

ACC

10000/120/4600

AQ/8

10000/120/4600

AQ/8

RTZ DISCIPLINED

4934
5005

July 2, 1945 - Jan 25, 1946

REMARKS: Significance of Camp Area.

12 BRITISH LIAISON UNIT
FOR THE
ITALIAN CENTRAL MILITARY SCHOOLS.
(Tel. HQ 66319)

Ref: AQ/8/867

14 Jan. 46

To: Comando
Scuola Centrale Militari.

1. I am rather distressed to note that there is a good deal of litter and waste paper lying all over the Camp area and I remember, before I went to England, you took very energetic steps to prevent this happening.

2. Might I suggest that a fatigue party be detailed to clean up the Camp area once more, as I am very anxious that we should maintain it as neat as possible.

Colonel.

Comd. 12 British Liaison Unit For the
Italian Central Military Schools

HB/sh.

~~Internal.~~

File.

Plot.

5005

SUBJECT: Damage to Open Wire Network.

To: Command
British Central Military
Headquarters

1. It has been brought to the notice of this H.Q. that in the past three days at least three cases of damage by machine gun fire to the open wire route between BRINDISI and NAPOLI have occurred.

2. The unit responsible is believed to be the Italian Command involving the use of Machine (H.Q., Col. GARDINER).

3. Please arrange for an IMMEDIATE investigation to be made and kindly take the necessary steps to prevent any further damage of this nature occurring again.

WTH/eh.

COPY to:

H.Q.

Land Forces Sub Command (MILIA).

H.Q.

Rome Area Allied Command.

(Your letter 130/23 (at) dated 15 Jan. 46
to Land Forces Sub Command (MILIA) referred).

Internal.
File.

12 BRITISH LIAISON UNIT
for the
ITALIAN CENTRAL MILITARY HEADQUARTERS
(Tel: Rome 66349)

Ref: 42/8/100.

16 Jan. 46

Colonel
Comd. 12 British Liaison Unit for the
Italian Central Military Headquarters

TO: Comando
Genale Centrale Militare.

1. It has been brought to the notice of this H.Q. that in the past three days at least three cases of damage by machine gun fire to the open wire route between BRACIANO and MARITIMA have occurred.
2. The unit responsible is believed to be the Italian General Training School of Maritima (G.O., Col. CASAPRINALE).
3. Please arrange for an IMMEDIATE investigation to be made and kindly take the necessary steps to prevent any further damage of this nature occurring again.

RM/ab.

Copy to:

H.Q.
Local Forces Sub Com. 10 (MIL).

H.Q.,

Base Area Allied Command.

(Your letter 130/43 (M) dated 16 Jan. 46
to Local Forces Sub Com. 10 (MIL) refers).

Internal.
File.
Plant.

Colonel
Comd. 12 British Division Unit for the
Italian Central Military Schools

5004

the
write a short
letter to
you
5003
(26)

136

Subject: Traffic Accident - Bologna (12 June 1945).

*Bo is for me
Wanted. 136*

12 DEPTEN HEADQUARTERS
FOR THE
ITALIAN GENERAL MILITARY OFFICIALS
(Tel: 1925 66319)

Ref: 10/1/1945.

11 Jan. 1946.

To: Comando
Forza Centrale Militari.

Will you please say if you are able to supply the
information asked for in this H.A. letter 20/3/45 dated
27 Dec. 45.

folio 130.

[Signature]
Capt. R.A.
Staff Capt.

RM/eh.

Copy to: H.A.
Home Area Allied Command.
(Your h/A dated 10 Jan. 46 return).

Internal.
File.

BF 24
[Signature]

5002

129
130

135

ROME AREA ALLIED COMMAND
APO No 794 US Army

SUBJECT: Traffic Accident - 12 June 45

Ref: 4/A
10 Jan 46

TO : 12 BLU

1. The attached copy of letter received at this HQ is forwarded for your information and action.
2. Please forward AFA 3676 and statements direct to 90 Claims and Hirings and inform this HQ when this has been done.

William C. Carter

Lt-Col
AA & QMG

SUBJECT: Traffic Accident 12 June 45

Ref: 90/50612/58/A

TO : HQ Rome Area Allied Command

1. This office is investigating a claim in respect of damage to train, details of vehicle concerned are attached.
2. Information has been received from G3(LOCNS) AFHQ, that the Unit "152 Italian Drivers TRS School" is located at MANZANO and under your Command.
3. May Unit be requested to forward AFA 3676 and statements please.

90 Claims and Hirings
APO S 482 CMF
29 Dec 45
6/VA

Major, RA
DAD Claims and Hirings

AA & QMG
DAA & QMG
SC & QMG
DADFI
DADDS
DADME
1st Lieutenant
Schools
1st
RA
EE
ROS
PRO
11 Jan 46
File 8/1

5001

1150

COPY

RE: Traffic accident.

Ref: 20/50612/58/A

C/C
152 Italian Drivers Trs. School
OMF

Vehicle N. 5654895 on your charge was reported to have been involved in an accident at BOLOGNA on 12 June 45 when it collided with tram car N. 112 causing slight damages.

Please forward :

- 1) AFA 3676
- 2) Driver's statement
- 3) Military witnesses statements

Signed:

Major MA
DAD Claiton and Birings

Date: 28 August 1945

5000

COMANDO SCUOLA CENTRALI MILITARI
Ufficio Servizi - Sezione S.M.

AL COMANDO 12 = F. = E.L.U.

S E D B

Riferimento f.n.AQ/171124 del 3 agosto 1945

Le diverse punizioni inflitte per uno stesso genere di mancanza, sono dovute al fatto che è stata tenuta conto dei precedenti disciplinari del militare e cioè se il militare è stato punito altre volte ed inoltre se per la stessa infrazione oppure per altri motivi.

d'ordine
IL CAPO DI STATO MAGGIORE
(Col. Ledovico Melavasi)

1. DATE
 2. TIME
 3. PLACE
 4. NAME
 5. ADDRESS
 6. TELEPHONE
 7. REMARKS
 8. FILE
 9. 1126

Permanently given to
donor of vehicle present
16-31-2000 4999

Penitential stuff accord
to character of sinners in
the number of offences be-
fore him previously

COMANDO SCUOLE CENTRALI MILITARI
Ufficio Servizi-Sezione C.M.

Allegato
012/3/5

INFRAZIONI AL TRAFFICO RISCOSE NEL PERIODO 16 DICEMBRE - 31 DICEMBRE 1945 -

Data	Ora	Cognome e Nome del manchevole	Reparto appartenenza	Natura Infrazione	Pun. inf.
10.12	...	Aut. CAVALLARO Antonio	1500 Plotone Trasporti	3 persone in cab.	gg.7
10.12	...	Aut. STRAZZULDO Antonio	1500 Plotone Trasporti	3 persone in cab.	gg.7
10.12	...	Aut. AMORE Fausto	1500 Plotone Trasporti	4 persone in cab.	gg.3
10.12	...	Aut. GRANA Armando	1500 Plotone Trasporti	3 persone in cab.	gg.7
18.12	...	Aut. DI VAIO Agostino	Quartier Generale	Eccesso di veloc.	gg.3
19.12	...	Aut. DAL PALU' Paolo	336° Regg. Fanteria	Automezze incastrate	gg.7
20.12	...	Aut. VICINI Oscar	235° Regg. Fanteria	2 persone in cab.	gg.5
20.12	...	Aut. ROSSANO Armando	1500 Plotone Trasporti	Eccesso di velocità e 3 persone in cab.	gg.1
22.12	...	Aut. BLASI Franco	1500 Plotone Trasporti	Eccesso di velocità	gg.5
22.12	...	Aut. GHILLER Luigi	1500 Plotone Trasporti	Transitava abusiv. in posto vietato.-	gg.2
22.12	...	Aut. RUGGERI Aldo	Scuola Istrutt.Var.Armi	Foglio di marcia incomplete.-	gg.2

8667
4938

COMANDO SCUOLE CENTRALI MILITARI
Ufficio Servizi-Sezione S.M.

Allegato "A" al foglio
012/ 3/51 /S.M. del 7.1.946

CONTRATE NEL PERIODO 16 DICEMBRE = 31 DICEMBRE 1945 =

manchevole	Reparto appartenenza	Natura Infrazione	Punizione inflitta	Luogo ove viene scontata la punizione.-
Antonio	1500 Plotone Trasporti	3 persone in cab.	gg.7 C.F.R.	Presso il Reparto -
Antonio	1500 Plotone Trasporti	3 persone in cab.	gg.7 C.F.R.	Presso il Reparto -
Fausto	1500 Plotone Trasporti	4 persone in cab.	gg.3 C.F.R.	Presso il Reparto -
Armando	1500 Plotone Trasporti	3 persone in cab.	gg.7 C.F.R.	Presso il Reparto -
Agostino	Quartier Generale	Eccesso di veloc.	gg.3 C.F.R.	Presso il Reparto -
Paolo	336° Regg. Fanteria	Automezze incassate	gg.7 C.F.R.	Presso il Reparto -
Oscar	235° Regg. Fanteria	2 persone in cab.	gg.5 C.F.R.	Presso il Reparto -
Armando	1500 Plotone Trasporti	Eccesso di velocità e 3 persone in cab.	gg.10 C.F.R.	Presso il Reparto -
Francesco	1500 Plotone Trasporti	Eccesso di velocità	gg.5 C.F.R.	Presso il Reparto -
Luigi	1500 Plotone Trasporti	Transitava abusiv. in posto vietato.-	gg.5 C.F.R.	Presso il Reparto -
Aldo	Scuola Istrutt.Var.Armi	Foglio di marcia incompleto.-	gg.5 consegna	In caserma.-

8667
1938

COMANDO SCUOLE CENTRALI MILITARI
Ufficio Servizi - Sezione S.M.Allegato "B" al f.
del 7 gennaio 1961PUNIZIONI PRESSO IL COMANDO SCUOLE CENTRALI MILITARI DAL PERIODO 16 DICEMBRE - 31 DICEMBRE
SPROVVISTI DI PERMESSO =

Data	Ora	Cognome e Nome del manchevole	Reparto appartenenza	Natura infrazione	Punizio inflitta
23.12	10,30	Pante CORTESE Silvestro	335° Regg.Fanteria	Sorpreso a Roma sprovvisto di permesso.-	gg.5 C.

6867

COMANDO SCUOLE CENTRALI MILITARI
Ufficio Servizi - Sezione S.M.

Allegato "B" al foglio n° 012/3/51 /3/SM del
del 7 gennaio 1945

SCUOLE CENTRALI MILITARI DAL PERIODO 16 DICEMBRE - 31 DICEMBRE 1945 - AI MILITARI
PROVVISTI DI PERMESSO =

Nome	Reparto appartenenza	Natura infrazione	Punizione inflitta.	Luogo ove viene scontata la punizione.-
Manchevele				
Silvestro	336° Regg. Fanteria	Sorpreso a Roma sprovvisto di permesso.-	gg. 5 C.P.R.	Presso il Reparto.-

4997

HQ., RAAB.
Tel: 478679
Ref: PS/3/12/28/DIR
31 Dec 45

1. Copy of Military Police Daily Incident Report No 1238 is forwarded for information and action as necessary.
2. As this case appears to be a matter for Unit enquiry no further action will be taken by this office.

phoral CMP
they say not
now because
further with
come AB
indeed

Capt,
for Lt-Col,
Deputy Provost Marshal,
(R. P. Wenden).

1061 3.1 504 K 10. 8

Copy to:- DAD, 53 Claims & Hivings, CDF.

4996

Daily Incident Report
200 Provost Company

28th December 45

Ser.No.	Time.	INCIDENT	Further action.
1236	1045	Cpl. Webb reports in and states that an accident occurred at the corner of Via Castelfidardo and Via Gaeta, involving WD JEEP No. 5626563 driven by Sgn. SHORT of 51 Construction Coy 2nd GHQ Sign Regt, and Ford 15 cwt No. 2.4844241 driven by BARTELLETTI VERDIRANDO 336 Inf. Regt. Cesano, Sgn. Short was slightly injured and received treatment at the Central MI Room his vehicle was recovered by his own unit.	638 REE W/S informed and will recover the Ford vehicle, Italian driver to report to Sgt. Butcher to make statement. Report to OC., 200 Pro. Coy.

(88429

4995

SUBJECT: Discipline - Driving.

132

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

Ref: AG/3/818

3 Jan. 46

To: Casando
Scuole Centrali Militari.

1. I have noticed many cases of thoughtless driving during the past few weeks. I attach some points which I hope may be of some use to your officers and drivers.
2. I wish to point out that it is the duty of every officer no matter what his Arm of Service or appointment, to check Drivers who are making mistakes. Only by constant supervision can we hope to perfect the standard of driving within this School.

M.H.S.

Major D.W.R.
Comd. 12 British Liaison Unit for the
Italian Central Military Schools

MSD/ah.

Internal

File. ✓

4994

POINTS TO REMEMBER TO AID GOOD DRIVING.

- (1) Do not travel on the crown of the road.
- (2) Always keep to your own side of the road and never "cut" a corner even if the road is clear.
- (3) Do not overtake unless the road in front is quite clear and never overtake when approaching a corner or when ascending or descending a hill. Never overtake a long line of vehicles, especially a long line of halted vehicles.
- (4) Never allow a vehicle to "cut", i.e. cut you on another should always be engaged.
- (5) Always low gear before descending a steep hill.
- (6) Do not travel too close to the vehicle in front.
- (7) Stop when proceeding from a minor road into a major road and look both ways before then proceeding.
- (8) Make hand signals whenever possible to make known your intention to the driver behind you, as to which way you are going to turn.
- (9) Never swerve across the road suddenly and stop facing oncoming traffic. Park on your side of the road in the direction in which you are going.
- (10) Never stop suddenly except in an emergency. The vehicle behind you may not be able to stop and run you.
- (11) Never stop on a corner or just over the crest of a hill but only where there is a straight stretch of road, and if possible always pull off the road.
- (12) Before you start off make sure there is no traffic coming from behind you. Do not pull out suddenly.
- (13) When halted, the driver or a passenger should stand on the opposite side of the road and control the flow of traffic past his halted vehicle.
- (14) If you notice that your engine is failing do not wait until it breaks down completely in the middle of the road or at a road junction. Pull it into the side of the road while the engine is still functioning or, if possible, right off the road.
- (15) Remember that wet road surfaces are highly dangerous. Therefore you must never use your brakes suddenly. Therefore you must always be able to stop in an emergency -
(a) by the use of gears.

- (5) Engage low gear before descending a steep hill.
- (6) Do not travel too close to the vehicle in front.
- (7) Stop when proceeding from a minor road into a major road and look both ways before then proceeding.
- (8) Make hand signals whenever possible to make known your intention to the Driver behind you, as to which way you are going to turn.
- (9) Never cross the road suddenly and stop facing oncoming traffic. Park on your side of the road in the direction in which you are going.
- (10) Never stop suddenly except in an emergency. The vehicle behind you may not be able to stop and run you.
- (11) Never stop on a corner or just over the crest of a hill but only where there is a straight stretch of road, and if possible always pull off the road.
- (12) Before you start off make sure there is no traffic coming from behind you. Do not pull out suddenly.
- (13) When halted, the driver or a passenger should stand on the opposite side of the road and control the flow of traffic past his halted vehicle.
- (14) If you notice that your engine is failing do not wait until it breaks down completely in the middle of the road or at a road junction. Pull it into the side of the road while the engine is still functioning or, if possible, right off the road.
- (15) Remember that wet road surfaces are highly dangerous. ⁴⁹⁴³ You must never use your brakes suddenly. Therefore you must ⁴⁹⁴³ already enough to be able to stop in an emergency: -
(a) by the use of gears,
(b) by gradually bleeding down to a standstill.
- (16) When travelling at night, make sure that all your lights are working and "dip" them at the approach of oncoming traffic.
- (17) Never go faster than you need. Going fast means that you save 5 or 10 minutes on your journey, which you do not know what to do with when you arrive at the other end.
- (18) Never get rattled by any other vehicle looting you, and never move suddenly to avoid something that suddenly runs into the road (e.g. a dog), without first seeing what traffic is coming from other ways.
- (19) Always allow for the mistakes and stupidity of others and do not try to force them into a crash.

STATION: Law and Order in BOLOGNA area

LAND FORCES SUP COM, A.C. (1211A)

Q/92

14 Dec 45

TO : Distribution List 'B'

Herewith a copy of a letter from GOC NMIA to Minister of War (NMIA Q/92 dated 14 Dec 45) on subject of Law and Order in BOLOGNA area.

The same Disturb are operative or potentially operative throughout ITALY and this letter is therefore sent for your info and guidance.

There is no objection to the contents being disseminated with the ITALIAS if necessary.

Please ACK on att form.

LRCS/abo

for Major General
NMIA

AA & QMG
DAA & QMG
SC-A" & Q"
DAD-T
DADOS
DADME

Log Increment

4992

Q/92

21/12/45

Page 8

SECRET & URGENT

Subject: Law and Order in BOLOGNA Region.

Land Forces Sub Commission, A.C.,
 (M.M.I.A.)
 R C M E.
 G.92

14 December, 1945.

To: The Minister of War.

SITUATION:

1. (a) I have received disturbing reports of the situation in BOLOGNA Region from G.O.C. 2 District and my L.C. with General GERICA (Commander BOLOGNA Territorial Region), who also, I know, is very concerned about the state of affairs.
- (b) Lawlessness, in the form of banditry, gang storming and murder is rife. For example, on a recent occasion 50 armed men raided a village and committed robbery, murder and abduction. Unless checked sternly, such lawlessness will tend to increase. BOLOGNA may thus be considered a test case. If order can be restored there, that will deter similar activity elsewhere - an aspect which will become even more important in the event of the Northern Territories being handed back to the Italian Government. While appreciating that lawlessness after the past war is a world wide symptom, I feel that every effort should be made and every assistance given to the forces responsible for maintaining law and order.

FORCES AND MATERIAL AVAILABLE.

2. (a) The priority of responsibility for the maintenance of law and order is:-

The CC.RR normal units
 The CC.RR mobile columns
 The Independent Army Regiments
 The Infantry Divisions.

In war time the needs of the army were paramount. But in view of the above order of responsibility, the needs of the CC.RR should now have first priority.

You will agree that it is inadvisable to use the Army Regiments and Divisions except in case of need. The CC.RR are the first line of defence.

- (b) The distribution, strength, armament and equipment of No. 3 Brigade CC.RR is, according to our latest information, as per Appendix 'A'. Even this it can be seen that the strength and

4991

(a) I have received disturbing reports of the situation in BOLOGNA Region from G.O.C. 2 District and my L.O. with General CERICA (Commander BOLOGNA Territorial Region), who also, I know, is very concerned about the state of affairs.

(b) Lawlessness, in the form of banditry, gang storming and murder is rife. For example, on a recent occasion 50 armed men raided a village and committed robbery, murder and abduction. Unless checked sternly, such lawlessness will tend to increase. BOLOGNA may thus be considered a lost case. If order can be restored there, that will deter similar activity elsewhere - an aspect which will become even more important in the event of the Northern Territories being handed back to the Italian Government. While appreciating that lawlessness after the past war is a world wide symptom, I feel that every effort should be made and every assistance given to the forces responsible for maintaining law and order.

FORCES AND MATERIAL AVAILABLE.

2. (a) The priority of responsibility for the maintenance of law and order is :-

The CC.RR normal units
The CC.RR mobile columns
The Independent Army Regiments
The Infantry Divisions.

In war time the needs of the army were paramount. But in view of the above order of responsibility, the needs of the CC.RR should now have first priority.

You will agree that it is inadvisable to use the Army Regiments and Divisions except in case of need. The CC.RR are the first line of defence.

(b) The distribution, strength, armament and equipment of No. 3 Brigade CC.RR is, according to our latest information, as per Appendix 'A'. From this it can be seen that the strength and armament are adequate, but there is a very serious shortage in M.T.

As regards M.T., the Italian Army repair workshops are only just keeping their heads above water repairing and maintaining the M.T. of existing units. The Ministry of Transport however owes the Ministry of War the equivalent tonnage of 1666 army vehicles, reconditioned and in running order. Delivery of these was promised at the rate of 500 per month commencing 1 Nov., but NONE have been delivered yet. I suggest that you exert the strongest pressure on the Minister of Transport to implement his bend under and arrangements generously made by A.O. to assist the public economy and to avoid political repercussions by withdrawing Italian Army transport illegally in possession of civilian firms or persons. I am asking H.Q. ... to exert similar strong pressure. I may say that the Minister of Transport has had 14500 vehicles handed over to him by the Allies.

4991

(c)

- 2 -

2. (c) The clothing situation, I understand, is improving. This now is, of course, your responsibility, and with the large handover to you recently of cloth and uniforms out of "captured enemy material", together with the release to you of the COMO clothing factory the problem is one of distribution rather than supply.
- (d) The P.O.L. question is most unsatisfactory. The prefect allots P.O.L. to the CC.RR as he thinks fit. In BOLOGNA (and I understand also in GENOVA), region the amount allotted is only barely sufficient for the CC.RR to maintain and feed themselves, with none available for the CC.RR normal units or mobile columns to perform their necessary functions. My staff have already taken this up with you (see our letter ST/1602/9 dated 26 Nov 45 and Gen. LUZZI's reply in agreement CC/3053/GENV. G/2 dated 6 Dec 45) in connection with the mobile columns. I now feel that you should go further and that all P.O.L. requirements for the CC.RR should be indented for on C.I.P. and distributed through the Ministry of War. A reserve should also be built up in each centre or region as soon as possible.
- (e) At present intercommunication for CC.RR is by land-line only. Obviously wireless links between the various H.Q.'s and internally in the Mobile Columns is essential as well, particularly in the event of serious disorder when land-lines would be cut. My signal officer is at this moment investigating the whole question of the wireless needs of and provision of suitable equipment for the CC.RR. I will inform you further when he has completed his investigation in a week or so.

REORGANIZATION OF CC.RR.

3. The BOLOGNA question raises the whole problem of the organization of the CC.RR. From a short survey it appears that points which must be considered are the possibility, inter alia, of organizing the CC.RR territorially with the area boundaries as the Army Regions; of organization of communal distribution of CC.RR; and of reorganizing the mobile columns themselves with a view to increasing flexibility and effectiveness. I am taking this matter up with General BIGNARDI and Public Safety Sub Commission A.C.

CONCLUSION.

4. (a) The above presents my general view of the problem, as set out.
- (b) The immediate problem for you appears to be :-

- (1) to ensure first priority of issue of material (clothing,

4990

none available for the CC.RR normal units or mobile columns to perform their necessary functions.

My staff have already taken this up with you (see our letter 88/1604/9 dated 28 Nov 45 and Gen. LIUZAI's reply in agreement 60/3083/SEKV. G/2 dated 6 Dec 45) in connection with the mobile columns.

I now feel that you should go further and that all P.O.L. requirements for the CC.RR should be indented for on C.I.P. and distributed through the Ministry of War. A reserve should also be built up in each centre or region as soon as possible.

- (e) At present intercommunication for CC.RR is by land-line only. Obviously wireless links between the various H.Q's and internally in the Mobile Columns is essential as well, particularly in the event of serious disorder when land-lines would be cut. My signal officer is at this moment investigating the whole question of the wireless needs of and provision of suitable equipment for the CC.RR. I will inform you further when he has completed his investigation in a week or so.

REORGANIZATION OF CC.RR.

3. The BOLIGNA question raises the whole problem of the organization of the CC.RR. From a short survey it appears that points which must be considered are the possibility, inter alia, of organizing the CC.RR territorially with the same boundaries as the Army Regions; of organization of communal distribution of CC.RR; and of reorganizing the mobile columns themselves with a view to increasing flexibility and effectiveness.

I am taking this matter up with General BRENETT and Public Safety Sub Commission A.C.

CONCLUSION.

4. (a) The above presents my general view of the problem, as ⁴⁹⁹⁰ see it.
- (b) The immediate problem for you appears to be :-
- (i) to ensure first priority of issue of material (clothing, M.T. etc.) to the CC.RR - particularly in BOLIGNA Region.
 - (ii) to press the Minister of Transport to honour his bond as regards M.T. owed by him to the War Ministry?
 - (iii) to take over the demand for and distribution of P.O.L. for the whole CC.RR.
- (c) I have not mentioned the political aspect in respect of subversive action or the part of Italian officials outside the CC.RR. That will be dealt with by Public Safety Sub-Commission, A.C.

/As regards

- 3 -

4. (c) contd.

As regards such elements inside the CC.BR I feel sure you are taking the strongest action to purge such ruthlessly, in order to create a non-party, national CC.BR police force.

L. Browning ✓

Major General,
M. M. I. A.

Copy to : H.Q. A.C. (for Chief Commissioner) - 2 copies
Public Safety Sub Commission, A.C.
Transportation Sub Commission, A.C.
General BRUNETTI, Comd. O.S.R.
H.Q. 2 District.

Internal :

List "A" (loss 10, 17 and 19.)

4989

Sheet No. 2.

4. Vehicles.

	M.C. Sele		M.C. Combination		Cars		Lt. Load carrying vehs		Hy. Load carrying vehs		Tech. vehs	
	W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held
(a) Bde. H.Q.	1				2							
(b) BOLOGNA Legion	874	75	9	3	60	38	73	3	9	14	9	NIL
(c) H.Q. Mob. Bn. Gp.					2		1				1	
(d) BOLOGNA Mob. Bn.	95	NIL			3	NIL	26	NIL	20	2		
TOTALS	970	75	9	3	67	38	100	3	29	16	10	NIL

5. Arms.

	Pistols Mod 34		Automatic Rifles		Carbines Mod 91		L M G Breda		R
	W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	
(a) Bde. H.Q.	14		2		8		2		
(b) BOLOGNA Legion	3310	1253	649	467	2603	3251	123	61	
(c) H.Q. Mob. Bn. Gp.	47				40		4		
(d) BOLOGNA Mob. Bn.	578	86	187	46	361	537	21	6	
TOTALS	3949	1339	838	513	3012	3788	150	67	

Sheet No. 2.

Appendix "A" to MMIA
Letter G/92 dated
14. December 1945

M.C. Sele		M.C. Combination		Cars		Lt. Load carrying vehs		Hvy. Load carrying vehs		Tech. vehs		Armd vehs		REMARKS
W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	
1				2										
874	75	9	3	60	38	73	3	9	14	9	NIL			
				2		1				1				
95	NIL			3	NIL	26	NIL	20	2			12	12	
970	75	9	3	67	38	100	3	29	16	10	NIL	12	12	

Pistols Mod 34		Automatic Rifles		Carbines Mod 91		L M G Breda		REMARKS
W.E.	Held	W.E.	Held	W.E.	Held	W.E.	Held	
14		2		8		2		
310	1253	649	467	2603	3251	123	61	
47				40		4		
578	86	187	46	361	537	21	6	
8949	1339	838	513	3012	3728	150	67	

SUBJECT: Traffic Offense - 12 June 1945.

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

Ref: AG/3/791

27 Dec. 45.

To: Comando
Scuole Centrali Militari.

1. It has been reported by 90 Claims & hirings, C.M.P., that a vehicle No. 5654895 on charge to 192 Driver Training School, was involved with a tram car No. 112 on 12 June 1945 last.

2. Will you please cause inquiries to be made, with a view to ascertaining:

- (a) If the vehicle is on charge to 192 Italian Driving School
- (b) The name of the driver,
- (c) If he is still with the School, and if not, his present location.

RMH/ah.

Internal.

File.

Copy to: 90 D.A.D. Claims & hirings, C.M.P.
(Your 90/50512/58 dtd. 29 Nov. 45 addressed to R.A.A.G. refers)

Capt. R.A.
Staff Capt.

4986

Dealt with
by letter written
on 11/4

12976

Ref: 20/50612/53.

Headmaster,
D.A.T. (K.A.C.)
S.D.

1. This office is investigating a claim in respect of damage to tram, details of vehicle concerned are attached.
2. Information has been received from G3 (LOONS) AFHQ, that the Unit "152 Italian Drivers TBS School" is located at MANZANO and under your Command.
3. May Unit be requested to forward AFA 3676 and statements please.

Major RA,
D. A. R. CLAIMS AND RENTING.

90 Claims and Hirds QMF,
29.11.45
6/12.

AA & QMG
DAA & QMG
SC-A" & "Q"
DABST
DADOS
T-10517

DEC 1964

4985

913

COPYSUBJECT: Traffic Accident.Ref: 99/50612/38

DDK./O.C.
192 Italian Drivers Trs. School
O.M.F.

Vehicle 2654895 on your charge was reported to
have been involved in an accident at BGIOWA

on 12 June 45 at - hrs., when it collided with
tram car N. 112 causing slight damages

Please forward:

- 1) A.P.O. 5675.
- 2) Driver's statement.
- 3) Military witnesses' statements.
- 4) ~~REPTERED TO BGIOWA~~

4984

Signed

Date 25 August 1945

D.A.D., 90 Claims and Ratings.

SUBJECT: Vehicle Discipline - Parking of Vehicles -
via FLAMINIA

112

'F' BRITISH LIAISON AND
TRAINING UNIT, RTC ICF

Ref: AQ/8/678

4 December, 1945

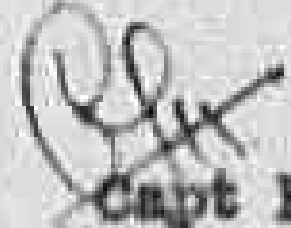
Comando
Scuola Centrale Militari

1. Ref your OG/2237/S/AUT di prot dated 19 Nov 45, in accordance with your wish the Italian Car Park in the Via FLAMINIA will cease to be used forthwith and the Carabinieri Guard can also be withdrawn forthwith.
3. The delay in dealing with this matter is regretted.

ESH/asj

Internal

File
Float


Capt RA, Staff Capt,
for Major DWR,
Commander,
'F' BRITISH LIAISON AND
TRAINING UNIT, RTC ICF

4983

So/Tr.

COMANDO DIVISIONE "ROMA"
C.A.S.F.I.C.
UFF. Servizi-Sex.S.M.



N° 012/5/2501 /S/S.M. di pret.

F.M. 32, 11 28 novembre 1945

S S S S T T C : Disciplina-infrascioni al traffico-Militari sprovvisi di permesso.-

AL COMANDO 9 F " 21.TU.R.T.C.-I.C.F. = S E D E =

Riferimento foglio n° 25/1/1124 del 3 agosto 1945.-

Si trasmette l'unità specchio "A" relative alle infrascioni al traffico riscontrate dal 18 al 24 novembre corrente.-

Si mette d'invio la specchio "B" relative ai militari sprovvisi di permesso, perché negative.-

DA A C.M.	
DA A S.M.	
SC-A' S-M	
DAUS	
DAUS	
DAUS	
30/11/45	8
Int	
Re	

d'ordine
IL CAPO DI STATO MAGGIORE
(Giulietta Ledevica Malavasi)
Malavasi
4982
632

So/Tr.

COMANDO DIVISIONE "NICKO"
C.A.S.P.T.O.
Off. Servizi-Seq. S.M.

N° 012/5/2501 /S/S.M. di pret.

P.M. 92,11 28 novembre 1945

O G G E T T O : Disciplina infrazioni al traffico Militari sprovvisi
di permesso.-

AL COMANDO S F " MI.TD.R.T.O.-I.C.F. = S E D E =

Riferimento Foglio n° AQ/8/1124 del 3 agosto 1945.-

Si trasmette l'impiego specchio "A" relativo alle infrazioni
al traffico riscontrate dal 18 al 24 novembre corrente.-

Si esprime d'invitare le specchie "B" relative ai militari
sprovvisi di permesso, perché negative.-

LA S. Q. M.
R. A. & Q. M.
S. C. & S. C.
R. A. S. T.
R. A. S. T.
R. A. S. T.

30/11/45

8

Inf
RA

di ordine
LE CAPO DI STATO MAGGIORE
(Colonella Lodevico Malvasi)
Malvasi

4982

632

COMANDO DIVISIONE " FICUS " Allegato "A"
 C.I.A.C.F.I.O. 5/8.11.45
UFF. Servizi - Sez. S.M.

INFRAZIONI AL TRAFFICO RIFERENTISI AL PERIODO 15-24 NOVEMBRE 1945 *

Data	Ora	Cognome e Nome del manchovele	Reparto appartenenza	Natura infrazione	Polizia
19.11	13.00	Aut. RE Giuseppe	Comando Reparto Servizi	Conduttore di auto- mezzo rientran- Roma, non segui- strada stabili	13.11.45
21.11	==	Art. D'ERRICO Angelo	152° Regg. Artiglieria	Portava 1 sottopila sul seggiolino della la propria auto.	
21.11	==	Cap. Magg. ROSSARO Armando	1500 Plotone Trasporti	Eccesso di velocità	
23.11	==	Art. TRABALDI Amerigo	1500 Plotone Trasporti	Conduttore di auto- mezzo, non aveva do- stificare il coman- do di 7 galloni e ricordi di benzina.	

COMANDO DIVISIONE "PICCO"
C.A.C.F.I.C.
Uff. Servizi- Sez. S.M.

Allegato "A" al foglio N° 12/3/8501
S/S.L. del 28 novembre 1945

TRAFFICO RIFERENTISI AL PERIODO 15-24 NOVEMBRE 1945

al manovale	Reparto appartenenza	Natura infrazione	Punizione	Luogo e via dove scattata la punizione.
Giuseppe	Comando Reparto Servizio	Conduttore di auto- mezze rientranti Roma, non seguiva strada stabilita	15 giorni	Presso il Reparto.
Agolo	152° Regg. Artiglieria	Portava i sedili sul seggiolino del- la propria auto.	15 giorni	Presso il Reparto.
Armando	1500 Pletone Trasporti	Eccesso di velocità	15 giorni	Presso il Reparto.
Amerigo	1500 Pletone Trasporti	Conduttore di auto- mezze, non sapeva giu- stificare il consumo di 7 galloni per litro di benzina.	15 giorni	Presso il Reparto.

1893

P I L E

SUBJECT :- Civilians in CESSNO.P1 BRITISH LIAISON AND TRAINING UNIT
R.T.O., I.C.F.

Ref : AG/8/501

29 October '45.

H.Q.,
R.T.O. I.C.F.

1. Now that we have managed to get rid of the majority of the untrained men in the Centre with a consequent improvement in the general appearance of the whole area, the excessive number of civilians becomes more apparent. In particular there are a large number of ragged boys who hang around offices and messes looking for cigarette ends.

2. May I suggest that a census of all civilians be made and only those who have some legitimate association with personnel at the ECU IOP be allowed to remain. I am under the impression that families who have some good reason for being here have asked all their poor relatives to stay with them. I suggest that these superfluous people be sent away, as it seems more than probable that their main source of living is from Army rations, which with the present reduced scale, causes hardship on those to whom they are legitimately issued.

3. I note that the number of itinerant stalls, photographers, fruit sellers and what-nots have again increased. Would it not be a good thing rigorously to restrict civilians also, as there is a danger that some dishonest persons may come in with them. There has been an epidemic of stealing which may be attributable to this cause.

L24/rw.

Hout

Colonel

Colonel, P1 British Liaison
& Training Unit ECU IOP.

4980

1. Now that we have managed to get rid of the majority of the untrained men in the Centre with a consequent improvement in the general appearance of the whole area, the excessive number of civilians becomes more apparent. In particular there are a large number of ragged boys who hang around offices and messes looking for cigarette ends.

2. May I suggest that a census of all civilians be made and only those who have some legitimate association with personnel at the HRC ICP be allowed to remain. I am under the impression that families who have some good reason for being here have asked all their poor relatives to stay with them. I suggest that these superfluous people be sent away, as it seems more than probable that their main sources of living is from Army rations, which with the present reduced scale, causes hardship on those to whom they are legitimately issued.

3. I note that the number of itinerant stalls, photographers, fruit sellers and what-nots have again increased. Would it not be a good thing rigorously to restrict civilians also, as there is a danger that some dishonest persons may come in with them. There has been an epidemic of stealing which may be attributable to this cause.

4980

Colonel
Comd. 'F' British Liaison
& Training Unit HRC ICP.

LHM/rmw.

Hout

2 files

G.V.

FILESUBJECT: Traffic Accident, - 15 Oct. 45.'P' BRITISH LIAISON & TRAINING UNIT
R.T.C., I.I.F.

Ref: AL/3/133

17 Oct. 45.

To: 'A' Branch
H.Q.
Rene Area Allied Command.Copy to: D.A.P.M.
R.A.A.C.

Herewith please find copy of a report which has been submitted to this Unit by the 198 Section, Carabinieri, concerning an accident to Carabinieri BARTOCCHETTI Damiano, which occurred on 15 October 45.

Ewb.
Major Indale.
DAA & GHI.

ma/sh.

4979

COMANDO DIVISIONE PANTERIA "PIEMONTE" C.A.S. F.G.S.
198 Sezione Mista CC. RR.

N. 1865/CR. di prot.

P.M. 92, 11 15 Oct. 1945.

OGGETTO: Investimento del carabiniere BARTOCUETTI Domenico da parte di una
 macchina alleata.→

AL COMANDO DELLA DIVISIONE DI PANTERIA "PIEMONTE"
 AL SIGNOR MAGGIORE BRADLEY -D.A.Q.M.G.F. -RMU-
 AL COMANDO DELLA COMPAGNIA MISTA CC. RR.

= SIME

= SIME

= SIME

Qest'oggi verso le ore 13 all'ora Km. 16 Via Cassia in prossimità
 frazione "La Storta" (Gomase di Roma) il carabiniere BARTOCUETTI Domenico
 effettivo in questa Sezione e dislocato quale motociclista al posto di blocco
 "La Storta", mentre in servizio di perlustrazione stradale con moto B.S.A.
 targa 1440450 percorreva ad andatura normale detta via in direzione di Roma
 veniva investito da una macchina "Dodge" targa 4832136 guidata da un mili-
 tare alleato che cercava oltrepassare altra macchina alleata entrambe diret-
 te verso il nord. Il carabiniere prontamente soccorso veniva trasportato dal-
 la stessa macchina investitrice all'Ospedale Militare "Virgilio" in Roma
 ove e' stato ricoverato per frattura esposta comminuta con spappolamento della
 gamba sinistra e stato di shock - prognosi riservata.-

La Motocicletta a cura della Polizia alleata e' stata trasportata alla
 officina "Reno" (Alfa Romeo) in S. Paolo (Roma).

Segue rapporto.

IL TROVANTE COMANDANTE
 -Osvaldo Tentarelli-

4977

4978

COMANDO DIVISIONE FANTERIA "PICENO" C.A.C.P.I.O.
193^a Sezione Mista CC.RR.

N. 55/CR. 61 prot.

P.N. 92, 11 15 Ottobre 1945

OGGETTO: Investimento del carabiniere BARTOCCHETTI Domenico da parte di una macchina alleata.

AL COMANDO DELLA DIVISIONE DI FANTERIA "PICENO"

= S E D E

AL SIGORR MAGGIORE ~~XXXXX~~ - D.A.C.M.C.P. - ELU -

= S E D E

AL COMANDO DELLA COMPAGNIA MISTA CC.RR.

= S E D E

Quest'oggi verso le ore 13 allenza Km. 16 Via Cassia in prossimità frazione "La Storta" (Comune Roma) carabiniere BARTOCCHETTI Domenico effettivo questa Sezione è dislocato quale motociclista al Posto di Blocco "La Storta", mentre in servizio di perlustrazione stradale con moto B. S.A. targa 1440450 percorreva ad andature normale detta via in direzione di Roma, veniva investito da una macchina "Dodge" targa 4932135 guidata da militare alleato che cercava oltrepassare altra macchina alleata entrabbe dirette verso il nord. Carabiniere prontamente soccorso veniva trasportato stessa macchina investitrice Ospedale Militare "Virgilio" in Roma ove è stato ricoverato per frattura esposta comminuta con spapolamento gamba sinistra e stato di shock - prognosi riservata.

Motocicletta a cura Polizia Alleata è stata trasportata officina "Reas" (Alfa Romeo) in S. Paolo (Roma).

Segue rapporto.

4977

AA & QMG	4977
DAA & QMG	
SE - A - & Q	
DA (PT)	
DABUS	

IL SOTTILE COMANDANTE

AZ OGILVIO DELLA DIVISIONE DI PUBBLICITÀ

AL HIGHOR MAGGICE ~~THUNDER~~ -D.A.C.H.G.V. - THN -

AL COMANDO DELLA COMPAGNIA REGTA CO. PR.

SD

— 37 —

— Б. В. В.

Quest'oggi verso le ore 13 all'ora Km.16 Via Cassia in prossimità frazione "La Storta" (Comune Roma) carabinieri BAROCCHETTI Domenico effettiva questa Sezione e dislocato quale motociclista al Posto di Blocco "La Storta", mentre in servizio di perlustrazione stradale con moto R. S.A. targa I440450 percorreva ad andatura normale detta via in direzione di Roma, veniva investito da una macchina "Dodge" targa 4832136 guidata da militare alleato che cercava oltrepassare altra macchina alleata entrante di dirette verso il nord. Carabinieri prontamente soccorso veniva trasportato stessa macchina investitrice Ospedale Militare "Virgilio" in Roma ove è stato ricoverato per frattura esposta comminuta con spappolamento gamba sinistra e stato di shock - prognosi riservata...

4263



—Ostalo Tentorelli.

[illegible]

16577

FILE

(84)

SUBJECT: Italian Army - Traffic Accidents.'P' BRITISH LIAISON & TRAINING UNIT
R.T.C., I.C.F.

Ref: AC/8/419

14 October 45.

To: H.Q.
Rome Area Allied Command.

Your 41A of 12 October 45 is acknowledged.

1. Kindly request D.I.D. 93 Claims & hirings to refer to Land Forces Sub Comm. A.C. letter, reference A.266 of 23 June 45 (copy attached), which lays down the correct procedure.
2. The letters from 93 Claims & hirings dated 6 July, 26 July and signal dated 18 August have not reached this unit. The correct nomenclature for this Unit is: 'P' British Liaison & Training Unit, R.T.C. I.C.F.


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

HBM/al.

4976

(83)

HQ ROME AREA ALLIED COMMAND
APO No. 794, US Army

Ref: 41A

12 Oct 45

Subject:- Traffic Accident on 8 May 45
Involving WD Veh No. A 26.1.5656160

'F' BLU

The following has been passed to this HQ from D.A.D. 53 Claims and Hirings:

" Ref the above mentioned accident in respect of which a claim has been made to this office, the vehicle alleged to be involved has been traced to 152 Italian Driver Trg School. No AF A3676 having been supplied in accordance with GPO 96/44, the unit was written to requesting same on 6 Jul 45. A further letter was sent on 26 Jul 45, and a signal on 18 Aug. No reply of any description has been received."

Please report to this HQ without delay, giving full details of the circumstances of this case, and an explanation as to why no action has been taken and why the above mentioned letters were ignored.

CTP/rw

[Signature]
C.T. FURLEN
Captain
for Lt Col
AA & QMG

4975

Copy to: 53 Claims & Hirings (ref your 53/50508/31/A
dated 10 Oct 45)

AA & QMG	
DAA & QMG	
SC "A" & "Q"	
DADST	
DADUS	
DADME	
Trg. Document	
Vehicle	
Lt	
DA	
TC	
CCS	
PRO	

4370

14 OCT 1945 1 1 8.

COMANDO DIVISIONE "PICHENO"
C.A.C.P.I.C.
Ufficio Servizi - Ser. S.M.

n.05/ 8/99 /3/SM di prot.

O G G F F O : disciplina del traffico.

Cesano di Roma - P.M.92
9 ottobre 1945

- AL COMANDO SCUOLE
 - AL COMANDO III REG. DEL 1° REG. ADD. FANTERIA (235°)
 - AL COMANDO 2° REG. ADDESTRAMENTO FANTERIA (336°)
 - AL COMANDO REGGIMENTO ADDESTR. ARTIGLIERIA (152°)
 - AL COMANDO REGGIMENTO ADDESTRAMENTO GENIO
 - AL COMANDO CAMPO ADDESTRAMENTO ATTENDATO
 - AL COMANDO 9° BATTAGLIONE COMPLENENTI MISTO
 - AL COMANDO REPARTO SERVIZI
 - AL COMANDO 155° OFFICINA RIPARAZ. AUTOMOBILISTICHE
 - AL COMANDO 152° COMPAGNIA CC.RR.
 - AL COMANDO 319° SQUADRA PARETTIERI
 - ALLA DIREZIONE 83° COMEDANZ AFF. AUSILIARIO
- e, per conoscenza :
- AL COMANDO "F" B.L.T.V. - R.T.C. - I.C.F.
 - ALL'UFFICIO SERVIZI - Sezione Auto

- Seguito circolare 03/8341/3/SM del 4 corrente - 4974

Poichè - ad onta delle raccomandazioni fatte - permangono i rischi dovuti all'incrocio degli autocarri sul nuovo tratto di strada Cesano - Via Claudia, mentre confermo il divieto assoluto di sorpasso, dispongo che, al momento dell'incrocio, le macchine procedano a passo d'uomo.

Nitro fiducia che, se i Comandi in indirizzo riusciranno a rendere consapevole il dipendente personale della necessità imprescindibile di attenersi a tale ordine, soltanto così, potranno essere eliminate le cause che determinano i frequenti incidenti segnalati.

A tal proposito saranno quanto prima apposti sulla strada apposti cartelli indicatori.

Il Comando della 152° Compagnia CC.RR. è pregato di impartire le necessarie disposizioni affinché le pattuglie mobili esercitino assiduo controllo sulla esecuzione da parte degli autieri dei presenti ordini, segnalando subito eventuali infrazioni.

IL COMANDANTE

AL COMANDO REGGIMENTO ADDESTR. ARTIGLIERIA (152°)
 AL COMANDO REGGIMENTO ADDESTRAMENTO GENIO
 AL COMANDO CAMPO ADDESTRAMENTO ATTENDATO
 AL COMANDO 3° BATTAGLIONE COMPLEMENTI MISTO
 AL COMANDO RIARTE SERVIZI
 AL COMANDO 155° OFFICINA RIPARAZ. AUTOMOBILISTICHE
 AL COMANDO 152° COMPAGNIA CC. RR.
 AL COMANDO 319° SQUADRA FANTIERI
 ALLA DIREZIONE 83° OSPEDALE ATT. AUSILIANO
 e, per conoscenza:
 AL COMANDO "F" D.L.T.U. - R.E.C. - I.C.F.
 ALL'UFFICIO SERVIZI - Sezione Auto

- Seguito circolare 05/8341/S/SM del 4 corrente - 4974

Poichè - ad onta delle raccomandazioni fatte - permangono i rischi dovuti all'incrocio degli autocarri sul nuovo tratto di strada Cesano - Via Claudia, mentre confermo il divieto assoluto di sorpasso, dispenso che, al momento dell'incrocio, le macchine procedano a passo d'uomo.

Nutro fiducia che, se i Comandi in indirizzo riusciranno a rendere consapevole il dipendente personale della necessità imprescindibile di attenersi a tale ordine, soltanto così, potranno essere eliminate le cause che determinano i frequenti incidenti segnalati.

A tal proposito saranno quanto prima apposti sulla strada apposti cartelli indicatori.

Il Comando della 152° Compagnia CC. RR. è pregato di impartire le necessarie disposizioni affinché le pattuglie mobili esercitino assiduo controllo sulla esecuzione da parte degli autieri dei presenti ordini, segnalando subito eventuali infrazioni.

I L. CO MAN D A N T E
 - Generale Ercole Rongo-

IL SANCORATO SERVIZI
 2.001.3.5000
 10 OCT 1945

AA & QMG	
DIA & QMG	
SC - A" & - Q"	
DADDT	
DADDS	
DADME	
Leg. Incriminat	

4311A

16 OCT 1945

SUB. 77 :- Traffic Regulations.

HQ, KTO IOP.

'P' BRITISH LIAISON &
TRAINING UNIT KTO IOP

Ref : 12/8/299.

28 September 1945.

I have to report that at 16.30 hours on 28 September 1945 Stan Lacey 1629055 driven by PALLASO ADOLFO of 1500 Platons Transporti committed the following offences.

1. Passed along the road in front of the offices at a speed estimated at between 50 and 60 k.p.h.
2. When summoned to halt he applied his brakes and skidded to a halt, tearing up the road surface.
3. When asked for an explanation, stated that he understood he was authorized to drive at 30 k.p.h. through the Camp.
4. When allowed to proceed, slammed in his gears and drove off at an excessive speed.
5. At 16.50 the same vehicle returned from the direction of the Servizio En driving at an excess speed with an Officer in the cab.
6. Came to a halt outside the Italian Casarido in such a manner as to cause serious damage to the road.

In my opinion this driver is quite unfit to be in charge of a vehicle and should be :

- (a) Deprived of his authority to drive.
- (b) Be severely punished for his great disregard of orders and impertinence.

Further new speed limit signs should be erected along the road in question.

7. Please report to me personally what steps have been taken to deal with this offender.

HQ, RTU IOP.

I have to report that at 16.30 hours on 28 September 45 3-ton Lorry 1629055 driven by FAGALOG ADOLFO of 1500 Platons Transporti committed the following offences.

1. Passed along the road in front of the offices at a speed estimated at between 50 and 60 k.p.h.
2. When summoned to halt he applied his brakes and skidded to a halt, tearing up the road surface.
3. When asked for an explanation, stated that he understood he was authorised to drive at 30 k.p.h. through the Camp.
4. When allowed to proceed, slammed in his gears and drove off at an excessive speed.
5. At 16.50 the same vehicle returned from the direction of the Servizio In driving at an excess speed with an Officer in the cab.
6. Came to a halt outside the Italian Comando in such a manner as to cause various damage to the road.

In my opinion this driver is quite unfit to be in charge of a vehicle and should be :

- (a) Deprived of his authority to drive.
- (b) Be severely punished for his great disregard of orders and incontinence.

Further new speed limit signs should be erected along the road in question.

7. Please report to me personally what steps have been taken to deal with this offender.

LHM/rav

Internal.

File.

Float.

H. H. H.
Colonel.
Comd. 1st British Liaison &
Training Unit RTU IOP.

TRIBUNALE MILITARE DI GUERRA DELLA DIVISIONE "VICENZA"

75

Prot. N° 650/45 R.G.

Viterbo, li 26/9/1945

OGGETTO: Citazione Testimoni

AL COMANDO DEL B. I. U.

CAPITANO DI ROMA

Il giorno 29 p.v. si celebrerà nanti questo Tribunale Militare il processo a carico del Capitano IRENI EGIDIO.

Il medesimo ha dedotto a sua difesa il Maggiore suddetto al materiale di codesto Comando e la relativa deduzione è stata accolta da questo Tribunale.

Prego, pertanto, compiacersi invitare il suddetto Ufficiale a comparire all'Udienza del giorno 29 settembre, ore 10, che verrà tenuta nel locale della Corte d'Assise di Viterbo.

P. IL PRESIDENTE e P. S.

IL GIUDICE RELATORE
(Cap. *[Signature]*)



4972

[Signature]

SECRET: Traffic Discipline.

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

Ref: AG/8/377 ✓

8 October 45.

To: H.Q.
R.T.O., I.O.P.

1. May I suggest some definite steps be taken to control the speed and the number of vehicles using the road in front of the office block and past the Officer's Messes.
2. There is a continual flow of vehicles travelling at excessive speed and I feel that something drastic is required to minimise this nuisance.

LDH/cr.

Internal.

Plent

File

for
Colonel.
Coord. 'P' British Liaison &
Training Unit RTO IOP.

4970

4971

REMARKS: Discipline.

For: H.A.C.

H.A.C., I.C.P.

Copies to: H.A.C.

H.A.C. (For Information)

Capt. Gordon. do.

Major Bradley (for action).

REMARKS: Discipline.

H.A.C., I.C.P.

For: H.A.C. X/11/25

3 August 45.

1. I am for from satisfied that really effective action is being taken in connection with disciplinary offenses.

2. During July approximately 300 disciplinary reports were submitted to the various branches of the "Police" Division.

3. In order that this H.A.C. may be in a better position to report to higher authority on the standard of discipline in the H.A.C., I.C.P., and so that some check may be made as to whether the punishments awarded are proving effective in checking a recurrence of offenses, I would like to institute a system whereby a single check can be kept.

The procedure suggested is as follows:-

(1) Completed reports will be submitted by the Commander of the C.I. Division, as at present.

(2) In addition, on each Sunday, a summary (in accordance with the attached [offense]) will be sent to various divisions in duplicate. 4970
It will be retained for Divisional records and one copy will be returned to the H.A.C. & I.C.P. with the information called for in columns 6 and 7 filled in. Completed copies of the preceding week's summary should reach this office by noon on Saturday of the following week. C.I. 1

(3) I am not satisfied that adequate steps are being taken to "clean up" the names of the offenders. As the example given, not one name appears and I should be glad to know whether everything has been done to find out the names of the offenders. This must be done, and done immediately the offense is reported. Identification of the offender is all that is necessary.

Copy sent to:

W.A.S. (for information)

Capt. Gordon. do.

Major Rendley (for action).

1. I am far from satisfied that really effective action is being taken in connection with disciplinary offences.
2. During July approximately 300 disciplinary reports were submitted to the various branches of the "Army" Division.

3. In order that this B.C. may be in a better position to report to Higher Authority on the standard of discipline in the B.C., I.B.C., and so that some check may be made as to whether the punishment awarded are proving effective in checking a recurrence of offences, I would like to institute a system whereby a sample check can be kept.

The procedure suggested is as follows:-

- (1) Periodical reports will be submitted by the Commissioner of the B.C. Division, as at present.
- (2) In addition, on each Monday, a summary (in accordance with the attached pattern) will be sent to Captain Davidson in duplicate. 4940
This will be retained for reference and one copy will be forwarded to Lt B.C. & W.B. with the information called for in columns 6 and 7 filled in. Carried copies of the preceding week's pattern should reach this office by noon on Saturday of the following week. 1389
- (3) I am not satisfied that adequate steps are being taken to trace the names of the offenders. In the sample form, not one name appears and I should be glad to know whether anything was done to find out the names of the drivers. This must be done, and done immediately the offence is reported. Identification of the driver must be in all that is necessary.

- (4) By this means this B.C. will be able to keep a continuous check on the progress of discipline throughout the Division.

MS

Colonel.
Commander The British Legion &
President British B.C. Div

LLH/als
Internal.
File.
Sent.

4969

DISCIPLINARY OFFENSES OF THE R.T.C., I.C.F.

Work ending.....

1.	2.	3.	4.	5.	6.	7.
Date.	Time.	Name of offender.	Unit.	Nature of offense.	Incident marked.	
1.	JULY.			EXAMPLE.		
26	10.45	Driver unknown. E.4669505.	??	Excessive speed. Refusing to stop.		Not ent
2.	16.45	Gifts.	??	Offensive language.		
3.	26	10.50	10 Vehicles & 1 Motor Cycle.	Excessive speed. Refusing to stop.		In con ho
4.	27	18.45	C.562852	Excessive speed, causing a collision.		As
5.	28	12.30	H.473302.	Excessive speed.		As
6.	28	13.15	L.4013101	Refusing to obey orders. Insulting language.		In fir sh
7.	28	18.30	N.1510504	Excessive speed.		As

NOTE: As an illustration, this proforma has been filled in with the data contained in O.C. letter ref: 1160/13/CA dated 29 July

6969

MO-FOUR (Appendix to 'F' L.A. IV
letter 4/8/1/1134 of
3 August 45).

MINIMUM OFFENSES OF THE R.T.O., I.O.P.

Next ending.....

1. Offender.	2. Unit.	3. Nature of offense.	4. Punishment awarded.	5. Place where punishment is being carried out.
<u>EXAMPLES.</u>				
Unknown.	??	Excessive speed. Refusing to stop.		<u>Note:</u> In this case the name of the driver must be ascertained and entered on the proform.
Driver.	??	Offensive language.		
Driver & passenger.	??	Excessive speed. Refusing to stop.		In this case the name of the vehicle operator should be ascertained and he should be punished.
Driver.	??	Excessive speed, causing a collision.		As for 1 and 2 above.
Driver.	??	Excessive speed.		As above.
Driver.	??	Refusing to obey orders. Insulting language.		In this case the name of the officer involved should be obtained and he should be punished.
Driver.	??	Excessive speed.		As for 1 and 2 above.

NOTE: As an illustration, this proform has been filled in with the data contained in CG.28 letter ref: 1160/48/CR dated 29 July 45.

29

SUBJECT:- Discipline

Office of the DAIM
Land Forces Sub Comm AG (MCLA)'F' BRITISH LIAISON AND
TRAINING UNIT, RTC, ICP

Ref: DAIM/70/159

30 July 1945

✓
Commander,
'F' British Liaison and
Training Unit, RTC, ICP

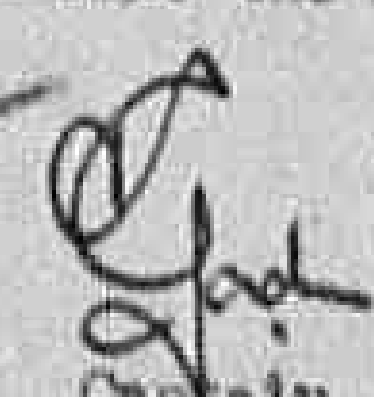
1. In view of the fact that approx 300 disciplinary reports were submitted to the Ufficio Servizi of the Divisione "PICENO" in the past month, it would be very interesting to see exactly what action has been taken thereunder.
2. Two representative daily reports are attached for your guidance.
3. This office is of the opinion that no action has been taken under the majority of the reports and further that the Division contemplates no action.

CPRG/soj

Internal

File

AA & QMG
DAA & QMG
SC "A" & "Q"
DADST
DADOF
DADRY


 Captain,
 DAIM
 MCLA

4968

30-7-45

y.l. 8

2723

AL COMANDO MILIA 132° COMPAGNIA MISIA CO. RE.
AL SIG. CAPITANO GORDON C. HARRIS M.I.A.

P. 2. 02
S. 2. 1. 1

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

Infrazioni al traffico riscontrate dai novieri di servizio lungo la stradale del C.A.O.F.I.O. -

Ore 10,45 del 26 corrente, automezzo targato Z. 4660500 non si fermava al segnale di alt dato dal noviere di servizio al cancello n. 2. - Lo stesso automezzo attraversava alle ore 16,45 ad eccessiva velocità ed al segnale di rallentare la corsa invadeva contro il noviere con le segnaletti espressioni: "Ignorante, disegnatore te e quel fesso che ti ha messo qui, se passo un'altra volta ti metto sotto i carabinieri" e finiva un balzo e con il rapporto che arriva ci vado al gabinetto".

Ore 10,50 del 26 corrente, la moto B.S.A. targata I452706 e gli automezzi targati L. I452885 - L. 318259 - M. II36913 - Z. 4511075 - L. 4568181 - L. 5318259 - L. 5652212 - L. 4551309 - L. 5781016 - L. 5251389 viaggiavano ad eccessiva velocità. - Al segnale di rallentare la corsa dato dal noviere di servizio al posto n. 2, invadevano contro lo stesso con frasi ingiuriose intralciando il libero movimento del traffico.

Ore 18,45 del 27 corrente, la moto targata G. 5626632 non si fermava al segnale di alt. dato dal noviere al servizio all'ingresso del 3° lotto, andando ad urtare contro un autoveicolo che aveva avuto precedenza. Ore 12,30 del 28 corrente, l'automezzo targato M. 1510504 viaggiava ad eccessiva velocità.

Ore 13,15 del 28 corrente l'automezzo targato L. 4013101 viaggiava ad eccessiva velocità. - Al segnale di alt dato dal noviere di servizio, si rifiutava di obbedire le Generalità ed il reparto di appartenenza, e pretendeva il nome del noviere. - Il noviere, alla richiesta dell'autiere, rimproverò di rivolgerci al comando della 198ª Sezione C.O.M., al che lo stesso autiere invece contro il noviere con frasi offensive. - In difesa del carro chiedendo a sua volta il nome del noviere, ottenendone la stessa risposta data all'autiere e cioè di rivolgersi al comando della 198ª Sezione tale stato di cose impedì al noviere di esercitare il dovuto controllo al traffico.

Ore 18,30 del 28 corrente, l'automezzo targato M. 1510504 viaggiava ad eccessiva velocità.

Per quanto riguarda la segnalazione dell'automezzo targato Z. 4660500 si rimane in attesa di conoscere le Generalità e reparto di appartenenza dell'autiere per la relativa denuncia per oltraggio all'Aren.

IL RESPONSABILE COMANDANTE
Giovanna Gattelli

COMANDO DIVISIONE FANTERIA "FIORENTINO" A.C.P.I.O.
138^a Sezione Mista CC.RR.

N.L. 50-52/6. N. di prot.

P.N. 92, 11 14 Luglio 1945

OGGETTO: Informazioni al traffico.

AL COMANDO DELLA DIVISIONE FAN. "FIORENTINO" - UFFICIO SERVIZI -	<u>S E D R</u>
AL COMANDO DELLA 152 ^a COMPAGNIA MISTA CC.RR.	<u>S E D R</u>
AL SIGNORE CAPITANO SCHLON-G. REPR. N. N. I. A.	<u>S E D R</u>

Informazioni al traffico riscontrate dai militari di servizio al posto di blocco "Via Storta" e dalla pattuglia motociclisti in servizio lungo la strada "Dreccinense".

POSSE DI BLOCCO "LA STORTA"

Ore 21,30 del 12 corrente, automezzo Dodge targato L. 5687552 pilotato dall'autiere ALBERTINI Franco del 3^o Reparto Trasporti: viaggiava a fari spenti.

Ore 21,55 del 12 detto, automezzo Dodge targato L. 5687093 pilotato dall'autiere LOISI Giovanni del 3^o Reparto Trasporti: aveva tre persone in cabina.

Ore 22,10 del 12 detto, automezzo Bedford targato L. 527773 pilotato dall'autiere MARINO Mario della 24^a Compagnia Genio: foglio di marcia senza orario e sprovvisto di fanaloria.

PIATTAFORMA MOTOCICLISTI

Ore 16,10 del 13 corrente, automezzo Bedford targato L. 4913547 pilotato dall'autiere MARINI Emilio della Scuola Antieri: trasportava al Km. 20 della "Dreccinense" con due donne a bordo.

Ore 19 del 13 detto, automezzo Dodge targato L. 5689558 pilotato dall'autiere SCHIARZA Dante del 3^o Reparto Trasporti: aveva tre persone in cabina e viaggiava ad eccessiva velocità.

Ore 20,10 del 13 detto, automezzo Ford targato L. 5686259 pilotato dall'autiere BOGNO Luigi della Scuola Antieri: viaggiava ad eccessiva velocità.

Ore 8,40 del 14 corrente, automezzo Dodge targato 5053477 con foglio di marcia rilasciato all'autiere MARINO Domenico del Comando Scuola Antieri aveva tre persone in cabina ed era pilotato da altro militare.

Ore 9,20 del 14 detto, automezzo Dodge targato 5621653 pilotato dall'autiere

AL COMANDO DELLA 152^a COMPAGNIA MINES CO. PH.
AL SIGNORE CARIPANO GORDON-C. EPM. M. I. A.

- S E D B
- S E D B

Inferiori al traffico riscontrate dal militare di servizio al posto di blocco "Via Sparta" e dalla pattuglia motociclisti in servizio lungo la strada "Braccianese";

POSTO DI BLOCCO VIA SPARTA

- Ore 21,30 del 12 corrente, automezzo Dodge targato L.5687662 pilotato dall'autiere ALBERTINI Franco del 3^o Reparto Trasporti:viaggiava a fari spenti.
- Ore 21,35 del 12 detto, automezzo Dodge targato L.5687095 pilotato dall'autiere LOISI Giovanni del 3^o Reparto Trasporti:aveva tre persone in cabina.
- Ore 22,10 del 12 detto, automezzo Bedford targato L.527773 pilotato dall'autiere MARINO Mario della 24^a Compagnia Genio:foglio di marcia senza orario e sprovvisto di fanaleria.

FATTORIA MOTOCICLISTI

- Ore 18,56 del 13 corrente, automezzo Bedford targato L.4913547 pilotato dall'autiere REBACCHI Emilio della Scuola Antieri:trasportava al Km.20 della "Braccianese"con due denari a bordo.
- Ore 19 del 13 detto, automezzo Dodge targato L.5689368 pilotato dall'autiere SCHIARZA Dante del 3^o Reparto Trasporti:aveva tre persone in cabina e viaggiava ad eccessiva velocità.
- Ore 20,10 del 13 detto, automezzo Ford targato L.5686259 pilotato dall'autiere ROSCO Luigi della Scuola Antieri:viaggiava ad eccessiva velocità.
- Ore 6,40 del 14 corrente, automezzo Dodge targato 5653477 con foglio di marcia rilasciato all'autiere MARIANO Domenico del Comando Scuola Antieri aveva tre persone in cabina ed era pilotato da altro militare.
- Ore 9,20 del 14 detto, automezzo Dodge targato 5681653 pilotato dall'autiere ALBERTINI Luigi del 152^a Artiglieria:fermato in prossimità del bivio Cesano-Braccianese sprovvisto di foglio di marcia - aveva tre persone in cabina.
- Ore 9,40 del 14 detto, automezzo Dodge targato 5684761 pilotato dall'autiere AMADIO Antonio del 235^o Rgt.Panteria:viaggiava ad eccessiva velocità.

FL. FERRERIO COMANDANTE A.P.

-Orlando Ferrerio-

[Signature]

F I L E

SUBJECT: Traffic Accident.
19 April 1945, in Via Gioberti near Via Re Boris.

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

Ref: AQ/8/969

10 July 45.

To: O.C.
53 Claims & hirings,
C. N. P.

1. Reference your letter 53/50419/36/A dated 5 July 1945 addressed to O.C. 5 Ln., Infantry Rft. Regt., R.T.C., I.C.F., your kind attention is drawn to letter reference A.266 dated 23 June 45 from Land Forces 3rd Commission AC (MFA).
2. Please confirm that there is no action necessary in this matter.

Colonel.
Commander 'F' British Liaison & Trg. Unit RCT 4965

MSU/ah.

SUBJECT: Traffic accident 19 Apr 45 in Via Gioberti near Via Re Neria
Bulgaria, Rome, involving WD vehicle No. 1610128
and a tractor.

O.S.
S. M. Inf. Rpt. Org. Regt. RIC ICF
CIS

of: 53/2012/36/A

1. This office is investigating the circumstances of the a/m accident in which the a/m vehicle, said to be on your charge, was involved.
2. Will you please, therefore, forward AF 13676 to this office together with driver's and witnesses' statements, pursuant to CRO 96/44.

5 Jul 45
IL.

[Signature] 1964
(J.G. LITTELMAN) Captain,
Claims and Hirings Officer,
53 Claims and Hirings, CMC.

AK & JMG	
DAA & QMG	
SC *A* & *Q*	
DADG	
DADG	
DADG	
DATE	
Tax Increment	
Schools	
For	
RA	
RE	
PRO	
7-7 1045	File 8

2106

SECRET:- Discipline - Italian Army

'P' British Liaison and
Training Unit, RTO ICF

Ref: PRO/10/137

8 July 1945

Commander,
'P' British Liaison and
Training Unit, RTO, ICF

Officer Commanding,
152 Company Mixed, GCR

Capt Villani,
Uff Servizi.

The following facts have emerged from recent disciplinary control carried out in this Centre by Carabinieri under command.

1. The large majority of vehicles proceeding and leaving this Camp between 1800 hours and 0200 hours are without proper authorisation and the expedient of adopting a daily work-ticket journey completed earlier in the day is used.
2. The majority of the work-tickets are incorrectly made out and can be interpreted only in a general sense and are thus capable of wide abuse by such generalisation.
3. Vehicles are being used indiscriminately and without consideration of the loading thereof, that is to say, a Unit will send out a 15 cwt and a 3-tonner type vehicle at the same time and the former will return overloaded with stores while the latter will return with two light cases.
4. The number of men brought back nightly from ROME and not in possession of a pass far exceeds the number of authorised men brought back and in possession of their documents.
5. All the above facts point to a complete lack of control on the part of the officers of this Division. Observation No. 1 could not be raised if vehicles were properly controlled by a duty officer in and out of their relative Unit parks. Observation No. 2 would be automatically avoided if officers completed work-tickets properly. Observation No. 3 is clearly the fault of officers if they are exercising any control whatsoever over their vehicles on charge to their Units and if they are not, the fault is greater. Finally, observation No. 4 is one that points to a complete lack of control of movement of GRs by their officers.

It is suggested that it would be more expedient to take disciplinary action against the officers concerned where the crime incidence in the Unit is high and this Office, in future, will be examining all disciplinary reports against other ranks in that light.

6. This office would be grateful if these facts could be communicated to the Italian General Staff.

4963

- 2 -

CTRE/asj

Gadi

Captain,
Provost,
'P' British Liaison and
Training Unit, HTO ICF

Internal
File
Flood

AA & QMG	_____
DAA & QMG	_____
SC "A" & "Q"	_____
DAIST	_____
DADME	_____
DADME	_____
Log. Instrument	
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
9-7-45	File 8/2

9/5

4962

2

P.L.92 - 7 luglio 1945

AE B.L.T.V.

— C E S A R O —

d'ordine
ONNELLO CAPO DI S.A.
(L. Malavasi)

Malawi

2173

4961

SUBJECT:- Discipline

REF, RAGU

Cmd.,
"F" British Liaison and
Training Unit, RTO, ICP

"F" British Liaison and
Training Unit, RTO ICP

Ref: PRD/10/126

4 July 1945

1. As arranged, herewith extract from night report of duty officer commanding the security patrol on night of 1/2 July 1945 in the area of MONTE MIVIO, together with Carabinieri report.

2. It is emphasized that any Military held by the Allied police, as the report would appear to indicate, should not be released but handed over in custody to this Centre.

CERG/awj

Internal
File

Captain,
Provost,
"F" British Liaison and
Training Unit, RTO ICP

CA & OMC
DA & OMC
SC "A" & "Q"
DADPT
DADGS
DADME

4960 - 8.

2016

T-R-A-N-S-L-A-T-I-O-N

SUBJECT:-

Routine Report for Evening of 1 July 1945 at
Block Post at PONTE MILVIO, ROMER

HQ 152 Italian Provost Coy, GCHQ

1. Tour of duty commenced at 1600 hours.
2. Nothing untoward occurred during the first hours of duty.
3. At 1800 hours a vehicle proceeding from CESANO at approximately 2 Km from the Block Post left the road causing damage to a timbered building. (A report on this incident is attached).
4. At 2300 hours a second incident occurred between Italian soldiers and Allied Military personnel which terminated with pistol fire. (A report on this incident is also attached).
5. Apart from the usual duty vehicle I had three other vehicles at my disposal. At about 2300 hours I telephoned for another four vehicles which arrived at about 0030 hours.
6. The tour of duty ended at 0115 hours.
7. The vehicles for transport of personnel were as follows:-

Time.	No of pers.	Type of vehicle.
16 - 1700 hrs	40	1 Dodge C.
17 - 1800 hrs	15	1 Ford C.
18 - 1900 hrs	25	2 Dodge C.
19 - 2000 hrs	40	1 Dodge C. 2 Ford C.
20 - 2100 hrs	70	1 Dodge C. 1 Ford C.
21 - 2200 hrs	130	1 Fiat "66" 2. FARGO 1 Ford C.
22 - 2300 hrs	80	1 Dodge C.
23 - 0030 hrs	100	2 Bedford 2 Dodge C.

4959

APO No. 92

2 July 1945

/s/ Duty Officer
2/Lieut BRUCI GIACOMO

TRANSLATION

To: HQ 152 Italian Provost Company, OCER

APC No. 92

Report on incidents which occurred on the night of 1 July 1945 while on duty at the Block Post at PONTE di MILVIO, REG.

1st incident.

At about 1900 hours a vehicle from CESSANO direction, at approximately 2 Km from the Block Post, owing to the wet surface of the road skidded and went through a wooden hut.

A little later another vehicle from the CESSANO direction which had Regimental Police on board observed the vehicle off the road and dismounted in order to investigate. While they were reconstructing the incident a civilian, who could not be identified, approached the two Policemen using offensive language against the Army and particularly against the OCER (as he had mistaken them for Carabinieri) and, at the same time, he assaulted them.

In the meantime, the Carabinieri Maresciallo of PONTE di MILVIO had arrived on the scene of the accident, and the two Regimental Police handed over the civilian, whom they had overpowered, to him. The Maresciallo stated that he would ensure that the necessary steps would be taken against this individual, after which he entered the damaged hut to ascertain what had actually happened.

When he came to interrogate the civilian previously referred to, it was found that the civilian, having been left unattended, had made good his escape.

I went to the scene of the accident to carry out investigations, after which I proceeded to PONTE di MILVIO Block Post to see the Maresciallo who assured me that he would take the necessary steps in order to establish the identity of the civilian.

With regard to the accident, as I was not present at the time of the occurrence I am not in a position to make a statement. However, according to the Driver's statement the accident was due to the wet surface of the road.

To: HQ 152 Italian Provost Company, OCER

APC No. 92

2nd incident.

A little later another vehicle from the CESANO direction which had Regimental Police on board observed the vehicle off the road and dismounted in order to investigate. While they were reconstructing the incident a civilian, who could not be identified, approached the two Policemen using offensive language against the Army and particularly against the OGER (as he had mistaken them for Carabinieri) and, at the same time, he assaulted them.

In the meantime, the Carabinieri Maresciallo of PUTE di MILVIO had arrived on the scene of the accident, and the two Regimental Police handed over the civilian, whom they had overpowered, to him. The Maresciallo stated that he would ensure that the necessary steps would be taken against this individual, after which he entered the damaged hut to ascertain what had actually happened.

When he came to interrogate the civilian previously referred to, it was found that the civilian, having been left unattended, had made good his escape.

I went to the scene of the accident to carry out investigations, after which I proceeded to PUTE di MILVIO Block Post to see the Maresciallo who assured me that he would take the necessary steps in order to establish the identity of the civilian.

With regard to the accident, as I was not present at the time of the occurrence I am not in a position to make a statement. However, according to the Driver's statement the accident was due to the wet surface of the road.

4958

To: HQ 152 Italian Provost Company, OGER

APD No. 92

2nd Incident.

At 2300 hours, a Dodge vehicle stopped under the arch of the PUTE di MILVIO at about 500 m from the Block Post. The Italian soldiers, thinking that it belonged to the Division, as usual attempted to board it. It was found that it was a British vehicle and not going to CESANO but towards the FORO MUSSOLINI. When the British ordered the men to dismount the Italians assumed an aggressive attitude (a few moments before having observed a crowd of soldiers (Italian) round a vehicle, I sent two Carabinieri to clear the road). The vehicle suddenly started moving without warning and I heard some shots fired from the cabin of the vehicle. The British personnel started firing on the group of Italian soldiers using a pistol and the Italian soldiers replied to the fire.

A few minutes after the vehicle had left the scene of the firing, the two Carabinieri I had despatched, returned to the Block Post and gave the following report:-

Approximately 10 minutes or more had elapsed since the British Military personnel had ordered the Italian elements to dismount from the

2nd Incident (Cont'd)

Vehicle. When the Carabinieri on duty arrived they requested the English driver to go to the cabin of the vehicle and be ready to start and, in the meantime, they started to clear the vehicle. There were still about 10 Italian soldiers on the vehicle when one of them, who was over the cabin, as a reprisal, using the heel of his boot, broke the windshield wounding the driver in the face. The Carabinieri, at the noise, went to investigate. On approaching the drivers cabin the vehicle started unexpectedly and, at the same time, the driver drew a pistol and opened fire at the Carabinieri. Fortunately the four shots went wide and while the vehicle was moving off an Italian soldier of the group, who could not be identified, replied to the fire with three pistol shots.

As previously stated there were approximately 10 Italian soldiers in the vehicle. About half an hour later a parachutist arrived at the Black Post and told me he had seen this vehicle stopped at the American Police station. He saw it start again, escorted by some American Police to prevent the Italian soldiers dismounting and the vehicle proceed towards Rome Centre.

I will submit a further detailed report at 1200 hours today on the normal Black Post duty.

APC.No.92

2 July 1945

/s/ Duty Officer
2/Lieut BUCHI, CLACCMO

4957

T-R-A-N-S-L-A-T-I-O-N

SUBJECT:- Incident at PONTE di MILVIO

HQ PICHINO Infantry Division
HQ 152 Mixed Company, OGER
Captain G. Gordon, (MIA)

HQ 319 Section OGER
PICHINO Inf Division
RTO IDP

Ref: 986/CR

2 July 1945 APO No. 92

Yesterday, about 2300 hours, a three ton Dodge military truck, driven by an English soldier and proceeding from the Via Flaminia, was halted immediately after the arch of the PONTE di MILVIO and at a distance of about 500 metres from the standing OGER patrol. Many soldiers who at that time were thickly gathered in the PIAZZA di PONTE MILVIO rushed this truck under the impression that it was a vehicle provided by the Division and was a liberty truck on a return journey and provided for them.

2/Lieut GIACOMO BUCCHINI of 336 Infantry Regiment and Commandant of the Infantry Security patrol requested the OGER SARTA, Gastano and CAMPIORI, Carlo of the OGER Post to restore order in the street.

These two military policemen having ascertained that the halted machine was neither a vehicle of the Division or a vehicle proceeding in the direction of OGERANO requested the driver to climb back into his cabin and start up and, in the meanwhile, commenced to clear the truck.

There remained on the machine about 10 military and one of whom, and whom it was not possible to identify, and with the intention to smash the windscreen with a stone, injured the driver in the face. The Carabinieri who were by the driving cabin moved forward to arrest the soldier concerned but without warning the vehicle moved off at high speed and four shots were fired out of the cabin, fortunately without causing any injury.

An Infantry soldier remaining unidentified, returned the fire fortunately without result.

The truck some time later was seen leaving the American Police Post near the ex-Foro MUSCELLINI, with several Italian military on board and escorted by American Military Police, and proceeding towards the centre of ROMA.

Yesterday, about 2300 hours, a three ton Dodge military truck, driven by an English soldier and proceeding from the Via Flaminia, was halted immediately after the arch of the PIAZZA di MILVIO and at a distance of about 500 metres from the standing OGER patrol. Many soldiers who at that time were thickly gathered in the PIAZZA di PIAZZA MILVIO rushed this truck under the impression that it was a vehicle provided by the Division and was a liberty truck on a return journey and provided for them.

2/Lieut GIACOMO MUSMANNI of 336 Infantry Regiment and Commandant of the Infantry Security patrol requested the OGER SAREPA, Castano and CASCIOLI, Carlo of the OGER Post to restore order in the street.

These two military policemen having ascertained that the halted machine was neither a vehicle of the Division or a vehicle proceeding in the direction of OGERANO requested the driver to climb back into his cabin and start up and, in the meanwhile, commenced to clear the truck.

There remained on the machine about 10 military and one of whom, and whom it was not possible to identify, and with the intention to smash the windshield with a stone, injured the driver in the face. The Carabinieri who were by the driving cabin moved forward to arrest the soldier concerned but without warning the vehicle moved off at high speed and four shots were fired out of the cabin, fortunately without causing any injury.

An Infantry soldier remaining unidentified, returned the fire fortunately without result.

The truck some time later was seen leaving the American Police Post near the ex-Foro MUSMANNI, with several Italian military on board and escorted by American Military Police, and proceeding towards the centre of ROME.

CARABINIERI SPAL
319 Section Mixed OGER

/S/ Officer Commanding
(ARIELLO POLIZI)

Translation responsibility.

Captain,
Provost,
'y' British Liaison and
Training Unit, KFC ICF.

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