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ACTD/R/47

10000/148/2602

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147 10000/148/2602 CLAIMS A
AUG. 1944 - NOV 1945

TRANSPORTATION AND SHIPPING SUB-COMMISSION

JSB/ep

Ref: AC/47/33/Tn5

16 November 1945.

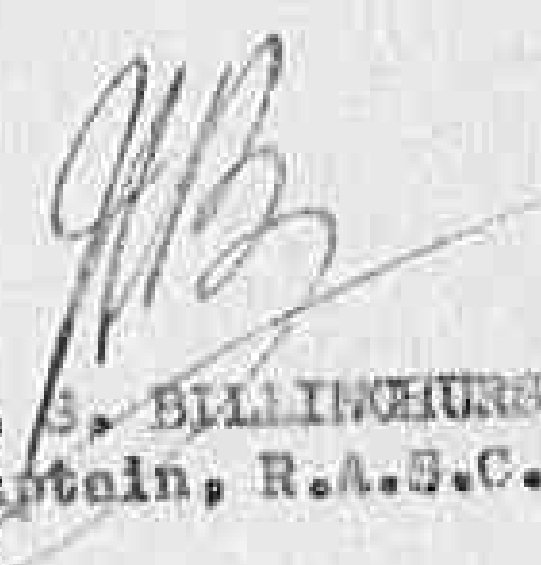
SUBJECT: No. 1 Truck Pool Foggia - Maestri.

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TO : D.A.C. 49 Claims and Hirings.

1. Reference is made to your CG3/49/1055/A dated 5 October 1945.
2. As far as is known Rossi was retained and employed by No. 1 Truck Pool as Workshop Manager and the 8 sheds rented to him by Maestri were sub-let to the Truck Pool. Further, the machinery in the shops was hired from Rossi. It is further understood that the rent for these 8 sheds was paid to date of requisition.
3. It would appear that, while it was the usual practice to requisition premises, it was within the powers of A.C. at the time the premises were taken over to either requisition or rent.
4. In the event of non production of agreements by Maestri, a satisfactory manner of settling the matter might be to back requisition the premises from date of occupation, claim all rentals paid from the Italian Government and leave the Italian Government to settle with Maestri. The total amounts paid to Maestri can be ascertained from the present Director of the Truck Pool.

For the Director:


J. S. BILLINGHURST
Captain, R.A.S.C.

Subject:- Regia Track Pool v. Maestri

CC3/49/1055/A
5 Oct 45

Director Transport
Sub Commission
H.Q. Allied Commission
APC 394

Your ref AC/47/18/Tn5.

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In connexion with the above, we have had a long interview with this client and have obtained a fairly full knowledge of the circumstances.

This man is actually claiming for a mythical quantity of rent which he maintains he should have received in the form of restitution of the bomb damaged sheds which are now demolished, plus of course his figure for what he calls the value of the sheds.

On the face of things there is no claim on either count; but the position of the man Rossi raises a slight issue.

What was his relationship to A.C. from the date of A.C.'s first entry? Was he in the position of a man whose business was requisitioned as a going concern? Did he make any profit by continuing his business with A.C? You will appreciate that if it is shown that his business was virtually taken over and he made no private and personal profit from the commencement, then the whole premises can be regularly requisitioned from the date of first entry and we can start a recovery action against Maestri for the rent paid by Rossi and A.C. When Maestri left, A.C. certainly should never have paid rent as far as we can see. A.C. as far as we know are entitled to requisitioned premises paid for by the Italian Govt. In this case you will see that Lt. Bissey had no power to make a contract regarding the offset of rent against repairs and all that claim can be repudiated. The claim for their eventual demolition can also be passed to U.L.G.M. if the requisitioning is regularised.

We shall be glad if you can enlighten us on :

a) The position of the Man Rossi and : b) The general ruling regarding payment of rent by A.C. for it is possible that in certain circumstances this is necessary and our theory regarding requisitioning is incorrect.

As soon as we have this information we can rapidly deal with the gentleman's Maestri troubles.

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As soon as we have this information we can rapidly deal with the gentleman's (Maestri) troubles.

IRP/EM

Major.

D.A.D. 49 Claims and Hirings.

File

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION

JSE/ep

Ref: AG/47/36/Tn5

15 November 1945.

SUBJECT: Truck Claims -- Signora Brizzi - Lerici.

TO : Regional Commissioner - AMG, Liguria. /
(Att: Regional Transportation Officer)

Reference your Lig/Tran/250 dated 25 July 1945, please find copy of letter from the Chief Civil Affairs Staff Officer, H.Q. East Africa Command, Nairobi, reference EAC/CEP/L/40c/63/CA and dated 29 October 1945, together with enclosure, attached hereto.

By Command of Rear Admiral STONE:

J. S. Billingham
J. S. BILLINGHAM
Captain, R.A.S.C.

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Encl.- Ltr dd 25 July '45 w/incl.

REGISTERED.

CIVIL AFFAIRS BRANCH,
H.Q. EAST AFRICA COMMAND,
P.O. Box 4000, NAIROBI.

EAC/CHP/1/400/83/CA.

29 Oct. 45.

Subject: LERICI, Pietro.

The Chief Commissioner,
H.Q. Allied Commission,
(Transportation Sub-Commission),
A.P.O. 594, ROMA, (2)

I refer to your letter AC/47/20/Tn 5 dated 4 Aug. 45, and to subsequent letter AC/47/24/Tn 5 dated 21 Aug. 45.

2. Upon receipt of the statement of Signora Brizzi, Lerici was again interviewed, when he withdrew his claim to ownership of the lorry SC 8457, and admitted the title of Signora Brizzi. The "Evacuati Civili" form, which records the handing over of the vehicle to the Assistant Custodian of Enemy Property, Harar, was thereupon withdrawn from Lerici and a memorandum endorsed thereon recording the true ownership. The form is sent herewith for transmission to Signora Brizzi.

3. The lorry SC 8457 was handed over by the British Custodian to the Ethiopian Custodian at Harar on 6 Sep. 45, and enquiries as to its ultimate disposal should now be addressed to the Ethiopian Custodian at Addis Ababa. I would mention, however, that I held out no hope of any satisfactory answer being forthcoming from that quarter, as repeated requests for information, addressed to him by the Custodian of this Command have been ignored.

4. The lorry SC 8457 was driven by Lerici on a convoy from Addis Ababa to Wanyuki in 1942 under contract to a firm Caras & Sakellaropoulos. Settlement of the amount due in respect of the use of the lorry on the convoy was delayed, but the sum of Shs.1.069/75 was eventually paid by Caras & Sakellaropoulos to the Custodian of this Command for the joint account of Lerici and Winarz, who were alleged to be in partnership, and it is now so held. It will only be available for withdrawal, however, upon production of a written request signed both by Lerici and by the person or persons entitled to the estate of the deceased Winarz.

5. Lerici now states that he has a claim against the estate of the deceased, for Lire 120,000 in respect of wages and work done during the period 1937-42, and for Lire 80,000 in respect of repairs carried out by Lerici to two vehicles owned by Winarz. He gives this as the reason for claiming lorry SC 8457 as his own property. He has been informed that his claim against the

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94

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5. Lerici now states that he has a claim against the estate of the deceased, for Lire 120,000 in respect of wages and work done during the period 1937-42, and for Lire 30,000 in respect of repairs carried out by Lerici to two vehicles owned by Winarz. He gives this as the reason for claiming lorry SC 8457 as his own property. He has been informed that his claim against the estate does not concern the Custodian, and that, if he desires to pursue it, he should take up the matter direct with the deceased's Personal Representatives.

6. With regard to para 3 of the letter from Signora Brizzi dated 24 Jul. 45, there is no trace amongst the records of the Custodian's office of the taking into custody by the British Custodian of any of the property mentioned therein, with the exception of the lorry SC 8457. It is possible that some of

the.....

- 2 -

the property was handed over to the Ethiopian Custodian but, for the reasons above-mentioned, I can obtain no information on this point.

7. Would you please inform Signora Brizzi of the foregoing, and in the event of her wishing to communicate direct with Lerici his present address is --

E.42670 Lerici Pietro,
c/o Machinery Pool Production Branch,
Ngata Workshop,
NJORO, Kenya.

8. I regret that I am unable to furnish any information in regard to the circumstances surrounding the death of the late Sig. Winarz, nor am I in a position to supply a death certificate. You will appreciate that at the time of his death the British authorities were no longer in control of Ethiopia, which was once more under the Sovereignty of the Emperor. If you are desirous of assisting Signora Brizzi further, I can only suggest that you should communicate direct with the British Consul at Addis Ababa, who may be prepared to investigate the matter.

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Cumshill
Colonel.

CHIEF CIVIL AFFAIRS STAFF OFFICER.

GHH/VB.

CGST/gbl

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

4 October 1945

RET

REF

SUBJECT :- Traffic Accident-Ancoli Piceno

TO :- 62 Claims & Hirings

1. Reference your 62/50306/47/L/ dated 25 July '45 .
2. Attached are
 - (a) Original Traffic Accident report
 - (b) Translation
 - (c) Statement of Manager of No 3 Truck Pool
 - (d) Translation

For the DIRECTOR

CWG. TAYLOR
Major R A .

Copy to :- G-1 (B)(Attn.Capt Smith)

REPORT ON INSPECTION EFFECTED ON THE SPOT WHERE THE
ACCIDENT OCCURRED NEAR CARASSAI.

On the 7th. March about 12 o'clock accompanied by Garage Master FELICETTI Mario and by driver VESZANI Vittorio, I went by truck on the spot where the accident had occurred the day before about 10.30 between the Chevrolet Truck No L. 5178276, marked with serial No 502 and a Truck from Chieti Truck Pool marked with serial No 325, and I ascertained the following points.

The accident happened about 2 kms beyond CARASSAI on the road leading to MONTEFIORE dell'ASO, in a narrow bend affording no free visibility. From still visible traces, as well as on the basis of evidence rendered by some witnesses arrived on the spot immediately after the accident, I have been able to establish that the main cause of what happened is to be found mostly in the irregular behaviour of the drivers of Trucks No 325, 319 and 345 all belonging to Truck Pool No 5 in CHIETI.

In fact it is apparent that Trucks No 325 and 319 were found standing still fully within the curve, and right on the left hand side, whilst the third one, namely No 345, arrived on the spot at the moment of the accident and queued up with the other two, always on the left. The driver of truck 502 coming from the direction of Carassai, probably running at a somewhat high speed (the driver himself admits 25 miles) arrived at the curve and, owing to his limited field of vision, could only see the halting trucks stopping the passage from a distance of barely 50 metres; he immediately put on the brakes, and swung on the left, so as to go off the road, running over the ground, about 60 cms high, for a distance of 3 metres, then came back on the road, ran on it for another 13 metres, at a very reduced speed, and collided very lightly against the right hand side of the front of Truck No 325, always halting on its left. In the collision a man, who was standing there - a Mr. Michetti Luigi, 61 years old - discussing with the driver of truck No 325, was wounded in his right leg.

The wounded man was promptly carried into his house situated a few yards from the place of the accident and was immediately attended to by the municipal doctor of CARASSAI; however, notwithstanding that the wound a comparatively light one, he died three hours later, owing to heart failure.

The carabinieri from the Montalto Station, who promptly arrived on the spot, drew up a report of the accident, which was forwarded to the Commands of Reali Carabinieri in AScoli Piceno and CHIETI.

Truck No 502 had its bumper slightly

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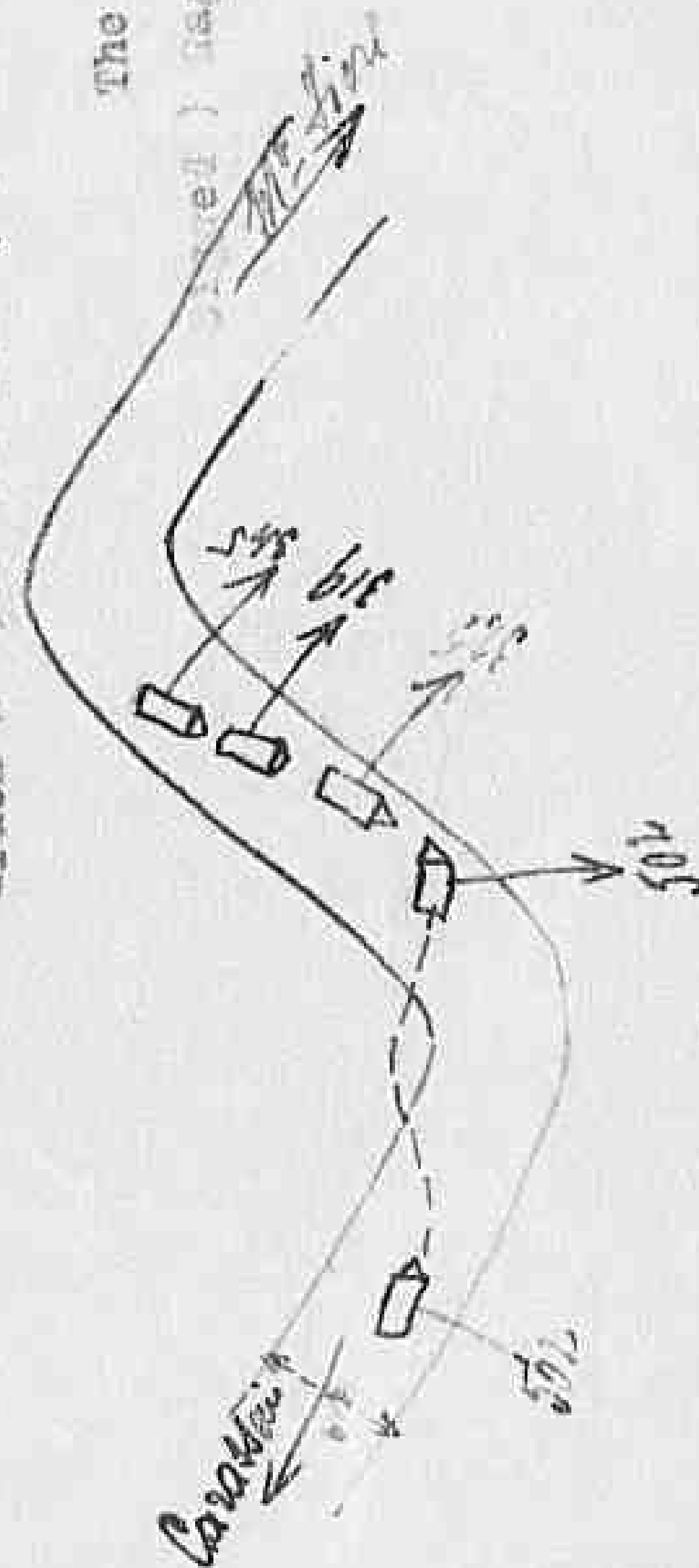
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Truck No 502 had its bumper slightly damaged.

The MANAGER
C.1
Mag. Adalberto ANGELI



RELAZIONE DEL SOPRALUOGO EFFETTUATO SUL POSTO DELL'INCIDENTE
NEI PRESSI DI CARASSAI

Il giorno 7 marzo, alle ore 12 circa, mi sono recato con l'autocarro accompagnato dal Capo Garage Fellicetti Mario e dall'autista Vezzeni Vittorio, sul posto dell'incidente verificatosi il giorno precedente verso le ore 10,30 fra l'autocarro Chevrolet N° L. 5178276 contrassegnato con matricole N° 502 e fra un autocarro del Truck Pool N° 3 di Chieti, contrassegnato con la matricola 325 ed ho accertato quanto segue:

L'incidente è avvenuto a circa 2 chilometri dopo Carassai, sulla strada che porta verso Montefiore dell'Aso, in una forte curva senza visuale libera, dalle tracce ancora ben visibili, come pure in base alle deposizioni di alcuni testimoni sopraggiunti immediatamente dopo l'incidente, ho potuto stabilire che la causa principale per quanto è avvenuto è da attribuirsi soprattutto all'irregolare contegno degli autisti delle macchine 325-319 e 345, tutte appartenenti al Truck Pool N° 3 di Chieti.

Infatti risulta che i camion 325 e 319 si sono trovati fermi in piena curva e completamente a sinistra mentre il terzo e precisamente il N° 345, arrivò sul posto nel momento dell'incidente, accodandosi ai primi due, sempre a sinistra. L'autista della macchina ammette 25 miglia orarie), arrivando alla curva ed avendo la visuale coperta ha potuto osservare le macchine ferme che ostruivano il suo passaggio appena da una distanza di metri 50; egli diede immediatamente mano ai freni sterzando bruscamente a sinistra tanto da uscire dalla strada sormontando il terreno elevato di circa 60 centimetri di altezza su un tratto di metri 8, ritornando poi sulla strada stessa e percorrendo altri 13 metri, ormai con velocità ridottissima, urtò, leggermente contro la parete anteriore destra della macchina 325, sempre ferma sulla sinistra. Nell'urto venne ferito sulla gamba destra un uomo certo Michetti Luigi di anni 61, che ivi si trovava fermo discendendo con l'autista del camion N° 325.

Il ferito venne portato prontamente nella sua casa assistuto a pochi metri del posto dell'incidente, ed ebbe subito le cure del medico condotto di Carassai; però nonostante la relativamente breve entità della ferita decedeva tre ore dopo in seguito ad un trauma cardiaco.

I Carabinieri della Stazione di Montalto, prontamente giunti sul posto hanno redatto verbale circa l'avvenuto che fu trasmesso ai Comandi dei Carabinieri di Ascoli Piceno e di Chieti.

N. 1. 517078 contrassegnato con la matricola del Truck Pool N° 3 di Chieti, contrassegnato con la matricola 325 ed ho accertato quanto segue:

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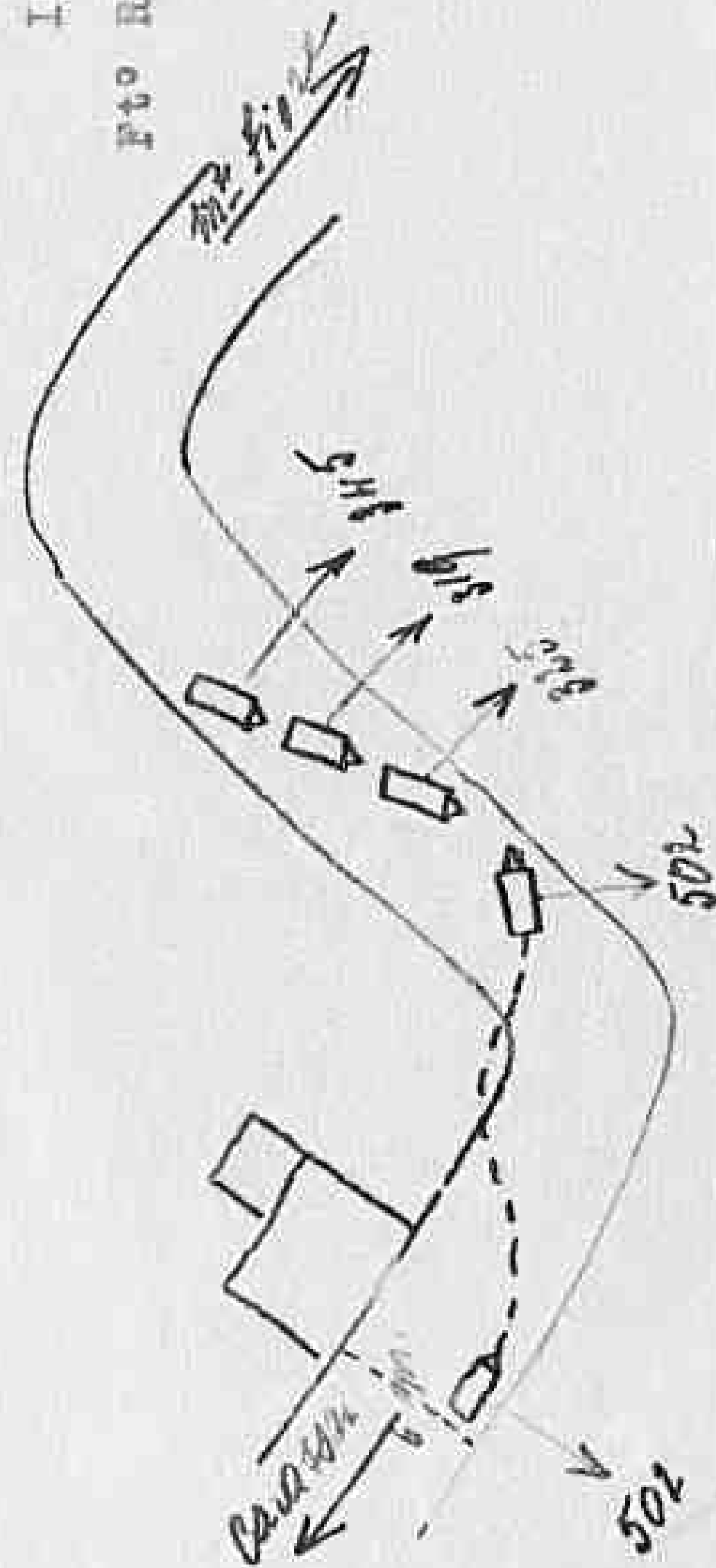
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L'autocarro N° 502 riportò lieve danno al paraurto.

IL DIRETTORE

Ft. Reg. Adalberto ENGEL



In lieu of
Standard Form No. 26

DRIVER'S REPORT -- ACCIDENT
(Rapporto del Conducente sull'Incidente)

MOTOR TRANSPORTATION
(Trasporti automobilistici)

INSTRUCTIONS TO DRIVERS
(Istruzioni ai conducenti).

IN CASE OF INJURY TO PERSON OR DAMAGE TO PROPERTY:

(In caso di ferimento di persone o di danno a proprietà:)

- A. STOP CAR AND RENDER SUCH ASSISTANCE AS MAY BE NEEDED.
(Fermate il veicolo e fornite tutto l'aiuto necessario)
- B. FILL OUT THIS FORM, ON THE SPOT, SO FAR AS POSSIBLE.
(Riempite questo modulo sul momento il più accuratamente possibile.)
- C. DELIVER THIS REPORT PROMPTLY TO YOUR IMMEDIATE SUPERIOR.
(Consegnate immediatamente questo rapporto al vostro immediato superiore.)

FAILURE TO OBTAIN THESE INSTRUCTIONS WILL RESULT IN DISCIPLINARY ACTION.

(Se queste istruzioni non saranno osservate, sanzioni disciplinari saranno prese)

1. NAME OF GOVERNMENT DRIVER:
(Nome del conducente governativo) VEZANI VITTORIO
2. STATIONED AT TRUCK POOL N° 5 - ASCOLI PICENO
(Di stanza a)
3. MAKE AND TYPE OF GOVERNMENT VEHICLE CHEVROLET
(Fabbricazione e tipo del veicolo governativo)
4. SERVICE NUMBER L. 5178276
(Numero di matricola)
5. NAME AND ADDRESS OF OWNER OF OTHER VEHICLE (OR OWNER OF PROPERTY DAMAGED)
(Nome ed indirizzo del proprietario dell'altro veicolo (o del proprietario delle cose danneggiate)) A.M.G. TRUCK POOL N° 3 - CHIETI
6. NAME AND ADDRESS OF DRIVER OF OTHER VEHICLE FOSCHI Truck pool 3
(Nome ed indirizzo del conducente dell'altro veicolo)
7. LICENSE OF OTHER VEHICLE:
(Libretto di circolazione dell'altro veicolo); (Stato) STATE A.M.G. (CHIETI)
NO. 325
(Numero)
8. PLACE OF ACCIDENT:
(Località dove avvenne l'incidente) (Città) Near CARASSAI
STREET Monte Valmine
(Strada)
9. DATE OF ACCIDENT 6 marzo, 19 45 HOUR 10.30 circa
(Data dell'incidente) (Ora)
10. NAMES AND ADDRESSES OF PERSONS INJURED; NATURE OF INJURIES; MICHIETTI Luigi
(Nome e indirizzo delle persone ferite; natura del ferimento:)

IN CASE OF INJURY TO PERSON OR DAMAGE TO PROPERTY:
(In caso di ferimento di persone o di danno a proprietà):)

- A. STOP CAR AND RENDER SUCH ASSISTANCE AS MAY BE NEEDED.
(Fermate il veicolo e fornite tutto l'aiuto necessario)
- B. FILL OUT THIS FORM, ON THE SPOT, SO FAR AS POSSIBLE.
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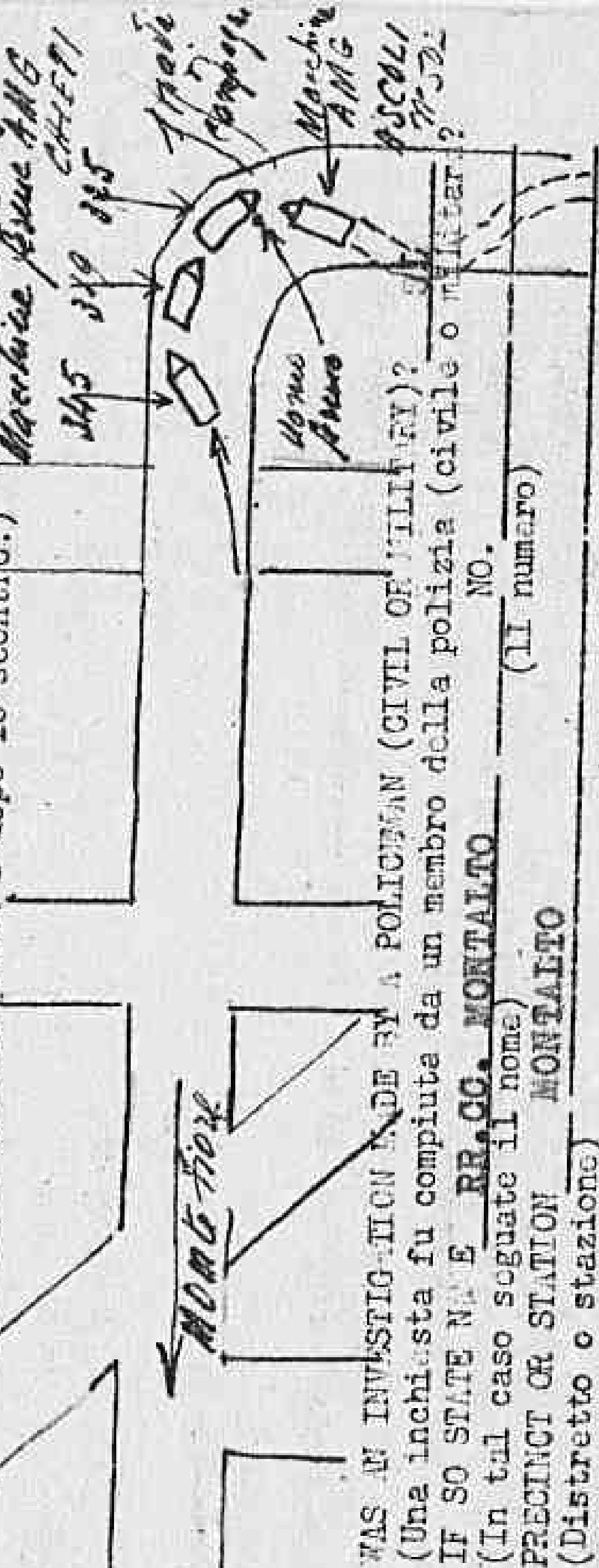
FAILURE TO OBTAIN THESE INSTRUCTIONS WILL RESULT IN DISCIPLINARY ACTION.
(Se queste istruzioni non saranno osservate, sanzioni disciplinari saranno prese)

1. NAME OF GOVERNMENT DRIVER: VIZZI VITTORIO
(Nome del conducente governativo)
2. STATIONED AT TRUCK POOL N° 5 - ASCOLI PICENO
(Di stanza a)
3. MAKE AND TYPE OF GOVERNMENT VEHICLE CHEVROLET
(Fabbricazione e tipo del veicolo governativo)
4. SERVICE NUMBER L. 5178276
(Numero di matricola)
5. NAME AND ADDRESS OF OWNER OF OTHER VEHICLE (OR OWNER OF PROPERTY DAMAGED)
(Nome ed indirizzo del proprietario dell'altro veicolo (o del proprietario delle cose danneggiate)) A.M.G. TRUCK POOL N° 3 - CHIETI
6. NAME AND ADDRESS OF DRIVER OF OTHER VEHICLE TRUCK POOL 3
(Nome ed indirizzo del conducente dell'altro veicolo)
7. LICENSE OF OTHER VEHICLE:
(Libretto di circolazione dell'altro veicolo); (Stato) STATE A.M.G. (CHIETI)
NO. 325
(Numero)
8. PLACE OF ACCIDENT:
(Località dove avvenne l'incidente) CITY NEAR CARASSAI
(Città) presso STREET MONTE VALMINE
(Strada)
9. DATE OF ACCIDENT 6 marzo, 19 45 HOUR 10.30 circa
(Data dell'incidente) (Ora)
10. NAMES AND ADDRESSES OF PERSONS INJURED; NATURE OF INJURIES; MICHELLE LUIGI
(Nome e indirizzo delle persone ferite; natura del ferimento):
fu Lorenzo - CARASSAI 5 Prov. ASCOLI P. Prefettura grave gamba
destra - Lesioni varie - Decedeva dopo 3 ore per trauma cardiaco.
11. DESCRIBE DAMAGE TO GOVERNMENT VEHICLE
(Descrivete i danni riportati dal veicolo governativo)
Ammacatura mascherina, paraurti, assale anteriore storta.
12. DESCRIBE DAMAGE TO PRIVATELY OWNED VEHICLE, OR OTHER PROPERTY.
(Descrivete i danni riportati dal veicolo privato o da altre proprietà)
Ammacatura paraurti.

13. WHAT SIGNAL WAS GIVEN BY EACH DRIVER PRIOR TO ACCIDENT? Il sottoscritto
(Quale segnale fu dato da ciascun conducente prima dell'incidente?)
ha fatto segnale con clacson

14. STATE CONDITION OF LIGHT, WEATHER, AND ROADWAY: Viabilità e visibilità
(Condizioni di luce e di tempo, stato di viabilità)
buona.

15. EXPLAIN HOW ACCIDENT HAPPENED: Nell'imboccare una curva a velocità
(Spiegate come avvenne l'incidento) di circa 25 miglia trovo sulla mia
desvia due macchine Chevrolet ferme ed una terza che sorraggiunge
va in coda alle altre, freno di colpo per evitare l'urto ma la mia
macchina sbalza deviando sulla sinistra per scappare da una macchina
LABEL STREETS AND INDICATE THE POSITION OF EACH VEHICLE
AT THE TIME OF THE ACCIDENT AND SHOW BY LOTTERED LINES THE COURSE OF EACH VEHICLE
VEHICLE JUST BEFORE AND JUST AFTER THE COLLISION
(Indicate le strade e le distanze; mostrate la posizione di ciascuna macchina al momento dell'incidente e indicate per mezzo di linee tratteggiate un tragitto di ciascun veicolo prima e dopo lo scontro.)



17. WAS AN INVESTIGATION MADE BY A POLICEMAN (CIVIL OR MILITARY)?
(Una inchiesta fu compiuta da un membro della polizia (civile o militare)?)
IF SO STATE NAME RR. CC. MONTALTO NO.
(In tal caso segnate il nome) (Il numero)
PRECINCT OR STATION MONTALTO
(Distretto o stazione)

18. NAMES AND ADDRESSES OF PERSONS OTHER THAN DRIVER IN GOVERNMENT CAR: nessuno
(Nomi ed indirizzi delle persone che si trovavano nel veicolo governativo oltre al conducente)

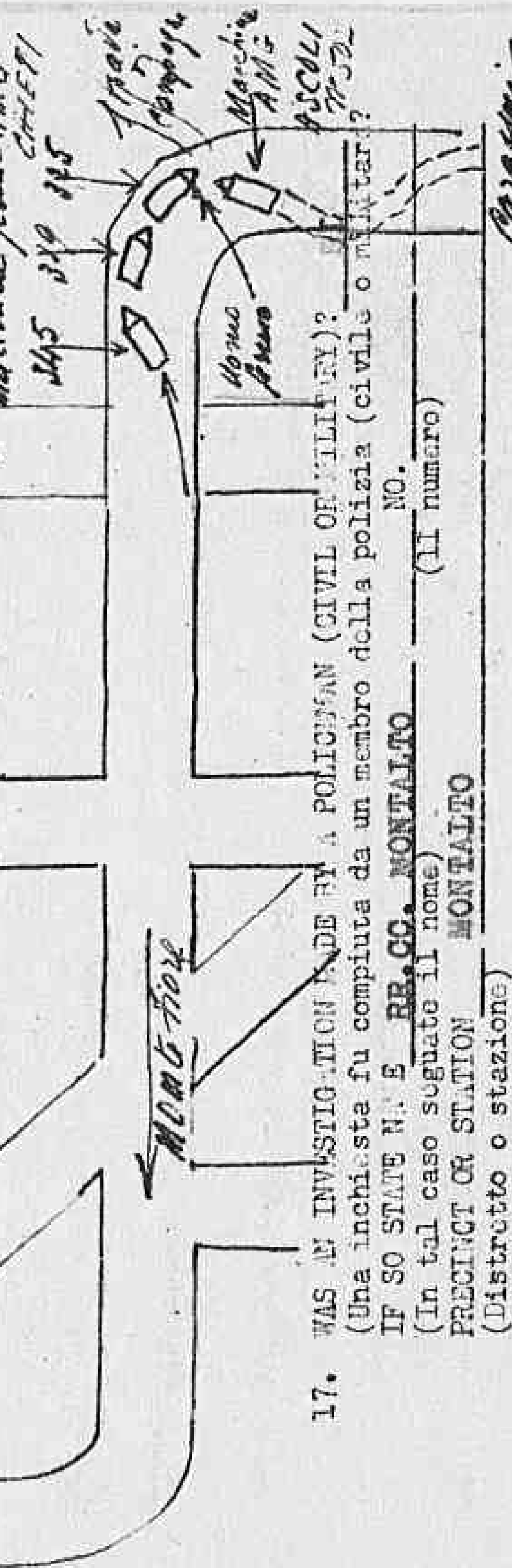
19. NAMES AND ADDRESSES OF OTHER WITNESSES: MALAVOLTA Giuditta - CARASSAI
(Nomi ed indirizzi di altri testimoni):
POLINI Guido - CARASSAI

Eto NEZEMI Vittorio
(SIGNATURE OF DRIVER)
(Firma del Conducente)

I CERTIFY THAT THE ABOVE REPORT WAS DELIVERED TO ME ON
(Certifico che questo rapporto mi è stato consegnato)
THE 9th, DAY OF MARCH, 1945 AT 1600 O'CLOCK
(il 9 giorno di MARCH, 1945 alle ore 1600)

Michael S. CLARK - 1st. Lt. Inf.
(SIGNATURE OF OFFICER IN CHARGE)

destra due macchine Chevrolet ferme ed una terza che sopraggiunge-
va in coda alle altre, freno di colpo per evitare l'urto ma la
macchina sbalza davanti alle altre, si ferma e si ferma sul
16. LAST STREETS AND INDICATE VEHICLE POSITIONS OF EACH VEHICLE
AT THE TIME OF THE ACCIDENT AND SHOW BY DOTTED LINES THE COURSE OF EACH CIRCLE
VEHICLE JUST BEFORE AND JUST AFTER THE COLLISION. (Indicate le strade e le distanze; mostrate la
(Indicate le strade e le distanze; mostrate la posizione di ciascuna macchina un
al momento dell'incidente e indicate per mezzo di linee tratteggiate la par-
te di ciascun veicolo prima e dopo lo scontro.)



17. WAS AN INVESTIGATION MADE BY A POLICEMAN (CIVIL OR MILITARY)?
(Una inchiesta fu compiuta da un membro della polizia (civile o militare)?)
IF SO STATE NAME RR. CO. MONTALTO NO.
(In tal caso segnate il nome) (il numero)
PRECINCT OR STATION MONTALTO
(Distretto o stazione) Prato
18. NAMES AND ADDRESSES OF PERSONS OTHER THAN DRIVER IN GOVERNMENT CAR: nessuno
(Nomi ed indirizzi delle persone che si trovavano nel veicolo govern-
tivo oltre al conducente)
19. NAMES AND ADDRESSES OF OTHER WITNESSES: MALAVOLTA Ginditta-CARASSAI
(Nomi ed indirizzi di altri testimoni):
POLINI Guido - CARASSAI

Eto NEZZINI Vittorio
(SIGNATURE OF DRIVER)
(Firma del Conducente)

I CERTIFY THAT THE ABOVE REPORT WAS DELIVERED TO ME ON
(Certifico che questo rapporto mi e' stato consegnato
THE 9th DAY OF MARCH, 1945 AT 1600 O'CLOCK
(il 9 giorno di 19 alle ore)

Lionel E. CLARK - 1st. Lt. Inf.
(SIGNATURE OF OFFICER IN CHARGE)
(Firma dell'Ufficiale addetto)

CIVIL TRANSPORT OFFICER
(OFFICIAL TITLE)
(Ufficio al quale e' preposto)

A.M.G. TRUCK POOL No. 5
(GOVERNMENT DEPARTMENT OR ESTABLISHMENT)
(Dipartimento Governativo)

NOTE: THIS REPORT SHOULD BE ATTACHED TO REPORT OF INVESTIGATING OFFICER.

SUBJECT: - Traffic Accident - ASCOLI - 6 Mar 45.

62/50306/47/A.
25 Jul 45.

CC
No. 5 Truck Pool AC.

A claim has been received in respect of the death of Michetti Luigi, who was fatally injured in a traffic accident in MONTERUBBIANO on 6 Mar 45.

It is alleged that a truck on your charge driven by Vezzeri Vittorio, of ASCOLI, was involved.

Would you please forward AF A3676 and relative statements ?

CS

GSW/CWT

W. Peterson Capt.,
Claims and Hirings Officer,
62 Claims and Hirings.

HEADQUARTERS
VERCELLI PROVINCE
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

19 September 1945

SUBJECT: Claims, Traffic Accident

TO : Roads Div., Trans. Sub Commission

1. Reference your AC/47/26/Tn5, requested 62
Claims and Hirings letter 62/50306/47/A herewith
returned.

Lionel E. Clark
LIONEL E. CLARK
1st Lt PA

87

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

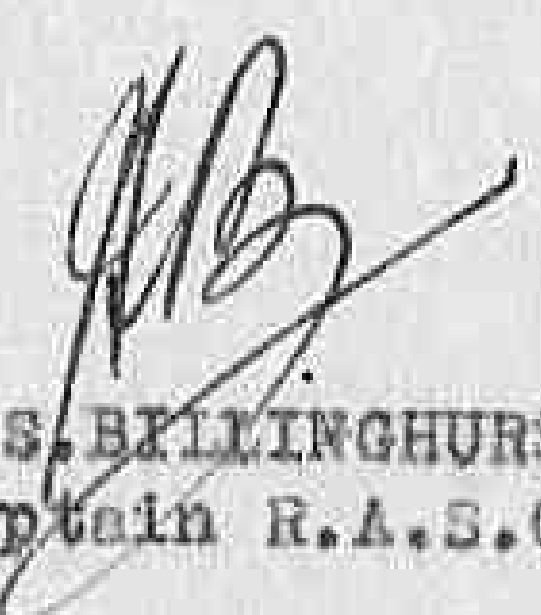
EXT 1- 566
REF 1- AC/47/30/Tn5
SUBJECT 1- Traffic Accident
TO 1- Snr Transportation Officer A.C.
BOLOGNA

22 September 1945

1. The attached letter 90/50725/3/A.M.G. dated 19 September 45 from 90 Claims & Hirings is forwarded for action .

86

For the DIRECTOR


J.S. BILLINGHURST
Captain R.A.S.C.

Copy to 90 Claims & Hirings

SUBJECT : Traffic Accident .

TO : Transportation Sub-Commission

Ref. 90/50725/3/A.M.G.

H.Q.

A.M.G.

ROME

FROM : Claims & Hirings Officer
90 Claims & Hirings
C.M.F.

1. Reference traffic accident on 25 July '45 at MODENA between Chev. Truck AC/IX on charge to Emilia Region A.M.G. driven by VENTURELLI BRUNO .
2. May an A.F.A. 3676 please be passed to this office- this memo is addressed to you as it is thought that Emilia Region A.M.G. is now closed down .

85

Filed,
19 September 45
1/PH

Captain,
Claims & Hirings Officer
90 Claims & Hirings

Est. for

Subject :- Traffic Accident 14 Jul 45
Manfredonia - Foggia Highway
10 Km from Foggia.
Veh. 5607385 - Dvr. DI LORENZO Matteo
Via Prinvipe Amedeo 48 - Manfredonia.

Ref :- 49/50714/51/ (3084)
6 Sep 45.

Allied Control Commission
A.F.H.Q.
C.M.F.

It is understood that vehicle 5607385 was on charge to A.C.C. at the time of the a/m accident.

The vehicle was carrying some 25/30 civilian passengers when a tyre was punctured resulting in the vehicle overturning with consequent injuries to 25 civilians and killing 3 others.

May AF A3676 together with statements please be prepared and forwarded to this Office and if the civilians were in your employ, may confirmation be given that GRO 664/43 has been complied with.

84



ND/VC

Major.
D.A.D. 49 Claims and Hirings.

10

MARCHE REGION TRANSPORTATION
MARCHE REGION
ITALIAN GOVERNMENT TERRITORY
ALLIED COMMISSION
APO 394

30 August 1945

SUBJECT: Claims-Traffic Accident

TO : Roads Division, Transportation S/C, AC

1. In reference to your AC/47/21/Tn5, dated 3 August 1945, the following is submitted.

2. A driver's report form, together with statements from Italian police and other pertinent statements, was forwarded to Hq? Region Five at the time of the accident.

3. I am informed by Capt. D. P. Richardson, former RCTO of the Region, that he forwarded all accident reports to AC Headquarters.

4. A copy of the material submitted to the RCTO was of course held in the office of the CTO of Truck Pool No 5. However, all AC files of Truck Pool No 5 were removed at the time the pool became the property of the Italian Government, and have been forwarded to Hq? Allied Commission.

5. Notify if further information is desired.

Lionel E. Clark
LIONEL E. CLARK
1st Lt TA
AC Transport Officer
Marche Region

83

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

GE/AGD

21 AUGUST 1945

AC/47/24/Tn.5

SUBJECT : Lerici Pietro, I 42670

TO : Chief Civil Affairs Staff Officer,
H.A. EAST AFRICA COMMAND

1. Reference is made to this Sub-Commission letter AC/47/20/Tn.5 dated 4 AUG '45.
2. Attached hereto is a copy of further letter from Mrs. Brinzi dated 11 AUG '45. It is requested that you will furnish the information requested in the letter together with a certified copy of the death certificate of Mr. Brinzi.

For the Chief Commissioner:

G. FLEMINGHOUGH,
Lt. Colonel, R.A.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION SECTION

August 14th. 1945.

Tel: 28771.

Ref: Lig/Tran/250.

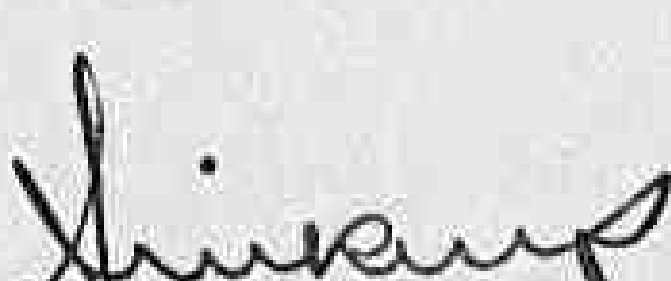
Subject: Truck claims - Lerici Pietro.

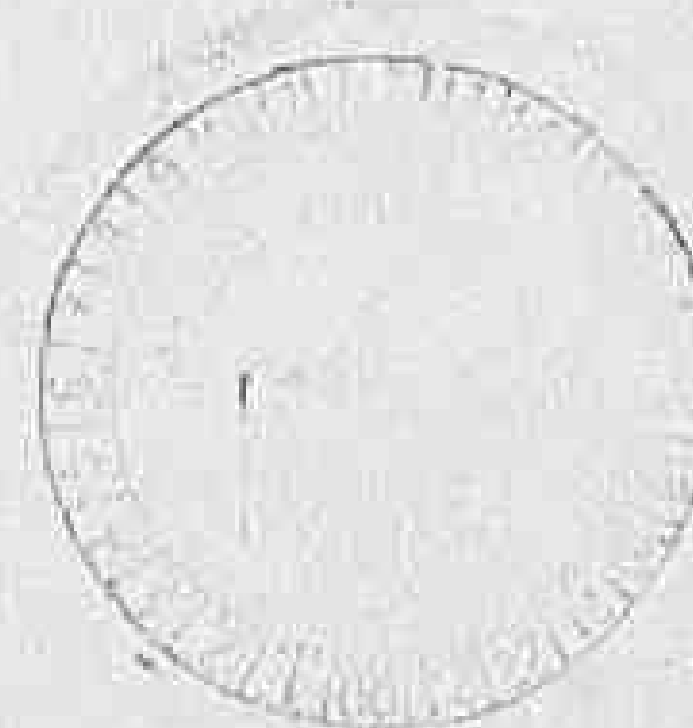
To Headquarters Allied Commission,
Transportation Sub-Commission.

81

Reference your letter AC/47/21/Tn5 of August 4th. 1945
there is herewith enclosed letter from Mrs. Vera Winarz
Brizzi dated August 11th. 1945, as requested by you in the
above mentioned letter.

For the Regional Commissioner,


E. W. Wickens, Major,
Regional Transportation Officer.



Encl: Letter from Mrs. Vera Winarz Brizzi.
EWW.EM

Genova 11 agosto 1945

Ref: AG/47/21/Tn5

Lt. Colonel WERTHONCH

Regional Transportation Officer

Liguria Region

80

La presento in riferimento alla vostra lettera del 4 agosto a me indirizzata. Mi spiace non poter ottenere il permesso di un viaggio in Etiopia e di sapere che ciò mi sarà negato in un prossimo futuro. Vi ringrazio per la vostra cortese sollecitudine e interessamento ai miei riguardi, ma vi prego, se è possibile, di farmi sapere, prima che io prenda una decisione in merito, quali miei beni sono eventualmente sotto la protezione dell'Ufficio proprietà nemica per l'Etiopia, perchè potrei o lasciarli ancora nelle vostre mani, o farli ritirare o darli (se possibile) in gestione ad un nostro amico della colonia straniera di Addis Abeba, o venderli tramite vostro; penso però che prendere una decisione, specie l'ultima, senza sapere di che cosa si tratti sia fonte di pentimenti. Perciò vi sarei proprio grata se, assieme alle promesse notizie circa la morte di mio marito, mi poteste fare avere anche queste informazioni.

Chiedo ancora alla vostra cortesia un favore: ottenere tramite il vostro Governo, dal Municipio di Addis Abeba, ufficio stato civile, una copia conforme alla trascrizione dell'atto di morte di mio marito, giacchè, qui a Genova, le autorità competenti non accettano nessun documento, dichiarazione od altro ed esigono la suddetta copia, per la registrazione della sua morte, in maniera che dopo tre anni mi trovo ancora con la carta non in regola.

Porgo le mie infinite grazie e assieme ai molti ringraziamenti saluto.

*Vera Maria Brizzi*VERA MARIA BRIZZI
VIA LOMBARDINI 6/14 GENOVA

GENOVA 11 AUGUST 1945

(TRANSLATION)

REF : AC/47/21/In5

TO : Lt. Col. C. FERNYHOUGH
Regional Transportation Officer
Liguria Region

79

Reference is made to your letter dated 4 August addressed to me. I am sorry to hear that I will not be able to have a permit to go to Ethiopia, and that it will be denied to me also in the future. I thank you for your kind attention but I pray to let me know, if possible, before I take a decision on the subject, which of my assets are under the protection of the Custodian of Enemy Property in Ethiopia, as I could either leave them in your hands or have them withdrawn or entrusted (if possible) to one of our friends of the foreign colony in Addis Abeba, that he may operate them, or sold through you. However I believe that taking a decision, is especially the last one, without knowing what it is about, is open to repentance. Accordingly, I would feel extremely grateful to you, if together with the promised information concerning my husband's death, you might let me have this one too. I also ask a favour to your kindness: to obtain for me, through your Government from the Addis Abeba Municipality, Registrar's Office a copy, duly prepared for transcription, of the death certificate of my husband, as here in Genova, the competent Authorities do not accept any other document or statement, or what not, and require the above certificate in order to record his death, so that, after three years my personal papers are still not in order.

I submit my excuses, and many thanks

Yours faithfully

Signed) VERA WINARZ BRIZZI
(Via Lovellini 8/14 Genova)

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
Marche Truck Pools

15 July, 1945

SUBJECT : Truck Pool Damage Claim.

TO : Chief Roads Division, Transportation Sub-Commission,
Headquarters Allied Commission.

Reference attached correspondence and past correspondence now in your office on the subject.

1. Attached please find a statement from the Alimentazione office of Ascoli Piceno stating the wholesale price of vermouth and marsala in Ascoli Piceno Province as of 5 March 1945.

2. The claim of 213,803,20 Lire which has been placed against Truck Pool N95 (Ascoli) for damages suffered in an accident involving a Truck Pool vehicle appears to the undersigned to be fair and just.

D.P. Richardson
D.P. RICHARDSON
Capt. Infantry,
Trans. S/C.
Allied Commission

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Copy to: Mr. Di Matteo Leonida (claimant).



PRESIDENZA CONSIGLIO DEI MINISTRI
ALTO COMMISSARIATO DELL'ALIMENTAZIONE
SEZIONE PROVINCIALE DELL'ALIMENTAZIONE
ASCOLI PICENO

Ufficio QUINTO

N. IO674/5 Reg. N.

Ascoli Piceno, li 20 Luglio 1945

Risp. a N. del

OGGETTO: Richiesta prezzi.=

ALL'UFFICIO TRASPORTI A.M.G.

Truck Pool N° 5

ASCOLI PICENO

Con riferimento alla nota I/D del 20 corr.,
si comunica che il Vermouth ed il Marsala alla data
del 5 Marzo 1945 erano a libero commercio; da infor-
mazioni assunte il prezzo di detti prodotti alla
data su indicata erano in ragione di L.182 al Kg.
per il Vermouth e L.155 al Kg. per il Marsala, al-
l'ingrosso franco Ascoli Piceno.=

IL DIRETTORE

PR/pr.

13. WHAT SIGNAL WAS GIVEN BY EACH DRIVER PRIOR TO ACCIDENT? Segnale luminoso
(Quale segnale fu dato da ciascun conducente prima dell'incidente?)

con fari

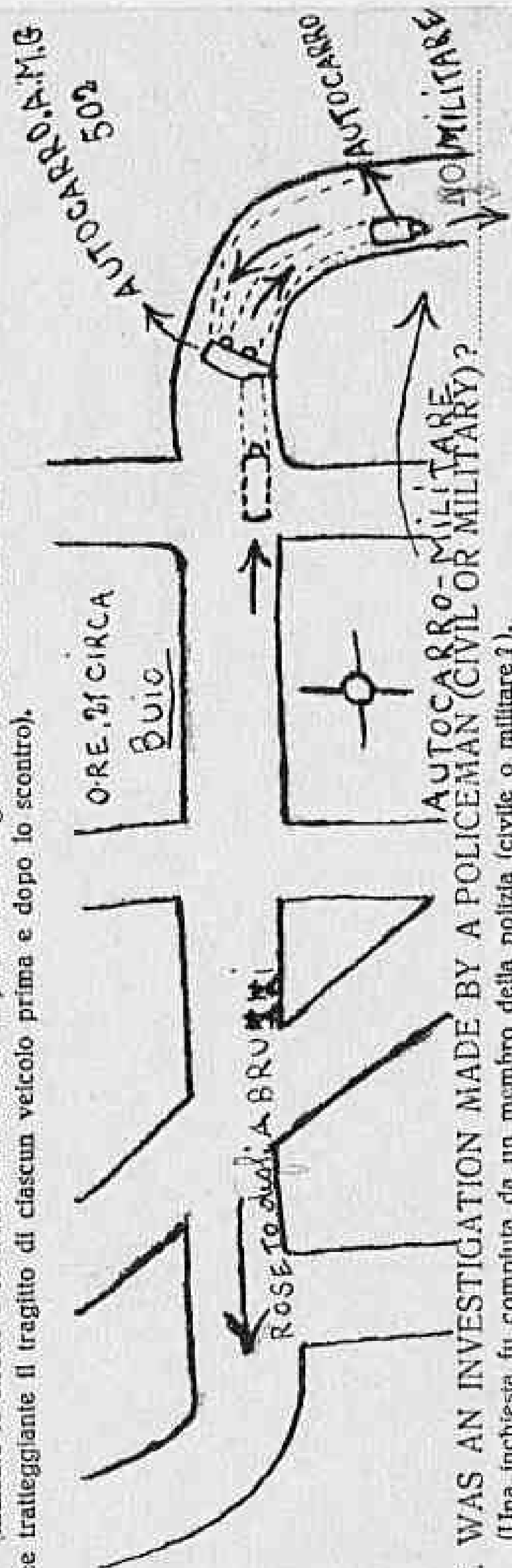
14. STATE CONDITION OF LIGHT, WEATHER, AND ROADWAY: Visibilità e viabilità
(Condizioni di luce e di tempo, stato di viabilità)

notte a strada bagnata.

15. EXPLAIN HOW ACCIDENT HAPPENED: Nell'incrociare con una macchina militare
(Spiegate come avvenne l'incidente) re al termine di una curva, abbagliato dai fari
dell'autocarro freno immediatamente per evitare eventuale scontro con altri
veicoli che potevano essere sulla mia destra. Dato la strada bagnata la frenatura provocò lo sbandamento ed il carico spostatosi tutto sulla destra
provocò il ribaltamento.

16. LABEL STREETS AND INDICATE MEASUREMENTS; SHOW THE POSITION OF EACH VEHICLE
AT THE TIME OF THE ACCIDENT AND SHOW BY DOTTED LINES THE COURSE OF EACH
VEHICLE JUST BEFORE AND JUST AFTER THE COLLISION.

(Indicate le strade e le distanze, mostrate la posizione di ogni veicolo al momento dell'incidente e indicate per mezzo di
linee tratteggiate il tragitto di ciascun veicolo prima e dopo lo scontro).



17. WAS AN INVESTIGATION MADE BY A POLICEMAN (CIVIL OR MILITARY)?

(Una richiesta fu compiuta da un membro della polizia (civile o militare?).)

IF SO STATE NAME

(In tal caso segnate il nome)

PRECINCT OR STATION

(Distretto o Stazione)

No. Pineto
il numero)

18. NAMES AND ADDRESSES OF PERSONS OTHER THAN DRIVER IN GOVERNMENT CAR:
(Nomi ed indirizzi delle persone che si trovavano nel veicolo governativo oltre al conducente)

PALMA UMBERTO INCARICATO AL TRASPORTO

19. NAMES AND ADDRESSES OF OTHER WITNESSES:
(Nomi e indirizzi di altri testimoni)

SPEZIALETTI ALBERTO (PITTORE) --- PINETO CALVANO (ATRI)

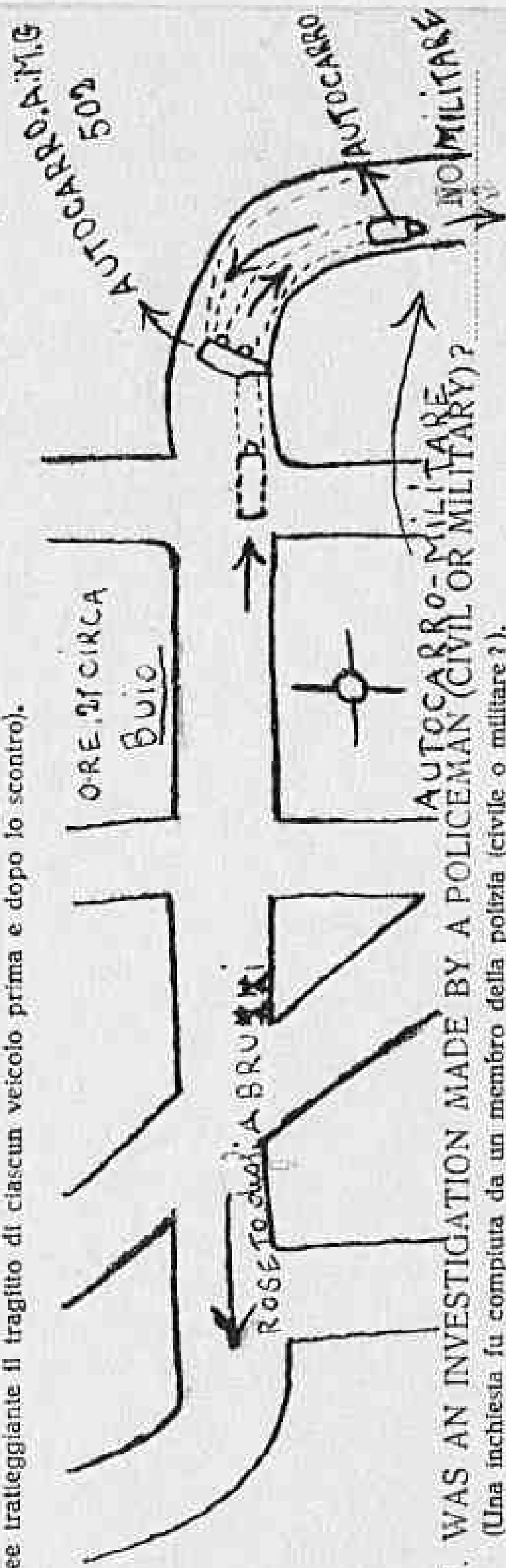
SIGNATURE OF DRIVER
Firma del conducente

76

la tua provocò lo sbandamento ed il carico spostatosi tutto sulla destra
provocò il ribaltamento.

16. LABEL STREETS AND INDICATE MEASUREMENTS; SHOW THE POSITION OF EACH VEHICLE
AT THE TIME OF THE ACCIDENT AND SHOW BY DOTTED LINES THE COURSE OF EACH
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(Indicate le strade e le distanze, mostrate la posizione di ogni veicolo al momento dell'incidente e indicate per mezzo di
linee tratteggiate il tragitto di ciascun veicolo prima e dopo lo scontro).



17. WAS AN INVESTIGATION MADE BY A POLICEMAN (CIVIL OR MILITARY)?
(Una inchiesta fu compiuta da un membro della polizia (civile o militare?).)

IF SO STATE NAME _____ No. _____
(In tal caso segnate il nome il numero)

PRECINCT OR STATION
(Distretto o Stazione)

18. NAMES AND ADDRESSES OF PERSONS OTHER THAN DRIVER IN GOVERNMENT CAR:

(Nomi ed indirizzi delle persone che si trovavano nel veicolo governativo oltre al conducente)

PALMA UMBERTO INCARICATO AL TRASPORTO

19. NAMES AND ADDRESSES OF OTHER WITNESSES:

(Nomi e indirizzi di altri testimoni)

SPEZIALETTI ALBERTO (PITTORE) --- PINETO CALVANO (ATRE)

SIGNATURE OF DRIVER
Firma del conducente

I CERTIFY THAT THE ABOVE REPORT WAS DELIVERED TO ME ON

(Certifico che questo rapporto mi è stato consegnato)

THE 5 DAY OF MARCH, 19 AT O'CLOCK
il giorno di alle ore

SIGNATURE OF OFFICER IN CHARGE
Firma dell'Ufficiale Addetto

OFFICIAL TITLE
Ufficio al quale è preposto

GOVERNMENT DEPARTMENT OR ESTABLISHMENT
Dipartimento Governativo

NOTE: THIS REPORT SHOULD BE ATTACHED TO REPORT OF INVESTIGATING OFFICER.

DRIVER'S REPORT - ACCIDENT
(Rapporto del Conducente sull' incidente)
MOTOR TRANSPORTATION
(Trasporti automobilistici)

INSTRUCTIONS TO DRIVERS
(Istruzioni ai conducenti)

IN CASE ON INJURY TO PERSON OR DAMAGE TO PROPERTY:
(In caso di ferimento di persone o di danno a proprietà)

A. STOP CAR AND RENDER SUCH ASSISTANCE AS MAY BE NEEDED.
(Fermate il veicolo e fornite tutto l'aiuto necessario)

B. FILL OUT THIS FORM, ON THE SPOT, SO FAR AS POSSIBLE.
(Riemplite questo modulo sul momento il più accuratamente possibile).

C. DELIVER THIS REPORT PROMPTLY TO YOUR IMMEDIATE SUPERIOR.
(Consegnate immediatamente questo rapporto al vostro immediato superiore).

FAILURE TO OBSERVE THESE INSTRUCTIONS WILL RESULT IN DISCIPLINARY ACTION.
(Se queste istruzioni non saranno osservate, sanzioni disciplinari saranno prese).

1. NAME OF GOVERNMENT DRIVER: ROMANUCCI ALFONSO
(Nome del conducente governativo)

2. STATIONED AT: SATELLI PIAZZA 103-105-107-109
(Di stanza a)

3. MAKE AND TYPE OF GOVERNMENT VEHICLE: CATERPILLAR
(Fabbricazione e tipo del veicolo governativo)

4. SERVICE NUMBER: 5-173276
(Numero di matricola)

5. NAME AND ADDRESS OF OWNER OF OTHER VEHICLE (OR OWNER OF PROPERTY DAMAGED):
(Nome e indirizzo del proprietario dell'altro veicolo (o del proprietario delle cose danneggiate))

6. NAME AND ADDRESS OF DRIVER OF OTHER VEHICLE: NON TERNATOSI
(Nome e indirizzo del conducente dell'altro veicolo)

7. LICENSE OF OTHER VEHICLE:
(Libretto di circolazione dell'altro veicolo)

STATE ?
(Stato)

NO. ?
(Numero)

CITY ?
(Città)

STREET ?
(Strada)

8. PLACE OF ACCIDENT:
(Località dove avvenne l'incidente)

9. DATE OF ACCIDENT: 9/4/50
(Data dell'incidente)

HOUR: 20 circa
(Ora)

10. NAMES AND ADDRESSES OF PERSONS INJURED; NATURE OF INJURIES:
(Nome e indirizzo delle persone ferite; natura del ferimento.)

A. STOP CAR AND RENDER SUCH ASSISTANCE AS MAY BE NEEDED.
(Fermate il veicolo e fornite tutto l'aiuto necessario)

B. FILL OUT THIS FORM, ON THE SPOT, SO FAR AS POSSIBLE.
(Riempite questo modulo sul momento il più accuratamente possibile).

C. DELIVER THIS REPORT PROMPTLY TO YOUR IMMEDIATE SUPERIOR.
(Consegnate immediatamente questo rapporto al vostro immediato superiore).

FAILURE TO OBSERVE THESE INSTRUCTIONS WILL RESULT IN DISCIPLINARY ACTION.
(Se queste istruzioni non saranno osservate, sanzioni disciplinari saranno prese).

1. NAME OF GOVERNMENT DRIVER: ROMANUCI ANTONIO
(Nome del conducente governativo)

2. STATIONED AT EMILIA POL. 195 ASINOLI VICINO
(Di stanza a)

3. MAKE AND TYPE OF GOVERNMENT VEHICLE CHRYSLER
(Fabbricazione e tipo del veicolo governativo)

4. SERVICE NUMBER 5173275
(Numero di matricola)

5. NAME AND ADDRESS OF OWNER OF OTHER VEHICLE (OR OWNER OF PROPERTY DAMAGED)
(Nome e indirizzo del proprietario dell'altro veicolo (o del proprietario delle cose danneggiate))

6. NAME AND ADDRESS OF DRIVER OF OTHER VEHICLE NON FERMACI
(Nome e indirizzo del conducente dell'altro veicolo)

7. LICENSE OF OTHER VEHICLE:
(Libretto di circolazione dell'altro veicolo)

STATE ?
(Stato)

NO. ?
(Numero)

CITY PIEMONTE CANTONE (AUREA)
(Città)

STREET ADRIATICA
(Strada)

945 HOUR 20 circa
(Cra)

9. DATE OF ACCIDENT 3 marzo
(Data dell'incidente)

10. NAMES AND ADDRESSES OF PERSONS INJURED, NATURE OF INJURIES: /// ///
(Nome e indirizzo delle persone ferite; natura del ferimento)

11. DESCRIBE DAMAGE TO GOVERNMENT VEHICLE Rotura dello cinture e del
(Descrivete i danni riportati dal veicolo governativo)

capotono

12. DESCRIBE DAMAGE TO PRIVATELY OWNED VEHICLE, OR OTHER PROPERTY ///
(Descrivete i danni riportati dal veicolo privato o da altre proprietà)

Non ha urtato.

BEST COPY POSSIBLE

TRANSLATION

M E M O R A N D U M

1. Mr. Di Matteo Leonida, wholesaler of Ascoli Piceno, bought in the month of March 1945 from the Soc. Alimentare Liquori Dolciusi Affini Firm (S.A.L.D.A.) of Pescara 9 quintals and a half of vermouth and 11 quintals of marsala/.
2. As he had always in the passed, A.M.G. Transport was used collect the A/M merchandise from Pescara to Ascoli Piceno. The transport was effected by Truck Pool N°5.
3. On the 3rd of March he was notified by the a/m/ Truck Pool that he could lift the goods with the Chevrolet Truck N°5178276 driven by the A.M.G. driver ROMANUCCI ANTONIO. The said truck was accompanied by one of Mr. Di Matteo's workmen who was instructed to collect the said goods at Pescara and escort the truck during the trip.
4. During the return life and at about 8.00 P.M. in the vicinity of Pineto Galvan (Atri) while turning a curve a military truck, which was not indentified, was traveling with it's head-light on full glare and did not dim them caused the driver Romanucci to switch his truck to the extreme side of the road in order to avoid the strong glare of the lights which had already taken away his visualty. The road was cover with snow and when Romanucci suddenly swithed the truck to the extreme right to avoid an accident the truck slipped on the snow and caused it to up-set.
5. The accident caused the loss of 648 chilos of vermouth and 761 chilos of marsala plus 2 barrels of vine of the capacity.- one of 10,99 quintals and the other of 8,66 quintals. 75
6. The total amount of losses of the Di Matteo Firm Amounts to 213,803,20
7. The accident occoured due to the lack of driving ability of the driver of the A.M.G. Truck Pool N°5.
8. On the 5th of March the Di Matteo Firm denounced the accident and attached all certificates comprovig the loses and at the same time asked for indemnification of the loses,....
9. Truck Pool N°5 Authorities have declared themselves incompetent to refund the loses and have asked Mr. Di Matteo to consult Superior Authorities of the Allied Sub-Commission H.Q. in manner that he might be paid for what has been lost.
10. Consequences of the accident have so far only lead to the sack- ing of the driver of the truck N°5178276.
11. Mr. Di Matteo gives all written proof of the accident and here with you will find all copies attached.
12. Mr. Di Matteo asks for the indemnification of ~~his~~ his loses.

MEMORANDUM

Di Matteo Leonida, commerciante di Ascoli Piceno, nel Marzo, 1945, acquistava dalla Soc. Alimentare Liqueuri Dolciumi Affini (S.A.L.D.A.) di Pescara, q.li 9.50 di vermouth e q.li 11 di marsala. Come da solido, il Di Matteo, chiese ed ottenne dalla A.M.G. Truck Pool N°5 un autocarro per il trasporto di detto merce da Pescara ad Ascoli Piceno.

Il 3 Marzo p.p., il veicolo Chevrolet del Truck POOL N°5) guidato dall'autista Romanucci Antonio, accompagnato da Palma Umberto della Ditta Di Matteo, si recava a Pescara per il ritiro delle merce sopra ricordate.

nel viaggio di ritorno, alla ore 20 circa, nelle vicinanze di Pineto Calvano (Atr.) nell'incrociare in curva un autocarro militare che viaggiava coi fanali anteriori senza abbagliante, il Romanucci accecato dalle visiosima luce dei fari proiettata dalla macchina militare, per non andare fuori strada, asfaltata e coperta di neve, ed evitarlo scontro, sterzava decisamente a destra e finiva col rovesciarsi.

Nell'incidente andarono completamente perduti KG/648 di vermouth e Kg.761 di marsala e due fusti della capacità uno di litri 10,99 e l'altro 9,118,66.

Il danno subito dal Di Matteo ammonta a complessive lire 213.803,20 (duecento tredicimili otto centotré e cent.20)

La Ditta Di Matteo, il 5 marzo 1945, denunciava il fatto al truck Pool N°5 allegando le prove scritte del danno e chiedono di essere risarcito.

La Direzione Truck Pool N°5, si è dichiarata incompetente a decidere del caso invitando il Di Matteo di rivolgersi a codesta On. Commissione Alleata dei Trasporti.

In seguito al grave incidente sopra ricordato, il Truck Pool N°5 licenziava l'autista dell'autocarro Chevrolet N°5178276.

Il Di Matteo offre la prova documentale del danno avuto e chiede di essere integralmente risarcito del danno stesso.

TRANSLATIONAscoli Piceno
March 4 1945

The undersigned ROMANUCCI ANTONIO driver of the Truck N°502 declare as follow.

On the third of March he was send to Pescara for service . As I was coming back to Ascoli Piceno, with a load of wine in barrels, toward eight o'clock at night, near a little town called (Pineto Calvano) I met with a military truck at a ~~xxxx~~ curve, at the minute that I met it in to the truck, he had his light on full power, and it blinded me and I couldn't see anymore what was ahead of me, (it all came from this subject) I was forced to stop my truck, the road was wet because it rained and ~~xxxx~~ snowed, I was thrown on my right, I could not stop in time to save the stuff on my truck.

I found myself in this condition for half an hour, and at the same time there was a military truck passing and he helped me pull my truck up.

As this happened, with me there was Palma Umberto, from "Ditta Di Matteo Leonida".

ROMANUCCI ANTONIO

ALIMENTARI all'ingrosso

Esportazione MIELE: : :

DITTA L. DI MATTEO

Abitazione 4-62
Telefoni } Ufficio 7-29

di Leonida Di Matteo.

Ascoli Piceno
Via Quinto Euzio Rufo, 4

ASCOLI ASCOLI PICENO 5/3/1945

ALL'UFFICIO TRASPORTI A.M.C.

ASCOLI PICENO

OGGETTO : Incidente automobilistico al camion carice di vermouth e
marsala avvenuto la sera del 3/3/45 alle ore 20 nei pressi
di Pineto (Teramo).-

Allegato rimetto note dei danni subiti per l'incidente di
cui all'oggetto.

Saluti distinti in attesa di leggervi.

DITTA L. DI MATTEO

ALIMENTARE all'ingrosso
Esportazione NIMKE : : :

DIATTA L. DI MATTEO

Telefoni } Abitazione 4-62
 } Ufficio 7-29

di Leonida Di Matteo

ASCOLI PICENO
Via Quinto Curzio Rufo, 4

NOTA DEI DANNI INCIDENTE AUTOMOBILISTICO NEI PRESSI DI PINETO
(TERAMO)

VERMOUTH

fusto n. 1	mancante di kg.	141.00
" " 2	" " "	33.00
" " 3	(vuote completamente)	kg. 294.00 kg. 468.00

MARSALA

fusto n. 4	vuoto completamente	kg. 386.00
" " 6	" " "	" 375.00 kg. 761.00

FUSTI DA VERMOUTH & MARSALA = Capienza=

Fusti da marsala	per kg. 866
" " vermouth	" " 1099 kg. 1965.00

vermouth kg. 468 a L. 180	L. 83520.00
marsala " 761 a L. 140	L. 106540.00
fusti " 1099 a L. 800	
per ql. capienze	L. 8792.00
Fusti " 866 a L. 800	
per capienze ql.	6728.00
	<u>205580.00</u>
	8223.20
	<u>213803.20</u>

bollo 4%

Totale a riportare L. 213803.20

ASCOLI PICENO

March 3, 1945

TRANSPORTATION OFFICER-----A.M.G.

ASCOLI PICENO

Subject : Accident that happened with a truck load of vermouth and marsala, happened at the night of March the 3- 1945- at eight o'clock at Pineto (Teramo)

In the following slip is written the amount of stuff missing on the load.

Best Regards

Ditta L. DI MATTEO

ACCIDENT HAPPENED AT DI PINETO (TERAMO)

VERMOUTH

70

Barrel	N° 1.	missing	Kg.	141.00
"	"	2.	"	33.00
"	"	3.	"	"(absolutely empty) 294.00-Kg. 468.00

MARSALA

Barrel	N° 4.	(Absoulety empty)	Kg.	386.00
"	"	6.	"	375.00 -Kg. 761.00

Barrel of vermouth and Marsala-Capacity

Barrel of marsala per Kg.	866
	<u>1099-Kg. 1965.00</u>

Vermouth Kg. 468 at 180	L. 83520.00
Marsala " 761 at 140	L. 106540.00
Barrels " 1099 at 800	
Capacity per ql.	
Barrels " 866 at 800	L. 8792.00
Per capacity ql.	<u>6728.00</u>

205580.00

8223.00

Total....213803.20

S. A. L. D. A.

SOCIETA' ALIMENTARI LIQUORI DOLCIUMI AFFINI

Sede: PESCARA - Via Firenze, 113 PESCARA, 3/3/45.
Magazzini: Pescara: Via Italica 5 Fattura N. 369
Via Firenze Bolletta N. 93-B
S. Benedetto del Tronto
Porto S. Giorgio

Spett/ BITTA DI MATTEO LEONIDA

ASCOLI PICENO

Fattura di quanto avete favorito acquistare in data;
tramite ns. Sig. _____
a mezzo _____ che abbiamo _____
franco _____ per l'importo di L. _____
pagamento _____

	Num.	Peso.	Prezzo unilario	IMPORTO
VERMOUTH		950	180	171000
MARSAIA		1137	140	159180

69

Importo merce L. 330.180

IMBALLAGGIO A RENDERE	Imposto Ent. L.
rusti N. 3 da 3 qli.	Bollo ordin. 3
" N. 3 da 6 qli.	Imballaggio 16800 16803
	Total S.E.O. L. L. 346983

Non vengono riconosciuti i pagamenti fatti persone non munite di nostra autorizzazione.

Ascoli Piceno li 4 Marzo 1945

Il sottoscritto ROMANUCCI ANTONIO, autista della macchina N°502, dichiara quando segue:

Il giorno 3 Marzo c.a. fui comandato in servizio a Pescara. Mentre tornava in sede, con un carico di vino pregiato in botti, verso le ore 20, nei pressi di Pineto Calvano, incrociai in curva, con un macchina militare che, al momento che mi incrociava, accendeva improvvisamente i fari abbaglianti. Essendomi, in conseguenza di tal fatto, offuscata completamente la visuale, fui costretto a frenare di colpo la macchina, che, a causa della strada bagnata per pioggia e neve recente, sbandò sulla destra. Il carico, inclinatosi, sulla destra, provocò il ribaltamento della macchina, con conseguente perdita quasi totale della merce.

Rimasi in questa situazione per circa mezz'ora; dopodiché una macchina militare che si trovava di passaggio, mi aiutò a mettere a posto il mio camion.

Presente all'accaduto era il Signor Palma Umberto, incaricato della Ditta Di Matteo Leonida.

ROMANUCCI ANTONIO

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GT/ep

Ref: AC/47/21/Tn5

4 August 1945.

Signora Vera Vinarz Brizzi,
8/14 Via Lomellini,
Genoa.

67

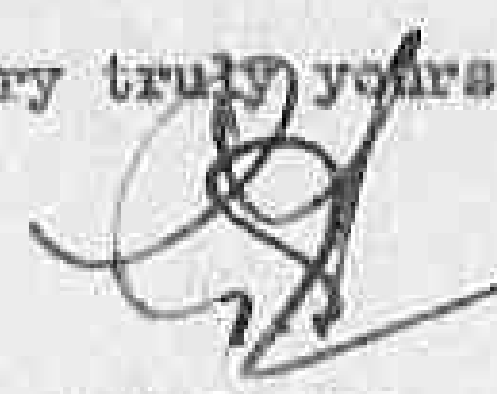
Dear Madam:

Reference is made to your letter dated 24 July 1945, addressed to Major James, Transportation Section, HQ, ANG - Genoa.

A copy of your letter has been forwarded to the Chief Civil Affairs Staff Officer, HQ, EAST AFRICA COMMAND, with a request that the information desired in para. 3 of your letter shall be forwarded to Allied Commission for transmission to you in due course. Regarding para. 3(g) of your letter, it is regretted that at present we are unable to grant you a permit to travel to Ethiopia. No civilians are permitted to make such journeys at the present time unless travelling on military business. As it may be some considerable time before you will be granted such a permit, will you please give consideration to the question of the sale of any property now held by the Ethiopia Custodian of Enemy Property on your behalf. If such property were sold we should request the Chief Civil Affairs Staff Officer, HQ, EAST AFRICA COMMAND to dispatch the proceeds of such sale to you. Please forward a decision on this suggestion to this HQ as soon as possible.

The documents attached to your letter regarding the heirs to your husband's estate and the Power of Attorney are returned to you herewith. Certified copies have been sent to EAST AFRICA COMMAND.

Very truly yours,


G. FERNYHOUGH
Lt. Colonel, R.A.

cc: Regional Transportation Officer,
Liguria Region.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

74
GT/ep 20A

Ref: AC/47/20/Pn5

4 August 1945.

SUBJECT: Loris Pietro, S.42570.

TO : Chief, Civil Affairs Staff Officer
HQ, EAST AFRICA COMMAND.

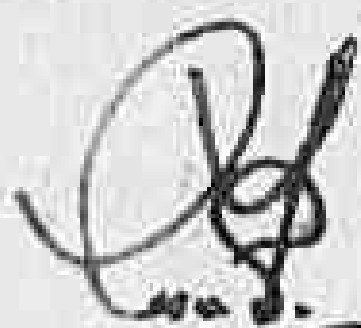
1. Reference is made to your letter SAC/DEEP/L.40.c/48/CA dated 3 July 1945.

2. Information requested in para. 10 of your letter is enclosed, together with a letter dated 24 July from Vera Vinars Brizzi. Regarding para. 11 of your letter, certified true copies of legal documents required by paras. 10 (k) and (l) of your letter are also enclosed. It is hoped that the replies made by Mrs. Brizzi to your questions, and the documents will enable you to settle the claim.

3. It is requested that you will forward in due course the information desired by Mrs. Brizzi as requested in para. 3 of her letter. Referring to para. 3(g) of her letter, we have informed Mrs. Brizzi that it is not possible at present to grant her a permit to travel to Ethiopia in view of the limitation placed upon the transportation of civilians ex-Italy.

4. If Mrs. Brizzi is unable to travel to Ethiopia it seems likely that she will wish the Custodian of Enemy Property to sell for her all properties to which she claims title and which are in the hands of the Custodian when she has received the replies to para. 3 of her letter.

For the Chief Commissioner:


G. FERGUSON
Lt. Colonel, R.A.

66

cc: Regional Transportation Officer,
Liguria Region.

PRETURA UNIFICATA DI GENOVAATTO di NOTORIETA'

L'anno millenovecentoquarantacinque il giorno 23 del mese di Luglio in Genova e nella Pretura suddetta .

Dinanzi il Dott. Genta Luigi, Pretore assistito dal Can - celliere sottoscritto .

Richiesto dal Signor Vera Winarz Brizzi fu Amedeo residen - te in Genova Via Lovellini N° 8/14 - sono comparsi i signori :

1) Pitto Teresa di Antonio, nata a Genova il 4 Aprile 1920 residente in Busakla Sarissola Via Irele N° 23 -impiegata
2) Puppo Angiolina di Luigi, nata a Genova il 4.5.1917-re - sidente in Genova Via Pisa 5-Dottoressa in lettere
3) Wangelinelli Alberto anzi Giulio del fu Renato, nato a Torino il 13-2-1901- residente in Genova Via Corso Torino 35- impiegato anzi commerciante

4) Bottacchi Sergio fu Scipione nato a Genova il 17 Marzo 1917- residente in Genova Via Acquarone 28- impiegato.

Testi noti ed idonei non interessati all'atto .

Ai quali, previa le diffide loro fatte da noi Pretore sull'importanza morale e religiosa del giuramento e sulle gravi pene dalla legge sancite contro i testi falsi e re - timentanti, viene letta la seguente formula .

Consepevoli della responsabilità che con il giura - mento assumete davanti a Dio e davanti agli uomini giurate di dire la verità, null'altro che la verità.

I testimoni stando in piedi prestano il giuramento pronunciando le parole : Io Giuro .

Dinanzi il Dott. Genta Luigi, Pretore assistito dal Cancelliere sottoscritto .

Richiesto dal Signor Vera Winarz Brizzi fu Amedeo residenti in Genova Via Lovellini N° 8/14 - sono comparsi i signori :

1) Pitto Teresa di Antonio, nata a Genova il 4 Aprile 1920 residente in Busekka Sarissola Via Irele N° 23 -impiegata
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3) Manganelli Alberto anzi Giulio del fu Renato, nato a Torino il 13-2-1901- residente in Genova Via Corso Torino 35- impiegato anzi commerciante

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Consapevoli della responsabilità che con il giuramento assumete davanti a Dio e davanti agli uomini giurate di dire la verità, null'altro che la verità.

I testimoni stando in piedi prestano il giuramento pronunciando le parole : Lo Giuro .

Quindi hanno fatto la seguente concorde

ATTESTAZIONE

Che in data 6 Luglio 1942- è deceduto in Addis Abeba il Signor Herbert WINARZ - di Alfredo- cittadino italiano lasciando secondo la legge Italiana vigente al tempo della sua morte, la moglie Vera Brizzi fu Amedeo nonchè i

genitori, Alfredo Winarz fu Emanuele e Melania Eisler fu Filippo, nonché le sorella Winarz Edith tutti maggioren-
ni e capaci.

Che all'infuori dei suddetti eredi non esistono altri eredi non avendo il defunto lasciato discendenti di sorta, nè altri fratelli e sorelle, nè discendenti da fratelli o sorelle predefunti, nè comunque altra persona che possa per legge vantare diritto alla di lui eredità.

Attestiamo inoltre che i sunnominati eredi sono gli unici ed esclusivi eredi del defunto Herbert Winarz suddetto, che in forza della succitata legge sono diventati proprietari esclusivi di tutti i di lui beni, di qualunque natura siano e dovunque si trovino, in ragione di metà dell'intero patrimonio la vedova Brizzi Vera, l'altra metà spettando in parti eguali ai di lei suoceri e cognata in parti uguali.

Che fra i suddetti coniugi non è mai intervenuta sentenza di separazione legale e che essi convivessero fino all'ultimo periodo del loro matrimonio.

Letto confermato e sottoscritto.

Fto Vera Winarz Brizzi.

Fto Pitto Teresa

Fto Puppo Angiolina

Fto Zanganelli Giulio

Fto Bottacchi Sergio

Il Pretore Fto Genta

Il Cancelliere Fto Odifredi

per copia conforme - Genova , 23 Luglio 1945

IL CANCELLIERE

(Pietro Tampurello)

eredi non avendo il defunto lasciato discendenti di sorta, nè altri fratelli e sorelle, nè discendenti da fratelli o sorelle predefunti, nè comunque altra persona che possa per legge vantare diritto alla di lui eredità.

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Fto Bottacchi Sergio

Il Pretore Fto Genta

Il Cancelliere Fto Odifredi

Per copia conforme - Genova, 23 Luglio 1945

IL CANCELLIERE
(Pietro Tamburello)

TRIBUNALE DI GENOVA

Si attesta l'autenticità della firma di Pietro Tamburello Cancelliere della Pretura di Genova

Genova 26 Luglio 1945 - P. Il Presidente Fto XX

CERTIFIED TRUE COPY

P. Tamburello
G. FERNYHOUGH
Lt. Col. R.A.

Rome 4th. of August 1945

C O P I A

Nº 11964 del Repertorio Notarile
Nº 4470 d'ordine

P R O C C U R A

ULBERTO DI SAVOIA
PRINCIPE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

L'Anno millenovecentoquarantacinque ed alli Venti -
trè del mese di Luglio in Genova, nel mio studio posto in
Salita Pollajuoli civico Nº 12 int.3, scala sinistra
Davanti a me Dottor ENRICO RIVERA Notaro ella re-
sidenza di Genova, iscritto nel Ruolo del Distretto Notarile
di questa città.

..... Sono personalmente comparsi :

- 1) I Signori Coniugi EISLER MELANIA fu Filippo, agiata,
nata a Vienna e WINARZ ALFREDO fu Emanuele, come rciente
nato a Lobositz sull'Elba.
- 2) La Signorina WINARZ EDITH di detto Alfredo, casalinga
nata a Aussig sull'Elba, nubile
- tutti e tre domiciliati in Genova Via Lomellini civico
Nº 8 , int. 14

63

..... Quali Signori Componenti dell'identità personale dei
quali io Notaro sono personalmente certo, rinunciano di
comune accordo e col mio consenso all'assistenza dei te-
stimoni al presente atto, col quale
..... Nominano e costituiscono in loro procuratrice spe-
ciale ed a quanto infra generale, la rispettiva nuora e
cognata Sig.ra Vera Brizzi fu Amedeo, Vedova di Winarz
Herbert, residente in Genova,

L'Anno millenovecentoquarantacinque ed alli Venti -
trè del mese di Luglio in Genova; nel mio studio posto in
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ciale ed a quanto infra generale, la rispettiva nuora e
cognata Sig.ra Vera Brizzi fu Amedeo, Vedova di Winarz
Herbert, residente in Genova,
..... Affinchè possa anche a nome di essi mandanti pro-
cedere in confronto di qualunque autorità, militare, diplo-
matica, consolare, governativa, italiana o straniera e par-
ticolamente in confronto del Governo Militare Alleato,
allo scopo di conoscere, accertare, e rivendicare tutti

i cespiti patrimoniali di pertinenza del comune loro autore Winarz Herbert di Alfredo, deceduto an intestato in Addis Abeba li Sei Luglio Milleenovecentoquarantadue

E quindi abilitano l'eletta procuratrice a svolgere ricerche nei luoghi di residenza del defunto; ad accettare e dimostrare la legittima opportunità dei beni di qualunque natura, sia mobili che immobili che saranno rinvenuti; rivendicarli e prenderne possesso; eccedere pertanto a sollecitare qualunque autorità competente al riguardo; a svolgere ogni pratica ed incombente sia in via amministrativa che giudiziaria e come meglio; secondo le leggi e le consuetudini dei governi, nei cui territori i beni stessi verranno rinvenuti; rilasciare agli Enti, autorità e privati possessori e depositori dei beni stessi ogni più ampio e valido discarico; sostituire a se ;occorrendo, altri procuratori con simili o più limitati poteri ;.....

Pare insomma quanto farebbero e far potrebbero essi mandanti se ad ogni cosa fossero presenti, con premessa de rato e valido

Richiesto lo Notaro ho ricevuto quest'atto e l'ho letto ai Sigg. Comparenti che lo approvano e confermano e meco lo sottoscrivono in quest'unico foglio bollato di cui consta, da me scritto in tre intiere facciate e poche righe della quarta

MELANIA EISLER IN WINARZ
ALFREDO WINARZ
EDITH WINARZ
ENRICO RIVERA Notaro.

Firmato

CERTIFIED TRUE COPY

Edith Winarz

tere e dimostrare la legittima opportunità dei beni di qualunque natura, sia mobili che immobili che saranno rinvenuti; rivendicarli e prenderne possesso; accettare pertanto a sollecitare qualunque autorità competente al riguardo; a svolgere ogni pratica ed incombenza sia in via amministrativa che giudiziaria e come meglio; secondo le leggi e le consuetudini dei governi, nei cui territori i beni stessi verranno rinvenuti; rilasciare agli Enti, autorità e privati possessori e depositari dei beni stessi ogni più ampio e valido discarico; sostituire a se; occorrendo, altri procuratori con simili o più limitati poteri;.....

Fare insomma quanto farebbero e far potrebbero essi mandanti se ad ogni cosa fossero presenti, con premessa de rato e valido

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Firmato

MELANIA EISLER IN WINARZ
ALFREDO WINARZ
EDITH WINARZ
ENRICO RIVERA Notaro.

CERTIFIED TRUE COPY

E. F. Winthorough
G. FERNYHOUGH
Lt. Col. R.A.

Registrato

a Genova
li 24-VII-45
Vol. 612 N° 697
Con L. 47;90

Fto E. Rivera Not/

Copia conforme al suo originale
Genova li 24 Luglio 1945
Enrico Rivera Notaro

Tribunale di Genova
Si attesta l'autenticità della firma
del Notaio Enrico Rivera in Genova
Genova 26 Luglio 1945

TRANSLATION

To Major JAMES
Transport Section H.Q.
GENOVA

GENOVA 24 JULY 1945

I, the undersigned, VERA BRIZZI widow WINARZ daughter of Amodeo (deceased) born in Genoa on the 17 May 1915, an Italian citizen, now residing in Genova Via Lonellini 8, beg to apply to the Allied Authorities in order to obtain, if possible, news and information about what was my property and my husband's, HERBERT WINARZ son of Alfredo, born in Aussif on the Elbe (Czechoslovakia) on the 27 May 1915, of Jewish race and an Italian citizen, residing since 1937 in Addis Abeba Via ex Dire Dawa.

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When I was evacuated in 1942 I left my whole property in custody of the British Authorities; two months afterwards, on the 6 July 1942, my husband was murdered in the same town. The news has been forwarded to me by some friends through the Red Cross; I do not know the reason of the crime or the issues of the trial or what have our assets become.

Hence I wish to obtain news concerning the progress of the enquiry, the issue of the trial, and the exact name of the murderer and his accomplices and information of the following properties:

- a) a passenger car Lancia Aprilia type 350, standard body-work, duly registered into the RACI in Addis Abeba to the name of VERA BRIZZI and Registration Number SC. 7204.
- b) a passenger car Fiat Topolino, 3rd series, standard body-work, Reg. No. SC. 6166, circulation permit issued to the name of VERA BRIZZI.
- c) a lorry Isotta Fraschini type D.70- duly registered into the RACI in Addis Abeba to the name of VERA BRIZZI, Reg. No. SC. 8457.
- d) two lorries Isotta Fraschini types D.70 and D.30, papers of which are in the name of Herbert WINARZ.
- e) a considerable stock of merchandise, cotton fabrics, the property of my husband's, deposited by him in a warehouse belonging to Elbar Omar (whom I suppose to be a relative of the murderer) where it could be found at the time of my departure.

I, the undersigned, VERA BRIZZI widow WINARZ daughter of Amelco (deceased) born in Genoa on the 17 May 1915, an Italian citizen, now residing in Genova Via Lomellini 8, beg to apply to the Allied Authorities in order to obtain, if possible, news and information about what was my property and my husband's, HERBERT WINARZ son of Ilfredo, born in Aussel on the 11th (Czechoslovakia) on the 27 May 1915, of Jewish race and an Italian citizen, residing since 1937 in Addis Abeba Via ex Dire Dawa.

61

When I was evacuated in 1942 I left my whole property in custody of the British Authorities; two months afterwards, on the 6 July 1942, my husband was murdered in the same town. The news has been forwarded to me by some friends through the Red Cross; I do not know the reason of the crime or the issues of the trial or what have our assets become.

Hence I wish to obtain news concerning the progress of the enquiry, the issue of the trial, and the exact name of the murderer and his accomplices and information of the following properties:

- a) a passenger car Lancia Aprilia type 350, standard body-work, duly registered into the RACI in Addis Abeba to the name of Vera BRIZZI and Registration Number SC. 7204.
- b) a passenger car Fiat Topolino, 3rd series, standard body-work, Reg. No SC. 6166, circulation permit issued to the name of Vera BRIZZI.
- c) a lorry Isotta Fraschini type D.70- duly registered into the RACI in Addis Abeba to the name of Vera BRIZZI, Reg. No. SC 8457
- d) two lorries Isotta Fraschini types D.70 and D.80, papers of which are in the name of Herbert WINARZ.
- e) a considerable stock of merchandise, cotton fabrics, the property of my husband's, deposited by him in a warehouse belonging to Elbar Omar (whom I suppose to be a relative of the murderer) where it could be found at the time of my departure.
- f) what has become of personal property which I believe to have been sold by the Custodian of Enemy Property, and where or in whose possession are the receipts which that office very likely issued.
- g) whether it is possible to obtain a permit, even though for a very short time, to stay in Ethiopia, so that I may enquire about all my property, and the chances of getting it back, and of recovering souvenirs, which are dear to me. I may add that all our assets were in East Africa and that consequently, I find myself in

-2-

Italy ,deprived of property of any kind .

I beg to submit the preceding queries in my quality of proprietor,co-heir and delegate of the lawful heirs to my husband's estate.

Thanking you, I am

Yours truly

Signed VERA WINARZ BRIZZI

60

ANSWERS TO PARA 10

- a) yes
- b) He bought it directly from the manufacturers, Isotta Fraschini, in 1937 when he went for a trip to Italy.
- c) On the circulation booklet of the lorry - The transfer of title was registered at Raci in Addis Abeba.
- d) Yes, because he was the first direct buyer from the manufacturers.
- e) The date was certainly registered. I do not remember the exact date; I guess it was at the end of 1939- The transfer was made in Addis Abeba.
- f) No
- g) No- Unless registration was obtained illegally without my knowing it and during my absence; as I left East Africa to return to Italy during the first days of May 1942.
- h) Because I did not sell him the lorry.
- i) Since 1937 Lerici Pietro was employed by ^{my} husband as a driver. After the transfer of the lorry to me, he continued to be employed in driving the lorry, although he still received orders from my husband. Evidently after my husband's death, which occurred in July 1942, and taking advantage of my absence, Lerici behaved as if the lorry was his own.
- j) Refer to the answer sub (i). I may add that the terms of employment were agreed to with my husband, and being the subsequent proprietor I observed them, although I left to my husband the task of dealing with Lerici.
- k) By virtue of the Italian law (Art. 582-Civil Code) I am the heir to one half of the whole estate; the other half is to be divided between Herbert Winarz's parents and his sister; and we are, us four, his only heirs, as per attached document No 1.
- l) Yes, by virtue of Power of Attorney dated 23 July 1945 by Notary Public Rivera, and which was given to me by the above mentioned parents and sister of my husband's.

GENOVA 24/7/'45

Signed)

VERA WINARZ BRIZZI

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION SECTION

July 25th. 1945.

Tel: 28771.
Ref: Lig/Tran/250.
Subject: Truck claims - Lerici Pietro.

To Headquarters, Allied Commission.

Reference AS/47/13/TN5 of 4 July 1945.

1. - Herewith documents and answers requested by you in the above letter.
2. - Attached is also a letter from Signora Vera Brizzi with reference to three cars left behind by her. Could any information please be obtained on these three vehicles.

For the Regional Commissioner,

H. B. James

H. B. James, Major,
Regional Transportation Officer.

HBJ:EM Encls:

Deposition to para 10 to letter EAC/MCEPIL.40. c/48/CA of June 5, 1945 from H.Q. East Africa Command.
Letter HQ. A.C. T/M. Sub-Comm. July 4, 45 (AS/47/13/Tn5)
Subject Truck claims - Lerici Pietro.
Letter Chief Civil Affairs Staff Officer, HQ. East Africa Command, June 5th. 1945 - EAC/MCEPIL.40.c/48/CA
No. 11964 del Repertorio Notarile No. 4470 d'ordine, nota da procura.
Pretura Unificata di Genova, Atto di Notorietà.
Letter from Vera Winarz Brizzi dated July 24th. 1945.

Annunzio di Roma 10

- (a) - E' vero che Voi avete comperato il camion SC. 8457 da vostro marito?
Sì
- (b) - Se sì, quando e da chi lo comperò Vostro marito?
Lo comperò nel 1937, in occasione di un viaggio in Italia, direttamente dalla casa produttrice Isotta Fraschini.
In 1939
- (c) - Dove sono le carte di proprietà del camion SC 8457?
Sul libretto di circolazione del camion. Il trapasso fu registrato al Raci di Addis Abeba
- (d) - Originariamente questi documenti erano intestati al nome di Herbert Winarz?
Sì perché egli fu il primo acquirente diretto dalla casa costruttrice.
- (e) - Al tempo del trasferimento del camion da Vostro marito a Voi, è stata registrata nei documenti la data? Se sì; quando e dove è stato fatto questo trasferimento?
La data fu certamente registrata. Non ricordo l'epoca precisa; mi pare alla fine del 1939. Il trasferimento fu fatto in Addis Abeba. 57
- (f) - Avete Voi venduto la macchina SC 8457 a Pietro Lerici?
No.
- (g) - Il trasferimento a Lerici è stato registrato nei documenti di proprietà.
No. A meno che non sia stato fatto registrare abusivamente a mia insaputa e in mia assenza, avendo io lasciato l'A.O. per fare ritorno in Italia ai primi di Maggio 1942.
- (h) - Perché non avete consegnato i documenti di proprietà a Pietro Lerici.
Perché non gli ho venduto il camion.
- (i) - Se il camion non gli è stato venduto come affermate, come potete spiegare che Pietro Lerici usò la macchina come se fosse sua e lavorò fino al gennaio del 43 per conto proprio?
Dal 1937 il Lerici era alle dipendenze di mio marito in qualità di autista. Dopo il trapasso del camion a me continuò a rimanere addetto alla guida del camion stesso pur continuando a ricevere ordini da mio marito. Evidentemente dopo la morte di mio marito avvenuta nel luglio 1942, approfittando anche della mia assenza, il Lerici si comportò come se il camion fosse suo proprio.
- (j) - Nel caso che questo camion fosse stato dato a lui per lavori da chi ottenne l'autorizzazione, sotto quali condizioni, e chi prese le necessarie decisioni?
Si veda la risposta sub (i). Aggiungo che i patti di lavoro furono stipulati con mio marito, ed io come proprietaria successiva li ho rispettati, lasciando peraltro a mio marito la cura di continuare a trattare col Lerici.

- (k) -, Siete Voi l'unico erede legale del fu Herbert Winarz ?
In forza della legge italiana (art. 582 C.C.) io sono erede
nella metà dell'intero patrimonio; l'altra metà va divisa
fra i genitori di Herbert Winarz e la sorella di lui, es-
sendo noi quattro gli unici eredi, come dal documento
allegato N. I.
- (l) - Siete Voi l'unica persona legalmente autorizzata a disporre
dei beni del fu Herbert Winarz?
Sì, in forza di procura 23 luglio 1945 del Notaro Rivera
rilasciatami dai suddetti genitori e sorella di mio marito.

Genova

24/7/48

Herbert Winarz Brier



HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

5278

GF/gb

Transportation.

EXT :- 566
REF :- AC/47/13/Tn5
SUBJECT :- Truck claims- Lerici Pietro
TO :- Regional Commissioner
A.M.G. LIGURIA Region

4 JULY 1945

56

1. Attached hereto is a letter EAC/MCEP/L.40. c/48/CA dated 5 June 45 from H.Q. East Africa Command .
2. It is requested that you will take action on paras 10 and 11 , returning the a/m. letter to this Sub-Commission together with the required information and documents .

By Command of REAR ADMIRAL STONE

G. FERNYHOUGH
Lt.Col.R.A.

Subject:- LERICI Pietro, E.42670.

to:-
Allied Control Commission,
A.P.O. 349,
ROME REGION.

Chief Civil Affairs Staff Officer,
Headquarters, EAST AFRICA COMMAND.

EAC/MCEP/L.40.c/48/CA
June 5th, 1945.

55

The above Evacuee has submitted a claim for a lorry "Isotta Fraschini", D.70, No 8457, handed to the Assistant Custodian of Enemy Property-Herar on 14th February, 1943.

Lerici claims ownership of this lorry but cannot produce evidence to support his claim. The lorry in question was later handed over to the Ethiopian Custodian of Enemy Property. The claimant, of course, must first prove ownership before he can claim the lorry or payment for same.

2. Lerici was interrogated in respect of this claim and states lorry SC 8457 was bought in May, 1942, at Addis Ababa from a Vera Brizzi for Lit. 80,000,-, who according to Lerici's own statement, bought it from her husband.

No documents of ownership was given to Lerici by Signora Vera Brizzi except a receipt for the above-amount which, Lerici further adds, was stolen from him together with other personal documents.

3. It has been ascertained that the Vera Brizzi mentioned by the claimant is No 42667 Vera Winarz née Brizzi who was repatriated to Italy from Addis Ababa in May, 1942. The address in Italy given before her repatriation is:- GENOVA, Via Lomellina 8/14. Tel. 292280

4. Signora Vera Brizzi Winarz's husband, Herbert Winarz, was murdered in Addis Ababa in June, 1942.

5. Witnesses who have been interrogated by this office state Lerici and the late Winarz were partners; other witnesses state Lerici was only an employee of the latter.

Lerici himself says that he had been working with Winarz since May, 1942, i.e. since the time when he bought lorry SC 8457 from Signora Vera Brizzi Winarz, but does not state in what capacity.

Lerici adds that from June, 1942,

The above Evacuee has submitted a claim for a lorry "Isotta Fraschini", D.70, No 8457, handed to the Assistant Custodian of Enemy Property-Harar on 14th February, 1943.

Lerici claims ownership of this lorry but cannot produce evidence to support his claim. The lorry in question was later handed over to the Ethiopian Custodian of Enemy Property. The claimant, of course, must first prove ownership before he can claim the lorry or payment for same.

2. Lerici was interrogated in respect of this claim and states lorry SC 8457 was bought in May, 1942, at Addis Ababa from a Vera Brizzi for Lit. 80,000,-, who according to Lerici's own statement, bought it from her husband.

No documents of ownership was given to Lerici by Signora Vera Brizzi except a receipt for the above-amount which, Lerici further adds, was stolen from him together with other personal documents.

3. It has been ascertained that the Vera Brizzi mentioned by the claimant is NO 42687 Vera Winarz née Brizzi who was repatriated to Italy from Addis Ababa in May, 1942. The address in Italy given before her repatriation is:- GENOVA, Via Lomellina 8/14. Tel. 292220

4. Signora Vera Brizzi Winarz's husband, Herbert Winarz, was murdered in Addis Ababa in June, 1942.

5. Witnesses who have been interrogated by this office state Lerici and the late Winarz were partners; other witnesses state Lerici was only an employee of the latter.

Lerici himself says that he had been working with Winarz since May, 1942, i.e. since the time when he bought lorry SC 8457 from Signora Vera Brizzi Winarz, but does not state in what capacity.

Lerici adds that from June, 1942, to January, 1943, he worked on his own account with the above lorry for Occupied Territory Administration and United Kingdom Commercial Corporation.

6. After Lerici's evacuation from Ethiopia one of UKCC's contractors, Caras & Sakellaropoulos Coy., on settling accounts of their drivers deposited with the Assistant Custodian of Enemy Property-Harar Shs.1441/82 being payment for work done by Lerici with lorry SC 8457.

The above contractor however deposited this amount on behalf of Lerici & Winarz.

7. Lerici, as stated above, claims ownership of lorry SC 8457 and payment of the whole amount mentioned in para 6. above.

8. Considering therefore Lerici's statements and the fact that the amount in question was credited to a joint account under the heading Lerici & Winiaz in April, 1943, it is thought that Lerici is neither the sole proprietor of the lorry nor has he a right to claim the whole amount deposited.

For this reason this deposit will be "FROZEN" until the matter has been cleared up, and no decision can be taken concerning lorry 8457.

9. Your kind assistance is required with a view to settling this claim.

10. Would you please contact Signora Vera Brizzi-Winiaz, Via Lomellina 8/14, Genova, and ask her the following questions:-

(a) - Is it true that you bought lorry SC 8457 from your husband Herbert Winiaz?

(b) - If yes, when and from whom did your husband Herbert Winiaz buy it?
On what date did your husband sell the lorry to you?

(c) - Where are ownership papers of lorry SC 8457?

(d) - Were these documents originally in the name of Herbert Winiaz?

(e) - Was the transfer of the lorry to you registered on the documents at the time when you bought the lorry?
If yes, where and on what date was this transfer made?

(f) - Did you sell lorry SC 8457 to Lerici Pietro?
If yes, when and for what amount?

(g) - Was the transfer of lorry to Lerici Pietro registered on the ownership papers?
If yes, when and where.
If not, why not?

(h) - Why did you not hand ownership documents of lorry SC 8457 to Lerici Pietro?

(i) - If the lorry was not sold to him, as

For this reason this deposit will be "FROZEN" until the matter has been cleared up, and no decision can be taken concerning lorry 8457.

9. Your kind assistance is required with a view to settling this claim.

10. Would you please contact Signora Vera Brizzi-Winiarz, Via Lomelline 8/14, Genova, and ask her the following questions:-

(a) - Is it true that you bought lorry SC 8457 from your husband Herbert Winiarz?

(b) - If yes, when and from whom did your husband Herbert Winiarz buy it?
On what date did your husband sell the lorry to you?

(c) - Where are ownership papers of lorry SC 8457?

(d) - Were these documents originally in the name of Herbert Winiarz?

(e) - Was the transfer of the lorry to you registered on the documents at the time when you bought the lorry?
If yes, where and on what date was this transfer made?

(f) - Did you sell lorry SC 8457 to Lericci Pietro?
If yes, when and for what amount?

(g) - Was the transfer of lorry to Lericci Pietro registered on the ownership papers?
If yes, when and where.
If not, why not?

(h) - Why did you not hand ownership documents of lorry SC 8457 to Lericci Pietro?

(i) - If the lorry was not sold to him, as stated, how do you explain that Lericci Pietro used lorry SC 8457 as if it were his own and worked until January, 1943, on his own account?

(j) - In case this lorry had been entrusted to him for work, from whom did he obtain it, on what terms, and who made the necessary arrangements?

(k) - Are you the sole legal heir of the late Herbert Winiarz?

(l) - Are you the only person legally entitled to dispose of the late Herbert Winiarz's inheritance?

to Allied Control Commission - ROME REGION - June 5th, 1945.

- Folio No 3 -

11. Should answers to para 10, (k) and (l) above be in the affirmative, will you please request Signora Vera Brizzi-Winiarz to produce legal documents in this respect and forward verified copies to this office.



Lt. Col. for Colonel,
Chief Civil Affairs Staff Officer,

AS/vm

Genova, 24 luglio 1945

TO LIAISON JAMES

TRANSFORM SECTION H.C.

G E N O V A

Io sottoscritta VERA BRIZZI ved. WIMAZZINI Ascleo, nata a Genova il 17 maggio 1915, italiana, attualmente residente in Genova, Via LOrellini 3, mi permetto rivolgervi alla autorità allente per ottenere, se possibile delle notizie e informazioni circa quanto era proprietà mia e di mio marito ROBERTO WIMAZZINI di Ascleo nato ad Alessig e/Blba (Cecoslovacchia) il 27 maggio 1915, di razza ebraica e cittadino italiano, abitante in Addis Abeba dal 1937 in Via ex Direa 2000.

52

Imprigionata nel '42 dalle autorità inglesi lascio in custodia al mio marito ancora in Addis Abeba ogni cosa di mia proprietà; due mesi dopo, il 5 luglio 1942, mio marito veniva assassinato nella stessa città. La notizia mi è stata comunicata tramite la Croce Rossa da amici; mi è ignoto il movente del delitto, il risultato del processo e la fine del nostro patrimonio.

Desidererei quindi avere notizie riguardanti lo svolgimento dell'istruttoria, il risultato del processo nonché il nome esatto dell'assassino e dei suoi complici, e informazioni circa le seguenti proprietà:

- a) una macchina Lancia Aprilia 350 carrozzeria normale iscritta regolarmente al Registro di Addis Abeba al nome di Vera Brizzi e targata SO.7204
- b) una macchina Fiat Topolina terza serie carrozzeria normale targata SO. 0165 il cui libretto è a nome di Vera Brizzi

TO HATCH JAMES

TRANSFERT SECTION H.Q.

G E N O V A

io sottoscritta VERA BRIZZI ved. WINARZ ex Amadeo, nata a Genova il 17 maggio 1916, italiana, attualmente residente in Genova, Via Locatelli 3, mi permetto rivolgermi alle autorità allenate per ottenere, se possibile delle notizie e informazioni circa quanto era proprietà mia e di mio marito PRASCHINI WINARZ di Alfredo nato ad Alessandria (Cecoselovacchia) il 27 maggio 1915, di razza ebraica e cittadino italiano, abitante in Addis Abeba dal 1937 in Via ex Dire Daur.

52

Impatriata nel '42 dalle autorità inglesi lascio in custodia

il mio marito ancora in Addis Abeba ogni cosa di mia proprietà; due mesi dopo, il 5 luglio 1942, mio marito veniva assassinato nella stessa città. La notizia mi è stata comunicata tramite la Croce Rossa da amici; mi è ignoto il movente del delitto, il risultato del processo e la fine del nostro patrimonio.

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- a) una macchina Lancia Aprilia 350 carrozzeria normale iscritta registrata al Nodi di Addis Abeba al nome di Vera Brizzi e targata SO.7204
- b) una macchina Fiat Topolina terza serie carrozzeria normale targata SO. 6166 la cui libretto è a nome di Vera Brizzi
- c) un caudon Isotta Fraschini D.70 regolarmente iscritto al Nodi di Addis Abeba e nome di Vera Brizzi e targata SO.0457
- d) due camion Isotta Fraschini D. 70 e D. 80 i cui documenti sono a nome di Herbert Winarz

a) una agenzia privata di ricerca, collettiva, di proprietà di mio marito e da lui detenuta in un magazzino a Elbur Omar (Londra, area parente all'immigrazione) dove si trovava ancora al momento della mia partenza.

b) la fine dei beni mobili che sarebbero venduti all'Ufficio di Elbur Omar, dove sono o presso chi sono giunti le proprietà vicine rilasciate da questo ufficio.

c) la possibilità di ottenere un permesso, anche per brevissimo tempo, di un mio amico in Etiopia, che mi darebbe la possibilità di re-
 tornare con me ogni mio avere e relativo ricupero nonché la possibilità di trovare ricordi a me cari. Questo noto che tutti nostro avere si trovano in Africa Orientale e che pertanto mi trovo in Italia spro-
 vista di beni di qualsiasi sorta.

Chiedo quanto sopra elencato come proprietaria, coerede e pro-
 natrice degli altri legittimi eredi ai beni di mio marito.

Il sottoscritto pongo i miei saluti.

Vera Vucary Peres

VERA VUCARY PERES

VIA S. ANTONIO 2

6 H 3 V A (ITALIA)

JSB/gbl

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

EXT :- 566
REF :- AC/47/18/Tn5
SUBJECT :- Claims - Maestri on No 1 Truck Pool
FOGGIA
TO :- D.A.D49Claims & Hiring , C.M.F.
51

17 JULY 1945

1. Reference attached claims against No 1 Truck Pool, A.C. Foggia by the owner of premises occupied by this Truck Pool.
2. Rent. This has been settled in full from date of occupation up to 31 October 1944, from which letter date the premises were formally requisitioned, on the basis of information supplied by a former commander of the Truck Pool (see copy of R 5/517/A/6 dated 16 April 1945 attached). The man Maestri is unable to produce any written agreement and the writer who commanded the Truck Pool from 3 February 45 to 22 June 1945, is in agreement with para 3 of letter R 5/517/A/6 dated 16 April 45 referred to above.
3. Demolitions. From conversations held between the writer and Capt. Richardson, it would appear that all the demolitions No 1 to 13 actually took place, but it is felt that the value put upon the original structures by Maestri are too high.
4. Missing material. No information can be passed on this and the subject had not been up previously in a number of conversations between the writer and Maestri. It is felt that Maestri is too astute a man to have left all this material without having obtained a signed receipt for same. It is suggested that the bulk of this was removed by Maestri and that in the absence of a receipt he can have no claim now.

SUBJECT :- Claims - Maestri on No 1 Truck Pool

FOGGIA

:- D.A.D49Claims & Hiring, C.M.F.

51

TO

1. Reference attached claims against No 1 Truck Pool, A.C. Foggia by the owner of premises occupied by this Truck Pool.
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4. Missing material. No information can be passed on this and the subject had not been up previously in a number of conversations between the writer and Maestri. It is felt that Maestri is too astute a man to have left all this material without having obtained a signed receipt for same. It is suggested that the bulk of this was removed by Maestri and that in the absence of a receipt he can have no claim now.
5. Will you please deal with this matter

For the DIRECTOR


J.S. BILLINGHURST
Capt. R.A.S.C.

2
DIPTA MAESTRI

Via Ciampitti N. 1 - FOGGIA - Via Ciampitti N. 1

50

ALL'OFFICIAL WAR DEP/T BUSINESS U.S. CLAIMS SERVICE - Via Abate Giuse 83- B A R I

AL HEADQUARTERS ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION CF/EP APC 394 Roma.
Corso V. Veneto

E PER CONOSCENZA

AL COMANDO TRUCK POOL N.1

FOGGIA

Foggia, 24 Giugno 1945

Con la presente lettera, quale risposta alla lettera RE:C-690-in data 18 giugno 1945, ricevuta dal primo Comando in indirizzo; e per quanto possa essere di competenza all'altro Comando; significo che la mia precedente inviata al Comando "U.S. Claims-Service-in Bari", non chiedeva il pagamento dei fitti per il periodo di requisizione, ma bensì quello per il periodo precedente, e cioè: dalla data di occupazione-1 Marzo 1944-fino alla data di requisizione-1 Novembre 1944-.

Con l'alligata cronistoria dei fatti, mi permetto spiegare come avvenne l'occupazione e quali pagamenti mi furono effettuati dai Comandanti della Truck Pool N.1 e quali pendenze sono rimaste.

Il mancato pagamento di una parte dei fitti convenuti, dipese dal continuo cambiamento dei Comandanti, che nell'attesa di ricevere informazioni dal precedente veniva a sua volta sostituito, spero sia una buona volta risolto dal superiore Comando competente.

Anche il Comando in indirizzo "Headquarters Allied Commission APC 394", CUI mi rivolgo, mi faceva comunicare a mezzo del Capitano Billinghamst, ultimo Comandante, che per la proprietà requisita dovevo rivolgermi al Genio Civile Italiano di Foggia, ma come sopra detto, trattandosi di fitti pattuiti per occupazione e non per il periodo di requisizione e cioè dal 1 Marzo 1944 al 31 Ottobre 1944 oltre a danni sotto i Comandanti Americani Tenente Bessey e Capitano Rischardson, per l'ammontare di circa 460.000 lire, mi permetto rivolgermi ai Comandi in indirizzo affinché vogliano venire incontro alla mia richiesta e ~~adattarsi~~ se del caso non di loro competenza, passare la pratica al Comando competente oppure prego voler essere compiacenti indicarmi il giusto Comando cui rivolgere la mia istanza.

Progo vivamente tener presente che SONO PADRE DI SETTE FIGLI TUTTI A CARICO E SENZA LAVORO DA OLTRE 3 ANNI, causa dei bombardamenti e della occupazione e successiva requisizione dei locali che mi servono da cantiere e dei terreni per costruzioni edili, e che per tale posizione d'inattività SONO STATO COSTRETTO VENDERE DELLE PROPRIETÀ PER ESIGENZE DI FAMIGLIA.

Nel ringraziare sentitamente, distinti ossequi.

Ingegnere Giuseppe Maestri

Alligati: Lettera cronistoria.

Disegno locali e terreni occupati.

Elenco dei danni subiti.

F. with Act 47/18/Tn 5

Alligato N.1

CRONISTORIA

19

*Ditta MAESTRI Giuseppe -
- C. Ciampitti n.1 - Foggia -*

Il sottoscritto MAESTRI GIUSEPPE, proprietario dei fabbricati e del suolo occupati dalla TRUCK POOL, N.1, in via Carlo Ciampitti n.5 in Foggia, avendo ripetute volte, ma inutilmente, fatto istanza al Comando della predetta TRUCK POOL N.1 con lettere in data 23 Maggio 1944; 28 Maggio 1945; 11 Agosto 1944 e 9 Febbraio 1945, ed alla stessa ed all'ufficio reclami Comando Alleato-Foggia- in data 15 Febbraio 1945; 27 Febbraio 1945 e 13 Maggio 1945, per la sistemazione del pagamento dei fitti convenuti; mi rivolgo a codesto Spett. Ufficio affinché voglia provvedere alla liquidazione di quanto e' di mia spettanza.

Affinché codesto Ufficio sia a conoscere dei fatti mi permetto esporli come qui di seguito, Alligando una piantina dei locali occupati del suol^o occupato:

(1) In data 16 Febbraio 1944, data precedente alla occupazione da parte della Truck Pool, cedeva in fitto al Sig. Rossi Paolo di Foggia n.8 (otto) capannoni esistenti nel cortile con ingresso comune nel cortile stesso che serviva sia a me, come cantiere di costruzioni edili, che ad altri inquilini che pagavano regolare affitto. La pigione convenuta col Sig. Rossi per gli otto capannoni fu fissata in lire 1800 (milleottocento) somma già molto ridotta anche per i compensi praticati in quell'epoca in quanto il Rossi si assumeva l'impegno della manutenzione dei locali e delle necessarie riparazioni per la stabilità dei locali che avevano subito danni per effetto di bombardamento.

(2) IN data 1 Aprile 1944 venni chiamato dal Tenente Inglese Sig. Bessy, allora Comandante della TRUCK POOL, il quale mi mise a conoscenza di aver preso possesso dei locali tenuti in fitto al Rossi, proponendomi di ultimare gli altri 8 capannoni danneggiati dai bombardamenti e che per questi ultimi mi avrebbe corrisposto altro fitto oltre quello già stabilito con il Sig. Rossi per i primi otto capannoni. Feci presente al Ten. Bessy che non avevo possibilità finanziarie per aderire alla sua proposta in conseguenza delle spese che ero stato costretto a sopportare per sfollamento; mantenimento della famiglia composta dal sottoscritto, dalla moglie e di sette figli tutti a carico, oltre alle riparazioni urgenti eseguite ai diversi locali ed al palazzo adiacente che avevano subito danni ingenti in seguito ai bombardamenti. Tutte spese sopportate senza alcuna entrata né possibilità di recupero in quanto la mia attività di costruttore edile e' stata stroncata sin dal Maggio 1943 epoca dei primi bombardamenti su Foggia, ed e' tuttora ferma, persistente la occupazione dei locali da me precedentemente adibiti a cantiere. Con il Ten. Bessy stabilimmo allora che il Comando della TRUCK POOL avrebbe ultimato gli altri 8 capannoni ubicati a fianco di quelli ceduti precedentemente in fitto al Sig. Rossi e dei quali capannoni erano rimasti in piedi: i pilastri in tufo, gli architravi e travi Sop. Per coprire la spesa che la TRUCK POOL avrebbe sopportata, si addivenne che per tale spesa il sottoscritto non avrebbe esatto alcun fitto, sino alla fine delle ostilità, sia degli otto capannoni da riparare, sia per un altro capannone a sinistra, e cioè il quarto segnato nel disegno alligato, sia per la casetta d'ingresso, sia per i due vani in fondo al cortile e sia per il suolo a destra dell'ingresso (tutto segnato in rosso sulla piantina). Per tale convenuto il Ten. Bessy mi fece firmare un contratto, la cui copia non mi e' stata mai consegnata.

Di tutto quanto sopra convenuto nulla fu fatto- anzi, viceversa, furono demoliti i pilastri e la casetta di due vani in fondo al cortile. Tutti i miei tentativi di essere ricevuto dal Ten. Bessy per fare le mie rimostranze rimasero frustate, ottenendo solo la magra soddisfazione di parlare con l'allora Direttore della Truck Pool Sig. Decina Emilio, il quale mi lusingava sempre con vaghe promesse.

Del Materiale demolito - nessuna traccia *.

(2)

(3) Nel Maggio 1944 il Capitano Rischardson, nuovo Comandante della Truck Pool volle ed impose il fitto di un suolo adiacente al cortile, anche di mia proprietà, della superficie di circa metri quadrati 2000 (duemila) alle seguenti condizioni: che la Truck Pool avrebbe recintato il detto suolo con muro in tufo che a compenso di tale opera non avrebbe pagato il fitto per un anno, mentre successivamente avrebbe corrisposto il fitto di lire 1.200 (milleduecento) mensili. Furono inutili le mie rimostranze, sia per l'esiguo fitto, sia per la prima condizione a me non conveniente in quanto il materiale da adibersi a recintare il suolo a fine occupazione non mi era utile per le mie costruzioni, usando materiale diverso. Tali rimostranze le feci anche per iscritto e precisamente con la lettera in data 11 Agosto 1944 con la quale oltre alle rimostranze su accennate richiama al rispetto del contratto, non essendomi stato pagato alcun compenso di tutto quanto da loro occupato.

(4) Il predetto Capitano, pretese senz'alcuna discussione la cessione dell'unico capannone rimasto (ubicato il primo a sinistra entrando) per il fitto mensile di Lire 600 (seicento). Tale capannone mi fu lasciato dal Ten. Bessy in quanto constatato che esso conteneva attrezzi e macchinari per costruzioni edili di mia proprietà e che detto capannone poteva servire per un tentativo di ripresa della mia attività appena mi fosse stato possibile, e che aveva inoltre ingressi posteriori comunicanti con il cortiletto, pollaio e la mia abitazione. Come per la precedente volta a nulla valsero le mie preghiere a lasciarmi vivere. (on sette figli ero obbligato a rimanere inattivo). Il Capitano ordinò senz'altro ai suoi uomini di sgombrare il capannone e così tutto il materiale fu messo fuori nel cortiletto allo scoperto, esposto al deterioramento in seguito alle intemperie.

(5) Con lettera del 15 Febbraio 1945, richiama ancora alla ottemperanza dei patti, ed in riscontro a questa in data 24 dello stesso mese mi fu consegnato il foglio di requisizione datato del 19 Febbraio 1945. In tale foglio nessuna specifica a quali locali si riferiva la requisizione, se incluso od escluso il suolo adiacente, ne faceva cenno del materiale ivi esistente e del quale trasmisi a suo tempo dettagliato elenco con raccomandata al Comandante della Truck Pool N.1 di Foggia.

(6) In data 27 Febbraio 1945 scrissi un'altra lettera indirizzata al Comando "Headquarters Allied Air Force APO 650" - "All'Ufficio Reclami Comando Americano" e per conoscenza al Comando della Truck Pool n.1 a Foggia. In seguito alla quale in data 16 Marzo 1945 fui chiamato dal Comando Alleato di Foggia ove un sergente mi comunicò che in seguito ad accordi presi col Comandante della Truck Pool Capitano Billinghamurst per la liquidazione delle mie spettanze, avrei potuto rivolgermi senz'altro a questi. Il predetto Capitano, al quale subito mi rivolsi, mi propose di venire ad una transazione che non potei accettare perché la proposta che si riferiva al solo fitto non era il vero valore intrinseco. Mi assicuro allora che avrebbe scritto ai precedenti Comandanti per assicurarsi come stavano in effetto le cose, ed al Comando Superiore. In data 16 Aprile 1945 mi riferiva che il Comando Superiore gli aveva comunicato che dovevo rivolgermi al Genio Civile di Foggia per essere liquidato sia il fitto che i danni subiti.

Al Genio Civile, ove naturalmente mi recai, mi dissero che è di loro competenza solo quando si tratta di locali requisiti e che i danni da me subiti non devono ritenersi danni bellici, ma danni fatti volontariamente, per comodità della creatasi per proprio conto, dalla Truck Pool, e che tale Comando deve intendersi DITTA PRIVATA in quanto fa servizio per civili riscuotendone compensi e quindi nella possibilità di poter pagare sia i fitti che i danni da me subiti. Tale comunicazione feci al Capitano Billinghamurst precisando appunto che la mia richiesta si riferiva al periodo anteriore alla requisizione e cioè dal Marzo all'ottobre 1945.

(3)

RIEPILOGO:

Precedentemente mi erano stato pagati i seguenti fitti:

a) Per i primi otto capannoni fittati al Sig. Rossi per Lire 1.800 mensili, mi furono pagati dallo stesso Sig. Rossi le mensilità dal Febbraio all'Agosto 1944 e dal Capitano Wolcher già Comandante della Truck Pool le mensilità di Settembre e Ottobre 1944 e dallo stesso Capitano ebbi pagato le mensilità di Ottobre e Novembre 1944 per il primo capannone a sinistra, riscuotendo lire 3.600 per gli otto capannoni e lire 1.200 per il capannone di sinistra e per tali somme rilasciai regolare ricevuta al predetto Capitano, eccezione s'intende per quanto riscosso dal Sig. Rossi.

b) In data 22 Maggio 1945 il Capitano Billinghamurst mi pagò le tre mensilità rimaste del primo capannone a sinistra e le 5 (cinque) mensilità per il suolo di 2000 mq. anche per dette somme rilasciai regolare ricevuta.

Da quanto sopra dichiarato si desume che sia i primi 8 capannoni che il primo a sinistra ed il suolo di 2000 mq. è stato regolarmente pagato fino all'inizio della requisizione e cioè per il periodo di occupazione.

Resta invece da pagare il fitto di 8 capannoni che dovevano essere riparati ed invece furono demoliti; le due casette che subirono la stessa sorte; il quarto capannone a sinistra; la casetta all'ingresso; il suolo a destra dell'ingresso e ~~di~~ l'intero cortile, il tutto per sette mesi (Aprile-Ottobre 1944) che a lire 3700 - (tremilasettecento) mensili danno un totale di lire 25.900 - somma che prego il Comando competente farmi liquidare unitamente ai danni di cui all'altro alligato.

Faccio vivo appello a Cotesto Comando affinché voglia prendere a cuore il mio stato di padre di BEN SETTE FIGLI AI QUALI DEBBO PROVVEDERE AL LORO SOSTENTAMENTO senza che mi sia possibile riprendere la mia attività (salvo che cotesto Comando voglia benignarsi farmi rilasciare se non tutto almeno in parte i locali occupati e parte del suolo e precisamente quello a destra entrando per iniziare i lavori di costruzione di fabbricati per uso abitazione che tanto bisogno ne ha la nostra Città tanto duramente provata dai bombardamenti, e la mia famiglia che sarà costretta patire ogni sorta di privazione se non mi sarà possibile riprendere la mia attività costringendomi a finire di vendere quel tanto che mi è rimasto, frutto di una vita di fecondo lavoro.

Foggia, 24 Giugno 1945

Ingegnere Giuseppe Maestri

Via Carlo Ciampitti n. 1 - Foggia



attached n.1

GIUSEPPE MAESTRI
FIRM

46

MEMORANDUM

The undersigned Giuseppe Maestri, owner of the buildings and area occupied by Truck Pool No.1 in Foggia Via Carlo Ciampitti 5, having more than once asked the Command of said Truck Pool by the letters dated 23 March 44, 28 May 44, 11 August 44 and 9 February 45, and having sent other letters to Claims Service Allied Command in Foggia with attention to the a/m Truck Pool Command dated 15 February 45, 27 February 45 and 13 May 45 regarding the payments of ^{the} fixed rents, asks this H.Q. to look to settle my question. Here is a description of the facts as they have been succeeded and attached is the map of the buildings and area occupied.

1) On the 16 February 44 I let rent by Mr Rossi Paolo living in Foggia 8 sheds in that area before Truck Pool No.1 ^{have} occupied them. These sheds are situated in the same Court-yard used by me and by some other renters. The fixed rent relative to the 8 sheds was 1800 lire a month to be paid by Mr. Rossi besides some repairs to be done by him because of damages caused by air bombs.

2) On the 17 April 44 I was ordered by Lt. Bessy, ^{before} Commander of Truck Pool No.1 to let him rent the 8 sheds rented by Mr. Rossi and in the same time I was proposed by him to repair the other 8 sheds damaged by the war bombardments, for which he would have paid me another rent besides that one paid by Mr. Rossi for the first 8 sheds. I told Lt. Bessy that I was not able to make those repairs for I had spent all my money because of the war and my big family to feed, and I could not work ^{any} more since May 1943. Lt. Bessy then agreed with me that the Truck Pool would have repaired the other 8 sheds situated at side of the 8 ones already repaired by Mr. Rossi. We agreed that as a compensation for the repairs to be done by the Truck Pool, the undersigned should have not request any rent payment until the end of hostilities, as for the 8 sheds to be repaired as for another one (n.4 in the attached map) situated ^{on the} left side, as for a little house near the entrance, as for two rooms situated ahead the court-yard and the area ^{on the} situated on right side of the entrance (all this is coloured in red in the attached map.). As a result of this Lt. Bessy made me sign a contract the copy of which I have never received. Nevertheless nothing of what we ~~had~~ agreed was made, on the contrary Lt. Bessy made destroy as the sheds pillars as the two rooms situated ahead the court-yard. I tried many times to speak about that to Lt. Bessy but the only thing I got was to speak to Mr. Decinta Emilio, Director of the Truck Pool at that time, who flattered me with promises never done. Besides that, I could not get for myself the material thrown down.

3) In May 1944 Capt. Richardson, next Commander in the Truck

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Pool, wanted to get an area near the Court-yard of about 2.000 metres belonging to me, promising that the Truck Pool Command would have enclosed the area with a tufa fencing-wall and in consequence of that they would not have paid L.1.200 a month for a year. I did not agreed with Capt. Richardson as for the little rent money as for the material used in the fencing-wall, not useful for me after it would have been trown down. I opposed the same question in a letter dated 11 August 44 in which I made clear even the terms of the contract signed by Lt. Bessy and me, nobody having paid to me any rent for the buildings.

4) The a/m Capt. Richardson did not agreed to discuss the matter with me and the only result I ~~got~~^{was} was that he ~~for~~^{himself} himself even the last shed I kept, situated ~~on~~^{the} left hand near the entrance, for a monthly rent of 600 lire. Lt. Bessy had let me keep this shed as I needed it to put in my own tools and engines for building and to use it as soon as it was possible for me to work again. But Capt. Richardson did not listen to my prayers and ordered to move my own material and to let stay in open air.

5) I sent another letter on the 15 of February 45 asking for the terms of the contracts, but as a result of this on the 24 instant I received a requisition sheet dated 19 February 45, in which was not specified whether even the area was to be requisitioned or not, and nothing was said regarding my own material on it, a list of which was sent formerly to the truck Pool n.1 Commander in Foggia.

6) On the 27 February I sent another letter to HQ AAF Command APO 650, Claims Service, and for attention To Truck Pool No.1 Command in Foggia, after which I received the order to go on the 16th March 45 to the Allied Command in Foggia where a sergeant told me that in accordance of agreements with Capt. Billinghamst, Commander of the Truck Pool No.1, I had to ask the latter for the payment of all I was in right to have. The said Captain, whom I met soon after, made me the proposal for a certain rent that I could not accept. Then he assured me that he would have asked the preceding Commanders and the HQ for the ^{true} situation. On the 16 Apr. 45 he said to me that he had received from the HQ the order for me to ask the Genio Civile in Foggia for the rent money and for the damages money. Asked by me the Genio Civile answered that they had to pay me only for the rent money during the requisition time, not for the former rent or for the damages made after the war time, in order to ^{settle} arrange the Truck Pool which may be considered as a prived firm working for civilians and getting money from them, and for that reason able enough to pay me for rents and damages. I let Capt. Billinghamst know that, telling him that

my request referred to the period March-October 1944, before the said requisition.

RESUME

44

Formerly I was paid for the following rents :

a) L.1.800 a month regarding the 8 sheds rented formerly by Mr. Rossi, and paid by him for the period February-August 44 and latterly paid by Capt. Wolcher for the period September-October 44 besides the rent regarding the shed ~~on~~^{the} left side for the period October-November 44, so that I received from the said Captain L. 3.600 for the rent of eight sheds in the a/m periods, and L.1200 for the other one, as ~~I released~~^{it may be seen in the} receipt to the a/m Captain.

It is clear after that that I have already got the rent money of the first 8 sheds, the shed ~~on~~^{the} left side and the area of 2.000 ~~Sm.~~^{Sm.} until the requisition period. Before this period they have to pay me for the rent of the other 8 sheds which ought to be repaired and on the contrary were destroyed, the two small houses which were destroyed too, the fourth shed ~~on~~^{the} left side, the small house at the entrance and the court-yard, the rent of which is L.3.700 ~~lire~~^{for} a month from April to October 44, that is a total of 25.900 that I must be paid for, yet, besides ~~the~~^{for} the money ~~because of~~ the damages caused to my properties, the list of which is hereby attached.

I pray this HQ Command to put their attention in the said facts and to consider that I have seven children to feed and no work to do until this Command will not give me back at least some of the buildings requisitioned and at least the area ~~on~~^{the} left side of the entrance, where I might begin to build houses for people in Foggia so damaged by bombardments.

If this Command does not look to all these things, I will be compelled to sell my remaining properties bought in the past ~~with my~~^{by} earnings of my hard work, in order to feed my family.

Foggia 24 June 1945

Ingeneer Giuseppe Maestri

FIRM MAESTRI GIUSEPPE - FOGGIA

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List of damages caused by the occupation of Mr. Maestri's property on the part of Truck Pool No.1 in Via Carlo Ciampitti No.5, Foggia, during the period when American officers were in Command.

Damages due to demolitions and alterations effected during the period when Lt. Bessy and Capt. Richardson were in Command :

- 1) Demolition of two rooms and a shed, at the end of the yard, marked in the drawing by the letter (b). Built in tufa stone and concrete masonry work; covered with fir beams and boards and plain tiles; ceiling of beams and boards. Computed in bulk m.4.00 x 8.00 x 3,5 = cu.m. 112 at L.600..L. 67.200
- 2) Demolition of a shed adjoining the two a/m rooms, and supported, on one side against the prolongation of the wall dividing the two rooms, and on the other, by a pillar; covered with beams, boards and plain tiles. M.4.00 x 4.00 x 3.50 = cu.m. 56 at L. 600.....L. 21.280
- 3) Demolition of 6 front pillars, built to support the roof of 8 sheds to be completed, as ^{per} letter (c) on the drawing. Built in tufa. Each pillar, having the dimensions m. 1.60 x 0.40 x 3.00, is cu.m.2.40 and for 6 pillars cu./m.14.40 at L. 1.200.....L.17.280
- 4) Demolition of 7 achitraves SAP supported by the a/m 6 front pillars. Dimensions m.7.00 x 4.00 x 0,40 = cu.m. 11,20 at L. 500.....L. 5.600
- 5) Demolition of 12 inside pillars, built to support the roof of 8 sheds awaiting completion : letter (d) on the drawing. Built in tufa N.12 x 0,40 x 0,40 x 2,60 = cu. m. 5.00 at L.1200.....L. 6.000
- 6) Demolition of 18 SAP beams resting on the a/m inside pillars. Dimensions n.18 x 9.00 x 4.00 = Sq.m. 65 at L. 500.....L. 32.500
- 7) Demolition of two partitions existing between the first and third of the 8 sheds rented to Mr. Rossi. Dimensions : n.2 x 3,40 x 3,00 = Sq.m.20.40 at L.240.....L. 4.896
- 8) Demolition of one artificial stone pillar at the yard entrance. Marked on drawing by letter (g). Dimensions : 2,80 x 0,50 x 0,50 = Cu.m.0,70 at L. 6.000.....L. 4.200

- 9) Demolition of a small artificial stone basin between 1st and 2nd shed from the left - marked on drawing by letter (g). Dimensions : m.1.00 x 0,040 x 0,40 = cu.m. 0,16 at L. 6.000.....L. 960
- 10) Demolition of an enclosing wall built in tufa with three pillars, pulled down to provide a passage between the 1st yard and the 2.000 sq.m. ground adjoining on the right; marked on the drawing by letter (h). Dimensions: m.14.00 x (3.00 x 0,40) x 0,20 x 0,40 = Cu.m.4,25 at L. 1200.....L. 5.100
- 11) Demolition of a double-leafed chestnut-wood gate, closing the entrance to the yard from the road -marked on drawing by letter (i). Dimensions: 3,50 x 2,50 = Sq. m. 8,75 at L.2.000.....L.17.500
- 12) Demolition of a small single-leaf chestnut-wood door for workmen's entrance at the side of a/m gate. Marked on drawing by letter (ii). Dimensions : 1.10 x 2.50 = sq.m.2,75 at L.2.000.....L. 5.500
- 13) Demolition of a small single-leaf chestnut-wood door closing the passage from the main yard to the small Maestri yard. Marked by letter (l), dimensions: 1.00 x 2.20 = sq.m.2.20 at L.2.000.....L. 4.400

Damages for missing materials formerly existing in sheds No.1 and 4 on the left ; sheds employed by the undersigned as storehouse for equipment and materials for his building yard :

- 4
14) Second hand fir planks ⁴ and 5 cms thick - cu.m. 2,50 at L. 1200.....L. 30.000
- 15) Second hand fir boards 3 cms thick - cu.m.2.00 at L. 1.200.....L. 24.000
- 16) Fir beams of various sizes : Cu.m.3.00 at L.15000.L. 45.000
- 17) One large working bench L.1000.....L. 1.000
- 18) Wooden rulers, wooden tressles, boxes etc.....L. 5.000
- 19) 5 second hand wheelbarrows.....L. 2.000
- 20) Special gravel cu.m. 2.50 at L.800.....L. 2.000
- 21) Iron rods of various diameters from 5 to 20 mms; 10 qls at L. 3.000.....L. 30.000

22) Pipes, seamless (Mannesmann) and national from 3/8 to 2 in. - 250 m. at L. 100.....L.	25.000
23) 5 second hand shovels at L. 30.....L.	150
24) 20 crowbars of various sizes at L. 50.....L.	1.000
25) 2 second hand writing desks at L.500.....L.	1.000

Damages for missing building materials previously existing in various places in the yard. 41

26) Tufa blocks n.250 at L.2.90.....L.	725
27) Hollow bricks 10 x 15 x 30 n. 500 at L.3.50.....L.	1.750
28) Solid bricks, type 3, n.2000 at L. 2.50.....L.	4.000
29) Sand cu.m. 3 at L. 500.....L.	1.500
30) Artificial stone of various kinds : steps, wash-basins brackets etc. cu.m. 8.00 at L. 6000.....L.	48.000
31) Plaster and cement moulds of wash-basin ^s , steps, brackets lintels etc. cu.m. 8.00 at L. 6.000.....L.	48.000
Total amount of damages.....L.	462.451

Plan of the building yard
Scale 1 to 50

Legend :

- as - Sheds on the left side
- ad - " " " right side
- b - Two-room hut with shed, demolished
- bl - " " " with latrines - now offices
- c - Front pillars in tufa, with SAP beams, demolished
- d - Inside " " " , with SAP architraves, demolished
- e - Site of demolished partitions
- f - Central pillar, demolished
- g - Small basin.
- h - Enclosing wall, demolished
- i - Entrance gate , "
- il - Small entrance door, demolished
- l - " " " , "
- m - Small enclosure to be rebuilt

Note - Nearly all sheds "as" and "ad" have suffered from collisions by Truck Pool vehicles.

Area rented to Mr. Rossi at L.1800 per month

Area leased to Lt. Bessy either for L. 3700 per month
or, alternatively, rebuilding of roof to 8 sheds d - c

Area rented by Capt. Richardson at L.1200 per month

Area rented by Capt. Richardson and agreed by Capt.
Walker at a rent of L. 600 per month.

Ditta- M A E S T R I G I U S E P P E - - F O G G I A

ELENCO dei danni causati per l'Occupazione della proprietà del Sig. MAESTRI, da parte della TRUK-POOL N.1 - in via Carlo Ciampitti N. 5 -Foggia- durante il periodo di Comando di Sigg.Ufficiali Americani.

Danni per demolizioni e trasformazioni fatti nel periodo del Comando del Tenente Sig.Bessy e Capitano Sig.Rischardson:

- (1) Demolizione di DUE vani con tettoia, in fondo al cortile segnati con lettera (b) in disegno. Costruzione di muratura in tufo e calcestruzzo; copertura con travi e tavole di legno abete e tegole tipo marsigliese; soffitto di murali e tavole. Computo vuoto per pieno:
m. 4.00 x 8.00 x 3.50 - Mc. 112 a L. 600..... L. 67.200
- (2) Demolizione di una tettoia adiacente ai due vani suddetti, e appoggiata sul prolungamento del muro divisorio dei due vani, da una parte, e da un pilastro dall'altra, coperta con travi, tavole e tegole marsigliese. m. 4.00 x 4.00 x 3.50 - Mc. 56 a L. 380....." 21.280
- (3) Demolizione di n.6 pilastri di prospetto, per appoggio alla copertura degli otto capannoni da completare- lettera (c) in disegno. Costruzione in tuffi. Ogni pilastro delle dimensioni di m. 1.60 x 0.40 x 3.00 risulta Mc. 2.40 per sei pilastri - Mc. 14.40 a L. 1.200....." 17.280
- (4) Demolizione di n.7 architravi SAP appoggiati sui suddetti 6 pilastri di prospetto. Dimensioni: m. 7.00 x 4.00 x 0.40 - Mc. 11.20 a L. 500....." 5.600
- (5) Demolizione di n. 12 pilastri interni, per appoggio alla copertura degli 8 capannoni da completare- lettera (d) in disegno. Costruzione in tufo. N. 12 x 0.40 x 0.40 x 2.60 - Mc. 5.00 a L. 1.200....." 6.000
- (6) Demolizione di n. 18 travi SAP appoggiati sui suddetti 12 pilastri interni. Dimensioni: N. 18 x 9.00 x 0.40 - Mc. 65 a L. 500....." 32.500
- (7) Demolizione di n. 2 divisori esistenti tra il 1° ed il 3° capannone degli otto fittati al Sig. Rossi. Dimensioni:
N. 2 x 3.40 x 3.00 - Mc. 20.40 a L. 240....." 4.896
- (8) Demolizione di n. 1 pilastro in pietra artificiale all'ingresso del cortile. Segnato in disegno alla lettera (f). Dimensioni:
2.80 x 0.50 x 0.50 - Mc. 0.70 a L. 6.000....." 4.200
- (9) Demolizione di una vaschetta in pietra artificiale tra il 1° e 2° capannone a sinistra. Segnato in disegno alla lettera (g). Dimensioni:
m. 1.00 x 0.40 x 0.40 - Mc. 0.16 a L. 6.000....." 960
- (10) Demolizione di un muro di cinta in tufo con tre pilastri, demolito per la comunicazione tra il primo cortile ed il suolo di 2000 mq. adiacente a destra, segnato in disegno con lettera (h). Dimensioni:
m. 14.00 x (3.00 x 0.40) x 0.20 x 2.40 - Mc. 4.25 a L. 1.200....." 5.100
- (11) Demolizione di un portone in legno di castagno a 2 battenti, chiudente l'ingresso del cortile dalla strada. Segnato in disegno con lettera (i). Dimensioni: 3.50 x 2.50 Mc. 8.75 a L. 2.000....." 17.500

Totale a riportare L. 182.516

seguito elenco dei danni (2)

- Riporto.....L. 182.516
- (12) Demolizione di una porticina in legno di castagno ad un battente.
Per l'ingresso del personale a fianco del portone suddetto. Segna-
to in disegno con lettera (i I) delle dimensioni:
1.10 x 2.50 - Mc. 2.75 a L. 2.000....." 5.500
- (13) Demolizione di una porticina in legno castagno ad un battente
chiudente il passaggio dal cortile principale al cortiletto Mae-
stri. Segnato con lettera (1). Dimensioni:
1.00 x 2.20 Mc. 2.20 a L. 2.000....." 4.400

Danni per materiale disperso già esistente nel 1° e nel 4° capannone
a sinistra: Capannoni che servivano al sottoscritto come deposito di
attrezzi e materiali al suo cantiere di costruzione edili:

€ 8

- (14) Tavoloni usati di abete dello spessore di cm. 4 e 5 Mc. 2.50 a L. 12000" 30.000
- (15) Tavole usate di legno abete dello spessore di cm. 3 Mc. 2.00 a L. 12000" 24.000
- (16) Travi di legno abete di diverse misure: Mc. 3.00 a L. 15000....." 45.000
- (17) Un tavolo grande per lavorazione " 1.000
- (18) Righe di legno, cavalletti in legno, casse ecc. " 5.000
- (19) Carriole usate n. 5..... " 2.000
- (20) Graniglia speciale Mc. 2.50 a L. 800..... " 2.000
- (21) Ferri tondi di diversi diametro a 5 a 20 m/m - qli 10 a L. 3000....." 30.000
- (22) Tubo Mannesmann e Mazionale da 3/8 a 2 poll. - ml. 250 a L. 100 " 25.000
- (23) Pale usate n. 5 a L. 30..... " 150
- (24) Palanchini di diverse dimensioni n. 20 a L. 50..... " 1.000
- (25) Scrivanie usate n. 2 a L. 500..... " 1.000

Danni per materiale da costruzione disperso già esistente in diversi
punti nel cortile:

- (26) Tufi n. 250 a L. 2.90..... " 725
- (27) Mattoni forati 10 x 15 x 30 - n. 500 a L. 3.50..... " 1.750
- (28) Mattoni pieni 3° tipo n. 2000 a L. 2.00..... " 4.000
- (29) Sabbia Mc. 3.00 a L. 500..... " 1.500
- (30) Pietra artificiale diversa: gradini-lavandini-mensole ecc.
Mc. 8.00 a L. 6.000..... " 48.000
- (31) Forme in gesso e cemento di lavandini, gradini, mensole, piatta-
bande ecc. Mc. 8.00 a L. 6.000..... " 48.000

Totale complessivo dei danni L. 462.541

24 Maggio 1941


 To agio.

Mr. MAESTRI FIRM
Foggia - 1 Via Ciamatti

37

TO : OFFICIAL WAR DEP/T BUSINESS U.S. CLAIMS SERVICE
Via Abate Ginna 83 - Bari
TO : HEADQUARTERS ALLIED COMMISSION - TRANSPORTATION S/C Roma
TO : TRUCK POOL No.1 COMMAND (for attention)

Foggia 24 June 1945

Reference your letter RE : C-690 dated 18 June 1945 from the a/m former Command, the matter of which is pertaining to the a/m latter Command. I want to make clear that my preceding letter did not ask you for the rental money during the requisition period but during the preceding period from the date of my buildings occupation by Allied Military Command - 1 March 1944 - to the date of the requisition of them - 1 November 1944 -.

I try to explain in the attached memorandum, how they took place in my buildings and how many rental payments I have and I have not yet got from the Truck Pool No.1 Command. The reason I missed some rental payments was the continue changing of this Truck Pool Commanders, who waiting each one for informations from the last one were in the meantime transferred somewhere else.

Asked the H.Q. AC APO 394 about that, they let me know by Capt. Billinghamst, last Commander in the a/m Truck Pool, that regarding the requisitioned property I ought to ask the Genio Civile Italiano in Foggia, but what I ask the Allied Command for are the said rental payments from 1 March 1944 to 31 October 44 and some damages amounting 460.000 lire, occurred to the buildings during Lt. Bassy and Capt. Richardson Command. If the Commands in above address cannot take into their attention my request, I ask them to send this letter to the Command whose this matter is in line or to tell me whom I must send myself the request to.

I worry ^{about my family} and let you know that I have seven children, nobody of which has got any work since 5 years because of war bombardments and after the Allies have occupied and requisitioned the buildings I would have used for building work, and that I was obliged to sell some of my properties because of my family indigence.

With best regards, I thank you very much.

Ingeneer Giuseppe Maestri

Attached : Memorandum

Buildings and area occupied map
list of damages occurred

TRANSLATION

GB/lr

FORLETTA & POLSINELLI
Roadhaulage Company
S O R A

Sora 7 June 45

66

TO : Military Allied Command - CASERTA

COPT TO : Allied Control Commission Rome.
Presidence of the Ministers' Council Rome
Ministry of War Rome
Territorial Military Command Rome. Motor Cars repairs.

The undersigned Forletta Giacomo of late Gaetano and Polsinelli Gaetano of Vincenzo, living in Sora, province of Frosinone, are calling your attention on what follows:

The Forletta and Polsinelli Coy, main office in Sora, was operating a road haulage agency before the war and had the following trucks and vehicles:

1 truck Fiat 634 -	loading capacity	: 80 quintals
1 " " 520 -	"	: 10 "
2 trucks " 634 -	"	: 80 "
1 sport car Fiat 509		
1 sport car Lancia Augusta		

Two trucks Fiat 634 were requisitioned at the beginning of the war by the military Italian authorities who regularly paid their value to the Company.

When on the 15th September 1943, the German military authorities, who occupied Sora, have taken away the other two trucks Fiat 634 and Fiat 520, the motor car Fiat 509 and the Lancia Augusta.

After the numerous requests of the representatives of the Company, owing to which Polsinelli Gaetano was menaced of death for having subtracted one of the vehicles to the German pillage, a receipt was issued for the seizure of the two trucks. The receipt, of which we enclose hereto a copy, is one of the usual piece of paper, which were used by the Germans to deceive the Italians and to justify their numerous robberies. No indemnities have been paid for the use of those vehicles. For the two motor cars no receipt was issued nor any indemnity was taken away in spite of all

COPT TO : Allied Control Commission Rome.
 Presidency of the Ministers' Council Rome
 Ministry of War Rome
 Territorial Military Command Rome Motor Cars repairs.

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The Company supported an enormous damage. After many years of work and of suffering everything was ruined and destroyed by a coward and inconsiderate act which has been often repeated by the German soldier during their retreat.

As soon as the Allies arrived and it was ended all the confusion of the war, the undersigned in order to solve the difficult problem of their existence and to support their families have decided to reconstruct their company which had been so seriously damaged by the war.

So they obtained on 9th August 1944 from the English Command of Arce, represented by Major Alen Sicher, the permit to salvage some vehicles abandoned by the Germans in order to replace the material they had lost. Permission has been granted for the following vehicles:

- 1 Fiat 624 with trailer : frame No.5095
- 1 3 Ro Lancia No. 102/11329

25

One of the two vehicles and exactly the 3 Ro Lancia, as soon as repaired, was allocated for the operation of bus lines which from Sora goes to the Lazio and Abruzzi.

All the numerous and burocratic procedures have been successfully overcome in order to reoperate an organization which every day is more indispensable to the necessities of life. But after having overcome all these difficulties our organization has been sabotaged by the concurrence of some anonymous persons who amused himself for reprisal to apply to some authorities to suspend the operation of the line with the salvaged bus.

Claims have been submitted to the Ministry of War, in accordance with the instructions of the Lieutenanty Decree 21st January 1945 No. 49 to obtain the requisitioning of the two mentioned salvaged vehicles and the Royal Carabinieri Unit is investigating by order of said Ministry.

As it results from the enclosed documents and by the investigations of the Carabinieri it is evident that the Lancia 3 Ro, transformed in a bus with license plate 5125 FR, is operating a bus service between Sora-Avezzano owing to a concession of the Ministry of Transports. The service which had been many time requested by the Communes, located along the bus line, has been recognized as indispensable by these towns not only because it substitutes the rail lines, which has been destroyed by war events, but because it is the only mean which links up the two valleys and is of the highest importance for their commercial rehabilitation.

The line which has been inaugurated with this service is really successful. Our sacrifice has been rewarded and it deserves the help of the authorities to whom this report is submitted.

We hope that all attempts of other persons, who for personal reasons are trying to sabotage our efforts will not damage our long and honest work.

We call your attention on the fact that the damages supported by the Company are really enormous and that the undersigned intend to reoperate a new service in order to improve the situation of their agency. It is hoped that this application which has all the necessary documents, will be accepted by the competent authorities who will not permit that poor fathers of

0898

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We call your attention on the fact that the damages supported by the Company are really enormous and that the undersigned intend to reoperate a new service in order to improve the situation of their agency. It is hoped that this application which has all the necessary documents, will be accepted by the competent authorities who will not permit that poor fathers of families, who have been seriously damaged by the war should be deprived of, those means which are the sole source to support their families. They are ready to accept whatever condition unless the two trucks, license plate 4955 FR and 5125 FR are granted them in full property for the same purpose they are used now i.e.:

- the 3 Ro Lancia for the daily bus service on the line Sora-Avezzano and viceversa.
- the truck 626 to haul goods.

Best regards.

(sgd Polsinelli Gaetano)

(sgd Forletta Gaetano)

TRANSLATION

GB/lr

COPY

COMUNE OF SORA

34

THE MAYOR CERTIFICATES

1) that the daily bus service operated by the Forletta and Polsinelli Coy between Sora and Avezzano and viceversa is of a great importance for the population of Sora and for that of the nearby towns as; Pescosolido, Campoli Appennino, Brocco, Vicalvi, Fontechiari, Alvito, Isola del Liri e Castelliri which must be linked up with this town to communicate with Avezzano.

2) that even a temporary interruption of the service, besides damaging the traffic, will make more difficult the commercial and economic communications of these populations, because that service is extremely important after the destruction of the Sora-Avezzano rail line, owing to war events.

Sora 8th June 45

THE MAYOR
(sgd Inglese Alberto)COMUNE OF CAPISTRELLO (Prov. Of Aquila)

THE MAYOR

In consideration of the fact that the bus service Sora-Avezzano and vice versa, operated by the "Forletta and Polsinelli" Coy has avoided all the inconveniences provoked by lack of a regular service among the two mentioned towns.

According to the fact that owing to the new daily service, the traffic of the Val Roveto has improved at the whole advantage of the communes.

DECLARES

that said service is an indispensable mean to link up the population of this commune to that of other towns between Sora and Avezzano and that an eventual interruption of the service will make more difficult the sanitary conditions especially for what concerns the medical assistance and the supply of medicines.

TRANSLATION

GB/1r

COPY

COMMUNE OF BALSORANO (Prov. Of Aquila)

The undersigned declares that the present bus service Sora-Avezzano, operated by the "Forletta & Polsinelli Coy" is really of great importance for the population of this Commune which for long time had no communications with Rome and Naples. The interruption of this service may surely provoke deplorable incidents of public order.

THE MAYOR
(Sgd Bifulchi)

33

COMMUNE OF CIVITELLA ROVETA (Prov. of Aquila)

THE MAYOR

certifies that the bus service Sora-Avezzano is really indispensable to;population of this commune for its commercial business, especially in consideration of the fact that said bus service is operated by the "Forletta & Polsinelli Coy" in accordance to the ordnance No. 17 of March 18th. He certifies too that an interruption of the service may provoke incidents of public order.

THE MAYOR
(sgd Avv. Giovanni Luzi)

COMMUNE OF S.VINCENZO VALLE ROVETO (Prov of Aquila)

THE MAYOR

declares that the bus service Sora Avezzano, operated by the Forletta & Polsinelli Coy is of the highest importance for the population of this commune because it is the only mean of communication after the destination of the rail line Sora-Avezzano. The interruption of the service will surely damage the civil population owing to the mentioned reasons.

THE MAYOR
(sgd DI CESARE)

COMMUNE OF CANISTRO (Prov. of Aquila)

The mayor certifies that the population is pleased of the bus service Sora-Avezzano, operated by the Forletta & Polsinelli Coy.

The Service is the only transportation mean which links up the commune with the important town of Avezzano.. He certifies that the suppression or the suspension of the service is really indispensable for sanitary and administrative reasons and will provoke serious consequences of public order.

THE MAYOR
(sgd O. DE MICHELE)

EFS

ALLIED MILITARY GOVERNMENT

GOVERNO MILITARE ALLEATO

PAYMENT VOUCHER

31

DISTRICT: Pantelleria No. _____PAY TO: Signor Amico Luigi fu GiuseppePantelleria

DETAILED DESCRIPTION OF PAYMENT	Quantity	Rate	Amount
Refund of Deposit on Trucks and expenses incurred in repair of same			Lire 209.948
Transportation Sub-Commission, HQ AG letter Authority: 10/47/1/AM/5		TOTAL	209.948

1. I certify that the above amount is correct and due, was incurred under the authority quoted and that the rate/price charged is according to contract or fair and reasonable and that payment will not cause an excess over the amounts authorized.

Date: 11-6-55 19

Signature & rank of officer authorizing payment

2. RECEIVED ON THE _____ DAY OF _____ 19

Ricevuto il giorno

del mese

IN PAYMENT OF THE ITEMS LISTED ABOVE, THE SUM OF _____

Per il pagamento degli oggetti sopra elencati, la somma di _____

Recipient - Ricevent

3. I certify that the sums indicated above have been duly paid by me to the person(s) entitled thereto.

Date: _____

19

Signature & rank of paying officer

DISTRICT: Pantelleria No. _____
PAY TO: Signor Amico Luigi fu Giuseppe
Pantelleria

DETAILED DESCRIPTION OF PAYMENT	Quantity	Rate	Amount
Refund of Deposit on Trucks and expenses incurred in repair of same			Lire 209.918
Transportation Sub-Commission, HQ AC letter Authority: AC/47/4/IV/5			TOTAL 209.918

1. I certify that the above amount is correct and due, was incurred under the authority quoted and that the rate/price charged is according to contract or fair and reasonable and that payment will not cause an excess over the amounts authorized.

Date: 11-6-55 19____
[Signature]
Signature & rank of officer authorizing payment

2. RECEIVED ON THE _____ DAY OF _____ 19____
Ricevuto il giorno _____ del mese _____
IN PAYMENT OF THE ITEMS LISTED ABOVE, THE SUM OF _____
Per il pagamento degli oggetti sopra elencati, la somma di _____

3. I certify that the sums indicated above have been duly paid by me to the person(s) entitled thereto.

Date: _____ 19____
HEAD: _____
SUB-HEAD: _____
EQUIVALENT IN LIRE: _____
CASH BOOK FOLIO: _____
Signature & rank of paying officer

Recipient - Ricevent

COPY

CONSORZIO PROVINCIALE AUTOTRASPORTI
(Civilian Truck Pool)
ASCOLI PICENO

Ascoli Piceno May 23rd-1945

R E P O R T

20

TO : H.Q. ALLIED COMMISSION - R O M E

1.- On the 1st. of April 1945, Capt. A. R. Ledbury - Provincial Supply Officer - Ascoli / Macerata Provinces - received orders from the Umbria-Marche Region H.Q. to form a Civilian Truck Pool at Ascoli Piceno . -

2.- After having consulted the Provincial Commissioner E. Rutter Lt. Col. and the local Prefect a Prefect's decree N° 1656 Gab. was issued to the notice of the population on the 16th. of April 1945 . This decree was countersigned by Lt. Col. E. Rutter - Provincial Commissioner .

3.- Capt. Ledbury - RASC - Supply Officer - Ascoli - Macerata Provinces - personally appointed the staff as he had been instructed by the Umbria-Marche Region H.Q.-

4.- On the 10th. of May the Province of Ascoli Piceno was handed back to the Italian Government .

5.- The scheme proposed by the Umbria/Marche Region H.Q. was that of preparing an already equipped and organized Office so that when the E.N.A.C. would come into effect the preparatory work would have already been completed and no difficulties would then be met . The spirit was that of creating a trained staff and organizing accounting systems, fixing systems and etc. in manner to facilitate the incoming E.N.A.C. .- This staff was to be the future E.N.A.C. staff .-

6.- Ing. Martini, the acting chief clerk in the Provincial Transport Office of the local Chamber of Commerce had always shown particular interest to Capt. Ledbury so as to be appointed director . - He also demonstrated his wish over and over again to appoint the entire office staff which he controlled at the Chamber of Commerce . -

- 2 -

7.- For obvious reasons Capt. Ledbury refused to appoint him or any of his staff.- If any detailed inquiries are required, will you kindly refer to Capt. A.R.Ledbury -RASC- presently at Milano and to Capt. A.H.Bird - RA -Service N° 113971 - Provincial Supply Officer Bergamo Province - Lombardia Region .

29

8.- Ing. Martini took advantage of the passing over to the Italian Government and used the Committee of Liberation as an instrument to fulfill his desired aspirations which Capt. Ledbury had denied him.- He particularly induced his friend Avv. Cesari who is President of the local Committee of Liberation to act upon the Prefect in manner to induce him to close the Civilian Truck Pool organized by A.M.G. and to transfer its functions to the local Chamber of Commerce .

9.- By doing so he has contravened the wishes of the AMG and has succeeded in appointing himself as Director and has had his staff also appointed .-

10.- The actual situation is that the staff appointed by A.M.G. is now out of work.- This staff was composed as follows:

Director	Prof. Ponzani Hermes
Vice Director	Orasi Elver
Chief Accountant	Dott. Guarnieri Francesco
Chief Dispatcher	Rag. Trasatti Giovanni
Ass.Dispatcher	Ciarrocchi Umberto
Other Employees	Miss Castaldi Elisa
	Miss Pagni Luciana

all these were nominated by A.M.G. Authorities .

11.- Is it legal to act in this manner against A.M.G. and to ignore the rulings issued by the Allied Military Authorities ?

Is it just to put aside a selected and nominated staff formed by an Allied Officer ?

./.

- 3 -

Is there not a Proclamation by the Chief Ministry
Buonomi protecting any member appointed by A.M.G. Authorities?

We only ask for J U S T I C E .

Please forward your reply to the following address:

" Orazi Elmer "
Piazza San Gregorio N° 2
ASCOLI PICENO -(Marche)

28

Signed Hermes Ponzani
Giovanni Trasatti
Elmer Orazi
Francesco Guarneri
Giarrocchi Umberto
Castaldi Elisa

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13617/F/A

26 May, 1945

SUBJECT: Purchase of Trucks.

TO : Transportation Sub-Commission,
Roads Division, HQ AC
(Att. Lt. Col. Fernyhough)

1. Reference is made to your letter AC/47/1/Tn/5 of 4 April to Finance Sub-Commission.

2. A check has been made of the actual expenses incurred by Amico Guiseppe in rehabilitating the trucks in question and the receipts accruing from operation of the trucks.

3. His admissible claims would appear to be as follows:

Original deposit paid to AMG	Lire 175,000
Approved Expenses	<u>82,654</u>
	257,654
Less Receipts from operation of trucks	<u>47,736</u>
	<u>209,918</u>

4. This office approves the refund of this amount to Signor Amico.

W. J. Haney
Joint Director,
Finance Sub-Commission.

HEADQUARTERS
AMG/AC
UMBRIA MARCHE REGION
APO 394
CHIEF TRANSPORTATION OFFICE

DPR/al

R5/517/A/6

16 April 1945

SUBJECT : Foggia Truck Pool Provinces.

TO : Transportation Sub Commission, Hq. A.C.
(Road Division).

Reference your AC/104/C/10/Tn 5 dated 13 April 1945.

1/ The area shaded in green was taken over by the undersigned officer on about 1 June 1944. Due to the considerable expense involved in improving the area it was very definitely agreed between the undersigned and the owner of the property (Ing. Giuseppe Maestri) that no rent would be paid for the area. Ing. Maestri was very pleased about the arrangements at that time.

2. Further, Ing. Maestri was told by the undersigned that he would receive 1200 lire per month (an arrangement made with Lt. R. Bissey) for the entire property premises. He was also told that the property would have been requisitioned except for the previous agreement with Lt. Bissey. This original agreement for rental was made between Lt. Bissey and Ing. Maestri in either March or April 1944 in writing.

3. It would appear that Ing. Maestri is attempting to take unfair advantage of his position.

HEADQUARTERS
17 APR 1945

D.P. Richardson
D.P. RICHARDSON
Capt. Inf.,
Chief Transportation
Officer

26

1348

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION
CF/ep
U.S. COMMISSION Phone: 438081

Ref: AC/47/E/Tn5

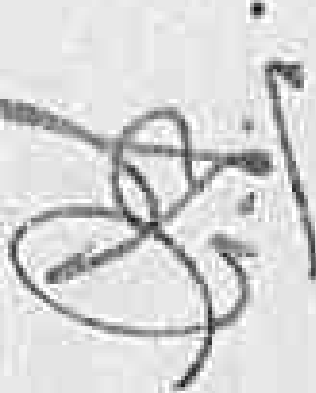
14 April 1945.

SUBJECT: Premises.

TO : Transportation (Truck Pool) Officer - AC - Foggia
(Att: Capt. J. S. Billinghamurst, RASC)

1. Reference your TPL/11 dated 30 March 1945.
2. No payments are made by Allied Commission to civilians for premises requisitioned when territory was under AMG control. It is the responsibility of the Genio Civile to settle all claims of this nature with private parties. You should, therefore, refer Ing. Giuseppe Maestri to the Genio Civile, Foggia.
3. Lt. Bissie is no longer serving with Allied Commission. It is not therefore possible to obtain the desired information from him. Copies of your letter have been forwarded to Captains Richardson and Walker. Replies will be sent to you on receipt.

By Command of Rear Admiral STONE,



G. FERNYHOUGH
Lt. Colonel, RA
Roads

Rent due from 1/4 to 31/10/44 for seven months at L.3.600..... L. 21.000
 Rent due for ground near workshops: sq. 2.600 at L.1.200 monthly
 from 1st June to 31/10/44 L. 6.000
 Rent for shop for tyre foreman from 1st July to 31/10/44 at L.600.....L. 3.000
 To be deducted 2 months already paid at L.600.....L. 1.200

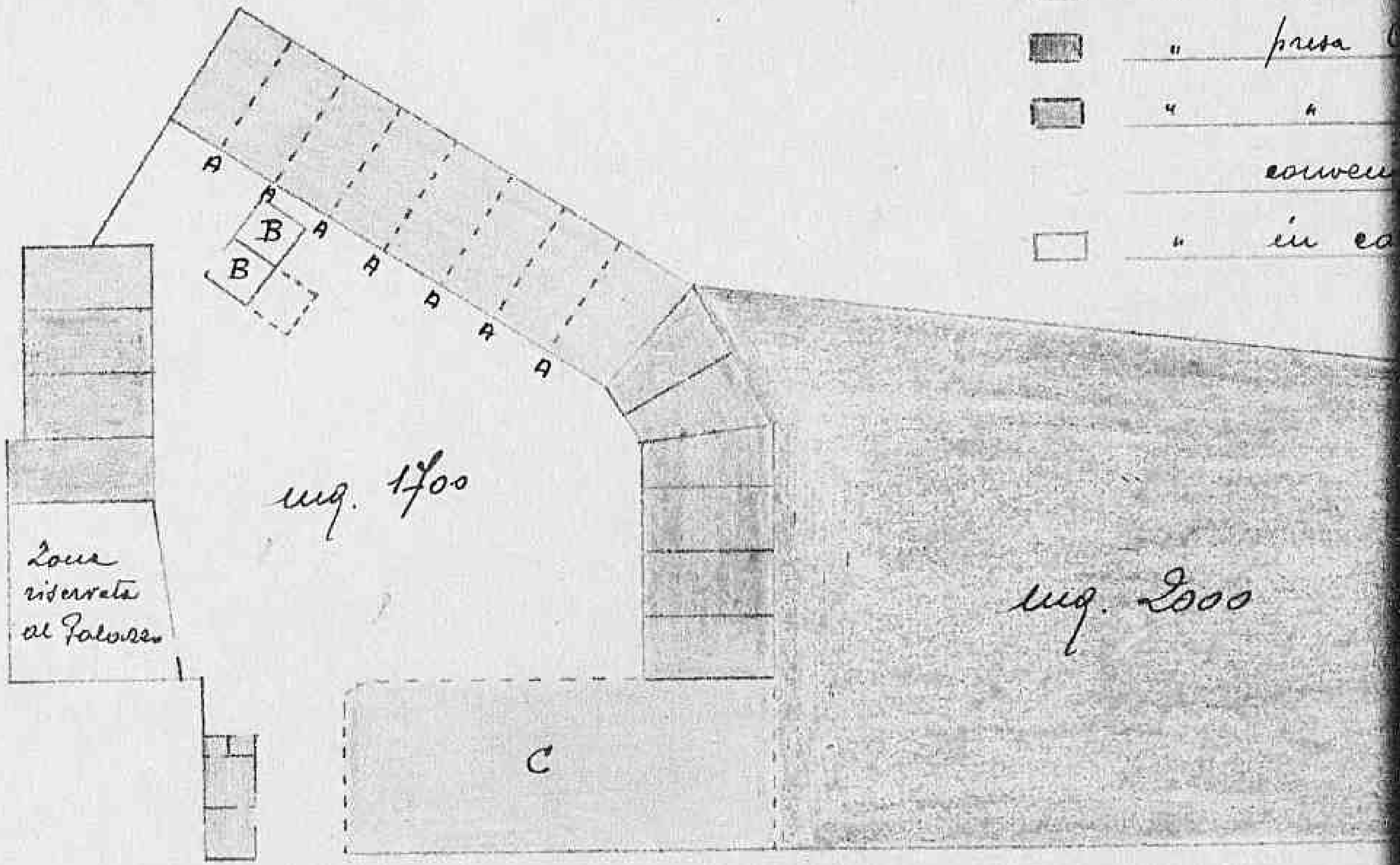
L. 28.800

Pianta del Cantiere
Scala 1:50

23

Legg

-  Zona fittata
-  " " "
-  " presa "
-  " " "
-  " " "
-  " in ca



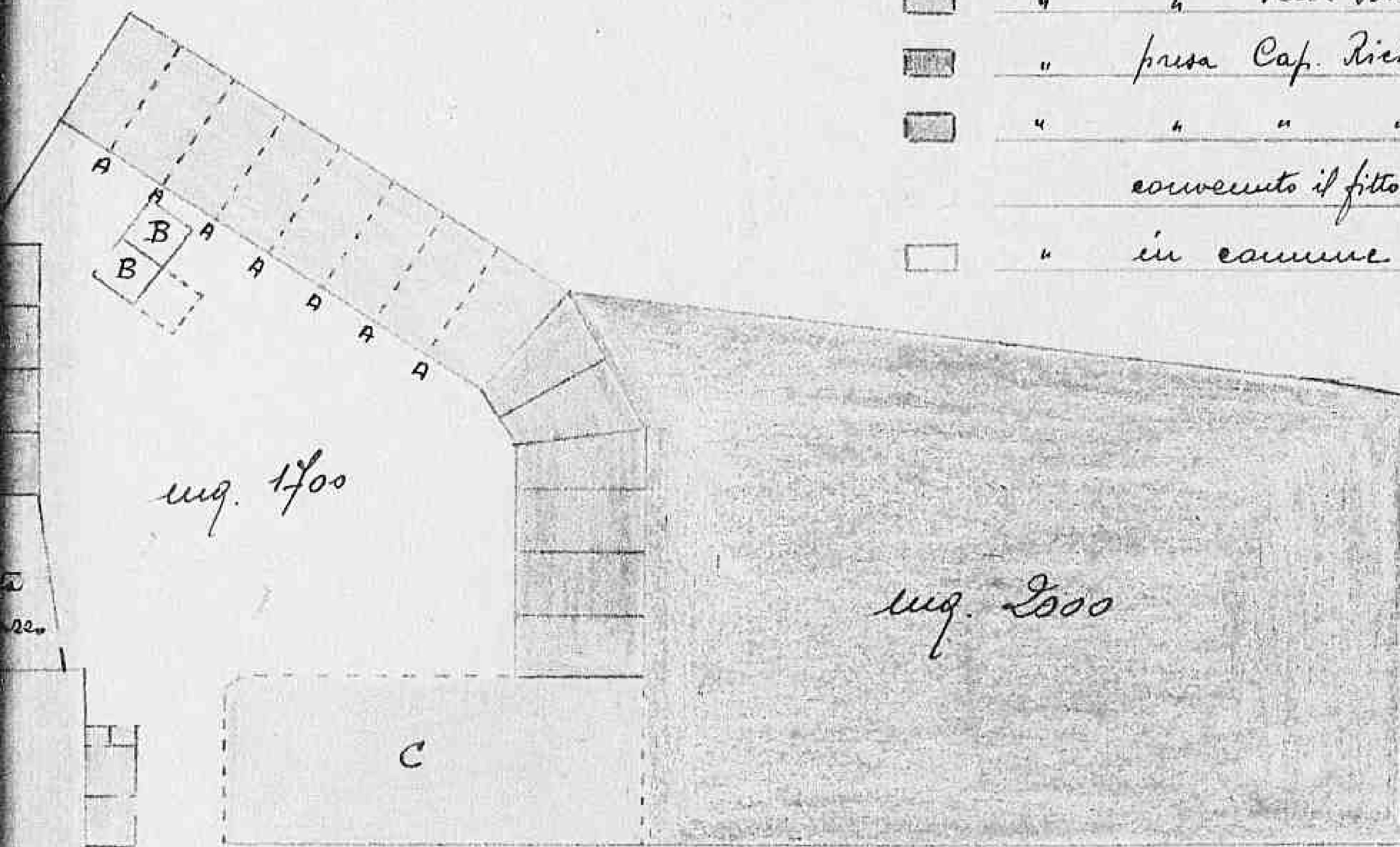
Via Ciampitti # 5

del Cantieri
1:50

23

Leggenda

-  Zona fittata a Rossi
-  " " Ten. Biscei
-  " presa Cap. Richardson
-  " " " " e
convenuto il fitto col Cap. Walker
-  " in comune



Via Ciampitti # 5

No 1 TRUCK POOL A.C.

Foggia Zone

Subject : Premises
To : Mr. Allied Commission
Transportation Sub Commission

Ref: TEL/II
March 30th 1945

1. The owner of the property occupied by this truck pool is claiming rent from 1st April 1944 until 31st October 1944, the property being requisitioned from 1 November 1944.

2. The owner's name and address are:-

Ing. Giuseppe MAESTRI
Via Ciampitti, 52, Foggia

22

3. He is unable to produce any agreements and the only thing available in this office is the attached plan on which will be found explanatory notes.

4. It would appear that Lieutenant BISSIE originally took over property shaded in red and blue and the yard (in white) enclosed. The dotted lines A represent walls. The lines at B were two small stores and the space C was all part of the yard and not built upon.

It is understood that the walls A and small stores B were demolished during Lieutenant BISSIE's time on the understanding that better buildings would be erected. On this understanding, Sig. Maestri agreed to forego rent. The better buildings, however, were never constructed and hence, the request for rent.

5. It is understood that Capt. Richardson took over the yard shaded in green from the 1st June 1944.

6. It is understood that Capt. Walker took over the building shaded in yellow from 1st July 1944.

7. The rents asked are as follows:
Property under para 4 above Lire 3,000 per month.
Property under para 5 above Lire 1,200 per month.
Property under para 6 above Lire 600 per month.

8. May the above be confirmed with the officers concerned, please.

9. Three extra copies of this letter and the plan are enclosed for forwarding to the officers concerned.

10. Should the above be confirmed, it is proposed to settle with Signor Maestri. May therefore authority be given for the expenditure, please.

11. The property shaded in blue is not under discussion, settlement having been already made for this.

Encl. Plan of Property.

Copy of account for rent

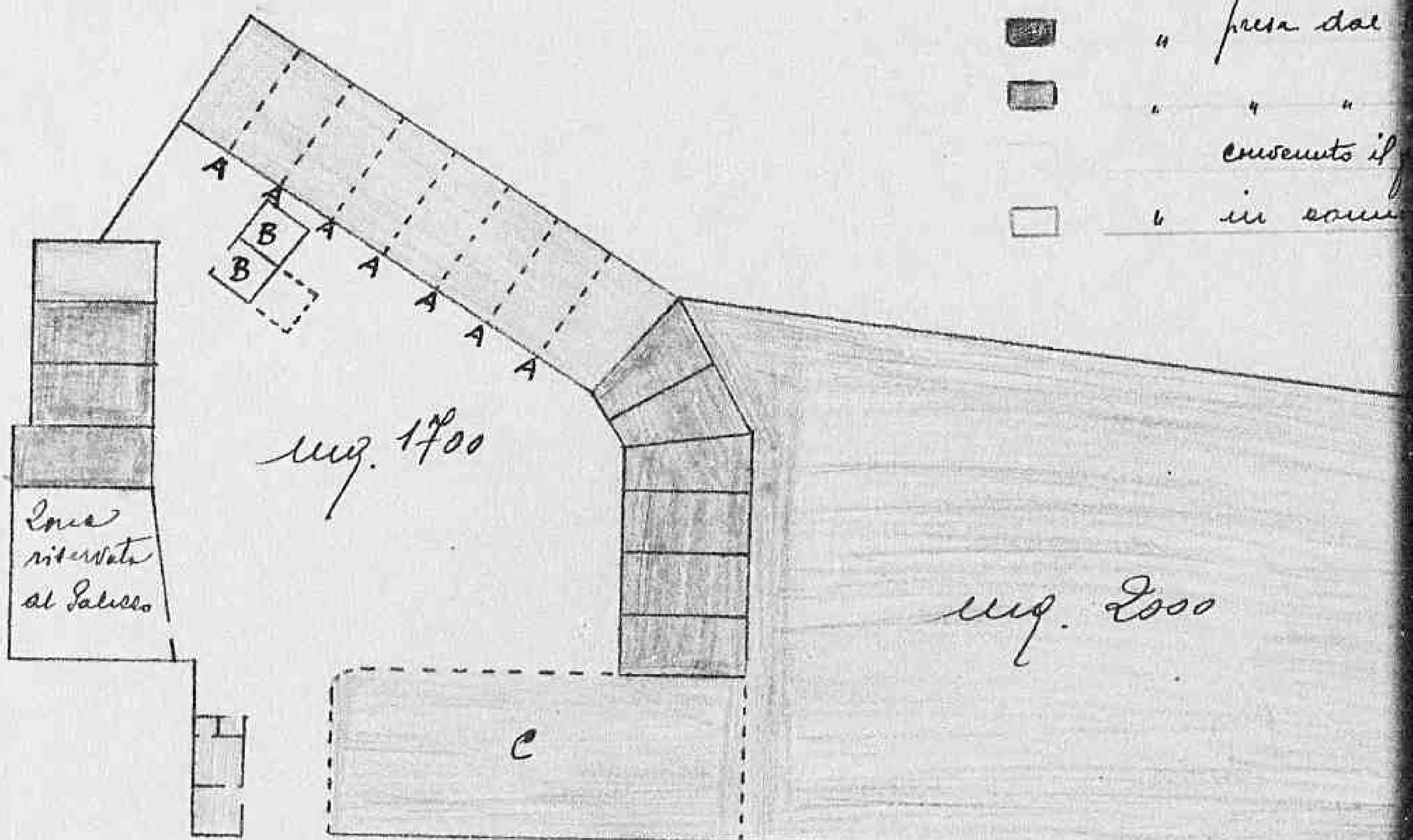
J. S. Billinghamurst

J.S. BILLINGHURST, Capt. R.A.S.C.
Transportation Officer
No 1 Truck Pool, A.C.

Rent due from 1/1 to 31/10/14 for seven months at L.5.000.....	L. 21.000
Rent due for ground near workshops: sq. 2.000 at L.1.200 monthly	
from 1st June to 31/10/14	L. 6.000
Rent for shop for type foreman from 1st July to 31/10/14 at L.600.....	L. 3.000
To be deducted 2 months already paid at L.600.....	L. 1.200

L. 23.800

Pianta del Cantiere
Scala 1:50

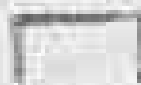


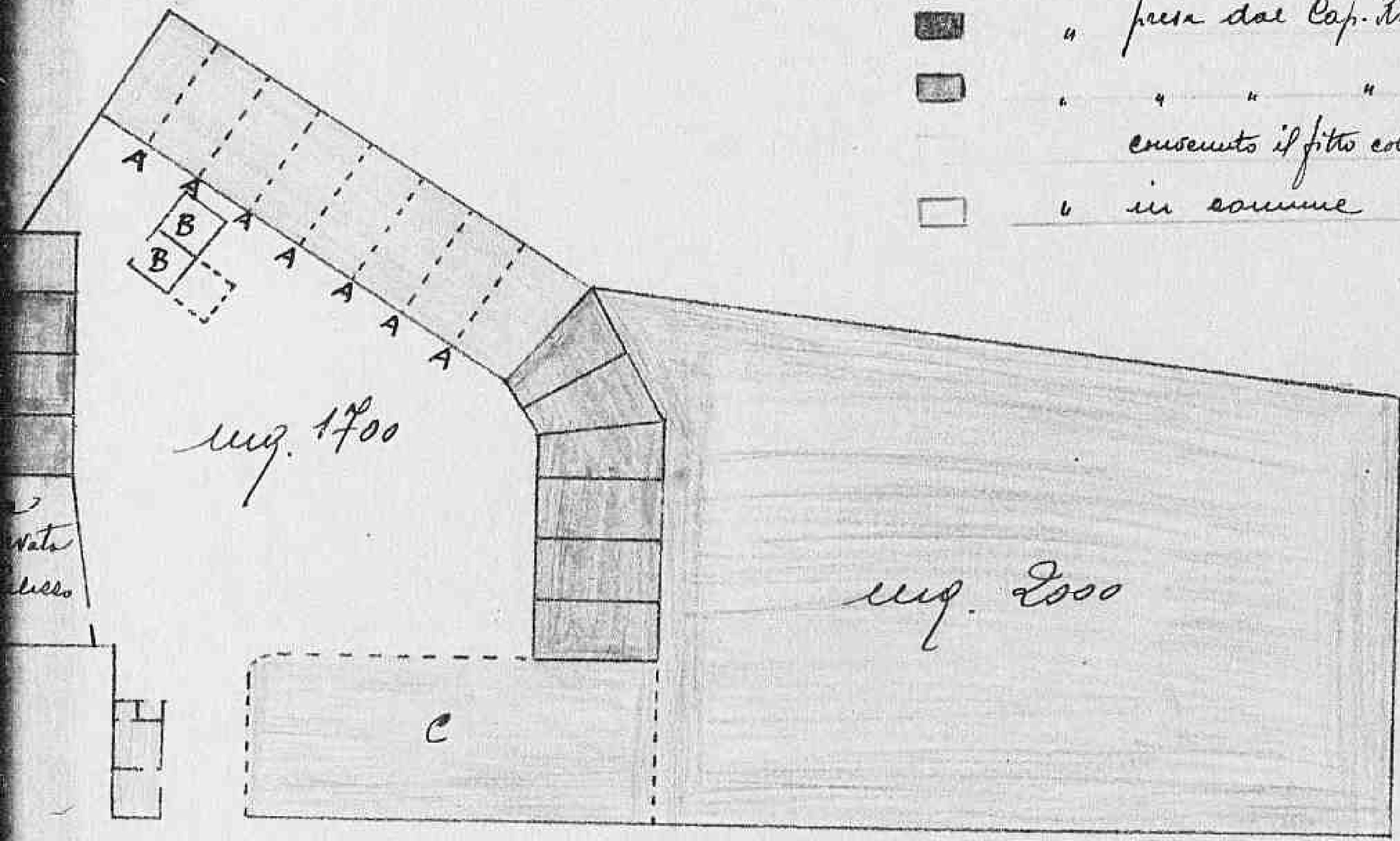
Via Cavourpitti #5

0918

del Cantieri
la 1:50



- Leggenda*
-  Zona fittata a Rotti
 -  " " " " Tee. Biscei
 -  " presa dal Cap. Richardson
 -  " " " " " "
 -  " " " " " " " " " " " "
 -  " in somma



Via Ciampitti #5

INTER OFFICE MEMO

GF/ae

Ext : 566

Ref : AC/47/1/Tn.5

4 April 1945

SUBJECT : Purchase of Trucks.

TO : Finance Sub-Commission.

1. Reference the attached letter GB/bm dated 27 Feb 45 from Amico Luigi of Pantelleria.

2. Will you please furnish your advice on the request for re-imbursement of expenses. The trucks, presumably captured Italian Army equipment, are the property of the Allied Govts and cannot be returned.

3. The S.C. A.O. had no power to allow Amico to purchase the trucks. This, however, was no fault of Amico's and, in the face of it, it seems that he has a legitimate claim in view of the total expenditure of 730,000 lire against receipts of 59,736 lire. There is, of course, no proof of the expenditure stated.



19

G. FERNYHOUGH
Lt Col. R.A.
Roads Division, Tptn.S/C.

Capt. Emory Affair Accounting
Section
Via Pavia
Rome

Pantelleria - 27/2/1945.

To : - Central Allied Command

R o m e

- Headquarters Allied Commission

AFO 394

18

The undersigned AMICO LUIGI of late Giuseppe living in Pantelleria, is taking the opportunity to call your attention on what follows:

On October the 28th 1943, the undersigned purchased from the "Aler Military Governor" (?) of Pantelleria, represented by Major E.G. Better SOAO, the following material for the total sum of 175.000 liras: 3 trucks Fiat 626, 1 truck Fiat 666 and 1 truck Isotta Fraschini.

The said material, as it results from the copy of the contract (which we attach hereto), was in very bad conditions being salvaged material, which the undersigned reoperated after having drawn it out of ruins.

The undersigned after having advanced another sum of 190.000 liras for repairs, spare parts and workmen, succeeded in reoperating two of the five trucks he purchased and exactly a Fiat 626 and the Isotta. This happened on January 1944.

On March the 22nd 1944 after two months of work, when he thought to obtain some economic benefit, after having advanced another sum of 365.000 liras, the Governor of the Island, Lt. Amer. V. GASPERINE, ordered me to return to the AMG all the vehicles which I had regularly purchased.

As I thought of being in a legal position and in order to be reimbursed of the sum which he surported to reoperate the two vehicles,

On April the 12th 1944 he submitted to the Allied Control Commission of Palermo, thru his lawyer Valentino Manzo of Trapani, a memorandum, which had no reply.

On November the 11th 1944 he submitted it again to the present Governor of Pantelleria, who transmitted all the file to the Allied Commission of Palermo - Then at last, thru Capt. Parker, Governor of the Island he received the reply of the Allied Commission of Palermo, which he attaches hereto.

According to the reply of the Allied Commission of Palermo the undersigned points out that:

The undersigned AMICO LUIGI of late Giuseppe living in Pantelleria, is taking the opportunity to call your attention on what follows:

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On March the 22nd 1944 after two months of work, when he thought to obtain some economic benefit, after having advanced another sum of 365.000 liras, the Governor of the Island, Lt. Amer. V. GASPERINE, ordered me to return to the AMG all the vehicles which I had regularly purchased.

As I thought of being in a legal position and in order to be reimbursed of the sum which he supported to reoperate the two vehicles,

On April the 13th 1944 he submitted to the Allied Control Commission of Palermo, thru his lawyer Valentino Manzo of Trapani, a memorandum, which had no reply.

On November the 11th 1944 he submitted it again to the present Governor of Pantelleria, who transmitted all the file to the Allied Commission of Palermo - then at last, thru Capt. Parker, Governor of the Island he received the reply of the Allied Commission of Palermo, which he attaches hereto.

According to the reply of the Allied Commission of Palermo the undersigned points out that:

a) the reimbursement of the expenses which he supported for repairs are those which he supported after having purchased the vehicles and during the operation of the vehicles and not as in his case those which he supported for the reoperation of the vehicles which he received in bad conditions, as salvaged material (reference to the purchasing contract).

b) only two vehicles have operated and only for two months giving him a benefit of 59.736 as it results from the cash book.

The undersigned would appreciate very much if considering the reasons of his application it would be favourably examined his request and it would be ordered the reassignment of the vehicles or of the expenses which he supported to reoperate the two cars which at the moment of their taking back were also working for the local AMG. If we consider that if the vehicles were not drawn out of ruins, they would have been still there, as it is happening for many other cars which are completely abandoned.

The undersigned hopes that his application will be accepted and that he will be reimbursed in part for the damages he supported from this war.

Faithfully
(Sgd. Amico Luigi)

Enclosure : copy of the
memorandum dated 12/4/'44.

17

Remarks of the translator:

" The enclosures mentioned in the letter were not attached hereto".

PANTELLARIA 27/2/1945

ONOR. COMANDO CENTRALE ALLEATO

R O M A
=====

e per conoscenze

ALLA COMMISSIONE ALLEATA QUARTIERE GENERALE

16

APC394
=====

IL sottoscritto AMICO LUIGI PU GIUSEPPE

RESIDENTE in sua sede si onora esporvi quanto appresso .

In data 26/10/1943 il sottoscritto acquistava dall'Aler Military Governator di Pantelleria rappresentato allora dal Maggiore L.G. Petter SCAO per la somma complessiva di £ 175.000 il seguente materiale ;

N 3 autocarri Fiat. 626 , N 1 Fiat. 666, N 1 Isotta Fraschini =

Detto materiale come risulta dalla copia dell'atto di acquisto (che il sottoscritto allega) era materiale di ricupero , in pessime condizioni e che trovavasi al momento dell'acquisto sotto le macerie che il sottoscritto dopo grande lavoro non privo di rischi riuscì a trarre fuori Con i cinque autocarri , dopo tanto assiduo lavoro , con sacrifici non indifferenti e con la spesa complessiva di oltre £ 190.000 per riparazione e compra di pezzi , e manodopera , (spesa che posso documentare occorrendo) il sottoscritto riuscì a mettere in efficienza solo due autocarri e principalmente una fiat. 626 e la Isotta Ciò avveniva il prima di Gennaio 1944 =

IL 22 di Marzo 1944 dopo appena due mesi di lavoro utile quando credevo di poter trarre qualche guadagno dopo aver arrischiato il non indifferente capitale di £ 365.000 inaspettatamente l'allora Governatore dell'Isola Gen. Amer. AV. CASPERINI mi ordinava di restituire all'A.A. G. gli automezzi che avevo comprato regolarmente alla data su esposta. Credendomi chero nei miei diritti e per poter recuperare la somma che lesalmente avevo speso per rimettere in efficienza le due macchine , ho presentato , a mezzo del mio legale Valentino Manzo da Trapani il

IL sottoscritto AMICO LUIGI RU GIUSUPPE

RESIDENTE in sua sede si onora esporvi quanto appresso .

In data 28/10/1943 il sottoscritto acquistava dall'Alar Military Governor di Pantelleria rappresentato allora dal Maggiore E.G. Petter SCAO per la somma complessiva di £ 175.000 il seguente materiale :

N 3 autocarri Fiat. 626 ; N 1 Fiat. 666, N 1 Isotta Fraschini =

Detto materiale come risulta dalla copia dell'atto di acquisto (che il sottoscritto allega) era materiale di ricupero , in pessime condizioni e che trovavasi al momento dell'acquisto sotto le macerie che il sottoscritto dopo grande lavoro non privo di rischi riuscì a trarre fuori

Con i cinque autocarri , dopo tanto assiduo lavoro , con sacrifici non indifferenti e con le spese complessive di altre £ 190.000 per riparazione e compra di pezzi , e manodopera , (spese che posso documentare occorrendo) il sottoscritto riuscì a mettere in efficienza solo due autocarri e principalmente una fiat. 626 e la Isotta Ciò avveniva il primo di Gennaio 1944 =

IL 22 di Marzo 1944 dopo appena due mesi di lavoro utile quando credevo di poter trarre qualche guadagno dopo aver rischiato il non indifferente capitale di £ 365.000 inespertamente l'allora Governatore dall'Isola Ten. Amer. AV. GASPERINI mi ordinava di restituire all'A.A. G. gli automezzi che avevo comprato regolarmente alle date su esposte.

Credendomi chero nei miei diritti e per poter recuperare la somma che lesalmente avevo speso per rimettere in efficienza le due macchine , ho presentato , a mezzo del mio legale Valentino Lenzo de Irapani il 12/4/1944 un esposto alla Commissione alleata di Controllo di Palermo Detto mio esposto. ~~Minimamente~~ non ebbe mai risposta alcuna.

IL 28/11/1944 ho presentato all'attuale Governatore di Pantelleria che ha rimesso la pratica alla Commissione Alleata di Palermo . Finalmente a mezzo Del Sig. Governatore Dell'Isola Cap. PETER mi viene consegnata la risposta della commissione Alleata di Palermo della quale alligo copia .

In seguito a quanto comunica la Commissione Alleata di Palermo il sottoscritto

toscritto si permette rilevare .

a) che il rimborso per riparazione ecc; dev'essere ritenere per riparazione dovute e questi avvenuti egli automezzi dopo l'acquisto e durante il lavoro proficuo delle macchine e non come nel mio caso , dovute per la messa in efficienza delle macchine comprate in pessime condizione e nelle qualità di materiale di ricupero come da contratto di acquisto .

15

b) Che solo due macchine hanno lavorato appena due mesi producendo all'esponente un guadagno di L. 59.736 come risulta dal registro cas-
certante il sottoscritto rivolge viva preghiera perche voglia esaminare l'istanza benevolmente e trovata la ragione dell'esponente ,ordinare la riconsegna delle macchine o delle spese sostenute per mettere in efficienza le due macchine che dal no ento del ritiro lavorano intera-
rotamente apportando un buon guadagno all'A.M.G. locale , mentre che le due macchine non fossero state stratte dalle macerie e riparate a spese del sottoscritto sarebbero ancora giacenti sotto le macerie
seguendo la sorte di altre molte macchine che giacciono abbandonate
completamente .

IL sottoscritto è fiducioso che vengo accontentato per essere almeno in parte risarcito dei danni subiti a causa dell'attuale guerra , e nella attesa con fiducia

Con osservanze

ALLEGATI

Copia atto di acquisto
esposto del 12/4/1944

XXXXXXXXXXXXXXXXXXXX

UNITED STATES CLAIMS SERVICE
REGIONAL OFFICE VI
APO 512, U. S. ARMY

*File
and*

Ref. No.: R-130-D.

23 February 1945.

SUBJECT: Claim against the U.S. as result of motor vehicle accident causing fatal injury to one BELARDI, Cesare, Via Degli Equi, No. 20, Rome, Italy.

TO : Commanding Officer, Transportation Subcommittee, Allied Commission, Rome.

14

1. On or about 8 August 1944, BELARDI, Cesare, an Italian civilian was struck by a military vehicle and killed.
2. It is alleged that the vehicle bore the markings AMG 5 A-2675 R-818, and the driver of said vehicle was one BURATTINI, Renato, supposedly of the GUARDIA DI FINANZA, Rome.
3. Pursuant to Cir. 74, AFMUSA, it is requested that this Office be furnished a complete report concerning above incident.
4. Headquarters A. C. have no information concerning this matter and have suggested obtaining a report from your Office.

For the Claims Officer in Charge.

David Spiegel
DAVID SPIEGEL,
1st Lt., J.A.G.D.,
Claims Officer.

TRANSLATION

SAUTRA

(Soc. Autotrasporti)

Rome - ANG. 10th 44
146 Tomacelli str. - phone 64921

TO Allied HQ - Rome

13

Undersigned SAUTRA (Soc. Autotrasporti - Road haulage Transports Co). - owner of the truck Lancia Pentajote - licence plate Rome 82677 - having its main office in 146 Tomacelli str. Rome, wants to point out what follows.

Above mentioned truck on July 31st 1944 was proceeding towards Rome from Civitavecchia (Naples) at the speed of about 10 Km/hr., along Appia highway; it had been sent to Civitavecchia with regular circulating permit, issued by that transport office and checked by Allied HQ, on behalf of the Direction of General Markets, Rome, for which it had been operating since more than one month.

Almost immediately after having left Capua and while strictly keeping to its right (both right-hand wheels ran over the sidewalk beyond the limit of the asphalted zone, as can be proved by eye-witnesses), at abt 2040 hrs., our truck was violently hit on its left side by the truck (licence plate 3711) belonging to Allied HQ and driven by Vedacchino Antonio, on duty at Littorio Airport, who tried to speed past our truck.

Our Lancia truck, although loaded with more than 30 quintals fruits and with the brakes promptly jammed by the driver, was thrust into the side ditch beyond the trees lining the road, while the other truck, after abt. 200 mts., dashed against a tree, on the opposite side of the road, upsetting it in spite of its size.

The passengers of both trucks fortunately did not suffer any serious physical injury.

The driver of the other truck, after having maneuvered the truck back on the road, tried to escape without taking any care whether the passengers of the truck he had hit had been injured, failing thus to accomplish the most elemental duty of civil assistance in similar circumstances. We want to point out that said truck carried several soldiers and ladies.

Undersigned SACURA (Soc. Autotrasporti - Road haulage transports Co). - owner of the truck Lancia Pentaforo - licence plate Rome 82677 - having its main office in 146 Tomacelli str? Rome, wants to point out what follows.

Above mentioned truck on July 31st 1944 was proceeding towards Rome from Civliano (Naples) at the speed of about 10 km/hr., along Appia highway; it had been sent to Civliano with regular circulating permit, issued by that transport office and checked by Allied HQ, on behalf of the Direction of General Markets, Rome, for which it had been operating since more than one month.

Almost immediately after having left Capua and while strictly keeping to its right (both right-hand wheels ran over the sidewalk beyond the limit of the asphalted zone, as can be proved by eye-witnesses), at abt 2040 hrs., our truck was violently hit on its left side by the truck (licence plate 3711) belonging to Allied HQ and driven by Vedescochino Antonio, on duty at Littorio Airport, who tried to speed past our truck.

Our Lancia truck, although loaded with more than 30 quintals of fruits and with the brakes promptly jammed by the driver, was thrust into the side ditch beyond the trees lining the road, while the other truck, after abt. 200 mts., dashed against a tree, on the opposite side of the road, uprooting it in spite of its size.

The passengers of both trucks fortunately did not suffer any serious physical injury.

The driver of the other truck, after having maneuvered the truck back on the road, tried to escape without taking any care whether the passengers of the truck he had hit had been injured, failing thus to accomplish the most elemental duty of civil assistance in similar circumstances. We want to point out that said truck carried several soldiers and ladies.

But the staff of our truck immediately ran after it and obliged it to stop; after some reticence the driver avowed his fault saying that, when speeding past our truck, he had lost the control of the steering gear. Here are driver's full name and address:

Vedescochino Antonio, son of Benedetto and of Marotta Emilia, born at Lago on Sept. 28th 1923, bachelor, peasant, dwelling at S. Pietro in Amantea; identity card No 215 issued by the Commune of S. Pietro in Amantea; driver's licence No

135 issued by III Drivers Battalion, 15th Coy, at Grumo, on April 14th 1944.

The accident was eye-witnessed by following persons:

Mr. Simoncioni Giorgio son of Carlo and of Gressi Gisella, born at Rome on Aug. 18th 1915, dwelling at Rome, 41 Tacito Str.

Staff Sgt. Penza Vincenzo son of Enigi, dwelling at Rome - 4 Iberia Str.

Mr. Leone Domenico, son of late Domenico, dwelling at Rome - 53 C. Felice Str.

Mr. Caldieri Vincenzo, son of late Salvatore General Markets' Commissioner, dwelling at Naples, Castato Giuliano Str.

12

After the accident our truck was dragged with many difficulties back upon the road and after a 4-days work on the same place of the accident, they succeeded with emergency arrangements in putting it again in condition to continue its trip towards Rome.

First summary investigations gave out following damages of our truck:

- Break of right-hand front-suspension-spring
- Twisting of left-hand longitudinal beam
- Twisting of the arm of the steering-gear
- Break of right-hand head-light
- Break of the rod connecting two head-lights
- Several small crackings on the front-ends of both longitudinal-beams
- Break of left-hand running board, fender and door.
- Break of the body.

Regarding the emergency arrangements carried-out with the assistance of a repair-shop of Capua (Firm Fiezio Giuseppe), the expenses have amounted at 13.000 Lire. The other repairs have been carried out at Rome and total expenses borne by us are below indicated:

- For redressing of the longitudinal beam and for several weldings: work carried out by Firm Fizzuti - Rome - 14 Corrinio Str. (encl. 1) 6.000
- For work carried out by Firm Beri of Rome (encl. 3) 5.000
- For work carried out by Firm Niccioletti of Rome (encl. 4) 10.000
- For repairs on electric installations, supply of bulbs etc. (encl. 5) 500
- For work carried out at Capua by Fiezio (see above) (encl. 2) 13.000

Total amount 34.500

Mr. Leone Domenico, son of late Domenico, travelling at Rome -
63 C. Felice Str.

Mr. Galdieri Vincenzo, son of late Salvatore General Markets' Commissioner, travelling at Naples, Custate Giuliano Str. 12

After the accident our truck was dragged with many difficulties back upon the road and after a 4-days work on the same place of the accident, they succeeded with emergency arrangements in putting it again in condition to continue its trip towards Rome.

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- For work carried out by Firm Nicoletti of Rome (encl. 4) 10.000
- For repairs on electric installations, supply of bulbs etc. (encl. 5) 500
- For work carried out at Capua by Piezio (see above) (encl. 2) 13.000

Total amount 34.500

To above reported actual expenses following damages must be added: unemployment of the truck during 10 days; staff expenses, for 4-days stay near Capua as well as for their inactivity, since they are engaged upon commission.

The undersigned requests therefore that HQ to verify above reported damages and to refund the expenses born on account of an accident caused by the other truck.

0929

We are at your disposal for every investigation and ready to produce above mentioned documents, and in the meantime we remain

Yours faithfully

Scc. Santura

The manager

Seen having personally
verified the damages

Sgd. Dott. Tava - Chief of Transports Office

11

Rome - Sept. 19th 1944.

"SAUTRA"
(SOC. AUTOTRASPORTI)

ROMA, 10 agosto 1944.

VIA TOMACELLI, 146
Telefono: 64-721

Al

Comando Alleato

R o m a
=====

10

La sottoscritta "SAUTRA" (Società Autotrasporti) proprietaria dell'autocarro Lancia PentaJota targa Roma 82677 con Sede in Via Tomacelli 146, espone alla S.V. quanto segue:

Il suddetto autocarro il giorno 31.7.1944 procedeva, proveniente da Giuliano -Napoli- dove si era recato con regolare permesso rilasciato da codesto Ufficio Trasporti per conto della Direzione dei mercati generali di Roma per la quale il camion lavora esclusivamente da oltre un mese e visto dal Comando Alleato, alla volta di Roma alla velocità di 10 Km. circa orari, percorrendo la Via Appia.

Appena lasciato Capua e procedendo rigorosamente sulla sua mano, anzi con le ruote di destra nella banchina fiancheggiante la strada asfaltata, come possono comprovare i testimoni oculari, verso le ore 20,40, veniva violentemente urtato sul fianco sinistro dell'autocarro n.3711 di proprietà del Comando Alleato e condotto dall'autista VADACCHINO Antonio facente servizio presso l'aeroporto di Littoria nell'intento di sorpassarlo.

Il Lancia PentaJota benché carico di oltre 30 Q.li di frutta e pure avendo l'autista prontamente bloccate le ruote in seguito all'urto veniva cacciato fuori strada finendo nel fossato laterale al di là dell'alberata mentre il camion investito andava dopo 200 metri di sbandamento ad urtare un albero dalla parte opposta della strada sradicandolo malgrado la sua grossezza.

Fortunatamente le persone dei due camion non subivano alcun danno fisico di considerevole importanza.

"SAUTRA"
(SOC. AUTOTRASPORTI)

ROMA,
VIA TOMACHELLI 146
Telefono: 64.921

Ⓢ

(foglio n. 2)

9

Il camion investitore appena rimesso in strada tenta di fuggire senza neppure preoccuparsi se le persone di quello investito avessero subito danno e tanto meno quindi, avrebbe portato aiuto al camion investito mancando ai più elementari principi di doverosa e civile assistenza in simili frangenti.

Tanto per la storia il camion investitore portava alcuni militari ed altrettante Signore e Signorine!

Inseguito però subito dal personale del camion investito, era costretto a fermarsi ed il suo conducente dopo alcune reticenze finiva per ammettere in pieno la sua colpa adducendo che nell'attimo di sorpassare il camion non gli funzionò lo sterzo di cui perse il controllo e in seguito ad insistente richiesta declinava le sue generalità che sono le seguenti:

VADACCHINO Antonio di Benedetto e di Marotta Emilia nato a Lago il 28 settembre 1923 -celibe-contadino- residente a S. Pietro in Amantea, carta d'identità n. 215 rilasciata dal Comune di S.P. in Amantea - licenza d'auto n. 135 rilasciata il 14.4.1944 in Grumo dal III Btg. Aut. 15^a Compagnia.

Erano testimoni oculari dell'accaduto:

Sig. SIMONESCHI Giorgio di Carlo e di Grassi Gisella nato a Roma il 18.8.1915 dom.to in Roma Via Tacito 41;

Serg. Magg. FENZA Vincenzo di Luigi dom.to a Roma Via Iberia 4;

Sig. LEONE Domenico fu Domenico dom.to a Roma V. C. Felice 63;

Il Commissionario dei mercati generali Sig. GALDIERI Vincenzo fu Salvatore dom.to a Via Castato GIULIANO - Napoli -

./.

"SAUTRA"
(SOC. AUTOTRASPORTI)

ROMA,
VIA TOMACHELLI, 146
Telefono: 64-921

⑥

(foglio n. 3)

8

In seguito all'incidente il camion Lancia dopo molti sforzi fu riportato in strada e dopo 4 giorni di lavoro sul posto è stato messo, con mezzi di fortuna, in condizioni di riprendere il suo viaggio verso Roma.

Da sommarî accertamenti, il Lancia ha riportato i seguenti danni:

Rottura della balestra anteriore destra;
contorsione del lungherone sinistro;

" della barra di torsione dello sterzo;
rottura del faro destro;

" listello accoppiante i fari;

crinature varie alla parte anteriore di entrambi i lungheroni;
rottura della pedana, del parafango e dello sportello sinistro;
" del cassone.

Per quanto riguarda le riparazioni di fortuna fatte con l'aiuto di un meccanico di Capua - Ditta PIEZIO Giuseppe - Sono state spese sul posto Lit. 13.000,- (Lire Tredicimila) per le altre è stato proceduto a Roma come da nota sottoindicata e regolarmente documentata.

Per lavori eseguiti dalla Ditta Pizzuti Via Corfinio 14 di Roma per raddrizzatura lungherone e sandature varie (all. I°) L. 6.000,--
per lavori eseguiti a Capua (v. fattura Ditta - Piezio) (allegato 2°) " 13.000,--
per lavori eseguiti dalla Ditta Beri di Roma (all.3) 5.000,--
per lavori eseguiti dalla Ditta Nicoletti di Roma (allegato 4°) " 10.000,--
Riparazione impianto elettrico, lam. (all. 5°).. " 500,--
pedane etc.

Totale Lire..... 34.500,--

=====

./.

"SAUTRA"
(SOC. AUTOTRASPORTI)

ROMA,
VIA TOMACELLI, 146
Telefono: 64.921

(foglio n. 4)

Alle suddette spese si aggiunge il danno della inattività del camion stesso di 10 giorni e le spese del per-sonale, sia per i 4 giorni di forzata permanenza nel pres-si di Capua, sia per il periodo di inattività essendo essi ingaggiati a provvigione.

Per quanto sopra esposto, la sottoscritta Società, rivolge istanza perchè dopo gli accertamenti del caso la S.V. voglia provvedere al rimborso per i danni subiti a causa dell'investimento per colpa del camion investitore.

Questa Società si tiene a disposizione per la docu-mentazione delle spese e per la veridicità dell'accaduto.

Con osservanza.

p. la Soc. "SAUTRA"
L'Amministratore

Stefano X Mary

Visto, perchè constatati
i danni riportati.

F.to il Capo Ufficio Trasporti
Dott. FAVA.

Roma li 19.9.1944

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

22 September 44

TW/SR/Claims

SUBJECT : Claims

TO : H.Q. Region IV. (Att. Executive Officer)

Your letter of 15 Sept re claims is without sufficient detail for me to take action.

It is presumed that these trucks or truck, unidentified and with no owners name, were impounded by the Carabinieri or some other Italian agency acting on the Regional Commissioners order. All such trucks were held in the garage of the Ufficio Trasporti della Campania and not in the A.C.C. garage, and to the best of my knowledge were never used or interfered with while there.

With no details of this claim before me I am unable to decide on the validity of the claim, or even against whom it is made, but I can say that all such trucks impounded, quite apart from the commodities they were carrying, were legally impounded for breach of Regional Order No 42 of Region 3, i.e. were circulating without the official "Permesso di Circolazione".

I will endeavour to clarify the particular case if you let me have fuller details.

J.A.N. GILES
J.A.N. GILES
Lt. Colonel
Regional Tptn. Officer

JG/td.

Copy to: Transportation Sub-Commission
RC & NG Section H.Q. A.C.C.

File
R/47.
Chap.
25/9.

6

40 Excess

* *Transportation Sec*
0.6264

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394

R/5345

15 September, 1944

SUBJECT: Vehicles held in Region III

TO : HQ Allied Control Commission
RC and MG Section.

HEADQUARTERS 16 SEP Recd

16 SEP 1944

A. C. C.

5

1. At the beginning of August a number of trucks were sent down to Naples to fetch seed potatoes for Littoria.

2. In accordance with an order from HQ Region III and a Decree of the Prefect export of potatoes had been blocked on August 1st. The deal had been arranged between the Agricultural Officers and the drivers carried ACC permits and were acting in good faith.

3. The trucks were held in ACC Garage Naples for 21 days and, although verbal agreement was reached on the telephone to their release, great difficulty was experienced in obtaining it. They were used for some purpose in Region III and when finally returned were, it is alleged, in very bad condition.

4. The owner now seeks redress for
- (a) 21 days loss of benefit
 - (b) Cost of repairs
 - (c) Loss of time on repairs.

5. There is clearly sound basis for the claim and we would be very grateful for your advice as to how to proceed further.

For the Regional Commissioner:

A. D. Bonham-Carter
A.D. BONHAM-CARTER-Lt. Colonel
Executive Officer (Provinces)

UNITED STATES CLAIMS SERVICE
REGIONAL OFFICE I
APO 782 U. S. ARMY

1 2-4(A)
1201 1A
~~File~~
~~R/28~~

File: N-2231-PD.

19 August 1944.

SUBJECT: Claim.

TO : Commanding General, A.C.C.

1. This headquarters is in receipt of a claim from ELIA, Antonio for damage to his property located at 81 Via Bologna, Naples, said damage having been occasioned by motor vehicles assigned to your organization, to wit; numbers 4102255, and 4157105.

2. It is requested that a report of investigation in conformity with Circular No. 74, NATOUSA, (23 May 1944), be forwarded to this office as soon as practical and marked for the attention of the undersigned.

Abner Kalisch, Jr.
ABNER KALISCH, JR.,
1st. Lt., J.A.G.D.,
U. S. Claims Officer.

Checked from General file 2/2/44

RECEIVED
21 AUG 1944
A. C. C.

0937