

ACC 202/AD/17

10000/150/556

MINUTES
REGARDI
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MINUTES OF INVESTIGATION (...),
REGARDING HIGHWAY EQUIPMENT,
(NO DATE), (1943-1947?)

202/AD/17

AW/17

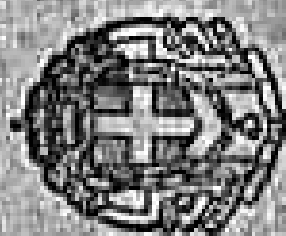
Minutes of Investigation of charges
made by Genio Civil to Public Works
and Utilities Hq. regarding highway equipment

10000 / 150/556

made by Genio Civil to Public Works
and Utilities Hq. regarding highway equipment

10000 / 150/536

THIS FOLDER
CONTAINS PAPERS
FROM NO DATE



MINISTERO DELLE CORPORAZIONI

Segreteria Particolare dell' Ecc. il Ministro

INTERESSATO

RACCOMANDANTI

14
Z.

INTERESSATO

RACCOMANDANTI

N°

La Pratica, Roma - 5000

4

(8)

Contract

TOTAL	14
FILMED	34

DI MARTINO

Griffith. - What do you think about the following points:

(a) The trucks going to Milan.

Di Martino - I know that trucks went to Milan and came back, but I don't know anything about being black market and I don't remember the drivers.

G. Was there only one trip to Milan?

D.M. Pozzo picked 4 drivers.
Don't know anything about gasoline.
No other trip to Milan.

G. Overloading of trucks?

D.M. Regarding the overloading of trucks, another driver asked about overloading, but I told him it wasn't my business.

G. It is difficult to tell what is overloading for 2½ ton truck. They put 6 tons on a 2½ ton truck. The standard load for gasoline drums is 20, but they often load up more.

D.M. I think there were 7 or 8 trucks, but not 9.

G. I agreed to send 6 trucks. If there were 9 that is more than I know about.

D.M. I don't know what they are referring to in the gasoline affair in the last paragraph of (a).

G. It refers to gasoline apparently taken from garage and stored in Stem's garage at S. Paulo.

D.M. Don't know anything about it.

(b) Trip tickets

2347

D.M. The only time I know of is in Naples when Frampton came back and told me about it. They took two of our trip tickets and made out two originals. There were three trip tickets.

G. It refers to two trip tickets on which Townsend's name was forged and Townsend is holding them.

- 2 -

D.M. The reason I suspect that someone is using unauthorized trip tickets is that the petroleum points were giving out too much gasoline. Somebody must have had a trip ticket printed. Under Pagano it was easy for a person to keep trip ticket once it had petroleum point stamp on it.

(c)

D.M. It depends on what you call personal commercial business, where it relates to our work.

G. You don't know of any specific cases where they were used for work not in conjunction with our work?

D.M. In the case of Naples.

G. That was STEM work and we discontinued it. Besides STEM work we also have some government that was ostensibly government work but behind it they were working on their own.

D.M. What do they mean by garage or motor pool or section?

G. Hitting at STEM.

D.M. The motor pool was very smoothly operating. In my opinion Rolando has shown some improvement.

G. If Rolando were permitted to stay, the pool would be running smoothly.

D.M. He had more drive than Pagano.

G. I hope the Ministry backs up Rolando as dispatcher. I think they will.
Do you know anything about uneconomical, poor handling by . . .

D.M. Rubino had in and out kicked about it, but don't think he was so good. Some of the mechanics weren't mechanics and do not know anything about vehicles.

G. That point was brought up some months ago. They had four mechanics. They work on the theory that one mechanic needs two helpers as it took too long to reach for a tool for the highly paid mechanic.

D.M. That meant two good ones out of 6.

G. I don't think that was the case. I think 3 poor mechanics out of three.

D.M. There are one or two fair mechanics.

G. They have done a splendid job of keeping the wrecks on the road.

2346

- 3 -

- D.M. Drivers are responsible for condition of cars.
- G. Found that most of our drivers, until we stopped them from carrying tools, took off carburetor, etc. and car never would run when they got through.
- D.M. I don't know anything about cost.
- (e)
- D.M. I don't know if they had acted on orders or not. All I know is that the stuff came up and did go to someone, but I am not sure if it was C.A.E. You confirmed it by 'phone.
- G. C.A.E. is like an association. They have 3000 contractors in Italy. Bulk of stuff from MMIA did go to Consorzio which you referred to and I am quite sure there is nothing out of line in it. The material was placed on invoice in Naples and invoice checked when it arrived. And we have the receipts signed by C.A.E. showing what they received and they are balanced one against the other. There are no chances for anyone having taken out anything or shipped to unauthorized places. I know that if the MMIA had given it to us and anything unauthorized were done, a report would have come to us.
- D.M. I don't know anything about that. I wasn't connected with it.
- (f)
- D.M. Cagnazzo had that job.
- G. I don't think we need bother any about it.
- (g)
- D.M. It seems to be like the last sentence in (a).
- G. If you recall, you came to me some time last spring about a driver in ...
- D.M. Which driver was it? I think he was Petri. He said something about Pagano having given orders to gas up at gas point and bring it down to the drums. Pagano had it delivered to S. Paulo.
- G. You never traced it?
- D.M. The minute I started down there it never happened again.
- G. Do you remember when you went?
- D.M. About two days after date of letter asking me to go down. If you have the letter you can tell. We were still down here. I believe it was in June sometime.

2345

- 4 -

G. How many drums?

DM. I don know?

G. Did you see any drums?

DM. No. I know nothing of any regular storage.

G. I wonder if you don't have things confused. If you recall when you first came from Naples I had to make Naples our point of availability for gasoline and at that time we had some 5 or 6 drums that were part oil and part gasoline. Do you recall if we had the stuff first stored...

DM. I wasn't even here when you first came and the first batch of drums were brought.

G. We seldom had gasoline in drums, except two times. When we came from Naples we had 5 drums borrowed from Townsend and made trips back and forth from Naples to supply ourselves until Genio Civile got some. The second legitimate case was when Genio Civile had 9 trucks rented to the contractors on August 6 and 7; contract was flat rate which included gasoline and oil they used. It was collected at Genio Civile point in drums and delivered to these people once a week. You probably saw those operations.

DM One truck got a drum a week.

G. There were 4 in one place (Civitavecchia) and 5 in another. If you saw any besides those two cases, I would like to know.

DM Driver said he had orders from Pagano to pick up gasoline. He would tell them to fill up, come into yard, and Pagano would dispose of it himself.

G. Do they still have the driver?

DM. Yes.

G. I may want to get hold of him.

DM. They told me it had happened.

(1)

DM. All I know about that is I believe he is a shareholder in STEM. Other than that I don't know anything about it.

G. It was known when he came to work for the company.

DM.

G. Have you known any particular case when he actually worked as a STEM man while working for us? No business matters, conferences, or instructions he gave to STEM directly. There would be a natural tendency for him to.

2344

- 5 -

- DM. Frampton told me he was a shareholder in STEM. I don't know. I never saw him give any one orders. I don't know Cerani's connection with STEM is.
- G. We never have been involved with him except the accounting over which we had rather loose control. I never had any concern about it so long as the work was turned out.
- DM. You told me to investigate Rubino for three days. It seems the day before that his jeep was to be used to keep him in the office. He stayed in the office the rest of the time. He had orders to go to Ancona that Saturday. Other than that he put in very little time. He was always very hard to find. The fact that the jeep was taken away warned him.
- G. What do you think about his work in conjunction with the business.
- DM. I think he threw them all into confusion. He countermanned everybody's orders and has been responsible for men being left around without any work. In fact Rubino was the fellow I thought was doing the outfit the least good. I didn't think he was much good. One driver said Rubino was the head of the gasoline racket. I think it was Andrini, the fellow who is always shooting his mouth off. As far as Pagano is concerned, I think he didn't have enough frive and ambition.
- G. Stupid?
- DM. Yes, stupid, but I didn't want to say it.
- G. It was partly my fault, but I kept asking if you could find us a good transportation man. I knew he wasn't efficient and was incapable of developing efficiency, but couldn't find any other until Rolando came. I couldn't turn that madhouse loose to shift for itslef.
- DM. I think ^{Rolando} ~~Rubino~~ has been handling it pretty well for the mess it has been in. As far as I am concerned they were the two most harmful elements in the organization: Pagano and Rubino.
- G. Do you think Pagano was mixed up in the gasoline racket.
- DM. All I know is what the driver told me.
- G. I wonder how they were disposing of it. It seems as if they were dumping those drums at the pool, someone would have seen it. Or at ~~xxxxxxxx~~ Farnesina.
- DM. Probably did it in two sections. Rubino at Farnesina and Pagano may have been connected at this pool. It seems divided between vehicles there and vehicles here.

2343

- 6 -

- G. What is your opinion of Pozzo?
- DM. I think that Pozzo seems to be a good man, a very good man. Can be depended upon.
- G. Do you think he is connected with any racket?
- DM. No.
- G. The boy has been too busy most of the time to be mixed up with anything. ^{DM}The only thing he did out of the way was to let Cerani use his jeep.
- ~~DM.~~
G. ~~That specific order to dispatch him?~~ They specifically ordered his discharge.
- DM. I don't know. I can see their discharging Rubino and Pagano. I think Pozzo is a good man.
- G. I won't ask you anything about Cagnazzo, as you are not concerned with him. If you know of anything in which he is involved and are positive, I would like to know.
- DM. All I know is his connection with STEM.
- G. Any other thoughts you would like to add?
- DM. I can't think of anything else, but I'll think it over now that I know the situation.
- G. Probably someone has used some of these to make a complaint about. Some of these things I know nothing about.
- DM. Concerning the gas situation, you will probably get more out of the drivers than you would out of Pagano.
- G. The drivers are continuously involved in the gasoline racket.
- DM. No longer.
- G. Outside the city.
- DM. About the gas. I had a rough list of drivers drawn up using more gas than others and said a group would be fined. There were two of them who ⁸³⁴²may be able to tell you are behind the racket, but are afraid of being beat up some night when they walk out. So the drivers would be afraid.
- G. They are probably carrying out a racket on their own.
- DM. They do have rackets of their own.
- G. You can't put too much dependance on stories drivers tell.
- DM. Our drivers have a great many stories.
- G. I don't think there is any use in trying to go into the matter from the drivers' standpoint unless we find drivers who will definitely pin something on these people or somebody in our own staff. We couldn't get any proof these fellows have pooled. If there are any drivers that will talk.

- 7 -

DM. Andrini (Sp?) will talk, he is always shouting off his mouth.

G. Let's get him in tomorrow. This other man you mentioned?

DM. Petri.

2341

A. Campanelli

(a) Campanelli. I know nothing about that.

Griffith. You never saw the trucks and drivers chosen?

C. No.

(b) C. I haven't heard anything about that.

(c) C. I know nothing there either.

(d) G. In your opinion was there any inefficiency at the garage?
You have been around there.

C. Except for a few drivers, the rest seemed to be working okey.

(e) C. I don't know. All I know is that they came in and were
unloaded, but I know nothing about the unloading.

(f) C. I don't know about that either.

G. Do you know anything that would involve Pozzo in any racket?

C. As far as I know he is all right.

G. What about Rubino?

C. I don't know much but he seemed to be pretty well interested
in his work there.

G. You don't know any case where he was involved in any racket
or ordered any trucks out?

C. No.

G. Did he have any particular friendships with anyone around the
premises?

C. I didn't notice.

G. Any whispered conversations that stopped when anyone approached?

C. No. The time I talked with him the most was when I tried to
get wrenches to take off wheels and he said he was going to
get them. 2348

G. He was supposed to be in charge of the inspection and mechanical
responsibility and the assistance in procurement of parts and
the instruction ~~and conduct~~ of Genio Civile personnel in the
maintenance of highway equipment, instructor and conductor of
school. In general he was the mechanical engineer for the staff.
Do you think that his time was sufficiently devoted to those
many responsibilities? Did he seem to put in all his time?

- 2 -

- C. I can't say because I haven't seen him much. It seems that he was out looking for parts in his jeep. I never saw him around very much. In fact, he didn't come around very much. He was in and out.
- G. I didn't seem him for several days at a time and had his activities investigated and in each case I found he was actually engaged in work that was required and sometimes he worked long hours.
- C. The first time I saw him I thought he was very interested in his work.
- G. I am interested in his outside activities as he had an opportunity for graft. He had the biggest job in so far as detail is concerned. The problems of trying to keep these old wrecks in operation and trying to get parts and trying to keep them adjusted satisfactorily were a big task. Still he had an opportunity to have gotten out of line. A mechanical job has opportunities to be sent here and there.
- Can you offer any remarks about anything that is out of line.
- C. I can't. The only time I saw him was at the garage.
- G. Rubino. No outside activities?
- C. He seems a good man and does his work to the best of his ability.
- G. Have you seen any money passing from one to another of any spending, gambling, etc?
- C. No.
- G. What would you say in the way of general remarks in regard to the whole transportation set up? the supply setup? Just a brief opinion of the thing as a whole.
- C. It has improved quite a bit from what I saw when I first came.

2339

CAGNAZZO

Griffith. (a) A brief history of the Milan asphalt trip where asphalt was taken up for Mr. Townsend and his contractors.

Cagnazzo This trip to Milan was taken after having heard from Mr. Townsend that he was very much interested to have tar paper in Naples because they had a lot of roofs to be done but had no paper. I told him to ask STEM to do it. They had no tar paper because the factory was in Milan. The only way to get tar paper was to give them tar to obtain the the tar paper. They had the paper and not the tar. So I asked Mr. Townsend to send them some. Townsend said if you put in application for that. It seemed practically impossible to have the asphalt for this business and I asked Stem to see if they could. They said they actually had a small quantity of asphalt in their stock which remained from during the German occupation, in order to begin work again. I told them to sacrifice a portion of it to acquire tar paper. They agreed and they sent, I don't remember exactly, but I guess about 150 drums for that and it was a bit difficult to obtain the mail cars because just at this moment, if you remember, the contractor Gola had some trouble because the cars had been sent to Bologna instead of Milan. It wasn't safe to send the cars in any way but a convoy. If lost, nobody would pay for them. The trip was made by 8 trucks. I remained but the trucks took much longer than usual because the drivers took the occasion to do some personal business enroute. In any case, they brought back the tar paper and it went to the contractors and it was intended that a portion be given to the contractor who does work for Genio Militaire and a portion to the government fish market roof. I don't know if they have already done the work, but anyway it has come to this contractor as far as I know.

G. Did you pick the drivers for that?

C. Why?

G. It has been charged.

C. I have been asked to pick the best drivers and unfortunately the drivers have been able to stay out for 10 days and there is no reason for it. By the way, I was in Milan at the time because I left Rome around the 10th or 12th of August for a short trip to Milan and when I left the drivers were here and left after my departure. They returned after I did. So it is a bit difficult to pick drivers if a man is away.

2338

G. What was your purpose when you went to Milan?

C. To contact my old associates and other people I knew to see if it was possible to pick up civilian life again since I was going to be released from the British Army. You told me I could go there on leave, but it was very difficult for accommodations in Milan.

- 2 -

- G. I told Capt. Shepherd it was personal business.
- C. You know I was living in Milan before the war and has a small business there and I still have some stuff in warehouses, unfortunately not very much.
- G. Do you know anything about the gasoline that was taken from STEM's yard and stored at S. Paulo.
- C. No. Actually I remember only that some British trucks had been lent to contractors and the contractor asked permission to refuel. They had to ask for it through Genio Civile. They had the contract made for the rent of the trucks one month after having the trucks rented to them and had to ask for gasoline. The trucks were not allowed to obtain gasoline from the petrol point. They had to take gasoline in drums in order to make the trip.

The trucks were parked at the garage and were sent out Monday morning so had the drums on them and may have been seen passing from the yard of STEM. Stem had agreed to their own maintenance. Contractors were supposed to pay for their own maintenance and there was nothing wrong with Stem's maintenance.

- G. Do you know of any occasions when gasoline was taken in drums and stored in S. Paulo yard?
- C. No. They may have passed through, but I never saw anything.
- G. (b) Do you know anything about trip tickets being issued to cover up unauthorized trips.
- C. The only trip ticket I have ever made myself is with the car I was running with and everybody knows of it.
- G. You don't know of any cases where persons have issued unauthorized persons?
- C. I can't say anything about it. Once it was Pagano, Paccini, now Rolando.
- G. Trucks and equipment being used by STEM for personal commercial business. Do you know anything about trucks being used by STEM unofficially or illegally.
- C. STEM was allowed to use trucks for carrying out its duties, maintenance, etc. We have ordered that only 15cwt. be used. Sometimes they used a truck to pick up a small item but it was in conjunction with their own work.

2337

- 3 -

- G. Have you ordered any trucks to work for STEM?
- C. As far as I remember, I have not. In connection with duties, yes.
- G. What is your opinion about the operation of the garage? It is charged that it is uneconomic, poorly handled and at an exorbitant cost to the Italian government.
- C. I have an opinion about it. It is that the cost of the garage is either high or low according to the point of view. I have suggested at times a talk with Crocetta about making a study to see if the expenses were very high or not according to the work that was being done. First of all, my opinion is that old trucks need more repair than new trucks and expenses are certainly higher. Second, the spare parts are unavailable and it is very difficult to obtain from military sources even with requisitions. So evidently something was absolutely necessary, a very high price had to be paid for it. I could not make a definite statement, but I don't think it was very high, but I may be wrong. I asked several times to have the trucks repaired because they had the men and time. They promised. The drivers were not looking after their own cars. But that is only an angle of the situation. I don't think the garage has been handled in an uneconomical way. Unless somebody can prove it, it is too easy to say something like that. Everything was checked.
- G. Genio Civile had a man checking and we had a man checking.
- C. We asked Genio Civile several times to increase the checking.
- G. Do you think Rubino did a good job in keeping the costs down?
- C. As far as I know he knew the job from the technical point of view, that is, having the cars checked and have them running properly. He got along well with about 30 very old British trucks and I think he had a good method. He is a man who has the confidence of very high Genio Civile officials. I believe he knows the job and has tried to bring the cost down because several times he showed me where some repairs being done in the workshop of Tudini & Talenti were dearer than the repairs done under Ruenzuli supervision.
- G. Do you think Ruenzuli was a good mechanical man?
- C. Maybe he wasn't sufficiently clever to satisfy everybody. He met with a lot of difficulty especially in regard to the jeeps because no repair parts for jeeps have been received, as you know.

2336

- 4 -

G. We have asked to have Rubino fired because he was engaged in the petty gas racket and was using jeeps for his own benefit.

(e)

G. You were in charge of the disposal of the MMIA stuff. It is charged here that picks and shovels brought up from Naples were sent to a warehouse, C.A.E., without authorization and without accounting.

C. Everything that has been sent from our warehouse has been accompanied by delivery slips written by our storekeeper, which came back signed by the people who received the goods. Several of the slips which were signed had the quantities corrected. C.A.E. puts the stuff in their warehouse to be delivered to their contractors, done with receipts and everything in order. Anybody can check, enter, and send out of Contin plant. I am afraid that a lot of stuff that came from Naples went out of Naples with certain lists but were without lists on arrival because the drivers were stealing things, but that can be checked with the records of Argentieri and Pagano in Naples.

G. Probably such items as were listed as cases may have been stolen en route, which cannot be checked.

C. All trucks that were loaded with stuff that could not be counted were weighed as a check.

G. We don't think losses occurred here. If there were any shortages, it would be between Naples and Rome and not between the warehouse and the contractors. Those convoys were regulated.

Use of civilian car. We need not go into that because we know of the circumstances. We know that your wife used the vehicle just like the rest did. As long as it isn't commercial trips, we need not bother.

Gasoline taken from regular storage. I suppose that means the Genio Civile pump. And hidden for unofficial use. Do you know of any case?

C. The man operating the Genio Civile pump would not deliver any gas unless on order from the transportation man. The slip had the truck number and amount to be delivered on it. So it is impossible that gas could have been given out unauthorized.

G. (h)

C. That is something I know personally as STEM was a roofing company before the war and obviously when they had no more raw material to do their usual business, they had to find some way to live if they didn't want to close up. They took any kind of business, among which they found the possibility to do some maintenance jobs for light transportation with mechanics. As soon as an

2235

- 5 -

C. opportunity to have a small job done turned up, I called them and asked if they were in a position to do a satisfactory job for which they would be paid as anybody else. At the time we had no mechanics and no confidence in those employed by Genio Civile. A contract was ~~also~~ made with the workshops of Tolentini for the big repairs and we needed mechanics to do light repairs and agreed with Fraschetti so that we could make some kind of repairs. The work was satisfactory to Rubino. No complaint about the work done has been received and there was no increase in price. When we moved to Contin, they came along and continued the work. They have their own small tools. They do not have big equipment, but it wasn't difficult for them because they had a commercial agreement with small workshops around town to have the repairs done when needed. For example, they had an electrician to make the electrical repairs. There was an agreement with a man to repair radiators and other small pieces. I guess that you know that the big factories never or very seldom are called upon to have the whole setup do any kind of work. Tolentini has an outside electrician.

I wish somebody could make some inquiries on a comparison basis of the work done by them and other people, and I am sure they will always find that the work has been done in an economical way, because we have checked the work done by those people several times and have found it to be 50% less in cost than work done by Tolentini. You have technical people who could make the report.

G. I had that study made at the time the complaint was made by Rubino that work done by Tolentini had to be taken to STEM and done over again. The cost was checked into, having been taken off the accounts of Genio Civile, and a comparison made. At that time it was found that Tolentini were charging a percentage, I think some 34% less than, but mostly due to the fact that Tudini were charging a ~~percentage~~ cost plus on top of the cost, whereas STEM was charging on the real cost of the materials and services. The charge was made exactly as listed.

C. I could also state that STEM was not charging too much in its unit price because just last month we had a firm sent by the Ministry of Public Works and recommended by them, who sent in a bid for taking the maintenance, in which they stated exactly the same basis they were charging on it. Each asked approximately the same for the work. This one was working under the direct control of our personnel only while other persons were working in their own factory, and it would be very difficult to check on how much time they are to do the work in.

G. In comparison with American prices are the prices too high? 2334
There have been times when the bills passed over my desk and thought they were too high for Tudini and Talenti and a few times for STEM. I sent them back to STEM. I don't know why they were ^{not} sent in at the agreed charge, as in each case they were reduced.

-6 -

- C. I don't remember the details but I don't think that STEM has ever been asked to do some thing like that.
- G. I sent the bills back through Rubino and they were resubmitted and approved.
- C. I guess it was some kind of mistake. I don't think that happened more than once or twice.
- G. Very, very few times. It usually was in regard to small tasks for which too much money was charged. I had more control over the large items.
- I don't know what labor broker means myself. It seems that any man who has more than one employee is a labor broker. We refer to them as labor agencies in the United States, but usually the laborer pays. STEM is not engaged in the business of furnishing personnel to ~~xxx~~ other agencies.
- C. Yes, they have at times sent people on a percentage basis, and on a cost plus basis in cases when unit price is not possible. Only after experience could some unit price be fixed. As soon as we asked them to set a unit price for some items, they found a difficulty that could not be overcome. They couldn't guarantee to have the spare parts. So far I could not obtain it. They will attempt to make a new bid hoping that the spare parts might be made by the workshop. Once we had been able to obtain a few spare parts for the trucks. UNRRA could do it on a unit basis because it has new trucks and the spare parts.
- G. (
- C. I was under contract to head STEM as soon as I leave this office. If you remember, I asked you first verbally then by writing because there was no more reason for my staying in this office when I had to give up my commission, and that is all I have to say about it.
- G. Do you know anything about the petty gasoline racket and if any members of our staff had anything to do with it.
- C. I have always heard something about that but I never picked up anyone. The young Pagano was the only one. Just gossip by the drivers on making profits. Sometimes the drivers came back with more gasoline than they took out, when they didn't have an opportunity to dispose of it.
- G. Gasoline stored in drums or garage?
- C. It isn't possible. In this place they had intended to put in drums of two or three hundred gallons, for which coupons were collected (1200 liters for each coupon). These drums were left from the time you came back from Naples. I don't know where they are now.

233

- 7 -

- c. I asked several times but they never reported about it. About four times I asked what had become of the coupons. I was told as soon as possible we should have trucks to bring the gas.
- G. That gasoline was what the office authorized to put in storage for periods when Genio Civile ran out of gas and was authorized by this office. The first time they ran out of we didn't have any gas. Do you think Pagano could have been associated with the gasoline question?
- C. I think definitely no. In regard to Pagano, he is the son of my old doctor, but he is too honest to make money in a manner like that. I will tell you also that he has very often tried to check on the drivers in this matter. He would like to accompany the drivers to petrol points. I don't think he is the man who could do a dirty piece of business like this one. I don't even believe any denunciation of him on this; I don't even take into consideration any kind of denunciation by the drivers we have.
- G. Was Pagano ever an employee of STEM?
- C. He never knew of the existence of STEM until he was employed here.
- G. Would you know it if he had been paid off by STEM for sending work to them? Do you know his family?
- C. I have known him since he was born. He is living poorly. His people are living very poorly. His sister works in the Italian Ministry because her husband is dead. They do not even have enough to eat. He is leaving with his family for economic reasons. I think he has nothing to do with any kind of business like that.
- G. Inasmuch as you have been planning to leave the organization, you would probably be informed by STEM what the story is.
- C. They say that if Pagano leaves this office, they would like to have him as he is honest.
- G. As regards Rubino. Do you know of any indication whereby he may have been involved in anything shady, taking cuts from workingmen, organizations, etc?
- C. That is very difficult to say. I don't know anything definite. And I think that if I had this suspicion in the beginning when he was so anxious to get work to the workshop of Tolentini I had a doubt that he was being paid by them, but so often he brought complaints about work not being done on time, or improperly, and I don't think he was being paid by them. He was not trying to help them to the extent that a man getting a cut would do. That is the only opportunity he would have had. I don't think he had an opportunity from the others.. If he had anything from anybody else, I wouldn't know about it. He is a man who has undoubtedly good points. Unfortunately he has a bad temper and is difficult to get along with. I think if STEM has been able to satisfy him, it means they did all they could. I don't think that STEM paid him. After all he tried to reduce the cost of STEM to the minimum.

- 8 -

G. What do you think about his general efficiency?

C. I think that if Rubino had an organization in which he could say to bring this piece and that part, and he could obtain what he wanted, he could work out any kind of repair satisfactorily for anybody. I remember that Capt. Stevens told me that he was satisfied with Rubino because he sent Rubino twice to the central Parts supply and Rubino had been able to pick up all the spare parts needed for repairing the trucks. This shows his good mechanical knowledge, because another man would have chosen parts which looked good, but would not be usable upon closer inspection. Unfortunately he is not an organizer. If in an organization already built up, he would do the work very satisfactorily.

G. What do you think about Pozzo?

C. Pozzo is a very nice chap. I knew him in Milan. He is an artist who thinks only of when he can draw new houses or plan again. I don't think he has a commercial mentality. He is not a good organizer. For handling personnel or doing work quickly, he would do an excellent job. He received a statement of commendation.

G. Pozzo should bring the statement along.
Rubino should also bring his recommendations from Capt. Stevens.

C. I am just afraid that all the charges seem to be made by the gossips.

ROLANDO

Griffith The purpose of this is to clarify certain charges against the organization of Public Works & Utilities, Asphalt Division, made by officials of the Genio Civile to the Public Works & Utilities, Headquarters, and they involve some of our personnel and reflect upon all of us.

The first think I would like to ask is about the trip that was made to Milan with the trucks of asphalt.

Rolando That trip took place longbefore I took employment in the plant.

G. During your employment have you ever known of any case of gasoline being transferred in drums by any of our personnel or by Genio Civile, or by STEM at Contin?

R. I am not aware of any transfer of drums or gasoline and do not know of any of our personnel having taken any drums of gasoline from our plant.

G. Did we have gasoline stored at Contin?

R. No gasoline was ever stored at Contin plant, but in the traffic office there were only 4 tins of about 20 liters (about 6 gal. each) which Mr. Paccini issued only on a slip to any vehicle which should remain without gasoline. In an emergency when a vehicle was left without gasoline, he used to give this vehicle a few liters to reach the petrol point.

G. Was ever any of that gasoline issued to STEM?

R. Never. In case a test of a vehicle being repaired was required, it was necessary to issue a small quantity on a slip from this in order that this vehicle might be repaired. Whenever a vehicle being repaired had to be tested a small quantity was issued on a memorandum only.

(b)

G. Do you know of any cases where trip tickets were issued for unauthorized persons?

R. I know of only two trip tickets being issued and they were withdrawn by the M.P. and sent back. Two of these trip tickets were withdrawn by the M.P., but the trip was covered by regular trip tickets. Di Martino ordered the two withdrawn (irregular ones) and had them replaced with regular. They were left at Naples. I do not know by whom those two irregular trip tickets were used. Di Martino took them.

Trucks were sent to Naples with regularly authorized trip tickets. When the trucks were at Naples these regular ones were withdrawn and two new ones were issued. They were taken by the police but these two were handed back to Di Martino who gave him two regular trip tickets.

- 2 -

- G. Were those two drivers Renaldo and Gherardi?
- R. One was Ioli, who was afraid to go to Naples because he was afraid of that misadventure. I don't remember the other. It might have been Gherardi, but I am not sure. He was on the same trip.
- G. He is reported as being sought by M.P.'s in Naples for irregular trip tickets.
- R. It may be.
- G. Are those two people available?
- R. Yes, I think so.
- G. I want those two people in my office tomorrow morning at 9 o'clock, as well as yourself.
- G. (c)
Do you know of trucks and equipment being used by STEM for personal business?
- R. I always objected to any request of STEM for vehicles or for transportation. I also objected to the release of vehicles to STEM. I suggested that Mr. Cerani send to your office an application for having a truck placed at his disposal. Since I didn't get any authority from you, I did not permit STEM to use any trucks, but one evening you authorized STEM to use the truck ~~that~~ ~~is~~ for the transportation of workmen when it was not required for the services of Contin.
- G. Was transportation used at any time by STEM at the garage for anything not in conjunction with our work?
- R. I must look at the book of requests for transportation. It seems to me that in the first days of my service ~~without~~ there was something with the signature of Cagnazzo.
- G. For what purpose.
- R. I believe there was a request by Ing. Cagnazzo or Pozzo for transportation of materials.
- G. Do you recall where any of the trucks went?
- R. One truck was requested ~~for~~ from time to time and it was just for that reason that I asked you for regular authority.

2329

- 3 -

G. You apparently didn't understand the question. I want to know if he knew the destinations and if these destinations were out of town.

R. Not out of town.

G. In other words, the transportation STEM requested was in conjunction with the mechanical services they were rendering?

R. Yes, I think so.

G. Why do you think so? Explain.

R. Generally the transportation required by STEM was for a light vehicle such as a jeep or light truck to send a tire to be repaired, recharge batteries, or get spare parts. He on the contrary asked for transportation by a truck. I asked Di Martino the necessity of allowing Tolenti transportation and Di Martino objected, saying the authority of this office was necessary.

G. It seems strange to me that a transportation officer would allow trucks to go out of his pool for purposes that looked irregular without checking.

R. For this reason I stopped granting trucks for transportation to the firm and I wanted to have previous authority from this office

G. When was this?

R. In the first week of my service (I took up service on 14 August) ...

G. How many trucks involved?

R. Approximately 5 or 6 trucks.

G. Continuously?

R. 5 or 6 trips in all the time.

G. I wonder if you don't have a routing slip on which I authorized 6 British trucks to the transportation company ETAP.

R. Campanelli brought the authorization to release 6 British trucks to a firm (not saying the name of it) from which all military marks had to be deleted, and Campanelli told me that this authority had come from you.

2328

- 4 -

- G. Are these the same trucks that you referred to previously as being used by unauthorized persons?
- R. No. This vehicle is not a military vehicle. I had just started and Pozzo said not to use those vehicles any more as they would be turned over to ITAP.
- G. You still haven't answered my question. I want to know if these trucks are the same ones that have been used by STEM outside of their usual functions.
- R. These trucks have nothing to do with the ones that had been used in the first 5 days by STEM. Four were taken with drivers chosen by me and 2 by Cagnazzo and Pozzo. These 6 vehicles have not yet come in and I don't know for whom, but I suspect STEM. The drivers reported that Mr. Cerani is always busy directing the transportation himself.
- G. Do you know where those trucks went?
- R. I think in the area of S. Paulo.
- G. Are you sure?
- R. I suspect that the drivers are working in the S. Paulo area. They were engaged for 15 days, which are not up yet, and so they will return one of these days. I think they will be back to Contin in 4 days.
- G. Are they in the vicinity of S. Paulo now?
- R. I think so.
- G. Are the trucks coming back into Contin?
- R. No. they have been released for 15 days and they won't come back. The first day that those 6 trucks were released Cagnazzo asked me to refuel them and Di Martino issued 600 liters (1200 pints) of gasoline. The following day they asked again for 600 liters of gasoline, but I and Di Martino refused.

The first time 600 liters were issued. The second time Mr. Di Napi, who is the brother-in-law to Mr. Cerani, asked again for 600 liters of gasoline. I said, "No," because I had orders not to issue that gasoline. You were in Naples. Mr. Pozzo asked for 600 liters and I said "No." Mr. Cagnazzo asked for release and I refused saying that I had no orders from Griffith to and until he says so I cannot issue. Mr. Cagnazzo suggested that I issue the gasoline and he would give a statement that he would return the gasoline should you not authorize the gasoline. When I came to see if you were here, I met Di Martino and Di Martino said not to issue gasoline, not even with that statement. The statement is not signed, so is no good.

- 5 -

- G. What did they ask for delivery in? Did they have drums?
- R. I do not know. Perhaps they had come back with the trucks.
- G. That is 150 gallons of gasoline. 150 gal. is too much to refuel 6 trucks with.
- R. Each truck has a tank of 100 liters.
- G. 25 Gal.
- R. They are British trucks with 30 gallon tanks.
- G. These trucks are different from the trucks loaned to ITAP?
- R. They are the same trucks that were issued to ITAP. They are the ones that asked for refueling.
- G. These are the same trucks used for commercial purposes?
- R. They are not. One truck a day was asked the first 5 days I was here.
- G. Only one truck outside of trucks turned over to ITAP used in commercial ventures?
- R. Only one truck is suspected of being used for illegal purposes, and not for the whole day. They said they needed a truck for one trip a day.
- G. Did you know what they hauled?
- R. On the average on the first 5 days of my job one truck was requested by STEM for the use of such purposes as sending a tire to be revulcanized or sending out material which had to be mended. But these trucks remained out on the average from 9:30 to 12 or 1 in the morning. So I asked the opinion of Di Martino and he said not to authorize any transportation out of the plant. Both Di Martino and I suggested Cerani request to have a truck assigned permanently to them for the services.
- G. What was authorized?
- R. When this application was made it was the intention of this office to use the truck only that is used for transporting the workmen, when not required by the service of Public Works for transportation, that is, only when it was idle.

2326

- 6 -

- G. Do you suspect that this one truck was used for commercial purposes other than the work that STEM had in conjunction with the operations in their shop?
- R. No, I don't think so. I believe it was used for legal purposes.
- G. The only trucks you suspect of having been involved in commercial activities were the 5 trucks loaned to ITAP?
- R. All I can say about the 6 trucks that had been issued to ITAP is that they have been used by ITAP in the S. Paulo area. What the purpose was, I don't know. The drivers reported that they were being used in S. Paulo area.
- G. Did you ask the drivers what they were hauling?
- R. I only know for certain that these 6 trucks are working in S. Paulo area for this reason: Iannello was engaged by this company but the Board of Trade Union in the plant objected to the engagement of Iannello, but he was engaged all the same. I only know this from the trade union's representative.
- G. Didn't you know what they were hauling?
- R. No.
- G. If, as transportation officer, you suspected they were being used for illegal purposes, why didn't you ask or personally find out what they were doing?
- R. As the trucks had been legally authorized for transportation to ITAP, I didn't feel any necessity of making an investigation or inquiry. First of all, I don't know if they were illegally used. They were authorized by Cagnazzo and there was no reason to make inquiry or investigate.
- G. You really don't think they were used illegally?
- R. I only have doubts and suspect the truck employed by STEM in the first 5 days of my job. One truck was used every day for 5 days from 9 to 12:30. That was why I stopped the release of transportation to STEM and suggested that they have a truck authorized for their use.
- G. In no case was this one truck used beyond the time from 9 to 12:30.
- R. I don't think so. It was impossible at night.
- G. You didn't ask the drivers what they were doing?

- 7 -

- R. I wanted to keep the drivers at a certain distance, that is, I didn't want to get familiar with them.
- G. In other words, you don't know anything, just suspects.
- R. I have no definite facts for suspicion. I only very vaguely suspect. I know of nothing that can be proven. There are a lot of people gossiping. I don't pay any attention to the chatter and gossip around the place. When somebody was reporting rumors I generally told them to report them to those concerned and I was only concerned with traffic. I am only interested in traffic regulation irregularities and have no definite suspicions, just vague rumors. I can't write any statement on illegal transportation.
- G. Do you know anything about picks and shovels being brought to Contin and removed without proper authority?
- R. About 20 days ago Mr. Cagnazzo put in an order for shovels, picks, barbed wire, and rock drills to be sent to two firms, Leoni and C.A.E. The materials were issued on regular receipts, checked by Saltera of Genio Civile and the materials were transported to Leoni and C.A.E., and are still in their hands. The trucks transported the equipment. All transportation of picks, shovels, and timber was made on the request of Cagnazzo to the contractors. A request for transporting MMIA materials was signed by you and the others were signed by Cagnazzo.
- G. Do you think any of these were removed without the proper authority or illegally?
- R. I cannot say. I cannot even suspect that they were illegally transported. There was the legal authority of Cagnazzo or one of the contractors.
- G. There actually wasn't anything illegal about it. We know that the stuff came from MMIA. It was checked when it came and when it went out and we knew where it went.
- Do you know^{anything} about ~~the~~ gasoline having been removed by STEM and hidden by them?
- R. No.
- G. Have you ever heard anyone accuse anyone else? Never heard drivers make a remark?

2324

- 8 -

- R. I never heard that any gasoline was illegally issued by this pump.
- G. Was gasoline issued at that pump only on your authority?
- R. At first Crispaldi of Genio Civile was in charge. When they wanted gasoline for transportation in Rome, they used to issue regular coupons which were turned in for the gasoline to Genio Civile.
- G. Was there any possibility of taking gasoline without the regular coupons, any opportunity of getting any on the side?
- R. I don't think so because all the coupons were issued through Crispaldi.
- G. Return in the morning with those two men.

2323

RUBINO

GRIFFITH These people have charged that the operations of the garage have been uneconomic, poorly handled, and at an exorbitant cost to the Italian Government. I am well aware that that should not have concerned us.

~~RUBINO~~ Rubino was concerned with repair and maintenance of equipment with which Genio Civile personnel were not familiar, and it was not his work to see that costs were kept down. I merely want to show that the charges are not correct. It was not Rubino's concern whether their prices were high or not. It was the concern of those men placed there for that purpose by the Italian Ministry of Public Works, Crispaldi and . . .

RUBINO Perhaps Genio Civile presumes that I have favored STEM in the contracts or in the cost of the work, but that is not true as I can demonstrate with documents that the prices charged by STEM are inferior to those charged by other firms which were ordered by Genio Civile to do the work before.

G. By inferior does he mean worse or less?

R. Less. STEM are accused of having contracts at higher prices, but it isn't true.

I have an idea that those people of Genio Civile were against STEM for their own purpose or own profit perhaps. In the evening at 6 or 6:30 I used to discuss with Mr. Crispaldi the orders, bills, and invoices of STEM and of the other firms when they were to be checked for payment and I discussed item by item and always used to reduce these bills and the cost, to which he was a witness because he was sitting in front of my table. They were also accused of continuously trying to lower the cost for the benefit of the Italian Government and Genio Civile. For example, this invoice of Tudini & Talenti, dated July 31, is still pending because I wanted to discuss it item by item with Mr. Crispaldi and I didn't want to settle it until Crispaldi was there. I was acting in the interest of the Italian Government who was paying the bills. What are the charges that are made against me?

G. There are no specific charges. I have yet to find out why they have designated four should be discharged. It merely says for the good of the organization. Then it went on with this other letter saying that various things were wrong. My opinion is that the Ministry of Public Works claims that these persons were STEM, were engaged in outside activities that were strictly STEM, that they were also interested in the profits.

R. Charges against uneconomic situation should be proven.

2322

- 2 -

- G. It is a matter of opinion to state that something is uneconomic.
- R. The question of cost is rather elastic because one job may be done at different prices, but one must see how the work is done. In any case as we are dealing with costs of mechanical operations, it isn't a question of opinion, it is a question of what the work is and the time it takes to do it, which may always be checked.
- G. As a mechanical engineer you should know if you are being charged too much.
- R. I am sure that the work which was done was done right. Those people who have charged me should say something definite, such as this work I have checked and passed at cost for 36 hours of labor should normally be done in 24 hours and I have been uneconomic in taking 10 more hours. You can't say in a general way that the work costs too much. They should show an instance.
- G. I agree with that.
- R. On trucks in certain cases one must use manpower to find out the trouble. For instance, an electric plant on board a car may require several hours to find the trouble and it may take much time to correct it. On repair work it is easy to pay extra time, for instance when a bolt breaks and requires time to replace it.
- For months no spare parts were issued to STEM and they returned all the trucks and jeeps repaired, while Tudini & Tolenti still have two trucks to be repaired without parts. STEM made and replaced parts. Many things were found on the market but were not charged for on invoices.
- G. Were you a partner in STEM?
- R. I would like to have been but was not.
- G. Did you derive any profit from the firm?
- R. I always fought for it but gained no profit. I can give evidence and furnish witnesses.
- G. What about Cagnazzo?
- R. Crocetta complained about the prices and made reference to Cagnazzo. All invoices were discussed in presence of Crispaldi. He is suspected of deriving some profit from STEM. I might be induced to suppose that the head of the Ministry of Public Works and those in his offices might derive profit from 2821 firms.
- G. Do you know or just suppose?

- 3 -

- R. I just suppose.
- GG Do you know if any other members of our organization derive any benefit?
- R. No. They are so strict and never give out a secret.
- G. In your contact around the garage do you know of any handling of gas in drums.
- R. No.
- G. Have you ever known of any dealings whereby STEM transferred gasoline for other than official purposes.
- R. STEM required a small truck to go to Rome for spare parts that were missing but was always denied that truck. It was a question of one or two hours a day. They were right in asking but were always denied.
- G. Are you connected in any way with the firm of Tudini & Tolenti?
- R. No. I don't know anything about Immobiliare but made a report against them because some material was missing, but the report never had any effect.
- G. You didn't quite understand the question. Were you connected in any way financially.
- R. No.
- G. Had you any connection financially in Tudini & Tolenti's bringing in of spare parts from Milan, which were eventually in part sold to the Ministry of Public Works through Tudini & Tolenti.
- R. I only know that Tudini & Tolenti went to Milan where they bought some spare parts and batteries and transferred them to Rome. Of this material only a small part and batteries and a few other items were sold to Genio Civile who gave them to our stores. They are still there, but what has happened to most of it is a matter for Tudini & Tolenti. The 20 batteries that were issued to Genio Civile on that occasion released to us were returned to Tudini & Tolenti because they were too dear.
- G. 25 graders came from Naples, but were delivered in Naples having no batteries. Everything was taken that could be carried. We had to have batteries. Genio Civile had to make its own arrangements. Tudini & Tolenti purchased batteries for the use of the graders in Milan and Genio Civile were supposed to be billed.

2320

- 4 -

- G. If they were billed, I never saw the invoices. I complained about the prices because I didn't see why after obtaining authority for Tudini & Tolenti to go to Milan, Genio Civile should be charged exorbitant prices, so the batteries were returned to Tudini & Tolenti. But from some Ministry source the graders were furnished batteries, but I never heard where they came from.
- R. Every two graders have 3 batteries instead of 4, the fourth was returned to Tudini & Tolenti. There should be two batteries on each grader. Part of these batteries were repaired, because STEM had found some broken ones. STEM didn't charge for this work. Some are from Tudini & Tolenti. Each grader has $1\frac{1}{2}$ batteries.
- G. It means they are still short of batteries.
- R. Tudini & Tolenti went to Milan, bought the batteries and increased the price a certain percentage and charged 7,000 lire for each battery. The price on the black market is \$120. They are not very dear from a certain point of view. They are very dear in comparison with prices of those from A.C. American batteries cost much less.
- R. Who has charged me with being paid by or having connection with STEM? I would like to ask for proof.
- G. You are in the same boat as the rest.
- R. What do you want me to do?
- G. I'll send word when to report to talk to Colonel Spann. It may not be necessary. It may be that Col. Spann will rescind these, at least in so far as the charges go. He may make it a layoff instead of a termination. Col. Spann is going to be very fair about the whole thing. Col. Spann is a good American officer, a sound business man, and a good engineer and would not discriminate against a person unjustly.

2319

PAGANO

GRIFFITH. You were Transportation Officer from our early days in Rome until Rolando came in some time about the first of August and should be in a position to know whether trip tickets were issued for unauthorized trips, if gasoline privileges were abused, whether STEM was out of line.

PAGANO Trip tickets were issued with my signature and eventually with that of Mr. Pacini. All trips were legally authorized and unauthorized trips were never issued.

G. By whom authorized?

P. Trips were authorized by Public Works & Utilities, Highway Equipment Section officer. The other dispatcher was a Genio Civile man. Does he

G. ~~Does he~~ still act in the capacity of issuing trip tickets?

P. He still issues them.

G. Every trip ticket is actually issued by Genio Civile?

P. Yes, since Pacini signs all. Since about July 14 the dispatcher was Pacini, a Genio Civile man. Formerly Pagano and Pacini were in charge.

G. Are you in any way associated with STEM financially?

P. No.

G. Never involved in any payoff or anything like that?

P. Never.

G. Do you know of any instances where gasoline was illegally used by anyone?

P. No. I have never been aware that gasoline was illegally used. It was always legally used.

G. Do you recall any instances where gasoline was transported in drums in the autopark or Contin?

P. In the month of July some of the contractors of Genio Civile had trucks working for them which had to come to the plant to be inspected from time to time and STEM was in charge of inspection, servicing, etc. These contractors had their own gasoline in drums.

2318

- 2 -

P. As Stem was servicing these trucks on Saturday and on Monday they had to go back to work for Genio Civile, these contractors asked STEM to have the management of the gasoline that was their own and not of Genio Civile. On these occasions they might have had some of these drums on the trucks. This arrangement enabled the trucks to obtain gasoline on Monday mornings so they could return back to work.

That took place in this pool of Genio Civile on Via Monzambano, not Contin.

G. Who furnished the original source?

P. It was the property of the contractors and I don't know who supplied it. It wasn't under my supervision. They had their own gasoline and it was given by them for distribution by STEM when the vehicles were in the pool on Via Monzambano. The gasoline might have been supplied either by Genio Civile through coupons or by the Italian Transportation office in Rome, but the fact is that the contractors had gasoline supplied them.

G. Do you know of any occasion when STEM hauled off drums of gasoline for its own use?

P. Never heard of any.

G. Never heard anybody talking about it?

P. I never gave way to the chatter of drivers. Sometimes they misunderstand the orders they are given.

G. Did you ever work for STEM in the past?

P. I came from Tunisia to enlist and was always under the Army and never worked for STEM. When I was released from the army I was employed by ~~Public Works~~ PWB, Field Section. I would like to know what charges are made against me?

G. No specific charges. We would like to know ourselves. We were told that conditions were undesirable in our operations and the letter stated that Mr. Pagano should be released merely stating for the good of the organization.

P. Since July I had noticed that there were some intriguers who were trying to cause trouble because they wanted to divert this organization from the Allied to turn it to Genio Civile in order to profit for themselves.

G. Who for example?

P. Crispaldi, father and son.

G. Anyone else?

2317

- 3 -

- P. His people were very well connected and accepted by Fraschetti and Reggiani. I imagine there was a connection between Crispaldi, father and son, and the two engineers. I am only guessing about Fraschetti and Reggiani, but heard the other two talking when they didn't think I was listening.
- G. Strangely both the Genio Civile side and cur side are against him.
- P. The question about old Crispaldi--Genio Civile was obliged to accept the idea of discharging him because Genio Civile and the truck drivers were against him.
- G. They came with recommendations that I discharge him, but I did not employ him and it was a matter about which I could do nothing.
- P. Paccini told him about those counter-directions of the Crispaldi and asked him to be careful about those two. They used to talk freely about this business because they thought me a friend and did not know I was in very good connection with Paccini. Paccini warned me about these.
- G. On the discharge proposition awhile ago. As I told Rubino he has been given a chance to defend himself on questions he knows, but we don't know what these charges are. You are asked to hold yourself in readiness to clear yourself before Col. Spann. Just as I said awhile ago, Col. Spam will be very fair about it.
- I am confident that you are not guilty and nothing can be proven against you because you took care of your own work and nothing else.

POZZO

GRIFFITH I am merely calling you in for any general information you may have insofar as these charges go. I am convinced that you have not stuck your finger into anything you should not have, that you are honest and honorable, and had no opportunity to involve yourself. Colonel Spann has withdrawn orders to discharge you. I would like to know if you know of any cases where any of our organization has been affiliated with any of the contractors who have been engaged in work with Genio Civile to the extent that they have received money for having passed on favors or passed off work that was not good.

POZZO I am neither officially nor unofficially aware of anything of that sort nor rumors of that.

G. Do you think that Cagnazzo asserted any influence of his position to better his own interests in other commercial ventures than this.

P. No. I know Cagnazzo well.

G. You have never known of any occasions where gasoline was hauled off in drums to be used by STEM?

P. No. I don't know anything about it. I was never concerned with that.

G. You may have accidentally stumbled onto something that didn't look right.

P. No.

G. Do you think Rubino is involved in any way with this?

P. No. Sometimes I complained because some directions given to me by Mr. Griffith were not complied with by Rubino.

G. Know anything about unauthorized trip tickets?

P. No. That branch was very well checked and controlled.

G. There was a question which came up this morning in which the statement was made that you had chosen the truck drivers for the Milano-Asphalt trip.

P. I did not ask special drivers to go to Milano for this trip but remember well that I signed on of Cagnazzo on the request for trucks to go to Milan but not for drivers

G. At that time did you see the trucks as they left for the trip?

- 2 -

- P. Yes.
- G. Did they have any gasoline drums in the trucks?
- P. No.
- G. Did they pass through S. Paulo through town?
- P. I accompanied them to Puntinello near Farnesina just to see that the gasoline was supplied. They went immediately from there to Milan.
- G. Did you see them when they came back?
- P. No. I knew they had come back the day after their return.
- G. You never have worked for STEM?
- P. No. Just friendship with Cerani. Nothing else.
- G. I would like you and Cerani to come in together

CERANI

GRIFITH I think you know the story pretty well, that STEM is out of Contin so far as the mechanical business is concerned and so far as we are concerned. You are not concerned with any of the things that were listed as undesirable. As you know, the only thing which we ordered was the removal of STEM from the organization. That order originated from complaints made by Genio Civile and not through any action by this office,

The questions I am going to ask are personal ones and will not go any farther than my office and the office down town, and you can be assured that there will not be any letter on it and you can tell me openly and frankly on what I ask. It won't reflect on the future because nobody will ever know about it.

I would like to know who in Genio Civile ^{you have} ~~been~~ been paying off in order to get your work accomplished and your bills paid?

CERANI Nothing will go out of this room? Are you confident that no one will talk about this? Because the position of a contractor is ~~very delicate~~ very delicate.

G. It won't go any farther.

C. In order that the bills may be paid regularly I have been obliged to give a monthly allowance of 5000 Italian lire to Mr. Crispaldi and they were paid to him at each payment of bills. The same allowance was granted to Mr. Marsala for the only time when he was in charge of the payment of invoices. (Marsala was the official of Genio Civile in charge of the pool on Via Monzambano). For the time he was in charge of the payment of bills, I used to give him a monthly allowance of 5000 lire.

As the payment of the last bills were delayed so much, I was obliged to have the visa of Ing. Crocetta to promise him a forfeit of 10,000 lire just to get the visa on my last bills. This month I have not paid for the reason that the bills do not have the visa and stamp of Crocetta. The money was promised.

G. Has he paid anybody higher than that?

C. No. They had some conferences and some separate talks with Inspector Gra and Ing. Frascchetti because STEM said that if they succeeded in getting STEM a regular contract they would be interested in an allowance from the work of STEM. They didn't object to the idea of getting an allowance from STEM, but didn't succeed. That was the end of July when when they were already working, but they wanted a regular and permanent contract.

- 2 -

- C. I wanted to have a contract lasting at least 3 or 6 months and not get jobs which would be discontinued and this required setting up equipment. I never got that type of contract. The assistance of Fraschetti and GRa was required in order to get that contract and STEM offered them a regulance interest of their profits if they should succeed. They were asked separately not together but they did succeed but said they never received anything. That was when both were with Genio Civile and not the Ministry, but when they were transferred to the Ministry, they said to STEM that it was not possible for STEM to have that kind of contract.
- G. What did these men say when they were offered this contract?
- C. They didn't object.
- G. How much did they?
- C. They never said anything against but said they would do whatever they would be able to.
- G. Didn't they say how much they would expect?
- C. I only spoke to them separately. They made STEM get from you a permanent contract. We are inclined to give to the official in charge of the management of the work an interest in our profits. They only answered that they would see if it is possible to get this contract.
- I suggest that ~~you might~~ they might answer you if you questioned them. We would not hear anything about it.
- G. Have you paid off to anybody in the organization?
- C. No.

2312

Mister GRIFFITH ed il sig. RUBINO

Amer. = Tutti i lavori che sono stati fatti in officina sono stati antieconomici e sono costati al governo italiano una cifra esorbitante. Lei non aveva l'incarico di fare dei contratti con quelli che riparavano i macchinari ma semplicemente quello di interessarsi della parte tecnica di quei lavori che venivano eseguiti. La responsabilità per l'eccessivo costo di quei lavori é delle persone del Genio Civile e degli incaricati messi a quello scopo dal Genio Civile e cioè Crispolti e Ronzulli. Lei quindi non é responsabile, perché non aveva l'incarico di stabilire i prezzi per i lavori.

Ital. = Io suppongo che il Genio Civile abbia pensato che io abbia favorito la STEM., ma vi sono dei documenti dimostrabilissimi che fanno vedere come le altre ditte, a parità di lavoro, fanno dei prezzi superiori per lo meno del 400% a quelli della STEM. Debbo precisare che io, prevedendo fin dal principio, per la lotta personale che facevano alla STEM, ho fatto di tutto per tenere quotidianamente vicino il signor Crispolti col quale discutevamo perfino sui piccoli prezzi in modo che il Genio Civile non avesse a che dire. Basta rivolgersi a qualsiasi officina meccanica per confrontare i lavori ed i prezzi che sono stati fatti; ve ne dò una prova facendovi consultare questo documento che é in sospenso dal 31 luglio (mostra una fattura). Io non ho capito bene se mi si fa l'addebito di non aver saputo tutelare gli interessi del Genio Civile.

Amer. = Accuse specifiche contro di lei non ne ricaviamo; dalla lettera, però, sembra che il Ministero dei Lavori Pubblici o il Genio Civile ritengano che quelle quattro persone nominate nella lettera, lavorassero per conto della STEM.

Ital. = E' facile dire che una cosa é antieconomica; ma bisogna dimostrarlo!

Amer. = Infatti, é una cosa difficile a provarsi perché é tutta questione di opinione; non é facile determinare il motivo per cui una cosa é costata troppo o é costata poco.

Ital. = Io posso precisare un altro fatto: per smerigliare le valvole occor-

- 2 -

ronoi4(ore, ma può venire un cre(ano qualunque e dire che lui le fa in 36 ore!

Amer. = Trattandosi di un'operazione meccanica, il tempo impiegato oppure il costo sono elementi che si possono controllare.

Ital. = Io sfido quei signori a trovarmi un lavoro fatto con un impiego di tempo superiore a quello che effettivamente occorre! E poi, io potrò avere sempre ragione perché posso dimostrare che non è mica detto che il medico debba riconoscere subito la malattia! Io invece posso dimostrare che pur essendo per quattro mesi sprovvisti di pezzi di ricambio, tutte le macchine entrate sono riuscite riparate mentre la Tudini & Talmenti è da quattro mesi che ~~non riesce a cacciarle fuori~~ riesce a cacciarle fuori. Noi, non abbiamo messo mai in fattura le spese per cariche di batterie.

Amer. = Lei è un socio della STEM?

Ital. = Magari lo fossi!...

Amer. = Ha ricavato mai qualche utile?

Ital. = No; abbiamo litigato sempre. Quante partacce ho avuto dall'ing. Cagnazzi! Crocetta si andava a lamentare con Cagnazzo il quale veniva da me...Crispoliti è stato messo a finaco a me da Fraschetti e quindi i costi sono stati sempre discussi insieme. Come va che adesso mi vengono a dire questo? Come loro hanno sospettato che io percepissi qualche cosa dalla STEM, così io sono autorizzato a sospettare che tutti, a cominciare dal ministro Romita, mangiano loro assieme alle ditte.

Amer. = Lei so sa o lo suppone?

Ital. = Lo suppongo; alla stessa maniera come loro suppongono di me.

Amer. = Le risulta che qualche altro membro della nostra organizzazione abbia derivato dei profitti dalla STEM?

Ital. = Nemmeno per sogno.

Amer. = Ha mai saputo che qualcuno degli appaltatori che lavorano nello stabilimento Contin abbia mai usufruito illegalmente di benzina?

Ital. = Nessuno.

Amer. = Non sa se abbiano adoperato della benzina per dei loro trasporti?

2319

- 3 -

Ital. = La STEM doveva avere un camioncino per un'ora al giorno per trasportare dei pezzi di ricambio e ciò sempre per il vantaggio dell'organizzazione, ma questo camioncino non è stato mai dato.

Amer. = E' stato mai legato, finanziariamente, con la Tudini & Talenti e con l'Immobiliare?

Ital. = Non li conosco per niente; anzi, ho fatto un rapporto per colpirli.

Amer. = E' mai venuto a conoscenza o ha avuto la parte in quell'affare per cui la Tudini & Talenti ha trasportato da Milano a Roma delle parti di ricambio, delle batterie, ecc. che furono poi vendute attraverso delle organizzazioni tecniche al Ministero dei Lavori Pubblici?

Ital. = Questo è oggetto di un mio rapporto mio; io soltanto vidi arrivare la merce e basta.

Amer. = Dove l'ha vista arrivare?

Ital. = La mandarono a me; quando Tudini & Talenti andarono a Milano, fecero prendere all'ing. Cagnazzo che era ben accetto.....Comunque, posso dire che il Genio Civile ha fatto un affare perché le batterie che hanno restituito indietro Tudini e Talenti hanno dovuto essere riparate. Le batterie che prese il Genio Civile furono restituite perché erano care, erano una ventina di batterie.

Amer. = Lei sa che quei 18 graders che sono venuti dalla Immobiliare mancano di tutte le 18 batterie.

Ital. = I graders erano senza batterie ma quando vennero quelle di Milano, io cominciai a metterle ma mi dissero di no...

Amer. = Allora, sui graders, vi sono le batterie?

Ital. = Ogni due graders vi sono tre batterie; un po' sono di Tudini & Talenti ed un po' si tratta di batterie sfasciate che sono state riparate. La STEM le ha fatte riparare e non le ha fatturate nemmeno. Mister Griffith disse che erano care ma io affermo che non erano affatto care perché Tudini & Talenti le fatturava 17 mila lire mentre costavano 12. La Tudini & Talenti facevano una pura ²³⁰ semplice operazione: le comprava, le maggiorava di quelle spese di

- 4 -

trasporto le cedeva a 7 mila lire mentre ne costavano 12.

Amer.= Crede che non vi siano altro da aggiungere?

Ital.= Per me, quello che vorrei sapere chi è la persona fisica che viene a raccontare tutte queste cose. Ma, poi, loro fanno questione di costo o di persona? Standoci la quattro persone dentro, il costo c'era o non c'era? Lì hanno cercato di creare una confusione. Loro dicono che la cosa non era economica o che ci sono quattro persone dentro?

Amer.= No; siccome le quattro persone erano legate con la STEM, i costi erano anti economici, perché questi non si interessavano...

Ital.= Cercate di confrontare con altre fatture.

Devo aspettare l'esito di questa inchiesta?

Amer.= Manderemo a dire noi quando sarà il momento di andare a parlare col colonnello Spann; potrebbe darsi che questi, quando legge le deposizioni, la liberi completamente da queste accuse.

Ital.= Ma qui, oltre tutto, subentra il fattore morale!...

Amer.= Può darsi che lui, visto quello, lo assolva da qualsiasi accusa in modo assoluto.

Ital.= Sarà molto imparziale su tutte le cose. Egli è un professionista americano, un ingegnere molto ben conosciuto e non è individuo di tener sotto accusa ingiusta delle persone che non lo meritano.

2308

Il signor Griffith con il signor Rolando

Amer. = Lo scopo di questa inchiesta é quello di provare l'infondatezza di determinate accuse e critiche rivolte dal Genio Civile al quartier generale del P.W., accuse che coinvolgono qualcuno del nostro personale e la cui portata si riflette su tutti gli impiegati dell'Asphalt Equipement.

La prima domanda che voglio rivolgerle si riferisce al viaggio di alcuni autocarri che si sono recati a Milano con un carico di asfalto.

Ital. = Sono ritornati dopo pochi giorni

Amer. = Durante la sua permanenza da Contin, in qualità di impiegato, é mai venuto a conoscenza che qualcuno del personale di questo ufficio abbia trasportato dei bidoni pieni di benzina?

Ital. = Non mi risulta; almeno fino all'ora in cui io restavo e cioè fino alle 8.

Amer. = C'era della benzina immagazzinata, da Contin?

Ital. = No; avevamo soltanto 4 o 5 latte da 20 litri che avevamo all'ufficio movimento e che erano in consegna da Pacini il quale distribuiva e annotava. Quando le macchine dovevano venire a far rifornimento e via Monzambano e si trovavano all'asciutto, lui dava 5-10 litri che annotava regolarmente.

Amer. = Di tale benzina é stato mai dato qualche quantitativo alla STEL?

Ital. = No, ceduta no. Quando un mezzo doveva uscire dall'officina per eseguire una prova, si rilasciava un buono a Pacini specificando il motivo del prelievo ed il quantitativo prelevato e quando ancora non si usavano i buoni, Pacini annotava tutto quello che usciva.

Amer. = E' a conoscenza dell'emissione di fogli di viaggio con firme di persone non autorizzate a firmare?

Ital. = A me risulta che due fogli di viaggio sono stati rilasciati in questo modo; fogli che sono stati ritirati dalla polizia ²³⁶allegati ed inviati a me; De Martino mi ha dato ordine di ritirarli e mi ha fatto pervenire i due regolari che erano a Napoli.

- 2 -

Amer. = Da chi erano firmati?

Ital. = Non so; De Martino li ha ritirati e se li é messi da parte.

Amer. = Il viaggio era coperto da due regolari?

Ital. = Sono andati a Napoli con i fogli regolari nostri; lì hanno ritirato quelli regolari e si vede che ne hanno rilasciati altri; durante il viaggio sono stati fermati dalla polizia che probabilmente avrà ritirato anche i fogli di viaggio. De Martino me l'ha segnalato dicendo: Guarda, ci sono questi due; poi ti farò avere i due fogli di viaggio regolari. I^o adesso ho i due fogli regolari; non so se De Martino abbia quelli irregolari nella sua stanza.

Amer. = Si ricorda i nomi dei due guidatori?

Ital. = Uno dev'essere Iori, che non voleva andare a Napoli perché aveva paura; dell'altro, mi sfugge il nome.

Amer. = Gherardi?

Ital. = Era con Iori ma non so se erano insieme in quel viaggio. Potrebbe darsi. Di Iori son sicuro, dell'altro no.

Amer. = Le risulta che questi due autisti, Iori e Gerardi, siano stati fermati dalla polizia perché in possesso di due fogli di viaggio irregolari?

Ital. = Allora può darsi che siano loro.

Amer. = Sono disponibili per essere interrogati?

Ital. = Devono essere giù tutti e due.

Amer. = Li porti domattina alle 9. Lei sa di autocarri e di attrezzature che sono state adoperate dalla STEL a scopi propri?

Ital. = Io ho cercato di non dare i mezzi alla STEL; ho preteso un'autorizzazione per poter rilasciare un mezzo per i servizi di officina e fino a che non ho avuto l'autorizzazione del signor Griffith, non ho dato nessun mezzo a meno che non si trattasse di una necessità urgente come riparazione di gomme, carica di batterie...

Amer. = L'autorizzazione é venuta da qui?

Ital. = E' venuta quella sera quando ho chiesto al signor Griffith di dare l'automezzo che faceva il servizio d'autobus per gli impiegati;

2306

- 3 -

nelle ore in cui l'automezzo finiva il servizio di autobus, restava a disposizione della STEL.

Amer. = A parte ciò, è a conoscenza che la STEL utilizzasse dei veicoli per scopi commerciali?

Ital. = E' difficile poterlo affermare. Di richieste fatte proprio dalla STEL ce n'è qualcuna; c'è qualche richiesta firmata dall'ing. Cagnazzo.

Amer. = Per quale scopo?

Ital. = Per trasporto di materiale in genere ed erano fatte dall'ing. Cagnazzo o dall'ing. Pozzo.

Amer. = Lei sa quali o quante automobili o altre cose sono state richieste?

Ital. = In genere, veniva richiesto un autocarro di tanto in tanto ed è proprio per quello che io ho richiesto l'autorizzazione.

Amer. = Si ricorda se la destinazione di questi autocarri era per fuori città?

Ital. = Mi pare che non era per fuori città.

Amer. = I trasporti, quindi, erano in relazione col lavoro che loro facevano in officina?

Ital. = Credo di no.

Amer. = Vuol spiegare meglio il motivo per cui lei ritiene di no?

Ital. = L'officina poteva disporre, per i trasporti necessari per le sue riparazioni, di una camionetta leggera perché i trasporti, in genere, erano di qualche batteria, di parti di ricambio, di qualche gomma da vulcanizzare; invece venivano richiesti autocarri "3 assi". Ho domandato a De Martino se potevo rispondere a dette richieste e lui mi consigliò di richiedere l'autorizzazione del signor Griffith.

Amer. = Trovo strano che l'ufficiale, la persona che è a capo del controllo del traffico, abbia potuto ed abbia permesso l'uscita dal recinto del Cantin a degli autocarri che si sospettava fossero per dei trasporti illegali.

Ital. = E proprio per questo io ho rifiutato di dare gli autocarri senza

2305

- 4 -

l'autorizzazione; ogni qual volta On venuti a chiederli ho detto sempre di no perché non avevo l'autorizzazione.

Amer. = Quando é successo questo?

Ital. = Nella prima settimana della mia assunzione in servizio.

Amer. = Quante macchine saranno state adoperate, press'a poco?

Ital. = Approssimativamente, 5 o 6.

Amer. = Continuamente o saltuariamente?

Ital. = Una ogni tanto; in quei cinque o sei giorni, ci saranno stati, in totale, 5 o 6 viaggi.

Amer. = Nelle sue *subin ship* c'è una richiesta di concedere 6 autocarri ad una compagnia di trasporti, Gold ITAP?

Ital. = Sì, c'è la richiesta di 6 automezzi firmata dall'ing. Pozzo il quale é venuto a nome del maggiore Griffith. Noi avevamo avuto un primo ordine di tener pronti sei autocarri inglesi che dovevano essere assegnati ad una ditta; su detti autocarri si doveva scrivere: "Questo veicolo non é un veicolo militare"

Amer. = Chi aveva dato quest'ordine?

Ital. = Me l'aveva portato il signor Campanelli.

Amer. = Sono questi stessi autocarri che sono stati adoperati dalla STEM per viaggi illegali?

Ital. = No. I sei autocarri erano pronti, ma dopo un paio di giorni é venuto l'ing. Pozzo e mi ha detto: Non scrivete più quella frase sugli autocarri, sospendete quest'ordine perché questi sei mezzi devono essere assegnati alla ITAP.

Amer. = I segni militari erano già stati cancellati?

Ital. = No, perché l'ordine é stato fatto sospendere in tempo. C'è stato un po' di disguido quando si é trattato di provvedere i sei conduttori perché io ne avevo soltanto quattro, ma poi mi é stato detto: Non importa, agli altri due provvederemo noi.-

Amer. = Questi veicoli non sono quelli che ha adoperato la STEM 2304

Ital. = Credo di sì.

- 5 -

Amer. = Sarebbe quei veicoli che hanno fatto quei cinque o sei viaggi illegali?

Ital. = No, perché di questi si è trattato i primi giorni che ero io.

Amer. = Non sa dove sono andate quelle macchine?

Ital. = Si potrebbe sapere... deve essere nella zona di San Paolo.

Amer. = E' sicuro di questo?

Ital. = Sì, perché lo dicono gli autisti.

Amer. = E adesso?

Ital. = Vi sono tuttora, perché non hanno ultimato i 15 giorni.

Amer. = Quando crede che dovrebbero rientrare?

Ital. = E' questione di due o tre giorni.

Amer. = Sono ancora adesso nelle vicinanze di San Paolo?

Ital. = Dovrebbero essere ancora lì.

Amer. = Vengono indietro da Contin?

Ital. = No, non vengono, la sera. Anzi, a proposito di questo, il giorno che li hanno chiesti e che sono partiti, l'ing. Cagnazzo mi parla della richiesta di fare il pieno di benzina di sei automezzi - c'era anche lì De Martino - e abbiamo dato la benzina per i mezzi; il giorno dopo hanno chiesto di nuovo 600 litri di benzina per il rifornimento di questi mezzi ed io ho risposto che non li potevo dare. Prima ha telefonato Di Nepi, che è il cognato di Sorani, per avere 600 litri di benzina ed io ho risposto che non potevo darli; poi mi ha telefonato l'ing. Cagnazzo e siccome in quei giorni il sig. Griffith era andato a Napoli, ho risposto che avevo l'ordine da quest'ultimo di non dar niente; allora lui mi ha fatto la proposta di firmarmi una ricevuta in cui diceva che ritirava la benzina in prestito fino a quando il signor Griffith non dava disposizioni in merito e nel caso di un rifiuto, avrebbe restituito la benzina. Ho preparato la ricevuta ma, essendo stato chiamato dall'ing. Ferretti, ho trovato per strada De Martino il quale mi consigliò di attenermi a quelle che erano le disposizioni del signor Griffith, ed allora ho annullato la ricevuta.

- 6 -

Amer. = La benzina la dovevano mettere in bidoni?

Ital. = Sarebbero venuti a far rifornimento con autocarri.

Amer. = Ma 150 galloni di benzina sono troppi per rifornire queste macchine

Ital. = No; si tratta di autocarri inglesi che hanno serbatoi di cento litri e siccome erano sei...

Amer. = Si trattava delle stesse macchine che erano state usate lì?

Ital. = Sì.

Amer. = Non erano degli automezzi in più di quelli dati alla ITAP?

Ital. = No; loro mi hanno richiesto il rifornimento dei mezzi dati alla ITAP

Amer. = Sono gli stessi che sono stati adoperati per gli usi commerciali nei primi cinque giorni?

Ital. = No.

Amer. = Sarebbe stato adoperato solamente un autocarro al giorno?

Ital. = Sì, saltuariamente, per i primi 3-4 giorni; facevano la richiesta dicendo che l'autocarro serviva per l'officina.

Amer. = Non sa cosa trasportavano?

Ital. = No, ma non credo che facessero dei carichi ricchi. Probabilmente, l'adoperavano poi fuori per altri usi; ed è per questo che io richiedo l'autorizzazione.

Amer. = L'autocarro lo caricavano nell'officina stessa?

Ital. = No; usciva vuoto oppure con quel materiale che avrebbe dovuto servire per gli scopi dell'officina perché in questo modo era fatta la richiesta; poi, in seguito, De Martino stesso mi disse di non aderire alla richiesta della STEM ed io, nei primi cinque giorni, ho negato l'autocarro. Anche a Di Nepi che venne a dirmi che l'autocarro serviva per portare fuori le gomme, rinnovai il rifiuto.

Amer. = Le macchine che nei primi giorni sono uscite, quanto tempo restavano fuori?

Ital. = Dalle nove di mattina fin verso mezzogiorno o l'una.

Amer. = Quindi, in sostanza, si tratta di un viaggio di tre o quattro ore effettuato da un autocarro in quei cinque giorni?

2302

- 7 -

Ital. = Sì, in () dia.

Amer. = Ma il mezzo fu autorizzato?

Ital. = Sì; ricordo che quella sera che sono venuti a parlare con mister Griffth, mi dissero che erano stati autorizzati.

Amer. = Chi?

Ital. = Sorani mi disse: abbiamo già parlato ed abbiamo l'autorizzazione di utilizzare quel mezzo che fa servizio di autobus.

Amer. = Lei crede che questo mezzo, per il quale era stata data l'autorizzazione di adoperarlo solo quando era disponibile, è stato poi utilizzato a scopo commerciale privato, oppure no?

Ital. = Non credo.

Amer. = Lei sospetta che siano state adoperate per scopi commerciali soltanto quelle sei macchine che sono state date all'ITAP?

Ital. = Non posso neanche affermare questo; ho consegnato i sei mezzi alla ITAP secondo la richiesta che mi era stata fatta ed ho negato la benzina perché mi avevano detto di non darla. Dagli autisti ho sentito dire che quegli automezzi li adoperavano nella zona di S. Paolo.

Amer. = Lei ha chiesto agli autisti cosa trasportavano?

Ital. = No; so che sono in quella zona per l'incidente di Iannelli: siccome fra i sei autisti avevano assunto Iannelli e la commissione interna si è opposta a tale assunzione, alla discussione che ne è seguita io ho detto che non lo avevo assunto e quelli della commissione mi hanno risposto: ma se lavora con i sei autocarri a San Paolo!?!...

Amer. = Lei non sa che cosa trasportassero?

Ital. = No.

Amer. = Non l'è venuto mai in mente di sospettare ~~di sospettare~~ che fossero impiegati in trasporti non leciti e di pensare di indagare, o personalmente o attraverso gli autisti stessi, circa lo scopo dei lavori che facevano?

Ital. = No; la richiesta di autorizzazione è stata fatta dall'ing. Cagnazzo con la presenza dell'ing. Cagnazzo e quindi non mi sono interessato.

- 8 -

Amer. = Avendo ci avuto dei sospetti, non ha sentito l'opportunità di fare delle indagini personali?

Ital. = Siccome per la ITAP sono state fatte delle richieste, io pensavo che si trattasse di una assegnazione fatta legalmente. Io non posso sapere...

Amer. = Lei, quindi, effettivamente non può sospettare?

Ital. = No, non posso avere sospetti.

Amer. = In principio lei ha detto che aveva il dubbio che fossero impiegati illegalmente.

Ital. = Sì, ma per quei cinque mezzi che chiedevano giornalmente. Infatti, li ho fermati.

Amer. = Quegli automezzi non sono mai stati adoperati di sera o di notte?

Ital. = No.

Amer. = Non ha mai domandato che cosa facessero? Non ha mai interrogato gli autisti?

Ital. = No, perché è nella mia linea di condotta di tenere gli autisti ad una debita distanza; e poi, essi esagerano o negano le cose secondo i loro interessi.

Amer. = Quindi, di positivo non può dir niente? Ha solo dei vaghi sospetti?

Ital. = Sì, ma sono sospetti personali, che non possono avere nessun valore, perché c'è un sacco di gente che chiacchiera. L'unica cosa che conta, per la STEM, è il fatto delle riparazioni che non erano fatte bene; ma questa è una cosa ~~definita~~ finita. Quando mi venivano a raccontare di queste cose, io dicevo: va a raccontarle ad altri perché a me interessa solo che il servizio vada bene e credo soltanto a quello che vedo io.

Amer. = Lei non può formulare un'accusa sulla questione della illegalità dei trasporti?

Ital. = No.

Amer. = E' a conoscenza che dei picconi e dei badili sono stati trasportati al Contin e poi ritirati e portati altrove ed impiegati per altri scopi?

- 9 -

Ital. = Vi sono delle richieste per il trasporto di badili e picconi; l'ha fatta personalmente a me l'ing. Cagnazzo 10-15 giorni fa; si tratta di picconi e badili ripartiti fra due o tre ditte; io ho dato i mezzi ma l'incarico per il carico ed il trasporto del materiale é stato affidato a Saltalamacchia che é quello che ha le chiavi del magazzino. Vi é stata una richiesta di trasporto di pale, picconi e fioretti da portare a due ditte e questa richiesta mi é stata fatta, una sera, dall'ing. Cagnazzo.

Amer. = Ricorda il nome delle ditte?

Ital. = Una era la C.A.I. e l'altro l'ing. Leoni; ricordo che c'era da trasportare anche del filo spinato.

Amer. = Quanti camions?

Ital. = Non so.

Amer. = Il materiale é stato consegnato? Quando é avvenuto questo?

Ital. = 20 giorni fa. Saltalamacchia faceva l'elenco.

Amer. = I materiali sono ritornati o sono rimasti lì?

Ital. = Credo che siano rimasti lì. In questi ultimi giorni, poi, vi é stato un altro trasporto di materiale.

Amer. = Di che genere?

Ital. = Press'a poco dello stesso genere.

Amer. = Lo hanno portato pure alle due ditte di prima?

Ital. = Credo che si debba trattare di altre ditte; ma a me non hanno detto dove lo portavano. Saltalamacchia é venuto a chiedermi degli autocarri e siccome io mi sono rifiutato, mi é pervenuta una richiesta da parte di mister Griffith scritta in inglese.

Amer. = Lei crede che qualcuna di queste spedizioni sia stata fatta illegalmente?

Ital. = Posso sospettarlo, ma non posso affermarlo perché c'era la richiesta dell'ing. Cagnazzo.

Amer. = Infatti, non c'è niente di irregolare perché si tratta di materiale della M.I.A. entrato con regolare ricevuta e con l'ordine di assegnazione a quegli appaltatori che ne avevano fatto richiesta. Crede

2294

- 10 -

lei che della benzina sia stata a lnta ~~www~~ illegalmente, dalla STEM, alla pompa di qui giù, e nascosta?

Ital. = A me non risulta.

Amer. = Sa lei se la benzina veniva distribuita da questa pompa sola, senza la sua autorizzazione o con quella di qualche altro?

Ital. = Prima c'era Crispolti a disimpegnare questo servizio e noi gli dicevamo soltanto quando doveva e quando non doveva dare la benzina. Quando i mezzi che uscivano per Roma avevano bisogno di rifornimento, prelevavamo 10-15-20 litri di benzina - a seconda del tipo del mezzo e del percorso - regolarmente e attraverso Crispolti. Io, quindi, non credo che ci possa essere stato qualche abuso; per i mezzi che uscivano, Crispolti aveva il buono regolare.

Amer. = Domani venga qui con Iori e Gherardi.

Ital. = Va bene.

Mister GRIFFTH col sig. PAGANO

Amer. = Da quanti mesi lei era l'ufficiale addetto al controllo al traffico?

Ital. = Dal 30 aprile.

Amer. = Per quello che si riferisce al periodo che va dal 30 aprile al 14 agosto, data in cui il signor Rolando ha preso il suo posto, é in grado di poterci dire qualche cosa su uno di questi tre argomenti: 1°) se sono stati emessi fogli di viaggio firmati da persone non autorizzate; 2°) se della benzina) é stata fatta distribuire a persone o ditte che non dovevano averla; 3°) se qui c'era gente che era interessata nella STEM?

Ital. = Riguardo ai fogli di viaggio, ero io che li firmavo ed in un secondo tempo, quando venne Pacini, fu autorizzato lui. Nei venti giorni che siamo rimasti assieme, Pacini si occupava particolarmente della parte movimento. I movimenti che si effettuavano, erano tutti movimenti richiesti regolarmente.

Amer. = Da chi erano autorizzati i viaggi?

Ital. = Dal nostro ufficio; erano viaggi che ci richiedeva l'ufficio.

Amer. = Chi era lo speditore?

Ital. = Pacini.

Amer. = Era un uomo del Genio Civile?

Ital. = Sì, é ancora impiegato laggiù.

Amer. = E' ancora lui che si occupa dei fogli di viaggio?

Ital. = Sì.

Amer. = Quindi, in fin dei conti, ogni viaggio era autorizzato dal Genio Civile?

Ital. = Dato che li firmava Pacini...

Amer. = Da quanto tempo li firmava?

Ital. = Esattamente non ricordo; egli é venuto verso la fine di luglio e da allora li firmò lui. Prima che la cosa fosse ben decentrata, ce ne occupavamo in due; poi, io non facevo altro che coordinare tutto quanto mentre Pacini era preposto al movimento e quindi ai fogli di viaggio.

Amer. = Lei é mai stato in rapporti o associato con la STEM ?

2297

Ital. = No.

Amer. = Non le é stato mai offerto danaro o qualche compenso?

Ital. = No.

Amer. = Sa se la benzina é stata adoperata in modo illecito da qualcuno?

Ital. = A me non risulta.

- 2 -

Amer. = Le risulta che della benzina in bidoni sia stata trasportata o dal Genio Civile o dall'autoparco del Genio Civile allo stabilimento di Contin?

Ital. = Ciò si è verificato nel periodo in cui c'erano le macchine che lavoravano per le imprese. Ho saputo che le imprese avevano affidato alla STEM il compito di gestire la benzina che loro davano alle macchine che avevano avuto in prestito, in affitto, dal Genio Civile. La cosa va così: delle imprese avevano avuto, tramite il Genio Civile, dei camions per i loro lavori, e la manutenzione di questi camions era stata affidata alla STEM. Ho saputo che, profittando di ciò, le imprese avevano incaricato la STEM di dare la benzina ai loro camions; ma si trattava di benzina loro, delle imprese, che era stata portata nell'impianto del Genio Civile per essere trasportata al deposito della STEM.

Amer. = In che epoca?

Ital. = Ai primi di luglio.

Amer. = Quindi, si trattava di benzina di proprietà degli appaltatori del Genio Civile, benzina in bidoni che dagli appaltatori era affidata alla STEM perché ogni lunedì mattina facesse il carico dei camions?

Ital. = L'avevano concentrata, mandata a questo autoparco, ma era di proprietà degli appaltatori.

Amer. = Chi la forniva agli appaltatori?

Ital. = Non era cosa di competenza nostra; erano notizie che sentivamo dire; io penso che l'abbiano avuta a mezzo dei buoni di prelievo benzina dati dal Genio Civile o dall'ufficio trasporti di Roma.

Amer. = Lei sa, almeno, se qualche volta la STEM ha preso, per proprio uso, dei bidoni di benzina?

Ital. = Non mi consta, ma non credo.

Amer. = Non ha potuto venirne a conoscenza a mezzo di qualche pettegolezzo degli autisti?

Ital. = Gli autisti ne fanno sempre di pettegolezzi ma io non vi ho dato mai peso perché sono sempre pronti a dir male.

Amer. = Prima di essere impiegato qui, ha mai lavorato per la STEM?

Ital. = Io vengo dalla Tunisia e sono rientrato in Italia nell'immediato della guerra; ho prestato subito servizio nell'esercito e dopo congedato sono stato impiegato al P.W.B.

- 3 -

Amer. = Circa le accuse che le si muovono, non ha niente da chiedere in merito?

Ital. = A dire la verità, non so di che accuse si tratti.

Amer. = Nessuna accusa specifica le é stata fatta; l'unica é quella che lei sa e cioè: il Ministero dei Lavori Pubblici ed il Genio Civile ritengono che i lavori fatti non sono di loro soddisfazione.

Ital. = Già nel mese di luglio, ho avuto sentore che stavano preparando qualche cosa. Le persone che hanno fatto questo, lo hanno fatto perché volevano cercare di sostituirci nei nostri posti direttivi.

Amer. = Chi, per esempio?

Ital. = I Crispolti, padre e figlio.

Amer. = Qualche altro?

Ital. = Le persone che avevano interesse a togliere all'organizzazione alleata questa organizzazione nostra, erano i Crispolti. Alla domanda se ci fosse anche qualche altro, io immagino che l'ingegner Reggiani e l'ingegner Fraschetti, che erano molto amici dei Crispolti, fossero della stessa idea di questi; non si tratta di una mia supposizione; li ho proprio sentiti parlare di queste cose.

Amer. = La cosa strana é che tanto la nostra organizzazione, quanto il Genio Civile, sono contrari al vecchio Crispolti; tanto é vero che se lo son tolto dai piedi.

Ital. = E' perché tutti gli autisti non l'hanno voluto e quindi, loro, hanno dovuto venire incontro al desiderio degli autisti.

Amer. = Molto probabilmente anche lei, come Rubino, può essere chiamato dal colonnello Spann. Stia tranquillo perché il colonnello é un gentiluomo; é un professionista molto conosciuto negli Stati Uniti ed é una persona che non é tale da compiere dei soprusi ai danni di qualcuno. Se domani sarà chiamato a difendersi, ci vada con tutta tranquillità perché é un uomo che sta al di sopra di tutti.

Ital. = La ringrazio per avermi voluto tranquillizzare; io sono tranquillissimo perché ho pensato sempre al mio lavoro ed all'ufficio movimento nessuno ha qualche cosa da rimproverarmi.

2295

Mister Griffth col signor POZZO

Amer. = Ho già detto al colonnello Spann che l'ingegner Pozzo non ha mai intinto dove non bisogna intingere e che si é solo occupato di quello che doveva fare; ha lavorato moltissimo ed io lo ritengo una persona onorabilissima ed onesta, nonché attiva e capace. Il colonnello Spann ha ritirato l'ordine di licenziamento.

E' a conoscenza che qualcuno degli appaltatori abbia pagato qualcuno dei nostri per far passare per buoni i lavori che eventualmente non lo erano?

Ital. = Non mi risulta né ufficialmente, né ufficiosamente.

Amer. = Crede che il tenente Cagnazzo abbia usato della sua posizione in questa organizzazione per favorire od occuparsi di altre cose al di fuori della organizzazione stessa?

Ital. = No; il tenente Cagnazzo lo conosco bene.

Amer. = Crede che sia stata usata dalla STEM la benzina nostra?

Ital. = No, assolutamente

Amer. = Crede che Rubino, qualche volta, si sia immischiato in qualche avventura commerciale?

Ital. = No. L'unica cosa di cui mi sono lamentato parecchie volte - e questo lo sa anche mister Griffth, é che gli ordini che ricevevo da mister Griffth e che io trasmettevo al signor Rubino, non venivano eseguiti.

Amer. = Sa se, alle volte, dei fogli di viaggio sono stati emessi da persone non autorizzate?

Ital. = So che questa cosa é stata molto soffiata ma io credo che non sia mai successa.

Amer. = Qualcuno stamattina avrebbe detto che lei avrebbe scelto due autisti per il trasporto dell'asfalto a Milano.

Ital. = Non é vero affatto! Se ben ricordo, ho solo firmato la richiesta, fatta a Rolando, dei trots dietro indicazione del tenente Cagnazzo.

Amer. = Ha visto partire gli autocarri?

Ital. = Sì.

Amer. = Avevano a bordo dei bidoni di benzina?

Ital. = No.

Amer. = Quando sono andati fuori della città, sono passati da San Paolo?

Ital. = No, sono andati direttamente fuori; li ho accompagnati io a Ponte Milvio per vederli fare il petroil point ed andar via.

- 2 -

Amer. = Ha visto quando sono tornati? O

Ital. = No, assolutamente; il ritorno deve essere avvenuto forse in un giorno in cui io ero a letto; mi ricordo di aver avuto la notizia quando già erano arrivati.

Amer. = Ha lavorato mai per la STEM ?

Ital. = No; ero soltanto amico di Sorani e nient'altro.

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