

ACC

10000/143/1051

CIVIL POLICE  
JAN. 1946 -

10000/143/1051

CIVIL POLICE, ROAD BLOCKS, TRAFFIC CONTROL  
JAN. 1946 - JAN. 1947

Executive Commission

The attached report on the incident at Panna has been received from the Chief of Police. He informs me also that he has issued a statement to the press stating that press reports have been greatly exaggerated. I have phoned P. C. Area H.Q. and requested a report from Major McKenry's but this is not yet to hand.

J. L. C. L. C.  
for ad. R. S. S. S.

12.12.46.

C.C. has seen 16 A + Minute  
4 on 12 Dec and requests that a report  
be made of subsequent developments.

EDJ Lumsden  
may be, c50 TCC

5

Dr. R. S. D. W.

Please let me see any further info.  
Obtained especially reports from Allied Forces

M. C. B. D. J.  
E. C.

12/12.

6

322

we also that he has issued a statement  
press stating that press reports have been grossly  
exaggerated. I have planned 16 area H.Q. and  
requested a report from traps McKenry but this  
is not yet to hand.

H. Green D.C.  
for ad. R.C. D.S.

12.12.46.

CC has seen 16 A + minute  
4 on 12 Dec and requests that a report  
be made of subsequent developments.

EDJ Luesen  
may be, C.S.O. D.C.

5

Dr. R.S.D.N.

322

Please let me see any further info.  
I want especially report from Allied Forces

M. Canby  
E.C.

12/12.

Executive Commission

19<sup>a</sup> 20<sup>a</sup> + 21<sup>a</sup> / submitted for information please.

H. Green D.C.

13.11.46.

for D. H. D. S. 13/12

I.

Chief Commissioner

20A, 21A, 22A are submitted for information.

I feel that 20A raises an important point. It is a matter for the military authorities and presumably if they wish any general action taken with the Italian Government we shall receive the necessary instructions.

*M. Carr*

M. Carr,  
Brigadier,  
Exec. Comm.

15 Dec 45.

DEC 16 1945

EC. Noted. 20A should be considered in direction of the latter study (as I assume we shall) Menzies notes to

16/XII

Executive Comm.

Reference 27: this would seem to be a matter for the Ministry of the Interior. Do you wish me to deal with the matter raised with Lord Bennett or would you prefer that it be handled in another way?

*W. Carr*  
16 Dec 45  
16/12/45

15 Dec 45.

DEC 16 1945

E.C. Voted. 20A should be considered  
in direction. The letter (as I assume  
we shall) Morris's notes to

16/x11

9

3220

Executive Comm.

Reference 24: this would seem to be a  
matter for the Ministry of the Interior. Do you wish  
me to deal with the matter direct with Mr. Brown  
or would you prefer that it be handled in another  
way?

20. x11. 46

9/16/10

Ch. Brown  
W. P. H.  
J. S. C. Brown 8/12/12

Quest P.S. 5/c 10.

Please take up with Ministry of Interior in  
writing (enclosing copy to Ministry of Foreign Affairs).  
be should start by saying that as the result of representation  
made by the Ministry of Foreign Affairs the matter of  
traffic accidents caused by Allied prisoners generally has  
been taken up with the Ministry of the Interior. Then the  
letter should deal with the particular aspect. Please  
enclose draft. M. L. Brown. E.C. 27/12

M. L. Brown

M. L. Brown,  
Brigadier,  
Exec. Comm.

Chief Commissioner.

Attached is submitted for your <sup>approval</sup> ~~signature~~ information

3210

MM 15/8 ORT  
Gins

V.I. C.A.S.

See sec 10B in which the Italian  
authorities ask for cooperation by  
Alida personnel in observing traffic  
signs and signals. The attached  
letter has been prepared for signature  
if approved and it is suggested  
this file be passed to G1 for an insertion  
to be made in the Daily Bulletin.

12. 8. 46.

E.J. Byr. Coland.

2.

Ex. Comm.

3210

AT 10 B. Ital. Govt. ask for my co-operation  
in eliminating traffic accidents.

At your meeting on 13/8 Italian Press attacks against  
Alid drivers were mentioned and. The campaign  
seems to have been intensified in 6 days and  
yesterday's Press.

If you wished to write A.F. sig on the subject  
possibly the letter. I have signed should not move.  
If however you are only dealing with the Press  
aspect the letter at 12A may be alright unless you  
feel the combined letter on the subject should be  
sent to AF.

signs and signals. The attached letter has been prepared for signature if approved and it is suggested that you pass it to G-1 for an insertion to be made in the Daily Bulletin.

12. 8. 46.

2.

E. J. Dyk. Colonel.

Ex. Comm.

3210

At 10 B. Tal. got ask for an co. operation in eliminating traffic accidents.

At your meeting on 13/8 Italian has attacks against Allied drivers were mentioned and the campaign seems to have been intensified in to-days and yesterday's Press.

If you wish to write A.F. HQ on the subject possibly the letter I have signed should not issue. However you are only dealing with the Personal aspect the letter at 12/8 may be alright unless you feel the combined letter in the subject should be sent to AFHQ.

12A Request all the Ital. Govt. ask but it could be made clearer.

14/8/46

Y. P. C. J. S.

Y. P. C. J. S.

14/8

I would suggest adding: "The Italian

Press has started in beginning to draw attention in a somewhat significant manner to accidents in which Allied vehicles are concerned."

16/8.

H  
after Comm.  
Please see 12a, b & c and 13a & b.  
Enter at 14a to Ministry of Public  
works in annex to 10B for signature  
if appd per.

2.10.46.

*E. J. Rye Colclough*  
H.S. 310

2.

Director, Public Safety S/O.

Letter signed though in future please see that opening  
paragraphs of letters form a complete sentence. Wording "Reference  
is made to....." or "I refer to....." can be used.

3 October 1946.

*M. C. Rye*

M. CAER,  
Brigadier,  
A/Executive Commissioner.

123

Ref: 3609/581/10

14 JAN 1947

14339

155

13 January, 1947

370

370

SUBJECT: Representation by MUNI re Motor Accidents.

TO : ALLIED FORCE HEADQUARTERS  
Attention: G-5 Section.

35B

1. Reference is made to your letter G-5: 945.11 dated 30th December, 1946, the substance of which is being transmitted to the Foreign Minister.

2. A further memorandum has now been received from the Ministry of Foreign Affairs enclosing the Summary promised in their letter No. 1668 dated 15th December, 1946. This Summary, however, is identical with the one sent with the Note Verbale to the United States Embassy and which was forwarded to you under our reference 3609/571/11 dated 23rd December, 1946.

Net to P.S.

3. It is the opinion of this Commission that no good purpose will be served by attempting to obtain a detailed and specific report from the Italian Government.

FOR THE CHIEF COMMISSIONER:

3210

15111 CARR

Brigadier,  
Executive Commissioner.

Copies to: Public Safety Div.  
Folad A  
" B

## HEADQUARTERS ALLIED COMMISSION

A P O 794

Office of the Executive Commissioner

*Public Safety*Ref: 3602/382/EC

18 JAN 1947

13 January, 1947

Dear Mr. Nenni,

I refer to your letter No. 1668 dated 13th December, 1946, and to the Memorandum No. 42791/151 dated 27th December, 1946, from the Ministry of Foreign Affairs, on the subject of traffic accidents involving Allied vehicles. The matters raised by you were taken up with Allied Force Headquarters and I have been requested to inform you as follows.

Your letter has been passed to the British and United States Theatre Commanders. The Military authorities have issued comprehensive orders concerning safety precautions in motor driving and within the means at their disposal every effort is being made to enforce these orders.

Present instructions require the submission of a complete report on every accident and where evidence shows fault on the part of Military personnel disciplinary action is taken. In this connection it is most important that drivers should not gain the impression that they are liable to be attacked if they obey orders and stop to give assistance and information to those involved in the accident, and to the police. The co-operation of the Italian civilians and police in this respect will be appreciated. All known means to prevent unsafe driving and accidents are being, and will continue to be taken, including instructions that the traffic laws and regulations of all communities shall be observed.

Theatre wide statistics are being compiled to keep the Military Commanders informed of the actual situation. A large number of agencies, including Italian agencies, which are driving vehicles which previously were Allied Military vehicles and whose drivers, including Italian agency drivers, are wearing items of Allied Military issue, has, in several cases, resulted in mistaken identity and in false accusations against the Military authorities.

While the Military authorities regret that any accidents should occur and will continue to take every practical means to reduce such accidents to a minimum, they have every right to expect that when accidents do occur the Italian Government will use all means at its disposal to assure that accidents shall not be magnified beyond their importance and that where the uninformed and irresponsible Press distorts the facts so as to inflame Public opinion, the Italian Government will disclaim such action and cause the true facts to be known.

-2-

It is hoped that the Italian Government recognizes the fact that it is the policy of the Military authorities to be of the greatest assistance to that Government compatible with the many essential needs of the Allied Forces, and that the good will of the Italian people is being kept constantly in mind. It would therefore be most tragic if untrue Press reports and the thoughtless action of a few undisciplined persons should undermine the policy of friendliness which is so essential to all of our countries.

Yours very truly,

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

On Pietro Menzi  
Ministry of Foreign Affairs  
Italian Government  
ROME.

Copies to: Public Safety Div.  
      Polad A  
      " B

321\*

COPY

ALLIED FORCE HEADQUARTERS  
G-5 Section  
AFC 512

G-5: 945.34

7 - JAN 1947  
14339  
08

31 December 1946

SUBJECT: Control of Traffic

TO : Chief Commissioner,  
Allied Commission,  
AFC 794.

1. Receipt of your letter above subject file 3609/371/30, dated 23 December 1946, enclosing a Note Verbale from the Italian Ministry of Foreign Affairs to the U.S. Embassy, is acknowledged. There is being sent under separate cover a letter, subject, Representation by Road re Motor Accidents, file G-5: 945.34 dated 30 December 1946, which replies to your 3609/357/30, dated 19 December 1946. As this covers the same subject as the Note Verbale, it is desired that you furnish copies to both the U.S. and British Embassies. No further action on the Note Verbale is contemplated by this Headquarters.

BY COMMAND OF GENERAL MORGAN:

A.L. HANBLEN  
Colonel, G.S.C.  
Assistant Chief of Staff, G-5.

EC. Dist.

Info: Public Safety Div.

Polad 'A'.

Polad 'B'.

3210

COPY

ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

G-5: 945.31

30 December 1946

SUBJECT: Representation by MEMPI re Motor  
Accidents.

TO : Chief Commissioner,  
Allied Commission,  
APO 734.

1. Reference your letter, Control of Traffic, File 3609/37/EC, dated 19 December 1946 enclosing a letter from the Italian Minister of Foreign Affairs concerning motor accidents. It is desired that you inform the Foreign Minister in substance:

- a. That his letter has been received by the Supreme Allied Commander and passed to the British and United States Theater Commanders.
- b. That the military authorities have issued comprehensive orders concerning safety precautions in motor driving.
- c. That within the means at their disposal every effort is being made to enforce these orders.
- d. That present instructions require the submission of a complete report on every accident and that where evidence shows fault on the part of military personnel disciplinary action is taken.
- e. That all known means to prevent unsafe driving and accidents are being and will continue to be taken, including instructions that the traffic laws and regulations of all communities shall be observed.
- f. That theater-wide statistics are being compiled to keep the military commanders informed of the actual situation, and that the summary provided by Minister MEMPI will be gladly received. It is hoped however, that such a summary will be quite accurate and specific. The large number of agencies including Italian agencies which are driving vehicles which previously were Allied military vehicles and whose drivers including Italian agency drivers are wearing items of Allied military issue has in several cases resulted in mistaken identity and in false accusations against the military authorities.
- g. That while the military authorities regret that any accidents should occur and will continue to take every practical means to reduce such accidents to a minimum, they have every right to expect that, when accidents do occur, that the Italian Government will use all

321~

- 2 -

means at its disposal to assure that accidents shall not be magnified beyond their importance and that there an uninformed and irresponsible press distorts the facts so as to inflame public opinion, that the Italian Government will disclaim such action and cause the true facts to be known.

h. That it is hoped that the Italian Government has recognized the fact that the policy of the military authorities has been to be of the greatest assistance to that government compatible with the minimum essential needs of the Allied forces and that the good will of the Italian people has been kept constantly in mind. It would therefore be most tragic if untrue press reports and the thoughtless action of a few undisciplined persons should undermine the policy of friendliness which is so essential to all of our countries.

BY ORDER OF GENERAL MORGAN:

A.I. HAMBLEN  
Colonel, G.S.C.  
Assistant Chief of Staff, G-5.

321-

## HEADQUARTERS ALLIED COMMISSION

A P O 794

Office of the Executive Commissioner

AC/14339/PS

8 January 1947

SUBJECT : Traffic Accidents.

TO : The Ministry of the Interior,  
General Direction of P.S.

1. As a result of representations made by the Minister of Foreign Affairs under letter No. 1668 of 11th December, the matter of traffic accidents in which allied personnel are involved has been taken up with the Military authorities. In connection with this question the following aspect has been raised by the British Claims Commission which is the organization responsible for settling compensation claims arising out of accidents caused by the British Forces.

2. A definite procedure has been established for drivers of British forces vehicles who are involved in accidents and every effort has always been made to see that such drivers comply with this procedure. They have very strict instructions to stop after an accident, to make certain entries on forms carried for the purpose and to supply certain specific particulars to the injured party and the police by means of a special slip which is carried on every vehicle. Drivers must also report all accidents to their units on their return.

3. The object of this procedure is to place all concerned i.e. the parties and the police in possession of as much information as possible on the accident and also particularly to deal with any resulting claims as expeditiously as possible.

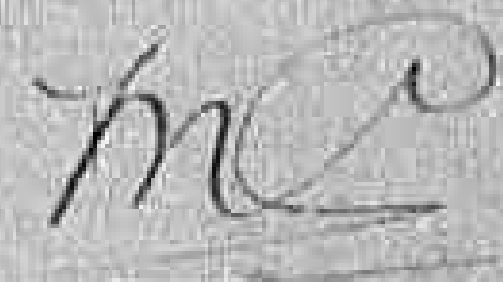
If drivers feel that, should they stop after an accident to carry out this procedure, they are likely to be attacked by bystanders, they will not unnaturally have a tendency to drive on without stopping and then possibly fail to report the accident to their unit. In the event of this happening the interests of the victims of the accident themselves and their dependents will be placed in jeopardy as it will be realised that any claims subsequently made on behalf of the victim will be difficult to investigate in the absence of the information and evidence that would otherwise be available.

4. It is therefore important that everything possible should be done to ensure that drivers should not gain the impression that they are liable to be attacked if they obey orders and stop to give assistance and information to those involved in the accident and to the Police.

5. It is presumably the duty of Italian police to see that in cases of accidents, only the Police and Carabinieri are allowed to intervene and that crowds which inevitably gather on such occasions are properly controlled.

6. I should be glad to have any comments which you may care to make on the above matter with particular reference to the responsibility of the Police and Carabinieri as regards control of crowds and intervention in cases of traffic accidents to prevent drivers of Allied vehicles being molested by bystanders.

FOR THE CHIEF COMMISSIONER,

  
M. CARR, Brigadier  
Executive Commissioner

Copy to the Minister of Foreign Affairs.

321v

DRAFT

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

AC/14339/PS

28 December 1946

SUBJECT : Traffic Accidents.

TO : - The Ministry of the Interior,  
General Direction of P.S.- ~~The Minister of Foreign Affairs~~, per conoscenza.

1. As a result of representations made by  
the Ministry of Foreign Affairs <sup>under No 1664 of 12/12/46</sup> the matter of traffic

accidents in which Allied personnel are involved has

been taken up with the Military authorities ~~and the~~  
~~in connection with the question~~  
following aspect of ~~the~~ has been raised by the

British Claims Commission which is the organization

responsible for settling compensation claims arising

out of war accidents <sup>caused by British personnel</sup>

2. ~~Respectively~~ A definite procedure has been established

for drivers of ~~British~~ <sup>British</sup> vehicles who are involved in

accidents and every effort has always been made to see

that drivers comply with this procedure. They have

very strict instructions to stop after an accident <sup>320</sup>

make certain entries on forms carried for the purpose

and to supply certain specific particulars to the

injured party and the police by means of a special slip

which is carried on every vehicle. Drivers must also

TO : - The Ministry of the Interior,  
General Direction of P.S.

- The Minister of Foreign Affairs, per conscience.

1. As a result of representations made by  
*under letter No. 8-12/8-1-4*  
the Ministry of Foreign Affairs, the matter of traffic

accidents in which allied personnel are involved has

been taken up with the Military authorities ~~and the~~

*The Commission on the Question*  
following aspect ~~has~~ has been raised by the

British Claims Commission which is the organization

responsible for settling compensation claims arising

out of war accidents. *Caused by British personnel*

2. *British* A definite procedure has been established

for drivers of ~~British~~ *British* vehicles who are involved in

accidents and every effort has always been made to see

that drivers comply with this procedure. They have

very strict instructions to stop after an accident *3200*

make certain entries on forms carried for the purpose

and to supply certain specific particulars to the

injured party and the police by means of a special slip

which is carried on every vehicle. Drivers must also

report all accidents to their units on their return.

3. The object of this procedure is to place  
*to be*  
all parties concerned i.e. the ~~driver~~ *driver* and the police in  
possession of as much information as possible on the  
accident and also particularly to deal with any resulting  
claims as expeditiously as possible.

*ITALIA*  
~~The point is not after that if drivers feel~~  
 that, should they stop after an accident to carry out this procedure, they are likely to be attacked by bystanders, they will not unnaturally have a tendency to drive on without stopping and then possibly fail to report the accident to their unit. In the event of this happening the interests of the ~~victim and their dependents~~ <sup>any</sup> will be placed in jeopardy as it will be realised that ~~claims~~ subsequently made on behalf of the victim will be difficult to investigate in the absence of the information and evidence that would otherwise be available.

4. It is therefore important that everything possible should be done to ensure that drivers should not gain the impression that ~~if they obey orders and stop to give assistance and information to the victim and the Police, that they are liable to be attacked and need not be.~~ <sup>they will not be attacked</sup>

5. <sup>personally</sup> It is the duty of Italian Police to see that in cases of accidents, only the Police and Carabinieri are allowed to intervene and that crowds which inevitably gather on such occasions are properly controlled.

6. I should be glad to have any comments <sup>320</sup> you may care to make on the above matter <sup>are included</sup> and your <sup>reference to the responsibility of the Police and Carabinieri</sup> assistance that ~~stops will be taken to bring to the~~

viewing of all Police and Carabinieri that it is

jeopardy as it will be realized that claims  
subsequently made on behalf of the victim will be  
difficult to investigate in the absence of the  
information and evidence that would otherwise be  
available.

4. It is therefore important that everything  
possible should be done to ensure that drivers should  
not gain the impression that if they obey orders and  
stop to give assistance and information to ~~the victim~~  
and the Police, that they are liable to be arrested  
~~and sentenced.~~

5. <sup>Incidentally</sup> It is the duty of Italian police to see that  
in cases of accidents, only the Police and Carabinieri  
are allowed to intervene and that crowds which  
inevitably gather on such occasions are properly  
controlled.

6. I should be glad to have any comments <sup>320</sup>  
you may care to make on the above matter and your  
~~reference to the responsibility of the Police and Carabinieri~~  
~~in cases of accidents is to be taken to mean that~~  
~~the duty of the Police and Carabinieri is to~~  
~~investigate accidents and to prevent drivers from~~  
~~being liable to be arrested and to obtain the required information~~  
~~and also to see that the drivers of vehicles are not~~  
~~molested by bystanders.~~

FOR THE CHIEF COMMISSIONER,

M. CORR BRYCE  
~~Colonel~~  
~~Director~~  
~~for Cases~~

TCB/ee

Copy to the Ministry of Transport Affairs

HEADQUARTERS ALLIED COMMISSION

A P O 794

Office of the Executive Commissioner

Ref. : 3609/371/23

27 DEC 1946

25 December 1946

SUBJECT: Control of Traffic.

TO : G-5 Section,  
AFHQ.

1. With further reference to this HQ. letter 3609/357/23 dated 19 Dec. 46, I now enclose copy of a translation of a Note Verbale from the Ministry of Foreign Affairs under their reference 41862/223 of 17 Dec. 46.

2. This Note Verbale was forwarded to this HQ by the United States Embassy to whom it was addressed.

FOR THE CHIEF COMMISSIONER:

S/A Carr  
Brigadier,  
Executive Commissioner.

Incls. as above.

Copy to: P. Safety Div  
Polad A  
Polad B

320

Translation

MINISTRY OF FOREIGN AFFAIRS

41862/228

A.P. 1.

Rome, 17 December, 1946.

NOTE VERBALE

The Ministry of Foreign Affairs, following letter from the Minister of Foreign Affairs to the United States Charge d'Affaires, No. 1667, dated 12 December, 1946, has the honour of informing the American Embassy of certain facts regarding accidents which have occurred due to Allied vehicles.

The progressive reduction of the number of Allied Troops stationed in Italy has not been followed by a proportioned reduction in the number of accidents.

The reports of the competent Italian authorities agree in pointing out how, in the majority of cases, the accidents might have been avoided if the drivers of the vehicles had observed the traffic-circulation rules. As operational requirements, to which perhaps the neglect of such rules could be attributed, have long since ceased, the unproportioned amount of accidents, as compared to the remaining number of troops, seems unjustifiable and avoidable.

In bringing the above to the notice of the United States Embassy, the Ministry of Foreign Affairs cannot but confirm that these deplorable accidents have unpleasant repercussions in the Italian public opinion, inasmuch as, in many cases, the drivers of vehicles responsible for accidents have not stopped to give assistance to their victims, but have hastened away, presumably with a view of escaping from their proper responsibilities.

The Ministry of Foreign Affairs, therefore, deems it necessary to bring this to the attention of the United States Embassy hoping that action will be taken.

(Seal of the Ministry)

3200

COPY

## MINISTERO DEGLI AFFARI ESTERI

VITTIME DI INCIDENTI AUTOMOBILISTICI DOVUTI AD AUTOMEZZI MILITARI ALLEATI  
NEL 1946

|           | Morti | Feriti |
|-----------|-------|--------|
| Gennaio   | 32    | 92     |
| Febbraio  | 45    | 93     |
| Marzo     | 58    | 92     |
| Aprile    | 37    | 106    |
| Maggio    | 40    | 64     |
| Giugno    | 39    | 68     |
| Luglio    | 47    | 94     |
| Agosto    | 12    | 58     |
| Settembre | 27    | 39     |

308

J. L. G.

12 DEC 1946  
14359  
103

19 December 1946.

Ref: 3609/357/EE

SUBJECT: Control of Traffic

TO : ALLIED FORCES HEADQUARTERS,

Attention: G-5 Section.

1. I am enclosing a copy of a letter received from the Minister of Foreign Affairs on the subject of accidents caused by Allied vehicles and the repercussions which ensue between Allied personnel and Italian civilians.

Signor Randi addressed a letter in similar terms to both the American and British Embassies, which embassies have transmitted the communications received to this Commission for appropriate action.

2. From the information available with this Commission, the position is as follows:

In a letter dated 29 July 1946, the Ministry of Public Works drew the attention of this Commission to measures which were being taken to bring civilian road traffic control back to normality. Directions in this matter were being sent to all Prefects and Communes. The Ministry drew the attention of this Commission to the desirability of military personnel conforming to existing traffic regulations in town centres.

This matter was referred to your Headquarters in the Commission's letter AG/14319/PS of the 19 August 1946 and was also discussed with H.E. R.A.A.C. 11A

Coincident with this development MEXUS Circular No. 136 of 14 August 1946 and G-5 letter 4580/A.3 of 28 August 1946 on the subject of road discipline were issued. MEXUS Circular made no reference to the safety of Italian property and citizens, except those civilians employed by the U.S. Army. However, this Commission was informed by your letter G-5: 945.31 of 19 September 1946 that the Commanding General, U.S. Army had issued a letter in August 1946 to all major Commanders drawing attention to the necessity for safe and courteous driving in regard to the civilian population in Italy.

On 3 October 1946 this Commission notified the Ministry of Public Works that the Allied authorities had issued instructions to all Allied units drawing attention to the necessity of careful driving and strict observation of traffic regulations.

3. Despite the action taken by the Allied authorities there is no question that reckless driving by Allied personnel still occurs.

I myself, while being driven recently in Rome at a normal rate of speed, except for quick action on the part of my driver might have been involved in a serious accident on account of a U.S. jeep which was being driven by an American soldier at from 45-50 miles an hour across one of the center intersections of the city. It was also reported by a senior officer of this Commission that a few days ago a U.S. mail van in Rome was being driven at such a high speed that it failed or was unable because of its high speed to observe the signals of an A.R. escort, almost causing injury to G.I.s, etc.

It will be noted that Signor Rinal proposes to send a summary of all accidents in which Allied vehicles have been involved during the last few months, but I doubt whether such useful information will be obtained from this summary as it is unlikely that it will show whether the vehicles were being driven by Italian civilian drivers, by Polish drivers etc. or who was to blame.

4. With regard to any action which may be deemed necessary in this matter, I suggest that the necessity for all Allied personnel to observe strictly all automatic traffic signal lights, manual directions given by the civil police and traffic control notices should be stressed. There is still a tendency for Allied drivers to disregard the traffic signals of the Italian police.

No action has been taken so far by this Commission with the Italian Government in regard to the necessity for more care being exercised by pedestrians and for their control by the Italian police. I see, however, from reports published in the press that this aspect was referred to in a statement made by C.R. in regard to the recent incidents in Rome. In formulating a reply to be given to the Italian Government I suggest consideration should be given to informing them as to the nature of punishments which are meted out to offenders who fail to observe the military and civilian regulations or who are responsible for causing accidents. I suggest that the Italian authorities may not be aware as to the nature of the disciplinary action taken in these cases, and may have a feeling that offenders go practically unpunished.

Your Headquarters will doubtless be giving consideration to the letter 02/10/46/3 of 12 December 1946 addressed to you by Co. 2 Claims Commission and Directorate of Mining and Incomes on the subject of the necessity for control by Italian police of crowds which collect on the

scene of an accident, and will determine whether the attention of the Italian Government should be drawn to this matter.

5. I shall be glad to be informed as early as possible as to the nature of the reply which I should address to the Minister of Foreign Affairs.

Enclos: as above.

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, U.S.N.  
Chief Commissioner

Copy to: Public Safety Division. —

Polad (A)  
Polad (B)

TRANSLATION

THE MINISTER OF FOREIGN AFFAIRS.

No. 1668.

Rome, 13 December, 1945.

Dear Admiral,

I wish to draw your attention to the growing number of accidents caused by Allied vehicles in numerous Italian cities, often resulting in serious consequences, and on the deplorable repercussions which ensue between Allied troops and the civilian population.

The accidents which occurred lately in Naples and in Padua have given rise to strong emotion in the Italian public opinion; an emotion which cannot but preoccupy the responsible party.

I turn to you certain that you will take action with the competent Allied Military authorities in order that facts of this kind may be avoided as much as possible. I have sent an analogous communication to the British Charge d'Affaires, and one to the American Charge d'Affaires.

I will send you a summary of the Allied vehicle collisions verified during the last few months.

With best regards,

Yours truly,

(s) Mussolini.

Admiral Elsey W. Stone,  
Chief Commissioner,  
Allied Commission.  
Rome.

CONF

Subject - Disturbances at PALOVA City 1948  
on 10 and 11 Dec 46. 20 DEC 1948  
To HQ 66 Area, CBR  
1x379

Maison Occide (P.S.)  
HQ 66 Area,  
C.M.F.  
11 Dec 46.  
10/V/3/47. Jc

Info - HQ C-1  
HQ AICOM Pub. 3 City Divn.

1. About 1200 hours on Tuesday 10 Dec 46 a British W.P. motor car is alleged by Italian police to have failed to stop on the hand signal of the Italian policeman (Palova City Police) on traffic control duty at the junction of the main thoroughfare and via S. FERDINANDO. (That point is near to the STORIONE Hotel which is requisitioned and occupied by British authority.)

The vehicle struck and knocked down the traffic policeman and two civilian cyclist who were stationary. Another city policeman jumped on to the running board of the car which accelerated and swerved knocking down another cyclist and a motor cyclist also two or three pedestrians who were on the footway. These knocked down were injured, but none seriously.

The car came to a halt against the wall of the Cafe PEDROCHI and a city policeman caused the driver to descend from the vehicle. The crowd which gathered maltreated the driver and he snatched a pistol from the holster of an Italian policeman, but was disarmed before more serious consequences resulted. British Military Police arrived shortly afterwards and took charge of the British side of the question.

The British vehicle is stated to be No W.1510283 of the AACO Coy GHQ Car Section.

Above information is collected from Italian police reports and no endeavour has been made to interview British witnesses of check reports with those made by OMT.

2. By this time - owing to the hour of day (students coming from nearby University, workers going for lunch, etc.) - the crowd was rapidly increasing in size and it appeared obvious that agitators took advantage of the situation and damage was done to the vehicle.

British officers who arrived in another vehicle were attacked by stones thrown by the crowd and their vehicle damaged.

3. Italian police authorities had by then been informed of the situation and Italian police were sent to the scene, but little or no definite action was taken and the increasing crowd apparently became out of hand. Members of the crowd succeeded in gaining access to the STORIONE Hotel and one of them seized the Union Jack flown outside the hotel.

He succeeded in tearing a portion of the flag in the resultant tug-of-war with British personnel at an upper window of the hotel.

4. Ten civilians had by this time been detained inside the STORIONE Hotel but when it was required or learned that two British

requisitioned and occupied by British authority.)

The vehicle struck and knocked down the traffic policeman and two civilian cyclists who were stationary. Another city policeman jumped on to the running board of the car which accelerated and swerved knocking down another cyclist and a motor cyclist also two or three pedestrians who were on the footway. These knocked down were injured, but none seriously.

The car came to a halt against the wall of the Cafe PEDROUCCI and a city policeman caused the driver to descend from the vehicle.

The crowd which gathered mobbed the driver and he snatched a pistol from the holster of an Italian policeman, but was disarmed before more serious consequences resulted. British Military Police arrived shortly afterwards and took charge of the British side of the question.

The British vehicle is stated to be No W.1510283 of the 1450 Coy HHQ Car Section.

Above information is collected from Italian police reports and no endeavour has been made to interview British witnesses of check reports with those made by OMP.

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Members of the crowd succeeded in gaining access to the STORIONE hotel and one of them seized the Union Jack flown outside the hotel.

He succeeded in twirling a portion of the flag in the restaurant log-off with British personnel at an upper window crying so

4. Two civilians had by this time been detained inside the STORIONE hotel but when it was rumoured or learned that two British soldiers were being held as hostages by the crowd outside, the senior British Officer present (identity unknown to me) agreed to their release. Italian police officials were only too willing to release them, but declined in the case of one man who had been injured about the face and showed signs of rough handling.

Italian authorities state they did not wish to further infuriate the crowd by producing a wounded man.

A woman of Slav origin also was arrested and charged with stone throwing.

5. The following incidents took place in PA OVA and perimeter at times stated.

1320 hrs vehicle stoned and damaged. This was near to STORIONE and the occupants (an Officer, a lady and a driver) appear to have used no discretion in attempting to pass through a crowd

-2-

by/ that time several thousand strong.

1420 hrs a vehicle in via 8 Febbraio also stoned and damaged.

1530 hrs a vehicle in Piazza delle Erbe set on fire.

1600 hrs a vehicle in Viale Giotto stoned and damaged.

1800 hrs a vehicle stopped in Piazza Mazzini by crowd of about 150 persons. Shots were fired from that vehicle or from one

following and the crowd dispersed.

Wounded as result of shooting, one a girl of 16 years seriously.

1915 hrs a vehicle in Piazzetta Leonida (Pedrocchi) set on fire.

1930 hrs a vehicle in via Dante set on fire.

In all 12 civilians (2 slightly and 1 seriously by firearms) were reported injured in the various incidents and allied personnel also suffered injuries to personnel and damage to vehicles and property.

In the illegal action by civilians towards first vehicle it seems that University students were present in large number, but at subsequent attacks on British vehicles and personnel youths of 15 to 22 years (described as being from lower class part of Padova City) in small groups led by men 25 to 40 years are said to have been responsible.

No other arrests were made but Italian police officials assured me that if continued during evening and night of 11 Dec at least five men (stated to be communists and leaders of the agitators) would be arrested.

If calm did not prevail the arrests would be deferred until first opportune moment. Subsequent events show that arrests were not made.

During original disturbance civilians described as being of working class type gained access to roof of University (opposite STORIONE Hotel) and threw slates and other oddments at the hotel.

About 1345 hours it was noted that water, potatoes and pieces of wood were thrown from second floor windows of STORIONE and between 1400 and 1445 hours five or six persons in British battledress were seen to gesticulate with their arms in a challenging manner at the ultimate or penultimate window (right hand side when facing building) on the top floor of the STORIONE Hotel.

My informant is an Italian police official of high rank and from previous knowledge of similar incidents I believe him.

6. At least one alleged communist journalist named CARNIVALE was most appropriately present. He comes from EMILIA

Region, that part of Italy immediately south of River PO and containing Province of BOLOGNA, FERRARA, RAVENNA and others of extreme leftist tendencies.

7. One Lieut of Carabinieri and one Lieut of 244<sup>th</sup> Det Public Security plus 10 Agents were slightly injured during the trouble and one Agent was seriously injured when attempting to defend the vehicle set on fire in Piazza delle Erbe.

Members of the crowd also took punishment, but not all have reported for hospital or other medical treatment.

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My informant is an Italian police official of high rank and from previous knowledge of similar incidents I believe him.

6. At least one alleged communist journalist named CAPRIVALLA was most appropriately present. He comes from EMILIA

Region, that part of Italy immediately south of River PO and containing provinces of BOLOGNA, PARMA, RAVENNA and others of extreme leftish tendencies.

7. One Lieut of Carabinieri and one Lieut of <sup>349</sup>Des Public Security plus 10 Agents were slightly injured during the trouble and one Agent was seriously injured when attempting to defend the vehicle set on fire in Piazza delle Erbe.

Members of the crowd also took punishment, but not all have reported for hospital or other medical treatment.

Formerly, sufficient Italian police - Carabinieri and Agents of Public Security - were on duty or in reserve and they were more than enough to handle a riotous crowd several times larger than the six to seven thousand estimated to have eventually gathered and to have taken part in the various disturbances, but failure to act in initial stages and later inability to function are factors only too often commented on.

8. British Military Police patrols and road blocks diverted Allied motor traffic from central part of town and on outskirts, but crowds of civilians are known to have operated outside the blocks and to have taken advantage of isolated Allied vehicles, although no serious effects have been ascertained by me.

by me.

9. During the day of Wed 11 Dec conditions had more or less returned to normal although there were several cases of stone throwing by civilians at British vehicles and personnel. There were no serious consequences.

PADOVA City was placed out of bounds and troops were ordered to be confined to barracks.

Agents of Public Security were very much in evidence at entrances and near to British occupied property, but there was a strong sense of tenseness among the population and the danger period had not yet passed.

10. About 1800 hours on 11 Dec it was learned that about 100 o/r from RAMO Coy GHQ had left their barracks and were walking through the main thoroughfare. They were alleged to be carrying sticks and to have assaulted Italians.

Eighteen Italians were injured as result of this, one being an Italian soldier of Alpine Regiment who is reported to be gravely injured.

The 100 British soldiers were located in Piazza SPALATO (near GHQ main building) and I understand they wished to speak to a Superior Officer at GHQ to express their displeasure at being confined to barracks while their fellow drivers then on duty were exposed to attacks by Italians.

They were spoken to, their Unit informed and later transported to barracks, but only after devious methods were employed to arrange transport without exposing vehicles and personnel - including the 100 - to further danger at hands of crowds which immediately gathered. The alarmist news was quickly spread throughout the civilians and every effort obviously made by agitators to incite anti British action.

This inciting was successful as several British vehicles were stoned within 350 yards of GHQ, street barricades erected by civilians and the Italian police failing to act despite strength of force present. Approximately 200 Italian police (Agents of P.S. in majority) on duty and in reserve on Wed 11 Dec.

In addition to the stoning of vehicles, an attack was made on the REGINA Hotel (officers' hotel) and the glass in doorway smashed. A woman is said to have been in forefront of attacking crowd, but again no person arrested as Italian police authority considered it inopportune to further incite the populace by decisive police action.

11. The Chief of Italian Police (PERRANI) in ROMA was informed by telephone by civilian authority and I am informed that Inspector General BARUFFA will arrive in PADOVA on 12 Dec to institute an inquiry such as was carried out in MESTRE and VENEZIA recently.

In my opinion the civilian authorities (Prefetto, Questore and other lesser officials) have failed to display sufficient energetic action to immediately quell outbreaks of nature described above and it is pitying obvious that the Carabinieri and Agents of Public Security are not pulling together in their proper functions of maintaining

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Approximately 900 Italian police (Agents of P.S. in majority) on duty and in reserve on Wed 11 Dec.

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In my opinion the civilian authorities (Prefetto, Questore and other lesser officials) have failed to display sufficient energetic action to immediately quell outbreaks of nature described above and it is pitying obvious that the Carabinieri and Agents of Public Security are not pulling together in their proper functions of preventing breach of the peace and subsequent riotous conduct; preservation of law and order and protection of life and property.

There was a recent order to Carabinieri to be more energetic in their attitude towards such disturbances, but events of 10 and 11 Dec indicate that carabinieri are withholding their aid and no doubt trying to retain that bit of public favour they had regained.

The Questore with, or, in case of necessity, without approval of Prefetto is the coordinating factor in Italian police matters and this time there is no coordination.

The whole is a dirty political mess in which the Allies (British in this part of the world) are deeply involved and no effort must be lost in countering by all means at our disposal the various acts done in the name of communism, socialism or any other ism and last of all Italy.

Italy./

-4-

12. Late in the evening of Wed 11 Dec it was learned that the left element (they are in the majority) of the Camera del Lavoro wished to call a general strike of workers in PADOVA City as demonstration of protest against number of road accidents involving Allied vehicles especially during recent months.

It is understood that the Prefetto was asked if he intended calling together the various political parties to endeavour to prevent the strike and that he stated that as representative of Italian Government (he is Governor of PADOVA Province) he did not consider it his duty to take such action.

Strong efforts were made in other directions and it is assured that the Christian Democrat and Liberal members of the Camera del Lavoro will not lend their aid to calling the strike.

Efforts have been made also through partisan channels - there are partisans in most of the political parties - and while there is no confidence that the strike will not materialize, all hope has not yet gone that it will not be averted.

If the strike does take place, it is stated to be arranged for the afternoon of Thurs 12 Dec.

To far as I can ascertain to present, there is no significance attached to 12 Dec, such as anniversary of any national or international event.

On 12 Dec there will be 1300 Agents of Public Security on duty and in reserve, reinforcements have been brought from MANTOVA, VICENZA, ROVIGO, etc.

The city of ROVIGO is the seat of a Special Court presently trying accused for the shooting of a large number of partisans in the days prior to liberation.

On 11 Dec the public in Court refused to leave the courtroom at end of day's proceedings and as it is expected some verdicts of 'not guilty' will be given on 12 Dec, considerable thought was given before reinforcements were drawn from ROVIGO.

The following figures have been supplied by the Vice Questore, PADOVA, on number of road accidents reported to him from 1 Sep 46 until 11 Dec 46 -

Allied vehicles - total accidents 53 of which 24 were serious and 10 fatal.  
Italian vehicles - total accidents 39 of which 10 were serious and 3 fatal.

Apart from the larger number of Allied vehicles using the principal roads in the province, the percentage of serious and fatal accidents - on which great stress has been laid by Italian press of all politics and on which the stress left has seized as a golden opportunity - appears to be against Allied drivers.

13. Whether or not the strike materializes, the following points are stressed -

- (a) British drivers are not noted as embassadors of the Highway Code.
- (b) Cities such as PADOVA are not constructed for passage of large, fast moving vehicles and city 'roundabouts' should be used every by 'internal' traffic and at cost of additional consumption of fuel.
- (c) There was a decided improvement in road manners during the time that

Liberal members of the Camera del Lavoro will not lend their aid to calling the strike.

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13. Whether or not the strike materializes, the following points are stressed -

- (a) British drivers are not acting as embassadors of the Highway Code;
- (b) Cities such as PALOVA are not constructed for passage of large, fast moving vehicles and city 'roundabouts' should be used even by 'internal' traffic and at cost of additional consumption of fuel;
- (c) There was a decided improvement in road manners during the time that CEF were at higher strength
- (d) At the expense of hindering British traffic, all British personnel must get off the city streets with much less delay than was experienced on 10 Dec;
- (e) Consideration to be given to the continuance of confining troops to barracks and its enforcing.
- (f) The individual is difficult to control, but on evening of 11 Dec I noted that the pick helms carried by guards in vicinity of GHQ were flourished at passers by who appeared to be respectable and to be going about their lawful business.

The same remarks can be applied to the alleged gesticulating at the window of the STORIONE

STORION/

-5-

Hotel on 10 Dec.

(g) Accepting that the statistics supplied by the Vice Questore are correct (they have not been checked with CMP reports) steps should be taken to reduce number of accidents.

If, for any of many reasons that cannot be accomplished we could follow the German example of intimating to the public that offending drivers were being dealt with in accordance with Military Law.

(n) If not too late to apply, the question of reminding all ranks that this part of Italy has been returned to the Italian Government and that the various bodies including traffic control policemen are responsible for the effective control of roads in this area.

14. EGC, G, rovers and other Branches and services of GEC are by nature of things fully in the picture and close contact is maintained between GEC and Italian police and civilian authorities.

*Mackenzie*

T.G. Mackenzie. Major.

A.S.D.O. HQ 86 Area.

28

From "IL TEMPO" of 14 December 1946

14339  
105

file

PADUA WORKERS AND SOME EXCUSES  
NOT REQUESTED

The Allied GHQ threatens to impose  
again a military government to the  
city.

Surprising news comes from Padua. A delegate of the local Chamber of Labour, accompanied by the prefect of the city, has gone to the Allied GHQ to affirm the innocence of the workers in the fact of the 10th and 11th December.

The Officer of that command, to whom the "delegates" spoke, has taken notice of the declarations and, after a reproach to the citizens of Padova, has emphasized that the fact of the past days have been attacks not justified and not provoked, unworthy of a respectable city and that, if the Paduans will not decide to control themselves their own turbulent elements, the Allied authorities will be compelled to ask the Supreme Command to make use of his right of imposing again the military government.

Now, it will not be too much to ask who gave authorization to the representative of the Chamber of Labour for this initiative that is repugnant to the feeling of all good Italians.

The fact that the armistice regime, still in force in the Country, can even render admissible the systematic murdering of citizens, is a very serious one; but when an Italian, accompanied by a prefect, go and humiliate the whole class of our workers with an absurd submission, after all not required, this - more than a treason to the national feeling - seems to us an act of authentic cowardice.

319

ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

19 DEC 1946  
14539

17 December 1946.

G-5: 945.31

SUBJECT: Incidents following traffic accidents.

TO : Chief Commissioner,  
Allied Commission,  
APO 794.

1. Please discuss the point raised in the second half of the CCHD letter 342/3 of 12 December with the Italian Authorities and obtain their views as to what action they propose.

BY COMMAND OF LIEUTENANT GENERAL LEE:

*[Signature]*  
A. L. HAMBLIN  
Colonel, G.S.C.  
Assistant Chief of Staff, G-5.

Ref.: 3609/ /23

19 DEC 1946  
1435a  
RL

18 December 1946

26A

Dear Mr. Key,

I wish to thank you for your letter dated 14 December 46 with which you enclosed a letter from the Italian Foreign Minister on the subject of traffic accidents involving Allied vehicles.

I am taking up this matter again with higher authority and I will inform you of any reply received.

Yours sincerely,

ELDERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

David Mack. Key, Esq.,  
U.S. Charge' d'Affaires,  
American Embassy,  
ROME.

Copy to Public Safety Div —

19 DEC 1946

14539

25<sup>th</sup>

Ref.: 3609/ /30

18 December 1946

Dear Dr. Henri,

I acknowledge your letter No. 1668 dated 13 December 46 on the subject of traffic accidents involving Allied vehicles, and I note that you will be sending me further details.

I am at present giving consideration to this question and I will write you again as soon as certain enquiries which I am making are complete.

Yours very truly,

15/ Henry W. Stone

HENRY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

Dott. Pietro Nenni  
Minister for Foreign Affairs,  
Italian Government,  
ROME.

Copy to: Public Safety Div. —

319✓

CC.RR. GENERAL COMMANDER  
Situation and Service Office

17 DEC 1946  
14339  
WZ.

24<sup>B</sup>

N. 846/8 R.P.

13 Dec. 1946

SUBJECT : Padua - Incidents with British soldiers -

TO ALLIED COMMISSION  
Public Safety S/O  
Rome

In Padua, on the 12th, at 20,30 hrs., some British soldiers, armed with sticks, struck some civilians without remarkable consequences.

The Italian and Allied Police intervention avoided further incidents.

Five British soldiers, responsible for the assault were held up and handed over their Authorities.

Also two Italian civilians were held up.

Public order normal.

THE GENERAL COMMANDER

B. Brunetti

MJ/

3180

REPUBBLICA ITALIANA

# Comando Generale dell'Arma dei Carabinieri

UFFICIO SERVIZIO E SITUAZIONE

N. 345/0 di prot. A.P.

Roma, li 13 dicembre 1940

Risposta al

del

n.

Allegato n.

OGGETTO: Padova - Incidenti con militari inglesi.-

ALLA COMMISSIONE ALLEATA  
-Sottocommissione per la P.S.-

R O M A

In Padova, il 12 corrente, alle ore 10,30, alcuni militari inglesi, muniti di bastone, colpiscono qualcuno qualche civile, senza nessun conseguenza.

Per il pronto intervento delle forze di polizia italiana e italiana si evitarono ulteriori incidenti.

furono feriti 3 militari inglesi, responsabili delle azioni, e consegnati alle loro autorità, che assicurarono di pregio la loro condotta e loro cariche.

Nonche due civili italiani furono feriti.

Ordine pubblico normale.

LA DOLCE VITA

-Dolce Vita-

3180

○  
○  
○  
○

OFFICIO SERVIZIO E SITUAZIONE

N. 346/8 di prot. 3.2.

Roma, 11 11 November 1946

Risperidone 42

172

11

**Allegato n.**

OGGETTO: Nuova - Incidenti con minori inforti.

ALLA COMMISSIONE ALLEATA

—Sottocommissione per la P.S.—

# ROMA

In addition, it is requested that the following information be included with the Bureau's opinion on the value, name, volume

Per il pronto intervento delle forze di polizia italiane e italiane si eviteranno ulteriori incidenti. -

Questo perché i militari italiani, soprattutto nelle  
 condizioni, e conseguenti alla loro autorità, che assicurano  
 la loro sicurezza e la loro libertà.

make his civil servant career pay off.

Send in a postcard to: **nerveless**

STANLEY H. KATZ, Editor

— 100 —

Thacker.

CCLRR. GENERAL COMMAND  
Situation and Service Office

124339  
WS.

23A  
L. G.

N. 107/126 R.P.

11 DEC. 1946

SUBJECT : Padova - Demonstration against British.

TO ALLIED COMMISSION  
Public Safety S/C  
Rome

In Padua, at about 1230 on the 10th inst? at a cross of the main Town, an Allied jeep drove by a British soldier not yet identified, crossed the street without considering the signal of the "vigile urbano" and run down two cyclist just passing in the opposite way.

Then it disbanded and run down two more people who bore light wounds.

A group of persons assaulted the driver beating him.

P.S.Agents, just arrived, rescued him from the anger of the crowd and took him to the Hospital.

Shortly after about a thousand persons (mostly students) gathered and tried to assault the Hotel "Storione" where the Officers Club and Mess are. They succeeded in tearing off a bit of the British flag which was hung on the balcony.

The police intervention avoided further disorders.

The Allied Command informed the Prefect that the driver will be punished according to the British Military Law, adding that should incidents of the kind happen again, the Town will be occupied militarily.

The situation is tense.

THE GENERAL COMMANDER  
B. Brunetti

# Comando Generale dell'Arma dei Carabinieri

UFFICIO SERVIZIO E SITUAZIONE

N. 107/100 di prot. M.P.

Roma, li

11 dicembre 1940

Risposta al

del

n.

Allegati "

OGGETTO: Nodura - Circonvenzione antiaerea.

ALLA COMMISSIONE ALLEATA

-Sottocommissione per la P.S.-

R O M A

La Nodura, ed un incendio del centro della città, verso la sera  
12, 13 del 10 corrente, sono state il segnale del viale urbano, una  
catastrofe allentata Jap, condotta da un alligatore britannico, con  
una identificazione, attraverso la strada invadendo due ciclisti che  
bruciavano in caso contrario.

Perché quando intervenendo ancora due civili britannici intervenendo.

te.

Da questo si possono aver preventi prevedendo l'uscita prima  
mentale.

Agenti di S.P., rappresentati, attraverso l'ingine alle  
della folla e lo scontro, all'epoca civile.

Però per la riduzione un edificio di persona, in presenza  
sufficienti, che testano il codice l'ultimo "interior" che ha  
il circolo e la zona della città, di britannici, prevedendo la

N. 151/12.6 di prot. R.P. Roma, li 11 dicembre 1946

Risposta al n. del Allegati n.

OGGETTO: Padova - Dimostrazione antiaerea.

ALLA COMMISSIONE ALLEATA  
-Sottocommissione per la P.S.-

R O M A

In Padova, ad un incontro del centro della città, verso la sera  
12.30 del 10 corrente, nonostante il segnale del viale urbano, una  
autovettura elicotte Jeep, condotta da un militare britannico, non ad  
essa identificata, attraversò la strada investendo due ciclisti che  
vennero feriti in parte contraria.

Infatti quando investirono ancora due civili francesi sfavando

sa.

In gruppo di persone ivi presenti comprendono l'entità, ming  
molto.

Agenti di P.S., soppressivi, contemporaneamente l'ingrosso alla loro  
della Folla e lo accompagnavano all'ospedale civile.

Dopo poco di tempo un elicotto di polizia, in scorta, si  
stabilì, che trattandosi di un elicotto "britannico" che ha rotto  
il circolo e la corsa degli ufficiali britannici rimandando a lungo  
se un'elica della bandiera inglese espunta al momento.

Sul frattempo altri diversi elicotti sono stati  
elicotto visibilmente del gruppo.

3180

L'intervento della polizia viene ed evitare più gravi in-  
cidents.  
Il grande allarme suscitò il profeta che l'unità sarà  
funale a norma della legge militare inglese accendendo che se ad  
ripetevano incidenti del genere, la città sarà militarmente con-  
presa.

La situazione è grave.

LA COMMISSIONE DI INCHIESTA  
-SOTTO LA DIREZIONE DEL  
-SOTTO LA DIREZIONE DEL

*Alm...*

MINISTRY OF THE INTERIOR  
PS Direction General

13 DEC 1946  
14339

22<sup>B</sup>

N. 442/24773

13 December 1946.

SUBJECT : Padova - Incidents between Allied soldiers and civilians.  
TO : Public Safety Division - A.C., Rome.

Following our letter 442/24431 and 442/24492 dated respectively 11th and 12th inst., I inform you that through the pacifying intervention of the Authorities and political and syndical members, no further disturbances have taken place in that town.

The manifestation of protest which took place yesterday 12th. concluded in a procession with the participation of thousands of people. The procession was carried out between 15.00 hrs and 16.00 hrs, in perfect order.

The mass of workers took part orderly and at the end of the manifestation, group by group, they returned to their respective factories.

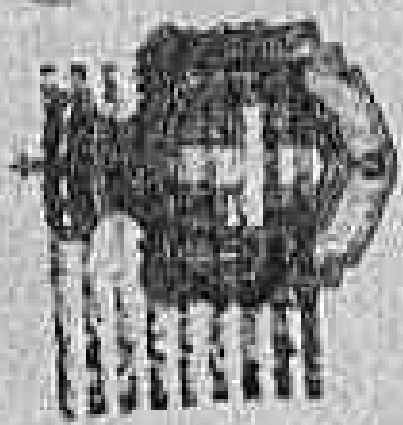
The only speaker was the demo-christian Franceschini, member of the Chamber of Labour, who exhorted the people to peace and order and who, infact were no longer disturbed.

The Italians injured are 15, 4 of which caused by firearms and two serious.

For the Minister  
/s/ Ferrari.

Translation ac/

318-22A



Pap/

Ministero dell'Interno

Roma, 13 Dicembre 1946 - 19

Mod. 868

Alla Commissione Alleata  
Sottocommissione per la P.S.

R o m a

Divisione A.G.R. L. II

Prot. N. 442/24773 Allegati

Risposta al Foglio del  
Dir. L. N. 2

OGGETTO Padova - Incidenti tra militari alleati e civili -

Di seguito alle lettere 442/2443I e 442/24492 rispettivamente in data 11 e 12 corrente, si comunica che mercoè l'intervento pacificatore delle Autorità e degli esponenti politici e sindacali di Padova non si sono verificati in quella città altri disordini.-

La manifestazione di protesta che ha avuto luogo ieri

- 12 - si è concretata in un corteo al quale hanno partecipato parecchie migliaia di cittadini. Il corteo si è svolto dalle ore 15 alle ore 16 nell'ordine più perfetto.-

Le masse operaie vi hanno partecipato inquadrate e, alla fine della manifestazione, reparto per reparto, sono tornate al lavoro nei rispettivi opifici.-

Unico oratore è stato il demo-cristiano Franceschini, membro della Camera del Lavoro, che ha esortato la cittadinanza alla calma e all'ordine che, infatti, non sono stati ulteriormente turbati.-

I feriti italiani sono quindici, dei quali quattro da arma da fuoco e due in gravi condizioni.-

Divisione A.G.R. Sec. II

Prot. N.º 442/24773 Allegati

R o m a

Risposta al Foglio del  
Dir. Sec. N.º

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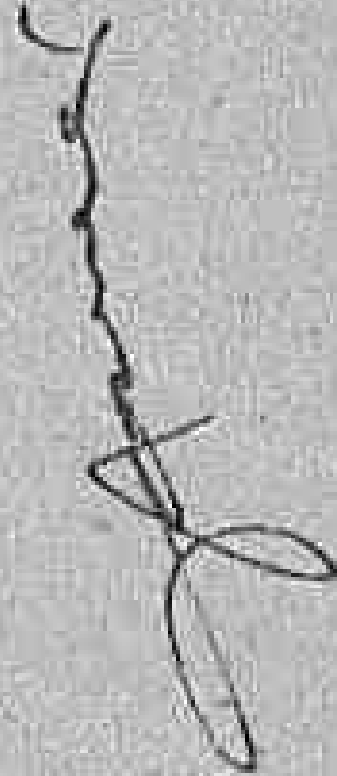
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3180

PEL MINISTRO



# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

P. Safety  
Z1A

Originator's Reference: GO 389

Date/Time of Origin: DEC. 12 1215

Message Centre No: H/5498

Date Time Rec'd: DEC. 13 1400

Precedence: URGENT

FROM: GHQ CMP - FROM GENERAL HARDING

TO : TROOPERS - AFHQ G-3 ADV ADC TO GOC IN C CMP (DUINO) = ALCOM

## UNCLASSIFIED

10) Subject is anti-British disturbances in Padua on 10 and 11 December.

Following is factual report.

20) About 101230 a British Staff car swerving to avoid pedestrian knocked TFC policeman off his feet. In centre of town. Circumstances of accident are being investigated: crowd quickly gathered and assaulted Dvr of vehicle, and British officer and Dvr following in Jeep. CMP rescued all British participants but Dvr of Staff car was injured, not seriously.

30) Mobs of hooligans collected, and one party broke into a married families Hotel and pulled down Union Jack.

They were ejected by CLP and Officer residents.

40) Mobs then moved round town stoning vehicles, and assaulting isolated Tps walking along streets. One car utility was set on fire near married families Hotel and total of ten vehicles were overturned or damaged.

50) At 101630 mob converged on GHQ, stoning lower floor windows and shouting abuse. 100 Tps from 3 PD Regt acting in a Polige role were called for to clear area, but before their arrival Italian Police had restored order.

60) Italian Authorities did not regain full control until elsewhere.

70) As a precaution to avoid minor incidents and provocation Tps not on duty were confined to barracks wef 101600 and on 11 December.

80) Trouble began again on 11 Dec. at 17,30 hrs after a quiet day and result

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TO : TROOPERS - AFHQ G-3 ADV ADC TO GOC IN C CMP (DUINO) = ALCOM

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70) As a precaution to avoid minor incidents and provocation Tps not on duty were confined to barracks wef 101600 and on 11 December.

80) Trouble began again on 11 Dec. at 17.30 hrs after a <sup>31</sup> ~~quad~~ and result of action of about 100 men of 795 (GHQ) car coy who left barracks contrary to orders intending to make a protest to a Senior Officer at GHQ

DEC 13 1944 2112

# INCOMING MESSAGE

## HEADQUARTERS ALLIED COMMISSION

Originator's Reference: G0389  
 Date/Time of Origin: DEC. 121215

Message Centre No: N/8488  
 Date Time Rec'd: DEC. 131400  
 Precedence: URGENT

FROM: GHQ CMF -FROM GENERAL HARDING  
 TO: TROOPERS -AFHQ(G-39)

PAGE 2

against hooliganism on 10 December which resulted in injuries to their comrades.

9) As car coy tps moved through Town to GHQ scuffles took place in which some windows were broken. Men arrived at GHQ followed by mob who were stone throwing. Tps who on arrival were orderly were collected in nearby building and addressed by BGS. They were then returned to Bks in TFT.

10) Meanwhile mobs had collected and attacked an Offrs Mess; not the same as that mentioned in third above. They were ejected without difficulty. Another mob demonstrated outside the Mil Feeding Helt at RLY STA.

11) Total 34 windows broken many at Offrs Mess. Share for which Tps responsible probably small. Investigation proceeding. Total 14 Brit vehs damaged mainly with windows cracked by stone throwing. 1 Brit Dvr in hosp and several suffering from minor abrasions.

12) Considerable Italian Police rfts were draft into Town and situation was in hand by 112130A.

13) Full investigation is being made and more detailed reports follow.

14) Rowdy elements 10 December mainly vagabond type and students assisted British. Secondary school students noisetr 11 December and orderly procession marched through town 1000 hrs 12 December when these schools declared holiday.

318

DEC 13 1943

# INCOMING MESSAGE

## HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Message Centre No: 5498

Date/Time of Origin:

Date Time Rec'd:

Precedence:

FROM:

TO:

PAGE 3.

I Police suspect communist instigators and Camera del Lavoro debating calling symbolical General strike.

15. 800 Police and 500 Carabinieri now station in Padua. Prefect and Chief Police warned to take measures to prevent repetitions and satisfactory liaison established with CMP and 8 FD Regt.

16. For Troopers. Grateful if DBC be asked to refrain from repeated inaccurate and sensational statements put out by notoriously incorrect and anti Allied Rome press.

17. Will send immediate reports of all further incidents involving Brit Tps.

AC DIST

INFO ACTION  
INFO

P. SAFETY  
CHIEF COMMISSIONER  
EX COMM  
FILE  
FLOAT

INFO - ACTION

3179

DEC 13 1945

HEADQUARTERSNo. 2 Claims CommissionNo. 2 Directorate of Injuries and Disposals (Mixed Assets)

A.P.O. 5.251, 3 DEC 1946

14339

G. M. P.

G. S.

A. M. R. G.

CORR/342/3

12 Dec 46

SUBJECT: Incidents following traffic accidents

With reference to the incidents which have occurred recently when British personnel involved in traffic accidents have been set upon and beaten by the crowd we would like to make the following observations, speaking purely from our own angle (putting aside all other considerations) as the British Claims Commission responsible for the settlement of claims arising out of torts committed by the British Forces.

G.R.O. 96/44 as amended by G.R.O. 559/44 sets out the procedure to be followed by drivers in the case of traffic accidents and every effort has always been made to ensure that drivers comply with it. Drivers have very strict instructions to stop after an accident and to make certain entries on the form of traffic accident report carried by them, also to exchange certain specific information with the injured parties and the police by means of a special slip which is carried on every vehicle. Drivers have also definite orders to report every accident as soon as they return to their unit.

The object of this procedure is to place all concerned i.e. the parties and the police in possession of as complete information as possible on the accident and also, we would like to stress this point, to enable this Commission to deal with any resulting claims as expeditiously as possible.

If drivers feel that if they stop after causing an accident they will be attacked by bystanders they will, not unnaturally, have a tendency to drive on without stopping and having done this some drivers may fail to report the accident to their unit.

In the event of this happening the interests of the victims of the accidents themselves or their dependents will be placed in jeopardy as we can hardly give the prompt attention we are accustomed to giving to claims unless we are made aware of the accidents. Furthermore lack of information and evidence may severely handicap the investigations and the settlement of the claims.

It is therefore most important from our point of view that every-thing possible should be done to ensure that drivers should not gain the impression that if they stop they will be attacked and unhindered. It is the duty of the Italian Authorities to see that in case of accidents only the Police and Carabinieri intervene and that crowds gathering round the accident are properly controlled.

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It is therefore most important from our point of view that every-thing possible should be done to ensure that drivers should not gain the impression that if they stop they will be attacked and mishandled. It is the duty of the Italian Authorities to see that in case of accidents only the Police and Carabinieri intervene and that crowds gathering round the scene of an accident are properly controlled.

Perhaps you will consider stressing these various points in any communications made to the Italian Authorities or the press.

2/BJL

Tel: Room 66350

Sign Address:

No. 2 Claims &amp; Hirings, Room.

Brig. 4/0 Adm. G.R.O. G.A.P.

H.Q. Allied Commission.

P.L. G.R.O. G.A.P.

Y.P.G.L. &amp; N. of Uga. and Disposal.

(S.B. DUMY)

Brigadier,

and Disposal.

S. L. Disney

20/4

Col. "A" G.L.C., G.A.P.

OCHD/342/4

CC.RR. GENERAL COMMAND  
Situation and Service Office

13 DEC 1946  
14339  
WS.

N. 846/4 R.P.

12 Dec. 1946

SUBJECT : PADUA - Demonstration against British -

TO ALLIED COMMISSION  
Public Safety S/C  
Rome

Following letter n. 107/126 R.P., of the 11th inst.

In Padua, in the late afternoon of the 10th inst., in various central and surrounding parts of the Town, the people, still in anger, damaged further 5 Allied vehicles by throwing stones and trying to set them on fire without success.

Moreover at about 1930 hrs., in the Local Mazzini Square, from the inside of Allied vehicles, against which stones had been thrown, pistol shots were fired which wounded three of the demonstrators, one of which rather seriously.

During the various disturbances some British Military were slightly hurt.

The energetic action of the Police avoided further incidents.

The next day, 11th inst., after that the day had passed with the utmost calm, at 1800 hrs, about 200 Allied Military, armed with sticks left their barracks and went towards the main Town damaging shop-windows and hitting the civilians, thus causing panic.

The Allied Police intervened at once and obliged the Military to re-enter into their Barracks.

Later a large group of civilians made a hostile demonstration trying to assault and throw stones against the Mil. Commands and Hotels occupied by the British.

On the British side some pistol shots were fired which slightly wounded one person.

The Italian Police intervened at once and scattered the crowd, re-establishing order.

317

- 2

15 persons, one of whom seriously, were totally wounded by the British.

Further demonstrations are foreseen.

The Italian Police strength has been conveniently strengthened.

THE GENERAL COMMANDER  
Brunetto Brunetti

MJ/

3170

ag. REPUBBLICA ITALIANA

## Comando Generale dell'Arma dei Carabinieri

UFFICIO SERVIZIO E SITUAZIONE

N. 345/4 di prot. P. P.

12 dicembre 1945

Roma, li

Risposta al

del

Allegato n.

OGGETTO: Padova - dimostrazione antinglesa.-

ALLA COMMISSIONE ALLEATA  
Sottocommissione per la P.S.

R O M A

~~~~~  
 Fa seguito al foglio n. 107/126 R.P. dell'11 corrente.-

In Padova, nel tardo pomeriggio del 10 corrente, in vari punti centrali e periferici della città furono danneggiati, dalla popolazione ancora in fermento, altri 5 automezzi alleati, con sessata e con tentativi di incendio subito domati.-

Successivamente, verso le ore 12,30, nella locale Piazza Mazzini, dall'interno di automezzi alleati, fatti segno a sassate, furono sparati vari colpi di arma da fuoco che ferirono tre dimostranti di cui uno in modo grave.-

Nei vari trasferugli della giornata rimasero leggermente contusi alcuni militari inglesi.-

L'energica azione da parte delle forze di polizia impedì ulteriori incidenti.-

L'11 successivo, dopo che la giornata era trascorsa con la massima

317

N. 846/4

di prot. R.P.

Roma, li 12 dicembre 1945

Risposta al

del

Allegato n.

OGGETTO: Padova - dimostrazione antinglese.-

ALLA COMMISSIONE ALLEATA  
Sottocommissione per la P.S.R O M A

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Successivamente, verso le ore 19,30, nella locale Piazza Mazzini, dall'interno di automezzi alleati, fatti segno a sassate, furono sparati vari colpi di arma da fuoco che ferirono tre dimostranti di cui uno in modo grave.-

Nei vari tefferugli della giornata rimasero leggermente contusi alcuni militari inglesi.-

L'energica azione da parte delle forze di polizia impedì ulteriori incidenti.-

L'11 successivo, dopo che la giornata era trascorsa <sup>3174</sup> con la massima tranquillità, verso le ore 18, circa 200 militari alleati, usciti dalla loro caserma, si diressero, armati di bastoni, nel centro della città, danneggiando le vetrine dei negozi e colpendo i civili.-



MINISTRY OF THE INTERIOR  
PS General Direction

N. 442/24492

12 December 1946.

SUBJECT : Padova - incidents between Allied soldiers and civilians.  
TO : Public Safety Division - A.C., Rome.

With reference to our letter of the 11th inst. n. 442/24431, attached herewith are copies of two reports concerning further incidents which took place yesterday in Padova, between Allied soldiers and civilians.

From phone calls received we are informed that this morning a students manifestation took place, with no incidents, and that the general strike previously announced was not actuated.

It is to be absolutely excluded that during the disorders there were any dead.

FOR THE MINISTER  
/s/ Ferrari.

Translation ac/

3170

COPY

MINISTRY OF THE INTERIOR

Incoming Cable

FROM the CC.RR. Group of Padova  
TO the PS Direction General - Rome  
and other commands omitted.

11 December 1946.

N.125/6-R - following today's 125/3-R.

After the day which had passed with the utmost tranquility, at about 18.00 hrs almost 200 Allied soldiers, having left their barracks went, armed with sticks, towards the centre of the town damaging shop windows, striking civilians and provoking confusion amongst the population.

The Allied Police intervening immediately, succeeded in having them return to their barracks. A large part of the population, indignified, scened a hostile manifestation, trying to assault British commands and hotels, throwing stones.

An odd British soldier fired a few shots causing one person to be slightly wounded. Following the prompt intervention of our police forces, demonstrators were scattered and order restored, 15 persons appear to be wounded by the British soldiers, amongst which one soldier seriously. Reaction on behalf of the population is foreseen, police forces have been conveniently strengthened and and keeping watch.

Complete report.

Commanding Lt. Colonel  
/s/ Calcedonio Cannata

Translation ac/

3169

MINISTRY OF THE INTERIOR  
Cabinet

Cable n. 25527

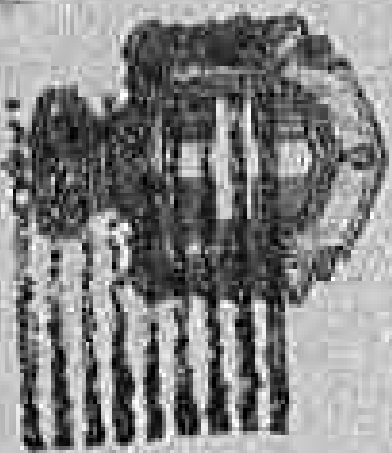
From Padova 11.12.46

3491 Following yesterday's cable of even number. While today had passed in perfect order, at about 18.00 hrs 200 English soldiers have gone along the main street of the town, breaking, with sticks, shop windows and striking passers-by, thus determining great confusion amongst the population. I have immediately interested the Allied Command to have Military Police intervene, which has obliged the return of the soldiers to their barracks. The population has improvised a lively manifestation of protest with the participation of several thousands of citizens. I have had all available police forces intervene which, by blocking the roads, have succeeded in controlling the demonstrators who were kept away from the Allied General Hdqs., and then scattered. Tonight the situation can be considered restored, but it is not to be excluded that tomorrow, new manifestations may take place. I take reservations in communicating any eventual emergencies.

The Prefect Manno

Translation ac/

3160



Ministero dell'Interno

M. 1868

Roma, 12 dicembre 1946 19

ALLA COMMISSIONE ALLEATA  
Sottocommissione per la P.S.

P O L I A

Divisione A.G.R. Sez. 2<sup>a</sup>

Prot. N. 442/24492 Allegato

Risposta al Foglio del  
D. N. 24

OGGETTO Padova - Incidenti fra militari alleati e civili.

Con riferimento alla lettera dell'11 corrente n. 442/24431, si trasmette copia di due segnalazioni riguardanti altri incidenti verificatisi nella giornata di ieri a Padova tra militari alleati e civili.

Notizie telefoniche informano che stamane ha avuto luogo una dimostrazione studentesca, senza incidenti, e che non è stato attuato lo sciopero generale precedentemente annunciato.

E' da escludere in modo assoluto che durante i disordini vi siano stati dei morti.

PEL MINISTRO

3161

Ministero dell'Interno

*Divisione* A.G.R. *Sec.* 2°

*Prot. N.* 442/24492 *Allegato*

ALIA COMMISSIONE ALLEATA  
Sottocommissione per la P.S.

ROMA

*Risposta al Foglio del*  
*Dir.* *Sec.* *N. 2*

OGGETTO Padova - Incidenti fra militari alleati e civili.

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PEL MINISTRO

*fermay*

316

MINISTERO DELL'INTERNO

Fonogramma in arrivo

Proveniente dal Gruppo Carabinieri di Padova  
Alla Direzione Generale della P.S. Roma  
ed altri Comandi omessi

addi, 11 dicembre 1946

N. 125/6-R Seguito odierno 125/3-R. alt

Dopo la giornata che era trascorsa massima tranquillità verso le ore 18 circa 200 militari alleati usciti loro caserma dirigendosi armati bastoni centro città danneggiando vetri negozi colpendo civili et provocando scompiglio fra popolazione.

Polizia alleata subito intervenuta riusciva far rientrare militari stessi in caserma alt.

Massa imponente popolazione indignata inscenava manifestazione ostile tentando essalire comandi et alberghi inglesi lanciando sassi alt. Qualche soldato inglese esplodeva alcuni colpi arma da fuoco causando un ferito non grave alt Seguito immediato intervento nostre forze polizia dimostranti venivano dispersi et ordine ristabilito alt Risultano feriti da militari inglesi 15 persone fra cui un soldato gravemente alt Prevedonsi reazione popolare forze polizia convenientemente rinforzate mantengonsi vigilanti alt Segnalazione completa.

Ten. Col. Comandante

M. to Calcedonio Cannata

316

MINISTERO DELL'INTERNO  
-Gabinetto-

Ufficio del Telegrafo e della Cifra

Telegramma n. 23527

gi

Da Padova 11.12.46

INTERNI GABINETTO E P.S. (Gab. P.S. Da.)

5491 Seguito telegramma ieri pari numero. Mentre giornata odierna era trascorsa in perfetta calma ore 18 circa duecento militari inglesi hanno percorso principale arteria cittadina rompendo con bastoni vetrine negozi et colpendo passanti determinando vivo scompiglio nella popolazione. Ho subito interessato Comando Alleato per intervento polizia militare che ha fatto rientrare militari loro caserma. Popolazione ha improvvisato vivace manifestazione protesta cui parteciparono parecchie migliaia cittadini. Ho fatto intervenire tutte forze polizia disponibili che bloccando strade sono riuscite contenere dimostranti che sono stati tenuti lontani da sede Comando Generale Alleato et poscia dispersi. Situazione può ritenersi stasera ristabilita ma non può escludersi che domani possano verificarsi nuove manifestazioni. Riservomi riferire eventuali nuove emergenze.

PREFETTO MANNO

310

17<sup>p</sup>  
Translation of extract from "IL MESSAGGERO" dated 12 DEC. 1946

NEW INCIDENTS IN PADUA BETWEEN CIVILIANS AND BRITISH MILITARY

Orders of the day of the Giunta and Chamber of Labor - The internal factory Commissions will meet to-day.

PADUA, 11 - The calmness which returned last night in the City was only apparent. In fact to-day, at about 1800 hrs? about a hundred British soldiers, armed with sticks, run through the main street from Prato della Valle do Piazza Garibaldi, breaking the shop-windows. It was the retaliation of yesterday disorder.

The British vent their anger against parked cars and taxies and violently struck citizens on the head with the sticks. There was a general run away but the people escaped from where they were in danger. They gathered elsewhere to react as they could. They smashed the glasses of the Regina Hotel in Via Emanuele Filiberto and of the Supercinema, requisitioned by Allies.

Furtherly they started to throw stones against another requisitioned Hotel "Aquila Nera" in Via Altinate. The Allied Military fired some pistol shots wounding in the leg one Concetto Gregori, aged 30.

Whilst the Green Cross ambulances went to the Hospital for dressings, the Italian and Allied Police joined forces blocking up the strategical points of the City and avoiding further disorders by the demonstrators who in procession passed through the Streets of the Town singing the "Mameli" hymn.

Cinemas, shops and cafes were closed and the Town soon became empty. At the Hospital ten persons were given first aid.

During the night the Allied Padua Command issued the following communication :

" Further disorders have taken place during the night. They started from a group of soldiers attached to the 795 Transport Company, to whose vehicles the Padua citizens had set fire the day before. The Allied soldiers - who acted on their own initiative, without any authorization - gathered in a large group and went to the Allied H.Q. Office with the aim of asking what measures it

MINISTRY OF THE INTERIOR  
PS General Direction

N. 442/24431

12 DEC 1946  
14339  
us.

11 December 1946.

SUBJECT : Padova - Incidents between Allied soldiers and civilians.  
TO : Public Safety S/C A.C. - Rome.

In Padova yesterday, at 12.15 hrs, an Allied jeep, while trying to cross the crossroads of a busy section of the town, in spite of the vigile's sign of no free passage, to avoid bumping into two cyclists who were crossing in the right direction, steered abruptly and ended up on the pavement injuring two vigili urbani and some civilians.

The population, already impressed by the still more frequent repetitions of such accidents, sometimes even fatal, illtreated the driver of the vehicle which the PS agents succeeded in rescuing from the crowd taking him to the hospital.

Thousands of people, having soon gathered, tried to reach the 'Storione Hotel' requisitioned by the allies for allied officers, and it seems that the flag flying outside a balcony was damaged by some of the demonstrators.

With the immediate oncome of groups of agents, the invasion of the building was avoided and a part of the road in front of it was soon cleared.

Later, groups of demonstrators went along the streets of the town damaging seven allied vehicles. Shots were fired from one of these thus seriously wounding one person and slightly wounding two - all Italian civilians.

Public order has been completely restored and the night has passed calmly.

Various arrests have been made amongst the hot-headed persons and denunciations to the Judicial Authorities are in course.

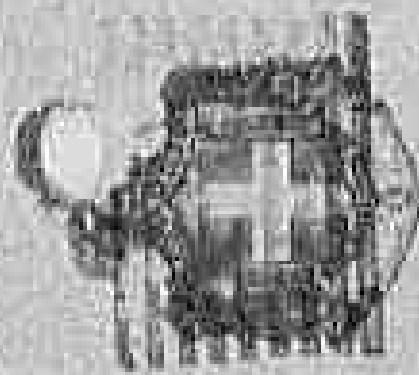
All the political parties, in agreement, have published a notice in which, though deploring the too frequent repeating of motor accidents by the personnel of the Allied Armed Forces, have solidly incited the people to calm.

For the Minister  
/s/ Ferrari.

316~

Translation ac/

Le



Ministero dell'Interno

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZA

Roma, 11 dicembre 1946

ALLA COMMISSIONE ALLEATA  
SOTTOCOMMISSIONE PER LA P.S.ROMA

Divisione A.G.R. L. II

Prot. 1422/24431 Allegati

Risposta al foglio del  
Dir. 1422

OGGETTO Padova - Incidenti tra militari alleati e civili.

Ieri a Padova alle ore 12,15 una "Jeep" alleata, in una zona centrale mentre tentata di attraversare un incrocio stradale nonostante il divieto di passaggio segnalato dal vigile di servizio, per evitare l'investimento di due ciclisti che incrociavano nel senso consentito sterzava improvvisamente e finiva sul marciapiede causando il ferimento di due vigili urbani e di alcuni civili.

La popolazione, già impressionata per il sempre più frequente ripetersi di incidenti del genere, anche letali, ha malmenato il conducente dell'automezzo che agenti di P.S. riuscivano a sottrarre alla folla e a condurre all'ospedale.

Alcune migliaia di persone, riunitesi rapidamente, tentavano di raggiungere l'albergo STORIONE requisito dagli alleati per alloggio ufficiali e sembra che da alcuni dimostranti sia stata danneggiata la bandiera esposta al balcone.

Reparti di agenti, immediatamente accorsi, hanno evitato l'invasione dello stabile riuscendo a sgomberare sollecitamente il tratto di via antistante.

Successivamente gruppi di manifestanti hanno percorso le vie della città danneggiando sette automezzi alleati. - Da uno di questi è stato fatto fuoco e si lamentano perciò un ferito grave e due feriti tra

ROMA

Disegno A.G.R. n. II

Prot. 1442/ 24431 Allegati

Assposta al foglio del  
Din.

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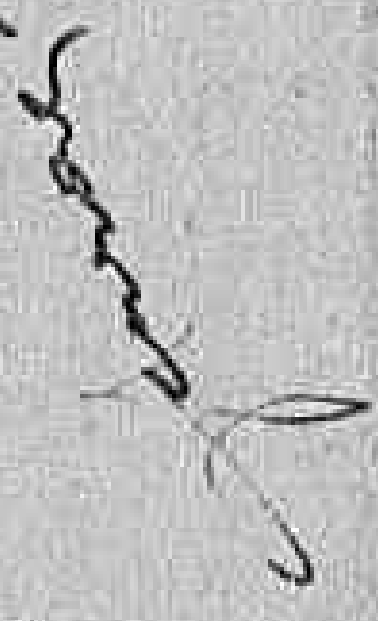
./.

L'ordine pubblico è stato completamente ristabilito e la notte è trascorsa tranquilla.-

Si è proceduto a vari arresti tra le persone indiziate come fascinose e delle quali è in corso la denuncia all'Autorità Giudiziarla.-

Tutti i partiti politici hanno pubblica<sup>to</sup>, d'intesa, un manifesto col quale, pur deplorando il troppo frequente ripetersi di incidenti automobilistici da parte del personale addetto alle Forze Armate Alleate, hanno solidalmente incitato la popolazione alla calma.

PEL MINISTRO



25 NOV 1946

1439  
WS

25 November 1946.

Ref: 3609/343/30

Dear Doctor Cappa,

I refer to your letter dated 31st October 1945 regarding an interrogation submitted to your Government by a Deputy to the Constituent Assembly on the subject "Allied Road Discipline".

In reply, I have to inform you that action was taken by this Commission long before the question was submitted by the Constituent Assembly. As long ago as August, this was the subject of an instruction from the American and British Headquarters in Italy, and your Government was so informed on 3rd October 1946 under reference AO/14339/30 addressed to the Ministry of Public Works which raised the matter.

In accordance with these instructions, Allied drivers have been tested and all possible steps are being taken to ensure that drivers conform to traffic regulations. In addition, speed limits for various types of vehicles are laid down and are being enforced.

With regard to specific allegations regarding an incident at Mestre, no evidence has been produced to the Allied Authorities to show that any vehicle or driver which may have caused casualties were Allied, notwithstanding press reports to the contrary.

Very truly yours,

ELISHA W. STONE

ELISHA W. STONE  
Rear Admiral, USNR  
Chief Commissioner

Dr. Paolo Cappa,  
Under-Secretary of State  
to the President of the Council of Ministers,  
Italian Government.  
ROME.

3100

Copy to: Chief Commissioner.  
Public Safety Division.

HEADQUARTERS ALLIED COMMISSION

APO 794

Office of the Executive Commissioner

AG/14339/23

3 October 1945

SUBJECT : Control of Traffic.

TO : Ministry of Public Works.

1. With reference to your letter L.V.A. 855/A/10-0 of 25th July in which it was asked that the Allied Authorities give instructions for increased care to be exercised by Allied Drivers, particularly in inhabited localities:-

2. Instructions have been issued to all Allied units for the utmost care and strict observance of traffic regulations to be exercised by all Allied drivers also by civilians driving Allied vehicles.

The urgent necessity of careful and considerate driving is being impressed upon all concerned and disciplinary action will be taken against offenders.

FOR THE CHIEF COMMISSIONER

M. G. 3150  
M. G. Brigadier  
a/Executive Commissioner.

*2003*  
*PISAFREY*  
*OR*  
*13A*  
SEP 28 1946  
WD.  
ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

G-5: 945.31

*HPS*  
26 September 1946  
*Reid 309 SL*

SUBJECT : Control of Traffic.

TO : Chief Commissioner,  
Allied Commission,  
APO 794.  
*13B*  
*11A*

Further to your letter AC/14339/PS of 19 August  
and this Headquarters letter G-5: 945.31 of 19 September.

1. Enclosed is a copy of a letter which RAAC has  
circulated to all British units under its control.

2. In addition arrangements have been made to in-  
augurate a mixed police traffic patrol in Rome consisting  
of one each of British, American, Polish Military Police  
and an Italian civilian policeman.

3. Extra warning notices are also being prepared  
and erected at suitable points.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

*A. L. Hamblen*  
A. L. HAMBLIN  
Colonel, G.S.C.  
Assistant Chief of Staff, G-5

Encls:  
as above.

HEADQUARTERS  
ROME AREA ALLIED COMMAND

1445.

28 Aug 46.

SUBJECT : Traffic Accidents

TO : Distribution "R" British.

In the last few weeks there has been a most regrettable increase in the incidents of traffic accidents in and around Rome.

It is not possible with any certainty to ascribe this rise to any one cause but the following are thought to be contributing factors.

Shortage of experienced drivers and their replacement by soldiers with insufficient training by Italian civilians or GIP shortage of Military Police, and possibly to a greater extent than most of us realize, loss of interest and attention going possibly to the proximity (or deferment of release or Pythia).

A careful analysis of these accidents shows that a greater number of British vehicles have been involved than can be justified by the volume of British traffic still on the roads, and of those involved a very considerable proportion have been driven by British drivers.

This has caused the growth of considerable bitterness in Italian public opinion which has found an outlet in a particularly virulent anti-allied and particularly anti-British, press campaign.

Because I know that a number of the accidents have been caused by the misconduct or dangerous driving of the driver of British vehicles I do not find it possible to blame too much the bitterness of public feelings and of the press campaign. It is urgent that an improvement is seen in the next few weeks and that it shall be manifest that a real attempt is being made to check the evil.

Police resources are now so limited that little can be done from this side and an improvement can only come as a result of unit efforts. Officers Commanding units must co-operate to the utmost limit of their power by warning drivers of their responsibility, by impressing upon them the need for careful driving at all times, and the observance in built-up areas of moderate speeds, even lower... when necessary than that laid down. They will warn them that so far it is possible to do so Police measures will be intensified and severe action is to be taken against all drivers who are found to be guilty of careless or dangerous driving or of excessive speeds.

The co-operation of all officers and men is asked for to combat this evil. It must be realized that the dangerous driving of any British vehicle is the concern of any British Officer or NCO. Too often one sees British drivers disregard traffic lights and the signals of Italian traffic police.

I feel confident that a traffic safety campaign carried out within all

3150

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I feel confident that a traffic safety campaign carried out within all units will in a very short time be seen to have notable results.

(Signed) ? ? ? ? Brigadier,  
Commanding.,  
British Troops in Rome.

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*105*  
*PS*  
*12A*  
ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

G-5: 945.31

*19* September 1946.  
*Read 20/9*

SUBJECT: Control of Traffic.

TO : Chief Commissioner,  
Allied Commission,  
APO 794.

Reference AC/14339/PS.

1. The action taken by this Headquarters with reference to reckless driving is reflected by copies of General Lee's letter to all Major Commanders and the directive to all British Units.

2. Attention is invited to para 10, of the Minutes of Vice Presidents' Meeting, dated 28 August 1946, inasmuch as these directives should clear up the misunderstanding reflected therein.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

*A. L. Hamblen*  
A. L. HAMBLÉN  
Colonel, G.S.C.  
Assistant Chief of Staff, G-5

2 Incls:

Ltr. General Lee.  
Ltr. 4380/A3, 28 Aug 46.

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HEADQUARTERS  
MEDITERRANEAN THEATER OF OPERATIONS  
OFFICE OF THE COMMANDING GENERAL  
APO 512

12<sup>th</sup>

August 1946

SUBJECT: Safe and Courteous Driving Program

TO : Major Commanders

1. According to Italian press reports, reckless driving in the Mediterranean Theater is assuming alarming aspects. While such reports are believed to be exaggerated, we must take every reasonable precaution in avoiding injury and even anxiety of the Italians with whom we are serving. Therefore, I desire that steps be taken to institute or revive a "Safe and Courteous Driving" program within your Command.
2. It might appear that some military personnel, including Germans, take delight in driving through congested areas at excessive rates of speed, with their horns blowing, in an attempt to scatter and frighten the local population. Such conduct is inexcusable, it breeds ill-feeling among the American, British and Italian people. It must never be tolerated.
3. All drivers will be given proper instructions to insure that the same courtesies are shown to the civilian population in Italy as are shown to our own people in the United States. All military police will be alerted to apprehend reckless drivers, and appropriate disciplinary action will be taken against all offenders.
4. It is requested that a report of the measures taken by you to cope with this situation be submitted to these Headquarters.

JOHN C. H. LEE  
Lieutenant General, U. S. Army  
Commanding

315\*

SUBJECT : Road Discipline.

HQ BMA.  
 HQ XIII Corps.  
 HQ No 3 District.  
 HQ Allied Commission AUSTRIA.  
 HQ Allied Commission ITALY.  
 "Q" Branch, CHQ.  
 PM (Br).  
 G-5.

CHQ CMF.

4380/A.3.

28 Aug 46.

1. During recent months there has been a marked deterioration in the standard of road discipline of British and British employed PW, SEP and civilian drivers. Numerous cases of reckless driving and lack of consideration for other road users are continually being reported to this HQ.
2. Previous orders and letters have drawn attention to the urgent need for improvement both to reduce the number of accidents and to preserve VM vehicles which are being damaged through high speeding and lack of maintenance, more rapidly than they can be repaired or replaced.
3. Factors contributing to this laxity in road discipline are many, but it is considered the main reason is the release from the Army of the older and more experienced drivers and their replacement by inexperienced and often untrained personnel. It is therefore of the utmost importance that CO's ensure such replacements are fully conversant not only with the handling of vehicles, but also with vehicle maintenance and the highway code.
4. It is considered that far more energetic measures must be taken by all concerned before the theatre road discipline can be brought up to the desired standard. In the attainment of this object it is suggested that the following action be taken by all formations :-
  - (a) To ensure that the appropriate speed limit for the vehicle as laid down in GRO B48/44 as amended by GRO 299/45, is painted on the windscreen and strictly adhered to by the driver.
  - (b) Find periodical road patrols to patrol all roads and report drivers exceeding the authorised speed limits or driving without due care and attention. Offenders will be reported to the unit commander and disciplinary action will be taken in all cases.
5. It will be stressed by CO's that the need for taking strict disciplinary action is not only to reduce the present high number of accidents, but also to bring home to drivers the importance of returning to the standard of driving required in civilian life. The number of traffic accidents in which Army drivers are involved would not be tolerated in civilian employment to which many of them will be returning in due course.

FM (Br).  
G-5.

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6. It should also be emphasised that the reckless high speed driver is not only a danger to himself and passengers he may carry, but also a menace to other road users, and a potential source of death to pedestrians. The shortage of spare parts required to replace parts worn by excessive speeds need not be emphasised.
7. Similar instructions have been issued to American Commands by the American Military Authorities.

/br.

Copy to: SACs

*J. Anderson*  
Major General,  
Chief of Staff.

HEADQUARTERS ALLIED COMMISSION  
APO 479

Civil Affairs Section

AC/14332/PB

19th August 46

SUBJECT: - Control of Traffic.

TO : - AFM, G-5 Section.

1. Information has been received from the Italian Authorities that a drive is being made to reduce road accidents by tightening up the Italian traffic regulations and imposing heavier penalties on offenders.

2. To assist them in their efforts, the Italian Government have asked for the cooperation of the Allied Authorities in this matter by the latter giving a direction to all Allied Personnel to observe carefully all automatic traffic signal lights, manual signals given by the local police, and traffic control notices. In particular they draw the attention to the necessity for all Allied Personnel to adhere to the existing traffic regulations when driving through inhabited localities, especially in towns and cities.

3. The Italian Press is beginning to draw attention in a somewhat significant manner to accidents in which Allied vehicles are concerned.

4. It will be appreciated if this Headquarters can be notified of any action taken so that the Italian Government can be informed.

For the Chief Commissioner:

*Signed by Brig. Carr*  
M. GARR, Brigadier,  
VP CA Section.

315~

726

Translation

MINISTRY OF PUBLIC WORKS  
 Direction General of Ordinary Roadways  
 and of the New rail constructions

Rome, 29 July 1946

Ref. No. I.V.A.  
 855/m/104-a

To  
 Headquarters Allied Commission  
 (Civil Affairs Section)

and for info.

To the MINISTRY OF THE INTERIOR  
 (Rep. f. n. 300/4666/14600 of the  
 26/6/46) Div. Polizia

SUBJECT : Control of road traffic.

This Command, through the Ministry of the Interior, has requested the cooperation of the Government and of the Italian authorities, for a quick return to the road traffic control which is so necessary in order to reduce in number the fatal accidents caused by the inobservance of the existing traffic regulations.

This Ministry, to whom is devolved the task of issuing regulations on road traffic in agreement with the other State Administrations, have a long time ago taken all the initiatives apt to obtain the purpose of getting back normality also in this sector of the national life, which had also been affected by the consequences of the war.

For that purpose, while it has provided for adequate legislative measures for imposing heavier fines against those who are guilty of breaking traffic rules, and also for an extraordinary checking of animal-drawn vehicles, it has not failed furthermore to invite the Prefects, by circular dated 18/5/1946, No. 551, to exercise, through the members of the police, a more effective work of control and repression against those users of the road who do not adhere to the existing regulations on traffic control.

At the same time this Ministry has also undertaken to call on this subject the special attention of all the Communes in which are in existence local traffic regulations, so that they too, in their turn may achieve the above mentioned purposes by interventions within their competence and by intensifying the activity of their own borough police agents.

Owing to the fact that, as a result of this reminder, some commune had amongst other things pointed out that, to the intent of achieving the desired normalisation, it would be desirable if the military personnel dependent from the Allied Commands, in crossing the town centres, would themselves adhere to the regulations existing on the subject in the respective communes, and obey the directions which may be given by the local agents charged with the supervision and control of the traffic. This Administration - holding that said information corresponds to a real need which is all the more pressing because it refers to the traffic in inhabited centres in which the road accidents are more numerous and serious - most earnestly requests this the Allied Command to issue precise instructions in the above sense to their dependent Departments.

for THE MINISTER

(?)

WW

315+

Mod. 20

29 LUG 1946

29 LUG 1946

Roma

AL QUARTIER GENERALE DELLA COMMISSIONE  
ALLEATA (Sez. Aff. Civili)

e per conoscere:

AL MINISTERO DELL'INTERNO  
(Rsp. f. n. 300/46664/14600 del  
26/6/46) Div. Polizia

Proposta del

del

Oggetto: Disciplina circolazione stradale -

Cotesto Comando, per mezzo del Ministero dell'Interno, ha richiesto la cooperazione del Governo e delle Autorità italiane, per un pronto ritorno alla disciplina della circolazione stradale tanto necessaria per ridurre almeno di numero i luttuosi incidenti causati dalla inosservanza delle norme di circolazione vigenti. -

Questo Ministero, cui per legge è demandata la regolamentazione, di concerto con le altre Amm. ni dello Stato, del traffico stradale, ha da tempo preso tutte le iniziative idonee ad ottenere lo scopo di ripristinare la normalità anche in questo settore della vita nazionale pur esso turbato dalle conseguenze della guerra. -

A tal fine, mentre ha predisposto appositi provvedimenti legislativi per l'inasprimento delle sanzioni pecuniarie a carico dei trasgressori alle norme di circolazione, ed altresì per una verifica straordinaria dei veicoli a trazione animale, non ha mancato poi di invitare i Prefetti, con circolare in data 18/5/1946 n. 551, ad esercitare, per mezzo degli organi di polizia, una più efficace opera di vigilanza e di repressione nei riguardi degli utenti della strada che non ottemperano alle vigenti disposizioni sulla disciplina del traffico. -

Nello stesso tenore questo Ministero ha anche provveduto a richia

315

I. V. A. I.  
ISPEZIONE DELLA VIABILITÀ  
SENZA AMMINISTRAZIONE

28/11/1946 - 11/11/1946 - 11/11/1946

Oggetto: Disciplina circolazione stradale -

AL MINISTERO DELL'INTERNO

e per conoscere:

(Resp. f. n. 300/46664/14600 del  
26/6/46) Div. Polizia

Proposta di legge

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Nello stesso tempo questo Ministero ha anche provveduto a richiare direttamente sull'argomento la particolare attenzione di tutti i Comuni nei quali vigono regolamenti locali di circolazione, affin



chè essi pure, a loro volta, curino, con gli opportuni interventi di loro competenza e con l'intensificata attività dei propri agenti di polizia urbana, il conseguimento degli scopi suaccennati. -

Poichè, in seguito a tale richiamo, qualche Comune ha fra l'altro segnalato che, ai fini della auspicata normalizzazione, converrebbe che i militari dipendenti dai Comandi Alleati, nell'attraversare i centri urbani, si attenessero anch'essi alle disposizioni vigenti in materia nei comuni stessi, ed ottemperassero alle prescrizioni che siano impartite dagli agenti locali preposti alla vigilanza ed alla disciplina della circolazione, questa Amm.ne, - ritenendo che tale segnalazione corrisponda ad una reale esigenza che è tanto più pressante in quanto si riferisce al traffico nei centri abitati nei quali più numerosi e più gravi sono gli incidenti stradali - rivolge a cotesto Comando la più viva preghiera affinché voglia impartire precise disposizioni agli organi dipendenti nel senso suindicato. -

IL MINISTRO

HEADQUARTERS ALLIED COMMISSION  
BOLZANO LIAISON GROUP

8th July 1946

REF. NO. ACIO BZ/108/

SUBJECT : Italian Police Road Blocks.

TO : Col; BYE, Director P.S. S/C, Rome.

1. On the 5th July 1946, acting on instruction from Col. Bye, Director Public Safety Sub-Commission, A.C., Hq. Rome, I left Bolzano at 2200 hrs by motor car for Rome.

2. At about 2400 hrs my car was stopped by a road block of Finance Guards on the road between Trento and Bassano, about two thirds of the way to Bassano. There were no barrels or lights to indicate the presence of the road-blocks and no warning signs. As soon as the Finance Guards satisfied themselves as to my identity they allowed me to proceed.

3. At about 0100 hrs on the 6th of July at a point on the Cittadella-Padova road at about 14 km. north of Padova I was again stopped. On this occasion I noticed a stationary car, with headlights full on facing me on it's proper side of the road. My driver dipped his head-lights and slowed down and as we arrived alongside the stationary vehicle, we were greeted by shouting men who levelled tommy-guns at us.

4. My driver stopped within about ten-yards, and three men approached the car in uniform. One of them, who gave the name of Tuzzabanchi Nicola, became most abusive asking why we hadn't stopped at the car. I informed him that I was a Major in the British Army to which he replied he wasn't interested in that, I should have stopped. I then pointed out to him that the manner in which he was operating the road-block was most irregular and dangerous, both to himself and other motorists. He informed me that this was no business of mine, or words to that effect. I then asked the man for his name, informing him that I intended reporting the matter to the Questore at Padova. The man gave the name of Tuzzabanchi Nicola, and I identified the uniform as that of Public Security.

5. On arrival at Padova I left a note for the Questore whom I know personally, informing him what had happened.

6. At about 0400 hrs the same day I was again held up by a CC.RR. road block at a bridge about 20 or 30 km. south of Ferrara. Again there were no warning signs or lights to identify the existence of this road-block.

I would like to say that in the case of the CC.RR. and Finance Guards they were most respectful, and having established my identity, allowed me to proceed.

8. It needs no words of mine to explain how dangerous is this procedure of placing road-blocks during the hours of darkness, not only to personnel operating the road-blocks, but also to motorists.

It will not need a very imaginative thief to commence operating similar road-blocks.

W. R. HARE, Major.

Copy to: Col. S. W. MILLER.

HEADQUARTERS ALLIED COMMISSION  
Public Safety Sub Commission  
APO 394

AG/14330/PB

Tel : 489081-353

20 April 1946

SUBJECT : Road Checks - Civil Police

TO : D.F.M. HQ. 3 Dist. CMF

1. Reference is made to your LRO 463/1 dated 10 April 1946.

2. The Director of P.S. Ministry of Interior and Commanding General CO.MR have been informed of the necessity for the provision of warning notices printed in English and Italian at all road blocks. It has been requested that these notices be illuminated at night and placed at a reasonable distance in each direction from the road block, so as to give drivers ample warning of a signal to stop.

Wt/pl

Copy to: - AFM RAAC  
- PSLO, HQ AC Naples  
- 'A' 3 Dist.  
- 'G' 3 Dist.

*J. Frank Wilson Col.*  
J.F. Col., Colonel  
Director

314v

SUBJECT:- Road Checks - Civil Police

Public Safety Sub-Commission  
ROME

AFM RAAC  
P.S.L.O. HQ. AG. NAPLES.  
'A' 3 District  
'G' 3 District

HQ 3 District  
Ext: 51  
PRO 463/1

10 Apr '46

1. There has recently been an incident in which a driver of a WD vehicle refused to stop at a Civil Police road check and as a result was fired on by the police. This happened by night and the driver gave as his reason for not stopping, that he thought the road check might be a fake one rigged by bandits.

2. In order to prevent similar incidents in future I have requested that an order in the following terms be published by this Headquarters.

" The Italian Civil Police are making a praiseworthy effort to curb illicit trafficking, and for this purpose impose road checks on certain main roads by night. In fairness to the Civil Police and for their own safety, all drivers of WD vehicles should stop at these check posts to establish their identity as British personnel on a lawful duty. Warning boards bearing the words

CONTROLLIO ENAC

will be set up at a distance of 100 metres on either side of the check post ".

3. I would be most grateful if you would instruct the Civil Police once more, in all provinces, that wherever they set up a road check, this must be clearly marked by warning boards not less than 100 metres distant on either side. Drivers of WD vehicles will treat any road check which is not so marked with suspicion.

4. Your co-operation in this matter will be much appreciated.

1031/10

1. There has recently been an incident in which a driver of a WD vehicle refused to stop at a Civil Police road check and as a result was fired on by the police. This happened by night and the driver gave as his reason for not stopping, that he thought the road check might be a fake one rigged by bandits.

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4. Your co-operation in this matter will be much appreciated.

|                 |      |
|-----------------|------|
| TO              | 13/4 |
| DIRECTOR        | 13/4 |
| DEPUTY DIRECTOR | 13/4 |
| EXEC. OFFICER   | 15/4 |
| ADJUTANT        | 15/4 |
| CLERK           | 15/4 |
| STENOGRAPHER    | 15/4 |
| RECORDS         | 15/4 |

CW/MGL

Lt Col.  
Deputy Provost Marshal.  
(Charles Wortley).

*Charles Wortley*  
*13/4*

( Translation M.B. )

6A

MINISTRY OF INTERIOR  
P.S. General Direction

A.G.R. Div. 2nd Sec.

Rome, 6/4/1946

Nr. 442/6665

To : ALLIED COMMISSION  
P.S. Sub Commission  
ROME

SUBJECT : Persons searched by the British M.P.

Reference is made to a prior correspondence and to note Nr. 442/4165 dated 27/3/1946.

We beg to transmit the following letter dated 13/3/46 by the Caserta Prefecture :

"Some days ago, British M.P.'s held up, in our town, some 50 persons wearing clothing of Allied make.

The held up people, among whom were women, were conveyed to the local C.C.R.R. Barracks. There, having been deprived of their clothing, they were immediately after released.

The fact arose a certain discontent among the local population also owing to the fact that the operation was not performed in the due form and without the necessary investigations about the provenience of the clothing.

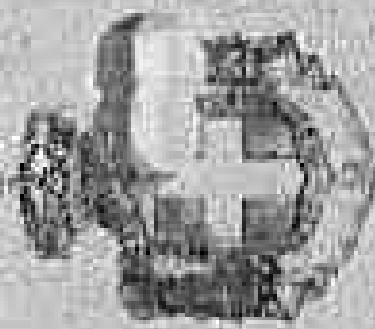
We beg to point out that some of the clothing were not of illicit source, having been distributed by the U.N.R.R.A. to the civil population or else received from relatives living in the U.S.A.

Following complaints forwarded to the British M.P., such searches stopped. "

|                 |  |  |
|-----------------|--|--|
| DIRECTOR        |  |  |
| DEPUTY DIRECTOR |  |  |
| EXEC. OFFICER   |  |  |
| POLICE          |  |  |
| INC. & REG.     |  |  |
| PRISONS         |  |  |
| ADM. OFFICERS   |  |  |
| SECURITY        |  |  |
| CHIEF CLERK     |  |  |

For the Minister  
s/ FERRARI

3144



D.

Roma 6 Aprile

1946

Ministero dell'Interno

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZAAlla COMMISSIONE ALLEATA  
Sottocommissione per la P.S.R U M A

Dati: A.S.R. II

Prot. N. 442/6665 Allegati

Risposta al Teleg. del  
Gi. 24/4

OGGETTO: Perquisizioni personali operate dalla Polizia Inglese-

richiemando precedente corrispondenza e da ultimo alla nota n. 442/4165 del 27.3.u.s. si trascrive la seguente lettera in data 13.3.u.s. della Prefettura di Caserta:

«Giorni or sono, agenti della Polizia Inglese procedettero, in questa città, al fermo di una cinquantina di persone, perchè indossavano indumenti di pertinenza alleata.

I fermati, uomini e donne, vennero accompagnati nella locale Caserma dei RR.CC., dove furono privati degli indumenti di cui sopra e, quindi, subito rimessi in libertà.

Il fatto determinò un certo malcontento nella popolazione, anche perchè l'operazione venne effettuata in maniera inopportuna e senza che fossero stati svolti i necessari accertamenti diretti a stabilire la provenienza degli oggetti.

Si fa presente che alcuni degli oggetti sequestrati non erano di illecita provenienza, ma distribuiti alla popolazione dall'UNRRA, oppure avuti in dono dagli stessi alleati o provenienti da familiari residenti in America.

A seguito di lagnanze fatte pervenire al Comando della Polizia Inglese competente, dette perquisizioni non si sono più ripetute.»

Sottocommissione per la P.S.

R U M A

Divisione A.G.R. Se. II

Prot. N. 442/6665 Allegati

Risposta al Teleg. del  
Se. II

OGGETTO: Perquisizioni personali operate dalla Polizia Inglese-

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A seguito di lagnanze fatte pervenire al Comando della Polizia Inglese competente, dette perquisizioni non si sono più ripetute. "

PEL MINISTRO

3160



1431

TRANSLATION M.C.

10A  
SACC.RR. GENERAL COMMAND  
Service and Situation Office

ROME - 11 MARCH 1946

NO. 457/4-1945

Ref. to AG/14338/PS  
OF 18/2/46

3A

TO: ALLIED COMMAND  
PUBLIC SAFETY S.C.  
ROME

SUBJECT: Road-Block Service.

In order to avoid further repetition of unpleasant occurrences signalled in a/m letter, I have issued orders that the CC.RR. road-blocks are furnished with indications printed both in Italian and English (example enclosed herewith) to be placed - duly lighted up - one at respective road-block and the other at a distance sufficiently necessary for drivers to apply the brake.

The General Commander  
Brunetto Brunetti

|                 |      |
|-----------------|------|
| TO              | 15/3 |
| DIRECTOR        | 18/3 |
| DEPUTY DIRECTOR | 19/3 |
| EXEC. OFFICER   | 20/3 |
| CHIEF           |      |
| SEC. & REG.     |      |
| STENOGR.        |      |
| ADJ. GEN.       |      |
| SECURITY        |      |
| CLERK           |      |

316



# Comando Generale dell'Arma dei Carabinieri Reali

UFFICIO SERVIZIO E SITUAZIONE

*off.*

N. 475/4-15441 prot.

Roma, li 11 marzo 1946

Risposta al Foglio del 18-2-u.s. n. AC/44338/P.S. Allegati n. 1

OGGETTO: Servizi ai posti di blocco.-

ALLA COMMISSIONE ALLEATA - Sottocommissione per la P.S. -

R C M A

Ad evitare il ripetersi degli inconvenienti segnalati con la lettera sopraindicata, ho ordinato che i posti di blocco dell'Arma siano dotati di tabelle bilingue (modello allegato) da piazzare - opportunamente illuminate - una al posto di controllo e l'altra a distanza sufficiente per dare ai conducenti degli automezzi il tempo necessario per fermarsi.-

IL GENERALE COMANDANTE  
(Brunetto Brunetti)

*Brunetti*

317

POSTO DI BLOCCO  
CARABINIERI REALI  
MILITARY POLICE

—  
A L T  
S T O P  
—

POSTO DI CONTROLLO  
TRAFFIC CONTROL



( Translation M.B. )

MINISTRY OF INTERIOR  
P.S. General Direction  
Police and Transport Div.

Rome, 11/3/1945

Nr. 300/38777/14600  
Reply to note AC/14338/PS  
dated 18th February last

To : ALLIED COMMISSION  
Sub Commission of P.S.  
R O M E

SUBJECT : Check posts. Card indicators.

Reference to the a/m note.

We beg to communicate that the contents of your a/m letter have been taken into careful consideration by our Ministry.

While we assure that we have previously issued opportune instructions to all depending Offices in order that the special signalling cards be attached to the permanent check posts, we point out that it is impossible to adopt the same provision for the "Flying Check Posts", as such services are displayed at intervals and in places which it is not possible to fix in advance.

Anyway, it was disposed of that the Police Organs while stopping Allied vehicles, should use every care and caution in order that such incidents as the ones pointed out be avoided.

On the other hand, as all national roads are still infested by evildoers, some of whom abusively wear the Allied uniform, it would not be opportune to slacken Police control on all vehicles.

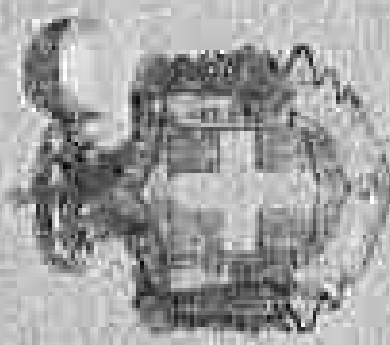
mE/

|                                |      |
|--------------------------------|------|
| 1. DIRECTOR                    | 15/3 |
| 2. DEPUTY DIRECTOR             | 15/3 |
| 3. CHIEF OF POLICE             | 15/3 |
| 4. CHIEF OF TRANSPORT          | 15/3 |
| 5. CHIEF OF ROAD POLICE        | 15/3 |
| 6. CHIEF OF TRAFFIC POLICE     | 15/3 |
| 7. CHIEF OF CRIME POLICE       | 15/3 |
| 8. CHIEF OF INVESTIGATION      | 15/3 |
| 9. CHIEF OF RECORDS            | 15/3 |
| 10. CHIEF OF POSTAL SERVICE    | 15/3 |
| 11. CHIEF OF TELEGRAPH SERVICE | 15/3 |
| 12. CHIEF OF TELEPHONE SERVICE | 15/3 |
| 13. CHIEF OF RAILWAY POLICE    | 15/3 |
| 14. CHIEF OF AIR POLICE        | 15/3 |
| 15. CHIEF OF MARINE POLICE     | 15/3 |
| 16. CHIEF OF COAST GUARD       | 15/3 |
| 17. CHIEF OF CUSTOMS           | 15/3 |
| 18. CHIEF OF EXCISE            | 15/3 |
| 19. CHIEF OF REVENUE           | 15/3 |
| 20. CHIEF OF FINANCE           | 15/3 |
| 21. CHIEF OF AGRICULTURE       | 15/3 |
| 22. CHIEF OF COMMERCE          | 15/3 |
| 23. CHIEF OF INDUSTRY          | 15/3 |
| 24. CHIEF OF LABOR             | 15/3 |
| 25. CHIEF OF SOCIAL WELFARE    | 15/3 |
| 26. CHIEF OF EDUCATION         | 15/3 |
| 27. CHIEF OF HEALTH            | 15/3 |
| 28. CHIEF OF PUBLIC WORKS      | 15/3 |
| 29. CHIEF OF SUPPLY            | 15/3 |
| 30. CHIEF OF DEFENSE           | 15/3 |

For the Minister  
s/ FERRARI

3140

P.



II marzo

1946

Ministero dell'Interno

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZADivisione per la Polizia  
di Frontiera e Trasporti

Tel. N. 300/38777. 145996

ALLA COMMISSIONE ALLEATA

Sottocommissione per la P.S.

ROMA

Risposta al Foglio del 18 d.m.

Dir. N.AC/I4338/P.S.

OGGETTO Posti di blocco-  
Cartelli indicatori.

In relazione alla nota suindicata, si comunica che quanto segnalato da codesta On. Commissione ha formato oggetto del più attento esame da parte di questo Ministero.

Mentre si assicura di avere impartite le opportune istruzioni a tutti gli organi dipendenti, perchè sieno apposti gli speciali cartelli indicatori ai posti di blocco fissi, si fa presente che non è possibile adottare analoga disposizione per i posti di blocco volanti, in quanto tali servizi sono attuati saltuariamente ed in luoghi non precisabili preventivamente.

Tuttavia è stato disposto che gli organi di polizia, nel procedere al fermo di automezzi alleati, usino tutte quelle accortezze e precauzioni atte ad evitare incidenti del genere di quelli segnalati.

D'altro canto, tenuto conto che tuttora le strade nazionali sono infestate di malviventi, alcuni dei quali vestono abusivamente la divisa militare alleata, sarebbe inopportuno che il controllo di polizia, su tutti gli automezzi circolanti, fosse

Divisione per la Polizia  
di Frontiera e Trasporti

Prot. N. 300/38777.14599.

Sottocommissione per la P.S.

ROMA

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Dn. N.AC/I4338/P.S.OGGETTO Posti di blocco-  
Cartelli indicatori.

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313

PEL MINISTRO.

*Spencer*

HEADQUARTERS ALLIED COMMISSION  
Public Safety Sub-Commission  
AFG 324

Tel : 478427

AE/14338/PS

13 February 1946

SUBJECT : Civil Police - Road Blocks.

TO : Ministry of Interior,  
Director General of P.S.  
Commanding General CC.RR.

1. Two cases have recently occurred as shown hereunder where Allied personnel in Allied cars have been fired upon by CC.RR. performing duty at Road Blocks during the hours of darkness, namely:-

- a) At 2130 hours Sunday 3rd February 1946  
on Route 6, 25 kilometres south of Frosinone;
- b) At 0100 hours, Tuesday 5th February 1946 at  
Via dei Trionfi, Rome.

Fortunately no person was injured although in each case bullets penetrated the car.

2. It should be mentioned that no prior warning notices were exhibited and, as the Officers concerned were not aware a Police road block was in operation, they did not stop when they saw lights being waved ahead of them.

3. Allied Personnel will always stop at Road blocks providing they are aware such are in operation, therefore, to avert further similar incidents, it is strongly urged that warning notices, in both English and Italian, sufficiently illuminated, be placed a reasonable distance in each direction from the Road block, thus giving the occupants of vehicles necessary warning they will be signalled to stop.

4. Such notices would not in any way hamper the Police in carrying out their duties and would probably avert a serious or fatal accident.

May this Hq. please be informed of your  
decision as soon as possible.

RJB/ee

JOHN W. CHAPMAN  
Colonel, JAGB  
Director.

313

ALLIED COMMISSION  
Liaison Office I.C.F.  
Bologna

Ref. AG-10/PS/18.12

Subject: ROAD BLOCKS.

To: C.2.1  
217 Area.

1. References 217 Area Routine Orders, Serial No. 66 dated 19 Dec. '45, Paragraph 839 and Signal A/703/PS Road Blocks from 2 MI-strict of 16 Feb. '46.

2. Irregular road blocks were operating in Emilia Region at Parma, Piacenza and Modena. These blocks were not conforming to the above orders and further were manned by irregular police agencies.

3. On 21 Feb. '46 a signal was despatched to all Commanders of CC.M. and Questori in Emilia Region by the Colonel Commanding the Legion of CC.M. suspending immediately all road blocks. This order was put into effect, no road blocks operating after that date.

4. On 1st March '46 at Bologna a conference was held, presided by Colonel Beria, Commanding Officer, Bologna Legion of CC.M., where all Questori and senior officers of CC.M. attended.

5. Lt. Col. W. M. Blair, C.B.E., D.F.M., had previously visited this Liaison Group and had explained the modified and standard road block to be used.

6. At the conference held at Bologna on 1st March '46, Colonel Beria, CC.M., with the aid of a model, explained to all Italian police chiefs of Emilia Region, the new modified

|                 |     |     |     |
|-----------------|-----|-----|-----|
| TO              | 1/3 | 7/3 | 8/3 |
| DIRECTOR        |     |     |     |
| DEPUTY DIRECTOR |     |     |     |
| CHIEF OFFICER   |     |     |     |
| CLERK           |     |     |     |
| RECEIVED        |     |     |     |
| DATE            |     |     |     |
| INITIALS        |     |     |     |
| SECURITY        |     |     |     |
| 2nd March '46   |     |     |     |

11339

3130

1. Reference #17 Area Routine Orders, Serial No. 66 dated 19 Dec. '45, paragraph 639, and Signal A/709/P3 Road Blocks from 2 District of 15 Feb. '46.
2. Irregular road blocks were operating in Emilia Region at Parma, Piacenza and Modena. These blocks were not conforming to the above orders and further were manned by irregular police agencies.
3. On 21 Feb. '46 a signal was despatched to all Commanders of CC.RR. and Questori in Emilia Region by the Colonel Commanding the Legion of CC.RR. suspending immediately all road blocks. This order was put into effect, no road blocks operating after that date.
4. On 1st March '46 at Bologna a conference was held, presided by Colonel Morla, Commanding Officer, Bologna Legion of CC.RR., where All. Questori and senior officers of CC.RR. attended.
5. Lt. Col. N. M. Blair, OAS.S., D.P.M., had previously visited this Liaison Group and had explained the modified and standard road block to be used.
6. At the conference held at Bologna on 1st March '46, Colonel Morla, CC.RR., with the aid of a model, explained to all Italian Police Chiefs of Emilia Region, the new modified road block.
7. On the same date at Bologna, a complete demonstration was given by British Military Police under Major E. A. R. Kohler, M.B.E., A.P.M., and Captain E. W. Woods. All Italian Police Chiefs attended and were impressed by the efficiency of the road block.

- cont. -

3136

The demonstration proceeded twice to stop vehicles, including Allied vehicles, with marked success.

8. Comment was made by Italian Police Chiefs that this type of block could be put into operation immediately in all provinces, and it is requested that all units in Italia Region be so informed. Further, the blocks would be mobile, each 00.00. Group already having a vehicle at their disposal for this purpose.

2. Colonel Boris, CC.HH. Commandant, is arranging for a special CC.HH. block to be put into operation to be photographed by local newspaper representatives with a view to it being published in the press circulating in Emilia Region, for the information of the general public.

Reading book.

LEONARD A. P. BODINGS, CAPTAIN  
Allied Commission Liaison Officer  
(Public Safety)

Forwarded

W. J. Wallers, Jr., Col.  
Chief Liaison Officer,  
DODIG

Copy to: A.P.H., 219 Ariz.

# SEATING CHAIR

O.C. 617 R.S.; Ballou's =

313

Chiefs that this type of block could be put into operation immediately in all provinces, and it is requested that all units in Emilia Region be so informed. Further, the blocks would be mobile, each CC.RR. Group already having a vehicle at their disposal for this purpose.

9. Colonel Berla, CC.RR. Commandant, is arranging for a special CC.RR. block to be put into operation to be photographed by local newspaper representatives with a view to it being published in the press circulating in Emilia Region, for the information of the general public.

*L. Hudding Capt.*

LEONARD A. B. HODDINGS, CAPTAIN  
Allied Commission Liaison Officer  
(Public Safety)

Forwarded

*W. J. Walters*  
W. J. WALTERS, LT. COL.,  
Chief Liaison Officer,  
Bologna.

Copy to: A.P.S., 217 Area.  
C.O. 6 M.D., Bologna.  
C.O. 417 F.B.S., Bologna.  
H.Q. A.C., Public Safety Sub-Commission.

3132

SECRET

HEAD BARTERS ALLIED COMMISSION  
Public Safety Sub-Commission  
APO 394

1 A

14339

14339/1

Ref : 478427

15 February 1946

SUBJECT : Civil Police - Road Blocks.

TO : Ministry of Interior,  
Director General of P.S.  
Commanding General CC.RH.

1. Two cases have recently occurred as shown hereunder where Allied personnel in Allied cars have been fired upon by CC.RH. performing duty at Road Blocks during the hours of darkness, namely:-

- a) At 2130 hours Sunday 1st February 1946 on Route 6, 25 kilometres south of Grosinone;
- b) At 0120 hours, Tuesday 5th February 1946 at Via del Trionfi, Rome.

Fortunately no person was injured although in each case bullets penetrated the car.

2. It should be mentioned that no prior warning notices were exhibited and, as the Officers concerned were not aware a Police road block was in operation, they did not stop when they saw lights being waved ahead of them.

3. Allied Personnel will always stop at Road blocks providing they are aware such are in operation, therefore, to avoid further similar incidents, it is strongly urged that warning notices, in both English and Italian, sufficiently illuminated, be placed a reasonable distance in each direction from the Road block, thus giving the occupants of vehicles necessary warning they will be signalled to stop.

4. Such notices would not in any way hamper the Police in carrying out their duties and would probably avert a serious or fatal accident.

3. May this Hq. please be informed of your  
decision as soon as possible.

RJB/ee

JOHN W. CHAPMAN  
Colonel, JAGD  
Director.

3130

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

Tel. 478895

*DRS / W6*  
*DDPS / 6/13*  
*Bl 2 Feb 1946*

PSL/R/3/236

Rome, 13 February 1946

To : P.S. Sub-Commission, AC/HQ. —

Subject: Civil Police (Road-checks)

Attached copy of correspondence from PM is forwarded for your information and what action may be deemed necessary with Ministry of Interior - Direzione Generale P.S. - and General Command CC.RR.

This Office has already taken the matter up locally with the Questore and the CC.RR. Command.

*R.T. Millhouse*

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

Encs.: 5.

Copy to : D.P.M., R.A.A.C.  
(no enclosures)  
(ref. PM/65/2/4 dated 11/2/46  
and previous correspondence).

COPY

Subject : CC.RR. (Road Checks)

HQ, RAAC  
Rel. 478679  
Ref. PM/65/2/4  
11/2/1946

P.S.L.O., attached RAAC

Further to this Office letter PM/65/2/4/ dated  
5 Feb. 46.

1. Will you please inform CC.RR. that on the occasions of future road checks, carried out by them, that it is strongly advised that paras 3, 4 and 5 of above-quoted letter should be implemented.
2. Suitable notices can be supplied, in English and Italian, by this Branch if required.

Sgn. Lt.Col. S.H. Bond  
Deputy Provost Marshal

3130

COPY

Subject : CC.RR. (Road checks)

G-1 (Br) HQ RAAC

HQ, RAAC  
Tel. 478679  
Ref. PM/65/2/5  
7/2/46

Further to this Office PM/65/2/4 dated 6 Feb. 46.

Attached report by OC 638 L of C Rec Sec REME is  
forwarded for information.

Sgn. Lt.Col. S.H. Bond  
Deputy Provost Marshal

Copy to: P.S.L.O., AC Rome

3120

COPY

## REPORT OF INCIDENT WITH CARABINIERI

At 0100 hrs. on 5th Feb 46 I was driving a Ford Staff car from the Hotel Continentale to my Workshop on Via Ostiense. On approaching Map Reference 757660 on Via dei Trionfi I noticed some Carabinieri standing around a stationery car on the left hand side of the road. One of them was waving an ordinary hand torch about, and as I drove level with them they all started to run across the road towards me. I did not interpret their actions as a demand for me to stop and continued on my way at approximately 25 miles per hour. After passing the Carabinieri I heard six rifle shots from just behind me and one bullet penetrated the car near the left hand rear wheel. I considered it would be foolish to stop the vehicle and accelerated to get beyond range as quickly as possible. No further shots were fired.

Sgn. ????? Capt.  
OC 638 L of C Wksp REMEW

COPY

Subject : CC.RR. (Road checks)

HQ, RAAC  
Tel. 478679  
Ref. PM/65/2/4  
6/2/46

G-1 (Br) HQ RAAC

1. Reference attached report from Capt. Michael Wide R.A. who is understood to be at present engaged on Welfare duties in this Area.
2. It is suggested that this matter should be strongly represented to CC.RR. by HQ RAAC.
3. If road checks by Italian Police are permitted to continue, it is most essential that the warning notices should be placed in position, about 30 to 40 yards on each side of the road block.
4. At night the notices should be illuminated by a lamp or two.
5. It is necessary that the O i/c of the Squad should be able to exercise very firm control and prevent indiscriminate firing. The experience of this office is that the majority of Italian Police personnel are extremely jumpy and have recourse to fire arms on the least provocation or uncertainty.
6. Carabinieri when on similar duty with the CMP, have rarely given cause for complaint, and it is considered that with firm and proper handling, and concise orders, incidents such as this should not occur.
7. O.C. 638 L of C Rec Sec REME, has today reported a similar incident. A report has been called for, which will be forwarder in due course.

Sgn. Lt2Col. S.H. Bond  
Deputy Provost Marshal

Copy to: PLS.L.O., AC

COPY

Captain Michael Wide R.A.  
HQ Army Welfare Services,  
G.H.Q. C.M.F.

A.P.M., RAAG

4th February 1946

Sir,

I wish to report that at about 2130 hrs? on the night of Sunday 3 Feb. 46 some 25 Kilometres South of FROSINONE on route 6, my vehicle was fired upon by Italian Police and that my driver and I are lucky to be alive.

We were travelling towards Rome and as we rounded a bend, we saw several lights being swung about at both sides and in the middle of the road about 150 yards ahead. To say the least, it looked suspicious, and having heard so many stories of bandits on these Italian roads, I feared we might be running into a clever ambush. I therefore ordered the driver not to stop, but to accelerate; meanwhile I cocked my revolver.

I had no notion that we were coming up to a Carabinieri road block, for there was no notice such as "Controllo Enac" nor did the lights which we saw sufficiently illumine their holders as to show their uniforms.

As we came up to the lights, we could see men holding them. In retrospect I think I noticed a Carabinieri cap on one of the men, but it was not enough to allay my suspicions. We went past the block at about 45 m.p.h. having to swerve very dangerously to avoid the men in the road and a form which had been placed in the road with the obvious intention of stopping any vehicle.

As soon as we were past the block, fire was opened upon our vehicle. The men who fired at us were not content with firing to puncture a tyre and so stop the vehicle. They shot at the body-work and, in my opinion, they shot to wound or kill. Two bullets entered the back of the vehicle and made their exit above the windscreen, having missed the driver's head by not more than two inches. The shot were from rifles. As we still did not stop, a light machine gun was opened on us. This was to much and we pulled up suddenly. The firing ceased. I got out of the vehicle and stood facing back down the road with my revolver levelled. A motor cycle started up and came slowly towards me with a large glaring headlight. I heard people shuffling along beside it. When this strange impulsive company was about 5 yards away from me, I lowered my revolver and said in Italian "Stop, I am in English Officer, what do you want?" At once I was thronged by a green-uniformed, chattering mob of Carabinieri with a lieutenant in charge. The lieutenant bowed gravely and apologised very sincerely; but asked me why I had not stopped. Whereupon I asked him since when he had been empowered to stop allied vehicles in such monstrous fashion at the dead of night. He then told me that all vehi-

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We then examined the vehicle. There were 5 bullet holes through the back of the vehicle. Two, as previously mentioned, had left the vehicle above the near-side wind-screen. Three others had passed through the back seats. If anyone had been sitting in those seats,

P.T.O.

- 2 -

they would surely been mortally wounded. There was no other damage to the vehicle.

Now I would most respectfully submit, sir, that if I had known that the light swinging was being done by an official Carabinieri road patrol, I should certainly have pulled up. But there was no normale means of recognising it as such. Our own military Police always have a big lighted sign at road blocks; they also have warning signs. I submit that the Italian police should have the same. Moreover, I feel that if they have orders to fire on allied vehicles which di not stop, then this fact should be widely publicised in military orders. On the other hand I have talked with a considerable number of officers since this incident occurred, and although it seems to be generally understood that we are to stop when so ordered by Italian police, not one officer to whom I have spoken has had any knowledge of their being empowered to open fire - deadly fire - upon allied vehicles which failed to comply their order. I should be most grateful, sir, if the position could be clarified. I trust this report does not seem too colourful, but I have tried to record the incident precisely as it occurred.

I am sir,

Your obedient servant  
Sgn. Michael Wide  
Captain R.A.

312\*

*P. Safety*  
PJS/jcm

ALLIED FORCE HEADQUARTERS  
APO 512

AG 333.5 G.P.-O

9 January 1946

SUBJECT: Illegal Transportation of Controlled Foodstuffs.

TO: All Concerned.

1. It has come to the attention of this command that the Italian Government has at various times alleged that Allied Military trucks are being used to move controlled foodstuffs, such as wheat and olive oil, in order to avoid search and seizure at the road blocks operated by Italian control authorities.

2. All commands will cooperate to the fullest extent with the Italian police in suppressing possible misuse of Allied transport. Existing road blocks and military police patrols will be instructed to check military vehicles to ensure that they are not carrying unauthorized loads on civilian account.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

*Edmund R. Shugart*

EDMUND R. SHUGART  
Colonel, AGD  
Adjutant General

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