

ACC

AC/TN/R/63

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VEHICLES LOST, STOLEN ETC.
JUN. 1944 - JAN. 1946

HEADQUARTERS ALLIED COMMISSION
APO 394
CAPTURED ENEMY MATERIALS BRANCH

QC /63/Tns.

WMD/74/1001

21 January 1946

SUBJECT : Alleged RA Vehicle.

TO : Headquarters Allied Commission
Air Forces Sub-Commission,
Rome.

1234

Reference your AFSC/655/4/Eq.

1. The Director of the firm ACICA states that the truck, subject of your letter, has been in his possession since July 1944, when he recovered it from Prima Porte, near Rome. When found, it had German markings and no Italian number plate. He immediately declared it to Region IV, AMG, and produced their letter ref. MT/315/1861/B/H/ of 3 Nov 1944, addressed to the Directorate of Civil Motorisation, as evidence.

2. It appears that unsuccessful efforts to claim this vehicle have already been made by the Ministry of War and the Ministry of Marine. Should the Ministry of Air desire to pursue the matter further, it is suggested that you contact Col. Franklin of Transportation S/C, who can probably give further information. ACICA state that they have recovered no vehicles from GORIZIA.

W. A. Campbell
J.A. CAMPBELL
Lieut.-Colonel
Director
CEM Branch

COPY :- Transportation S/C, attn: Col. Franklin.

Ministry of Transports
I.S.R. Direction General
Equipment and Traction Service

Rome October 15 , 1945
TV.NR.310.6/Dec/6773/3

1233

Military Railway Service
— Transportation Sub Commission

R o m e

On Sept. 9 some Allied personnel having received orders by Capt. R.K. Harper R.A. Transportation Officer Liguria Region, took away two jeeps (military numbers 20540076 and 20199754) at Bolzaneto - nr Genoa.

These jeeps were located at the pool of Allied motor-vehicles handed over to the Italian Government and ~~and~~ delivered on 5 Sept. 1945 to Italian representatives of Ministry of Treasure and Ministry of Transports (Dr. Alfonso Montalbano and Ing. Mario Nuti).

The members of the Italian Government Committee pointed out to the a/m Officer that said vehicles belonged to the Italian Government and therefore they had not be removed; otherwise the Official^{missing} to whom they had been delivered had to answer for the ~~lack~~^{missing} of vehicles, resulting to have been handed over.

It was impossible to get two jeeps back, and only after a long discussion, the a/m Officer issued a receipt for the two vehicles.

We beg therefore your Sub Commission kindly to intervene,

Military Railway Service
—Transportation Sub Commission

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It was impossible to get two jeeps back, and only after a long discussion, the a/m Officer issued a receipt for the two vehicles.

We beg therefore your Sub Commission kindly to intervene, so that either the two vehicles might be restored, or that they be considered as if never delivered, annulling the relative minutes. Please confirm.

The Director General
Sgd. Di Raimondo

PV.15/X.cb.



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Mater. e Trazione

Nucleo di Collegamento - Roma

OGGETTO

Roma, 5 OTT 1945 194 - A

N. TV. NR. 310.6/Dec/6773/3

Al N. _____ del _____

1232

MILITARY RAILWAY SERVICE
SOTTO COMMISSIONE DEI TRASPORTI

R O M A

ALLEGATI N. _____

A Bolzanetto (Genova) dal Deposito di automezzi Alleati ceduti al Governo Italiano e presi in consegna il giorno 5/9/1945 dai rappresentanti italiani del Ministero del Tesoro e del Ministero dei Trasporti (rispettivamente Dott. Alfonso Montalbano ed Ing. Mario Nuti) furono sottratte il giorno 6/9 dal personale alleato per ordine del Cap.R.K. Harper R.A. Transportation Officer Liguria Region, due autovetture Jeeps aventi rispettivamente le matricole militari numero 20540076 e n.20199754.

I componenti la Commissione Governativa Italiana, alla conoscenza del fatto, fecero presente al suddetto Ufficiale l'appartenenza di detto materiale al Governo Italiano e la conseguente impossibilità di asportazione dello stesso al fine di evitare che al Funzionario consegnatario risultassero mancanti unità conteggiate all'atto della consegna.

Non fu comunque possibile ottenere la restituzione delle due Jeeps e solo dopo vivace discussione fu rilasciata dall'Ufficiale Alleato suddetto ricevuta delle due vetture.

Si prega pertanto codesta Sotto Commissione voler intervenire perchè ci siano restituiti i due automezzi o perchè questi vengano considerati come non consegnati annullando i relativi verbali. Si gradirà conferma.

IL DIRETTORE GENERALE

Indri Cammola

PG.

(abridged from the original)

AC/63

On the 27th June 1945, upon request of Mr. Giuseppe B. Ido, lawyer, on behalf of the Azienda Tramviaria S. Milano, and according to a decree issued by the President of the Tribunal of ^{Rome} ~~Rome~~, the 26th inst., by which the seizure of the vehicle claimed by the plaintiff, is ordered with authority to carry it away.

I, the undersigned, official of the Tribunal of Rome, I've got to the premises of the workshop. "Officine S. Giovanni" and I've read the above mentioned decree to the owner's representatives. -

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On the spot, I've inspected the vehicle and I've ~~also~~ verified that the engine number is illegible, having been hammered, whilst the chassis number is 31797. A further figure "1" is added to the number, but badly added and in a form slightly different from the other ones. -

Being satisfied of the identity of the vehicle to be seized, according to the decree, I have declared the Bus Fiat 658, chassis 31797 and engine number illegible, under perjury seizure, appointing as legal trustee M. B. B. B.

Scrapino. -

Subsequently I order that the four back wheels be put on the vehicle

with authority to carry it away.

I, the undersigned, official of the Tribunal of Rome, I've got to the premises of the workshop. "Officine S. Giovanni" and I've read the aforementioned decree to the owner's representatives. -

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On the spot, I've inspected the vehicle and I've ~~checked~~ verified that the engine number is illegible, having been hammered, whilst the chassis number is 31797. A further figure "1" is added to that number, but badly added and in a form slightly different from the other ones. -

Being satisfied of the identity of the vehicle to be seized, according to the decree, I have declared the Bus Fiat 658, chassis # 31797 and engine number illegible, under judicial seizure, appointing as legal trustee Mr. Arduini.

Subsequently I order that the four back tyres, found in the workshop, be put on the vehicle which has to be carried away by the said

Mr. Arduini. -

At this moment turns up Mr. H.M. Downer, and his interpreter Mr. Bruno Marzani, to whom I let verbatim +

Major Gorman points out that in another part of the chassis a number may be read and I remark that this one may have been punched later.

Meanwhile, a the owner's representatives show me the registration book with which the vehicle goes on the road from which the following data may be gathered:

" chassis 658 R.V. & 82878, engine & 82878. -

" vehicle deprived of precedent registration 1230

" book - tested according to the letter of

" AMQ. Reg. Licio - Umbria # MT. 36415 14/14 dated

" 13.2.45. - To be ~~re~~registered in the

" name of A.M.G. -

As I let Maj. Gorman know that the vehicle has to be carried away, he asks me to put into the verbal the following:

" the vehicle belongs to the A.M.G.

" and therefore any action against it

" has to be taken through the A.C.

files show me the registration book with which the vehicle goes on the road from which the following data may be gathered:

- " chassis 658 R.M.L. # 82878, engine # 82878. -
- " vehicle deprived of precedent registration 1230
- " book - tested according to the letter of
- " AMQ. Reg. Lazio - Umbria # MT. 36415 14/11 dated
- " 13.2.45. - To be ~~the~~ registered in the
- " name of A.M.S. -

As I sat Maj. Gornier knows that the vehicle has to be carried away, he asks me to put into the verbal the following:

- " the vehicle belongs to the A.M.S.
- " and therefore any action against it
- " has to be taken through the D.C.
- " and, meanwhile the bus is to be
- " considered free of seizure and to
- " continue in service on the regular
- " passenger line Rome - Aquila - Pescara.

In consideration of the intervention of Major Gornier I delay the physical

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aportation of the vehicle which remains
under seizure, awaiting for the final decision
of the President of the Tribunal of Rome,
concerning the ownership of the ^{said} vehicle.

The ~~to~~ above will be adopted
As the AC in order that the persons
interested may appear to the audience
of the 30th-6-1945.

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R. Tribunale Civile e Penale di Roma

L'anno 1945 il giorno 27 del mese di giugno, in Roma, in Via Gino Gapponi n. 56, nell'Officina S. Giovanni", alle ore 9.30 ; su istanza del sig. Avv. Giuseppe Ideo, quale Vice Commissario straordinario della Azienda tranviaria di Milano, elettivamente dante, agli effetti della presente procedura, in Roma, in Via Solferino n. 15, presso e nello studio dell'Avvocato Marino Piccinella; in forza di decreto emanato dall'illmo sig. Presidente di questo tribunale, in data 26 corrente, con cui si ordina il sequestro giudiziario dell'automezzo di cui al ricorso che precede detto decreto, e nomina custode il sig. Artusi Serafino, dante in Milano, Via Barile n. 14, con facoltà di aspetto dell'automezzo sequestrato e di funzionamento. Io sottoscritto Ufficiale Giudiziale del Tribunale di Roma, munito del titolo e con lo intervento del sig. Artusi predetto e di due Agenti, all'uopo richiesti, ed inviati dal Commissariato romano, signori Niccolis Antonio e Alimonti Luigi, del sig. Pagni Dante, danti in Milano, al Corso Lodi n.

1228



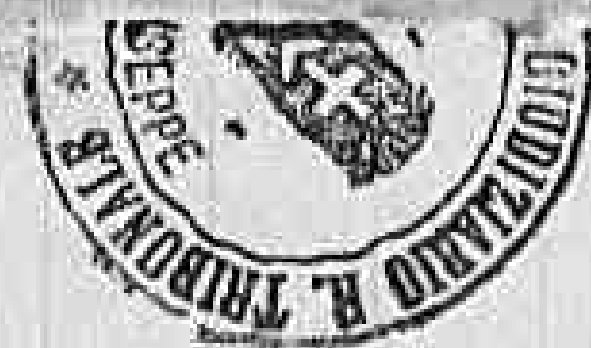
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1228

Leopoldo, conto in Via del Pigneto n. 187, Arcesei
Vittorio, conto in Via Monteverde n. 72 e Serrani Ni-
cola conto in Via Calabria n. 32, manuali da me richie-
sti, pure per quanto possa occorrermi nelle operazioni
ni commesse. Unitamente al Prore dell'Istituto,
Avv. Picchinella Marino, ho richiesto di qualcuno
dell'Ufficio che rappresentasse il Titolare di queste
"Officine S. Giovanni", in assenza del Titolare stes-
so. Si sono presentati i signori Pizzelli Francesco
e Pizzelli Primo, il primo qualificatosi per cognome
del gestore, sig. Chimentin Umberto conto in Roma,
in Via Adelaide Ristori n. 22, il secondo Capo Ufficio
delle Officine stesse, ai quali ho fatto nota la mia
qualifica ed esibito il decreto, leggendone il conte-
nuto e facendo quindi noto, altresì, lo scopo del mio
accesso, invita, doli ad esibirmi l'autovettura di che
trattasi. Ed i medesimi mi hanno esibito l'autovettu-
ra, dichiarandomi che, pur avendo la indicazione di
targa diversa da quella di cui alla indicazione di tar-
ga fatta nel decreto, è l'autovettura da me richiesta,
e mi viene consegnato il libretto di circolazione re-
lativo. E, poichè mancano le quattro gomme posterio-
ri, invito i titolari a provvedere, mentre, intanto,



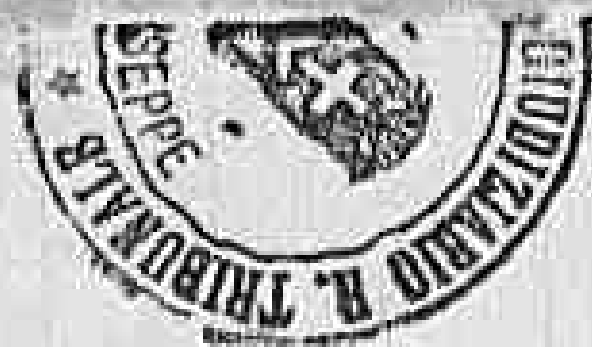
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mi commessimi. Unitamente al Prore dell'istante,

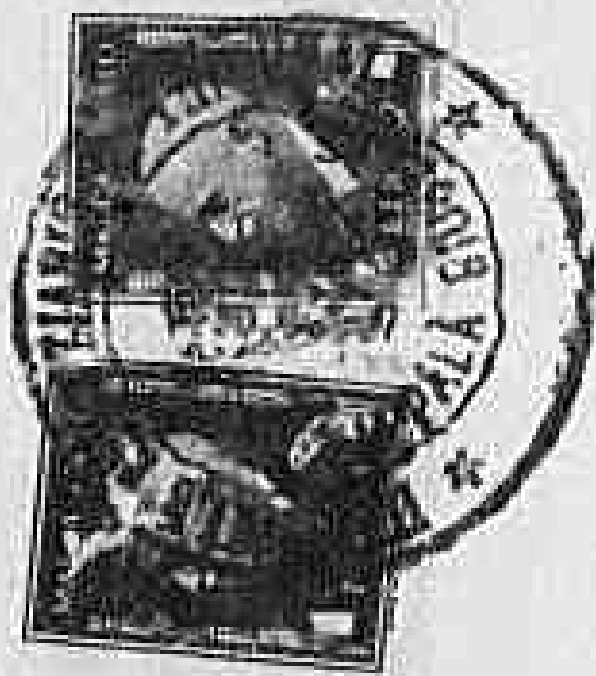
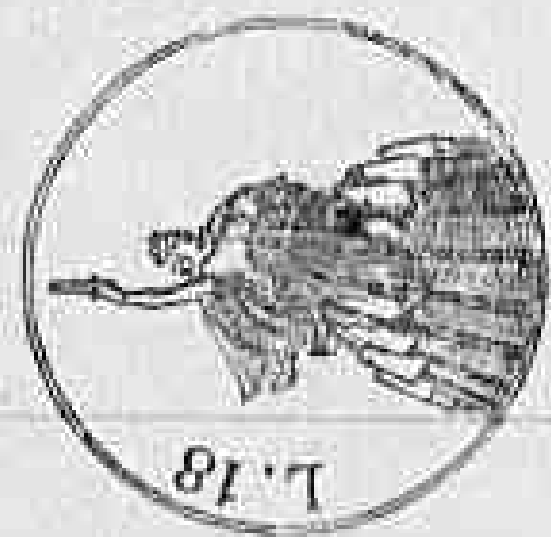
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nuto e facendo quindi noto, altresì, lo scopo del mio
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stattersi. Ed i medesimi mi hanno esibito l'autovettu=
ra, dichiarandomi/ che, pur avendo la indicazione di
targa diversa da quella di cui alla indicazione di tar=
ga fatta nel decreto, è l'autovettura da me richiesta,
e mi viene consegnato il libretto di circolazione re=
lativo. E, poichè mancano le quattro gomme posterio=
ri, invito i titolari a provvedere, mentre, intanto,
mi vengono mostrate nel magazzino dell'officina.

Ho procedere alla verifica del numero del motore, che
non leggesi sfiatto, inquantochè martellato, mentre ri=





sulta il numero dello chassis 31797 = vicino a detto numero appare chiara l'aggiunta di un numero "I", ma staccato e malamente apposto, in forma un po' diversa degli altri numeri.

Io Ufficiale giudiziario, in esecuzione dell'incarico, dichiaro posta sotto sequestro^o, data la certezza della identità della vettura da sottoporre a sequestro, ~~xxx~~

sia per la dichiarazione resa dai signori Pizzilli, sia perchè un numero che trovai sul motore risulta martellato, sia anche perchè rilevo sullo chassis il numero segnato sul decreto, corrispondente a quello dello chassis stesso. Vero è che risulta anche altro numero sullo chassis, ma è evidente che un tale numero fu apposto successivamente per adattarlo e farlo corrispondere a quello di data recente. /^o l'autovettura apposta Sequestro quindi in via giudiziaria l'autobus di che trattasi, predetto, e cioè: " una^a autobus Fiat 656 " (targato sotto altro numero) col telaio n. ~~xxxx~~ " 31797, irriconoscibile nel numero di motore, perchè " martellato, rilevandosi solo il primo " O ".

Dichiaro immesso nel possesso dello ufficio conferi-

trati del Decreto, il sig. Arturo Serafino, danto in

1227



sulta il numero dello chassis 31797 = vicino a detto numero oppure chiera l'aggiunta di un numero "1", ma staccato e malamente apposto, in forma un po' diversa dagli altri numeri.

Io Ufficiale giudiziario, in esecuzione dell'incarico, dichiaro posta sotto sequestro, data la certezza della identità della vettura da sottoporre a sequestro, sia per la dichiarazione resa dai signori Pizzilli, sia perchè un numero che trovasi sul motore risulta martellato, sia anche perchè rilevo sullo chassis il numero segnato sul decreto, corrispondente a quello dello chassis stesso. Vero è che risulta anche altro numero sullo chassis, ma è evidente che un tale numero fu apposto successivamente per adattarlo e farlo corrispondere a quello di data recente. /ol'autovetturella appsta Sequestro quindi in via giudiziaria l'autobus di che trattasi, predetto, e cioè: " una^autobus Fiat 656 " (targato sotto altro numero) col telaio n. ~~xxx~~ " 31797, irriconoscibile nel numero di motore, perchè " martellato, rilevandosi solo il primo " 0 ".

Dichiero immesso nel possesso dello ufficio conferitogli dal Decreto, il sig. Artusi Serafino, domo in Milano, Via Barile n. 14, con facoltà di esporto dell'automezzo sequestrato e di funzionamento, e con ingiunzione, sia alla Società "Officine s. Giovanni",

1227



sia a chiunque altro di non turbare il sig. Artusi nel-
lo edempimento del suo incarico in alcun modo, sotto
le comminatorie di legge. Provvedo quindi a far montare
le quattro gomme della parte posteriore, ma, poichè
tal Chimentin, che trovavasi nella officina, ed ove
le quattro gomme erano state messe, i cui nuleri ho ri-
scontrato, dopo l'assicurazione avuta che erano quelle
le facenti parte dell'autobus, si opponeva alla uscita
delle medesime, ho ritenuto opportuno fare inter-
venire dato il raduno degli operai presentatisi, altri
Agenti del Commissariato locale, che sono intervenuti
nelle persone dei Brigadieri Todini Quinto e Bellan-
tuomo Savito, col Vice Brigadiere Camadu Giuseppe e
l'Agente Guardianopoli Eligio. Ordino ai quattro ope-
rai sopra costituiti di montare le quattro gomme, il
che viene operato == e fo invito al custode giudiziario,
che munito di estratto del presente, di provvedere
all'asporto, mentre fo verificare nell'interno
della vettura, se, eventualmente vi siano oggetti di
spettanza altrui, anzi lo stesso sig. Pizzilli Francesco
procede a tale verifica. A questo punto si

200

sia a chiunque altro di non turbare il sig. Artusi nel-
lo adempimento del suo incarico in alcun modo, sotto
le comminatorie di legge. Provvedo quindi a far montare
le quattro gomme della parte posteriore, ma, poiché
tal Chimentin, che trovavasi nella officina, ed ove
le quattro gomme erano state messe, i cui ruotini ho ri-
scontrato, dopo l'assicurazione avuta che erano quelli
le facenti parte dell'autobus, si opponeva alle uscite
delle medesime, ho ritenuto opportuno fare inter-
venire dato il raduno degli operai presentatisi, altri
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nelle persone dei Brigadieri Todini Quinto e Bellan-
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della vettura, se, eventualmente vi siano oggetti di
spettanza altrui, anzi lo stesso sig. Pizzilli Fran-
cesco procede a tale verifica. A questo punto si
presentano i signori: "Major H.M., Downey Frans (sub)
"Commission Allied Commission Aq Apo=394= U.S. Army,
"unitamente all'interprete, qualificatosi per il dott.
"Marzano Bruno. A questi ultimi riferisco la mia qua-

lifica e quanto ho eseguito in forza del provvedimento
to Presidenziale, invitandoli a constatare quanto ri=
sulta operato, sia sul motore circa il martellamento,
sia sullo chassis. Il Maggiore mi fa rilevare l'al~~XXXXXX~~
tro numero risultante in ~~div~~iva parte dello chassis,
ed io, a mezzo sempre dell'intrprete, pongo in rilie=
vò che ciò può essere la risultante di una punzonatu=
ra posteriore. Mi viene esibito il libretto che at=
tualmente posseggono i Titolari dell'Officina, già esi=
bitomi, "indata 7 aprile 1945, intestato a Allied Mi=
"litary Government Region Lazio =Umbria". Da tale
libretto risulta quanto appresso: " telaio 658 R.N.L.,
" n. 82878 d'uff. = motore n. 82878 d'uff. ==, con
la seguente ennotazione: " autoveicolo sprovvisto di
precedente~~XXXXXX~~ licenza = collaudato ai sensi del=
la nota n. M.T (36415. I4/H, in data 13.2. '45 =
Headquarters Allied Military Gouvernement Lazio
Umbria Region V. nota a pag. 5) Ed a pag. 5 leggesi:
da immatricolarsi al nome dell'Allied Military (La=
zio Umbria Region) Il sig. Maggiore H. M. Downey,
attraverso l'intrprete mi fa inserire a verbale quan=
to appresso, allorchè Gli ho fatto riferire che il cu=

1226

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da immatricolarsi al nome dell'Allied Military (La=
zio Umbria Region) Il sig. Maggiore H. M. Downey,
attraverso l'interprete mi fa inserire a verbale quan=
to appreso, allorchè Gli ho fatto riferire che il cu=
stode giudiziario designato dal sig. Presidente dove=
va asportare l'autobus sequestrato;

" questo autobus appartiene al Governo Militare Al=

"leato, e, pertanto, qualunque azione debba eserci-
"tarsi sul veicolo, deve esperirsi attraverso la Com-
"missione Alleata, sita in Via Veneto (già Ministe-
"ro delle Corporazioni); che, nel frattempo, l'auto-
"veicolo deve ritenersi libero e deve proseguire il
"servizio di ~~Rxxxxx~~ linea " Roma=Aquila=Pescara",
" con trasporto di posta.

A questo punto, null'altro dichiarandomi di dovere
aggiungere e facendo atto di allontanarsi, invito lo
interprete a far presente al Maggiore che non posso
io, Ufficiale Giudiziario, impartire al custode un or-
dine definitivo in tale senso, ma debbo invitare lo
istante a mezzo dell'Avv. Picchinenna, a comparire
dinanzi al sig. Presidente per la emissione di quel
decreto che riterrà necessario emettere circa l'aspor-
to dal medesimo ordinato al custode, e che quest'og-
go io Uff. Giud., in ossequio al desiderio espresso
dal Rappresentante il Comando Alleato, fo sospendere,
lasciando, però l'autobus sequestrato, il sig. Ar-
tusi, in deposito provvisorio, presso questa Società,
sotto le comminatorie di legge, e di lui disposizione
~~esperxxxxxx~~ in attesa degli ordini ulteriori di

istituto facendo presente, con chiarezza, che l'autor-

"leato, e, pertanto, qualunque azione debba eserci-
"tarsi sul veicolo, deve esperirsi, attraverso la Com-
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io, Ufficiale Giudizierio, impartire al custode un or-
dine definitivo in tale senso, ma debbo invitare lo
istante a mezzo dell'Avv. Picchinenna, a comparire
dinanzi al sig. Presidente per la emissione di quel
decreto che riterrà necessario emettere circa l'aspor-
to dal medesimo ordinato al custode, e che quest'og-
go io Uff. Giud. , in ossequio al desiderio espresso
dal Rappresentanteil Comando Alleato, fo sospendere,
lasciando, però l'autobus sequestrato, il sig. Ar-
tusi, in deposito provvisorio, presso questa Società,
sotto le comminatorie di legge, a di lui disposizione
~~xxxxxxx~~ in attesa degli ordini ulteriori di
giustizia, facendo presente, con chiarezza, che l'auto-
bus rimane qui appunto in attesa delle provvidenze
che detterà l'Illmo sig. Presidente, quale Giudice di
esecuzione. A questo punto riporto a verbale le

indica
~~xxxxxx~~ioni delle quattro gomme che fanno parte del
compendio sequestrato e cioè: Michelin H270 per 22 sen=
za numero, ma portante il timbro nel punto dello "O",
a ceralacca, con la dicitura " 27 giu 45 Uff.Giud.Trib.
"Roma Controllo P "; altra "Michelin" 270 per 22 C.D.
"692969 = Dunlopp 270 per 22 = 5500343 = e Pirelli
270 per 22 senza numero, ma nello " O " il timbro a
ceralacca, come ho operato sulla gomma precedente =
il tutto constatato e fatto in precedenza e durante
le operazioni di sequestro.

1885

Fisso, d'accordo con l'Avv. Picchinella la compa=
rizione del Rappresentante l'istante per giorno tren=
ta (30) giugno corrente , ore 10,30, dinanzi al sig.
Presidente nel suo Gabinetto al Palazzo di Giusti=
zia, per eliminare la difficoltà sorta nel corso del=
la esecuzione e sentirsi il custode emettere gli op=
portuni ulteriori provvedimenti .

Mi riservo la notifica del presente verbale al Coman=
do Alleato, onde sia fatto consapevole della data
suddetta, e possa intervenire ove lo ritenga oppor=
tuno. Ingiungo alla Società " Officine S. Giovanni",
e, per essa, ai due Rappresentanti quest'oggi costiti

indica le operazioni delle quattro gomme che fanno parte del
compendio sequestrato e cioè: Michelin H270 per 22 sen-
za numero, ma portante il timbro nel punto dello "O",
a cerelacca, con la dicitura " 27 giu 45 Uff. Giud. Trib.
"Roma Controllo P "; altra "Michelin" 270 per 22 C.D.
"692969 = Dunlopp 270 per 22 = 5500343 = e Pirelli
270 per 22 senza numero, ma nello " O " il timbro a
cerelacca, come ho operato sulla gomma precedente =
il tutto constatato e fatto in precedenza e durante
le operazioni di sequestro.

Fisso, d'accordo con l'Avv. Picchinella la compa-
rizione del Rappresentante l'istante per giorno tren-
ta (30) giugno corrente , ore 10,30, dinanzi al sig.
Presidente nel suo Gabinetto al Palazzo di Giusti-
zia, per eliminare la difficoltà sorta nel corso del-
la esecuzione e sentirsi il custode emettere gli op-
portuni ulteriori provvedimenti .

Mi riservo la notifica del presente verbale al Coman-
do Alleato, onde sia fatto consapevole della data
suddetta, e possa intervenire ove lo ritenga oppor-
tuno. Ingiungo alla Società " Officine S. Giovanni",
e, per essa, ai due Rappresentanti quest'oggi costie-
tutti a verbale, riferendone a chi di ragione, di
conservare la vettura con le sei gomme su descritte
in perfetto stato, in attesa dei provvedimenti di giu-

1125

stizia, riconoscendo nel sig. Artusi la qualifica di cui è stato investito, essendo lo stesso Artusi stato immesso nel possesso dell'autobus, ma non avendo potuto provvedere all'asporto ~~per~~ a causa dell'intervento del sig. Maggiore H.L. Downer, per cui ho stimato prudente la sospensione di un tale asporto, come sopra ho riferito. L'Avv. Picchinenna, a questo punto, fa presente che il servizio oggi esercitato dallo attuale incaricato, può proseguirsi attraverso la persona del sequestratario, salvo quelle pratiche necessarie da esperirsi presso il Comando Alleato; durante il giudizio di merito sarà stabilito a chi debba attribuirsi la proprietà dell'autoveicolo, che, appunto perché controversa la proprietà sottoposta a sequestro giudiziario.

Del che è verbale sottoscritto come appresso, letto e confermato e chiuso alle ore 12,20 =
Firmati AVV. Marino Picchinella = Artuso Serafino custode sequestratario = I Signori Pagni, Airaghi ed i quattro operai si sono allontanati. Maccolis Antonio guardia di P.S. Alimonti Luigi G.S. di P. S.

Todini Quinto Brig/ di P.S. Gli altri Agenti della Forza Pubblica si sono allontanati per motivi di servizio.

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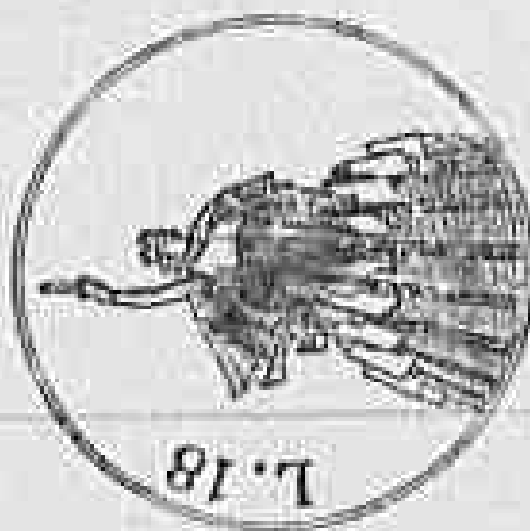
Del che è verbale sottoscritto come appresso, letto e confermato e chiuso alle ore 12,20 =
Firmati AVV. Marino Picchinella = Artuso Serafino custode sequestratario = I Signori Pagni, Airaghi ed i quattro operai si sono allontanati. Maccolis Antonino guardia di P.S. Alimonti Luigi G.S. di P. S.

Todini Quinto Brig/ di P.S. Gli altri Agenti della Forza pubblica si sono allontanati per motivi di servizio. Pizzilli Francesco = Pizzilli Priamo
Giuseppe Zappala Ufficiale giudiziario

Per copia. conferim. all'or.

Mod. 21 30.6.48

~~Palazzo Quirinale~~



revised



at Good
in Beverly
Mass. 1883

122

Sulla istanza medesima;
 e sottoscritto uff. Genl. Sec. di
 Castel di Roma (ho. per ogni
 effetto di legge, sottoscritto e
 verbale fa letto più or. Coman-
 do sulle Com. come al.
 Leate (A. Appo 394-).

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J. J. J. J.

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2. Ad. 10. 20.

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24. 25.

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07

[illegible]

del 4^{to} Capitano Caputo,
alle ore 10.30 sec. d.
30 convenuti in una
conferenza con 2
membri del 4^{to} Capitano
Biondini, addece alle
eventuali ore in luogo
di capo incaricati

1^a parte di 29 in due
1945
L. 11/11/45
L. 11/11/45
L. 11/11/45
L. 11/11/45



1223

93 Piazza Cavour
ROME - June 16th, 1945

The Hon. Allied Commission (Transportation)

ROME

1222

The writer, on behalf of the Firm GIULIO FORLINI of Pescara, Province of Pescara, transport contractors of Subsidized public services operating in the Pescara district, begs to report what follows:

Sometime in July 1944, Allied Officers, apparently British stopping by the pine-wood in the vicinity of Pescara, where they remained two days, found in the said locality, where the Forlini concern had previously hidden it to avoid seizure by the Germans, a motor-bus "SSA", MARCOIDES ENGINES, LICENSE No "PE 4764". Upon leaving the place the officers carried away the said motor-bus towed to a truck which bore the number 58235-12 and another number, 442777 (4322 PE) painted on the window of the driver's cabin. The vehicle on which the officers had arrived and departed bore the number 4627715 R.E.G.I.

The watchman whom the Forlini concern had entrusted with the safe keeping of the bus related that he tried to secure, but without success a receipt or certificate of seizure, very likely because he was not understood or for reasons which he could not very well explain.

The Forlini concern made in due course tentative approaches with the Command, V th. Legion (Col. Seibold) with an object to locate their bus, and had been assured that an enquiry would have been made to that effect in order that the motor-bus as above seized might be either returned or placed under proper requisition status. However the V th. Legion Command has left the Pescara district without the Forlini concern having received any satisfaction.

Under the circumstances the Firm "Giulio Forlini" through the medium of the undersigned begs respectfully to submit the matter to the Hon. Allied Commission with an object to obtain locating their motor-bus above described so that the property may be returned when no longer needed and at any rate be placed under requisition status for any possible future claim.

The writer would be very much obliged for the acknowledgment of this writing, and remains

Very respectfully

The writer, on behalf of the firm Moroli, Province of Pescara, transport contractors of subsidized public services operating in the Pescara District, begs to report what follows:

Sometime in July 1944, Allied Officers, apparently British stopping by the pine-wood in the vicinity of Pescara, where they remained two days, found in the said locality, where the Forlini concern had previously hidden it to avoid seizure by the Germans, a motor-bus "SPA", MARQUES ENGINE, LICENSE No "PE 4764". Upon leaving the place the officers carried away the said motor-bus towed to a truck which bore the number 58285-12 and another number, 442777 (4322 PE) painted on the window of the driver's cabin. The vehicle on which the officers had arrived and departed bore the number 4627715 R.E.C.I.

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The writer would be very much obliged for the acknowledgment of this writing, and remains

Very respectfully

(FRANCO MOROLI)
(Signed) F. MOROLI

SUBJECT: Court of Inquiry - JUNE OF TRIUMPH MOTOR-CYCLE C 5205728.

Distribution:-
See below.

DD FORM 57/1
23 Feb 45

63/1

1. By order of the Regional Commander, a Court of Inquiry will assemble on order of Region HQ, Room 10, 1000 hrs Monday 5 Mar 45 to inquire into the loss of W.D. Motor Cycle C 5205728 held on charge by Major V. Guy, R.A.

Lt Col R.N. Holmes - P.O. - President
Major W.C. Pitt - R.A. - Member
Capt B.C. Jefferson - R.A. - Member
The following officers will attend to give evidence:-
Major V. Guy - R.A.

1221

2. Proceedings will be forwarded to O.O. British Detachment, Region HQ, on AFM2 on completion of Inquiry. The Court will state inter alia
(a) that the motor-cycle alleged to have been lost was actually held on charge and to whom

(b) who was responsible for its safe custody
(c) what steps were taken to safeguard the property and whether they were adequate having regard to all the circumstances
(d) how the loss occurred and when
(e) what individual or individuals were responsible and whether due to gross negligence or not
(f) The degree of financial responsibility and penalty recommended to be inflicted on the person or persons found responsible
(g) what other disciplinary action should be taken
(h) what steps can be taken to avoid a recurrence of such losses.

3. Care will be taken that the provisions of FM25A(D) are complied with. Major Guy will be present throughout the inquiry. He will give evidence if required and will also be given an opportunity of cross-examining all witnesses and of calling witnesses on his own behalf.

4. Copies of Notes for Guidance of Officers on Courts of Inquiry are enclosed for President; they will be returned to O.O. British Detachment together with proceedings.

Field
G.M.P.
HJW/OS

Distribution

Lt Col R.N. Holmes - P.O.
Major W.C. Pitt - R.A.
Capt B.C. Jefferson - R.A.
Major V. Guy - R.A.

R.A. Smith
Capt,
O.O. British Detachment,
Allied Command, Southern Region.

1221

Major R.G. Hill - R.A. - Member
 Capt B.G. Jefferson - R.A. - Member
 The following officer will attend to give evidence:-
 Major V. Guy - R.A.

2. Proceedings will be forwarded to O.G. British Detachment, Region HQ, on AM2 on completion of Inquiry. The Court will state inter alia (a) that the motor-cycle alleged to have been lost was actually held on charge and to whom

- (b) who was responsible for its safe custody
- (c) what steps were taken to safeguard the property and whether they were adequate having regard to all the circumstances
- (d) how the loss occurred and when
- (e) what individual or individuals were responsible and whether due to gross negligence or not
- (f) The degree of financial responsibility and penalty recommended to be inflicted on the person or persons found responsible
- (g) what other disciplinary action should be taken
- (h) what steps can be taken to avoid a recurrence of such losses.

3. Care will be taken that the provisions of NP25A(2) are complied with. Major Guy will be present throughout the inquiry. He will give evidence if required and will also be given an opportunity of cross-examining all witnesses and of calling witnesses on his own behalf.

4. Copies of Notes for Guidance of Officers on Courts of Inquiry are enclosed for President; they will be returned to O.G. British Detachment together with proceedings.

Field
 C.M.P.
 R/W/CS

R. S. S. S.
 Capt,
 O.G. British Detachment,
 Allied Command, Southern Region.

Distribution

- Lt Col R.M. Holmes - P.O.
- Major W.G. Birt - R.A.
- Capt B.G. Jefferson - R.A.
- Major V. Guy - R.A.
- HQ Allied Commission, Transportation Sub-Commission - ref your AG/8/63/TH.5 dated 31 Jan 45.
- HQ Allied Commission, Agriculture Sub-Commission - please arrange for evidence to be provided by representative that motor-cycle was held on charge by Major Guy.

Circulation File.

60PYHEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

9th August 1944

REFERENCE : 16077/G-1
 SUBJECT : Notes on Courts of Inquiry (British).
 TO : Distribution Below.

The attached Notes are issued for the information and guidance
 of Officers detailed to attend Courts of Inquiry (British).

FOR THE ESTABLISHMENTS OFFICER:

sgd/ A.S. Farrar Major
 for J.L. JONES,
 Lt. Colonel,
 G-1 (B)

1220

ASF/JRG

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O.C. British Detachment		(1)
G-4		(1)
Adjutant		

Copies forwarded to Piemonte Region
 Liguria Region
 Lombardia Region
 Venezia Region

26 September 1944

NOTES FOR THE GUIDANCE OF OFFICERS ON COURTS OF INQUIRY

The following notes are issued as a guide to officers who are called upon to Assemble Courts of Inquiry or to act as President or Members.

Responsible officers will ensure that all Presidents of Courts of Inquiry have a copy of these notes in their possession before and during the proceedings.

All officers having to express opinions will have a copy of these notes at hand for reference.

The correct procedure for dealing with Courts of Inquiry is not always followed, resulting in loss of time, particularly in completing disciplinary and "write off" action.

Courts of Inquiry will be convened in the following cases:

- (a) Accidents resulting in death.
- (b) Injuries as required by GHO 40/44.
- (c) Fires or explosions resulting in injury or damage to property or equipment.
- (d) Loss of arms or equipment in cases where a Court is necessary to establish the cause of loss and in all cases of loss of revolvers.
- (e) Absence without leave - after 24 days.
- (f) When loss or damage to property exceeds £ 50 (K.R. 1940 para 769(a))
- (g) When ordered by higher authority.

1. GENERAL PROCEDURE

Losses will be reported immediately they are discovered and except in such cases-particularly in financial matters-more correct conclusions can not be arrived at without it, a Court of Inquiry will be assembled and all action taken to dispose of the case as expeditiously as possible. However practicable the Courts will be convened to assemble on a date within 14 days of the occurrence which is the subject of the Inquiry. In every case where a Court of Inquiry does not sit within the period mentioned, the Convening Officer will, when forwarding the proceedings, include in his covering letter of explanation for the delay. A Court of Inquiry may consist of one or more officers with one or more W.Os or N.C.Os.

2. The relaxation of normal loss procedure does not in any way relieve Commanding Officers of their responsibility for inquiring into a case in which it is not clear that the loss arose from causes outside the control of any individual, or for assembling Courts of Inquiry to investigate losses or damage where the circumstances render it desirable.

3. In all cases where Officers or other Ranks are afforded an opportunity of being heard or towards the cost of articles lost as a result of their

2 5 7 3
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The correct procedure for dealing with Courts of Inquiry is not always followed, resulting in loss of time, particularly in completing disciplinary and "write off" action.

1219

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- (e) Absence without leave - after 21 days.
- (f) When loss or damage to property exceeds £ 50 (K.R. 1940 para 769(a))
- (g) When ordered by higher authority.

1. GENERAL PROCEDURE

Losses will be reported immediately they are discovered and except in such cases-particularly in financial matters-where correct conclusions can not be arrived at without it, a Court of Inquiry will be assembled and all action taken to dispose of the case as expeditiously as possible. However practicable the Courts will be convened to assemble on a date within 14 days of the occurrence which is the subject of the Inquiry. In every case where a Court of Inquiry does not sit within the period mentioned, the Convening Officer will, when forwarding the proceedings, include in his covering letter of explanation for the delay. A Court of Inquiry may consist of one or more officers with one or more W.Os or N.C.Os.

2. The relaxation of normal loss procedure does not in any way relieve Commanding Officers of their responsibility for inquiring into a case in which it is not clear that the loss arose from causes outside the control of any individual, or for assembling Courts of Inquiry to investigate losses or damage where the circumstances render it desirable.

3. In all cases where Officers or other Ranks are afforded an opportunity of paying for or towards the cost of articles lost as a result of their misconduct or neglect, certificates, in triplicate, must accompany the proceedings to the effect:-

(a) In the case of Officers-that the Officer is willing to pay.

(b) In the case of Other Ranks-that the Soldier does not elect trial by Court-Martial.

4. The disciplinary action recommended in cases which have to be submitted to higher authority will not be put into effect until approved by higher authority, unless the whole of the loss is covered by the proposed action and no write-off is called for. In this connection attention is drawn to the limit of £ 40 which is the maximum stoppage a Commanding Officer can award against a soldier to make good a loss against the public.

5. Cases against soldiers involving the loss or destruction of

valuable stores, arms and ammunition, will not be dealt with summarily by Commanding Officers. A Summary of Evidence will be taken in every such case and if it appears that there is a prima facie case against the accused, he will be tried by Court-martial. Any case which presents difficulty will be referred to the Legal Staff Officer at District HQ, or Area/Sub Area for advice before trial and two copies of the summary will accompany the application for advice. When a Summary of Evidence is ordered in the first instance a Court of Inquiry will not be held. Examples of such cases are:-

- (a) The destruction by fire of vehicles and their loads through their drivers striking matches or smoking near leaking petrol tins.
 - (b) The loss of vehicles by leaving them unattended.
6. Proceedings will always be submitted in triplicate and where it is necessary to arrive at the value of a loss and a write-off is called for, the proceedings will be accompanied by:-

A.Fs.G. 998 submitted, in triplicate, certified by an Officer the R.A.O.C. or other service concerned.

7. INSTRUCTIONS ON CONVENING A COURT OF INQUIRY

(a) The instructions convening a Court of Inquiry will be written. They will be full and specific and will state the general character of the information required or not. (Rules of Procedure 125(A).)

(b) If evidence is required on Oath, the authority convening the Court will so direct. (Rules of Procedure 125(O).)

(c) Wherever possible Courts of Inquiry should be given a specific set of questions to answer with a view to eliciting:-

- (i) That the cash, stores or supplies, alleged to have been lost were actually in possession or held on charge and their value.
- (ii) Who was responsible for their safe custody.
- (iii) What steps were taken to safeguard public property and whether they were adequate having regard to all circumstances.
- (iv) How the loss occurred.
- (v) What individual or individuals were responsible and whether due to gross negligence or not.
- (vi) The degree of financial responsibility and penalty recommended to be inflicted on the person or persons found responsible.
- (vii) What other disciplinary action should be taken.
- (viii) What steps can be taken to avoid a recurrence of such losses.

(d) The object of Court of Inquiry is to place responsibility and this responsibility must be individual. Responsibility cannot in law be placed on a Unit collectively except in the case of Barrack Damages. Only when full investigation has proved that no person or persons could be held responsible should there be

- (b) The loss of vehicles by leaving them unattended.
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(b) If evidence is required on Oath, the authority convening the Court will so direct. (Rules of Procedure 125(C).)

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(d) The object of Court of Inquiry is to place responsibility and this responsibility must be individual. Responsibility cannot in law be placed on a Unit collectively except in the case of Barrack Damages. Only when full investigation has proved that no person or persons could be held responsible should there be a finding that the loss should be borne by the public.

(e) A Schedule of the articles lost, priced and summarised in the form prescribed in Annex II, to these notes, should be produced as evidence at the Inquiry and signed by the President of the Court. In the case of accounting units A.Ps.G. 998 certified by an Officer of the R.E., R.A.S.C., R.A.O.C. or R.E.M.E. will be used for these purposes.

(f) Written reports of the results of the inquiries by the Civil and Military Police should be forwarded with the proceedings of the Court.

(g) Wherever possible witnesses should attend in person but, if a witness is not available owing to the exigencies of the service, the original of his signed statement should be attached to the proceedings and marked by the President who should state the reasons for the non attendance of the witness.

(h) Whenever in appears possible that the character or Military reputation (which includes allegations of negligence) of an Officer or Soldier may be affected as the result of a Court of Inquiry, the convening Officer should take all necessary steps to ensure that the provisions of Rules of Procedure 125A(B) are complied with. In such the terms of reference should contain a clause to the following effect:-

"Care will be taken to ensure that the provisions of Rules of Procedure 125A(B) are complied with. Lieut. ---, Pte. --- will be present throughout the Inquiry. They will themselves give evidence if required and will also be given an opportunity of cross-examining all witnesses on their own behalf".

(j) Attention is directed to K.R. (1940) paras. 764(a) and 769(a) in regard to the composition of a Court of Inquiry.

SPECIAL PROCEDURE FOR CERTAIN LOSSES.

1218

1.

Loss by fire.

Attention is directed to G.R.O. 199/43 (~~Extracts to be sent to the~~ ~~to the~~

2.

Losses in Transit.

Whenever loss of stores or equipment takes place in transit and a Court of Inquiry is held, a representative of Mov. and Tr. will invariably be present throughout proceedings.

3.

Loss of Arms.

(a) Losses of arms, ammunition and explosive stores, Government or private, will be reported by signal immediately to H.Q. Area/Sub Area.

(b) Any Officer or O.R. who loses his arms, will be tried by Court-Martial unless a Formation Comd, or Area/Sub Area Comd. dispenses with trial.

4.

Loss of Public Money Due to Enemy Action.

(a) Future losses of public money owing to enemy action will be dealt with according to K.R.'s 1940, para. 768 in the same manner as normal cash losses.

(b) All future cases of writes-off due to loss of public money through any cause whatsoever, will, when submitted to higher authority for approval, be accompanied by a statement in original from the Paymaster, who normally audits the account concerned. This statement will be obtained by the imprest holder and will indicate the sum which is deficient in the account.

(c) No charge will be made by the Paymaster to the special Losses Suspense

(j) Attention is directed to K.R. (1940) paras. 764(a) and 769(a) in regard to the composition of a Court of Inquiry.

○
●
○
●

Loss by fire.

with

Whenever loss of stores or equipment takes place in transit and a Court of Inquiry is held, a representative of Mov. and Tn. will invariably be present throughout proceedings.

(a) Losses of arms, ammunition and explosive stores, Government or private, will be reported by signal immediately to H.Q. Area/Sub Area.

4. Loss of Public Money Due to Envy Action.

(b) All future cases of writes-off due to loss of public money through any cause whatsoever, will, when submitted to higher authority for approval, be accompanied by a statement in original from the Paymaster, who normally audits the account concerned. This statement will be obtained by the imprest holder and will indicate the sum which is deficient in the account.

(d) It is notified that the above applies to losses of Public Funds only. Any losses of cash which are the unit's regimental funds will be borne by the Unit.

Thefts.

(a) C.O.s will report the loss to the nearest D.A.P.M. informing him whether or not the Civil Police is being informed direct.

(b) The D.A.P.M. will be responsible for conveying the information to the S.I.B..

(c) a witness from C.I.P. or S.L.B. will give evidence at the Court of Inquiry

or a report from C.M.P. or S.I.B. will be attached to the proceedings.

6. Theft of Clothing.

(a) The provisions of War Clothing Regulations, para. 115, in respect of troops not quartered in permanent barracks have been relaxed. In deserving cases clothing lost by theft for which no person is convicted may be replaced free provided the consent of the Financial Adviser is obtained in each case.

(b) Courts of Inquiry held on such losses should express an opinion as to whether soldiers are deserving of free replacements and in other cases the Commanding Officer should make a recommendation giving his reasons.

(c) All action will be taken direct to the Financial Adviser by the Commander having financial power to deal with the loss.

7. Losses - Vehicles & Spare Wheels.

(a) With losses of this nature, full particulars of the vehicles, including engine number and any other registered numbers, will be reported by the G.C. Unit concerned to the nearest D.A.P.M.

(b) O.S. Units will maintain a register of the numbers of W.D. tyres, and in case of loss, full particulars will be given when reporting the loss.

(c) The fact that paras. (a) and (b) have been complied with will be recorded at any subsequent Court of Inquiry.

(d) A witness from the C.M.P. will give evidence at the Court of Inquiry or a report from C.M.P. or S.I.B. will be attached to the proceedings.

8. Traffic Accident.

(a) A Court of Inquiry need NOT be held to investigate a traffic accident, unless:-
(i) Service personnel have been injured or killed, and a Court of Inquiry is required by G.R.O. 40/44, para. 2. (Note particularly that G.R.O. 40/44 does NOT apply to Battle Casualties, and applies only to certain Battle accidents).

or (ii) The O.C. is satisfied that it is the sole means of ascertaining the true facts.

or (iii) It is ordered by higher authority or requested by the Claims Commission.

(b) Only one Court of Inquiry will be held in respect of an accident. Where two or more Service drivers, belonging to different units, are involved, the Court of Inquiry will be held under arrangements to be made jointly between the Commanding Officers concerned.

(c) Formal sanction for the write-off of the cost of damage to W.D. vehicles resulting from traffic accidents will be sought only if:-

(i) The vehicle was being used without proper authority.

Officer should make a recommendation giving his reasons.

(c) All action will be taken direct to the Financial Adviser by the Commander having financial power to deal with the loss.

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(a) With losses of this nature, full particulars of the vehicles, including engine number and any other registered numbers, will be reported by the O.C. Unit concerned to the nearest D.A.P.M.

(b) O.C. Units will maintain a register of the numbers of W.D. tyres, and in case of loss, full particulars will be given when reporting the loss.

(c) The fact that paras. (a) and (b) have been complied with will be recorded at any subsequent Court of Inquiry.

(d) A witness from the C.I.P. will give evidence at the Court of Inquiry or a report from C.M.P. or J.I.B. will be attached to the proceedings.

8. Traffic Accident.

(a) A Court of Inquiry need NOT be held to investigate a traffic accident, unless:-

(i) Service personnel have been injured or killed, and a Court of Inquiry is required by G.R.O. 40/44, para. 2. (Note particularly that G.R.O. 40/44 does NOT apply to Battle Casualties, and applies only to certain Battle accidents).

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(b) Only one Court of Inquiry will be held in respect of an accident. Where two or more Service drivers, belonging to different units, are involved, the Court of Inquiry will be held under arrangements to be made jointly between the Commanding Officers concerned.

(c) Formal sanction for the write-off of the cost of damage to W.D. vehicles resulting from traffic accidents will be sought only if:-

(i) The vehicle was being used without proper authority.

(ii) The damage was due to gross carelessness and/or flagrant disobedience of orders, or

(iii) The vehicle was damaged beyond repair when on charge to Unit or formations which are still keeping accounts.

- 5 -

9. COMMON FAULTS IN COURTS OF INQUIRY

- (a) The inquiry is perfunctory and merely includes written statements of witness's evidence. Witnesses should be questioned on doubtful points if their evidence does not give the full facts.
- (b) One copy only of the proceedings is submitted. Original and three copies must be sent to this HQ.
- (c) Proceedings are submitted.
 - (i) In the case of Non-accounting Units, without a schedule of the articles lost priced and summarized in the form prescribed.
 - (ii) In the case of Accounting Units without A.F.G. 998, certified by an Officer of the R.E., R.A.S.G., R.A.Q.C. or R.E.M.E. **1217**
 - (iii) The priced list of A.F.G. 998 are not submitted in triplicate.
- (d) The Court finds that certain stores are deficient without first having received any evidence that they were ever in possession.
- (e) Court does not express an opinion as to responsibility for loss.
- (f) Documents are attached to the Proceedings without being signed by the president or referred to in the Proceedings.
- (g) In cases of fire, no sketch of the relative position of buildings or tents attached to the Proceedings.
- (h) The Proceedings reach higher formations long after the incident inquired into has taken place, thus in many cases rendering futile any decision to affect recovery from individuals owing to the many and sudden moves of Units.
- (i) The failure in appropriate cases, to observe the provisions of Rules of Procedure 125A (B).
- (j) President and/or Member of the Court are connected with the matter under examination. Provisions of K.R. (1940) para 764 (a) and 769(a) in regard to composition of Court, detailing of Officer NOT belonging to unit, concerned, not having been complied with.
- (k) No evidence or report from C.M.P. or S.I.B. is included in the Proceedings.

If the foregoing instructions are closely followed no difficulty should arise in the conduct of Courts of Inquiry or the rendering of Proceedings.

SWM/ami

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

*File
Chd.*

Tel. 489081
Ext. 285

G4/101/1

27th January, 1945.

SUBJECT: Stolen Vehicle

TO: A.F.M.Q. - for G-5

R/63

1216

1. Reference Dodge 3 Ton G.S. 4 x 2 L. 5619074.
2. Information has just reached G-4 to the effect that the above vehicle was stolen from the garage of SITA at Potenza on the 1st June, 1944.
3. A letter, a copy of which is attached hereto, was sent to this Headquarters reporting the loss, but this letter was mislaid and as a result no court of inquiry was held, nor further action taken to trace the vehicle.
4. Meanwhile, responsible officers, both at this Headquarters and in the Region concerned, have changed and in the circumstances it is considered that a court of inquiry held now could not possibly arrive at a useful decision.
5. The circumstances under which the loss occurred are shown in the attached letter, and it is requested that as a special case authority may please be given to write this vehicle off charge.
6. This case is very much regretted and orders have been given which, it is hoped, will avoid a repetition of such an incident.

For the Chief Commissioner.

*Sh. M. J. L. Col
Lt.*

NORMAN E. FISKE,
Colonel,
Deputy Chief of Staff,
Establishment Section.

*Copy of Transportation S-C (Your AC/R/63/Tu5
of 24 Jan 45 refers)*

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Ref. Spm/17/3
4 June 1944
1215

SUBJECT: Road Haulage - Stolen Vehicle.
TO: The Director, Transportation Sub Commission, H.Q., A.C.C.

1. At the B.L.F.A. garage, Potomac, on 1st June 1944, two vehicles scheduled for maintenance were not in the garage.
2. The manager stated that one vehicle was being unloaded prior to receiving maintenance and the other had been out since midnight.
3. Upon checking up regarding the latter vehicle, I ascertained the following:

- (a) W.D. Vehicle No. L. 5019074.
- (b) At approximately midnight 31 May/1 June, a British Officer approached S.L.F.A.'s civilian workshop outside the garage and requested transport to take persons injured in a road accident to hospital.
- (c) The officer tried to take a S.L.F.A. ambulance, but same was locked.
- (d) He then demanded a 3-ton W.D. vehicle and drove some way and had not been seen since. This was a road-haulage vehicle (see para 'a') which was parked with others outside the garage and guarded by the men quoted in para 'b'.
- (e) Mr. Filippi stated that as a British Officer had taken the vehicle away, he thought everything was in order and that R.E.M.E. had the matter in hand.
- (f) The R.E.M.E. Sgt. did not know a S.L.F.A. vehicle was implicated until 12.00 o'clock on 1st June.

4. Action taken by self:

- (a) Phoned C.M.P. post at 12.30 hrs, immediately I had checked the above story and obtained W.D. vehicle number.
- (b) Instructed Mr. Filippi to make a report in writing immediately, from the civilian workshop and take both documents.

SUBJECT: **Transportation Sub Commission, E.C., A.C.C.**
 TO: **The Director, Transportation Sub Commission, E.C., A.C.C.**

1. At the S.I.T.A. garage, Potenza, on 1st June 1944, two vehicles scheduled for maintenance were not in the garage.
2. The manager stated that one vehicle was being unloaded prior to receiving maintenance and the other had been out since midnight.
3. Upon checking up regarding the latter vehicle, I ascertained the following:

- (a) W.D. Vehicle No. 5619074.
- (b) At approximately midnight 31 May/1 June, a British Officer approached S.I.T.A.'s civilian watchman outside the garage and requested transport to take persons injured in a road accident to hospital.
- (c) The officer tried to take a S.I.T.A. caribus, but same was locked.
- (d) He then demanded a 3-ton W.D. vehicle and drove same away and had not been seen since. This was a road-transport vehicle (see para 'a') which was parked with others outside the garage and guarded by the men quoted in para 'b'.
- (e) Mr. Pillipi stated that as a British Officer had taken the vehicle away, he thought everything was in order and that R.E.M.E. had the matter in hand.
- (f) The R.E.M.E. Sgt. did not know a S.I.T.A. vehicle was implicated until 12.0. o'clock on 1st June.

4. Action taken by self:

- (a) Phoned C.M.P. post at 12.30 hrs, immediately I had checked the above story and obtained W.D. vehicle number.
- (b) Instructed Mr. Pillipi to make a report in writing immediately, attach a statement from the civilian watchman and take both documents to the Provincial Commissioner.
- (c) Notified the Provincial Commissioner (Major Nicholas).
- (d) Made a brief report to the N.C.O. i/c C.M.P. Post - Appendix 'A' attached.
- (e) The W.D. number of this vehicle was phoned by the C.M.P. Post to Salerno, for circulation to check posts.

(SIGNED) J. F. D. HAISTAD,
 Captain, R.A.S.C.

Regional Transportation Officer
 for Regional Commissioner.

ROME AREA ALLIED COMMAND
OFFICE OF THE AMERICAN PROVOST MARSHAL
APO 794 U.S. ARMY

8 December 1944

SUBJECT: Stolen and Recovered Vehicle Report.

TO : All Military Police.

Date-Stolen 7 Dec. 1944 Time-1725 WD-20410382
Type-1/4 ton 4X4 Jeep RAAC-3197-16 on bumpers.
Org. 3197 Sig. Co. APO 794.

1214

Date-Stolen 7 Dec. 1944 Time-1800 Color-Black
Type-Lancia-1500 Sedan HQ-AC-361 on doors and back
Org. 2675 Reg. AC. APO 394.

Date-Recovered 7 Dec. 1944 Time-2130 WD-253152.
Type-3/4 ton W/C 16-HQ-64-TCG on bumpers.
51-TCG-64-TCG. Hq-16.

Date-Recovered 7 Dec. 1944 Time-1300 WD-20472519
Type-1/4 ton 4X4 Jeep XV-ATSC(Star)-323 SVG. 408-SV-1,
on bumpers, completely enclosed. WILL NOT RUN.

Date-Recovered 7 Dec. 1944 Time-1620 WD-722535
Type-3/4 ton Ambulance FBS-SH-Med-10, FBS-118-SH-Med-10,
on bumpers. "NEW YORK" on left W/S.

Date-Recovered 6 Dec. 1944 Time-1600 WD-6016710
Type-3/4 ton W/C FBS-X 549 Sig. 21. on bumpers.

Date-Stolen 6 Dec. 1944 Time-0915 Color-Brown
Type-Fiat-Sedan Reg. R 6839 P.T.B. RAAC. on fenders.
Org. PUB-RAAC. APO 794.

Date-Stolen 6 Dec. 1944 Time-1530 WD-20563585
Type-1/4 ton 4X4 Jeep "ELLEN" on or under W/S.
Org. 566 Ser. Sq. 324 Ser. Grp. APO 520.

The following Stolen Vehicles were reported by BRITISH APC OFFICE

Rome Area Allied Command.

1/4 ton Jeep No-M. 5158391 1/12/44.

P.T.B. Requisitioned Vehicle No-425 Reg. 6839 Fiat-1100, Eng. 282376

Chassis-212041 6/12/44.

1214

Date-Stolen 7 Dec. 1944 Time-1725 WD-20410382
 Type-1/4 ton 4X4 Jeep RAAC-3197-16 on bumpers.
 Org. 3197 Sig. Co. APO 794.

Date-Stolen 7 Dec. 1944 Time-1800 Color-Black
 Type-Lancia-1500 Sedan HQ-AC-361 on doors and back
 Org. 2675 Reg. AG. APO 394.

Date-Recovered 7 Dec. 1944 Time-2130 WD-253152.
 Type-3/4 ton W/C 16-HQ-64-TCG on bumpers.
 51-TCG-64-TCG. Hq-16.

Date-Recovered 7 Dec. 1944 Time-1300 WD-20472519
 Type-1/4 ton 4X4 Jeep XV-ATSC(Star)-323 SVG. 408-Sv-1,
 on bumpers, completely enclosed. WILL NOT RUN.

Date-Recovered 7 Dec. 1944 Time-1620 WD-722535
 Type-3/4 ton Ambulance PBS-SH-Med-10, PBS-118-SH-Med-10,
 on bumpers. "NEW YORK" on left W/S.

Date-Recovered 6 Dec. 1944 Time-1600 WD-6016710
 Type-3/4 ton W/C PBS-X 549 Sig. 21. on bumpers.

Date-Stolen 6 Dec. 1944 Time-0915 Color-Brown
 Type-Fiat-Sedan Reg. R 6839 P.7.B. RAAC. on fenders.
 Org. P.7B-RAAC. APO 794.

Date-Stolen 6 Dec. 1944 Time-1530 WD-20563585
 Type-1/4 ton 4X4 Jeep "ELLEN" on or under W/S.
 Org. 566 Ser. Sq. 324 Ser. Grp. APO 520.

The following Stolen Vehicles were reported by BRITISH AIR OFFICE

Rome Area Allied Command.

1/4 ton Jeep No-M.5153391 1/12/44.

P.7.B. Requisitioned Vehicle No-425 Reg.6839 Fiat-1100, Eng.282376
 Chassis-212041 6/12/44.

Hup CL-No.4210248 "76" in White on black square.
 Humber Utility 4X4 No-4708435 Serial-487 8th Army Shield on red
 and green diagonal. Greek column with Cockerel on top painted
 on left wing. 5/11/44.

Ford 3 ton 4X4 CL-4250467 "53 on red over green ASC CDN. Corps
 Flash on left hand side. Veh. Grey. 7-8 Dec. 1944.

SUPERGARAGE
HQ ACC
APO 394

20 October 1944

SUBJECT : Stolen car.

TO : Col. Parkins (Thru Trans. Sub. Com.)

1213

1. Fiat 1500, HQ 376 assigned to office of Chief of Staff was recovered 15 Oct. 1944 in Rome. Upon report of driver of vehicle, he stated he had been dismissed, by Lt. Natale, for the evening. Car was parked in front of Pensione Bellavista and stolen on or about 1900, 14 Oct. 1944. When vehicle was recovered, 5 wheels, tires, tubes and battery were found missing.

2. Request necessary action be taken.

R. F. Wiley
R.F. WILEY
CAPT. CAV.
C.O. SUPERGARAGE

1st Ind.

HQ. ACC, TRANSPORTATION SUBCOMMISSION, APO 394. 26 Oct. 44.

TO: Executive Officer (Att: Col. Parkin)

Forwarded for necessary action, please.

D. S. Adams
D. S. ADAMS,
Colonel, SE.
Director, Tr. Sub-Comm.

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

TN/V/2

5 October 44

SUBJECT: Vehicles lost and stolen

1212

TO : Headquarters, Allied Control Commission
Transportation Sub-Commission (Att. Capt. Pepper)

1. Reference your ACC/TN/R/63, dated 23 Sep. 44.
2. The position regarding vehicles Nos 527991 and 4913498 was not understood by this office as, in accordance with records held, the latter vehicle was shown as having been stolen whilst on charge to a Lt. Bucy. The position is now clarified and your para 3 of the a/m letter agreed.
3. A further error in records resulted in incorrect WD Nos being stated in para 1 of this office letter TN/V/2 dated 20 Sep. 44. These should read as follows:
(a) G.M.C. 2 $\frac{1}{2}$ TON W.D. No 4174423
(b) G.M.C. 2 $\frac{1}{2}$ TON W.D. No 4176635
The following information is now available regarding these vehicles.
(a) Stolen at MORCONE on 20 May 1944
(b) Stolen from U.T.C. garage at Via Brindisi 65 Naples on 7 May 1944. Report of Survey dated 19 May 44.
4. Reference your para 2. The writer is at present in hospital but will check G.M.C. list at the first available opportunity.

BJ/td.

B.G. JEFFERSON
Capt. R.A.
Transportation Officer
Naples Zone.

R/63

1024-25 Italian Truck Company
Transportation Sub-Commission, A.C.C.
APO 394

1211

28 Sept 1944

SUBJECT: Stolen Jeep.

TO : Transportation Sub-Commission, ACC.

1. With reference to stolen jeep RAC. NO. 20309441, please be advised that all vehicles were turned over to Major Bothian on Seven (7) June 1944 and this vehicle was lost after this date.

2. Enclosed please find file.

O. C. JESSUP,
Capt., CMP.

Contacted Maj. Bothian by
phone. Knows nothing about it.
Give it up.

Chd.

4/10.

HEADQUARTERS

ALLIED CONTROL COMMISSION
Transportation Sub - Commission
APO 394

CWAP/bm

Tele: 378

23 Sept 1944

ACC/Tn/R/63

SUBJECT: Vehicles lost and stolen.

TO : H.Q., Southern Region,
(Att. Capt. Jefferson).

1210

1. Reference your TN/V/2 dated 20/September, 1944.
2. Neither vehicles mentioned in Para 1 of your letter appears anywhere in records held by this H.Q. A list of the sixty 2 1/2 ton GMC vehicles recorded at this H.Q. as on your charge is attached. Please check and return with comments.
3. Para 2 of your letter is inexplicable. Vehicle No 527991 was not issued to ACC until July or August, possibly June. It therefore seems incredible that this vehicle should have been stolen from ACC in February or March. This vehicle was issued as a replacement for No 4913498 which is known to have been stolen.
4. In these circumstances, the authority requested in Para 3 of your letter must be held over pending your reply and clarification.

Chap
D.S. ADAMS
Colonel, C.E.,
Director, Tptn. S/C.

41639

4124456

4279128

42004

4125677

4309222

45141

4126194

176238

4126825

414316

4127018

415443

4127570

416114

4132739

1269

416320

4147209

416365

4159573

416844

4164607

416910

4166471

417032

4166862

423248

4166867

433596

4167060

436218

4167105

436444

4172032

465761

4172935

488066

4173719

489327

4174423

489364

4175347

489441

4176635

4118055

4179240

4118577

4185567

4118818

4212053

4119079

4212943

4119190

4214360

4121925

4224080

4123167

4225673

4123755

4228485

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

Tm S.C.

Enr/V/21
T-33

File
R/63
und 20, September 44

SUBJECT : Vehicles lost and stolen
TO : Headquarters A.C.C. Transportation Sub-Commission

1208

1. G.M.C. 2 $\frac{1}{2}$ Tons W.B. No. 414423
G.M.C. 2 $\frac{1}{2}$ Tons W.B. No. 416635

The above mentioned vehicles on the establishment of Region 3 were stolen in May 44. Report of Survey was submitted in June 44.

2. Bedford 3 Tons W.D. No. 527991. - *4913498*
The above mentioned vehicle on the establishment of Region 3 was stolen in Feb. or Mar. A Court of Enquiry was held the result of which is not known in this office.

3. May authority be given to strike these vehicles off the strength of Naples Zone, please.

Bernard S. Jefferson

B.G. JEFFERSON
Capt. R.A.
Transportation Officer
Naples Zone

BJ/ta

Copy to : Adjutant's File



HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
REGION VIII.

TRANSPORTATION

0-2466

MT 1010/10
19-4-44
RVIII/35/GBS/1.

15 Sep. '44.

SUBJECT : Stolen Jeep H.A.C. - No.20309441.

TO : Regional Commissioner, Region IV, A.M.G.
(att. Motor Transport Division).

1207

1. Your MT/623/10 dated 24 Aug. '44.
2. Pursuant orders SCAO Rome Region, all T/E vehicles were turned over to Major Lothian and Capt. Jessup at Caserta, from which time I had no further control over the vehicles, which included the Jeep in question.
3. Perhaps Capt. Jessup of Transportation Sub-Commission (Roads), H.Q., A.C.C., can give you better information.

George B. Sowers
GEORGE B. SOWERS,
Major, AUS.,
Regional Transportation Officer.



HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394
MOTOR TRANSPORT DIVISION

24 August 1944

G23/10

SUBJECT: Stolen Jeep R.A.C.

TO : Transportation Sub-Commission
Attention Lt. Col. BORDASS

1206

R.A.C. Jeep USA 20309441 assigned to Major Sowers was stolen and reported on casualty report N° 2 19 June. R.A.C. would like to know who lost it (that is who was in charge at the time) and under what circumstances. I forward this request to you as you may be able to reroute it properly.

McM
M.C. McCARTY
Captain
Chief of Division

file

M.C.M./tw

2694