

ACC

10000/143/266

MISUSE OF MIA
JUN. 1944 - AUG

10000/143/266

MISUSE OF MILITARY VEHICLES IN BLACK MARKET
JUN. 1944 - AUG. 1945

Min. I

H.Q. bound.

Folio 2 is forwarded for perusal.

Walter Doherty Col

P.S. 5K.

7 June 1945.

Min II

P. 1 4B.

Folio 2 forwarded. Action by this section is not possible as such regional matters are outside the province of this section. GH-8 would be interested.

Walter Doherty Col.

Hq. Encl

4 June 45.

Min III

GH-8.

Please see Min II

Walter Doherty Col

P.S. 8 June 1945

3920

Min IV

Transportation Sub-Commission

As this is a truck pool vehicle, I think you will be interested. I am therefore sending with Col Doherty's consent + no doubt you will return to him in due course.

Walter Doherty Col

P.S. 5K.
7 June 1945.

P. L. 116.

Min II

John Z. perused. Action by this section is not possible as such regional matters are outside the province of this section. GH-B would be interested.

W. Robertson Col.

W. G. Smith
4 June 45.

Min III

GH-B. Please see Min II

Walter Doherty
Col

P.S.
8 June 1945

3920

Min IV

Transportation Sub-Commission

As this is a truck pool vehicle, I think you will be interested. I am therefore sending with Col Doherty's consent + no doubt you will return to him in due course.

Donald H. Haslam Maj
44.13.

8 June 45.

Min V

12/6/45

To: Public Safety

Copy of report 51376/145/453 was sent to our T.O. in Worcester Truck Pool for investigation + engineering with a view to eliminate recurrence of minor transport.

Robert S. C.
That 5/6

-9 AGO. 1945

ALLIED COMMISSION
 () PUBLIC SAFETY LIAISON OFFICE
 R.A.A.C. QUESTURA BLDG. VIA S. VITALE

14006/18
 3A

PSL/T. 1.

To : P.S.O./A.M.G. NAPLES COMMUNE -
 From : Lt. Col. R. T. Millhouse, L.O.
 Subject : Mis-use of W.D. Motor-vehicles -

Rome, 7th August, 45.

1. Attached hereto for your information is copy of report, and relevant statements, received from P.M./R.A.A.C. concerning mis-use of 2 W.D. vehicles in loan to "Ufficio Trasporti della Campania" of Naples.
2. The impounded vehicles have now been released and handed over to Sig. Angelo Futeo, an Inspector of said concern.

R. T. Millhouse
 R. T. Millhouse, Lt. Col.
 A.C. Public Safety, L.O.

Encs. 3 -

Copy to : A.C. Public Safety S/C . ✓
 (with enclosures)

TO		
✓ DIRECTOR	<i>[Signature]</i>	<i>[Signature]</i>
✓ DEPUTY DIR.	<i>[Signature]</i>	<i>[Signature]</i>
DEPT. CHIEF	<i>[Signature]</i>	<i>[Signature]</i>
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PO. 13		
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3919

W/SHOPS POLICE REPORT

To: The Officer Commanding,
200 Provost Company.

Sir,

I have to report that at 1200 on the 1st August 1945, about 1220 hours, I was on Mobile patrol, accompanied by L/Cpl. PHELPS, W.C.M. Police in VIA UMBERTO III, NAPLES, when I saw WD 3-ton BEDFORD, No. 527315 and WD 3-ton FORD, No. 5624161, standing stationary at the Kerbside. Both these vehicles belong to A.C. NAPLES.

On examining the BEDFORD, I was approached by GIULIO LUIGI who stated that he was the driver. He told me that he had just come from R.S.M.E. W/Shops, No. 638 L of C, ROME, and that he intended going to NAPLES the following day 2nd August 45. I asked him if he had driven any petrol, and he told me that he had driven 140 LITRES earlier in the day from the petrol point on ROUTE 5, and that he had done no mileage. I found that one Tank was empty, and on questioning him about that, he said that he had emptied the Tank into a Drum. I found the Drum containing petrol on the lorry, the 3-ton FORD.

I contacted the driver of the 5-ton FORD, VIGGIANO DOMENICO and another Civilian, DE MARTIA ACHILLE who was supposed to be in charge of the lorries, and together with the two lorries, I escorted these three civilians to the Central Police Station.

On examining the Lorries further, I found 1 Complete Axle Assembly for a three-ton Bedford in the rear of the 3-ton BEDFORD and 1 Front Axle in the rear of the 3-ton FORD, also in one of the Tool boxes of the 3-ton FORD were two Complete Truck Brake Shoes in good condition.

I questioned GIULIO LUIGI and he told me that the 3-ton BEDFORD had left R.S.M.E. W/Shops on the 30th July 45, and not on the 1st August 45, as stated on the R.S.M.E. Card. The Interpreter at R.S.M.E. had changed the date on the Job Card and issued him a new Card. He also stated that he had driven approximately 24 Gallons of Petrol from ROUTE 5 petrol point on the 30th July 45, and with the assistance of VIGGIANO and DE MARTIA, had run a passenger service from ROME to the outskirts of OSTIA. This was DE MARTIA's idea to cover expenses. In this manner they had made 6000 LIRS which was to be shared. He did not know anything about the spare parts in the lorries as DE MARTIA was the only one who had been allowed inside R.S.M.E. and he had driven the lorries into the street where GIULIO had taken over. He made a written statement.

On questioning DE MARTIA, he denied all this with the exception of the Axle Assembly which he stated was a part exchange for a lorry he had in NAPLES. I later found out from R.S.M.E. W/Shops that no exchange had taken place and that he DE MARTIA had said that a lorry was broken down outside ROME and that the Axle Assembly was for that. As both DE MARTIA and VIGGIANO kept changing their stories, it was impossible to get a coherent statement from them.

I went to 638 L of C W/Shops, R.S.M.E. on the 2nd August 45, 3918 about 0900 hours and saw AGES FULLER who had issued the Front Axle Assembly. He made a statement to the effect that DE MARTIA who was known to him, had come to him on about the 28th July 45, and told him that one of his lorries had broken down and he needed spare parts. He had issued the front

On examining the BEDFORD, I was approached by GIULIO MICHÉ who stated that he was the driver. He told me that he had just come from R.E.M.E. W/Shops, No. 633 L of C, ROMA, and that he intended going to NAPLES the following day 2nd August 45. I asked him if he had driven any petrol, and he told me that he had driven 140 LITRES earlier in the day from the petrol point on ROUTE 5, and that he had done no mileage. I found that one tank was empty, and on questioning him about that, he said that he had emptied the tank into a drum. I found the drum containing petrol on the lorry, the 3ton FORD.

I contacted the driver of the 3ton FORD, VIGGIANO DOMENICO and another civilian, DE MATTIA ACHILLE who was supposed to be in charge of the lorries, and together with the two lorries, I escorted these three civilians to the Central Police Station.

On examining the lorries further, I found 1 complete axle assembly for a three-ton Bedford in the rear of the 3 ton BEDFORD and 1 front axle in the rear of the 3 ton FORD, also in one of the tool boxes of the 3 ton FORD were two complete truck brake shoes in good condition.

I questioned GIULIO MICHÉ and he told me that the 3 ton BEDFORD had left R.E.M.E. W/Shops on the 30th July 45, and not on the 1st August 45, as stated on the R.E.M.E. Chit. The interpreter at R.E.M.E. had changed the date on the Job Card and issued him a new Chit. He also stated that he had driven approximately 24 Gallons of petrol from ROUTE 5 petrol point on the 30th July 45, and with the assistance of VIGGIANO and DE MATTIA, had run a passenger service from ROMA to the outskirts of OSTIA. This was DE MATTIA's idea to cover expenses. In this manner they had made 6000 LIRE which was to be shared. He did not know anything about the spare parts in the lorries as DE MATTIA was the only one who had been allowed inside R.E.M.E. and he had driven the lorries into the street where GIULIO had taken over. He made a written statement.

On questioning DE MATTIA, he denied all this with the exception of the Axle Assembly which he stated was a part exchange for a lorry he had in NAPLES. I later found out from R.E.M.E. W/Shops that no exchange had taken place and that he DE MATTIA had said that a lorry was broken down outside ROMA and that the Axle Assembly was for that. As both DE MATTIA and VIGGIANO kept changing their stories, it was impossible to get a coherent statement from them.

I went to 633 L of C W/Shops, R.E.M.E. on the 2nd August 45, 3918 about 0900 hours and saw AGNES FULLER who had issued the front Axle Assembly. He made a statement to the effect that DE MATTIA who was known to him, had come to him on about the 28th July 45, and told him that one of his lorries had broken down outside ROMA and he needed spare parts. He had issued the front Axle Assembly without receipt to DE MATTIA who had promised to bring the broken parts back as soon as the lorry was fit to move again. He did not give permission for the front Axle or the Brake Shoes.

I then handed GIULIO, VIGGIANO and DE MATTIA over to the civilian police to be detained.

Statements Attached.

R.A.A.O.
2.8.45

A. Matthews Opt.
C. K. POLICE.

TRANSLATED COPY OF STATEMENT

GIULIO LUIGI, No. 40 Via Padre Ludovico da Casoria, Naples, states:-

On the 25th July 1945 I left Naples for Rome in a 3 ton Bede accompanied by the driver Rossi Giuseppe, De Mattia Achille and Viaggiaro Benetico; we arrived in Rome on the evening the same day. Rossi left on the afternoon, the 27th July 1945.

On the 28th July 1945, accompanied by Viaggiaro, I went to the RENT in order to have back a 3 ton Bedford truck and a 3 ton Ford, which were there for repairs.

I had no authority to have the vehicles, De Mattia had the permit but he was busy with some family matters. I could not obtain to take away the vehicles, and I was not informed either whether they were ready or not.

On the morning, the 30th July 1945, accompanied by De Mattia and Viaggiaro, I went again to the RENT, where we had only the Bedford delivered; and with Viaggiaro I went to the Petrol Point in Piazza Verbano, while De Mattia remained in the restaurant arranging for our meals. I drew 24 gallons, we then went to the restaurant for dinner and then we drove the car to Lancia Garage in Via Parioli.

I would like to point out that when we called to RENT, De Mattia told us to await for him outside because he was the only person who knew the Staff Sergeant and was therefore authorised to enter. When De Mattia drove the Bedford to the gate, the front axle was already on the car.

From the 25th July 1945 to the day in which we could have the Ford back and leave Rome, we had some expenses to sustain and in order to get the necessary money on the 30th July 1945 we took some passengers from Rome towards Berlin gaining 6000 Lire (approx). My daily pay is 270 Lire, plus 75 Lire for overtime, plus 150 Lire for billeting. If it is considered that with the above pay I have to attend my family, i.e. my parents, it is understood that it is not sufficient with the prices which are charged in Rome. The 6000 Lire were to be divided by three to help all of us in our expenses.

I read the above statement which is correct and true.

3 ton Ford, which were there for repairs.

I had no authority to have the vehicles, De Mattia had the permit but he was busy with some family matters. I could not obtain to take away the vehicles, and I was not informed either whether they were ready or not.

On the morning, the 30th July 1945, accompanied by De Mattia and Viggiano, I went again to the RVMT, where we had only the Bedford delivered; and with Viggiano I went to the Petrol Point in Piazza Verbania, while De Mattia remained in the restaurant arranging for our meals. I drew 24 gallons, we then went to the restaurant for dinner and then we drove the car to Lancia Garage in Via Pariali.

I would like to point out that when we called to RVMT, De Mattia told us to await for him outside because he was the only person who knew the Staff Sergeant and was therefore authorised to enter. When De Mattia drove the Bedford to the gate, the front axle was already on the car.

From the 25th July 1945 to the day in which we could have the Ford back and leave Rome, we had some expenses to sustain and in order to get the necessary money on the 30th July 1945 we took some passengers from Rome towards Cetia gaining 6000 Lire (approx). My daily pay is 270 Lire, plus 75 Lire for overtime, plus 150 Lire for billeting. If it is considered that with the above pay I have to attend my family, i.e. my parents, it is understood that it is not sufficient with the prices which are charged in Rome. The 6000 Lire were to be divided by three to help all of us in our expenses.

I read the above statement which is correct and true.

10/57

1st August 1945

(Signed) GIULIO LUIGI

3917

COPY OF STATEMENT

No.2 19668 AQMS FULLER T.A., 638 L of C W/Shops ROME, states:-

I was approached on the 28th July 1945 by De Mattia Achille who was working for A.C. Naples. De Mattia had brought a vehicle in for repair and also stated that he had another vehicle (Bedford 3 t.) broken down between Naples and Rome due to a broken axle. He asked if an axle could be supplied to him. An axle assembly was given to him on the understanding that he fitted the axle and brought the vehicle into the W/Shops along with the old axle for inspection by me. The axle was a Bedford 3 t. front axle.

Field
2nd August 1945

(signed) T.A. FULLER

3916

ALLIED COMMISSION
PUBLIC SAFETY LIAISON OFFICE
R.A.A.C. QUESTURA BLDG. VIA S. VITALE

2A

14006/18

oc.

PSL/A.15

To : Director P.S. Sub-Commission A.C.
From : Lt. Col. R.T. Millhouse, L.O.
Subject : Alleged mis-use of AC/WD transport by Italian civilians.

Rome, 4th June 1945

Attached copy of report from 76 Section
S.I.E. concerning alleged mis-use of A.C. Reg. V.
W.D. Transport, is forwarded for your information.

R.T. Millhouse
R.T. Millhouse, Lt. Col.
A.C. Public Safety, L.O.

TO		
DIRECTOR	<i>sent</i>	<i>16</i>
DEPUTY DIRECTOR	<i>sent</i>	<i>16</i>
EXECUTIVE OFFICER		
POLICE		
LIC. & REG.		
PRISONS		
ADM. OFFICER		
SECURITY		
CHIEF CLERK		

See Min 5

3910

24

CONFIDENTIAL

Ref. No: SE.6/A/45/043.

76 Section,
Special Investigation Branch,
Corys of Military Police,
Central Mediterranean Forces.

Your Ref.

Thursday, 24th, May, 1945.

Subject: Alleged Mis-use of Allied Commissions
Region V., U.D. Sweepers, by civilian
drivers, and alleged unlawful transport-
ing of controlled foodstuffs, by Italian
civilians, from FERRARA to REGGIO.To: R. A. P. M.,
76 Section,
S.I.P. S.M.P.

Sir, At about 0730 hours, on Tuesday, 20th, May, 1945, information was received at this office from Lieut. HILL, Duty Officer, 230 Provost Coy., C. M. Police, Central Police Station, REGGIO, to the effect that he was detaining an Italian civilian driver, employed with Allied Commission, Region V., who had been found transporting a large quantity of Italian flour, and a number of Italian civilians, in the A.C. lorry driven by him. Lieut. HILL requested that enquiries be made by this Section.

Upon receipt of this information I at once took up the enquiry, the results of which are as follows:-

I immediately visited the Central Police Station, REGGIO, where I saw Lieut. HILL, who informed me that, the Italian civilian driver, namely, BENIGNO OTTAVIO, 549 Via S. Giacomo, REGGIO, had been brought to the Central Police Station, by No. 412629. Sergeant CARPINO J., 30th, Battalion, CINESE Regiment, who had informed him that he had found this civilian with his lorry, at Porta Maggiore, REGGIO, with a large quantity of flour, and a number of Italian civilians aboard. He then obtained the assistance of Lieut. CLARKE, 270 Field Company, ITALIAN ENGINEERS, who was passing at this time. Lieut. CLARKE remained with the truck, whilst Sergeant CARPINO, brought the driver, BENIGNO OTTAVIO, to the Central Police Station.

Through the medium of CARPINO Augusto, official S.M. Interpreter, I questioned BENIGNO, regarding the incident, when he informed me that, he and another A.C. driver had brought the civilians and the flour from FERRARA to REGGIO, and were unloading the flour from the lorry at Porta Maggiore, REGGIO, when Sergeant CARPINO came on the scene.

Accompanied by the driver, BENIGNO, Lieut. HILL and the Interpreter, I then proceeded to Porta Maggiore, REGGIO, where I saw the civilians, seven in number, and the A.C. lorry, a DODGE 3 Ton, No. 4717004. When we arrived on the scene I questioned BENIGNO as to the whereabouts of second driver. BENIGNO then informed me that the driver, whose name he did not know, had gone back to the A.C. Super Garage, REGGIO, to get some tools and repair the truck had broken down.

Read & Permitted.

[Signature]
R. A. P. M., Section.

Distribution.

Report &
Statements.G-1 Region V
Allied Com.P.M., R.A.A.C.
(In duplicate).

File.

Statements.

201-

D. A. P. H.
76 Section,
E. D. C. H.

Report A. H. H. H.

[Signature]
E. D. C. H. Section

Sir, At about 0430 hours, on Tuesday, 29th May, 1945, information was received at this office from Lieut. HELL, Duty Officer, 230 Provost Coy., U. S. Police, Central Police Station, WOLF, to the effect that he was detaining an Italian civilian driver, employed with Allied Commission, Region V., who had been found transporting a large quantity of Italian flour, and a number of Italian civilians, in the A.C. lorry driven by him. Lieut. HELL requested that enquiries be made by this Section.

Upon receipt of this information I at once took up the enquiry, the results of which are as follows:-

I immediately visited the Central Police Station, HELL, where I saw Lieut. HELL, who informed me that, the Italian civilian driver, namely, HELL, who was driving the A.C. lorry, had been brought to the Central Police Station, by No. 42429, Sergeant GARRARD J., 30th Battalion, HELL, who had informed him that he had found this civilian with his lorry, at Fort Muggione, HELL, with a large quantity of flour, and a number of Italian civilians aboard. He then obtained the assistance of Lieut. GARRARD, 270 Field Company, Royal Engineers, who was working at the time. Lieut. GARRARD remained with the truck, whilst Sergeant GARRARD, brought the driver, HELL, Ottavio, to the Central Police Station.

Through the medium of GARRARD August, official S. H. Interference, I questioned HELL, regarding the incident, when he informed me that, he and another A.C. driver had brought the civilians and the flour from HELL to HELL, and were unloading the flour from the lorry at Fort Muggione, HELL, when Sergeant GARRARD came on the scene.

Accompanied by the driver, HELL, Lieut. HELL and the Interpreter, I then proceeded to Fort Muggione, HELL, where I saw the civilians, seven in number, and the A.C. lorry, a MERCEDES 5 Ton, No. 477004. When we arrived on the scene I questioned HELL as to the whereabouts of second driver. HELL then informed me that the driver, whose name he did not know, had gone back to the A.C. Driver Garage, HELL, where some tools and other things, as the truck had broken down.

The civilians, namely,

1. ANTONIO ARBARE, 14 Via Mangro, HELL,
2. GEMMA OLGA, 62 Via Gioia, HELL,
3. RAFFAELI MARCHIA, HELL,
4. RAFFAELI MARCHIA, HELL,
5. CARLOTTA ADA, HELL,
6. HELL, HELL,

were each in possession of an average amount of flour of, One Quintale, = 225 lbs. When questioned as to how they came into possession of this amount of flour, each of them stated that they had brought it in ARREST or HELL.

Statements.

C-1 Region V
Allied Com.

P.H., R.A.A.C.
(In duplicate).

File.

Continued.

REPORT

a driver, who was brought to the Central Police Station by Sergeant CAPRINO, namely, BRUNO OTTAVIO, of 549 Via Cervantes, TRIESTE, was in possession of a written authority, to drive a Dodge truck No. 126. This vehicle he stated, had been loaned from TRIESTE to TRIESTE, by the second driver, with vehicle No. 1,477,001, and had been left at the A.C. Super Garage, TRIESTE, for repairs.

I then conveyed BRUNO OTTAVIO, who drove the lorry with the flour and the civilians aboard, to the Central Police Station, TRIESTE, where I handed all of them over to the Metropolitan Detachment, to be detained overnight pending further enquiries. The lorry, which BRUNO OTTAVIO had previously stated had broken-down, was not broken-down, and when questioned as to why he had stated it was, he stated that he thought it had run out of petrol.

About 1000 hours, on Tuesday, 29th, May, 1945, I visited the A.C. Super Garage, TRIESTE, where upon enquiry I learned that the second driver, driver of the 3 Ton Dodge truck, was BRUNO OTTAVIO, of No. 25 Contrada Pace, TRIESTE. I then conveyed BRUNO OTTAVIO to the U.I.L. Office, TRIESTE, where, when interviewed by me through the medium of the interpreter, he stated that, he had left TRIESTE at about 1600 hours, the previous day, driving vehicle No. 1,477,001, and towing Vehicle No. 126, driven by BRUNO OTTAVIO, which he had been instructed to deliver to the A.C. Super Garage, TRIESTE, and then return to TRIESTE. While leaving TRIESTE, some Italian civilians by the roadside waved to him to stop. He stopped, and the civilians asked him for a lift to TRIESTE. He then stated that as they had a lot of luggage with them, he told them to get aboard with it, and he would take them to TRIESTE.

On arrival at the A.C. Super Garage, TRIESTE, at about 2200 hours, he delivered BRUNO OTTAVIO's truck, and then BRUNO OTTAVIO and he decided to drive the civilians to their homes, in TRIESTE, or to their relatives in TRIESTE, and then return to TRIESTE. They then left the garage, but at Porta Maggiore, TRIESTE, the vehicle broke-down, so he left BRUNO OTTAVIO to look after the vehicle, whilst he returned to the garage to get some petrol and tools. When he did return to Porta Maggiore, he found BRUNO OTTAVIO, the truck and the civilians had gone, so he immediately returned to the Super Garage, where he reported the incident, to the Officer i/c Region V.

As it appeared that the civilians had obtained a lift on this vehicle, a Motor Department vehicle, for the sole purpose of sending the Italian Finance Guard road-blocks, which are on the route from TRIESTE to TRIESTE, at various intervals, I then contacted the Italian Municipal Police, who deal with the control and movements of Italian food-stuffs, and Vice Brigadiere CAPODI, Municipal Police, Via Farnocelli, TRIESTE, arrived at this office, and I handed over to him both drivers, the civilians, lorry and the flour, which was aboard the lorry, with the instructions that, the lorry be released to the A.C. Super Garage, as soon as possible.

Vice Brigadiere CAPODI, is conducting a full investigation into this case, and is instituting proceedings against both drivers and the civilians. When the investigation has been completed a copy of Vice Brigadiere CAPODI's report will be forwarded to this office.

BRUNO OTTAVIO and BRUNO OTTAVIO, when questioned by me dated May 1945

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as to why he had stated it was, he stated that he thought it had run out of petrol.

About 1600 hours, on Tuesday, 29th May, 1945, I visited the A.C. Super Garage, ROME, where upon enquiry I learned that the second driver, driver of the 3 Ton Dodge truck, was MARCELLO IGNAIO, of No. 25 Contrada Luce, MACERATA. I then conveyed MARCELLO to the S.I.L. Office, ROME, where, when interviewed by me through the medium of the interpreter, he stated that, he had left PERUGIA at about 1600 hours, the previous day, driving vehicle No. L.1.77001, and taking Vehicle No. 120, driven by MARCELLO IGNAIO, which he had been instructed to deliver to the A.C. Super Garage, ROME, and then return to PERUGIA. While leaving PERUGIA, some Italian civilians by the roadside waved to him to stop. He stopped, and the civilians asked him for a lift to ROME. He then stated that as they had a lot of baggage with them, he told them to get aboard with it, and he would take them to ROME.

On arrival at the A.C. Super Garage, ROME, at about 2000 hours, he delivered MARCELLO's truck, and then MARCELLO and he decided to drive the civilians to their homes, in ROME, on to their relatives in ROME, and then return to PERUGIA. They then left the garage, but at Porta Maggiore, ROME, the vehicle broke-down, so he left MARCELLO to look after the vehicle, whilst he returned to the garage to get some petrol and tools. When he did return to Porta Maggiore, he found MARCELLO, the truck and the civilians had gone, so he immediately returned to the Super Garage, where he reported the incident, to the Officer i/o Region V.

As it appeared that the civilians had obtained a lift on this vehicle, a War Department vehicle, for the sole purpose of evading the Italian Finances (and road-blocks), which are on the route from PERUGIA to ROME, at various intervals, I then contacted the Italian Municipal Police, who deal with the control and movements of Italian Food-stuffs, and Vice Brigadiere CAPOSI, Municipal Police, Via Toscanelli, ROME, arrived at this office, and I handed over to him both drivers, the civilians, lorry and the flour, which was aboard the lorry, with the instructions that, the lorry be released to the A.C. Super Garage, as soon as possible.

Vice Brigadiere CAPOSI, in conducting a full investigation into this case, and in instigating proceedings against both drivers and the civilians. When the investigation has been completed a copy of Vice Brigadiere CAPOSI's report will be forwarded to this office.

MARCELLO and MARCELLO, when questioned by me denied having received any payment for transporting the civilians and the flour, from ROME to PERUGIA, and the civilians also denied having made any payment to them.

On Tuesday, 29th May, 1945, I informed the A.C. Super Garage of the incident, and also informed them that the case was being fully investigated by Vice Brig. CAPOSI, of the Municipal Police, Via Toscanelli, ROME.

Statements have been obtained from MARCELLO and MARCELLO, translated copies of which are attached hereto.

In the Field.

21st May, 1945.

M. P. Smith
M. P. SMITH, Sergeant,
76 Section,
Special Investigation Branch,
Crim. of Military Police.

UNCLASSIFIED COPY.

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76 Section,
Special Investigation Branch,
Corps of Military Police,
Central Mediterranean Forces.

Tuesday, 28th May, 1945.

Statement of:-

ROBERT OTTAVIO,
549 Via S. Girolamo,
TRIESTE.

The states:-

I am employed as a driver by Allied Commission Region V., and I drive the vehicle DORIS No. 120.

Yesterday, Monday, 28th May, 1945, I was ordered to take the vehicle to the Super Garage, 7038, and to deliver it there.

As my vehicle was out of order, they arranged that another vehicle would tow it to Rome. This vehicle was a Rover, No. L.4717001., driven by the driver ROMANUS IGNEZIO.

We left Trieste at about 1.00 hours, and on the way, ROMANUS stopped the vehicle, and I saw some persons asking him to take them to Rome, and as they had plenty of baggage we decided to take them aboard.

At about 22.00 hours, we arrived at the Super Garage, where we delivered the vehicle. We then decided to return to TRIESTE, and to get a supply of Petrol just outside of TRIESTE. We stopped at Porta Maggiore to let the civilians get off, and then proceeded to TRIESTE, by Via Venezia.

However, it seemed that the vehicle did not work well, so we returned to the garage to get some tools and petrol, and told me to stop there with the vehicle.

Whilst I was waiting I had the baggage unloaded, and at that moment an Allied soldier arrived and took me to the Military Police, leaving the civilians with the vehicle under the charge of an Allied Officer.

I have never been paid by the civilians, nor did I want to

be paid.

“ “

I have read over the above statement. It is true and

correct.

Signed: ROBERT OTTAVIO.

2912

The states:-

I am employed as a driver by Allied Commission Region V., and I drive the vehicle DOWR No. 120.

Yesterday, Monday, 28th. May, 1945, I was ordered to take the vehicle to the Super Garage, DOWR, and to deliver it there.

As my vehicle was out of order, they arranged that another vehicle would tow it to DOWR. This vehicle was a DOWR, No. L. 4717001., driven by the driver INNACCHI Ignazio.

We left DOWR at about 1600 hours, and on the way, INNACCHI stopped the vehicle, and I saw some persons asking him to take them to DOWR, and as they had plenty of baggage we decided to take them aboard.

At about 2200 hours, we arrived at the Super Garage, where we delivered the vehicle. We then decided to return to DOWR, and to get a supply of Petrol just outside of DOWR. We stopped at Porta Maggiore to let the civilians get off, and then proceed to DOWR, by Via Vlaniria.

However, it seemed that the vehicle did not work well, so we returned to the garage to get some tools and petrol, and told me to stop there with the vehicle.

Whilst I was waiting I had the baggage unloaded, and at that moment an Allied soldier arrived and took me to the Military Police, leaving the civilians with the vehicle under the charge of an Allied Officer.

I have never been paid by the civilians, nor did I want to be paid.

I have read over the above statement. It is true and correct.

Signed: INNACCHI Ottavio.

2912

Statement taken down, read over and signature witnessed by CURA Remato, official S.I.B. Interpreter, in the presence of Sergeant INNACCHI, 76 Section, S.I.B., C.M. Police, on Tuesday, 29th. May, 1945.

I certify that the above translation from the original statement is to the best of my ability.

Signed: INNACCHI Ottavio.
Official S.I.B. Interpreter.

TRANSLATED COPY.

29
 76 Section,
 Criminal Investigation Branch,
 Corps of Military Police,
 Central Mediterranean Forces.

Tuesday, 29th May, 1945.

Statement of:-

IGNACIO IGNEZIO,
 25 Contrada Pace,
 VERONA.

Who states:-

I am employed as a driver with Allied Commission Region V.,
 VERONA, and I am in charge of a vehicle type 5 Tonner, No. L.4717001.

Yesterday, 28th May, 1945, I was ordered to tow to the
 Super Garage, in Rome, Bellucci's vehicle, Dux No. 120, and to leave
 it there. I was then to return to VERONA.

We left VERONA at about 1600 hours, and on the way, some
 Italian civilians with plenty of baggage, waved to us to stop. I stopped
 the vehicle and they asked me for a lift to Rome. I made them load their
 baggage, and told them to get on the truck, and then I started on my way
 again.

At about 2200 hours, we arrived at the Super Garage, where
 we delivered Bellucci's vehicle. Then we decided to accompany the people
 to their homes, and then after drawing a supply of petrol, to proceed to
 VERONA, by Via Flaminia.

In fact we stopped, first at Porta Maggiore to let the
 people get off, but owing to the fact that the vehicle did not work well,
 I returned to the Super Garage to get some tools and petrol.

I left VERONA with my vehicle, but when I returned there,
 the vehicle had gone. I immediately went back to the Super Garage, where
 I made enquiries and learned that the vehicle might have taken the vehicle
 as there were some civilians aboard. The next morning I went to the Major
 of Region V., and he told me that he would have enquiries made.

I have further to state that I was not paid by the civilians,
 and I did not want to be paid.

I have read over the above statement. It is true and

correct.

Signature: IGNACIO IGNEZIO.

Statement taken down, read over and signature witnessed
 by CAPT Risto, official S.I.B. Interpreter, in the presence of Sergeant
 of Section S.I.B., C.M. Police, on Tuesday, 29th May, 1945.

Who states:-

I am employed as a driver with Allied Commission Region V.,
Pescara, and I am in charge of a vehicle number 50000, No. L.4717001.

Yesterday, 28th. May, 1945, I was ordered to tow to the
Super Garage, in Rome, Bellucci's vehicle, number No. 120., and to leave
it there. I was then to return to Pescara.

We left Pescara at about 1600 hours, and on the way, some
Italian civilians with plenty of baggage, waved to us to stop. I stopped
the vehicle and they asked me for a lift to Rome. I made them load their
baggage, and told them to get on the truck, and then I started on my way
again.

At about 2200 hours, we arrived at the Super Garage, where
we delivered Bellucci's vehicle. Then we decided to accompany the people
to their homes, and then after drawing a supply of petrol, to proceed to
Pescara, by Via Pianina.

In fact we stopped, first at Porta Maggiore to let the
people get off, but owing to the fact that the vehicle did not work well,
I returned to the Super Garage to get some tools and petrol.

I left Pescara with my vehicle, but when I returned there,
the vehicle had gone. I immediately went back to the Super Garage, where
I made enquiries and learned that the Police might have taken the vehicle
as there were some civilians aboard. The next morning I went to the Major
of Region V., and he told me that he would have enquiries made.

I have further to state that I was not paid by the civilians,
and I did not want to be paid.

I have read over the above statement. It is true and
correct.

Signed: ROMANINO IGARRO.

Statement taken down, read over and signature witnessed
by CURA NEMATO, official S.I.B. Interpreter, in the presence of Sergeant
PESCARA, 76 Section, S.I.B., C.M. Police, on Tuesday, 28th. May, 1945.

I certify that the above translation from the original
statement is to the best of my ability.

CPB/Silly

Signed: PAULINO CESARE,
Official S.I.B. Interpreter.

*New File - 14006/18
8/88
1A*

TO : Ch. Public Safety Sub-Commission. A.C.C. Rear HQ.
FROM : R. P. S. O. Region V.
SUBJECT : Misuse of Military vehicles in Black Market.
REF : R5/514/5
DATE : 6 July 1944.

1B1C

Herewith copies of two reports received from Foggia Province for your information.

For the Regional Commissioner.

3910

S. Pickering
S. PICKERING
Lt-Colonel
R.P.S.O.

SP/CF

qfff

HQ. AMG. Foggia Province
in Lucera.

1B

SUBJECT: Misuse of Military U.S.A. 3318684

TO : S.P.P.S.O. Foggia Province

FROM : P.P.S.O., Foggia Province

REF : FP/5150

DATE : 30 June 44.

1. At about 2300 on 28 June 1944 American truck 3318684 attached to 1102 Compagnia Speciale Autieri, Arzano, Naples (where the notorious 1006 Company also is stationed) was stopped by 65 TC CMP at the Bovino Road Block when in charge of Reggio Romeo, autiere and carrying 3.80 quintals of olive oil.
2. Cpl Clavell brought the truck to Lucera where the oil was sequestered and Reggio made the attached statement, in which he says he bought the olive oil at Giovinezze, Bari Province, from an unknown woman for 7.000 lire a quintal as a speculation.
3. I am ordering Reggio back to his unit today he has throughout been most helpful to the police.
4. The R.G. di Finanze are reporting the matter to the Tribunale Militare di Bari I suggest that in addition to the usual copies to Region 5 and 8 Army copies of this report be sent to OC 1102 Compagnia Autieri, and that the remarkable behaviour of Allied trucks under Italian Control at Arzano be drawn to the attention of the proper authorities.

Major,
P.P.S.O. Foggia Province.

3909

IX LEGIONE TERRITORIALE DELLA R. GUARDIA DI FINANZA "SALENTINA" NUCLEO DI P.T.I. DI
FOGGIA IN LUCERA.

PROCESSO VERBALE DI INTER. GATORIO

redatto l'anno 1944 addì 29 del mese di Giugno, nell'Ufficio del Comando del nucleo suddetto, alle ore tredici, nei confronti del nominato REGGIO Romeo di Stefano e di Mun- wing Paolina, nato a Ginevra l'8 Maggio 1913, in atto soldato autiere del 1102° Compa- gnia Autieri, di stanza ad Arzano (Napoli) il quale ad analoghe domande risponde:

" Ieri mattina alle ore quattro partii da Arzano diretto a Bari perche' comandato in servizio presso il Comando IX Autogruppo P.M. 67 per richiesta di soldati autieri per la compagnia autieri alla quale appartengo. Cio' risulta dal foglio di marcia Mod. 48, recante la firma del Sig. Temente Magri, che vi esibisco.

Giunsi a Bari alle ore 12 circa di ieri stesso e poiche' dal Comando del IX Autogruppo mi fu risposto negativamente alla richiesta presentata, verso le ore tredici intrapresi il viaggio di ritorno.

Giunto a Giovinazzo (Bari) mi recai a pranzare in una trattoria. Dopo qualche ora, mentre giravo per detta citta' a dei borghesi, che non conosco, feci richiesta di acquisto di olio di olive. Mi venne fornito l'indirizzo di una donna abitante in Giovinazzo come una sicura venditrice di olio. Mi recai nella casa indicatami, ove trovai una donna la quale alla mia richiesta mi cedette ~~l'olio~~ in vendita Kg. 380 di olio di olive al prezzo di 70 lire il Kg.

Alla predetta donna versai la somma di L. 13300 quale pagamento di un fusto di olio del peso netto di Kg. 190 mentre per l'altro fusto pure del peso di Kg. 190 ottenni di ver- sare il costo alla venditrice, fra qualche giorno quando avrei esitato l'intera partita di olio.

Se questa notte non fossi stato fermato al posto di blocco di Bovino, dalla Polizia Inglese, avrei rivenduto l'olio in Provincia di Napoli ove detta merce e' molto ricercata e la prossima volta che fossi ritornato a Bari avrei saldato il mio debito con la pro- prietaria dell'olio.

Non conosco il nome della donna che mi ha venduto l'olio, ne' so indicare la via in cui ella abita, sono pero' sicuro di poterla rintracciare se mi viene consentito di re- carmi a Giovinazzo.

Nella mia qualita' di Autiere ho in consegna il Camion Americano No. 3318684 sul quale questa notte viaggiavo trasportando l'olio da me acquistato.

Dichiaro che l'olio l'ho acquistato io personalmente e nessun altra persona e' inte- ressata nella faccenda.

Non ho altro da dire.

Fatto, letto e confermato in data e luogo come sopra, viene sottoscritta.

I VERNALIZZANTI

L'INTERROGATO

3908

COPY .

H. . AMG. Foggia Province
in Lucera

SUBJECT : Misuse of Military vehicle L 5313095

TO : SPPSO, Foggia Province.

FROM : PPSO, Foggia Province.

REF : FP/ 5150.

DATE : 30 June 44.

1. On 24 June 1944 at about 1700 hour Corporal CLAVELL, 65 TC CMF, detained at Bovino a 3 ton Dodge L 5313095 attached to 1001 GT Coy RASC, 8 Army Rear, driven by Brunetti Libero, an Italian working for the Unit and carrying Caporale Maggiore VOLONTE GIANNI, also attached to the unit, a British Private Lace GM, 5/221890, 1001 GT Coy RASC, a great weight of wine, and one barrel and five tins of olive oil (weight 1.60 quintals). The truck was detained owing to the good sense of Private Lace who reported to Corporal Clavell that the truck was badly overloaded and was carrying contraband.

2. Cpl Clavell brought the truck to Lucera where I and Maresciallo Kovaria interviewed the Italians and obtained the attached statement from Caporale Maggiore Volonte. The states that he bought the olive oil in accordance with verbal instructions from his Lieutenant Cattaneo Luigi, ostensibly for the mess. He does not state who sold the olive oil but says that it was a person in Palo del Collo, a wellknown source of black market olive oil. The price paid was 6.500 lire a quintal.

3. After the olive oil had been unloaded the truck and occupants were released.

4. The R.G. di Finanza are reporting the matter direct to the Tribunale Militare di Bari, and I suggest that copies of this report be forwarded to Region V and 8 Army, in accordance with requests, and also to Assistant Provost Marshal, H 6 Base Sub-Area, and to O.C. 1001, GT Coy RASC.

Signed,

Major,
PPSO, Foggia Province.

3904

VI LEGIONE TERRITORIALE DELLA R. GUARDIA DI FINANZA "SALENTINA" Nucleo P.T.I.
di Foggia in Lucera.

PROCESSO VERBALE DI INTERROGATORIO

L'anno 1944, addì 24 del mese di Giugno, nell'Ufficio del Nucleo suddetto, i sottoscritti militari verbalizzanti procedono all'interrogatorio del Caporal Maggiore Volonte' Gianni di Mose' e di Berlusconi Pierina, nato il 2-11-1912 a Veniano (Como) in atto in forza presso il 1001 reparto Autieri per A.A. posta Militare 16 - il quale ad analoghe domande risponde:

" Il giorno 20 c. fui incaricato dal comando del Reparto cui sono effettivo, e precisamente il Signor Capitano Jodice Giovanni, di recarmi nella Provincia di Bari per acquistare del vino occorrente per il completamento del rancio dei militari del Reparto stesso. All'uopo venni fornito di un automezzo in dotazione del reparto, dei recipienti necessari e della somma relativa ammontante a complessivo L.35.000.

La mattina del 21, giunto a Bari impiegai l'intera giornata e buona parte del successivo giorno 22 per il disbrigo di pratiche diverse inerenti il funzionamento del reparto. Dopo proseguì per Palo del Colle dove disbrighi gli incarichi affidatimi da alcuni Ufficiali che in precedenza erano stati colà di servizio, mi interessai, come da accordi verbali presi con l'Ufficiale addetto al vettovagliamento della truppa, tenente Cattaneo Luigi circa la possibilità di acquistare un certo quantitativo di olio da servire di integrazione alla razione di olio in distribuzione perche' risultante insufficiente. Preciso che dall'acquisto dell'olio il Signor Capitano Jodice Giovanni non e' affatto a conoscenza.

A Palo del Colle, da una persona che io non conosco, dopo mia richiesta, mi fu offerto in vendita dell'olio che io acquistai al prezzo di lire 65,00 al litro. Dalla medesima persona ho acquistato litri 160 circa per la somma di lire complessive 10.400.

Io sapevo che l'olio essendo un prodotto, contingentato, non potevo acquistarlo dal libero commercio, ma tenuto presente che detto prodotto doveva servire per le truppe operanti alle dipendenze delle autorità militari alleate, ritenevo si potesse cio' fare senza incorrere a degli inconvenienti anche perche' io sono regolarmente munito di un documento rilasciato dal Comando del mio reparto, autorizzante ad acquistare generi di miglioramento rango occorrenti per la compagnia cui sono effettivo.

All'infuori di detto documento io non ho altri da esibire perche' non mi sono stati rilasciati. Affermo che l'automezzo a quanto mi risulta, e' in dotazione al reparto ed e' distinto col numero di targa "L 5313095 - DODGE "

Fatto letto e chiuso in data e luogo come sopra, viene confermato e sottoscritto dandosi atto che tutto l'olio rinvenuto sul camion di cui sopra, contenuto in un fusto di legno ed in numero 5 lattine, e' stato sequestrato dai militari verbalizzanti che lo conferiscono al centro di raccolta di Lucera.

L'INTERROGATO.

I VERBALIZZANTI

0 7 1 7