

Declassified E.O. 12356 Section 3.3/NND No. 785020

ACC

10500/120/3505

A 6/3

opened Aug. 1

Declassified E.O. 12356 Section 3.3/NND No. 785020

10000/120/3505

A 6/3

Discipline - Traffic Cremona

Opened Aug. 13, 1945 . Closed Oct 6, 1945
AUG. - OCT. 1945

700

862
No. 3945

Asti 6 Oct. 1945

SUBJECT : Discipline - suspected use of petrol.

TO : Comand o Gruppo "Cremona"

148
7324
From investigations carried out it appears that the car was sent to Milan by the 11 Bn. for the purchase of Mess food. The car was abusively used by some servicemen who had been released or were going on leave, among these Staff Serg. VENTURI Aldo. During its stop at Milan the car was parked by the driver in the yard of Staff Serg. Venturi's house, who used the car abusively.

This Hq. is not aware that Venturi was in possession of any travelling permit signed by a British Officer, nor can we give you any information as to the English addresses held by the Venturi, as the latter was released from the Army on 31 August.

The journey was duly authorized and the infraction was abusively carried out by a serviceman no longer with the Regiment, who took advantage of a comrade's friendship.

However, I have requested the II Bn. Hq. to adhere to a more accurate discipline as regards the use of vehicles, in addition to a better surveillance of same, in order to avoid the repetition of similar facts.

THE CHIEF OF STAFF
Sgd. Col. GIORGIO GERVASONI

Acc 549
25-2-46
action - Cth

0052

Declassified E.O. 12356 Section 3.3/NND No. 785020

From investigations carried out it appears that the car was sent to Milan by the 11 Bn. for the purchase of Mess food. The car was abusively used by some servicemen who had been released or were going on leave, among these Staff Serg. VENTURI Aldo. During its stop at Milan the car was parked by the driver in the yard of Staff Serg. Venturi's house, who used the car abusively.

This Hq. is not aware that Venturi was in possession of any travelling permit signed by a British Officer, nor can we give you any information as to the English addresses held by the Venturi, as the latter was released from the Army on 31 August.

The journey was duly authorized and the infraction was abusively carried out by a serviceman no longer with the Regiment, who took advantage of a comrade's friendship.

However, I have requested the II Bn. Hq. to adhere to a more accurate discipline as regards the use of vehicles, in addition to a better surveillance of same, in order to avoid the repetition of similar facts.

THE CHIEF OF STAFF
Sgd. Col. GORGIO GERVASONI

See 549
45-24
no further action
7/44
Off.

S.V.

COMANDO 21 REGGIMENTO FANTERIA
del Gruppo Comb. "Cremona"
Ufficio Pratiche Giudiziare

Copia

n. 3945 di prot. P.G.

Asti - 6 ottobre 1945

Risposta al foglio n. 04/8045 in data 12 settembre, allegati n. ---
oggetto: Disciplina - uso sospetto di bersaglieri

AL COMANDO GRUPPO COMBATTIMENTO "CREMONA"

P.M. 64

Dell'inchiesta fatta e' risultato che la macchina venne inviata a Milano dal II Btg. per acquisto generi di mensa e di essa ne approfittarono alcuni militari congedanti e licenziandi, fra i quali il serg. magg. VENTURI Aldo.

Durante la sosta a Milano, la macchina fu parchata dall'autista nel cortile chiuso della casa del Venturi, il quale ne approfittò abusivamente.

Non consta a questo Comando che il Venturi fosse in possesso di fogli di viaggio a firma di ufficiale inglese, come pure non e' possibile dare alcun chiarimento sugli indirizzi inglesi in possesso del Venturi, in quanto quest'ultimo dal 31 agosto e' stato collocato in congedo.

Come notasi, la macchina e' stata regolarmente comandata e l'infrazione rilevata e' stata commessa abusivamente da un militare non piu' in forza al Reggimento, che ha approfittato della fiducia di un compagno.

Ho, comunque, provveduto a richiamare il Comando del II Btg. ad una piu' accurata disciplina sull'impiego dei mezzi, oltre a maggior sorveglianza degli stessi, in modo di evitare che possano ripetersi casi analoghi a quello che forma oggetto del presente foglio.

d'ordine
IL COLONNELLO COMANDANTE
P.to Giorgio Gervasoni

COMANDO DIVISIONE DI FANTERIA "CREMONA"
Ufficio del Capo di S.M. Sez. Pers. e S. gr.

n. 04/10627 di prot.

P.M. 64 Torino, 16 ottobre 1945

P.G.

AL 51 BLU

SEDE

5497 524 A

743

..... per conoscenza, riferimento A/595 del 1 c.m.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Milano dal II Btg. per acquisto generi di mezza e di essa ne sprofittarono alcuni militari congedanti e licenziandi, fra i quali il serg. magg. VENTURI Aldo.

Durante la sosta a Milano, la macchina fu parchata dall'autista nel cortile chiuso della casa del Venturi, il quale ne approfittò abusivamente.

Non consta a questo Comando che il Venturi fosse in possesso di fogli di viaggio a firma di ufficiale inglese, come pure non è possibile dare alcun chiarimento sugli indirizzi inglesi in possesso del Venturi, in quanto quest'ultimo dal 31 agosto e' stato collocato in congedo.

Come notasi, la macchina e' stata regolarmente comandata e l'infrazione rilevata e' stata commessa abusivamente da un militare noi piu' in forza al Reggimento, che ha approfittato della fiducia di un compagno.

Ho, comunque, provveduto a richiamare il Comando del II Btg. ad una piu' accurata disciplina sull'impiego dei mezzi, oltre a maggior sorveglianza degli stessi, in modo di evitare che possano ripetersi casi analoghi a quello che forma oggetto del presente foglio.

d'ordine
IL COLONNELLO COMANDANTE
F.to Giorgio Gervasoni

COMANDO DIVISIONE DI PANTERIA "CEEMONA"
Ufficio del Capo di S.M. Sez. Pers. e S.gr.

n. 04/10627 di prot.

P. 4.

AL 51 BLJ

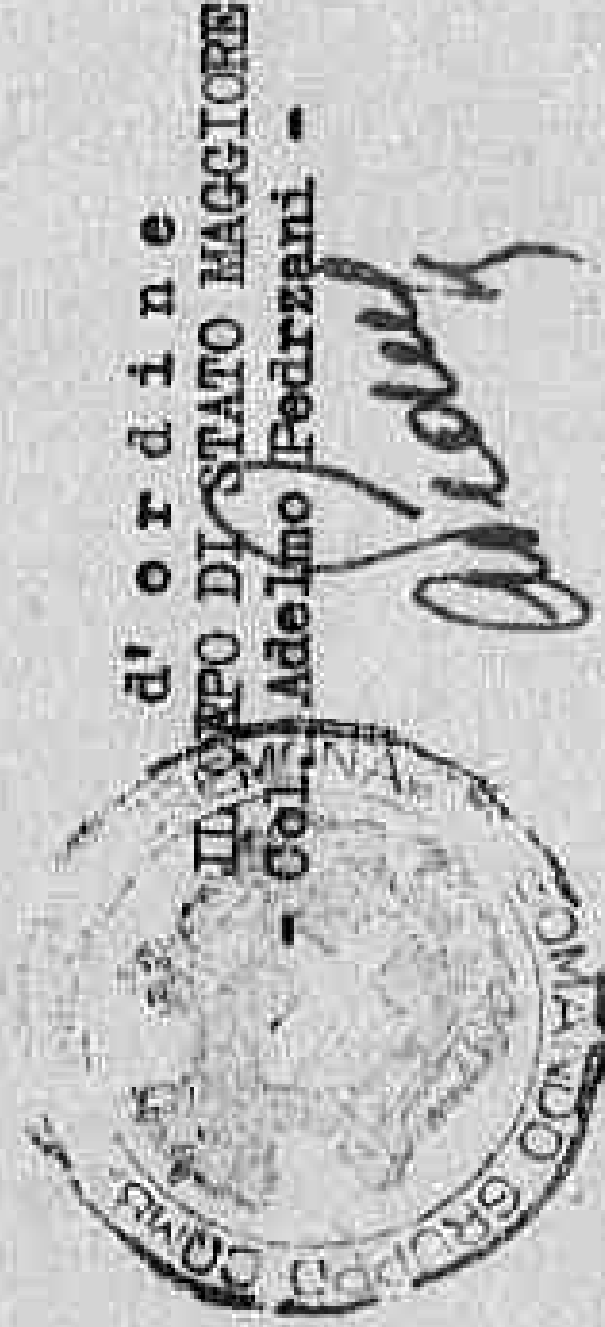
P.M. 64 Torino, 16 ottobre 1945

SEDE

549A 524A

743

..... per conoscenza, riferimento A/595 del 1 c.m.



BRITISH ARMY UNIT	194
18 OCT 1945	
A 6/3	

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Traffic Accident 7 Oct 45 in
VAN HANNEVRO, TUNIS.

51 British Liaison Unit.

A G/3.

For "A" ranch,
HQ 7 AREA.

Ref telephone conversation of 11 Oct 45, herewith reports from Command
21 Inf Regt and Public Safety Commissioner, TUNIS, regarding the above accident
involving a Jeep driven by Corporal PIETRO ANGULO, A/IC Coy 21 Inf Regt.

Field.
18 Oct 45.
/RH.

Staff Capt,
for Lt-Col.

742

21 INFANTRY REGIMENT "CANTINI"

147A

REPORT ON ACCIDENT WHICH OCCURRED IN VIA MARCONI 6, TUESDAY AT 1800 HRS.

On Sunday 7 Oct, at about 1800 hrs, III Bn Cord was turned over the phone that an Italian Jeep had run over civilians in Via Magliorini, and that the accident was of a serious nature. A truck was immediately sent to the spot with Lt FALCETTI, Lt Col S. Paolo and a preliminary investigation. He escorted the P.S. Sgt of Borgo S. Paolo and the driver of the Jeep, who was to be questioned to III Bn. The car was immobilized on the sidewalk, guarded by a soldier who happened to be in Via Magliorini when the accident occurred.

After being treated at the RAP of the II Bn, the driver of the Jeep, Cpl RAVENNA Angelo, of the 4th Coy of this Regt was questioned. It appeared from the questioning that Cpl RAVENNA, after having driven to TAVEN Major MAURO Giuseppe - Adj of the Regt - was driving to Caserma Perotti in order to deliver a message to Lt Col CAVALLI, Cmd of III/24. In Via Magliorini at the crossing with Via Garoglio, a cyclist who remained unidentified, crossed his path from right to left, and the driver to avoid running over him steered violently to the left, thus crashing against the opposite wall. Unfortunately at that moment several persons were on the sidewalk and three of them (women on the P.S. report attached hereto) were run over. A boy died on the spot, whilst the other two died later at the Mauriziano Hosp, where they had been carried at once by an ambulance of the Landin factory.

Soon after interrogation, the driver was taken to III Bn RAP, on account of his being injured; he should recover in 10 days, whilst the infirmarian Cpl RAVENNA of the Mater Coy of this Regt who was in the Jeep in order to show the way to Cpl RAVENNA, was also taken to the hospital, from where he was discharged the day after; he will recover in 20 days. He was later questioned and confirmed Cpl RAVENNA's statement. After the interrogation III Bn had the Jeep removed from the street, and had it towed to Caserma Perotti. Next morning, the car and driver were sent to ASL, this Bn, where they are still to be found.

In addition to your HQ: the Military Territorial Command of INTRA was informed of the accident, whilst the P.S. Commissioner of Borgo S. Paolo informed the Procuratore del Regno to this effect.

On Monday morning the relatives of the victims, called at the III Bn and arrangements were made for the funerals. As far as the legal action against the driver is concerned, (apparently he is not wholly guilty), the whole matter was turned over to the Comando Territoriale - Ufficio Presidenziale - where all the relatives of the victims were sent.

On Tuesday morning the funerals took place; the five officers (among whom Capt CARALLO) and 60 named men of the III Bn attended. In behalf of the 24 Inf Regt a wreath was sent and at the relations request a lorry to carry the bodies to the cemetery was also provided.

On the 9 Oct the Procura del Regno sent to the P.S. Commissioner of Borgo S. Paolo and to III Bn a message, copy attached, ordering the acquisition of the Jeep. In accordance with instructions of this HQ, III Bn sent Capt AGOSTA, Cmdr, Adj of III Bn, to the aforementioned Procuratore, informing him that the Jeep could not be reconstructed, but remained at the disposal of the legal authorities.

crashed his own right to left, and the car to avoid striking over him steered violently to the left, thus crashing against the opposite wall. Unfortunately at that moment several persons were on the sidewalk and three of them (names on the P.S. report attached hereto) were run over. A boy died on the spot, whilst the other two died later at the Hospital Regio, where they had been carried at once by an ambulance of the Landia factory.

Soon after interrogation, the car was taken to III Inf Regt, on account of his being injured he should recover in 40 days, whilst the investigation of the Morteo Coy of this Regt who was in the Jeep in order to show the way to Cpl. HERRERA, was also taken to the Hospital, even where he was dismissed the day after he will recover in 20 days. He was later questioned and confirmed Cpl. HERRERA's statement. After the interrogation III Inf had the Jeep removed from the street, and had it towed to Caserna Perotti. Next morning, the car and boy were sent to AMTL, this Inf, where they are still to be found.

In addition to your Regt, the Military Territorial Command of TURIN was informed of the accident, whilst the P.S. Commissioner of Borgo S. Paolo informed the Procuratore del Regio to this effect.

On Monday morning the relatives of the victims, called at the III Inf and arrangements were made for the funeral. As far as the legal action against the car is concerned, (apparently he is not wholly guilty), the whole matter was turned over to the Comando Territoriale - Ufficio Presidenza - where all the relatives of the victims were sent.

On Sunday morning the funerals took place; the five officers (among whom Capt. CASALINO) and 60 unnamed men of the III Inf attended. (In behalf of the 24 Inf Regt a wreath was sent and at the relations request a lorry to carry the bodies to the cemetery was also provided.

On the 9 Oct the Procura del Regio sent to the P.S. Commissioner of Borgo S. Paolo and to III Inf a message, copy attached, ordering the sequestration of the Jeep. In accordance with instructions of this Inf, III Inf sent Capt. ACQUISTA Goffredo, adjt of III Inf, to the aforesaid Procuratore, informing him that the Jeep could not be sequestered, but remained at the disposal of the legal authorities at the Regt of this Regt in AMTL. So far nothing further has been heard of the matter. It is the opinion of the employees of the Procura that the car was partly at fault, not libly, because of the excessive speed at which he was driving.

Giorgio Carvanti,
Capt 24 Inf Regt.

- (2) **WALTER G. BROWN** of the Late Antonio and Michaela Padellaro, born in Berlin on 25 Dec 1913, living at Via Salotto 39, in Palermo.
- (3) **SAVANTINO PIERO** of Giuseppe and Rosalia Maria, born in Berlin on 13 Jul 1906, residing at Via Polito 29, student.

Last night, at about 1730 hrs, a Jeep driven by Sgt. WILLIAM ANGELI of Palermo and Antonio Padellaro, born at Santa Maria (Messina) on 12 Mar 1922, driver at the 31st Regt, a 3rd Army unit, and at Caserma Barbed in Corso Mazzelloni, on driving along Via Mazzelloni from Piazza Sabazia, to Corso Mazzelloni.

In he reached the corner of Via Caraglio, in order to avoid running into a civilian who was coming up this street the night, the driver observed to the left and in failing to find the Jeep in a straight line, he turned right, he served the last bend of Via Mazzelloni and subsequently crossed against the wall of the Lancia Padellaro. At this moment some person was on the sidewalk and walking in the same direction as the Jeep. Some of these and, possibly, some others, were fully run-over by the Jeep, which caused them fatal injuries. They were looked after at once by the people that were on the spot and by other pedestrians and were carried inside the factory. They were then taken to the Mazzelloni Hospital in this way to the long Antonio Savantino died of fractured skull. The father of Giuseppe Savantino died at 203 hrs, on account of fractures of the skull and right leg, while John Mazzelloni died at 2145 hrs for severe shock and fracture of leg and arm.

In the military car, in addition to the driver was also the soldier UMBERTO of the Late Benedetto and Virginia Caraglio, born at Caserma on 11 Sep 1927, of the former Coy of Division "Garibaldi", stationed at Caserma Barbed in Corso Mazzelloni.

Both the driver and soldier UMBERTO were injured as to the seriousness of the injuries reported by the former the records of the diagnosis is waited. As regards soldier UMBERTO, who was also treated at the Mazzelloni Hospital, he will be 746 in 30 days for business on the rear legs and right hand amputated.

As for the cyclist he remained unidentified.

The husband of Maria Mazzelloni, Savantino Luigi of the Late Giovanni aged 40 months, who was with the wife and the other relatives when the accident occurred, stated that yesterday, at about 1730 hrs several relatives of his called at their place and decided to go for a walk, along Via Mazzelloni.

After passing the corner of the Lancia Padellaro, between Via Mazzelloni and Via Caraglio, all of a sudden he saw the military car coming the sidewalk and crash against the wall, at a distance of 100 m from the corner. In front of him were his wife with their cousin Savantino Giuseppe and their nephew Savantino Antonio who were run-over by the Jeep.

Savantino Luigi was unable to make any statement as to how the accident occurred, and happened suddenly while he was talking to his relatives who were just a few steps from the previous run-over.

Declassified E.O. 12356 Section 3.3/NND No. 785020

...the fact of the accident; he said that he is about as old as the other ...
...was not possible to identify him, because when the witness ...
...he had already left. ...
...and his own ...

If possible we will send you the medical certificate concerning the driver,
the statement of the soldier ...
eventual witness seen or further reports on the accident.

Attached hereto are the medical certificate issued by the ...
Hospital, the statements of the cross-examination of the driver, of ...
and of the ...
are that at the ...

THE ...
(and) ...

662

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject Traffic Accident.

To

51310 (and for TAGRA)

Comando Territoriale (for info.)

[Signature]

04/10754

13 Oct 45

Ref message A-614 dated 11 Oct 45 the attached report
is fwd.

(592) Mrg. Tagliani
for
L. of S.

738

147E
21st INFANTRY REGT. "CREMONA".

Report on accident which occurred in Via Monginevro 8, Turin at 1800 hours.

On Sunday the 7th instant, at about 1800 hrs. the III Bn. Cmdr. was ~~warned~~ ^{advised} over the 'phone that an Italian Jeep had ~~run over~~ ^{run over} with civilians truck was immediately sent on the spot with Lt. TANZELLA Loris, who after carrying out a preliminary investigation, escorted the P.S. ~~of~~ ^{of} Borgo S. Paolo and the driver of the jeep, who was to be ~~guardian~~ ^{guardian} of the Bn. HQ. The car was immobilized on the sidewalk, guarded by a soldier who happened to be in Via Monginevro when the accident occurred.

After being treated at the infirmary of the III Bn., the driver of the Jeep, Corporal PROVENZI Angelo, of the A/TK Coy of this Regt. was ~~examined~~ ^{examined}. It appeared from the cross-examination that Corporal Provenzi, after having driven to Turin Major Mango Giuseppe - Adjutant to Lt. Col. GENOVESE, Cmdr. of III/21. In via Monginevro at the crossing with Via Caraglio, a cyclist who remained unidentified, crossed his way ~~on the right~~ ^{on the right}, and the driver to avoid running him over steered violently ~~on~~ ^{on} the left, thus crushing against the opposite sidewalk, and thence against the wall of the Lancia Factory. Unfortunately, at the moment several persons were on the sidewalk and three of them (names on the P.S. report attached hereto) were run-over. A boy died on the spot, whilst the other two died later on at the Mauriziano Hospital where they had been carried at once by an ambulance of the "Lancia" factory.

Soon after the ~~cross-examination~~ ^{investigation}, the driver was taken to the III Bn. Infirmary, on account of his being injured; he ~~will~~ ^{has} recover in 10 days, ~~safe complications~~ ^{safe complications}, whilst the infantryman CUCE' Antonio, ~~shot~~ ^{shot} Mortarz way to Corp. Provenzi, was also taken to the Mauriziano, from where he was dismissed the day after; he will recover in 20 days, ~~see~~ ^{see}. He was later ~~examined~~ ^{examined} and confirmed Corp. Provenzi's statement. After the ~~cross-examination~~ ^{investigation}, the III Bn. had the jeep removed from the street, and had it towed to Caserma Perotti. The morning ~~after~~ ^{after}, the 8th inst., the car and the driver were sent to Asti, ~~at~~ ^{to} this HQ. where they are still to be found.

In addition to ~~your~~ ^{your} HQ.; the Military Territorial Command of Turin, was informed of the accident, whilst the P.S. Commissioner of Borgo S. Paolo informed the Procuratore del Regno to this effect.

On Monday morning the relatives of the victims, called at the HQ. and arrangements were made for their transport.

After being treated at the infirmary of the III Bn., the driver of the Jeep, Corporal PROVENZI Angelo, of the A/TK Coy of this Regt. was ~~examined~~. It appeared from the cross-examination that Corporal Provenzi, after having driven to Turin Major Mango Giuseppe - Adjutant of the Regt. was driving to Caserma Perotti in order to deliver a message to Lt. Col. GENOVESE, Cmdr. of III/21. In via Monginevro at the crossing with Via Caraglio, a cyclist who remained unidentified, crossed his way ~~on the right hand~~, and the driver to avoid running him over steered violently ~~on the left~~, thus crushing against the opposite sidewalk, and thence against the wall of the Lancia Factory. Unfortunately, at the moment, several persons were on the sidewalk and three of them (names on the P.S. report attached hereto) were run-over. A boy died on the spot, whilst the other two died later on at the Mauriziano Hospital where they had been carried at once by an ambulance of the "Lancia" factory.

Soon after the ~~cross-examination~~ ^{interrogation}, the driver was taken to the III Bn. Infirmary, on account of his being injured; he ~~will~~ ^{will} recover in 10 days, ~~safe complications~~, whilst the infantryman CUCE, Antonio ~~shot~~ ^{shot} Mortara Coy of this Regt. who had ~~stopped~~ in the jeep in order to ~~exchange~~ the way to Corp. Provenzi, was also taken to the Mauriziano, from where he was dismissed the day after; he will recover in 20 days. ~~He was~~ ^{He was} later ~~examined~~ and confirmed Corp. Provenzi's statement. After the ~~cross-examination~~, the III Bn. had the jeep removed from the street, and had it towed to Caserma Perotti. ~~The morning after~~, the 8th inst., the car and the driver were sent to Asti, ~~to~~ ^{to} this HQ. where they are still to be found.

In addition to ~~this~~ ^{your} HQ.; the Military Territorial Command of Turin, was informed of the accident, whilst the P.S. Commissioner of Borgo S. Paolo informed the Procuratore del Regno to this effect.

On Monday morning the relatives of the victims, called at the III Bn. and arrangements were ~~taken~~ ^{made} for the funerals. As far as the ~~legal~~ ^{legal} action against the driver is concerned, and ~~charged~~ ^{as to his responsibilities}, to the Comando Territoriale - Ufficio Presidio - where all the relatives of the victims were ~~at~~ ^{sent}.

On Tuesday morning the funerals took place; ~~these~~ ^{these} instructions of the III Bn. Command ~~to the~~ ^{to the} 5 Officers (among whom Capt. Catalano) and 60 ~~non-armed men~~ ^{armed men}. On behalf of the 21 Inf. a wreath was sent ~~to~~ ^{to} and upon the victims' relations' request a lorry to carry the dead bodies to the cemetery ~~was also provided~~.

* Public Security

147E

On the 9th instant the Procura del Regno sent to the P.S. Commissariat of Borgo S. Paolo and to III Bn; the message, copy attached, hereto in copy, with ~~the~~ ^{the} message, copy jeep was ordered. ~~the~~ ^{the} the sequestration of the HQ of III Bn. sent Capt. ACQUISTA Goffredo - ~~and~~ ^{and} Adjutant of the III Bn. to the aforesaid Procuratore, ~~xx~~ ^{xx} informing him that the jeep could not be sequestered, but remained at the disposal of the Judicial Authorities, ~~at the workshop of this Regt. in Asti.~~ ^{at the workshop of the Regt. in Asti.} To ~~the~~ ^{the} date ~~and~~ ^{and} further ~~no~~ ^{no} ~~have~~ ^{have} ~~been~~ ^{been} ~~received~~ ^{received} in this respect ~~and~~ ^{and} ~~nothing~~ ^{nothing} ~~was~~ ^{was} ~~seen.~~ ^{seen.} For your guidance we would advise you that ~~it is the opinion of the employees of the Procura~~ ^{it is the opinion of the employees of the Procura} that the driver has ~~his~~ ^{his} ~~part~~ ^{part} ~~of~~ ^{of} responsibility, ~~on account, because~~ ^{on account, because} of the excessive speed at which he was driving.

THE COLONEL COMMANDING
Sgd. GIORGIO GERVASONI

of the excessive speed. at which he was driving.

THE COLONEL COMMANDING
Sgd. GIORGIO GERVASONI

736

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

MESSAGE DELIVERED PERSONALLY.

COPY

Turin, 9 Oct. 1945

FROM THE PROCURA DEL RE
TO COMMISSARIATO DI P.S. of BORGO S. PAOLO.

Re Report No.9190 of the 8 instant, relating to the
fatal accident to three persons, sequestration of vehicle and its
parking at the garage of the Questura urgently requested.

sent by Secretary Rabbi
received by Ronco.

IL SOSTITUTO PROC.DEL REGNO

sgd. Caccia.

735

1474
QUESTURA I TURINO - SEZIONE DI S. PAOLO
Via Cesana 52

No. 9190

Turin 8 Oct. 1945

Message personally delivered
Urgent Copy.

To: Public Prosecutor Turin
R. Quattrone - Dis. II Turin
NO 21 Inf Regt Turin
Antitank Coy, 21 Inf Regt.

SUBJECT: Car accident with fatal consequences to:

- 1) - FROLA GIUSEPPINA in Savant-Ros of the late Antonio and of the late Serafino Rosa, born in Turin on 29 Sept. 1907, housewife, living at Via Monginevro No. 37.
- 2) - SAVANT-ROS GIUSEPPE of the late Antonio and Michela Maddalena born in Turin on 25 December 1910, living at Via Faletto 39, mechanic.
- 3) - SAVANT-ROS PIETRO of Giuseppe and Rosetta Maria, born in Turin on 13 July 1926, residing at Via Faletto 29, student.

Last night, at about 1730 hrs. a jeep driven by Corp. PROVENZI Angelo of Pietro and Amedei Antonia, born at Comun Nuovo (Bergamo) on 12 March 1922, driver at the 21 Inf. Regt. - A.TK Coy. stationed at Caserma Perotti in Corso Brunelleschi, was driving along Via Monginevro from Piazza Sabotino, to Corso Brunelleschi.

As he reached the corner of Via Caraglio, in order to avoid running into a cyclist who was coming up the street (in the night), the driver steered to the left, in this direction failing to put the jeep in its original direction, he crashed against the left-hand sidewalk of Via Monginevro and subsequently crushed against the wall of the the Lancia Factory. At the moment a few persons were on the sidewalk and walking in the direction of the factory three of these and precisely those stated above, were fully run-over by the vehicle, which caused them fatal injuries. They were looked after at once by the people that were on the spot and by other pedestrians and were carried inside the factory, thus with an ambulance, they were carried to the Mauriziano Hospital. On his way to the Hospital Antonio Savant-Ros died of skull trauma. The father of Giuseppe Savant-Ros died at 2000 hrs; on account of fracture of the skull and right leg, while Fola Giuseppina died at 2045 hrs. for severe traumatic shock and fracture of leg and jaw.

housewife, living at Via Monginevro No.37.

2) - SAVANT-ROS GIUSEPPE of the late Antonio and Michela Maddalena born in Turin on 25 December 1910, living at Via Faletto 39, mechanic.

3) - SAVANT-ROS PIETRO of Giuseppe and Rosetta Maria, born in Turin on 13 July 1926, residing at Via Faletto 29, student.

Last night, at about 1730 hrs. a jeep driven by Corp. PROVENZI Angelo of Pietro and Amedei Antonia, born at Comun Nuovo (Bergamo) on 12 March 1922, driver at the 21 Inf. Regt. - A.TK Coy. stationed at Caserma Perotti in Corso Brunelleschi, was driving along Via Monginevro from Piazza Sabotino, to Corso Brunelleschi.

As he reached the corner of Via Caraglio, in order to avoid running into a cyclist who was coming up the street, the driver steered to the left, in this action failing to put the jeep in its original direction, he struck the left-hand sidewalk of Via Monginevro and subsequently crushed against the wall of the Lancia Factory. At the moment ~~the~~ persons were on the sidewalk and walking in the direction of the car; three of these and precisely those stated above, were fully run-over by the vehicle, which caused them fatal injuries. They were looked after at once by the people that were on the spot and by other pedestrians and were carried inside the factory, thus with an ambulance, they were carried to the Mauriziano Hospital. On his way to the Hospital Antonio Savant-Ros died of skull trauma. The father of Giuseppe Savant-Ros died at 2000 hrs; on account of fracture of the skull and right leg, while Fola Giuseppina died at 2045 hrs. for severe traumatic shock and fracture of leg and jaw.

734

On the military car, in addition to the driver was also the soldier CUCE, Antonio ~~Beneditto~~ Cavaglia Grazia, born at Catania on 11 Sept. 1927, of the Mortar Coy of Division "Cremona", stationed at Caserma Perotti - at Corso Brunelleschi.

Both the driver and the soldier CUCE were injured; as to the seriousness of the injuries reported by the former the result of the diagnosis is awaited. As regards soldier Cuce, who was also treated at the Mauriziano Hospital, he will recover in 20 days for bruises on the lower lip and slight brain concussion.

1471

After passing the corner of the Lancia factory, between Via Monginevro and Via Caraglio, all of a sudden he saw the military car strike the sidewalk and crush against the wall, at a distance from him of abt. one or two meters. In front of him were his wife with the



Case

time

English **Policemen**

55

Savant-Ros Luigi was unable to make any statement as to how the accident occurred, as it happened suddenly, while he was talking with his relations who were just a few steps from the persons run-over.

The eye-witness Perosini Antonio, aged 47, watch-maker, stated that yesterday at abt. 1730 hrs. he was walking down Via Monginevro to Corso Trapani. When he was at abt. 4 meters from the crossing with Via Caraglio, he saw the military car coming up, which to avoid the cyclist, steered on the left. The cyclist remained uninjured; he only struck the fore-wheel of the bicycle against the rear wheel of the vehicle. The latter, and Mr. Perosino does not see the reason why, instead of ~~turning left~~ on its original ~~new~~ direction, went ~~down~~ Via Monginevro, thus crushing violently against the wall of the "Lancia" Factory.

On account of the rapidity with which the facts occurred, and being the pedestrians in front of him, he was unable to see the persons run-over, but heard ~~the~~ their cries, and offered his assistance.

From the spot where Mr. Perosino was to the place where the accident occurred, there is a distance of abt. 15 meters, not more; The latter states that the cyclist stopped on the spot of the accident; he adds that he is abt. 30 years old, and that it was not possible to identify him, because when the ~~examined~~ Policemen ~~of~~ this office arrived he had already left. ~~Investigations~~ are being carried out as regards both his identification and his cross-examination.

If possible we will send you the medical certificate concerning the driver, the statement of the soldier Cyce Antonio's cross-examination and statements of other eventual witnesses. ~~new~~ further reports on the accident.

733

Attached hereto are: the medical Certificate issued by the Mauriziano Hospital, the statements of the cross-examination of the driver, of Savant-Ros Luigi and of the eye-witness Perosino Antonio. We wish to inform you that the dead bodies are at the Mauriziano Hospital and at the disposal of the Procura del Re.

THE PUBLIC SAFETY COMMISSIONER
sgd. Giudice Dr. Luigi.

cg/.

1475
COMANDO GRUPPO COMBATTIMENTO " CREMONA "
Ufficio del Capo di Stato Maggiore
Sezione Personale e Segreteria

n. 04/10754 di prot.

Torino, 13 ottobre 1945

OGGETTO : Investimento automobilistico.

→ AL 51° B. L. U. (anche per il 7 AGRA)
e , per conoscenza :

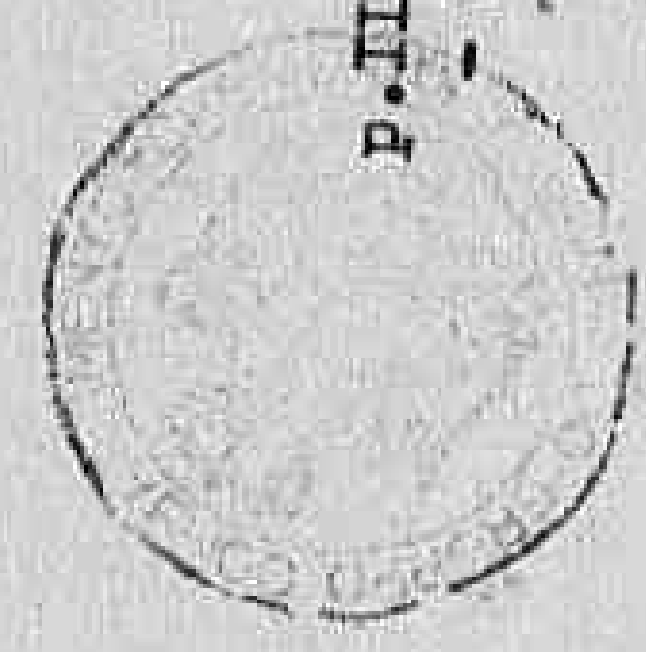
S E D E

AL COMANDO MILITARE TERRITORIALE

TORINO

.....

In esito al fono n. A. 614 in data 11 corrente, si
trasmette il rapporto richiesto.



d'ordine
P. IL CAPO DI STATO MAGGIORE a.p.s.
- Magg. Albino Taglioni -

Magg. Taglioni

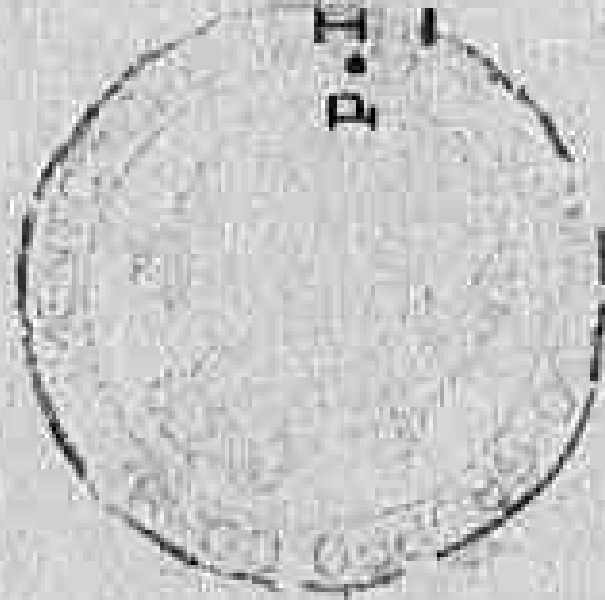
14 OCT 1945

e, per conoscenza:

AL COMANDO MILITARE TERRITORIALE

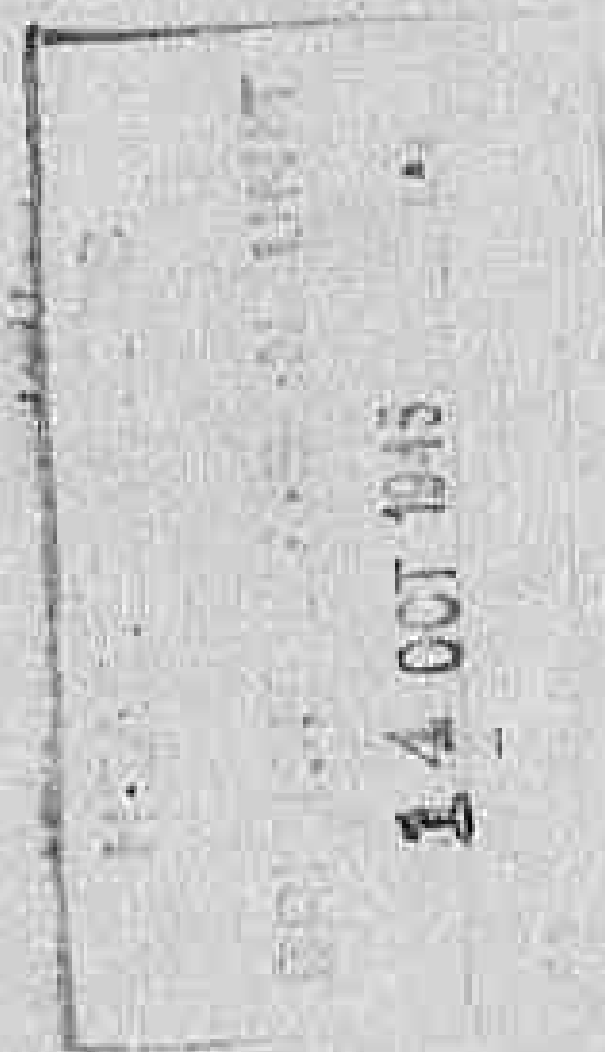
TORINO

.....
In esito al fono n. A. 514 in data 11 corrente, si
trasmette il rapporto richiesto.



d'ordine
P. IL CAPO DI STATO MAGGIORE a.p.s.
- Magg. Albino Taglioni -

Magg. Caplini



732

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO 21° REGGIMENTO FANTERIA "CREMONA"

RELAZIONE SULL'INCIDENTE AVVENUTO LA SERA DEL 7 CORRENTE ALLE ORE 18
CIRCA IN VIA MONGINEVRO A TORINO.

Domenica 7 c.m., alle ore 18 circa, il comando del III Btg. veniva informato telefonicamente che in Via Monginevro una Jeep italiana aveva investito dei civili e che l'incidente rivestiva carattere di gravità. Fu subito provveduto ad inviare sul luogo un autocarro leggero del III Btg., con a bordo il tenente TANZELLA Loris, il quale, dopo i primi accertamenti del caso, provvedeva ad accompagnare in caserma del btg. il brigadiere di P.S. di Borgo S. Paolo, subito accorso sul luogo dell'incidente, insieme all'autista della Jeep, il quale doveva essere interrogato. L'autovettura, frattanto, era sempre immobilizzata sul marciapiedi, piantonata però da un soldato che si era trovato a passare per Via Monginevro subito dopo l'incidente.

Medicato all'infermeria del III Btg., il cap. magg. PROVENZI Angelo, della compagnia cannoni di questo rgt., autista della Jeep, fu dal brigadiere sotto posto ad interrogatorio. Da questo risultava che il Provenzi, dopo aver accettato di dirigersi verso la caserma Perotti per consegnare un plico di questo comando al tenente col. GENOVESE, comandante del III/21°. Giunto in Via Monginevro, e precisamente all'incrocio di questa con Via Caraglio, un ciclista, successivamente rimasto sconosciuto, gli attraversava la strada dalla parte destra, ed egli, per evitarne il sicuro investimento, sterzava violentemente a sinistra, andando a cozzare contro l'opposto marciapiede e, successivamente, sul muro dello stabilimento "Lancia". Disgraziatamente, in quel momento passavano sul marciapiede varie persone e tra di queste, (vedi nominativi nel rapporto della P.S. che si allega in copia), venivano investite in pieno. Un ragazzo decedeva sul posto, mentre le altre due perivano successivamente all'ospedale Mauriziano, dove erano state trasportate di urgenza a mezzo di una autambulanza in servizio presso lo stabilimento "Lancia".

L'autista, subito dopo l'interrogatorio, fu ricoverato nell'infermeria del III Btg., avendo riportato lesioni guaribili in 10 gg. s.c., mentre il fante CUCI' Antonio, della compagnia mortai da 76 di questo rgt., che era salito sulla Jeep per indicare la strada al Provenzi, veniva ricoverato anche lui al Mauriziano, da dove veniva, però, dimesso il giorno dopo, guaribile in 20 gg. s.c. Interrogato successivamente, confermava in pieno la dichiarazione fatta dal Provenzi.

Dopo terminato l'interrogatorio, il III Btg. provvedeva a far rimuovere la jeep dalla strada, facendola trasportare alla Caserma Perotti. Il mattino successivo, 8 corrente, la vettura e l'autista venivano inviati ad Asti, presso questo comando, dove si trovano tuttora.

Del fatto, oltre questo comando, veniva anche informato il Comando Territoriale di Torino - ufficio Presidio - mentre il Commissariato di P.S. di Borgo S. Paolo, da parte sua, provvedeva a darne comunicazione al Procuratore del Regno.

Il lunedì mattina si presentavano al comando del III Btg. i parenti delle vittime, con i quali venivano presi accordi per i funerali. Per ciò che riguarda l'azione penale e carico dell'autista e per l'accertamento delle responsabilità, che sembra non debbano essere

posto ad interrogatorio. Da questo risultava che il Provenzi, dopo aver accompagnato a Torino il maggiore MANGO Giuseppe - Aint. Magg. in 1° del rgt., si dirigeva verso la caserma Perotti per consegnare un plico di questo comando al tenente col. GENOVESE, comandante del III/21°. Giunto in Via Monginevro, e precisamente all'incrocio di questa con Via Caraglio, un ciclista, successivamente rimasto sconosciuto, gli attraversava la strada dalla parte destra, ed egli, per evitarne il sicuro investimento, sterzava violentemente a sinistra, andando a cozzare contro l'opposto marciapiede e, successivamente, sul muro dello stabilimento "Lancia". Disgraziatamente, in quel momento passavano sul marciapiede varie persone e tra di queste, (vedi nominativi nel rapporto della P.S. che si allega in copia), venivano investite in pieno. Un ragazzo decedeva sul posto, mentre le altre due perivano successivamente all'ospedale Mauriziano, dove erano state trasportate in urgenza a mezzo di una autambulanza in servizio presso lo stabilimento "Lancia".

L'autista, subito dopo l'interrogatorio, fu ricoverato nell'infermeria del III Btg., avendo riportato lesioni guaribili in 10 gg. s.c., mentre il fante CUCE' Antonio, della compagnia mortai da 76 di questo rgt., che era salito sulla Jeep per indicare la strada al Provenzi, veniva ricoverato anche lui al Mauriziano, da dove veniva, però, dimesso il giorno dopo, guaribile in 20 gg. s.c. Interrogato successivamente, confermava in pieno la dichiarazione fatta dal Provenzi.

Dopo terminato l'interrogatorio, il III Btg. provvedeva a far rimuovere la jeep dalla strada, facendola trasportare alla Caserma Perotti. Il mattino successivo, 8 corrente, la vettura e l'autista venivano inviati ad Asti, presso questo comando, dove si trovano tuttora.

Del fatto, oltre questo comando, veniva anche informato il Comando Territoriale di Torino - ufficio Presidio - mentre il Commissariato di P.S. di Borgo S. Paolo, da parte sua, provvedeva a darne comunicazione al Procuratore del Regno.

Il lunedì mattina si presentavano al comando del III Btg. i parenti delle vittime, con i quali venivano presi accordi per i funerali. Per ciò che riguarda l'azione penale a carico dell'autista e per l'accertamento delle responsabilità, che sembra non debbano ricadere completamente sull'autista, si rimetteva il tutto al Comando Territoriale - Ufficio Presidio - dove venivano indirizzati tutti i parenti.

Martedì mattina ebbero luogo i funerali, ai quali il comando del III Btg. inviò rappresentanza: 5 ufficiali (fra cui il cap/no CATALANO) e 60 uomini disarmati. Fu inviata anche una corona di fiori a nome del 21° rgt. fanteria, ed a richiesta dei congiunti, anche una macchina leggera per il trasporto delle salme dall'ospedale al cimitero.

147C

Il giorno 9 corrente la Procura del Regno inviò al Commissariato di P.S. di Borgo S. Paolo ed al III Btg., il fono che si allega in copia, con il quale ordinava il sequestro della Jeep. Dopo accordi presi con questo comando, il comando del III Btg. inviò presso il suddetto Procuratore il Capitano ACQUISTA Goffredo - Aiutante Maggiore in 2° del III° Btg. - il quale fece presente che la Jeep non poteva essere sequestrata, ma che si trovava sempre a disposizione dell'Autorità Giudiziaria presso l'officina di questo reggimento in Asti. A tutt'oggi non è arrivate nessun'altra comunicazione al riguardo e non si sono verificate altre novità. A titolo orientativo comunicasi che è opinione dei funzionari della Procura che l'autista abbia la sua parte di responsabilità a causa, quasi certamente, dell'eccessiva velocità della sua macchina.

IL COLONNELLO COMANDANTE
F/to Giorgio Gervasoni

P. C. C.
IL CAPO SEZ. PERS. E SEGR. ff.
-ten.col. Ruggiero Riccardo-

Ruggiero

velocità della sua macchina.

IL COLONNELLO COMANDANTE
F/to Giorgio Gervasoni

P. C. C. C.
IL CAPO SEZ. PERS. E SEGR. ff.
-ten. col. Ruggiero Riccardo-

Ruggiero

Declassified E.O. 12356 Section 3.3/NND

No. 785020

730

Declassified E.O. 12356 Section 3.3/NND No. 785020

Copia

FONOGRAMMA A MANO

Torino, li 9 ottobre 1945

DALLA PROCURA DEL REGNO
AL COMMISSARIATO DI P.S. DI BORGO S. PAOLO

-CITTA'-

Riferimento rapporto n. 9190 dell'8 corrente relativo triplice
investimento mortale, urge provvedere sequestro automezzo investito
re et deposito garage Questura.

trasmesso: il segretario Rabbi
ricevuto: Ronco

IL SOSTITUTO PROCURATORE DEL REGNO
f.to Caccia

p. c. c.
Il Ten. Col. Capo Uff. Pers. e Segr.
-Riccardo Ruggero-



Ruggero

729

1472
QUESTURA DI TORINO "SEZIONE DI SAN LAOLO"
Via Cesana n.52

N.9190 di prot.

Fonogramma a mano, in copia urgente.

Torino 8 Ottobre 1945

ALLA PROCURA DEL REGNO
ALLA R. QUESTURA - DIV. II^a
AL COMANDO 21° REGGIMENTO FANTERIA
Compagnia Cannoni - Caserma L.Perotti - Corso
Brunelleschi.

- TORINO -

OGGETTO : Investimento automobilistico mortale in persona di:

- 1) FROLA GIUSEPPINA in Savant-Ros, fu Antonio e fu Serafino Rosa, nata a Torino il 28-9-1907, casalinga, abitante in via Monginevro 37;
- 2) SAVANT-ROS GIUSEPPE fu Antonio e di Michela Maddalena nato a Torino il 25-12-1910, abitante in via Faletto 39 - meccanico;
- 3) SAVANT-ROS PIETRO ANTONIO di Giuseppe e di Rosetta Maria, nato a Torino, il 13-7-1926, abitante in via Faletto 38, Scolaro.

Ieri sera, verso le ore 17,30 la macchina militare jeep, guidata dal Caporal Maggiore PROVENZI Angelo di Pietro e di Amedei Antonia, nato a Comun Nuovo (Bergamo) il 12-3-1922, autiere presso il 21° Reggimento Fanteria - compagnia cannoni - di stanza presso la caserma Perotti in corso Brunelleschi, percorreva la via Monginevro diretto da Piazza Sabotino verso il corso Brunelleschi.

Giunto all'angolo di via Caraglio, sbucava da detta via (lato destro) un ciclista, e l'autiere, per evitare di investirlo, sterzava sulla sinistra; nella manovra, non riuscendo a mettere la macchina nel senso primitivo di marcia, urtava contro il marciapiede sinistro delle via Monginevro, andando a sbattere contro il muro di cinta dello Stabilimento "Lancia". In quell'istante sul marciapiede transitavano alcuni passanti, che procedevano nel senso dell'autovettura, e tre di questi, precisamente quelli generalizzati in oggetto, venivano investiti in pieno dalla massa dell'autoveicolo, riportando lesioni mortali. I tre investiti, soccorsi dai presenti e da altri viandanti, venivano in un primo tempo trasportati nell'interno dello stabilimento, e quindi, a mezzo autoambulanza, avviati all'Ospedale Mauriziano. Per te il tragitto il minore Savant-Ros Pier Antonio decedeva per trauma cranico; il padre del minore Savant-Ros Giuseppe decedeva alle ore 20, per la frattura della base cranica e contusioni.

- investimento automobilistico mortale in persona di:
- 1) FROLA GIUSEPPINA in Savant-Ros, fu Antonio e fu Serafino Rosa, nata a Torino il 28-9-1907, casalinga, abitante in via Monginevro 37;
 - 2) SAVANT-ROS GIUSEPPE fu Antonio e di Michela Maddalena nato a Torino il 25-12-1910, abitante in via Faletto 39 - meccanico;
 - 3) SAVANT-ROS PIETRO ANTONIO di Giuseppe e di Rosetta Maria, nato a Torino, il 13-7-1926, abitante in via Faletto 38, Scolaro.

Ieri sera, verso le ore 17,30 la macchina militare jeep, guidata dal Caporal Maggiore PROVENZI Angelo di Pietro e di Amedei Antonia, nato a Comun Nuovo (Bergamo) il 12-3-1922, autiere presso il 21° Reggimento Fanteria - compagnia cannoni - di stanza presso la caserma Perotti in corso Brunelleschi, percorreva la via Monginevro diretto da Piazza Sabotino verso il corso Brunelleschi.

Giunto all'angolo di via Caraglio, sbucava da detta via (lato destro) un ciclista, e l'autiere, per evitare di investirlo, sterzava sulla sinistra; nella manovra, non riuscendo a mettere la macchina nel senso primitivo di marcia, urtava contro il marciapiede sinistro delle via Monginevro, andando a sbattere contro il muro di cinta dello Stabilimento "Lancia". In quell'istante sul marciapiede transitavano alcuni passanti, che procedevano nel senso dell'autovettura, e tre di questi, precisamente quelli generalizzati in oggetto, venivano investiti in pieno dalla massa dell'autoveicolo, riportando lesioni mortali. I tre investiti, soccorsi dai presenti e da altri viandanti, venivano in un primo tempo trasportati nell'interno dello stabilimento, e, quindi, a mezzo autoambulanza, avviati all'Ospedale Mauriziano. Durante il tragitto il minore Savant-Ros Pier Antonio decedeva per trauma cranico; il padre del minore Savant-Ros Giuseppe decedeva alle ore 20, per la frattura della base cranica e gamba destra, mentre la donna Frola Giuseppina decedeva alle ore 21,45 per grave choc traumatico e frattura gamba e mandibola destra.

Sulla macchina militare, oltre l'autiere, si trovava pure il militare CUCE, Antonio fu Benedetto e fu Caviglia Grazia, nato a Catania l'11-9-1927, appartenente alla compagnia mortai da 76 divisione "Cremona", di stanza alla caserma Perotti - Corso Brunelleschi.

Sia l'autiere che il Cucè riportavano lesioni: del primo non si conosce ancora l'esito della diagnosi, mentre il Cucè, pure medicato all'Ospedale Mauriziano, è stato giudicato guaribile in giorni 20 s.c. per ferita lacero contusa al labbro inferiore e lieve commozione cerebrale.

Non è stato possibile, fino ad ora, identificare il ciclista.

Il marito della Frola Giuseppina, Savant-Ros Luigi fu Giovanni di anni 40, meccanico, che si trovava in compagnia della moglie e de-
...///...

gli altri parenti, ha precisato che ieri, verso le ore 17, avuto la visita di vari congiunti, decidevano di fare una passeggiata, e si avviavano per via Monginevro.

Sorpassato l'angolo che forma lo stabilimento "Lancia", tra la via Monginevro e la via Caraglio, tutto ad un tratto vide l'autocarro militare investire il muretto e cozzare contro il muro, ad una distanza avanti di lui di un metro o due. Innanzi a lui si trovava, appunto sua moglie, col cugino Savant-Ros ^{con cugino} ~~Savant-Ros~~ ^{Savant-Ros}, i quali venivano investiti in pieno dall'automezzo.

Il Savant-Ros Luigi non ha saputo specificare come siano avvenuti i fatti, data la rapidità dell'accaduto, ed essendo egli a decorrere col gruppo dei parenti che seguivano da due passi il gruppo degli investiti.

Il teste Perosini Antonio, di anni 47, orologiaio, abitante in via Cumiana 26, ha dichiarato che ieri, verso le ore 17:30, transitava per via Monginevro, diretto in corso Trapani, quando giunse circa quattro metri dall'incrocio con via Caraglio, vide sopraggiungere l'autoveicolo militare; il quale, allo sbucare del ciclista, sterzò sulla sinistra, per evitare l'urto; il ciclista rimaneva illeso, urtando solo con la ruota anteriore del velocipede nella ruota posteriore destra dell'autovettura. Quest'ultima, inspiegabilmente per il Perosino, anzicchè raddrizzare il senso di marcia primitivo, tagliava la via Monginevro in senso longitudinale andando ad urtare con violenza contro il muro dello stabilimento Lancia.

Il Perosino, data la rapidità del fatto ed essendo a pedoni avanti di lui, non vide l'investimento delle vittime, ma sentì solo i loro lamenti, per cui correva e prestava la sua opera di soccorso.

Dal posto dove si trovava il Perosino, sin dove avvenne la disgrazia, intercorrono circa al massimo una quindicina di metri.

Quest'ultimo afferma pure che il ciclista si fermò sul posto dell'accaduto e di essere un individuo sui 30 anni, che non fu possibile identificare, perchè quando sopraggiunsero gli agenti di quest'ufficio, già si era allontanato. Sono in corso indagini per la di lui identificazione e per l'interrogatorio.

Si fa riserva di trasmettere il certificato medico dell'autiere, il verbale di interrogatorio del soldato Cuccè Antonio e le dichiarazioni di eventuali altri testi o notizie dell'accaduto.

Si allegano: il certificato medico dell'Ospedale Mauriziano, il verbale interrogatorio dell'autiere - di Savant-Ros Luigi e del teste Perosino Antonio, significando che le salme delle tre vittime si trovano al Mauriziano a disposizione della R. Procura del Re.

IL COMMISSARIO DI P.S.

F/to. Giudice Dott. Luigi

F. C. C.

IL CAPO SEZIONE PERS. E SEGRETERIA ff.

Il Capo Sezione Pers. e Segreteria ff.

Monginevro, diretto in corso Trapani, quando giunse circa quattro metri dall'incrocio con via Caraglio, vide sopraggiungere l'autoveicolo militare; il quale, allo sbucare del ciclista, sterzò sulla sinistra, per evitare l'urto; il ciclista rimaneva illeso, urtando solo con la ruota anteriore del velocipede nella ruota posteriore destra dell'autovettura. Quest'ultimo, inspiegabilmente per il Perosino, anzicchè raddrizzare il senso di marcia primitivo, tagliava la via Monginevro in senso longitudinale andando ad urtare con violenza contro il muro dello stabilimento lancia.

Il Perosino, data la rapidità del fatto ed essendo a pedoni avanti di lui, non vide l'investimento delle vittime, ma sentì solo i loro lamenti, per cui correva e prestava la sua opera di soccorso.

Dal posto dove si trovava il Perosino, sin dove avvenne la disgrazia, intercorrono circa al massimo una quindicina di metri.

Quest'ultimo afferma pure che il ciclista si fermò sul posto dell'accaduto e di essere un individuo sui 30 anni, che non fu possibile identificare, perchè quando sopraggiunsero gli agenti di quest'ufficio, già si era allontanato. Sono in corso indagini per la di lui identificazione e per l'interrogatorio.

Si fa riserva di trasmettere il certificato medico dell'autiere, il verbale di interrogatorio del soldato Cucè Antonio e le dichiarazioni di eventuali altri testi o notizie dell'accaduto.

Si allegano: il certificato medico dell'Ospedale Mauriziano, il verbale interrogatorio dell'autiere - di Savant-Ros Luigi e del teste Perosino Antonio, significando che le salme delle tre vittime si trovano al Mauriziano a disposizione della R. Procura del Re.

IL COMMISSARIO DI P.S.
F/to. Giudice Dott. Luigi

IL CAPO SEZIONE PERS. E SEGRETERIA ff.

- Gen. Col. Riccardo Ruggiero -

P. C. C.

727

COPY

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
ARJ 394

Ref. 38/17

SUBJECT: Military Vehicles

TO: HQs 7 AGRA.

1 Oct 1945.

1. The Regional Commissioner regrets that owing to many complaints received at this HQ it is necessary to draw your attention to the driving of military vehicles at an excessive speed in Torino City.
2. In particular, the complaints are made regarding vehicles used and driven by Italian personnel of the Cremona Gruppo.
3. I am repeatedly urging civil police to prosecute civilians for traffic offences under Italian law and your kind co-operation in drawing attention to the necessity of rigid observance of the 40 k.p.h. speed limit by all military drivers will no doubt have the desired effect.

For the Regional Commissioner.

(sgd) H. MIGHALL
Major
Regional Public Safety Officer

SUBJECT: Military vehicles.

51 B L U

A 252/14
HQ 7 AGRA
6 Oct. 45

The above copy of letter from A.M.G., PIEMONTE is forwarded for information and action by you with Cremona Gruppo.

726

1. The Regional Commissioner regrets that owing to many complaints received at this HQ it is necessary to draw your attention to the driving of military vehicles at an excessive speed in Torino City.
2. In particular, the complaints are made regarding vehicles used and driven by Italian personnel of the Cremona Gruppo.
3. In an repeatedly urging civil police to prosecute civilians for traffic offences under Italian law and your kind co-operation in drawing attention to the necessity of rigid observance of the 40 k.p.h. speed limit by all military drivers will no doubt have the desired effect.

For the Regional Commissioner.

(sgd) H. MIGHALL
Major
Regional Public Safety Officer

SUBJECT : Military vehicles.

A. 252/14
HQ 7 AGRA
6 Oct. 45

51 B L U

The above copy of letter from A.M.G., PIANATE is forwarded for information and action by you with Cremona Gruppo.

CMP
JS.

Procedere
[Signature]
Maj.
HMRA.

728

RECEIVED UNIT	101
6 OCT 45	46/3

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Traffic Accident - 25 Jul 45.

51 British Liaison Unit.

To: HQ CREMONA GRUPO.

A 6/5.

Sold CIESLAGHI Pietro I Bn, 21 INF REGT.

Att report together with statement by the a/n soldier in respect of a traffic accident which occurred on 25 Jul 45, is forwarded for info and action.

Please submit AF. G.3676 fully completed including statement by the dvr of the motor-cycle, as soon as possible.

Field.
/ Aug 45.
/ IMI.

R. W. Hatch

Major,
DAK & QMC.

725

(COPY)

STATEMENT made by SOLD. CISLAGHI PIETRO.

Soldier Cislighi Pietro of 21st Regiment Infantry, Coy 1st Batt, stationed at Voghera, states as follows:-

On the 25th JULY 45 about 1830 hours, I was returning from Rovigo carrying mail and driving a motor cycle (M.D.) No. C.887915 Make Triumph. On reaching Viale Padua Milan, and precisely at the junction of Via Privata Arqua, a cyclist coming from out from the latter mentioned road, cut in front of me. To avoid the collision I abruptly applied to my brakes and swerved to the left hand side of the road, but owing to the short distance it was impossible to do so. I collided with the rear wheel of the bicycle I flung myself and the machine to the ground but the motorcycle still running, dragged me to the left hand side of the road. At this very moment an Italian civil motorcar "PIAT 1500" came from the opposite direction collided with my motorcycle causing me a fracture on the right leg. On the pillion was sitting a soldier from the same a/m Regiment but his name is unknown to me. I can't state what happened to the bicycle and its rider, as I was immediately conveyed to first aid centre of Porta Venezia in a state of semi-consciousness.

MILAN. 27th JULY 45.

(Signed) Cislighi Pietro.

Military Hospital "Giovanni Delle Bande", MILAN.

Medical Certificate.

On the 25th JULY 1945 about 2000 hours, the soldier Cislighi Pietro 21st Regt Infantry stationed at Voghera, was conveyed to this Hospital, by an Italian Red Cross ambulance. He stated:- A little time ago, when he reached on his motor cycle Viale Padova, - being on duty, carrying mail.

...to my brakes and swerved to the left hand side of the road, but owing to the short distance it was impossible to do so. I collided with the rear wheel of the bicycle I flung myself and the machine to the ground but the motorcycle still running, dragged me to the left hand side of the road. At this very moment an Italian civil motorcar "FIAT 1500" came from the opposite direction collided with my motorcycle causing me a fracture on the right leg. On the pillion was sitting a soldier from the same a/m Regiment but his name is unknown to me. I can't state what happened to the bicycle and its rider, as I was immediately conveyed to first aid centre of Porta Venezia in a state of semiconsciousness.

MILAN. 27th JULY 45.

(Signed) Cislaghi Pietro.

Military Hospital "Giovanni Delle Bande", MILAN.

Medical Certificate.

On the 25th JULY 1945 about 2000 hours, the soldier Cislaghi Pietro 24th Regt Infantry stationed at Voghera, was conveyed to this Hospital, by an Italian Red cross ambulance.

He stated:- A little time ago, when he reached on his motor cycle Viale Padova, - being on duty, carrying mail.

724

MILITARY POLICE REPORT

Ref.: 231/7/175

To: OC, Provost Company,
O.C. 231 Provost Company, C.M. Police.

Sir,

I have to report, that at MILAN, on the 28th JULY 45, at about 1400 hours, acting on instructions received, I proceeded to POSTA DI PRONTO SOCCORSO in PORTO VENEZIA to make enquiries as regards the rider of a W.D. Motorcycle No, G.687915 TRIUMPH 350cc which had been involved in an accident on the 25th JULY 45, a report having already been rendered.

I was informed of an ITALIAN soldier CISIACHI PIETRO 21st REGT., INFANTRY COMPANY, stationed at VOGHERA having received medical aid at the above mentioned address on the 25th JULY 45, and later being transferred to the MILITARY HOSPITAL "GIOVANNI DELLE BANDE", MILAN.

I proceeded to the last mentioned hospital and contacted the above mentioned soldier who proved to be the same. He produced a WORKTICKET and also made a statement.

WORKTICKET, Statement and Medical Certificate attached.

Submitted to
Company Office
on:
29th JULY 45

Submitted to
APM on:

29th JULY 45

Distribution: HQ.
3rd Bn. Venetian
Command
for 21st Inf. Regt.
Voghera

Remarks:

for onward
transmission
M/C. to be
collected from
231 Provost Coy.

A. P. M. No 59 ATEA
A.P.M. No 59 ATEA

Place MILAN.

1595089

Signature (J. HART) C.M. POLICE.

123

Declassified E.O. 12356 Section 3.3/NND No. 785020

10083

Declassified E.O. 12356 Section 3.3/NND No. 785020

which had been involved in an accident on the 25th JULY 45, a report having already been rendered.

I was informed of an ITALIAN soldier CIGLIACHI PIETRO 21st REGT., INFANTRY COMPANY, stationed at VOGHERA having received medical aid at the above mentioned address on the 25th JULY 45, and later being transferred to the MILITARY HOSPITAL "GIOVANNI DELLE BANDE", MILAN.

I proceeded to the last mentioned hospital and contacted the above mentioned soldier who proved to be the same. He produced a WORKTICKET and also made a statement.

WORKTICKET, Statement and Medical Certificate attached.

Remarks:

for onward transmission
M/c. to be collected from
231 Parachute Coy.

Capt.
A. K. HENRY MAJOR
A.P.H. No 59 AREA

(Signature)

Place MILAN. 1595089 J. Hart 1493
Signature (J. HART) C.M. POLICE

Date 28th JULY 45 Unit

(Do not cut this form or write in the margin)

Attachments:

Submitted to
APM on:
29th JULY 45

Distribution: HQ.
3rd Bn. Territorial
Command
for 21st Inf. Bgt.
Voghera

Declassified E.O. 12356 Section 3.3/NND No. 785020

MELG V LAEE NR 311 QVR 1

FR LRKB 191906A
TO 51 BRITISH LIAISON UNIT
GR 84 BT

AFHQ FOR Q(AE)

REF NR 5676 UNCLASSIFIED PARA ONE PD THIS OFFICER LETTER
GEORGE DASH FOUR SLANT ONE ZERO THREE SLANT TWO DATED ONE EIGHT
SEPTEMBER FOUR FIVE IS REFERRED PD PAREN TO FIVE ONE BRITISH LIAISON
UNIT RPTD ALTIED FORCE HQ FOR QUEEN PAREN ~~ABLE~~ EASY PAREN FROM
ALCOM CITE ACGSE PAREN PARA TWO PD BEYOND LOCAL REPAIR CERTIFICATE FOR
TRIUMPH MOTOR CYCLE CHARLIE FIVE ~~ONE~~ FOUR TWO FOUR THREE SEVEN TWO
RECEIVED TODAY PD
PARA THREE PD NO FURTHER ACTION NECESSARY
BT

SENT NR 3 I G F B³K
RD NR3 200103 HEM B

BRITISH LIAISON UNIT
2 SEP 1945

104

A6/3

722

Am. G. W/C

Declassified E.O. 12356 Section 3.3/NND No. 785020

RMG/lb

HEADQUARTERS ALLIED COMMISSION
APO 394
OFFICE OF G-4 (B)

Tel: 489081
Ext: 596

G-4/103/2

18 September 1945

SUBJECT:- Vehicles - Loss of.

TO :- Commander, 51 B.L.U.

Motor-Cycle Triumph No. C.5424372.

1. The a/m motor-cycle lately on charge to AMG 8 Army became lost following an accident on 19 April 1945 in which its rider Luigi PORTO was injured, and was reported in June 1945 to be with 739 Mixed Section, CC.RR. of the Combat Group, Cremona P.M. 64. It was taken there by Carabinieri PASTORE Giuseppe.
2. O.C. British Detachment, Piemonte Region, states that information was received from you on 5 September 1945 to the effect that this machine had been received in the workshops of the Gruppo on 5 April 1945 and that it had been certified B.L.R. on 26 June 1945.
3. It is requested that this H.Q. be informed what action has been taken with regard to the B.L.R. Certificate and that such Certificate, or if not available a copy, be forwarded to this H.Q. so that the machine can be struck off the records.

By command of Rear Admiral STONE

Donald Haslam H Col

D.H. HASLAM
Lieut.Col.
G-4 (B)

Copy to:- A.F.H.Q. (for Q (AE)).

HEADQUARTERS
BRITISH LIAISON UNIT
22 SEP 1945
104
REF. Q 2/6

721

Declassified E.O. 12356 Section 3.3/NND No. 785020

CONFIDENTIAL

TRANSMITTAL SLIP

REF:- Pro/3

SUBJECT:-... C.M.P. report

From: DAFM HQ 60 Sub Area

To: DPM HQ 2 District
O.C. 179 Pro Coy
DAFM 64 Sec SIB

1 Copy

- SIBLU

At Brenna

HQ 60 Sub Area
HQ AMG
DAD Claims
PSO GENOA

☒ For information

☒ Necessary action, please

For investigation and report

Note and send on as indicated

For perusal and return, please

For consideration, please

For report

For report on completion

Remarks:-

Thun

Date..18/11/45.....

Capt.
DAFM HQ 60 Sub Area

Declassified E.O. 12356 Section 3.3/NND No. 785020

REPORT

Officer Commanding
179 Provost Company
C M Police

114

Sir,

I have to report that at GENOA on the 16th SEPTEMBER 1945, about 11.25 hrs., I was on SPECIAL TRAFFIC CHECK DRIVE accompanied by L/C KNIGHTON, when I saw a DODGE 15 cwt. N° 5616357 proceeding along the VIA VENTI SETTEMBRE with 3(THREE) persons in the cab; I signalled the driver to stop, which he did.

I approached the driver, whose particulars I obtained and verified as LT PRESTIPINO ALEXANDRE of the 44th REP. TRANS. RE COY. 3RD PLT. COMBAT GROUP CREMONA DIV., to whom I pointed out the offence he was committing.

After the vehicle had pulled away from me for approx. a distance of 20 YDS., the driver overran the PEDESTRIAN CROSSING against the signal of the Civil Policeman.

In the Field
16th Sept 45

(Signed) 14223923 G.W. ENSOR Cpl
179 Provost Company
C M Police

RECEIVED
BRITISH LIAISON
19 SEP 1945
<u>Ac/s</u>

720

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- POL from Allied Petrol Points.

51 British Liaison Unit

A 6/3

To :- Chief of Staff,
GERMANA CAMP.

1. Forwarded herewith is a copy of a letter received from HQ 59 Area concerning the number of vehicles belonging to Germana which have recently attempted to draw POL from Petrol Points in MILAN without the necessary authority.
2. It appears the chief offenders are 1/21 Inf Bn.
3. Please take action to prevent future occurrences.

Field
18 Sep 45
HMH/TEM

R. W. H.
Major
DAA & GE

713

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

Subject:-- Transport Truck Tickets

59 Area
Tel: 12752
22 ST 5
14 Sep 45

54 EU

A number of drivers of vehicles have recently been referred to this HQ by the petrol points in this area for holding incorrectly completed work tickets.

The main error is the lack of the signature of an Allied Officer authorising POL to be drawn from Allied stocks.

All petrol points have been instructed not to issue petrol to vehicles unless this authority bears the signature of an Allied Officer in accordance with AFHQ and MDA instructions, and it would be appreciated if you could instruct units under your control to observe this instruction.

For your information several drivers from 1st In 21 Inf Regt have been offenders in this respect lately.

(Sgs) C. Beale
Lt Col
ADST

718

Subject: Carriage of Civilians in WD 22b.

To: Chief of Staff,
General Group.

54 British Indian Unit

A 9/5

197

1. AMU has now ruled that the contents of GHO 3.5/45 shall NOT apply to the Italian Army.
2. This means that subject to any limits you may receive from Italian Higher Command, the GOC Germany may limit the present ban on carriage of civilians by German vehs.
3. So far as British Army vehs are concerned and this applies to vehs of the ILL although driven by Italian soldiers the prohibition remains in force. The main reason for this is that it is desired to avoid claims for compensation from the British Government for injuries or damage sustained while so travelling.
4. If you decide to continue to restrict your vehs to carry unarmoured civilians, this unit will if you wish endeavour to enlist the cooperation of Allied CIP in enforcing your decision.
5. (a) If on the other hand you decide to permit the individual's carriage of civilians it will be appreciated if at the same time you will explain, on the lines of para 3, why British vehs and particularly those of the ILL are still bound by GHO 3.5/45.
- (b) In this connection would you please make it clear to the GOC/ger Commanding the Italian Movement of the ILL, that ILL vehs, being British issued are bound by British rules and regulations and therefore any order issued by you relaxing the present restrictions on carriage of civilians does NOT apply to the Italian soldiers driving ILL vehs.

MOLZ
12 Sep 45
HBT/KM

717

Redd

Major
D.M. 6/1/45

3. So far as British Army rules are concerned and this applies to both of the ILL although driven by Italian soldiers the prohibition remains in force. The main reason for this is that it is desired to avoid claims by Italians for compensation from the British Government for injuries or damage sustained while so travelling.

4. If you decide to continue to forbid your men to carry unauthorized civilians, this will still be your wish irrespective to whether the cooperation of Allied CEF in carrying your decision.

5.(a) If on the other hand you decide to permit the indiscriminate carriage of civilians it will be appreciated if at the same time you will explain, on the lines of para 3, why British rules and particularly those of the ILL are still bound by GHO 345/45

(b) In this connection would you please make it clear to the Officer Commanding the Italian Government of the ILL, that ILL rules, being British rules are bound by British rules and regulations and therefore any order issued by you relaxing the present restrictions on carriage of civilians does NOT apply to the Italian soldiers driving ILL vehicles.

PLM
12 Sep 45
HVF/THI

717

RBH

Major
D.A. & G.H.

SUBJECT:- Carriage of Civilians in WD Transport

H.Q. No 2 District C.M.F.
A/339/1(P.S.)

Sep 45

H.Q. 59 Area
217 Area
218 (Special) Area
60 Sub Area
A.G.R.A.

1. A ruling has been received from A.F.H.Q. that the applying of G.R.O. 345/45 to the Italian Army is unenforceable and therefore undesirable.

2. It is considered almost certain that the question will be asked why the order should not operate against drivers of WD vehicles on charge to the Italian Army, when Allied drivers are penalised. It is thought however that if the underlying reason for the order is explained, that it is to avoid demands by Italians for compensation from the British Government for injuries or damage received while so travelling, the apparent discrimination will be acceptable.

/AB

Approved
Colonel
DA & GAG

Copy to:- 'G' 'Q' ST Pro

50 BLU
51 "
52 "
53 "
56 "

716

BRITISH LIAISON UNIT

11 SEP 1945

104

REF.

A613

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSMITTAL SLIP.

SUBJECT: Traffic Offence
From: OFFICE OF THE PROVOST MARSHAL
ROME AREA ALLIED COMMAND
Tel. 478813 - 478675-6

Ref: PM/TS/ 2/2267

1916

To:-

PM., U.S. Forces, RAAC.
DPM., 3 District.
DPM., RAF.
DAPM.,
G-1 (Br), HQ RAAC.
Liaison Officer, A.C.
HQ., A.C.
Commandant French Forces HQ.
53 Claims & Hirings.
OC., Provost Coy.
OC., Section SIB.
Det Coy CMP (TC).
HQ. 51. B.L.V.

Forwarded for:-

Information
Necessary action, please
Investigation & report
Note and forward as indicated
Perusal & return please
Onward transmission
REMARKS

Date 6 Sept 45 Signature 715

Copy to:-

[Signature] for Lt-Col.
Provost Marshal.

Declassified E.O. 12356 Section 3.3/NND No. 785020

REPORT.

To:-
THE OFFICER COMMANDING,
200 PROVOST COMPANY.

Sir,

I have to report that at ROME, on the 3rd September 1945, at about 13.40 hours I was on duty, accompanied by I/Cpl. GOATER, E., C.M. POLICE, in the Via FLAMINIA, a "Built Up Area" where I saw a W.D. Vehicle, DODGE 3 Tonner, No. L5616543, which appeared to be exceeding the speed limit.

I followed this Vehicle at an even distance for about 300 yards, during which time, my speedometer registered from 29 mph. (minimum) to 30 mph. (maximum). The maximum permitted speed for this type of Vehicle, and road is 25 mph.

I overtook, and stopped the driver, who I found to be;
SOLDATO PESENTI BERNARDO,
22 FANTERIA,
DIVISIONE CRUSIGNA,
PALLANZA.

pointed out the offence, obtained his particulars from his A.F.G. 3518, and allowed him to proceed.

The senior rank in the Vehicle was;
TENIENTE COL. PASQUALE PINTO,
of the same Unit.

R.A.A.C.
3.9.45

F. Stonham 714
C.M. POLICE. L/Cpl.
(F. STONHAM)

COMANDO SEZIONE BASE PENINSULARE
UFFICIO DI POLIZIA
APO 782

RAPPORTO INFRAZIONE REGOLAMENTI STRADALI

Trasgressore...Pederzani Adelmo.....Colonello.....
... Capo di S.M. Gruppo di Comb. Cremona
Ore 1530...del 28 luglio 1945...Località- rot. n°1 - a 4 miglia
nord est di Pisa
Tipo e n° del veicolo ...1/4 Ton. n° 5661821 , marcato 40
Trasgressione...eccesso di velocità.....
Particolari...il Succitato Ufficiale Italiano fu controllato per
una distanza di mezzo ($\frac{1}{2}$) miglio, e si riscontrò che procedeva
ad una velocità di 44 miglia all'ora invece di 25 m.p.o......
Ripreso dal.....pfc Sydney Krupnick....Reparto..51 comp. P.M...
Testimoni.....
Provvedimenti adottati....rapporto e rilascio.....

F/to
serg. d'ufficio

l'ufficiale di servizio
F/to Vernon M. Wernette

Sten. Fanteria
Zona di Pisa 713

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS PENINSULA BASE SECTION
OFFICE OF THE PROVOST MARSHAL
APO 782

P-565

REPORT OF INFRAQUENCY

Offender: Pederzani Adelmo Colonel
Last Name First Name Unit ASN Grade
Chief of Staff, Cremona Gruppo di Combat.
(Organization) (Country) APO

Time 1530 hours, Date 28 July 1945 Place of Offense RT No. 1.4mi NE Pisa
Type and number of vehicle 1/4 ton, No. M5661821, Mils 40

Violation Speeding

Details of Offense:

The above named Italian Officer was clocked for a distance of one-half ($\frac{1}{2}$) mile, and found to be travelling at a speed of 44 mph in a 25 mph zone.

Apprehended by: Pfc. Sydney Krupnick Unit 51st M.P. Co.

Witnesses: _____ Unit _____

Disposition of Offender Booked and released

Sgt. August Podger
(Desk Sergeant)

Vernon M. Wernette
VERNON M. WERNETTE
2nd Lt., Infantry,
Pisa Area
(S. Section)

VMW/dr

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Discipline - Italian Personnel

To :-
Pro
S District

51 British Liaison Unit

AS/S

- 1 Ref your Pro 64/49 dated 14 AUG 45 concerning violation of traffic regulations by an Italian soldier ANRISOUZ VITORIO, of the 21 Inf Regt GRENDA Gruppo.
- 2 This man has been awarded the following punishment :
 - (a) 30 days detention
 - (b) 30 days confined to barracks
 - (c) Suspended from driving
 - (d) Transferred to 22 Inf Regt

Field
26 AUG 45
/RBT

Rbt

Major
DAA & QED

711

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Irregular Use / Transport.

54 British Liaison Unit

A 6/3

To :- APM
54 Area
CMF

2/Lieut CAPOBIANCO Pasquale III Bn 21 Inf Regt
Cremona Gruppo.

With reference to your APM/23/No. 125 dated 4 Aug 45.

We are advised by HQ Cremona Gruppo that the following action has been taken against the above named officer :-

Awarded 30 days military imprisonment
To be fined for the petrol unofficially used } G.O.C. Cremona Gruppo.

Italian Ministry of War have also taken away
his permanent commission.

Field
24 Aug 45
/FEM

H. Palmer

Major
f. DAA & CMF

710

Declassified E.O. 12356 Section 3.3/NND No. 785020

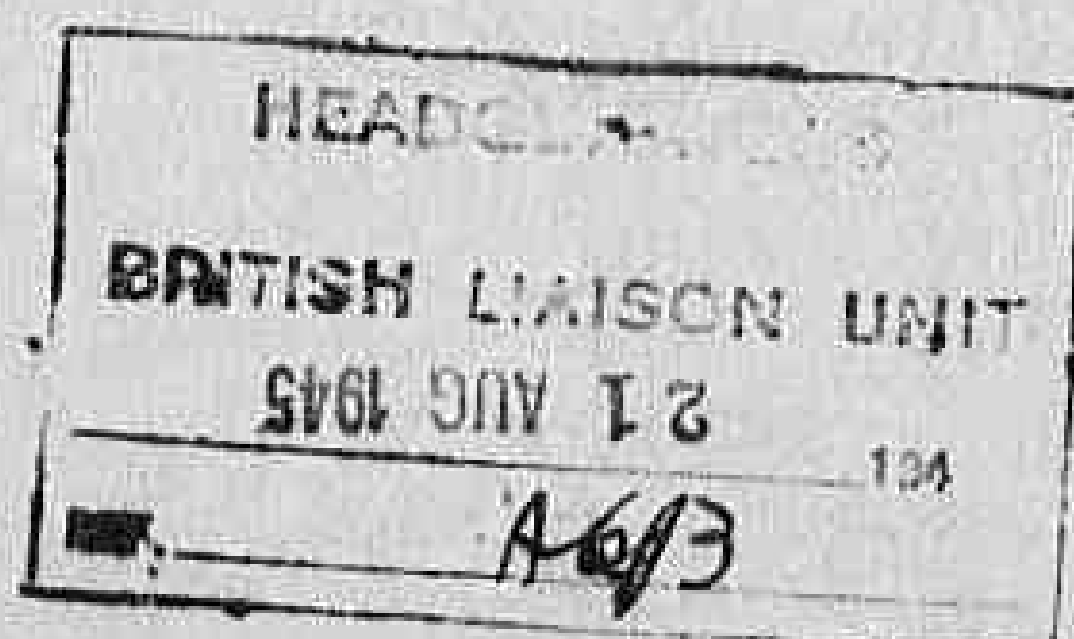
ALLIED MILITARY GOVERNMENT
ALESSANDRIA PROVINCE
PIEMONTE REGION

REF: PR/AL/A/45
SUBJECT: Traffic Accident
TO: 51 B.L.U.+

DATE: 20 Aug 45

Following telephone conversation Chief Clerks B.L.U. - A.M.G.
herewith CC.RR Casale Monferrato report on traffic accident involving
"Cremona" motoroyole and Italian civilian cyclist.

*L. W. Smith
by R. G.*
for L.E. ZERVUDACHI,
Major,
Provincial Commissioner.



705

1543
642

ARMY FORM C 2136 (Large)		MESSAGE FORM		Register No.
Call	Srl. No.	Priority	Transmissions Instructions	
ABOVE THIS LINE FOR SIGNALS USE ONLY.				Office Data Stamp 47
FROM (A)		Originator.	Date-Time of Origin.	
TO		For Action.		
Originator's No.		(W) For Information (INFO)		
Message Instructions.		G R		
<u>Copy of Carle Montevideo.</u>				
<u>Subject: Traffic Accident:-</u>				
To Allied Military Post: Alexandria				
From: C.C. R.L. Alexandria				
Pre. K. K. K.				
Questura				
At 1200 hrs today 16/6/45 M/c C5547650-48 driven by Eng. Saldani Leno and Sgt Major has Martin as pilot R. 1000 hrs driving at a high speed along Cava Valentia towards S. Fernando Carle. They both being to 77 H Coy Grenade Group. Going in the same direction was a bicycle, driven by Sampo Marina, who married Fortis son of Anthony and Mother Victoria Albina deceased born on 7/6/1915 at Carle Montevideo. Sampo Marina was distracted, crossed the road, and a collision occurred, causing concussion and injuries to Sampo Marina, which may be cured in 20 days. Sgt Major has Martin received concussion and fracture of the cheek and other injuries, which may be cured within 30 days.				

Subject: Traffic Accident

To Allied Military Post: Alexandria
Casale
C.C. R.L. Alexandria

Pres. Khusa
Questura
" Alexandria

At 1200 hrs today, 16/6/45 M/C C5547650-48 driven by Eng.
Saldani Leno and Sgt Major Los Martini as piston rider
were driving at a high speed along Casso Valentini
toward S. Gerardo Casale. They both belong to 77th
Coy Cremona Group. Lying in the same direction was a
bicycle, driven by Sampo Marina, who married Fortino
son of Anthony and Mother Pistone Albina deceased born
on 7/6/1915 at Casale Monferrato.
Sampo Marina was distracted, crossed the road, and a
collision occurred, causing concussion and injuries to Sampo
Marina, which may be cured in 20 days. Sgt Major
Los Martini received concussion and fracture of the chest
and other injuries, which may be cured within 30 days.
Both the aforesaid were taken to the Civil Hospital. The driver
Saldani Leno, received only minor scratches.
Signed to all concerned.

Signed Capt. H. Coy
Antonio Coppola

[Signature]
31.8.45

This message may be sent
AS WRITTEN by any means
except

WIRELESS.

Signed.

If liable to be intercepted or to fall into
enemy hands this message must be sent IN
CIPHER.

Signed.

Originator's Instructions,
Degree of Priority.

Time	System	Op
THI or TOR		
Time Cleared		

10108

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- Trasporto Macchine - Italian Personnel

To :-
Chief of Staff
Gruppo Ordinanza

51 British Liaison Unit

AG/3

Attached herewith copy of a report emanating from Assistant Provost Marshal 2 District, which appears to be an especially serious case of the violation of regulations governing military transport.

Please inform this HQ what action you take in this case.

Field
16 Aug 45
RSH/HSE

Major
DAA & CMC

Q Q R X

Subject :- Trasporto Macchine - Italian Personnel

To :-
HQ 54 ILU

HQ 2 District, CMC
Pro 24/48

16 Aug 45

1 On Monday 13 Aug 45 at 4745 hrs I was on duty on the M4 - MILAN road proceeding towards MILAN in my Jeep WD No 4787793. At a point 4 miles south of the road junction E 3277, I was overtaken by a 15 seat Dodge travelling at a furious speed. I gave chase for over a mile before I was able to stop this vehicle. This I did by using my siren and waving the driver into the side of the road. During this time 15 was necessary for us to travel at 52 miles per hour for some time in order to get near the vehicle. In approaching the vehicle I saw that it was driven by an Italian soldier whose particulars are :-

ARMANDO VIGNARO
24 REGIMENTO PAVARIA
CROMA GRUPO

2 The vehicle in question was a Dodge 15 seat No 538626 and carried the Italian colours and Serial No 55. Inside the driver's cab were two Italian women whose identities are :-

GUACERIA FU GIUVANI
Identity Card No: 249 Comune VERONA.

BARBARA DI LUCCI
Identity Card No 5973153

both were ordered out of the truck by me.

3 So far as I was able taking into consideration the language difficulty, I learned that the women came from BELLUNO, and that the driver was accompanying to MILAN. He had no permission to carry the women as far

35

0021

Subject :- Discipline - Italian Resistance

To :-
HQ 54 JUL

HQ 2 District, CEF
LRO 8/48

14 AUG 45

1 On Monday 13 Aug 45 at 1745 hrs I was on duty on the MELA - MILAN road proceeding towards MILAN in my Jeep WD No 4767799. At a point 1 mile south of the road junction R 3277, I was overtaken by a 45 cwt Dodge travelling at a furious speed. I gave chase for over a mile before I was able to stop this vehicle. This I did by using my siren and moving the driver into the side of the road. During this time it was necessary for me to travel at 92 miles per hour for some time in order to get near the vehicle. On approaching the vehicle I saw that it was driven by an Italian soldier whose particulars are :-

ARMANDO VINCENZO
24 BRIGLIA MANTOVA
GUSMANA GUSMANO

2 The vehicle in question was a Dodge 45 cwt No 533826 and carried the Italian colours and Serial No 53. Inside the driver's cab were two Italian women whose identities are :-

GIACCHINA PU GIOVANNI
Identity Card No 249 Comune MANTOVA

ANTONINA DI LUIGI
Identity Card No 5975433

both were ordered out of the truck by me.

3 So far as I was able taking into consideration the language difficulty, I learned that the women came from MANTOVA, and that the driver was proceeding to MANTOVA. He had no permission to carry the women as far as I could ascertain.

4 All the particulars of the driver and vehicle were taken from his bag which was found in the vehicle, which was dirty and the writing difficult to read. 207

5 I take a very serious view of the way in which this vehicle was being driven and consider that the vehicle was being handled in a manner one could only describe as dangerous and without the least consideration for other users of the road.

(Signed) Taylor
Major
Assistant Provost Marshal

SUBJECT: Discipline & Italian Personnel.

HEMERA
BRITISH LIAISON UNIT
15 AUG 1945
26/3

HQ 2 District, CTF
Pro 84/48

14 AUG 45

HQ 51 B.L.U.

1. On Monday 13 Aug 45 at 1715 hrs I was on duty on the MONZA - MILAN road proceeding to wards MILAN in my Jeep WD No. 4787799. At a point 1 mile south of the road junction K.3277, I was overtaken by a 15 cwt Dodge travelling at a furious speed. I gave chase for over a mile before I was able to stop this vehicle. This I did by using my siren and waving the driver into the side of the road. During this time it was necessary for me to travel at 52 miles per hour for some time in order to get near the vehicle. On approaching the vehicle I saw that it was driven by an Italian soldier whose particulars are:-

ARRIGUOI VITTORIO
21 REGGIMENTO FANTERIA
CREMONA GRUPPO

2. The vehicle in question was a Dodge 15 cwt No. 5338626 and carried the Italian colours and Serial No. 55. Inside the driver's cab were two Italian women whose identities are:-

GUACONGINA EU GIOVANNI
Identity Card No. 219 Commune BEDULITA

BATTISTINA DI LUIGI
Identity Card No. 5973138

both were ordered out of the truck by me.

3. So far as I was able taking into consideration the language difficulty, I learned that the women came from BERGAMO, and that the driver was proceeding to NOVARA. He had no permission to carry the women as far as I could ascertain.

4. All the particulars of the driver and vehicle were taken from his trip ticket FOGLIO DI VIAGGIO, which was dirty and the writing difficult to read.

5. I take a very serious view of the way in which this vehicle was being driven and consider that the vehicle was being handled in a manner one could only describe as dangerous and without the least consideration for other users of the road.

the vehicle I saw that it was driven by an Italian soldier whose particulars are:-

ARRIGUOI VITTORIO
24 REGGIMENTO FANTERIA
CREMONA GRUPPO

2. The vehicle in question was a Dodge 15 cwt No. 5338626 and carried the Italian colours and Serial No. 55. Inside the driver's cab were two Italian women whose identities are:-

GUACONGINA FU GIOVANNI
Identity Card No. 219 Commune BEDULITA

BATTISTINA DI LUIGI
Identity Card No. 5973138

both were ordered out of the truck by me.

3. So far as I was able taking into consideration the language difficulty, I learned that the women came from BERGAMO, and that the driver was proceeding to NOVARA. He had no permission to carry the women as far as I could ascertain.

4. All the particulars of the driver and vehicle were taken from his trip ticket FOGLIO DI VIAGGIO, which was dirty and the writing difficult to read.

5. I take a very serious view of the way in which this vehicle was being driven and consider that the vehicle was being handled in a manner one could only describe as dangerous and without the least consideration for other users of the road.

GR.

Handwritten notes:
Cecilia
1/10/40
Major,
Assistant Provost Marshal.
Taylor
1/10/40
Official
1/10/40
Official
1/10/40

CONFIDENTIAL

54 British Liaison Unit

Q 6

Subject: 1- PUL. System.

20 1- Chief of Staff,
Cassara Group.

1. Forwarded herewith a report from 113 Refuel Depot MILAN in which it is alleged that Det CASARINO Command of 54 Red Sec demanded 10 gals of petrol when he actually required 29.

2. To make the purpose of this report more clear, it is necessary to understand the procedure which is adopted when a vet reports to a British petrol point and demands petrol.

This is what happens

(a) Before going to the pump the det reports to the office, gives his particulars, produces his entry for the journey and asks for so much petrol. This amount is entered on the Det's issue sheet and the det signs for that amount.

(b) The vet then proceeds to the pump and the tanks are filled to capacity.

It is accepted that there will always be minor inaccuracies between the amounts demanded and the amounts supplied under this system but normally such differences balance out between those det's who over estimate and those who under estimate their requirements.

3. In the light of the above you will see that a det who wishes to indulge in ill-considered disposal of petrol has ample opportunity to do so under this system by signing for a minimal amount of petrol and in fact covering much more. He need only then show the smaller amount on his work ticket and dispose of the balance.

4. It is fully realized that the system as such is slack, but the report itself explains why no other is practicable - i.e. shortage of British personnel.

5. Another point which you may care to investigate is why a tank from 54 Red Sec should require to draw PUL from MILAN. The new procedure outlined in my letter Q 6 dated 15 Aug should of course put a stop to this.

6. Please find a report on this matter in due course.

1. Forwarded herewith a report from 115 Petrol Depot MILAN in which it is alleged that DER CASTELLANO Giovanni of 54 Red Sec demanded 40 gals of petrol when he actually required 20.

2. To make the purpose of this report more clear, it is necessary to understand the procedure which is adopted when a veh reports to a British petrol point and demands petrol.

This is what happens

(a) Before going to the pump the der reports to the office, gives his particulars, produces his entry for the journey and asks for so much petrol. This amount is entered on the Depot issue sheet and the der signs for that amount.

(b) The veh then proceeds to the pump and the tanks are filled to capacity.

It is accepted that there will always be minor inaccuracies between the amounts demanded and the amounts supplied under this system but normally such differences balance out between those der who over estimate and those who under estimate their requirements.

3. In the light of the above you will see that a der who wishes to indulge in illicit disposal of petrol has ample opportunity to do so under this system by asking for a minimal amount of petrol and in fact drawing much more. He need only then return the smaller amount on his next ticket and dispose of the balance.

4. It is fully realised that the system as such is slack, but the report itself explains why no other is practicable - i.e. shortage of British Petroleum.

5. Another point which you may care to investigate is why a tank from 54 Red Sec should require to draw PUL from MILAN. The new procedure outlined in my letter Q 6 dated 13 Aug should of course put a stop to this.

6. Please find a report on this matter in due course.

Field
13 Aug 45
RHH/PM

Copy to File A 6/3

Major
DAA & QAC

70

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Plane Accident - RAVENHIA - 1 Feb 45.

52 British Liaison Unit.

A 6/3.

To: DAD Claims & Hirings,
69 Claims & Hirings, CEF.

Ref your 69/50201/39/A dated 7 Jan and this HQ letter of even no.
dated 2 Jul 45.

Herewith statements by the Dvr and witnesses in respect of accident
which occurred on 1 Feb 45.

Field.
8 Aug 45.
/ML.

Major,
DAD & CEF.

70*

Declassified E.O. 12356 Section 3.3/NND No. 785020

C O P Y

Subject :- Traffic Incident - RAVENNA 1 Feb 45

118

STATEMENT

I the undersigned Cervo Piero son of the late Pasquale class 1917 from the District of ROME and regular soldier in the 3rd Tpt Pln of the 44th Tpt Coy of the CERRONA and driver of truck Dodge No L5616404 state the following with reference to the incident.

On the 1 Feb 1945 at about 1530 hrs I was travelling from CERNATECO to RAVENNA to collect rations. Going through the latter town, I was coming down Piazza V. Emanuele to get to Via 13 giugno, when from Via A Dias which backs into the square (see sketch att) a cyclist going at a rather high speed came out in front of my truck. Due to the sudden appearance of the cyclist it was impossible to avoid collision, though I was in second gear since a few minutes before I had to stop to let a car pass. I would like to point out that the cyclist was coming out of a one way traffic street in the wrong direction. The injured person was taken away to the civil hospital by means of an AMG truck.

I attach also a statement with regard to the incident by Cpl Lacoronai Lorenzo of the 2nd Reserve Bn who was travelling with me.

(Signed) Cervo Piero.

705

Certified true copy

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

STATEMENT

(17)
On the 1 Feb 1945 at about 1530 hrs, I, Opl Iacrossi Lorenzo of the 2nd Pn 44th Tpt Coy, was riding with Dvr Cervo Piero of the 3rd Platoon, in a Dodge Lorry No L 5616404 in RAVENNA, when, arriving in Piasso Vittorio Emanuele, a cyclist suddenly crossed the road at a fast speed coming from the direction of Via Armando Dias. The dvr, although going slow on account of having stopped some 20 metres back, was able to avoid the collision.

We descended from our lorry and with the help of passers-by, the person was taken to a civilian hospital in an AMG vehicle.

The collision was inevitable but I maintain the driver was in no way responsible.

(Signed) Opl Lorenzo Iacrossi

704

Certified true copy

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

DECLARATION

(16)

I, the undersigned Cottignoli Isidoro son of Luigi living at 109 Via Maggiore RAVENNA, state, that on the 1st Feb 45 at 1530 hrs, I saw a military car, in Via 13 giugno and coming from the direction of Piazza Garibaldi, knock down a cyclist who suddenly came out from Via Amadeo. The car was travelling at a moderate speed. The woman was given first aid treatment by the driver, myself and some bystanders and later taken to hospital in a car belonging to AMG.

In my opinion the driver of the was not to blame for the for the incident.

(Signed) Cottignoli Isidoro.

70.

certified true copy

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

DECLARATION.

I, the undersigned, Bondi Giacomo son of Adelmo, residing at 33 Via Passo Buole, RAVENNA, state, that on the 1 Feb at approximately 1930 hrs I was standing at the corner of Via 13 Guigno and I saw a military car, which was travelling at a reduced speed, knock down a woman cyclist who came out of Via Armando Diaz and crossed his path.

The woman was promptly helped and taken to the civil hospital.

In my opinion the driver was not to blame for the incident as it was impossible for him to avoid the collision.

(Signed) Bondi Giacomo.

Certified true copy.

70.

0119