A.O. Catanzaro Province was driving a 15 Cwt. Truck (AMGOT No. unknown), containing several AMGOT Officers from Corigliano in the direction of CROTONE, at a spot between SEVILLA and SAN. GIOVANNI, the truck suddenly went off the road and over a cliff, then somersaulted down the hillside for a distance of about 100 Feet. Extensive damage was caused to the truck and the following persons were injured:-

- (1) Major J.E. HOLMSTROM. Personal No not available.
- (2) Lieut. G.R. FRANKLIN. (U.S. Army) No. 1796452.
- (3) Lieut. T.G. TILO?? (Name uncertain) No. 1176525.
- (4) Private W. HARRIS. No. 4399898.

There were I understand four other Officers on the vehicle but these were apparently uninjured apart from minor bruises and scratches, but so far they have not reported at this H.Q. and I have no information about them.

The injuries to the 4 Officers enumerated above were as follows:-

Major Holmstrom:- Injuries to head, arms and hands and severe bruising.

Lieut. Franklin:- Injuries to legs. (Suspected fractures to ankle and jaw.

Lieut. Tilo:- Injuries to hip and back.

Private Harris:- Injuries to chest and head.

Major Holmstrom and Lieuts. Franklin and Tilo, together with Driver Harris were all brought to the Italian Military Hospital at CATANZARO, where I was able to see Major Holmstrom for a short period. He stated that he thought that he would be out of Hospital in a few days, but he will obviously be unfit for duty for a short period.

Major Holmstrom, Lieut. Franklin and Driver Harris were all taken then to the English Military Hospital at VIBO VALENTIA for X Ray and so far have not returned. Lieut Tilo was not well enough to be moved and remained behind. As soon as he is well, he also will be taken to the Military Hospital at VIBO VALENTIA.

and SAN GIOVANNI, the truck suddenly went off the road and over a cliff, then somersaulted down the hillside for a distance of about 100 feet. Extensive damage was caused to the truck and the following persons were injured:-

- (1) Major J.E. HOLMSTROM. Personal No not available.
- (2) Lieut. G.R. FRANKLIN. (U.S. Army) No. 1796452.
- (3) Lieut. T.G. TILO?? (Name uncertain) No. 1176525.
- (4) Private W. HARRIS. No. 4399898.

There were I understand four other Officers on the vehicle but these were apparently uninjured apart from minor bruises and scratches, but so far they have not reported at this H.Q. and I have no information about them.

The injuries to the 4 Officers enumerated above were as follows:-

Major Holmstrom:- Injuries to head, arms and hands and severe bruising.
Lieut. Franklin:- Injuries to legs. (Suspected fractures to ankle and jaw.
Lieut. Tilo:- Injuries to hip and back.
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Major Holmstrom, Lieut. Franklin and Driver Harris were all taken then to the English Military Hospital at VIBO VALENTIA for X Ray and so far have not returned. Lieut Tilo was not well enough to be moved and remained behind. As soon as he is well, he also will be taken to the Military Hospital at VIBO VALENTIA.

In view of the above circumstances I have taken over the control of the Province at Major Holmstrom's directions, anticipating your approval, and I will let you know any developments as to any change of health of any of the injured persons.

It is obvious that Lieut. Franklin will not be fit for duty for a considerable time and I consider it desirable that he be replaced by another Officer. In the meantime I would very much appreciate if you will send an Officer of the Finance Dept. along as there are many financial problems to be dealt with here, and I am now in a position to give directives on the subject at present, having

having/

confined myself to the Law and Order problems of the Province rather than the Administration side of the picture.

I would add that at the moment there is only Capt. Ball, Medical Officer and myself at Provincial H.Q.. Major Franklin Legal Officer being on tour.

"3/10/43".

W.A. Hoody
Captain.

Provincial C.A.P.O.

Declassified E.O. 12356 Section 3.3/NND No. 785015

0905

W.A. Moray
Captain.

Provincial C.A.P.O.

"3/10/43"

Traffic Accident.

S.C.A.O. PALERMO.

12
||
AMGOT/390/HQ

8th October 3

Reference your letter GP/WTL/el dated 7th October 1943.

This accident had previously been reported to this H.Q., and statements handed in here in connection with it.

Enquiries already made here show that it was not an AMGOT truck which was involved, and as some Seventh Army vehicles are marked "7A" all the papers were forwarded to that H.Q. yesterday.

PA 8/10/43
m
CHARLES M. SPOFFORD,
Colonel, G.S.C.
Chief Staff Officer.

ALLIED MILITARY GOVERNMENT
Palermo Province

CP/WTL/el

7 October 1943

SUBJECT: Amgot truck 7.
TO : Transport Officer, Amgot H.Q.
THROUGH: Chief Staff Officer.

1. We are forwarding this letter for your attention.
2. After investigation we find that our Amgot truck no. 7. was not out on the date in question. Furthermore the truck concerned was driven by a soldier and all trucks controlled by this H.Q. are driven by civilian personnel.
- 3; It is therefore probable that the truck involved was controlled by Amgot H.Q.

Charles Poletti
CHARLES POLETTI
Lt. Colonel
Senior Civil Affairs Officer



Lst 8/10
5933

/job

10

TENTH PORT OF EMBARKATION
APO 391
Office of the Staff Judge Advocate

5 October 1943

MEMORANDUM - To Colonel Poletti, AMGOT Headquarters.

Maria Leto, the bearer, was hit and injured by AMGOT Truck No. 7 on September 6, 1943, 10:00 a.m., at Piazza Pioppi. In her confusion she came to us for her claim for injuries. We in turn are sending her to you as it is a matter to be handled by AMGOT Headquarters.

Thanking you for your kind attention.

Walter B. Smith

WALTER B. SMITH
Major, JAGD
Staff Judge Advocate.

6932

BY FAST AIR

Traffic Accident Forms.

Military Government Section
A.F.H.Q.

9
AMGOT/390/HQ.

7 Oct.

1. It appears that special Traffic Accident Forms (AF A3681 (ENG. IT)) printed in English and Italian have been prepared for use in this theatre although no instructions as to their use can be traced at this H.Q.
2. The Advanced Stationery Depot at Catania ^{Suit} was asked for a supply of these forms, but stated that they had not got any.
3. Will you therefore please:
(a) state what instructions AFHQ have issued in this matter for both American and British vehicles (including those requisitioned), and,
(b) send to this H.Q. by air 2,000 copies of this form if in fact it is to be used here.

London
Major General,
Chief of ~~the~~ Affairs Officer.

Copy to H.Q. No. 1 District.

5931

Traffic Accident.

8
AMGOT/390/HQ.

H.Q. Seventh Army.

7 Oct.

3.

1. There is forwarded herewith a statement made by one Leto Maria that she was injured by an American Truck (alleged to be numbered A7) near Partinico on 5 Sep. 43. A medical report by the Italian Red Cross is also enclosed.

2. Enquiries made by this H.Q. show that the vehicle in question was not an AMGOT truck.

3. It is believed that some of your vehicles are marked 7A and the correspondence is therefore forwarded to you for any action you may consider necessary.

See 4

Major General,
Chief Civil Affairs Officer.

5950

SUBJECT:- Traffic Accident Forms.

Our Ref:- CAT/103.

To:- AMGOT H.Q.
PALERMO.

From:- Lt. Col. Wellesley,
S.C.A.O.
Province of Catania.



Ref. your AMGOT/228/HQ dated 30 Sep 43.

13 Adv. Stationery Depot is NOT located in CATANIA. I am informed it is still in North Africa. I have, however, forwarded your letter to "D" A.S.D. who have returned it with the information that they cannot supply the required forms, *as they have not got them.*

Catania.
2 Oct 43.



J. Wellesley

Lt. Col.
S.C.A.O.

13/10/43
5929

BY FAST AIR.

ALLIED MILITARY GOVERNMENT

FILE No. AMGOT/228/HQ.

AMGOT HQ., SICILY

30 Sep. 1943.

SUBJECT: Traffic Accident Forms.TO: Officer Commanding
13 Adv. Stationery Depot,
Catania. (through SCAO Catania.)

1. It appears that special Traffic Accident Forms (AF A3681 (ENG-IT)) should be used in this theatre, although no instructions as to their use can be traced at this H.Q.

2. Will you therefore please:-

- (a) Supply urgently to this H.Q. (through SCAO Catania) 1,000 copies of this army form;
- (b) State, if possible, what instructions have been issued for their use; and
- (c) In particular whether they are to be carried on American as well as British vehicles.

h
CHARLES M. SPOFFORD,
Colonel, G. S. C.
Chief Staff Officer.

Serial No.	FILE No.
1942	759
Copy to SCAO	Catania,
forward	the Army Forms as quickly as possible to this H.Q.
<i>Letter forwarded as instructed</i>	
<i>G. Netherley</i>	
Lt. Col.	
S. C. A. O.	
CATANIA 2.10.43.	
3928	

AMGOT HQ
Transportation Office
APO 777



5 Oct. 1943

SUBJECT: Report

TO : Chief Staff Officer

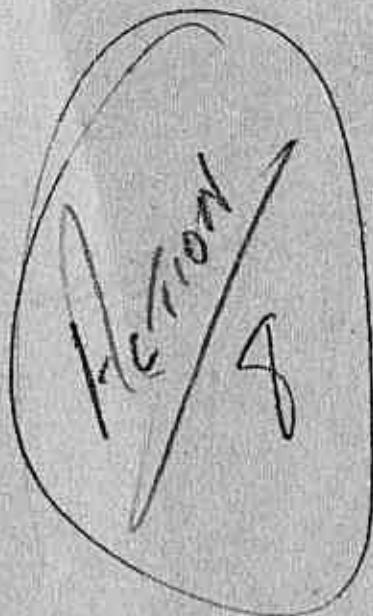
1. As per instructions, I have made enquiries into the attached subject. No AMGOT Hq. vehicles were involved in this accident. -3

2. This office operates no Italian Army vehicles on a permanent basis. Two such trucks were dispatched by this office on 19 Sept. 1943 and returned 25 Sept. 1943. Statements made by the drivers to the undersigned indicate that they were not involved in accidents of any nature.

3. Vehicle no. A7 is a $\frac{1}{4}$ Ton 4x4 (Jeep) and is used on the courier service between Palermo and Caltanissetta-Enna which is in the opposite direction from the town indicated.

4. The undersigned suggest that perhaps the report on the number of the Italian Army vehicle is incorrect, and may be 7A which is painted on all vehicles operated by 7th Army Hq. and certain attached units.

Robert L. Zimmerman
ROBERT L. ZIMMERMAN
2nd Lt. INF
Transportation Off.



5920

Lomb 7/100

Traffic accidents.

American Transport Officer.

AMGOT/390/HQ.

2 Oct.

3.

1. There is forwarded herewith a statement made by one Leto Maria that she was injured by an American Truck (alleged to be numbered A7) near Partinico at about 1000 hrs. on 5 Sep. 43. A medical report by the Italian Red Cross is also enclosed.
2. Please make enquiries as to whether truck A7 or any other American truck at AMGOT HQ was involved in this accident.
3. You should send a report ^{in writing} to the Chief Staff Officer stating the result of your enquiries and any action you have thought necessary to take.

Wm. D. S.
CHARLES H. SPORNOLD,
Colonel, G. S. C.
Chief Staff Officer.

3938

P/A 3/10
85

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