

785016

ACC

10000/143/1102

0462

Declassified E.O. 12356 Section 3.3/NND No.

785016

0000/143/1102

FRONTIER CONTROL
JULY 1946 - JAN. 1947

15.

To Public Safety

Ref min 12. Please see min
13 + 14 for action

Alaughnushy
Coped
5/12

To Executive Commission

Following our conversation yesterday I
attach letters which I had written in the light of
13 & 14 : may I have your approval or otherwise please

H. Green

12/12/46

12.

for D. P. B. 12/12/46

Dr. P. S.

4430

Letter approved except that
the above letters should be addressed on our
letter as given in para 4 of minute 14.
"A" and "B" men a grave risk of not being
understood at Campino. Also we should
send copy to G.S.

Please return file to me immediately letter
has been despatch

McCamby adler
13/12/46

8

Grand Juror.

Please see 5th and specimens of Grand Jurors. Please have copies supplied & submitted to Indian Govt. for review to the Police in front of control duties to enable them to readily distinguish Official Journal. Grand.

E. J. Dye. Col.

6. 9. 46.

9

Ex Comm.

See sec 19^a. At 7^a is a complaint by the Ministry of Justice that Police were unable to check civilian possession on a train by means of the action of the staff of the R.T.O. This was forwarded to G5 for information. Do you wish this done to take the matter up with both Senarai or do you wish it left to local action by A.M.G. Naine? The R.C. Naine is being

9

Ex Comm.
See sec 19^a. At 7^a is a complaint by
the Ministry of Justice that police were
unable to check civilian passengers on
a train by means of the action of the staff
of the R.T.O. This was forwarded to GS for
information. Do you wish this done to
take the matter up with both Senzani
or do you wish it left to local action
by A.M.G. Uaine? The R.C. Uaine is being
contacted regarding the negroes mentioned
in 17^a. 20^a just received clearance in connection
with actions of A.F. 149. See?
14-11-46-
4430 E. J. Dye

10.

Ex Comm. - In connection with matter raised in
in 9 above, please note that folio 18^a in
has been incorrectly typed. Signal is from
GHQ to AFHQ info AKCOM. H.L. 15/11

11.

Col. P.S. Division
Consider it should be left to local action but in view of
17A I think D'Amore might be told and possibly set of developments - at a
suitable opportunity.
M. G. D. 18/11

12.

Ex. Comm.

Please see 26B. Action taken.

H. Green E.C.

for V.P.S.D. 25/11/46 H. 15/11

13.

Air Force S/C.

Have you any comments on 26A-26B.
 It is considered essential that the Italian Police
 - sources should have adequate accommodation
 and facilities for checking all appropriate
 passengers.

M. Cantigny admin
E.C.26/24/194614.

4434

To: Executive Commissioner.

Reference your Minute 13 please see Folios 27 and 28A, in which you will note that though 26A was addressed to AFHQ, AFSC Staff Officers have visited the American and British C.O.'s at Ciampino.

2. We entirely agree that everything possible should be done to facilitate the work of Italian Immigration and Customs Officials and I am sure that AFHQ will also agree in principle.

3. It is suggested that a reply may be sent to the Ministry of the Interior saying that :-

(1) Official action has been referred to AFHQ but meantime, although

for Sawyer. *McLamb Day*
26/2/1946 *E.C.*

14.

4134

To: Executive Commissioner.

Reference your Minute 13 please see Folios 27 and 28A, in which you will note that though 26A was addressed to AFHQ, AFSC Staff Officers have visited the American and British C.O's at Ciampino.

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3. It is suggested that a reply may be sent to the Ministry of the Interior saying that :-

- (i) Official action has been referred to AFHQ but meantime, although it is ~~not~~ ^{not} ~~advised~~ ^{advised} the responsibility of the AFSC, the matter has been discussed with both the American and British C.O's at Ciampino who have stated that they will facilitate the work of Customs and Immigration Officials so far as they are able.
- (ii) Therefore by local arrangement no objection will be raised to the Italians placing guards at the two main gates or to the officials meeting each aircraft and checking up on the civilian passengers.
- (iii) Unfortunately the buildings available on both sides of Ciampino are already congested and therefore none can be set aside for the Italians. However ground space is available on both sides for the erection of such accommodation as the Italians require and therefore it is recommended that the Italians themselves approach the two C.O's and arrange for the allotment of ground space on which to erect temporary or permanent quarters.
- (iv) If the Italians require further telephone lines they themselves should put in the necessary lines after agreement with the two C.O's concerned.

...../Cont. over.

14. (Cont).

4. I suggest that copies of your letter to the Minister of the Interior (if you send one) be sent to AFHQ and to the O.C. A.T.C. Ciampino and the O.C. F.A.F. Ciampino with a covering letter to the two O.C.'s asking them to grant all facilities possible.



I.E. BUODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

5th December, 1946.

13

Executive Commission

your minutes ¹³ noted & letters addressed accordingly

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

13. XII 46

14

Chief Commissioner.

I should like you to see report received from the Minister of the Interior at 26B which was immediately passed to AFHQ vide 26A. The matter has since been taken up by Air Forces S/C with the result given in letter of 11 December at 37A, copy of which was sent to AFHQ, G-5 Section.

We have had no reply from G-5 to our letter of 25 November at 26A. I feel it is of the greatest importance that the Italian authorities should be given proper facilities for control at Ciampino and if you are speaking to Col. Hamblen on the phone you may wish to mention the subject of our letter at 26A to him and press for suitable action. As I see it the matter of giving the Italian officials at the airport adequate and suitable accommodation.

M. Carr
M. CARR,
Brigadier,
Exec. Comm.

DEC 16 1946

15 Dec 46.

15

EC. Jayas will speed ¹³ to Col. Hamblen

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McCarry

M. CARR,
Brigadier,
Exec. Comm.

15 Dec 46.

DEC 16 1946

15

EC. *Jayce* or will *specify to Col. Hamblen*
today

16/X/11

JW
CC

MC

Minute Sheet.

- 1 -

CSO. Please see folio 1A. re frontier control Tenda. Suggest French Representative should see.

G. Mo. M. 23/7. H.S. 24/7.

- 2 -

VP. CAS. for P.S.S/C.

Have you any comments on 1A. I am not sure that Liaison Officer was correct in writing to 3 District. It affects the American side as well. I should have imagined comprehensive orders did exist covering entry of military personnel whether by train or car, although enforcement may be difficult.

Presumably these officers should have had documents other than movement orders.

M. Carr, Brig.
Acting E.C.

- 3 -

P.S. S/C.

Will you please see Minute 2.

Ext. 358.
25/7.

J.V. VELLA, Captain.
CA.S.

- 4 -

A/Ex. Comm.

443~

American and British Service personnel may cross the Frontier on production of Travel Orders. All other personnel require to be in possession of an Italian Visa or other Italian Govt. clearance. The present system is open to considerable abuse and it is suggested the attached letter be forwarded for consideration with regard to tightening the present regulations.

For signature if approved.

E.J. Bye, Colonel.

25/7/46.

Seen. H.S. 26/7.

P.S. S/C.

Will you please see Minute 2.

Ext. 358.
25/7.

J.V. VELLA, Captain.
CA. S.

- 4 -

A/Ex. Comm.

443~

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For signature if approved.

25/7/46.

E.J. Bye, Colonel.

Seen. H.S. 26/7.

5

V.P. C.A.S. Attached letter transcribed from E.C. file 6510/E.C. for signature per if approved.

3.8.46.

E.J. Bye, Col.

21/8/46
6/8

Letter despatched.

R. H. Newbold

To: Director Public Safety

Attached 5A for your information
6. Reg 46
Institution
Institution

3/9

60A

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

31 January 1947

SUBJECT : Frontier Control.

TO : S.C.A.P.O. Venezia Giulia Police Force,
A.M.G. Venezia Giulia.

Information has been received from the Ministry of the Interior that Vice Questore Dott. Agostino Ayroldi is visiting Udine Province for the purpose of studying police frontier control problems likely to arise after the transfer of territory.

It is not known whether the Dottore intends to visit Venezia Giulia but if he should do so it is requested that you will please render him every facility.

FOR THE CHIEF COMMISSIONER,

E. J. BYE, Colonel
Director.

ECG/ae

5919

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AG/14374/PS

31 January 1947

SUBJECT : Frontier Police Services Udine.

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

I refer to your letters 300/71124-4 of 21st December 1946 and 20th January 1947 regarding facilities for frontier police control in the Province of Udine.

1. This matter has been referred to the Provincial Commissioner, Allied Military Government, Udine, who states that there is no objection to reinforcing the P.S. Office of Cervignone and Cividale and the CC.M. Station Commande.

2. Dott. Ayroldi has, as you are no doubt aware, visited Udine Province to study the problem which will arise regarding the new frontier and has been afforded every facility.

3. It is not known whether Dott. Ayroldi contemplates visiting Venezia Giulia in connection with his survey but in case he wishes to do so, a letter has been written to the Chief of Police V.G. Police Force asking that he be afforded every facility.

FOR THE CHIEF COMMISSIONER,

E. J. Byrne
E. J. BYRNE, Colonel
Director.

FCG/ac

4430

ALLIED MILITARY GOVERNMENT

PROVINCE OF UDINE

(PUBLIC SAFETY DIVISION)

Tele : 1516, ext. 23

Director-Public Safety Sub Commission-

AC. H.Q.

Date: 21 January 1947

Ref. No.: PSD/IO/A

Subject: Boundary control.

1. Ref. letter AG/14374/Ps dated 3 January 47.
2. There can be no possible objection to the reinforcement of the Police services at Cividale and Cervignano, both by additional Agents di P.S. and CC.
3. Dott. Ayroldi has already visited this Province for the purpose of studying the problems that will arise due to the new frontier and has been given every facility.
4. It is suggested however that AMG Venezia Giulia be also asked to provide similar aid and facilities.
5. Delay in answering is due to the correspondence having been forwarded to Venezia Giulia in the first place, presumably in error.

AGPW/fg

Andrew G. P. Way
Andrew G. P. WAY
Major

S.P.P.S.O. Udine

also asked to provide similar aid and facilities.

5. Delay in answering is due to the correspondence having been forwarded to Venezia Giulia in the first place, presumably in error.

AGPW/fg

Andrew G. P. Way
Andrew G. P. WAY
Major
S. P. P. S. O. Udine

4429

785016

57 fl

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AO/14374/PS

29 January 1947

SUBJECT : Delay to Simplon Express.

TO : Divisional Officer ECITO, GENOVA, Italy
APO S. 551.

52A

55A

I refer to your letters Ref. 1442 dated 6th and 22nd January.

1. Enquiries have been made of the Allied Military Government authorities at Trieste who have informed this Commission that the present check on the express is carried out at one point only in Venezia Giulia namely at Sessana.
2. In order to interfere as little as possible with the through passage of the express arrangements are being made for the civil police authorities to go on board the train at Trieste central station and carry out their duties whilst the train is travelling from Trieste to Sessana.
3. However the duty of checking personal documents is carried out by the military authorities and in cases when such documents are not in complete order some delay may occur.
5. The matter has however been referred to GHQ and no doubt suitable arrangements will be made for the necessary check by military to be carried out as expeditiously as possible.

FOR THE CHIEF COMMISSIONER,

PGG/ae

[Signature]

4420

J. J. BYR, Colonel
Director.

ALLIED MILITARY GOVERNMENT - PUBLIC SAFETY DIVISION

Venezia ~~EXCERPTS~~ Giulia

VENEZIA GIULIA POLICE FORCE

File No: VGP/ 10/ 429

Date: 24th January 1947

Subject: A.M.G. Control of Territory Trieste Zone

To : Col. BYE, Director Public Safety S/Commission
A. C. - R o m e

Copies to:

Reference your letter/message dated 24.1.47
tel.Attached please find copy of report
relating to Subject.

Signature:

Rank and Apptmt:

T.R. HARE
Supt. C.I.D.

Headquarters

C. I. D.

6897

VCF/10/429

24th January 7

A.W.G. Control of Territory Trieste Zone

S. G. A. G.

G.S.I. (b) - GHQ. C.W.F.

British Polad - Trieste

1. With reference to the letter from the British Polad, Trieste, to Chief of Staff, GHQ. C.W.F., Padova, of the 3rd January 1947.

2. Enquiries have been made respecting the complaint in paragraph 1 that Monsieur GRAFFLE, President of a Belgian Economic Mission, had to wait 10 days for a permit to enter or pass through Venezia Giulia.

3. This is no fault of the Security Branch (C.I.D.) V.C.F.F., who ordinarily issue such permits. In October 1946 it was agreed with the Military Permit Office (British Military Mission), Bruxelles, that that office could issue Allied Force permits for Venezia Giulia, when satisfied as to the bona fides of the applicant.

4. There is no record in the Security Office (C.I.D.) V.C.F.F., of Monsieur GRAFFLE having made an application there for a permit to enter or pass through Venezia Giulia.

5. Under the circumstances it would appear that the delay complained of took place in Bruxelles itself.

1. With reference to the letter from the British Consul, Trieste, to Chief of Staff, GHQ. C.M.E., Padova, of the 3rd January 1947.
2. Enquiries have been made respecting the complaint in paragraph 1 that Monsieur GRAEPEL, President of a Belgian Economic Mission, had to wait 10 days for a permit to enter or pass through Venezia Giulia.
3. This is no fault of the Security Branch (C.I.D.) V.C.F., who ordinarily issue such permits. In October 1946 it was agreed with the Military Permit Office (British Military Mission), Bruxelles, that that office could issue Allied Force permits for Venezia Giulia, when satisfied as to the bona fides of the applicant.
4. There is no record in the Security Office (C.I.D.) V.C.F., of Monsieur GRAEPEL having made an application there for a permit to enter or pass through Venezia Giulia.
5. Under the circumstances it would appear that the delay complained of took place in Bruxelles itself.
6. As a matter of interest any person holding a diplomatic passport who enters or passes through Venezia Giulia is not interfered with, provided all his official papers are in order.
7. With reference to the second complaint mentioned

-/-

785016

in paragraph 2 of Toled's letter I would point out that the responsibility of checking the documents of passengers is that of Allied Military - not V.C.P.F.

8. The system at present is that the Simplon Express is checked at only one point in Venezia Giulia, ie. Sesana.

9. On the 22nd January 1947 two Allied officers, one British and one American, in plain clothes, boarded the Simplon Express at Trieste and travelled to Sesana to see exactly what happens.

10. On this particular day there were 13 passengers on the train, most of whom were diplomats. The train was scheduled to arrive Trieste at 0345 hrs and depart for Belgrade at 0415 hrs. The train did not arrive at Trieste until 0425 hrs, and departed at 0445 hrs. The train arrived at Sesana at 0525 hrs, and was immediately boarded by guards of the Fiscal Division, V.C.P.F., who carried out their duty of checking the luggage of the passengers and the train generally in 10 minutes.

11. The Military who were British, arrived at the train 5 minutes after it stopped at Sesana.

12. The British officers found 4 persons on the train not in possession of the necessary authority to enter or pass through Venezia Giulia. As a result he held up the train until he had communicated with the Intelligence officer of his Unit, who apparently gave authority for the 4 passengers to be allowed to proceed.

13. As the result of this the train was detained in Sesana Station for 57 minutes.

14. It would appear from the enquiries that the delay caused at Sesana, ~~even~~ if there are no complications, can be avoided.

0415 hrs. The train did not arrive at Trieste until 0425 hrs, and departed at 0445 hrs. The train arrived at Sessana at 0525 hrs, and was immediately boarded by guards of the Fiscal Division, V.G.P.F., who carried out their duty of checking the luggage of the passengers and the train generally in 10 minutes.

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14. It would appear from the enquiries that the delay caused at Sessana, ~~and~~ if there are no complications, can be avoided by the guards of the Fiscal Division, V.G.P.F., and the British Military Authorities boarding the train in Trieste Central Station and carrying out their duties whilst the train proceeds from Trieste to Sessana.

4424

15. It is now intended to endeavour to arrange for this to be done. But it must be remembered that the Military who are incharged with inspecting personal documents are not 'experts' in such matters and are liable to err in the

-/-

direction of being too officious.

16. It is difficult to see how this can be overcome and from the security point of view it is much better that the matter remains so.

For the S. C. A. P. O.

WRH/ne

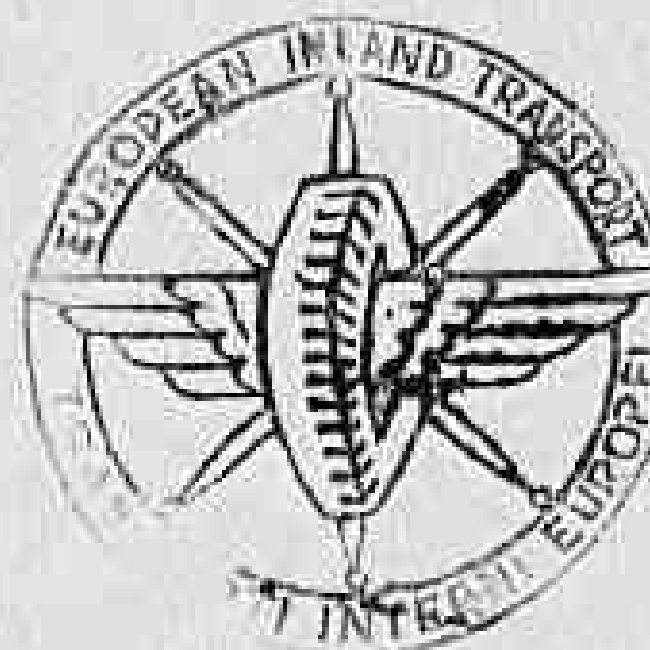
W. H. H. H.
W. H. H. H., Major
Supt. C.I.D.

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

WS.



55A

Ministero dei Trasporti
Piazza della Croce Rossa
ROMA.

Telegrams : ECITO ORMOA ROME

Telephone : 863,551 - Ex. 9322

22 January 1947.

Reference : RY - 442

Subject : Passport and Customs Arrangements

To : Public Safety Sub-Commission, (for attention of
Allied Commission, Col. E. J. Eye)
A.P.O. 394.
U. S. ARMY.

52A

We would refer to our letter of 6 January in connection with this subject.

The Simplon Orient Express is now run through to SOFIA, and it is most urgent that everything possible should be done to facilitate customs examinations at frontiers in order to ensure satisfactory running of the train.

We should therefore be grateful to know the result of your enquiries in the matter, together with any information you are able to give in respect of steps taken to speed up passport checking at the Zone "A" / Zone "B" frontier.

for R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

442*

MINISTRY OF THE INTERIOR
PS General Direction24 JAN 1947
WJ

20 January 1947.

Dear Colonel

On the 21st December, the attached copy letter was sent to the Public Safety Division, Allied Commission concerning the frontier police services in the province of Udine.

Owing to the forthcoming restitution of the a/m province to the Italian administration, it is absolutely necessary to immediately re-organise the frontier police services mentioned in said letter.

Therefore, dear Colonel, I heartily beg you to kindly answer this letter as soon as possible.

Thanking you in advance

I am yours truly

/s/ Luigi Ferrari.

Translation ac/

4424

P.

Ministero dell'Interno

IL CAPO DELLA POLIZIA

Roma, 20 gennaio 1947

Caro Colonnello,

in data 21 dicembre s.a. è stata inviata alla Sottocommissione Alleata per la P.S. la lettera di cui accludo copia, concernente i servizi di polizia di frontiera in provincia di Udine.

Data l'imminenza della restituzione della provincia suddetta all'amministrazione italiana, è indispensabile si provveda tempestivamente alla riorganizzazione dei servizi di polizia di frontiera di cui è cenno nella lettera suddetta.

La prego, quindi, caro Colonnello, di voler cortesemente dare disposizioni perché alla lettera medesima venga data urgente risposta.

La ringrazio e Le porgo cordiali saluti.

Luo
Enrico Formica

Al colonnello E.J. Bye
Sottocommissione per la P.S.
Commissione Alleata

R O M A

4424

Mod 839

P. COPIA

Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione per la Polizia di Frontiera e dei Trasporti

---=00000=---

Roma, 21 dicembre 1946

N°300/71124-4

OGGETTO : Servizi di polizia di frontiera in provincia di Udine.

ALLA COMMISSIONE ALLEATA
Sottocommissione per la P.S.

R O M A

Codesta On.Commissione è ben a conoscenza delle preoccupazioni del Governo Italiano circa i servizi di polizia di frontiera in provincia di Udine e precisamente lungo la fascia di demarcazione fra la prefettura provincia e la zona A della Venezia Giulia.

Poiché il servizio di polizia nella zona suddetta è di responsabilità militare alleata, come codesta On.Commissione ha ricordato con la nota N°A.C.14374 P.S., del 15 novembre 1946, questo Ministero ritiene che, per il momento, un miglioramento della situazione potrebbe ottenersi mettendo a disposizione dell'Autorità provinciale di P.S. di Udine un numero maggiore di uomini di quello che attualmente ha. Riterrebbe, quindi, questo Ministero opportuno di inviare all'Ufficio di P.S. di Cividale ed all'Ufficio di P.S. di Cervignano un rinforzo rispettivamente di 30 e 20 uomini, nonché di far rafforzare i comandi di stazione di Cividale e di Cervignano sul territorio toccante la linea di

Codesta On.Commissione è ben a conoscenza delle preoccupazioni del Governo Italiano circa i servizi di polizia di frontiera in provincia di Udine e precisamente lungo la fascia di demarcazione fra la prefettura provincia e la zona A della Venezia Giulia.

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Inoltre, questo Ministero, nell'imminenza della determinazione definitiva della linea di frontiera da Tarvisio al mare, riterrebbe utile che fossero fin da ora predisposti i progetti per la costituzione dei presidi di frontiera lungo la linea che verrà determinata e della quale approssimativamente già si conosce il percorso. In considerazione di ciò, sarebbe opportuno che il Dirigente il Commissariato di Zona di Frontiera di Padova, Vice Questore Dott. Agostino Ayroldi, venisse autorizzato a potersi liberamente spostare nel territorio che corre lungo la pre-

./.

sumibile linea di frontiera, al fine di poter studiare e presentare a questo Ministero un progetto particolareggiato dei servizi che oc-
correrebbe attuare.

Su ambedue le questioni sopra prospettate si gradirà avere il preventivo benestare di codesta on. Commissione.

PEL MINISTRO

F.to Ferrari

53A

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

9 January 1947

SUBJECT : Passport checks on railway.

TO : S.C.A.P.O.
Venezia Giulia Police Force, A.M.G.

1. Reference telephone conversation to-day
Lt.Colonel Richardson - Lt.Col. Green, I enclose
herewith copy of letter received at this office
to-day.

2. Forwarded for necessary action please.

FOR THE CHIEF COMMISSIONER,

E. J. Bye
E. J. BYE, Colonel
Director.

FCC/ae

52A

1 encl. letter E. NY - 442 dated 6 Jan. from ECITO (GEMOA),
Italy.

442

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.



52A

Telegrams : ECITO ORMOA ROME

Telephone : 843.458

Reference : FY - 442

Subject : Passport and Customs
Arrangements between Zone A and Zone B.To : Public Safety Sub-Commission,
Allied Commission,
A.P.O. 394,
C.M.F.
(for the attention of Col. E. J. Bye)Copy to : Q Mov, and S.C.A.P.O.,
G.H.Q., C.M.F. A.M.G., Venezia Giulia.Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.

6 January, 1947.

8 - JAN 1947
14374
W.

We would refer to correspondence which took place last May and June concerning the arrangements for the checking of passports and Customs facilities for passengers on the Simplon-Orient Express passing through VENEZIA GIULIA.

We have received a letter from the General Direction of the Sleeping Car Company in Paris, indicating that difficulties are arising in the operations of passport control and customs in respect of passengers between Zone A and Zone B. According to the Trieste Representative of the Wagons-Lits Company (his office is at Trieste Station), there is not sufficient personnel available on the Anglo-American side to facilitate the necessary checking of documents, with the result that there is considerable delay to the train. As it is hoped that the Simplon-Orient Express will be extended in the direction of Sofia and Istanbul during the early part of the present year, any other unnecessary delay occasioned by customs' difficulties at frontiers will cause failure to meet the various trains which connect en route.

It is therefore hoped that the matter can be carefully investigated, as to the need of speeding up in the checking of passports and luggage on the boundary line between Zone A and Zone B.

The General Direction of the Wagons-Lits Company states that this delay is occurring on the Zone A side and that the operations on the Yugoslav side are conducted with satisfactory speed.

4419

R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

51A

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

6 January 1947

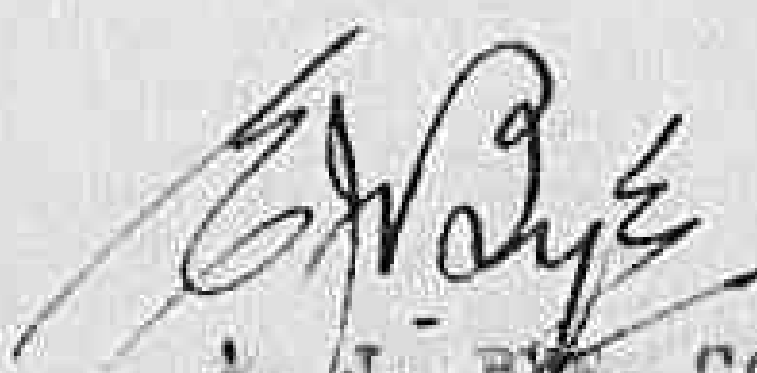
SUBJECT : Incident at Brenner Pass.

TO : G-5 AFHQ.

The attached translation of a report received from the Ministry of the Interior is forwarded for information and such action as you may deem necessary.

FOR THE CHIEF COMMISSIONER,

FSG/ae


A. J. B. B., Colonel
Director.1 encl.

H.300/62659.3.34 dated 30 Dec.46.

4410

785016

TRANSLATION

MINISTRY OF INTERIOR
Gen.Dir. of P.S.

Rome, 30 Dec. 46

Div. FF & TT. Sec. 2

R. 300/62652.3.34

To Allied Commission
Public Safety S/C
Rome.

SUBJECT : Incident caused by Allied soldiers at
the Brennero frontier.

On the 14th inst. at about 1230 hrs., the
American Capt. MC CALL Franc di John, born on the 13/7/1922
at KERNONA and four soldiers, arrived at the Brennero
pass to enter Italy, coming from Vienna and going to
Caserta.

They had a "subject orders n. 12798 issued
on the 14th Dec. 46 by the H.C. USEET-APO 757" and were
travelling on a Jeep n. 30662889 and truck C.M.C.
n. 41719764.

Whilst the Captain was going to the control
office, agents of the Customs sent near the truck where
there were the four soldiers, in order to perform their
duty. But the soldiers, without saying a word took
out some machine guns aiming at the Italian personnel.

The inspector of the Custom Office, noticing
the threatening act of the Americans ordered his agents
to let them go, to avoid any incident. Thus the two
vehicles went on without any control.

We beg to communicate the above for your
information.

FOR THE MINISTER
/s/ Ferrari

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MINISTRY OF INTERIOR
Gen.Direction Public Safety

Rome, 30 Dec. 1946

Div. FF. & TT. Sect. 2^a

N. 300/62659.3.34

TO ALLIED COMMISSION
Public Safety S/C
Rome

SUBJECT : Incident caused by Allied ^{Soldiers} ~~Military~~ at the Brennero frontier.-

On the 14th inst. at about 1230 hrs., the American Capt. MC CALL Franc di John, born on the 13/7/1922 at KERLONA and four soldiers, arrived at the Brennero pass to enter Italy, *coming from Vienna and going to Cavalese*

They had a "subject orders n. 12798 issued on the 11th.12.1946 by the H.Q. USEET-APO 757" and were travelling on a Jeep n. 30662889 and truck G.M.C. n. 41719764.

Whilst the ^{Captain} ~~Capt.~~ was going to the control office, agents of the Customs ~~went~~ near the truck where there were the four soldiers, in order to perform their duty. But the soldiers, without saying a word took out some ~~mitra~~ ^{machine guns} aiming at the Italian ^{personnel} ~~personal~~.

The inspector of the Custom Office, noticing the ^{threatening} ~~threatening~~ act of the Americans ordered his agents to let them go, to avoid any incident. Thus the two vehicles went on without any control.

We beg to communicate ^{the} as above for your information.

THE GENERAL COMMANDER

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Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA

Roma, 30 Dicembre 1946

All'On.le COMMISSIONE ALLEATA
Sottocommissione per la P.S.

Divisione FF. e TT. 2°

Prot. N. 300/62659 Allegato
3.34.

ROMA

Risposta al Foglio del
Dir. Sec. N.OGGETTO Incidenti alla frontiera del Brennero causati da
militari alleati.

Il 14 corrente, alle ore 12,30 circa, provenienti da Vienna e diretti a Caserta, si presentarono al valico stradale del Brennero per entrare in Italia, il capitano americano MC CALL Franc di John, nato il 13-7-1922 a Kerlona e quattro altri suoi dipendenti.-

Essi erano muniti di "Subject Orders Nr. 12.798 rilasciato l'11-12-1946 dall'H.Q. USEET-APO 757", e viaggiavano a bordo della "Jeep" nr. 30662889 e del camion GMC nr. 4171976.

Mentre il capitano si recava nell'apposito Ufficio controllo, agenti della dogana si avvicinarono al camion su cui erano gli altri quattro militari, nell'intento di chiedere di poter espletare il loro compito. I militari, però, senza profferire parola, intuendo lo scopo dei doganieri, estrassero alcuni mitra puntandoli contro il personale italiano.

L'Ispettore di dogana, che si trovava poco distante, notato l'atto in timidatorio degli americani, ordinava ai suoi dipendenti di desistere da ogni operazione di controllo, al fine di evitare ogni incidente. Le due macchine, pertanto, proseguirono subito il loro viaggio senza sottostare alle prescritte formalità doganali.

0 4 9 6
Il 14 corrente, alle ore 12,30 circa, provenienti da Vienna e diretti a Caserta, si presentarono al valico stradale del Brennero per entrare in Italia, il capitano americano MC CALL Franc di John, nato il 13-7-1922 a Kerlona e quattro altri suoi dipendenti.-

Essi erano muniti di "Subject Orders Nr. I2.798 rilasciato l'II-I2-1946 dall'H.Q. USEET-APQ 757", e viaggiavano a bordo della "Jeep" nr. 30662889 e del camion GMC nr. 4I7I976.

Mentre il capitano si recava nell'apposito Ufficio controllo, agenti della dogana si avvicinarono al camion su cui erano gli altri quattro militari, nell'intento di chiedere di poter espletare il loro compito. I militari, però, senza profferire parola, intuendo lo scopo dei doganieri, estrassero alcuni mitra puntandoli contro il personale italiano.

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Si ha il pregio di comunicare quant'innanzi per opportuna notizia.

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PEL M I N I S T R O

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[Handwritten signature]

MINISTRY OF INTERIOR
General Direction Public Safety

Rome 18th Dec. 1946

4 - JAN 1947
14374
w

Div. FF.3 TT. Sect.1^a
N. 300/70982-3-36

TO ALLIED COMMISSION
Public Safety S/C
Rome

Ref. AC/14374/PS
of 12th inst. — 36^A

SUBJECT : Tarvisio - Settore - Difficulties interfering the
frontier services. - Dispositions of the Allied
Authority.-

This Ministry is very pleased to take notice of the
instructions given by the Allied Army Force Command to the C.M.F.
and to the A.M.G. of Udine, concerning the control service
performed by the Italian Police, and thanks your Commission for
the kind communication.

The said ~~directions~~ have been given to the Questore
of Udine and to the Vice Questore of the IV Frontier zone in
Padua.

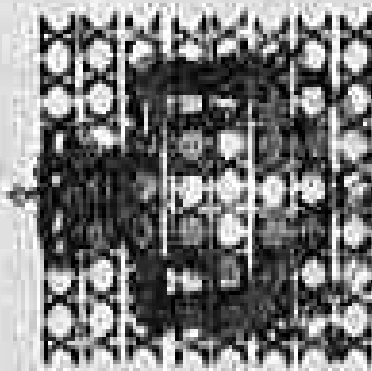
Orders were also given to the said functionaries
to come into touch with the local competent Allied Authorities
with the full cooperation of the Italian Police in order to
execute the instructions given by the Allied Army Force Command.

FOR THE MINISTER
Ferrari

4.1.

MJ/

P.



Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

Direzione FF. e TT. Sez. I^a

Prot. N. 300/70982-3636

Roma, 18 dicembre

1946

Alla la COMMISSIONE ALLEATA
Sottocommissione per la P.S.

= ROMA

Risposta al Foglio del 12 corr.
Dir. N. 14374-P.S.-

OGGETTO Tarvisio - Settore - Difficoltà frapposte all'espletamento dei servizi di frontiera. Disposizioni chiarificatrici delle Autorità Alleate.

Questo Ministero ha preso atto con compiacimento delle istruzioni impartite dal Comando delle Forze Armate Alleate al Comando del C.M.F. e all'A.M.G. di Udine in ordine al controllo sulla linea di frontiera da parte della polizia italiana, e ringrazia codesta Gn. Commissione dell'interessamento e della cortese comunicazione.

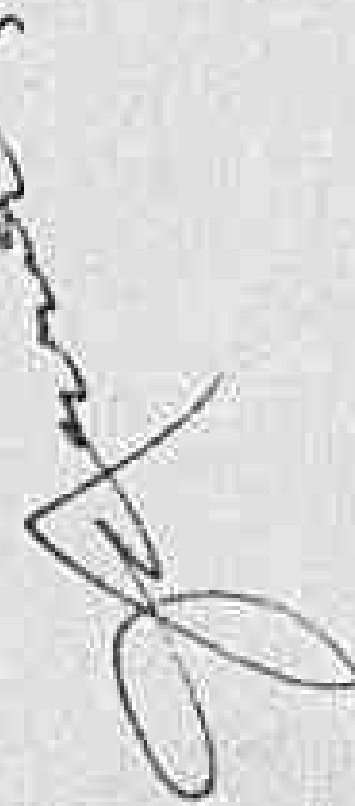
Le istruzioni suddette sono state comunicate al Questore di Udine e al vice Questore dirigente la IV^a Zona di frontiera in Padova. A questi due funzionari sono state impartite disposizioni perché prendano contatti con le competenti autorità locali alleate al fine di concretare, in spirito di piena cooperazione da parte degli organi di polizia italiana, quant'è necessario per l'attuazione delle istruzioni impartite dal Comando delle

Questo Ministero ha preso atto con compiacimento delle istruzioni impartite dal Comando delle Forze Armate Alleate al Comando del C.M.F. e all'A.M.G. di Udine in ordine al controllo sulla linea di frontiera da parte della polizia italiana, e ringrazia codesta Gn. Commissione dell'interessamento e della cortese comunicazione.

Le istruzioni suddette sono state comunicate al Questore di Udine e al vice Questore dirigente la IV^a Zona di frontiera in Padova. A questi due funzionari sono state impartite disposizioni perché prendano contatti con le competenti autorità locali alleate al fine di concretare, in spirito di piena cooperazione da parte degli organi di polizia italiana, quant'è necessario per l'attuazione delle istruzioni impartite dal Comando delle Forze Armate Alleate.

PEL MINISTRO

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HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

3 January 1947

SUBJECT : Boundary Control.

TO : Provincial Commissioner,
Allied Military Government
(For attention C.P.P.S.O.).

1. I attach herewith translation of letter received from the Minister of the Interior regarding police control of the boundaries from Tarvisio to the sea.

2. Regarding paragraph (2) of this letter presumably you will have no objection to police reinforcements being sent to Cividale and Cervignano and also the strengthening of the various station commands of the CC.RI. having jurisdiction in the area?

As regards the question of the Questure, Dott. Agostino Ayrola it is proposed to write the Ministry to say that you will be pleased to afford him every assistance in this matter but suggesting that he first makes contact with you for discussion of any difficulties that may arise.

Will you please let me have your comments on the above matters.

FOR THE CHIEF COMMISSIONER,

FSG/ae

46A

[Signature]
E. J. BYE, 44121
Director.

1 encl. N. 300/71124-4 dated 21 Dec. 46.

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

3 January 1947

SUBJECT : Border Control - Brenner Pass.

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

1. I am instructed to bring to your notice the following matter and to ask your comments thereon.
2. It has been reported to General Headquarters C.M.F. that a military leave train, which left Calais for Italy on the 24th November 1946, was boarded at the Brenner pass by Italian police who demanded to be allowed to search all military baggage. They quoted a special authority from the Supreme Allied Command but were unable to produce any written authority. The train conducting Officer allowed them to continue to search which it is said was made in a most offensive manner. The train was delayed for ninety minutes.
3. While realising that so many of these incidents are magnified and arise largely through language difficulties, it would be appreciated if you would please convey to the police concerned who are engaged on these duties that trains carrying only Allied military personnel must not be searched. The word of the Officer in charge of the train, that the train is carrying only persons subject to military law should be taken as sufficient proof of the fact. In this respect it must be emphasized that certain civilian employees of the military service are authorized to wear civilian clothing. They are nevertheless military personnel under

6/11

military control. The searching of the baggage of military personnel is considered improper.

The Allied Military authorities are most anxious to assist the Italian Police to carry out their duties of frontier control and it is realised that these duties are not always of an easy nature, particularly in view of misunderstandings which arise on both sides through ignorance of language, nevertheless it is thought that with courtesy and tact on both sides these complaints need not arise.

FOR THE CHIEF COMMISSIONER,


E. J. BYE, Colonel
Director.

FGG/ae

4410

MINISTRY OF THE INTERIOR
PS General Direction14374
103.

N. 300/71124-4

21 December 1946.

SUBJECT : Frontier Police Services in the Udine Province.

TO : Public Safety Division
Allied Commission - Rome.

Your Commission is well aware of the anxieties of the Italian Government concerning the frontier police services in the province of Udine and exactly along the line of demarcation between said province and Venezia Giulia zone A. 22

Since the police service in that zone is the responsibility of the Allies, as your Commission has recalled in letter AC/14374/PS of the 15th Nov. 46 this Ministry deems that, for the present, there could be an improvement by putting, at the disposition of the PS provincial authorities of Udine, a larger number of men than what they actually have. Therefore this Ministry considers it necessary to send to the PS office of Cividale and to the PS office of Cervignano, reinforcements of respectively 30 and 20 men, besides strengthening the C.C.R. station Commands which have jurisdiction over the territory touching the line of demarcation.

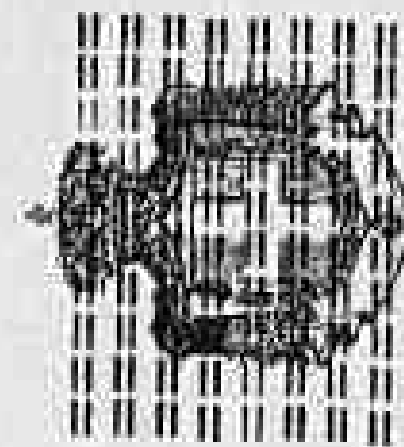
Furthermore, this Ministry, in the imminence of the definite decision for the frontier line from Tarvisio to the sea, deems that it would be handy to predispose, from now, the projects for the constitution of frontier garrisons along the line to be determined, the distance of which is already approximately known. Considering this, it would be opportune that the director of the Commissariato di Zona of the Padova frontier, Vice Questore Dott. Agostino Ayroldi, be authorised to move freely about the territory running along the presumable frontier line in order to be able to study and present to this Ministry a detailed project of the services which would be necessary to be effected.

On both the a/m matters, the acknowledgement of your Commission would be appreciated.

4403

For the Minister
/s/ Ferrari.

Translation ac/



Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

Roma, 21 Dicembre

1945

ALLA COMMISSIONE ALLEATA

Sottocommissione per la P.S.

ROMA

Divisione FF. e TT. L. I.
Prot. N. 300/71124-4

*Resposta al Foglio del
Dir. L. I.*

OGGETTO Servizi di polizia di frontiera in provincia di Udine.

Codesta On.le Commissione è ben a conoscenza delle preoccupazioni del Governo Italiano circa i servizi di polizia di frontiera in provincia di Udine e precisamente lungo la fascia di demarcazione fra la predetta provincia e la zona A della Venezia Giulia.

Poichè il servizio di polizia nella zona suddetta è di responsabilità militare alleata, come codesta On.le Commissione ha ricordato con la nota n. A.C. 14374 P.S., del 15 novembre 1946, questo Ministero ritiene che, per il momento, un miglioramento della situazione potrebbe ottenersi mettendo a disposizione dell'Autorità provinciale di P. S. di Udine un numero maggiore di uomini di quello che attualmente ha. Riterrebbe quindi questo Ministero opportuno di inviare all'Ufficio di F.S. di Cividale ed all'Ufficio di P.S. di Cervignano un rinforzo rispettivamente di **30** e **20** uomini, nonchè di far rafforzare i comandi di Stazione di Carabinieri che hanno giurisdizione sul territorio ^{4.3.10} toc-
cante la linea di demarcazione.

Inoltre, questo Ministero, nell'imminenza della determinazione definitiva della linea di frontiera da Tarvisio al mare, riterrebbe utile che fossero fin da ora studiati i

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Codesta On.le Commissione è ben a conoscenza delle preoccupazioni del Governo Italiano circa i servizi di polizia di frontiera in provincia di Udine e precisamente lungo la fascia di demarcazione fra la predetta provincia e la zona A della Venezia Giulia.

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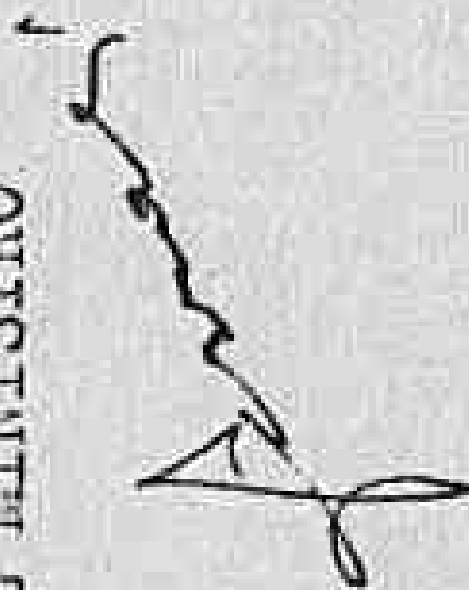
Inoltre, questo Ministero, nell'imminenza della determinazione definitiva della linea di frontiera da Tarvisio al mare, riterrebbe utile che fossero fin da ora predisposti i progetti per la costituzione dei presidi di frontiera lungo la linea che verrà determinata e della quale approssimativamente già si conosce il percorso. In considerazione di ciò, sarebbe opportuno che il dirigente, il Commissariato di Zona di Frontiera di Padova, Vice Questore Dott. Agostino Ayroldi, venisse autorizzato a potersi liberamente spostare nel territorio che corre lungo

././.

la presumibile linea di frontiera, al fine di poter studiare e presentare a questo Ministero un progetto particolareggiato dei servizi che occorrerebbe attuare.

Su ambedue le questioni sopra prospettate si gradirà avere il preventivo benestare di codesta On.le Commissione.

FEL MINISTRO



ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 945.10 P

30 DEC 1946
14374
W

23 December 1946

SUBJECT: Frontier Control

TO : Chief Commissioner,
Allied Commission,
APO 794.

1. Copy of GHQ letter 2226/6/A1 dated 12 December is forwarded to you for action regarding the allegations in para 1 (b), copy our reply thereto is also enclosed.

2. You will assure that the Italian government understands that trains carrying allied military personnel only must not be investigated. The word of the officer in charge that the train carries only persons subject to military law is sufficient proof of the fact. It should be made known to the Italians that certain civilian employees of the military service are authorized to wear civilian clothing, but that they are nevertheless military persons under military control. The searching of the kit of military personnel is considered improper.

3. It is most desirable that local incidents should be minimized, and in any case should not give rise to alarm. Rudeness cannot be tolerated in either party to an incident which is due to misunderstandings.

BY COMMAND OF GENERAL MORGAN:



A. L. HAMBLEN
Colonel, G.S.C.

Assistant Chief of Staff, G-5.

Incl:
as above

440

COPY

45B

SUBJECT: Frontier Control

GHQ CMT

2226/6/A112 December 1946To : A.F.H.M. for G-5

1. The following extracts are taken from reports of train conducting officers on the Medloc 'D' route ex Calais on the dates shown :-

(a) Train ex Calais 22 Nov 46.

For first time, Italian Custom Authorities at BRENNER inspected baggage. Polish officer found with compasses and many other instruments, cigarette papers etc. in baggage. Train delayed 2 hours.

(b) Train ex Calais 24 Nov 46.

At BRENNER, armed Italian police boarded the train to search all military baggage. They quote a special authority from the Supreme Allied Command, but were unable to produce written authority. The TCO allowed them to continue, although the search was made in a most offensive manner. Train was delayed 90 minutes.

2. May a ruling please be given on the principle of Italian Customs Authorities inspecting the baggage of British and Allied Military Personnel travelling on both Medloc 'C' and 'D' routes.

/s/ ?? ???

Lt. General.
GOC-in-C

4406

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 945.10 P

30 DEC 1946
14374

23 December 1946

SUBJECT: Frontier Control

TO : GHQ, GMP
(Attn: 'A' Branch)

Reference your 2226/6/A1 dated 12 December.

1. The policy regarding Frontier control and checking of personnel in trains was clarified in this Headquarters signal FX-73256 dated 16 November and applies equally to Brenner as to Tarviso.
2. The only trains which the Italian authorities are not allowed to stop are those carrying only military personnel. Military trains carrying dependents or other non-military civilian personnel should be subject to inspection.
3. The customs authorities are allowed to, and have been ordered to verify the documents of all civilians, including officers wives, on entering Italy.
4. Any Allied officer traveling in uniform with a proper movement order should not have to show his papers or have his luggage searched.
5. It is recommended that while the new system is coming into force a fairly senior officer capable of speaking Italian should be at the Frontier station on both Medeo C and D routes to help train conducting officers and the Italian officials.
6. Any further complaints of rudeness on the part of Italian Officials should be forwarded to this Headquarters with a copy for action endorsed to Alcom or AMG Venezia Giulia in the case of Tarviso. It should be noted that complaints are being received from Italian authorities alleging non-cooperative action on the part of military personnel.
7. Your letter under reference is being forwarded to Alcom.

BY COMMAND OF GENERAL MORGAN:

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

Copy to:

Alcom ✓
AMG VG

785016

MINISTRY OF THE INTERIOR
PS General Direction

43^A

N. 300/61858-3-25

30 DEC 1946
14374
WD

21 December 1946.

SUBJECT : Ciampino Airport.

TO : Public Safety Division - A.C. - Rome.

37^A

With reference to your letter AC/14374/PS of the 11th inst. I inform your Commission that contacts have been made with the Allied Authorities who have jurisdiction over the Ciampino Airport to locally solve the problems connected with the frontier police services within the a/m airport.

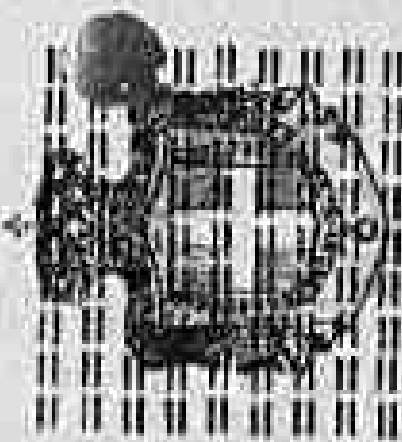
It is considered that the difficulties, already pointed out to your Commission, can so, be overcome within the possible limits.

For the Minister
/s/ Ferrari.

4404

Translation ac/

G.



Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

*Divisione FF.e TT. Sec. I.
Prot. N. 300/61858-3-25*

Roma, 21 Dicembre

Mod. 872

1945

*Al L'On. COMMISSIONE ALLEATA
Sottocommissione per la P.S.*

R O M A

*Risposta al Foglio del 1.11 corr.
Dir. N. AC.14374 P.S.*

OGGETTO Aeroporto di Ciampino.

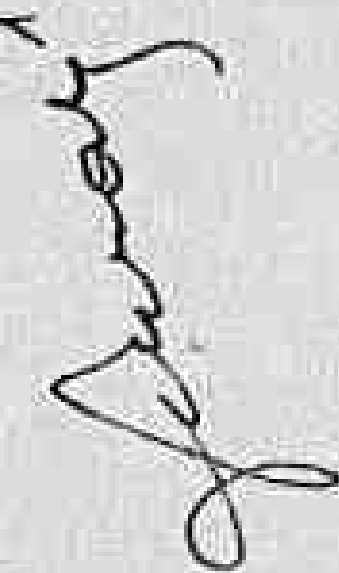
In relazione alla nota sopradistinta, si comunica a codesta On.le Commissione che sono stati presi contatti con le Autorità Alleate che hanno giurisdizione sull'aeroporto di Ciampino al fine di risolvere localmente i problemi connessi con i servizi di polizia di frontiera nell'ambito dell'aeroporto suddetto.

Si ritiene che le difficoltà già prospettate a codesta On. Commissione possano, in tal modo, nei limiti del possibile, essere superate.

In relazione alla nota sopradistinta, si comunica a codesta On.le Commissione che sono stati presi contatti con le Autorità Alleate che hanno giurisdizione sull'aeroporto di Ciampino al fine di risolvere localmente i problemi connessi con i servizi di polizia di frontiera nell'ambito dell'aeroporto suddetto.

Si ritiene che le difficoltà già prospettate a codesta On. Commissione possano, in tal modo, nei limiti del possibile, essere superate.

PEL MINISTRO



4400

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

19 December 1946

SUBJECT : Frontier Control.

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

1. I refer to your letter N. 300/70982.3.36
Sec. 2 of 20th November.
2. According to the first paragraph of your
letter the person in question is referred to as an
English Officer Jack Connor in possession of passport
n. 331704 visa n. 13120 of the Italian representative
at London.
3. Some doubt has been raised as to whether
CONNOR is an English officer as it is not normally
the practise for Army Officers to be in possession
of passports, which are quite unnecessary in their
military duties.
4. In order therefore to carry this enquiry
further may it please be checked whether Signor Connor
referred to was in uniform or for what reason it was
thought that he was an English officer.

FOR THE CHIEF COMMISSIONER,

FGG/ae

H. Green
Lib
E. J. BYE, Colonel
Director.

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HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

19 December 1946

SUBJECT : Ciampino Airport.

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

1. I refer to letter from this Commission under even reference dated 11th December 1946 and attach for your information copy of a letter directed from Allied Force Headquarters to the officers commanding Ciampino airport (A.I.C. and R.A.F.).

2. It is thought that this direction will considerably assist you in the supervision of persons arriving at and leaving the airport and should prevent further complaint on this matter.

FOR THE CHIEF COMMISSIONER,

*E. J. Bye*E. J. BYE, Colonel
Director.

FGG/ae

encl.: letter MAAC/4215/1/AFALS dated 17 Dec. 1946.

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OPY

From :- Mediterranean Allied Air Committee Secretariat,
RAF Liaison Section with S.A.C. MED,
A.F.H.Q., Caserta, C.M.F.

To :- Officer Commanding Ciampino Airport, Rome (A.T.C.)
Officer Commanding R.A.F. Station Ciampino.

Date :- 17th December, 1946.

Ref :- MAAC/4215/1/AFALS.

ITALIAN CUSTOMS CONTROL FACILITIES AT CIAMPINO

Numerous complaints have been received by this Secretariat and other Sections in A.F.H.Q. that the Italians are not being afforded the necessary facilities to carry out Public Security checks and normal customs duties.

2. It is reported that civilian passengers have landed at Ciampino and been conveyed from the aircraft direct to Rome without passing through the Italian Customs.

3. It is therefore directed

- (a) That you co-operate with the Italian Authorities by allowing them either adequate office space or to build offices on both the British and American sides of the airfield.
- (b) That all civilian passengers landing at Rome be directed to the Italian Public Security Office before leaving the airfield.
- (c) That proper telephonic communications between the Public Security Offices and the American and British sides of the airfield be put into operation.

S.J.B. HAMILTON
Wing Commander
Secretary to The

4404

Copies to:-

MEDITERRANEAN ALLIED AIR COMMITTEE

A.F.S.C. A.C. Rome

H.Q. Alcom Rome. Public Safety Division A.P.O. 794 (Your AC/14374/PS dated 25th November 1946 refers).

A.F.H.Q. G-2 (for info.)

G-5 (Your 940.23 dated 2nd December, 1946 refers).

19 Dec 1946
14374
WS

40

From :- Mediterranean Allied Air Committee Secretariat,
RAF Liaison Section with S.A.C. HQ,
A.P.H.Q., Caserta, C.M.F.

To :- Officer Commanding Ciampino Airport, Rome (A.T.C.)
Officer Commanding R.A.F. Station Ciampino.

Date :- 17th December, 1946.

Ref :- MAAG/4215/1/AFALS.

ITALIAN CUSTOMS CONTROL FACILITIES AT CIAMPINO

Numerous complaints have been received by this Secretariat and other Sections in A.P.H.Q. that the Italians are not being afforded the necessary facilities to carry out Public Security checks and normal customs duties.

2. It is reported that civilian passengers have landed at Ciampino and been conveyed from the aircraft direct to Rome without passing through the Italian Customs.

3. It is therefore directed:

- (a) That you co-operate with the Italian Authorities by allowing them either adequate office space or to build offices on both the British and American sides of the airfield.
- (b) That all civilian passengers landing at Rome be directed to the Italian Public Security Office before leaving the airfield.
- (c) That proper telephonic communications between the Public Security Offices and the American and British sides of the airfield be put into operation.

(*S.J.H. Hamilton*)
S.J.H. HAMILTON
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

Copies to :-

A.P.H.Q. A.C. Rome
H.Q. Alcon Rome. Public Safety Division A.P.C. 794 (Your AG/14574/1 dated 25th November, 1946 refers). **4399**
A.P.H.Q. G-2 (for info.)
G-5 (Your 940.23 dated 2nd December, 1946 refers).

785016

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

19 DEC 1946

G-5: 943.72

16 December 1946.

SUBJECT: Discipline--British Personnel.

TO : Chief Commissioner,
Allied Commission,
APO 794.

Reference your AC/14374/FS dated 12 December 1946.

1. It is noted that in your covering letter he is referred to as a "British Officer" whereas in the report by the Ministry of the Interior he is referred to as an "Officer" and as a "Mister". He was also evidently in possession of a passport and an Italian Visa, neither of these are necessary for an officer and it is unlikely that he would have them.

2. Before making enquiries through Military Channels, it is suggested that it be clarified whether he is a civilian or an officer.

BY COMMAND OF LIEUTENANT GENERAL LEE:

See 42^A

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

4390

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14374/PS

12 December 1946

SUBJECT : Incidents caused by Allied soldiers.

TO : AFHQ, G-5 Section.

The attached (copy) letter from the Ministry of the Interior, N. 300/63770-4 of the 9th December 1946, is forwarded to you for your information and such action as you deem appropriate.

FOR THE CHIEF COMMISSIONER,

RLE/ao

J. J. Byrne
J. J. BYRNE, Colonel
Director.

1 encl.

MINISTRY OF THE INTERIOR
PS General Direction

38B

N. 300/63770-4

14374
SS.

9 December 1946.

SUBJECT : Incident caused by Allied soldiers at the Brennero road pass.
TO : Public Safety S/C A.C.
and for info
Ministry of Foreign Affairs
Boundary Commission - Rome.

The director of the PS Office at the Brennero, on the 2nd inst. has referred the following:

" For further report to the Allied Commission and for any necessary action which may be taken against those responsible, I inform you that at about 17.50 hrs of the 1st inst. an Allied vehicle with apparently three soldiers in it, stopped at this pass to leave the national territory.

The CC.RR. Benassi Rino withdrew their documents which were found in order by the PS Agent Diago and therefore returned to them by Benassi. While accomplishing such operation, Benassi wished to ascertain that inside the vehicle there was no clandestine person or anyone not in order, and for such he mounted the ~~mm~~ foot-board and poked his head inside. This action annoyed the three occupants, who started to use English phrases which gave the impression of being imprecations.

Benassi did not insist, and while he was going to the other side of the car, the CC.RR. on duty, went up to the driver (an officer) and asked for the number of the vehicle; but he also was answered angrily.

The CC.RR. Lorando, who was at the sentry-box not too far away, but from where he could not see what was going on, went up to the car to see what was the matter. Then an American officer got out, put his hand in his pocket and took out a pistol, and with his other hand shifted the drum introducing the bullet into the barrel, and pointed it at the CC.RR., while with his other hand he beckoned to have them immediately lift up the rail, otherwise he would have fired. The CC.RR. deemed it prudent not to react, so the rail was lifted while the vehicle soon passed through going immediately to the Austrian check point, where they were evidently known and let pass freely thus proceeding on their journey.

The Military Police being informed, two M.P.s, on a jeep followed the car up to Cries, but in vain. Upon their return they referred that, as they were persons who pass by frequently, they would soon be identified.

The ascertations made have made it possible to draw, from the register at the office of the Pass, the names of the three Allied soldiers.

It is the courier between Monaco and A.F.H.Q (at one time at Caserta) Venice or Padova.

Vehilce - Chevrolet 61

- Travellers - 1. Lt. BETTINGER Stephan di Carol, born in New Jersey on the 28/4/1924 (driver who took out the weapon)
2. Pvt MOORE Howard di Howard, born in New Jersey on the 4/1/1926.
3. Pvt GENEA Landis fu Carl born in Dowsey (U.S.A.) on the 4/9/1927.

435

-2-

They had Letter Orders dated 27/11/46 from H.Q., 70 Fighter A.P.O. 170 U.S. Army, Monaco.

They were all Americans serving the American Armed Forces.

They had entered Italy by the Brennero, with the same vehicle and documents on the 29/11/46.

The PS Agent Diago who knows the two soldiers (the officer is often another), has stated that already once before he had had an argument just because these soldiers absolutely did not wish to submit themselves to our formalities of control. The M.P., on this occasion, had intervened.

This courier sometimes carries Allied soldiers without any documents. That is why the suspicion arises why they never ~~th~~ wish the vehicle to be checked, that on it there are clandestine people or large quantities of contraband goods.

The incident could have given rise to serious consequences, if the two CC.RR.s had'nt had full respect for the Allied soldiers and if they had'nt maintained their habitual calm in front of such serious provocation."

We cannot but call the attention of your Commission on the seriousness of the incident.

For the Minister
/s/ Ferrari.

Translation ac/

439

Mod. 839

Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione per la Polizia di Frontiera e dei Trasporti
Sezione 2^a

Roma, 9 dicembre 1946

N° 300/63770-4

OGGETTO : Incidente al valico stradale del Brennero causato da militari alleati.

ALLA COMMISSIONE ALLEATA
 Sottocommissione per la P.S. = ROMA
 e, per conoscenza,
 AL MINISTERO DEGLI AFFARI ESTERI
 Commissione Confini = ROMA

Il dirigente l'Ufficio di P.S. del Brennero, in data 2 corrente, ha riferito quanto segue :

"" Per la segnalazione alla Commissione Alleata e per i provvedimenti che potranno essere adottati a carico dei responsabili, si informa che verso le ore 17,50 del 1° corrente si è presentata a questo valico stradale per uscire dal territorio nazionale, una macchina alleata, con a bordo, apparentemente, tre militari.

Il carabiniere BENASSI Rino ritirò i documenti esibiti, ed essi furono, poi, dall'agente di P.S. Diago, riscontrati regolari e quindi dal Benassi restituiti. Nel compiere tale operazione, il Benassi volle accertarsi che nell'interno dell'autovettura non vi fossero altre persone non in regola o clandestine, e pertanto salì sul predellino allungando verso l'interno la testa. Tale gesto attirò i tre occupanti, che uscirono con frasi in lingua inglese che diedero l'impressione essere delle imprecazioni.

stava portandosi sulla parte

ALLA COMMISSIONE ALLEATA
 Sottocommissione per la P.S. = ROMA
 e, per conoscenza,
 AL MINISTERO DEGLI AFFARI ESTERI
 Commissione Confini = ROMA

~~~~~  
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Il Benassi non insistette, e mentre stava portandosi sulla parte opposta della macchina, il finanziere di servizio si avvicinò al conducente (un ufficiale) chiedendo, ai fini del suo speciale servizio, il numero della targa dell'autovettura; ma anch'egli ebbe risposta **439** termini adirati.

Il carabiniere Lorando, che si trovava poco distante sulla porta dell'apposita garitta, ma dalla quale non poteva scorgere bene quanto accadeva, si portò più avanti, e precisamente presso la macchina, per vedere di che si trattava. Uscì allora dall'autovettura un ufficiale americano, pose la mano nella tasca della giubba estraendo una pistola, con l'altra spostò il caricatore introducendo la pallottola in canna,

./.

Mod 839

- 2 -

# Ministero dell'Interno

puntando contro il carabiniere, mentre con la mano fece segno di alzare subito la sbarra diversamente avrebbe fatto fuoco. Il carabiniere giudicò prudente non reagire usando la sua arma, e quindi alzò la sbarra, mentre la macchina uscì immediatamente portandosi al controllo austriaco, dove, essendo evidentemente conosciuta, fu lasciata libera e proseguì la sua corsa.

Informata subito la Military Police, due poliziotti, a bordo di una jeep inseguirono la macchina fino a Gries, ma invano. Al ritorno riferirono che, essendo persone che transitano di frequente, esse sarebbero state presto identificate.

Gli accertamenti fatti, hanno permesso di desumere, dal registro in possesso all'Ufficio del valico, i nomi dei tre militari alleati.

Trattasi del corriere fra Monaco ed il Quartiere Generale Alleato (già a Caserta) in Venezia o Padova.

Autovettura : Chevrolet 61

Viaggiatori :

- 1)- Tenente (conducente ed è quello che ha estratto l'arma) BETTINGER Stephan di Carol, nato a New Jersey il 28.4.1924;
- 2)- Soldato MOORE Howard di Howard, nato a New Jersey il 4.1.1926
- 3)- Soldato GENE Landis fu Carl, nato a Dawsey (U.S.A.) il 4.9.1927.

Essi erano muniti di Letter Orders rilasciata il 27.11.1946 dal

H.Q. 70<sup>a</sup> Fighter A.P.O. 170 U.S. Army MONACO.

Tutti di nazionalità americana ed in servizio presso le forze armate americane.

Erano venuti in Italia, passando dal Brennero, con la stessa macchina e con gli stessi documenti il 29.11.1946.

L'agente Diago, che conosce i due soldati (l'ufficiale è sovente cambiato), ha dichiarato che già altra volta era venuto a diverbio al punto perché tali militari non volevano assolutamente assoggettarsi alla formalità di controllo documenti da parte nostra. Era intervenuta,

una jeep inseguirono la macchina fino a Caserta, esse sarebbero state presto identificate.

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Autovettura : Chevrolet 61

Viaggiatori :

- 1)- Tenente (conducente ed è quello che ha estratto l'arma)  
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- 2)- Soldato MOORE Howard di Howard, nato a New Jersey il 4.1.1926
- 3)- Soldato GENEA Landis fu Carl, nato a Dawsey (U.S.A.) il 4.9.1927.

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Tale corriere trasporta talvolta militari alleati privi di documenti. Si sospetta, appunto perché non vogliono mai lasciar controllare la vettura, che sopra vi siano persone clandestine o forti quantità di merce di contrabbando.

L'incidente avrebbe potuto portare a gravi conseguenze se i due carabinieri non fossero stati animati da un grande rispetto per i militari alleati e non avessero pertanto conservato la loro abituale calma di fronte a sì grave provocazione."

Non si può non richiamare l'attenzione di codesta On. Commissione sulla gravità dell'incidente.

PEL MINISTRO



UNITED STATES AIR FORCE  
Public Safety Division  
APO 77

1. A  
37

12/13/54

13 December 1954.

STATION: Aeroporto di Ciampino.

TO : Ministry of the Interior  
Director General of P.S.

1. I refer to your letter NR. 11, Sec. 2 No. 300/41858/3-25 of 10th November 1954.

2. This matter has been referred to Allied Force Headquarters for action and their reply thereon is awaited and will be communicated to you when received.

3. Meanwhile, the Air Force Sub-Commission, although it is not their responsibility, have discussed the matter with both the British and American Officers Commanding at the Ciampino Airport who have stated that they will do all they can to facilitate the work of the Customs and Immigration Officials.

4. Therefore if the details can be arranged locally with these officers, no objection will be raised to Italian guards being stationed at the two main gates, and to Italian officials meeting each aircraft and checking up civilian passengers.

5. Unfortunately the buildings available on both sides of Ciampino are already congested and it is regretted that at present no buildings can be set aside for Italian officials. There is however ground space available on both sides for the erection of such accommodation as is desired and it is therefore suggested that your department should send a responsible official to discuss this matter with the two Commanding Officers to arrange for the allotment of such space and to put the necessary arrangements in hand to erect temporary or permanent accommodation.

6. The question of installation of such telephone lines as are required should also be agreed with these officers but the installation must be carried out through Italian channels.

439

R. J. S. Colonel  
Director.

Copy to : Air Forces A/C  
1/2 ☒ Ciampino airport (A.T.C.)  
1/2 ☒ Ciampino airport (R.A.F.)

W.H.A.

2/11/54 G.S.

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

12 December 1946.

AG/14374/23

SUBJECT : Service of Control on railway at Tarvisio.

TO : Minister of Interior  
Director General of P.S.

1. I refer to your letter P.S. Sec. 2 - 300/53987/3-26 and subsequent letters on incidents which have occurred regarding the control of trains at Tarvisio.

2. This matter has been referred to Allied Force Headquarters who have issued the following instructions on the matter to General Headquarters C.M.F. and to A.M.G. Udine.

"The Italian Government is responsible for frontier control and Italian Guards are quite within their rights in stopping all trains and road transport carrying civilian passengers (for example, officers' wives) for the inspection of passports and visas, although it is agreed they are not entitled to board British Military trains which contain Military personnel only.

Every possible help should be given to frontier guards to enable them to carry out their duties. It is suggested that unnecessary delay and misunderstanding may be avoided in future if conducting officers of families trains are in possession of a minimal roll and the passports of all passengers for frontier guard inspection. This is to be arranged by agreement between G.H.Q., Field Security Police (F.S.P.) and Italian Frontier Guards."

3. It is considered that these instructions if complied with should go far to alleviate the complaints which have arisen over this matter and it is hoped that no further complaints by you on this matter will be necessary.

*E. J. Bye*

E. J. BYE Colonel  
Director.

4394

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 734

35A

10/14374/28

12 December 1946.

SUBJECT : Frontier Control.

TO : A.P.H.A., G-5 Section  
A.P.O. 512.

1. Forwarded herewith for information and such action as you consider necessary are
- translation of a letter dated 26th November 1946 received from the Ministry of Interior, Director of P.S. regarding an alleged incident between a British Officer, Jack Connor and officers of the Italian Frontier Control Service, and
  - translation of a further letter dated 23rd November 1946, detailing various incidents alleged to have occurred at the Tarvisio border.
2. Also attached for information is a copy of a letter which has been sent to the Minister from this Commission on the matter of control on trains in accordance with your signal WX - 73256 of 16th November 1946.

E. J. HYS Colonel  
Director.

439W

34<sup>m</sup>

MINISTRY OF INTERIOR  
General Direction P.S.

2 Feb. 1946

L

Div. FF & IT. Sec. 2<sup>a</sup>  
N. 300/71095/4.3.

5 DEC 1946  
14374  
09.3

TO ALLIED COMMISSION  
Rome

SUBJECT : Classification entry into Italy.

We beg to communicate for your information,  
that on the 23 last the following Ukraine people were  
held up by the Agents of the Commissariato Polizia Fron-  
tiera di Tarvisio :

- 1) DERSHKO Stefan, Si Michel, born on the 4/5/1927 at Stryi.
- 2) HALIDZIV Mychailo, Si Peter, born on the 15/10/1926 at Stryi.

They stated to have crossed the frontier by  
a British truck.

They were coming from the D.P. Camp di St. Martini  
and will be sent back to Austria at the soonest.

FOR THE MINISTER  
III.

4389

M/  
Ministero dell'Interno  
DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA

*Public Society*  
Roma 2 dicembre 1946.

On.le  
COMMISSIONE ALLEATA  
ROMA

Direzione FF. e TT. 2^

Post. 300/71095/4.3 *Segrete*

*Proposta del*  
*Gen. Per. N°*

OGGETTO: DERSHKO Stefan di Michel ed altro - ingresso clandestino di stranieri in Italia.

Si ha il pregio di comunicare a codesta On.le Commissione, per opportuna notizia, che in data 23 corrente sono stati fermati dagli agenti del Commissariato Polizia Frontiera di Tarvisio i seguenti ucraini:

- 1°) DERSHKO Stefan, di Michel, nato a Stryi il 4/5/1927;
- 2°) HALIDZIV Mychailo, di Peter, nato a Stryi il 15/10/1926;

i quali hanno dichiarato di aver passato la frontiera in autocarro inglese.

I predetti provengono dal D.P. Camp di St. Martiri e saranno respinti in Austria col primo mezzo.-

PEL MINISTRO

*Gen. Per. N°* 438

3770

ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

29 NOV 1946

15 November 1946

G-5: 943.72

SUBJECT: Conduct of British Troops.

TO : Chief Commissioner,  
Allied Commission,  
APO 794.

Reference AC/14030/1/PS, subject: Complaint Re:  
British Troops and AC/14057/PS, subject: Frontier Duties,  
dated respectively, 12 and 23 October 1946.

1. This Headquarters signal, FX-73256 of 16 November 1946, copy to you, expresses the views of this Headquarters and affords a basis for your replies to the Ministry of Interior.

2. Other signals, information copy to you, dealing with this matter are: GHQ CMF "QM/3071;" this Headquarters "FX-73163;" and AMG UDINE "PC/MIL/NOV," of 9, 11, and 12 November, respectively.

BY COMMAND OF LIEUTENANT GENERAL LEE:

20A

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

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785016

5734  
p. Safety 32A  
ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

G-5: 745.10

23 November 1946

SUBJECT : Frontier Control - General.

TO : Chief Commissioner,  
Allied Commission,  
APO 774  
(Attn: Public Safety Division) 13A

2 NOV 1946  
14374  
WS  
Reference AC/14030/1/PS 31 October 1946  
AC/14030/1 PS 5 November 1946.  
16A

1. The question of Frontier Control of the Western Boundary of Venezia Giulia is being investigated.
2. Report on the specific cases will be forwarded soonest.

BY COMMAND OF LIEUTENANT GENERAL LEE:

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

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URGENT

MINISTRY OF INTERIOR  
Public Safety Gen. Direction  
Transportation and Frontier Police Div. Sez-2^-

3 DEC 4 1946  
K

N. 300/70982/3.36

Rome, 23 Nov. 1946

SUBJECT : Tarvisio - Settore.- Difficulties interfering  
the P.S. duty at the border.

TO ALLIED COMMISSION  
Public Safety 3/6  
(Attn. Col. Bye) - ROME -  
TO MINISTRY OF FOREIGN AFFAIRS  
ROME

29A

This Ministry, with letter N. 300/70982/3.36 of the 20 inst., pointed out to this A.C. the serious difficulties in which the P.S. Agents must perform their duty at the Austrian border.

The following is a list of incidents caused by Allied militaries :

22/9/1946- Train n. 22 going to Austria. A lady wearing civilian dress was travelling, but it was not possible to check her papers because of a British soldier of the R.T.O. who raised objections.

27/9/1946 - Train Medlok n. 967, arrived to Tarvisio at 1040, coming from Austria. Amongst the travellers there were many ladies in civilian dresses. The Agents on duty couldn't get on the train being impeded by British soldiers of the R.T.O.

26/9/1946 - Leave-train going to Austria, passing in transit at 0343 hrs. It was not possible to control the civilian travellers for the opposition of the British soldiers travelling on the same train.

21/10/1946 - Special train N. 400067 in transit at 1414 from Austria, escorted by five allied militaries. No control could be performed on said train on which 41 women and 36 babies were travelling.

438

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- 2

23/10/1946 - Military train MC.922 in transit at 1015 going to Austria. Amongst the travellers an indeterminable number of civilians. Control prevented by the British Officer train-master.

On the leave train n. 3653 fitted for the British Military families, from and to Italy, the Italian police, since the 9th September, can't perform any control, while it is known that many civilians not provided with the necessary papers are travelling on said train.

Also the Custom can't perform the controls of its competence and it is very likely that the travelling staff, some of which are italians, (cooks, engine-drivers, etc.) taking advantage of the situation, should make illicit traffics.

Other incidents of the same kind happened at the road crosses varrez of the Settore where Allied Militarys transiting in cars don't permit any control of the civilian passengers.

Thanks to the prudent behaviour of the Italian Police Agents, who are so often prevented in the fulfilment of their duty, these incidents haven't grown worse.

We had a last communication from the Tarvisio Police Office saying that on the 16th inst. the local AMG ordered said office not to control the train on which the British families are travelling.

In this situation, which undoubtedly serves the irregular transit through the border, the control service, entrusted to the Italian Police Agents, can't be performed. Furthermore the not-controlled affluence of all these people into the Italian territory, has repercussion on the internal security also ex from the alimentary point of view.

The P.S. Office in Tarvisio has pointed out the situation to the local Allied Authorities which acknowledged the legitimacy of the services performed by the Italian Police but couldn't help the situation. The question can't be solved locally.

On this matter your A.C. with notes n° G.B.I. 389.506/40 del 23.5.1946, G.B.I. 389.506/40 del 31.5.1946, G.B.I. 389.506/47 del 4.6.1946, G.B.I. 389.509/47 dell'8.6.1946, was often called

438\*

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- 3

the Italian Govt' attention on the matter thinking that the defectiveness met were owed to the deficiency of the frontier service and not, as above proved, to the fact that the British personnel do not know the new provisions concerning the Italian Frontier, which were taken with your A.C.

We beg to ask you to examine which other provisions might be taken to clear the matter out and give the service the necessary tranquillity for its regular course.

This Ministry will give its full collaboration.

FOR THE MINISTER  
ill.

438

Mod. 839

# Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA

Divisione per la Polizia di Frontiera e dei Trasporti-Sez. 2<sup>a</sup>

--00000000--

Roma, lì 23 novembre 1946

Prot. n° 300/70982/3.36

OGGETTO: Tarvisio - Settore - Difficoltà frapposte ai servizi di P.S. di frontiera.-

ALLA COMMISSIONE ALLEATA

Sottocommissione per la P.S.  
(all'attenzione personale del  
Signor Colonnello Bye)

= R O M A

= R O M A

Al MINISTERO degli AFFARI ESTERI

Questo Ministero, con lettera n° 300/70982/3.36 del 20 corrente, ha fatto presente a codesta On.le Commissione, in occasione di al tri indebiti interventi di Ufficiali Alleati, nel servizio di con trollo italiano al valico di Tarvisio, le estreme difficoltà in cui si svolge, di conseguenza, tale compito alla frontiera Austria ca.

Sciogliendo la riserva, contenuta nella detta segnalazione, si elencano, qui di seguito, altri casi di inframmettenze, nei servizi

ALLA COMMISSIONE ADELEATA  
Sottocommissione per la P.S.  
(all'attenzione personale del  
Signor Colonnello Bye)

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AL MINISTERO degli AFFARI ESTERI

= R O M A

Questo Ministero, con lettera n°300/70982/3.36 del 20 corrente, ha fatto presente a codesta On.le Commissione, in occasione di altri indebiti interventi di Ufficiali Alleati, nel servizio di controllo italiano al valico di Tarvisio, le estreme difficoltà in cui si svolge, di conseguenza, tale compito alla frontiera Austriaca.

Sciogliendo la riserva, contenuta nella detta segnalazione, si elencano, qui di seguito, altri casi di inframmettenze, nei servizi in parola, da parte dei suddetti militari:

22/9/1946 - Treno 22 diretto in Austria. Sul convoglio viaggiava una signora, in abito civile, alla quale non si sono potuti verificare i documenti, per opposizione di un militare inglese della R.T.O.

27/9/1946 - Treno Medlok n°967, giunto a Tarvisio alle ore 10,40, proveniente dall'Austria. Sul treno viaggiavano diverse donne in abito civile.

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Mod 839

# *Ministero dell'Interno*

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Gli agenti di servizio, presentatisi, furono impediti di accedere al treno, per il controllo dei viaggiatori, dai militari inglesi della T.R.O.

26/9/1946 - Tradotta militare inglese diretta in Austria, transitata alle ore 3,43. Non fu possibile controllare i viaggiatori civili per la opposizione dei militari inglesi, viaggianti sullo stesso treno.

21/10/1946 - Treno speciale n°400087 transitato alle ore 14,14, proveniente dall'Austria, scortato da cinque militari alleati. In detto convoglio, sul quale viaggiavano 41 donne e 36 bambini, non poté essere effettuato alcun controllo, per la opposizione del capo scorta alleato.

23/10/1946 - Treno militare MC.922, transitato alle ore 10,15 di retto in Austria. Sul treno erano visibili un numero imprecisato di civili.

Il controllo venne impedito dall'ufficiale inglese capo treno.

Sulla tradotta n.3653, apprestata per le famiglie dei militari inglesi da e per l'Italia, la polizia italiana, dal 9 settembre scorso, non ha più potuto effettuare alcun controllo, malgrado che in essa risulti che viaggiano anche dei civili sprovvisti dei necessari docu -

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Anche la Dogana non riesce ad attuare i controlli di sua pertinenza e non è improbabile che il personale viaggiante, in parte italiano (cuochi, conduttori, etc.), si induca ad illeciti traffici, approfittando della mancanza di ogni verifica.-

Analoghi disservizi sono riscontrati anche ai valichi stradali del Settore, ove i militari alleati, che transitano a bordo di autotreno, non permettono alcun controllo, nei confronti dei passeggeri civili.-

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# Ministero dell'Interno

- 3 -

Si deve al prudente contegno degli Organi della Polizia Italiana, i quali vengono ostacolati nell'adempimento dei compiti a loro richiesti, se questi ripetuti inconvenienti, non abbiano dato occasione ad incidenti.-

Da una ultima comunicazione, infine, dell'Ufficio di P.S. di Tarvisio, si rileva che l'AM.G. locale ha addirittura impartito, il 16 corrente, l'ordine all'ufficio stesso di non effettuare più controlli al treno speciale succitato, trasportante famiglie di militari inglesi; a tale ordine, il Dirigente l'Ufficio ha dovuto sottostare.

In questa situazione, che favorisce il passaggio indiscriminato di persone attraverso il confine, si rende assai problematico e viene del tutto frustrata la vigilanza su tale Settore, dove il servizio è affidato agli Organi della Polizia Italiana, oltre alle ripercussioni che, da tale afflusso incontrollato di individui sul territorio italiano, si determinano sulla sicurezza interna, anche sotto l'aspetto anonario.-

I passi compiuti dal Funzionario di P.S. di Tarvisio, presso quelle autorità alleate, che pur riconoscono la legittimità dei servizi espletati dalla Polizia Italiana, non hanno avuto praticamente alcun utile risultato. La questione, pertanto, non sembra possa essere risolta localmente.-

Sull'argomento, con le note n° C.B.I. 389.506/40 del 23.5.1946, scelta localmente.-

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Sull'argomento, con le note n° G.B.I. 389.506/40 del 23.5.1946, G.B.I. 389.506/40 del 31.5.1946, G.B.I. 389.506/47 del 4.6.1946, G.B.I. 389.509/47 dell'8.6.1946, codesta On.le Commissione, ha richiamato ripetutamente l'attenzione del Governo Italiano, ritenendo che le manchevolezze riscontrate fossero da attribuire a deficienza degli organi dei servizi di frontiera e non, come si è dimostrato, ai ripetuti atti d'intolleranza segnalati, che lasciano supporre l'ignoranza da par-

Mod. 839

*Ministero dell'Interno*

- 4 -

te dei militari Alleati, delle disposizioni che vigono alla frontiera italiana; disposizioni richieste ed adottate, d'intesa con codesta Commissione.-

Ciò premesso, si prega codesta On.le Commissione, di volere esaminare quali ulteriori provvedimenti ~~si~~ ritenga conveniente di adottare, in sua competenza, per eliminare gl'inconvenienti esposti e consentire al servizio la necessaria tranquillità di svolgimento.-

Questo Ministero assicura, al riguardo, la sua piena collaborazione.-

pel MINISTRO



spositi e conseguenti  
svolgimento.-

Questo Ministero assicura, al riguardo, la sua piena collabo-  
razione.-

pel MINISTRO



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HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
UDINE PROVINCE  
OFFICE OF THE PROVINCIAL COMMISSIONER

Tel. No. Udine 1316 Ext. 1

File No. PC/MIL/NOV.3 DEC 1946  
143712

Date 22 NOV. 46

3881

P. Bright 30A

Subject : Stopping English trains.  
Italian Frontier Control.

To : G HQ. - CMF.

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18A

Ref. AFHQ telegrams FX73163 dated 11 Nov. 46 and  
FX73256 dated 16 Nov. 46.

May instructions please be issued regarding the  
check at Tarvisio to be made on Families trains in view  
of attached reports by 62FSS and the Frontier Police at  
Tarvisio.

In the meantime I have directed that families trains  
will not be stopped, in accordance with orders issued by  
Q Movements CMF, but in view of these reports, and the  
advice received from my CAO at Tarvisio, I am convinced  
that some check should be made on these trains, to ensure  
that illegal immigrants, including civilians without  
visas, should not defeat the object for which the Italian  
Frontier Control was authorised.

HNB/tg.

1-3-42

H.N. BRIGHT, Lt.Col.,  
Provincial Commissioner.

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Copy to : ALCOM = ROME. 

MINISTRY OF THE INTERIOR  
 IS General Direction.

291

N. 300/70982.3.36

29 November 1946.

SUBJECT : Incident caused by a British Officer at the Tarvisio (Austria)  
 Railway Pass.

TO : Public Safety S/O A.C. - Rome  
 (Attn. Col. Dye)  
 Ministry of Foreign Affairs  
 Boundaries Commission - Rome.

This Ministry informs you that upon the arrival of the military train n. 921 on the 15th inst. at the Italian railway pass of Tarvisio, our control service was seriously hindered by a British Officer, one CONNOR Iac, passport n. 33174, visa n. 13120, Italian Representation London.

Said officer first of all tried to avoid our checking the civilian passengers, then in a threatening manner demanded the return, into his own hands, of the passports of Mary Tane Winnie, British subject, and of the French couple Clere Nicolas et Michele, who were travelling in his compartment.

The a/m French couple did not have their papers returned from Mr. Connor, so they are now justly complaining with the Italian Authorities.

We beg you to proceed with the identification of the a/m British officer to oblige him to return the papers he unduly retained.

Once again we point out to your Commission the extreme difficulties under which the control service at the Austrian border, entrusted to the Italian authorities, is carried out, and for such, a more detailed report will follow with a list of other cases which do not render such service at all profitable.

For the Minister  
 /s/ Ferrari.

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S.

URGENTE

*Ministero dell'Interno*

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA

Divisione per la Polizia di Frontiera e dei Trasporti

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N. 300/70982.3.36. Sez. 2<sup>a</sup>

Roma, lì 20 Novembre 1946

OGGETTO: Valico ferroviario di Tarvisio (Austria) - Incidente determinato da Ufficiale britannico.-

All'On.le Commissione Alleata

Sottocommissione per la P.S.

(all'attenzione personale del  
Signor Colonnello Bye)

Al Ministero degli Affari Esteri  
Commissione Confine

= R O M A

= R O M A

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Si ha il pregio di riferire che, al giungere del treno militare numero 921, il giorno 15 corrente, al valico ferroviario italiano di Tarvisio, il nostro servizio di controllo è stato gravemente ostacolato da un ufficiale inglese, identificato<sup>nr</sup> CONNOR Iac, munito di passaporto n. 331704 con visto n. 13120, Rappresentanza Italiana Londra.

Detto Ufficiale ha prima tentato d'impedire il controllo dei civili viaggianti sul treno ed ha quindi preteso, minacciosamente, la restituzione, nelle sue mani, dei passaporti della cittadina in

✓ All'On.le Commissione Alleata  
Sottocommissione per la P.S.  
(all'attenzione personale del  
Signor Colonnello Bye)

= R O M A

Al Ministero degli Affari Esteri  
Commissione Confine

= R O M A

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I coniugi francesi, su nominati, non hanno avuto in restituzione i loro documenti dal Sig. Connor e avanzano, ora, giustificate pretese verso le autorità Italiane. -

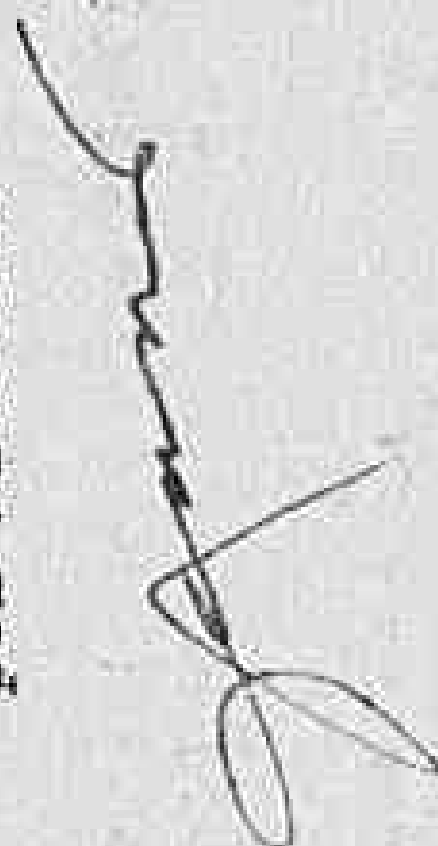
Si prega di voler promuovere l'identificazione dell'Ufficiale inglese, innanzi citato, al fine d'indurlo alla restituzione dei

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documenti indebitamente trattenuti.-

Si fa presente a codesta On.le Commissione, ancora una volta, le estreme difficoltà in cui si svolge il servizio di controllo alla frontiera austriaca, affidato all'autorità italiana, ed al riguardo si fa seguire più dettagliato rapporto, con l'elencazione di altri casi, che rendono improprio il detto servizio.-

pel MINISTRO



LOOSE MINUTE

To : DIRECTOR.

Ref. M.13. I discussed Enclosures 26A and B with the Officer Commanding R.A.F. Ciampino on Saturday 30th November, 1946.

In Enclosure 26B the Italian Public Safety Division make specific requests which can in part be granted on the R.A.F. side of the airfield.

- (1) To their request for premises for 15 - 20 guards the R.A.F. are not able to allocate a building or part of a building but in their letter Ref. CPO/15 a/Org. dated 23rd November, 1946 (Enclosure 16A on AFSC/39/6/Air) they confirm that there is ground space available for the erection of a building large enough for offices and for living quarters for all personnel.
- (2) The customs and immigration officers will be given every facility to check passengers leaving and entering aircraft and leaving and entering the airfield by the main gate.
- (3) The two customs posts are at present connected together through the R.A.F. and American telephone exchanges. If they require a private line it must be their own responsibility to have it installed.
- (4) The O.C. R.A.F. Ciampino is anxious to have these officials settled in permanent offices as they are now occupying space in the passengers lounge in the terminal building. He pointed out that all the buildings on the R.A.F. side were overcrowded and it was therefore impossible to give them rooms anywhere in the site.



L.E. JARMAN, G/C,  
S.S.O.

2nd December, 1946.

Copy for AFSC / 29 / 6 / air

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27<sup>A</sup>LOOSE MINUTE

To : DIRECTOR.

Ref. M.13. I discussed Enclosures 26A and B with the Deputy Commander A.T.C. Ciampino, Lt. Col. BIRDSALL, on Tuesday 3rd December, 1946.

In Enclosure 26B the Italian Public Safety Division make specific requests which can also in part be granted on the American side of the airfield.

- (1) The A.T.C. Authorities agree with the C.C., R.A.F. in the matter of space available for guard quarters. No building or part of a building is available at this time but there is ground space available for the erection of adequate quarters. T.W.A. plans to enlarge the terminal building in the near future and are including in their plans, offices for customs officials.
- (2) Lt. Col. Birdsall stated there was no objection to enlarging the number of security police on the airfield. He suggested the Custom people place a guard on the main gate to check papers. An American guard is already located at this gate.
- (3) The A.T.C. Command is ready to give as much aid as possible to establish an efficient Customs Service at Ciampino.
- (4) The telephone situation is a responsibility of the Ministry of the Interior and not of the Allied Authorities, Col. Birdsall stated.
- (5) It is believed that if the civilian airline companies were briefed on the situation existing at Ciampino, it might aid the Customs people in carrying out a more efficient check of passengers.

AT Weiss  
A. T. WEISS, LT. A.C.  
ORG. II.

Copy for AFSC/37/6/air

4374

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

26<sup>A</sup>

AG/AL374/PS

25 November 1946.

SUBJECT : Police Control at Airports.

TO : A.F.M.C., G-5.

26<sup>B</sup>

1. The attached (copy) letter from the Ministry of Interior is forwarded for your information and any possible action.
2. The Ciampino Airport, Rome is operated in two sections. One part under the control of 1449 American Air Force, American Base Unit A.T.C. whilst the other is under the control of the R.A.F. station Ciampino. By arrangements with the service authorities civil air lines also operate from the airport.
3. It will be appreciated that in view of the increased volume of civilian traffic now passing through the airport, it is essential that the Police control over persons entering the country is efficient and for this to be brought about it is necessary for reasonable facilities to be granted to them.

FOR THE CHIEF COMMISSIONER

E.J. BYR Colonel  
Director.

Copies to : A.F.M.C., G-2 for information.

EJB/AG

4372  
26A

MINISTRY OF THE INTERIOR  
PS General Direction

F.500/61353/3-25

18 November 46.

SUBJECT : Ciampino Air-Port, Frontier Service.

TO : Public Safety Division.

The frontier police service at the Ciampino Air-port, where many civilian and military planes transit daily with foreigners and Italians on board, either arriving or leaving Italy, is being carried out under such conditions as not to permit the necessary security.

The Ciampino Air-port, used also by civilian companies, but still subject to the jurisdiction of the Allied Military Authorities is divided into two sections, American and British. In both, the Italian police personnel in charge of the control of persons in transit, fulfill such task under absolutely inadequate conditions, considering the reservedness and delicateness of such service.

The P.S. Office has no premises of its own. Therefore it is not possible to adequately settle the bureaucratic services, because there is no where, where files can be kept, a typist can type, where a phone may be installed, where the secret documents of the office can be held in custody. The director of the office has not a room at his complete disposition and therefore must fulfill his functions by roving about the field and waiting rooms. Consequently he can neither stay at the air-port until necessary nor receive passengers in case of any contraventions on their entry or exit from the national territory.

The agents in charge of the control of passports in the American section fulfill their duty in a corner of the Information and Ticket-Office, behind a counter also occupied by American military personnel. Those in charge of the same control in the British section are in a corner of the waiting-room, seated behind two odd tables. Consequently the location of the control services does not give any guarantee on the fact that passengers leave and arrive without having their documents checked. On this subject I wish to call the attention of your commission on a recent serious episode:

During the afternoon of the 2nd inst. at about 16.00 hrs, a French plane of the Socotra Coy. arrived in the British section, from Tripoli, having on board 10 passengers and 6 of the crew. Of the 10 passengers, 3 regularly went to the agents in charge of the passport control; the other 7, as soon as the plane landed, got onto a jeep driven by a soldier and arbitrarily left the camp. It is to be added that 2 Police agents were on the spot, checking the passports of the passengers who had previously arrived by another plane. Of those who eluded the check, only their surnames are known, and i.e. - Fresco, Bassan, Pabib, De Pretis, Ferrari, Benecori, Lanzaroni. It appears that Ferrari later went to the Consulate of Rome to regularise his position.

Such incidents are mainly possible with the arrival of French planes, for the following reasons:

- a. French planes do not effect regular services and therefore are not expected.
- b. consequently, their arrival could also take place when the traffic offices are closed, because arrivals and departures of British planes are not foreseen, and when the traffic are closed, the police agents must leave the air-port, as they have no other premises where to stay.

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Apart from this, the fact is that the travellers are not obliged, upon arrival and departure, to pass in front of the agents in charge of the control, thus, practically speaking, the control is effected only if the travellers and company agents wish it.

The distance between the installations of the American and British sections is noticeable (about 3 kms); on the other hand, for obvious service exigencies, it is necessary that the personnel of both, be in contact with each other. Actually, the phone communications between the two sections are very difficult, for the personnel of the Italian police.

To eliminate the a/m inconveniences and to be able to put forward the views for an efficacious frontier police service, it would be necessary, according to this Ministry:

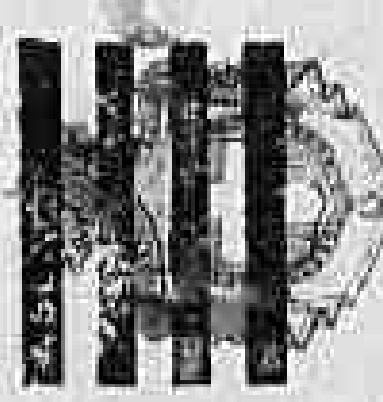
- a. to put at the disposition of the P.S. office, within the Air-port, premises for 15-20 guards.
- b. to grant, in both sections, to the director of the P.S. Office, a room to be used as an office, both for staying purposes, for the custody of documents and files and to receive the public.
- c. to modify the location and actual riggings of the control posts, so that the police agents may at least use their own benches and easily control those leaving and entering the camp.
- d. to allow the police agents to assist, with the employees of the companies, in the entry and exit of travellers.
- e. to render a direct phone connection possible, between the Italian police services of the American section and those of the British.

The air traffic at the Ciampino Air-port, has noticeably developed. The following companies are in the American section: The TWA, to which the Spanish Coy. I.A.L., the Swiss Coy. Svissair and a Swedish Coy. are attached; the European Air Transport Service; The Air Transport Command. Russian planes arriving occasionally from Moscow; a Panamerican coy. which has recently instituted a direct service with Venezuela. Then the following are in the British Section; The R.A.F., the British European Airways, the Little East Airlines Company; the Dutch Coys K.G.A.T. and S.K.Y.M.; the G.M.M.T.A.; now at the same section many planes arrive which previously used to land at Ponigliano d'Arco. The number itself of the companies interested shows the intensity and importance of the traffic. In fact, not considering the travellers on transit, those who, though waiting at the air-port, have not left it, the movement of passengers during the month of October is as follows:

| <u>American Section</u>             |   |      |
|-------------------------------------|---|------|
| Total number of passengers on entry | 7 | 1007 |
| Total number of passengers on exit  | - | 856  |
| Total Movement                      | - | 1863 |
| <u>British Section</u>              |   |      |
| Total number of passengers on entry | - | 697  |
| Total number of passengers on exit  | - | 865  |
| Total Movement                      | - | 1562 |

Naturally, the a/m data refer only to controlled passengers; **4371** the possibilities of eluding these controls are such, that a percentage of un-controlled passengers is also to be presumed. It is to be added moreover, that the traffic tends to increase.

Thus it is absolutely necessary to avoid that the Ciampino Air-port, just a few kms from Rome, continues to be a handy landing for those who are anxious not to be noticed entering Italy and who have available means. And since the a/m Air-port is still under the jurisdiction of the Allied Mil. organs, I heartily ask your commission to do whatever in your power to see that the provisions, determined with the intention of assuring an efficacious frontier service at Ciampino, are rapidly put into action.



B.

Ministero dell'Interno

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZA

Roma, 18 Novembre 1946

Off. 112

ALLA COMMISSIONE ALLEATA  
Sottocommissione per la P.S.

Divisione FF.TT. Sez. 2<sup>a</sup>  
Prot. N. 300/61858/3425

= R O M A =

Risposta al Foglio del  
Dir. Sez. 112

OGGETTO: Aeroporto di Ciampino - Servizio di frontiera.

Il servizio di polizia di frontiera, nell'aeroporto di Ciampino, in cui transitano giornalmente numerosi aerei civili e militari, recanti a bordo stranieri e italiani, che in Italia si recano o dall'Italia partono, si svolge in condizioni tali da non presentare le necessarie garanzie.

L'aeroporto di Ciampino, usato anche da compagnie civili, ma ancora soggetto alla giurisdizione delle autorità militari alleate, è diviso in due sezioni, quella americana e quella inglese. Nell'una e nell'altra, il personale della polizia italiana addetto al controllo delle persone in transito, adempie a tale compito operando in condizioni di assoluto disagio in relazione alla riservatezza e alla delicatezza che sono peculiari a tale controllo.

L'Ufficio di P.S. non ha locali propri. Non è possibile quindi, sistemare adeguatamente i servizi burocratici, perchè non vi è un ambiente dove possa essere ordinata l'attività.

Il servizio di polizia di frontiera, nell'aeroporto di Ciampino, in cui transitano giornalmente numerosi aerei civili e militari, recanti a bordo stranieri e italiani, che in Italia si recano o dall'Italia partono, si svolge in condizioni tali da non presentare le necessarie garanzie.

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L'Ufficio di P.S. non ha locali propri. Non è possibile ~~di~~ <sup>per</sup> quindi, sistemare adeguatamente i servizi burocratici, perchè non vi è un ambiente dove possa essere ordinato l'archivio, dove un datilografo possa scrivere, dove un telefono possa essere installato, dove possano essere custoditi i documenti segreti di cui l'Ufficio deve essere in possesso. Il funzionario che dirige l'Ufficio non ha un locale a sua esclusiva disposizione e quindi deve adempiere alle sue funzioni errando per il campo e per le sale d'aspetto. Di conseguenza, egli non può nè trattenersi nell'aeroporto quanto necessario, nè ricevere i viaggiatori in caso di contestazioni circa l'ingresso o l'uscita dal territorio nazionale.

- 2 -

Gli agenti addetti al controllo dei passaporti nella sezione americana adempiono al loro compito in un angolo della sala biglietteria e informazioni, dietro un banco occupato anche da militari americani. Quelli addetti al medesimo controllo nella sezione inglese stanno in un angolo della sala d'aspetto, seduti davanti due tavolini di fortuna. Consegue che l'ubicazione dei servizi di controllo non dà garanzia alcuna circa il fatto che nessun passeggero parta o arrivi senza che i suoi documenti siano esaminati. Al riguardo si cita un episodio recente, sulla cui gravità non si può non richiamare l'attenzione di codesta Cn. Commissione.

Nel pomeriggio del 2 corrente, verso le ore 16, giunse alla sezione inglese, proveniente da Tripoli, un aereo francese della compagnia Socotra, con a bordo 10 passeggeri e 6 persone d'equipaggio. Dei dieci passeggeri, tre si presentarono regolarmente agli agenti addetti al controllo dei passaporti; gli altri sette, non appena scesi dall'apparecchio, montarono su una jeep guidata da un militare e si allontanarono arbitrariamente dal campo. Si aggirano che sul posto erano presenti due agenti di polizia, i quali controllavano i passaporti di passeggeri giunti in precedenza con un altro apparecchio. Di coloro che elusero il controllo si conoscono soltanto i cognomi, che qui si ripetono: Fresco, Hassan, Habib, De Petris, Ferrari, Benzecri, Manzaroni. Il Ferrari consta essersi successivamente presentato alla Questura di Roma per regolarizzare la sua posizione.

Incidenti del genere sono specialmente possibili in occasione dell'arrivo di aerei francesi, per le seguenti ragioni:

la sezione inglese, proveniente da [redacted] la compagnia Socotra, con a bordo 10 passeggeri e 6 persone d'equipaggio. Dei dieci passeggeri, tre si presentarono regolarmente agli agenti addetti al controllo dei passaporti; gli altri sette, non appena scesi dall'apparecchio, montarono su una jeep guidata da un militare e si allontanarono arbitrariamente dal campo. Si agguinge che sul posto erano presenti due agenti di polizia, i quali controllavano i passaporti di passeggeri giunti in precedenza con un altro apparecchio. Di coloro che elusero il controllo si conoscono soltanto i cognomi, che qui si ripetono: Fresco, Hassan, Habib, De Petris, Ferrari, Benzecri, Manzaroni. Il Ferrari constata essersi successivamente presentato alla Questura di Roma per regolarizzare la sua posizione.

Incidenti del genere sono specialmente possibili in occasione dell'arrivo di aerei francesi, per le seguenti ragioni:

-) gli aerei francesi non effettuano servizi regolari e quindi non sono attesi;

-) di conseguenza, il loro arrivo può verificarsi anche quando gli uffici del traffico sono chiusi, perchè non sono previste partenze o arrivi di aerei inglesi: e quando gli uffici del traffico sono chiusi, gli agenti di polizia devono allontanarsi dall'aeroporto, perchè non hanno altri locali dove trattenersi.

A parte ciò, sta di fatto che i viaggiatori non sono costretti, all'arrivo e alla partenza, a passare davanti agli agenti addetti al controllo, di modo che, praticamente, il controllo si effettua soltanto se viaggiatori e agenti delle compagnie lo desiderano.

- 3 -

derano.

La distanza fra gli impianti della sezione americana e quelli della sezione inglese è notevole (circa 3 Km): d'altra parte, per ovvie esigenze di servizio, è necessario che il personale dell'una stia a contatto con quello dell'altra. In atto, le comunicazioni telefoniche fra l'una e l'altra sezione sono praticamente molto difficili, per il personale della polizia italiana.

Per eliminare gli inconvenienti sopra descritti e per poter porre le premesse per un efficace servizio di polizia di frontiera, sarebbe necessario, ad avviso di questo Ministero:

-) mettere a disposizione dell'Ufficio di P.S., nell'ambito dell'aeroporto, locali per l'accasermamento di 15-20 guardie;

-) concedere, in ambedue le sezioni, al dirigente l'Ufficio di P.S. un locale chiuso da adibire ad ufficio, sia per potervisi trattene, sia per custodirvi gli atti e i documenti d'ufficio, sia per ricevere il pubblico;

-) modificare l'ubicazione e l'attrezzatura attuale dei posti di controllo, di modo che gli agenti di polizia possano almeno usufruire di banchi propri a controllare facilmente chi entra ed esce dal campo;

-) permettere agli agenti di polizia di assistere all'entrata e all'uscita dei viaggiatori dagli aerei, insieme con gli impiegati delle compagnie;

-) rendere possibile un collegamento telefonico diretto fra i servizi di polizia italiana della sezione americana e quelli della sezione inglese.

Il traffico aereo, nell'aeroporto di Ciampino, ha preso uno sviluppo notevole. Fanno capo alla sezione americana le seguenti compagnie: la Transport World Airlines, cui sono collegate la compagnia spagnola I.A.L., la compagnia svizzera Svissair e una

la compagnia Air Transport Service; la Tran-

0 5 5 8

P.S. un locale chiuso da adibire ad ufficio, sia tenere, sia per custodirvi gli atti e i documenti d'ufficio, sia per ricevere il pubblico;

-) modificare l'ubicazione e l'attrezzatura attuale dei posti di controllo, di modo che gli agenti di polizia possano almeno usufruire di banchi propri e controllare facilmente chi entra ed esce dal campo;

-) permettere agli agenti di polizia di assistere all'entrata e all'uscita dei viaggiatori dagli aerei, insieme con gli impiegati delle compagnie;

-) rendere possibile un collegamento telefonico diretto fra i servizi di polizia italiana della sezione americana e quelli della sezione inglese.

Il traffico aereo, nell'aeroporto di Ciampino, ha preso uno sviluppo notevole. Fanno capo alla sezione americana le seguenti compagnie: la Transport World Airlines, cui sono collegate la compagnia spagnola I.A.I., la compagnia svizzera Svissair e una compagnia svedese; la European Air Transport Service; la <sup>4368</sup> Transsport Command; apparecchi sovietici provenienti saltuariamente da Mosca; una compagnia panamericana che recentemente ha istituito un servizio diretto col Venezuela. Alla sezione inglese, poi, fanno capo: i servizi gestiti dalle Royal Air Forces; la British European Airways; la Lissle East Airlines Company; le compagnie olandesi N.G.A.T. e S.K.Y.M.; la G.M.M.T.A.; alla stessa sezione affluiscono anche, ora, molti apparecchi che prima facevano scalo a Foggia. Il numero stesso delle compagnie interessate di-

./.

mostra l'intensità e l'importanza del traffico. Non tenendo conto, infatti, dei viaggiatori di transito, di coloro, cioè, che pur effettuando una sosta nell'aeroporto, non sono usciti dall'ambito aeroportuale, il movimento viaggiatori durante lo scorso mese di ottobre è riassunto nel seguente prospetto:

| <u>SEZIONE AMERICANA</u>      |            |
|-------------------------------|------------|
| Totale viaggiatori in entrata | 1007       |
| Totale viaggiatori in uscita  | <u>856</u> |
| Movimento complessivo         | 1863       |
| <u>SEZIONE INGLESE</u>        |            |
| Totale viaggiatori in entrata | 697        |
| Totale viaggiatori in uscita  | <u>663</u> |
| Movimento complessivo         | 1360       |

I dati di cui sopra si riferiscono naturalmente ai soli viaggiatori controllati; ma le possibilità di eludere i controlli sono tali, che è anche da presumere una percentuale di viaggiatori non controllati. Si aggiunge, inoltre, che il traffico tende ad aumentare.

Da ciò deriva la necessità assoluta di impedire che l'aeroporto di Ciampino, situato a pochi chilometri dalla capitale, continui ad essere un comodo approdo per chi abbia interesse a non essere notato nell'ingresso in Italia e abbia disponibilità di mezzi. E poiché l'aeroporto suddetto è tuttora sotto la giurisdizione degli organi militari alleati, si prega vivamente codesta On. Commissione di voler fare quanto è in suo potere perchè i provvedimenti auspicati nell'intento di assicurare a Ciampino un efficace servizio di frontiera abbiano rapida attuazione.

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4367

Pel MINISTRO

*Summary*

25<sup>P</sup>

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

AC/14374/PS

19 November 1946.

SUBJECT: Passport control services at the Cocua Pass

TO : Allied Forces Headquarters,  
G-5 Section.

The attached (copy) letter is forwarded for  
your information and such action as may be deemed  
appropriate.

24<sup>A</sup>

FOR THE CHIEF COMMISSIONER:

E. J. BYE, Colonel  
Director

EJB/rlk

4364

1 encl. Min; of Interior letter N.300/32384.3.35,  
dated the 8th November 1946.

785016

MINISTRY OF THE INTERIOR  
PS General Direction.

N. 300/32324.3.35

1 8 NOV 1946  
 14374

8 November 46.

SUBJECT : Passport control services at the Coccau pass.  
 TO : Public Safety S/C A.C.

For information the following cable concerning the infraction of the ruling laws on the frontier control by English Military is transcribed herewith:

"At 11.30 hrs of the 13th inst. the Allied military vehicle G.M.C. 5628553 with two English officers and the English citizen Mrs. I.C. Smith, who was in possession of a British passport without the regular Italian diplomatic visa, crossed the Coccau pass, coming from Austria and going to Udine.

Having pointed out that to enter Italy the a/n visa was necessary and that the subject could not proceed for Udine, one of the two officers exclaimed: "Its time to end this game", ordering the driver to proceed towards Udine and withdrawing by force the passport which had been handed to the control personnel.

The a/n officer, from the P.C.S. Command, was later identified as the English Major "Edna Battery 96383.9/13."

For the Minister  
 /s/ Ferrari.

4364

Translation ac/

0563

785016



S.

Roma, 8 Novembre 1946  
Veed 15/11/46.

Ministero dell'Interno

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZA

Direzione FF. e TT. L. 2°  
Prot. N. 300/32384 Allegato  
3.35.

All'On.le COMMISSIONE ALLEATA  
Sottocommissione per la P.S.  
(All'attenzione personale del  
Signor Colonnello Bye)

= R O M A

Risposta al Foglio del  
Gi. L. 2°

OGGETTO Servizio di controllo passaporti al valico di Coccau.

Per opportuna notizia si ha il pregio di trascrivere la seguente segnalazione, relativa ad infrazione alle norme vigenti per il controllo di frontiera, da parte di militari inglesi:

"Alle ore 11,30, del 13 u.s., è transitata dal valico di Coccau, proveniente dall'Austria, diretta a Udine, la macchina militare alleata G.M.G. 5628553 con a bordo 2 Ufficiali inglesi e la cittadina inglese Mrs. L.G. SMITH, la quale era in possesso di un passaporto inglese senza il regolare visto diplomatico italiano.

Fatto osservare che per entrare in Italia era necessario il visto anzidetto e che la suddetta non poteva proseguire per Udine, uno dei due ufficiali esclamando: "E' ora di finirla con questo gioco" ordinava all'autista di continuare la marcia verso Udine, e ritirava con la forza il passaporto consegnato al personale di controllo.

Per opportuna notizia si ha il pregio di trasmettere la seguente segnalazione, relativa ad infrazione alle norme vigenti per il controllo di frontiera, da parte di militari inglesi:

"Alle ore 11,30, del 13 u.s., è transitata dal valico di Coccau, proveniente dall'Austria, diretta a Udine, la macchina militare alleata G.M.G. 5628553 con a bordo 2 Ufficiali inglesi e la cittadina inglese Mrs. L.G. SMITH, la quale era in possesso di un passaporto inglese senza il regolare visto diplomatico italiano.

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Il predetto Ufficiale, dal Comando F.C.S., veniva in seguito identificato per il maggiore inglese 96383.9/13 Medium Battery.

pel MINISTRO



PPS  
PPS Security

FX 73256

H/7955

161642A NOV

NOV 171045

23<sup>A</sup>

ROUTINE

AFHQ SIGNED SACMED CITE FHGEG

GHQ CMF INFO AMG UDINE ALCOM ROME

18 NOV 1946  
14374

|       |
|-------|
| 18/11 |
| 600   |

RESTRICTED

Subject is border control, Tarvisio.

Para 1. As stated in this Headquarters directives AG 371 point 2 GNI - Q dated 22 March 46 and 16 September 46, the Italian Government is now responsible for frontier control and it is considered that Italian frontier guards are quite within their rights in stopping all trains and road transport carrying civilian passengers EG officers wives, for the inspection of passports and Visas, although it is agreed that they are not entitled to board British military trains which contain military personnel only.

Para 2. It is further considered that in view of the continual pressure by this Headquarters on the Italian Authorities to tighten their frontier control and so prevent the admittance of undesirables, every possible help should be given to the frontier guards to enable them to carry out their duties. ReurQM/3071 dated 9 November 46 and this Headquarters FX - 73163 dated 11 November and PC/MIL/Nov of AMG Udine dated 12 November 46.

Para 3. It is suggested that unnecessary delay and misunderstanding may be avoided in future if conducting officers of families trains are in possession of a nominal roll and the passports of all passengers for frontier guards inspection. Suggest this arrangement made locally by agreement between Q Bracket Mov Bracket, FSS, AMG and Italian frontier.

NOV 17 1946

OVER

785016

NOV 17 1946

ROUTINE

AC DIST

INFO ACTION : EX COMMISSIONER 2

INFO : CHIEF COMMISSIONER

SECURITY

FLOAT

FILE

NOV 17 1946



NOV 17 1946

Page 1. As stated in this Headquarters directive AG 321 dated 2 AMI - 9 dated 22 March 46 and 18 September 46, the Italian Government is now responsible for frontier control and it is considered that Italian frontier guards are quite able to stop all troops and road transport carrying civilian passengers as officers, when, for the inspection of passports and visas, although it is agreed that they are not entitled to board British military trains which convey military personnel only.

Page 2. It is further considered that in view of the continual pressure by this Headquarters on the Italian authorities to lighten their frontier control and to prevent the admission of undesirable, early-pass-alike help should be given to the frontier guards to enable them to carry out their duties. Item 207 dated 2 November 46 and this Headquarters AG - 321 dated 11 November 46 and AG 321 dated 12 November 46.

Page 3. It is suggested that unnecessary delay and misunderstanding may be avoided in future if conducting officers of loaded trains are in possession of a nominal roll and the passports of all passengers for frontier guard inspection. Suggest this arrangement made locally by agreement between 9 Bracket Mob Rocket, 722, 4th and Italian Frontier.

OVER

NOV 17 1946

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

AC/14374/PS

15 November 1946

SUBJECT: Proposed Visit of a PS Insps. General  
to Udine.

TO : Ministry of Interior,  
Director General of P.S.

1. Reference is made to your letter 300/58624-4 of 7th. November 1946 regarding the proposed visit of Inspector General Dott. Barletto to Udine.

2. The Allied Military Government in Udine will raise no objection to the visit and it is requested that the Inspector General reports on arrival to Major A.G.P. Way, Senior Civil Affairs Police Officer to discuss the proposals. For your information it is pointed out that the Policing of the line between Zone A and Udine is, at present, an Allied Military responsibility.

FOR THE CHIEF COMMISSIONER:

  
E. J. BYE, Colonel  
Director

436<sup>22</sup>

EJB/rlk

Copy to P.C. Udine,  
(attn. S.P.S.O.) with encl.

785016

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

AG/14374/PS

15 November 1946

SUBJECT: Proposed visit of Insps. Gen. of P.S.  
to Uding.

TO : P.C. Uding,  
(Attn. S.P.S.O.)

1. In confirmation of the conversation Col. Bye  
- Maj. Way, the attached copies of letters are forwarded  
for your information.

BY COMMAND OF REAR ADMIRAL STONE:

*EJB*  
E. J. BYE, Colonel  
Director

EJB/rlk

2 encls.

4364

INCOMING MESS GE  
HEADQUARTERS ALLIED COMMISSION

*Popky*  
*20*

Originator's Reference: PG/MIL/

Message Centre No: H/7848

Date /Time of Origin: 121800 NOV

Date Time Rec'd: NOV 14 1030

Precedence: ROUTINE

FROM: AMG UDINE PROVINCE

TO :

AFHQ INFO GHQ CEF ALCOM CAO TARVISIO

RESTRICTED

RESTRICTED

REF FX 73163 DATED 11 NOV. BOARDING OF TRAINS MENTIONED HAS BEEN CARRIED OUT BY ITALIAN RAILWAY POLICE AT TARVISIO RAILWAY STATION ON INSTRUCTIONS FROM 62 FSS VILLACH. SGT. LADDOCK 62 FSS RESPONSIBLE FOR FRONTIER RAILWAY CONTROL HAS COMPLAINED THAT ITALIAN RAILWAY POLICE HAVE BEEN REFUSED PERMISSION TO BOARD TRAINS. ALL FURTHER INFORMATION SOONEST. SUGGEST 62 FSS BE GIVEN CLEAR INSTRUCTIONS AS UNDERSTAND THEY CONSIDER CHECK AGAINST IMMIGRANTS AND CONTRABAND ESSENTIAL ON ALL TRAINS.

INFO - ACTION

AC DIST

INFO ACTION : P SAFETY

INFO : CHIEF COMMISSIONER

EX COMMISSIONER

FILE

FLOAT

RESTRICTED

REF FX 73163 DATED 11 NOV. BOARDING OF TRAINS MENTIONED HAS BEEN CARRIED OUT BY ITALIAN RAILWAY POLICE AT TARVISIO RAILWAY STATION ON INSTRUCTIONS FROM 62 FSS VILLACH. SGT. MADDOCK 62 FSS RESPONSIBLE FOR FRONTIER RAILWAY CONTROL HAS COMPLAINED THAT ITALIAN RAILWAY POLICE HAVE BEEN REFUSED PERMISSION TO BOARD TRAINS. ALL FURTHER INFORMATION SOONEST. SUGGEST 62 FSS BE GIVEN CLEAR INSTRUCTIONS AS UNDERSTAND THEY CONSIDER CHECK AGAINST IMMIGRANTS AND CONTRABAND ESSENTIAL ON ALL TRAINS.

AC DIST

INFO ACTION : P SAFETY

INFO : CHIEF COMMISSIONER

EX COMMISSIONER

FILE

FLOAT

INFO - ACTION

RESTRICTED

NOV 14 1946

# INCOMING MESSAGE

## HEADQUARTERS ALLIED COMMISSION

Originator's Reference: **FX 73XB**

Date/Time of Origin: **NOV 111534A**

Message Centre No: **E/7805**

Date Time Rec'd: **NOV 121000**

Precedence: **ROUTINE**

FROM: **AFHQ SIGNED SACMED OITE FHGEG**

TO: **AMG UDINE, INFO: ALCOM ROME GHQ CMF FOR Q (MOV)**

### RESTRICTED

RESTRICTED:

1. Following is text of Q (Mov) GHQ CMF signal OM/3071 addressed this Headquarters.  
" Subject is British Military trains Italy-Austria.
2. Italian frontier guards at Tarvisio are boarding British Military troop trains for checking purposes.
3. Families train has been stopped on 2 occasions for an hour and guards have demanded individual passports.
4. Request immediate action be taken to ensure that British Military trains (including families trains) are not stopped or boarded by frontier guards at Tarvisio "
5. Allied Policy has been to impress on Italian Government their responsibility for controlling their own frontier with particular reference to admittance of undesirable aliens contrary to Allied interests. Important therefore that every reasonable ~~facility~~ facility should be given to frontier control officials in execution of their duty.
6. There appears however to be no reason for measures described in para 1. You will therefore take steps in consultation with local Italian frontier control authorities and GHQ CMF to have unreasonable restrictions on passage of allied military traffic ~~removed~~ removed without delay. Considered that there is no justification for checking of troop trains which are not carrying civilian passengers or cargo or for demanding individual passports from passengers in families trains.
7. GHQ CMF will no doubt be in position to give assurances that military trains are checked to ensure that they do not contain immigrants or contraband.

AC DIST : INFO ACTION : P SAFETY 2 INFO : CHIEF CMR EX CMR FILE FLOAT

INFO - ACTION

NOV 12 1946

# INCOMING MESS. GE

## HEADQUARTERS ALLIED COMMISSION

Ex Comm

Originator's Reference: *QM/3071*Date/Time of Origin: *091230A NOV*12 NOV 1946  
14374Message Centre No: *H/7778*Date Time Rec'd: *NOV 110915*Precedence: *ROUTINE*FROM: *AFHQ FOR G5 (MOV) GHQ CMF*TO : *ALCOM ROME NOV LIAISON ROME 1 ARMD DIV NOV TRIESTE INFO BTA MOV*  
*VENICE*

RESTRICTED

RESTRICTED

*Subject is British Military trains Italy-Austria.*

- 1. Italian frontier guards at Torvisio are boarding British military troop trains for checking purposes.*
- 2. Families trains has been stopped on two occasions for an hours and guards have demanded individual passports.*
- 3. Request immediate action be taken to ensure that British Military trains (incl families trains) are not stopped or boarded by frontier guards at Torvisio.*

AC DISTACTION : ~~CHIEF COMMISSIONER~~ *PUBLIC SAFETY*INFO : CHIEF COMMISSIONER  
Exec. Commissioner  
FLOAT

FILE

NOV 11 1946

RESTRICTED

ACTION

Translation by M.A.

17<sup>B</sup>

MINISTRY OF INTERIOR  
P.S. General Direction

Frontier Police Division

12 NOV 1946

14374

WJ

Rome, 7/11/46

Nr. 300/58624-4

To : ALLIED COMMISSION  
P.S. Sub Commission

R O K E

SUBJECT : Line of demarcation between the A Zone of Venezia Giulia and the UDINE Province. Plan for the execution of the controls.

Several complaints were received here from various sources in connection with the insufficiency of the controls practised by the Italian Police on people crossing the line which separates the A zone of Venezia Giulia from the National territory.

In fact, we must admit that, for several reasons, the control in question is presently inefficient, and consequently the stroke between Tarvisio and the sea offers practically a passage to all the undesirable elements who want to entry into Italy.

Your Commission is well informed about the dangers and inconveniences caused by such uncontrolled influx of persons, as well as about the activity developed by our Administration in order to improve the situation.

Actually, this state of affairs gave serious worries to our Ministry. Therefore, we planned the constitution, along the a/m demarcation line and also before the line, of a system of Police Posts charged with the control on persons coming from and bound to Venezia Giulia.

But, in order to perfect the aforesaid plan in all its details, we need to send a General Inspector of P.S. to the spot to find out whether the said plan needs improvements or modifying. Furthermore, as the Inspector in question is going to develop activity in the UDINE Territory, which is under the jurisdiction of the A.M.G., we beg your Commission to communicate its agreement to the appointment to this aim of General Inspector Doc. Gesualdo BARIETTA. 4354

When the plan in question, after eventual remarks, will be definitely completed, we shall submit it to the approval of your Commission, as it is going to be applied in a territory administrated by the A.M.G.

For the Minister  
sgd/ FERRARI

Receiv. and Transl. 12/11/46 mb.

Mod. 839

*Ministero dell' Interno*

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA  
Divisione per la Polizia di Frontiera e dei Trasporti

--000--

Roma, li 7 Novembre 1946

N°300/58624-4

OGETTO: Linea di demarcazione fra la zona A della Venezia Giulia e la provincia di Udine. Piano per l'esecuzione dei controlli.

ALLA COMMISSIONE ALLEATA  
Sottocommissione per la P.S. ROMA

e, p.c. AL MINISTERO DEGLI ESPERI  
Commissione Confini ROMA

Più volte, e da più parti, è stata lamentata la insufficienza dei controlli della polizia italiana sulle persone che transitano a traverso la linea che separa la zona A della Venezia Giulia dal resto del territorio nazionale.

Non può, infatti, disconoscersi che il controllo in questione per molteplici ragioni è, in atto, inconsistente, onde il tratto che va da Tarvisio al mare rappresenta, praticamente, una breccia aperta a tutti gli indesiderabili che intendano recarsi nella penisola.

Sono noti a codesta on. Commissione gli inconvenienti e i pericoli cui tale indiscriminato afflusso di persone dà luogo; <sup>ed</sup> è nota l'opera di questa Amministrazione, volta ad arginare il fenomeno.

La situazione esistente lungo la linea di demarcazione suddetta **4359**  
ha fatto redigere al pro-

Più volte, e da più parti, è stata lamentata la insufficienza dei controlli della polizia italiana sulle persone che transitano a traverso la linea che separa la zona A della Venezia Giulia dal resto del territorio nazionale.

Non può, infatti, disconoscersi che il controllo in questione per molteplici ragioni è, in atto, inconsistente, onde il tratto che va da Tarvisio al mare rappresenta, praticamente, una breccia aperta a tutti gli indesiderabili che intendano recarsi nella penisola.

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La situazione esistente lungo la linea di demarcazione suddetta <sup>435°</sup> ha, quindi, preoccupato questo Ministero, che ha fatto redigere ai propri organi periferici un progetto per la costituzione, lungo la linea medesima, e in territorio di qua dalla linea stessa, di una rete di posti di polizia, a cui affidare il controllo delle persone transitanti da e per la Venezia Giulia.

///.

Perchè tale progetto possa venire perfezionato nei suoi particolari e assumere quindi veste definitiva, è necessario che un ispettore generale di p.s. si rechi sul posto, per controllarne la effettiva rispondenza allo scopo e apportarvi, se del caso, le necessarie modifiche. E poi che il predetto ispettore dovrebbe esplicare la propria opera in territorio della provincia di Udine, soggetto quindi alla giurisdizione del Governo Militare Alleato, si prega codesta on. Commissione di voler dare il proprio gradimento all'invio, nella zona suddetta e per lo scopo accennato, dell'ispettore generale dr. Gesualdo Barletta.

Quando, a seguito delle eventuali osservazioni che saranno formulate, il progetto in questione avrà assunto fisionomia definitiva, esso sarà sottoposto - in quanto dovrà essere attuato in territorio soggetto alla giurisdizione dell'A.M.G. - al benestare di codesta on. Commissione.

PEL MINISTRO



HEADQUARTERS ARMED COMMISSION  
Public Safety Division  
APO 794

AG/14030/1/PS

5 November 1946

SUBJECT : Entry of Aliens into Italy.

TO : AFHQ, G-5 Section.

1. The attached (copy) letter is forwarded  
for your information and such action as may be  
deemed appropriate.

FOR THE CHIEF COMMISSIONER,

EJB/ag

S. J. BYE, Colonel  
Director.1 encl.

4354

MINISTRY OF THE INTERIOR  
P.S. Direction General.

14030/ae

15

M.300/50623/4

26 October 46.

SUBJECT : Clandestine entry into Italy of aliens  
aboard Allied vehicles.

TO : Public Safety S/C A.C.  
(Actn Col. Byo)

With reference to previous correspondence, concerning the infraction of ruling laws on the control of the frontier, by Allied military, we inform you that numerous aliens being stopped by the police, have stated having entered Italy clandestinely on board of Allied vehicles.

It appears moreover, that allied vehicles coming from the North, daily alight passengers at Salerno who have entered Italy clandestinely.

For the Minister  
/s/ Ferrari.

4350

Translation ac/

Mod. 840

M/

*Ministero dell'Interno*  
DIREZIONE GENERALE DELLA P.S.  
Divisione Polizia Frontiera e Trasporti

--ooOoo--

Prot. n° 300/58623/4

Roma, 11 26 ottobre 1946

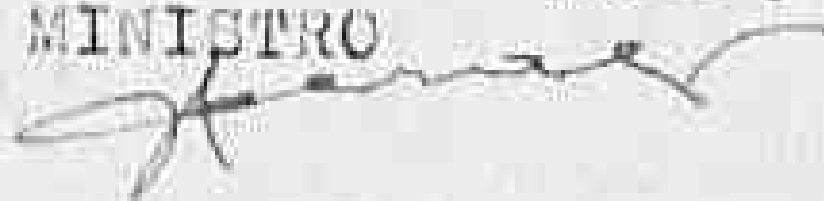
OGGETTO: Ingresso clandestino in Italia di stranieri  
a bordo di automezzi alleati.-

All'On.le  
COMMISSIONE ALLEATA  
Sottocommissione per la P.S.  
(all'attenzione personale  
del Colonnello BYE)

R O M A

Con riferimento a precorsa corrispondenza, re-  
lativa ad infrazioni alle norme vigenti per il  
controllo di frontiera, da parte di militari al  
leati, si ha il pregio di comunicare, per ulterio  
re opportuna notizia, che numerosi stranieri fer  
mati per misure di polizia, hanno dichiarato di  
essere entrati clandestinamente in Italia a bor  
do di automezzi alleati.

Risulta inoltre, che automezzi alleati, prove  
nienti dal Nord, giornalmente scaricano a Salor  
no viaggiatori entrati clandestinamente in Italia.

435-  
PEL MINISTRO

h

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

42  
14<sup>A</sup>

AC/14030/1/PS

31 October 1946

SUBJECT : Check Posts at Western Boundary  
of Venezia Giulia.

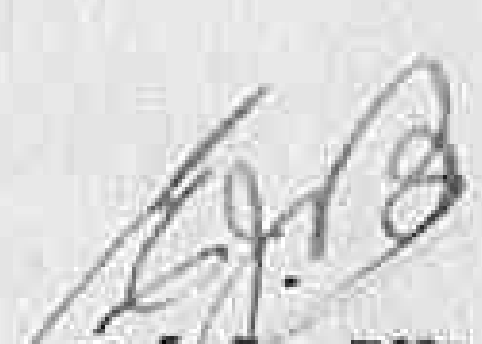
TO : Ministry of Foreign Affairs.

1. Reference is made to the Memorandum FA/SA dated 26th October from the Ministry of Foreign Affairs.
2. The matter has been referred to the appropriate authority and the result of the enquiry will be communicated to the Ministry in due course.

12<sup>A</sup>

FOR THE CHIEF COMMISSIONER,

EJB/ae

  
E. J. DYE, Colonel  
Director.

435<sup>A</sup>

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

13<sup>12</sup>

AC/14030/1/PS

31 October 1946

SUBJECT : Check Posts at Venezia  
Giulia - Udine Boundary.

TO : AFHQ, G-5 Section.

12<sup>A</sup>

1. A memorandum has been received from the Ministry of Foreign Affairs (a copy of which is attached) complaining that in many instances, Allied military vehicles, carrying civilians have not stopped at the check posts at the Venezia Giulia - Udine boundary, when signalled to do so by the Italian personnel on duty at the check posts.

2. May appropriate action be taken please and the result communicated to this Commission to enable a reply to sent to the Ministry of Foreign Affairs.

FOR THE CHIEF COMMISSIONER,

BJB/ae

*E. J. Dye*  
E. J. DYE, Colonel  
Director.

1 encl.

(N. 6/3302/1286 dated 29.10.46).

4354

Ministero degli Affari Esteri

Fa/Sa

MEMORANDUM FOR THE ALLIED COMMISSION

Reports received from the various Italian units in charge of control on the road check posts along the Western boundary of Venezia Giulia point out that, during the period of 30 days from September 15th to October 15th, 1946, a total of 851 Allied military vehicles have crossed the line, in both senses, without any control being possible on the identity of the civilians they were carrying on board.

In nearly all cases, military vehicles carrying civilians have crossed the road blocks at high speed, in order to prevent their serial numbers being identified.

Nonetheless the following precise facts could be established:

- 1) "Pieris" road check post: passed without control:
  - on October 10th, at 0,10 p.m. a military truck carrying 3 civilians and bearing serial n° 566522;
  - same day at 3,10 p.m. a small military truck serial number 5/8 A/14 carrying one civilian;
  - same day at 1 p.m. a British car carrying 5 civilians.
- 2) "Cave del Predil" road check post: passed without control:
  - on October 12th, at 2,30 p.m. two military trucks, serial n° 485645 and 4164100L carrying 3 civilians each;
  - same day at 3,00 p.m. a jeep serial n° 5.V. carrying 2 civilians.

It has moreover been reported that on September 21st, at 11,35 p.m., a jeep of the British Military Police, crossing the "nova" road check post at high speed and

*Public Safety Dept*  
12A

*Recd. 12/10*  
14030/1  
6/3302  
1286  
40

control being possible on the identity of the civilians they were carrying on board.

In nearly all cases, military vehicles carrying civilians have crossed the road blocks at high speed, in order to prevent their serial numbers being identified.

Nonetheless the following precise facts could be established:

- 1) "Pieris" road check post: passed without control:
  - on October 10th, at 0,10 p.m. a military truck carrying 3 civilians and bearing serial n° 566522;
  - same day at 3,10 p.m. a small military truck serial number 5/8 A/14 carrying one civilian;
  - same day at 1 p.m. a British car carrying 5 civilians.
- 2) "Cave del Predil" road check post: passed without control:
  - on October 12th, at 2,30 p.m. two military trucks, serial n° 485645 and 4164100L carrying 3 civilians each;
  - same day at 3,00 p.m. a jeep serial n° 5.V. carrying 2 civilians.

It has moreover been reported that on September 21st, at 11,35 p.m., a jeep of the British Military Police, crossing the ~~AVI~~ "nova" road check post at high speed and not slowing down despite signals made by the guards on duty, crushed against the central pole of the post. Three occupants were hurt.

The Ministry for Foreign Affairs would appreciate if the Allied Commission could bring the a/m facts to the notice of the proper Allied Authorities.



Rome, October 29th, 1946

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

file  
HHA  
11A

AG/14057/PS

23 October 1946

SUBJECT : Frontier Duties.

TO : AFHQ, G-5

14057A

1. The attached (copy) letter is forwarded for your information and such action as you may deem necessary.

2. May the result of any enquiry made be communicated to this Commission to enable a reply to be sent to the Ministry of Interior.

FOR THE CHIEF COMMISSIONER,

*E. J. Rye*  
E. J. RYE, Colonel  
Director.

SJB/ee

1 encl.

4340

Ministry of the Interior  
P.S. General Direction

N.300/53989.3.36.Bez.2

18 Oct 46.

SUBJECT : Transit from Tarvisio Railway Pass.

TO : Public Safety S/C A.C.  
(Attn Col. Eye).

On the 27th Sept. 46 at 10.40 hrs the Military train  
MIDDEC n.967 on which, women in civilian clothes were travelling,  
stopped at the railway station of Tarvisio coming from Austria.  
The P.S. Agents on duty were not able to effect any control,  
being avoided by the British R.T.O. military.

For your information.

For the Minister

/s/ illegible.

434'

Translation no/

URGENTE

Mod. 840

*Ministero dell'Interno*  
DIREZIONE GENERALE DELLA P.S.

Divisione Polizia Frontiera e Trasporti

---000---

21 OCT 1946

N. 300/53989.3.36.Sez.2^

Roma, li 18-10-1946

OGGETTO: Transito del valico ferroviario di  
Tarvisio.All'On.le COMMISSIONE ALLEATA  
Sottocommissione per la P.S.  
(All'attenzione personale del  
Colonnello Bye)R O M A

Il 27 settembre u.s., alle ore 10,40 é giunto  
allo scalo ferroviario di Tarvisio, proveniente  
dall'Austria, il treno militare MIDIEC n. 967, nel  
quale si trovavano donne in abiti civili. Gli  
Agenti di P.S. di servizio non hanno potuto ef-  
fettuare alcun controllo, perchè impediti dai mi-  
litari inglesi del R.T.C.

Si ha il pregio di comunicare quant'innanzi,  
per opportuna notizia.

pel MINISTRO

4340

MINISTRY OF THE INTERIOR  
P.S. Direction General

*file* <sup>27</sup> *WSA*  
*9A*

N.300/539893.36

22 October 1946.

*14057*

SUBJECT : Transits through the open passes within the  
Tarvisio zone.

TO : Public Safety S/C A.C.  
(Attn Col. Bye)  
Ministry of Foreign Affairs.

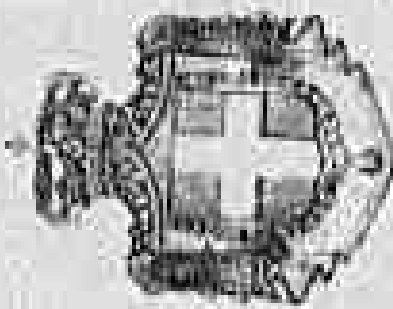
On the 1st inst. at 14.30 hours, an Allied military vehicle bearing PLYMOUTH, with aboard a man and a woman in civilian clothes, passed through the road pass of Coccau (Tarvisio).

The vehicle continued its course in spite of the summons made by the CC.RR. on duty there.  
Forwarded for your information.

For the Minister.

Translation ac/

P.



*Ministero dell'Interno*

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZA

URGENTE

Roma

22 Ottobre

1946

Recd 24/10.

All'On.le COMMISSIONE ALLEATA  
Sottocommissione per la P.S.  
(All'attenzione personale del  
Sig. Colonnello Eze) ROMA  
AL MINISTERO AFFARI ESTERI-D.I.E.  
ROMA

*Divisione FF. e TT. Sez. 2*  
*Ind. N. 300/53989 Allegati*  
*3.36*

*Risposta al foglio del*

OGGETTO Transiti dai valichi aperti nel settore di Tarvisio.  
---9000---

Il 1° corrente, alle ore 14,30 é transitata dal varco stradale di Coccau (Tarvisio), una macchina militare Alleata con la targa PLYMOUTH, sulla quale si trovavano un uomo ed una donna in abiti civili.

La macchina ha proseguito la corsa malgrado i segnali del Carabinieri di servizio.

Si ha il pregio di comunicare quant'innanzi per opportuna notizia.

PER MINISTRO

0 3 8 0

785016

Il 1° corrente, alle ore 14,30 é transitata dal varco stradale di Coccau (Tarvisio), una macchina militare Alleata con la targa PLYMOUTH, sulla quale si trovavano un uomo ed una donna in abiti civili.

La macchina ha proseguito la corsa malgrado i segnali del Carabiniere di servizio.

Si ha il pregio di comunicare quant'innanzi per opportuna notizia.

PEL M I N I S T R O

4344

*fine*

785016

HEADQUARTERS ALLIED COMMISSION  
Public Safety Sub-Commission  
APO 794

AO/14030/1/PS

12 October 1946

SUBJECT : Complaint re British Troops.

TO : AFHQ, G-5.

1. The attached (copy) letter which is self explanatory, is forwarded for your information and such action as you deem necessary.

FOR THE CHIEF COMMISSIONER,

EJB/ae

*EJB*  
E. J. EJB, Colonel  
Acting Director.

1 encl.

4344

785016

Translation by M.E.

URGENT!

MINISTRY OF INTERIOR  
P.S. General Direction  
FF.TT. Div. 2nd Sec.

Rome, 7/10/46

Nr. 300/539873-26

To : ALLIED COMMISSION  
P.S. Sub Commission  
(to the personal attention of Col. EYE)

SUBJECT : Control service at the TARVISIO Railway pass.

For due information, we beg to transcribe the following communication, concerning transgression of the rules in force for the frontier control by British soldiers :

" On the 22nd inst., the TARVISIO Border P.S. Agents CASULO, MAGISTERO and DEGAÑO, wanted to check the train Nr. 22, on which a lady wearing civilian clothes was travelling.

A British soldier of the R.T.O. forbade them to step into the train because, he said, a British General was travelling on it.

The train left that railway station at 11,18 hrs. bound to Austria. "

For the Minister

sgd/ FERRARI

Receiv. by Transl. and Translated 9/10/46

434

F.

URGENTE

Lamberto

Roma 7 Ottobre

1946

Recd 8/6

Ministero dell'Interno

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZADivisione FF. e TT. Sec. 2<sup>a</sup>Prot. N. 300/53987 Allegato  
3-26.All'On.le COMMISSIONE ALLEATA  
Sottocommissione per la P.S.  
(all'attenzione personale del Sig.  
Colonnello Bye)

ROMA

Riuscito al Toglio del  
CineOGGETTO Servizio di controllo al valico ferroviario di  
Tarvisio.

==000==

Per opportuna notizia, si ha il pregio di trascrivere la seguente segnalazione, relativa ad infrazione alle norme vigenti per il controllo di frontiera, da parte di militari inglesi:

" Il 22 u.s. gli agenti CASULO, MAGISTRO e DEGANO, dell'Ufficio di P.S. Confine di Tarvisio si sono portati, per controllo, al treno 22 su cui avevano scorto una signora in abito civile.

Un militare inglese della R.T.O. ha loro inibito l'accesso al convoglio perché= ha asserito= si trovava su di esso un generale britannico.

Il treno é uscito da quello scalo alle ore 11 e 18 minuti, diretto in Austria."

0 5 9 3

Per opportuna notizia, si ha il pregio di trascrivere la seguente segnalazione, relativa ad infrazione alle norme vigenti per il controllo di frontiera, da parte di militari inglesi:

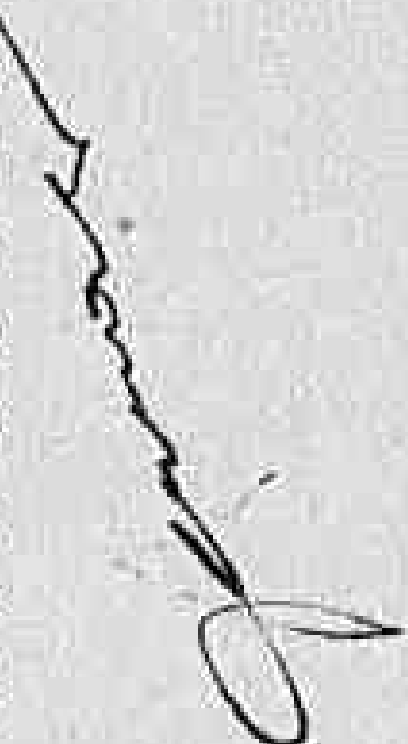
"Il 22 u.s. gli agenti CASULO, MAGISTRO e DEGANO, dell'Ufficio di P.S. Confine di Tarvisio si sono portati, per controllo, al treno 22 su cui avevano scorto una signora in abito civile.

Un militare inglese della R.T.O. ha loro inibito l'accesso al convoglio perché ha asserito= si trovava su di esso un generale britannico.

Il treno è uscito da quello scalo alle ore 11 e 18 minuti, diretto in Austria."

4341

pel MINISTRO



HEADQUARTERS ALLIED COMMISSION  
Public Safety Sub-Commission  
Travel Control Section  
APO 794

AC/14374/PS

19 September 1946

SUBJECT : Airport, Seaport and Frontier Controls.

TO : Ministero dell'Interno,  
Direzione Generale della Pubblica Sicurezza.

1. In order to facilitate the work of your Immigration controls, enclosed herewith are examples of Movement orders for American, British and Polish military personnel; these orders are all die stamped "official" and in every case should show the A.F.H.Q. authority to leave or enter Italy.
2. Only American, British and Polish Military personnel in possession of their applicable movement orders should be permitted entry into Italy at airports and across the frontiers; all other persons should be made to comply with the normal Italian Immigration regulations for entry into Italy.
3. At Seaports, American, British and Polish military personnel will be handled by the American and British Military Port authorities, who will pass over to your controls, all other persons entering Italy, for processing, according to the Italian immigration regulations.

MB/ac

4346  
*E. J. Byrne*  
E. J. BYR, Colonel  
Acting Director.

Copies to : Ministry of Foreign Affairs.

G2 (OT) A.F.H.Q. (Your GBL 389-506/60 dated  
1 August 1946 refers).

SPECIMEN MOVEMENT ORDER  
=====RESTRICTED  
=====GENERAL HEADQUARTERS  
CENTRAL MEDITERRANEAN FORCES  
=====

File : 10-08000

1 Feb 46

SUBJECT : Travel Orders

To : 000001 Capt Thomas ATKINS - British Army

1. You are authorised to proceed on or about 30 Feb 46  
from NAPLES (Italy) to PARIS (France)

on leave by road or rail (Authority GRO 489/46 : WAR OFFICE signal  
53257 AG 4 dated 29 Mar 46).

2. Mrs Thomasina ATKINS is permitted to accompany her husband in  
accordance with the terms of ACI 179/46.

3. Any cost of travel over and above cost of travel from  
NAPLES to UK and return will be payable by you.

4. Your attention is drawn to the conditions of the above-quoted  
GRO, in particular to the Financial Regulations in force.

DISTRIBUTION :

Individual ..... 3  
Q (Mov) ..... 1  
Originator ..... 1  
O2E ..... 1

RESTRICTED  
=====*W. H. H. H.*  
Brigadier, D.A.G.

SPECIMEN COPY.

APTX 'A'

Serial No. \_\_\_\_\_

2 POLISH CORPS.ORDER FOR MOVEMENT INTO OR OUT OF ITALY.RANK LIEUTSURNAME LAZUBESI CHRISTIAN NAME STANISLAZARMY NO 77/III/K OF 3 MED REG RA. UNIT OF 2 POLISH CORPSWILL PROCEED ON DUTY FROM NAPLES (Italy) TO PARIS (France) ON ORABOUT 26 MARCH 1946. \* AND WILL RETURN TO PROPER STATION ON

COMPLETION OF ASSIGNED MISSION

- \* TRAVEL BY AIR IS AUTHORIZED
- \* TRAVEL BY ROAD IS AUTHORIZED
- \* TRAVEL BY RAIL IS AUTHORIZED

FRONTIER CLEARANCE AUTHORIZED BY HQ REFERENCE GDI-369.506/60-BOF 20 MARCH 1946.DATED 21 MARCH 1946.

SIGNED \_\_\_\_\_

\* PLEASE DELETE WORDS NOT APPLICABLE.



3 P S O I M S H

HEADQUARTERS  
MEDITERRANEAN THEATER OF OPERATIONS  
UNITED STATES ARMY  
APO 512

AG 201-P-Reinders, Henry A. (Off)

10 August 1946

SUBJECT: Orders

TO : CAPT HENRY A. REINDERS, O1176475, TC, G-2 Div. Hq MTOUSA.

1. The above named officer will proceed on or about 11 August 1946 from present station to Paris, France, for the purpose of performing an assigned mission, upon completion of which he will return to proper station. Travel to be performed is in connection with temporary duty.

2. Travel by military aircraft, (APR #2), rail, water and or government motor transportation is authorized. A baggage allowance of sixty-five (65) pounds is authorized while traveling by aircraft.

3. For payment of per diem the provisions of AR 35-4820, 19 April 1945, will apply.

4. TDN-TCNT 701-1 P 432-02 A 2170425.

BY COMMAND OF LIEUTENANT GENERAL LEE:

S/ E. R. Gaskill  
T/ E. R. GASKILL  
Captain, AGD  
Asst Adjutant General

DISTRIBUTION:

Officer.....10  
G-2 Div.....1  
G-4 (Air).....1  
AG Section.....2  
M/R.....(1)  
201.....(1)

4334

A Certified True Copy:

*Joseph R. Cann*  
JOSEPH R. CANN  
WOJG USA



785016

SPECIMEN1 Military on single journey  
-----RESTRICTEDGENERAL HEADQUARTERS  
CENTRAL MEDITERRANEAN FORCES

File : 00-00000

Date:

Subject: Travel Orders

To : Capt J.B. WESTNOT (11111111) - British Army

1. You are authorised to proceed on or about ,..... 194  
from CASERTA (ITALY) to LONDON (ENGLAND)  
on duty by air (RAF TC ONLY), sea, rail or motor transport.
2. A baggage allowance of sixty-five (65) pounds is  
authorised for air travel.
3. Cost of travel is chargeable to the War Office.

DAG  
for Major General, DAG.DISTRIBUTION:

|                     |   |
|---------------------|---|
| Individual .....    | 3 |
| Mov & Tn (AIR) .... | 1 |
| Originator .....    | 1 |
| OZE .....           | 1 |

If Welfare is originator copy to 4339  
Lt.Col or above copy to Dep Mil Sec

RESTRICTED

RESTRICTED

ALLIED FORCE HEADQUARTERS  
Office of the Assistant Chief of Staff, G-2:  
APO 512, U.S. Army.

GBI-389.506/CO.

MC 3/9

Recd 3/9

31 August 1946.

SUBJECT: Travel Control.

TO : HQ. Allied Commission,  
Civil Affairs Section.  
APO, 794.

2A

1. Reference your letter AC/14374/PS dated 6 August 1946.
2. Enclosed are specimen copies of British, American and Polish Travel orders for personnel travelling to and from FRANCE, GERMANY, ITALY and AUSTRIA which are in force at present. No other document is valid.
3. These orders are die stamped "Official" and are issued by Units to their personnel concerned but, in every case the travel order must show this G.H.Q. reference for authority of movement to leave or enter Italy.
4. Reference paragraph 4 of a/m letter, it is considered that it would be difficult if not impracticable to have movement orders in every case written in English, Italian, and French.

For the Assistant Chief of Staff, G-2:

See I G 47 (6A)

*D.A.D. Young* Lt Col, G-2  
D.A.D. YOUNG,  
Lt. Col., G.S.,  
G-2 (CI) Section.



623  
21 SEP 1946

RESTRICTED

MINISTRY OF THE INTERIOR  
P.S. Direction General

*Handwritten:* 4A  
file in frontier file

N.300/50704.3.2.

*Handwritten:* 14374  
PA

24 August 46.

SUBJECT : Acts of Banditism in the boundary area of Ventimiglia.  
TO : Public Safety S/C A.G.

The French police organs of Mentone have informed the Italian P.S. office at the Ventimiglia boundary, that on the 13th inst. at about 13.30 hrs, an individual, having irregularly crossed the Italian boundary at Castellar, near Garavan and Ponte S.Luigi, on being stopped by the French Customs' agents, started to shout, provoking the intervention of other individuals, masked and armed with American rifles, which they fired against the Customs' agents, obliging them to follow them in Italian territory, where, near the Porco Pass, they robbed them of their wallets, arms and other personal articles, then obliging them to return to the French area.

The thieves wore American uniforms, the first one stated that he was called Capone and was the chief bandit of 50 international gangsters organised to damage the French Customs' officers in charge of the repression of contraband. Of the three, Capone was the only one who spoke French and Italian correctly, whilst the other two spoke an unknown language.

Of this incident, the French police have informed the Ministry of Interior and the General Police Direction of Paris.

The officer in charge of the office at Ventimiglia has disposed of patrols, in collaboration with the CC.RR. and GG.PP. in the territory of that zone, and has intensified the vigilance on persons living in that locality.

The a/m is forwarded to you for information.

For the Minister  
/s/ De Cesare.

433\*

recd 28/8/46  
Translation ac/  
28/8/46

0601

785016

S.



URGENTE

Roma, 24 Agosto 1946  
vedi 28/8/46.

Ministero dell'Interno

DIREZIONE GENERALE  
DELLA PUBBLICA SICUREZZA

La COMMISSIONE ALLEATA  
SOTTOCOMMISSIONE per la P.S.

= R O M A

Divisione TF.e TT. 2°

Prot. N° 300/50704.3.3.44

Risposta al Foglio del  
Dn.

OGGETTO Atti di banditismo nella zona di Confine di Ventimiglia.-

Gli organi della polizia francese di Mentone hanno dato notizia all'Ufficio di P.S. italiano di confine di Ventimiglia che il 13 corrente, verso le ore 13,30 un individuo, oltrepassato irregolarmente il confine italiano in località Castellar, in prossimità di Garavan e Ponte S.Luigi, all'atto del suo fermo da parte della dogana francese, emetteva voci di allarmi, provocando l'intervento di altri individui, mascherati e armati di fucili americani, che aprivano il fuoco contro i doganieri, costringendoli a seguirli in territorio italiano, ove, in prossimità del Passo Porco, li rapinavano del portafogli, armi ed altri oggetti di dotazione e personali obbligandoli, poi, a far ritorno in suolo francese. I rapinatori vestivano una divisa americana ed il primo di essi dichiarava chiamarsi Capone ed essere capo banda di 50 gangsters internazionali, organizzati con il compito di colpire i dirigenti della dogana francese, incaricati della repressione del contrabbando. - Dei tre, solo il sedicente Capone parlava correttamente il francese e l'italiano, mentre gli altri due

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433

Del fatto, la polizia francese ha dato notizia al Ministero dell'Interno ed alla Direzione Generale di Polizia di Parigi. -

Il Dirigente Ufficio di Ventimiglia ha disposto, in collaborazione con l'Arma dei Carabinieri e Guardie di Finanza, battute nel territorio della zona, ed ha intensificata la vigilanza nei confronti delle persone alloggiate nella località. -

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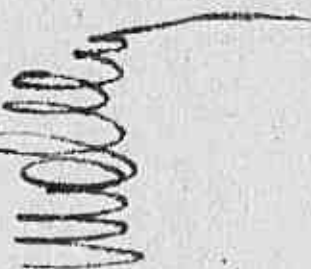
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Declassified E.O. 12356 Section 3.3/NND No.

785016

Si comunica quant'innanzi per opportuna conoscenza. -

pel MINISTRO

A handwritten signature in dark ink, appearing to be 'M. Della Porta', written over the typed text 'pel MINISTRO'.

HEADQUARTERS ALLIED COMMISSION  
Public Safety Sub-Commission  
Travel Control Division  
AFS 794, U.S. ARMY.

GHI. 189-506/47

SUBJECT: Unauthorized entry into Italy.

TO : A.C. of S., G-1 A.F.H.Q.  
A.C. of S., G-5 A.F.H.Q.

27 August 1946

Recd 23/8.

1. Attached herewith is a copy of the Italian Ministry of the Interior letter M. 30/18080-1-1 dated 10 August 1946.

2. This letter is a reply to our letter of even reference dated 23 May 1946 copies to you, on the unauthorized entries of 1400 persons through the Red Cross during April, and also to other letters pointing out cases to the Ministry of the Interior where their controls were not enforcing the immigration regulations.

3. It will be observed that the Italian Frontier controls are having extreme difficulty in being able to determine American and British Service personnel. This quite naturally is not as all surprising in view of the many different types of identity documents, travel orders and para-military personnel with which they have to contend.

4. It appears therefore that the efficiency of the Italian Frontier controls can not be expected to improve until such time as the travel orders of American, British and Polish personnel can be of some uniform and universal nature and that the number of different para-military organizations are reduced to a bare minimum, if not altogether excluded.

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*E. J. Baker* 4336  
E. J. Baker  
Colonel,  
Acting Director.

ACB/dr

Copy to: Col. Byo Acting Director Public Safety Sub-Commission  
Displaced Persons and Registration Sub-Commission  
American Embassy (Attn. Consular Section)  
British Embassy (Attn. Visa Department)

Encl. : Letter N. 30/4080-1-1 Dated 10 August 1946 of the  
Italian Ministry of the Interior.

MINISTRY OF THE INTERIOR  
General Direction Public Security  
Frontier Police and Transportation Division

3B

N.300/48049-4-3

10 AUG 46

SUBJECT : Italo-Austrian frontier control

TO : Public Safety S/C A.C.  
and for information  
Ministry Foreign Affairs  
Confine Commission - Rome  
Ministry Foreign Affairs  
General Direction - Political Affairs.

In letter N. 389.506/47 dated 4 June 46, your Commission also referring to letters of the 23rd and 31st May, pointed out the necessity of reinforcing the control on the Italo-Austrian frontier.

The request made by your Commission was justly provoked by the contents of letter n. G.B.I./189-506-40 dated 23rd May, of the passage thru the Resia pass during the month of April of more than 1400 illegal immigrants.

Following the a/m letters, this Ministry has ordered the Prefect of Bolzano to effect an accurate enquiry, tending to clear:

- 1) the effective existence of the illegal immigrations and the consequent responsibilities.
- 2) the actual functioning of the controls along the Austrian frontier.

As to the illegal immigrations, from the enquiries made it has appeared that, during the year 1946, the following groups of Jewish refugees have immigrated to Italy from the Resia pass - coming from the places indicated at the side of each:

|           |                 |       |                 |
|-----------|-----------------|-------|-----------------|
| 11.2.1946 | from Kathsauzen | n. 35 | Hebrew refugees |
| 27.2.1946 | " Germany       | n.100 | " "             |
| 3.4.1946  | " Salzburg      | n.104 | " "             |
| 4.4.1946  | " "             | n.129 | " "             |
| 5.4.1946  | " Innsbruck     | n.200 | " "             |
| 7.4.1946  | " Salzburg      | n.200 | " "             |
| 15.4.1946 | " Landeck       | n. 33 | " "             |
| 15.4.1946 | " "             | n.260 | " "             |
| 15.4.1946 | " "             | n.220 | " "             |
| 18.4.1946 | " "             | n.160 | " "             |
| 29.4.1946 | " "             | n.101 | " "             |

4331

These groups of refugees arrived at the Italian frontier on W/D vehicles and each convoy was led by an allied officer in uniform who preceded it of about half an hour, to the Resia pass, showing as a transit permit, a collective list of the emigrants which sometimes even bore the visa of the Italian Committee of Salzburg.

The convoys usually passed shortly after midnight, an Allied sergeant of the 311 F.S.S. of Merano being present, who also controlled the immigrants individually. Sometimes at Resia a captain (Douglas) of the 311 F.S.S. also intervened to inspect the entry of such groups.

The vehicles used for such purposes left Italy (from either Merano or Rimini) to fetch the refugees in question in Austria.

It is noted that the a/m immigrants may be divided into three groups, according to the date of their entry to Italy.

1) 135 entered when the Italo-Austrian frontier was still under the entire jurisdiction of the allied authorities.

2) 1506 entered between the 1st and 18th April 1946, i.e. when the Italo-Austrian frontier had passed under the control of the Italian authorities, but precise instructions had not yet been given on the entrance of aliens into Italy: in fact, it is known that the dealings concerning such matter made by Cap. Bassani and Cap. Becker, of your Commission and by Dr. Righiera and De Vito, of this Ministry were concluded after the middle of April, so that only on the 19th April 1946 such dispositions could be issued in cable A.G.S./443-45837; no responsibility therefore can be given to the boundary services of the Resia pass for the entry of the a/m 1506 Hebrews.

3) 100 entered on 19th April 1946: as of said date the P.S. office of Resia had received the a/m cable, but evidently it had been received by the procedure followed up till then, which was guaranteed by the fact that allied military were in charge of transit.

Later, due to the investigation of the Italian frontier Police and Maj. Hara, the matter was cleared in the P.S. office of Resia; therefore with the appearance of another convoy of Hebrew refugees at the pass, a few days later, entry to Italy was prohibited. Since then, no further inconveniences have arisen.

Regarding the actual functioning of the controls along the Austrian frontier, the Prefect of Bolzano, going to Austria, tried to contact the British officer of the A.G. in Austria, who had made observations on the functioning, also to know the unfulfillments noticed by him. Not having any success, the Prefect of Bolzano asked the allied police of Innsbruck for particulars, he was told that they knew nothing about such observations. The Prefect of Bolzano has added - and which this Ministry already knows - that there is no irregularity at 4334 frontier controls as there is a continuous vigilance service.

It is not to be excluded that along the arch of the Italo-Austrian frontier, which is a mountainous area, and where the frontier

defenses have all been destroyed by the Germans, single infiltrations of unauthorized persons entering Italy may be verified.

At the same time, it is probable that there may be exceptions to the rules issued by the Ministry, on the entrance of aliens at the pass of Farvicio which is situated in territory subject to the jurisdiction of the XIII Corps and A.E.F., thus, concluding, our frontier services are not autonomous. But it is to be excluded that the Italian boundary services, due to ignorance or otherwise, grant entrance to Italy to unauthorized persons.

Reservations are to be taken as to the accuracy of the rules agreed upon by your Commission, on the entry of aliens into Italy and which have been transmitted in the a/m cable of the 19th April 1946.

First of all, it would be necessary to exactly indicate the category of persons who are to be considered "British and American military personnel". In defect of this indication, and of the indication of identification documents which the parties interested must have in order to prove their belonging to one of the a/m categories, the boundary officers find themselves in the necessity to let all those, in possession of declaration issued by an Allied command, pass, and on which it appears that the bearer is either a British or an American military.

Secondly, it would be necessary to make clear which are the "regular transit documents", which enable British and American military personnel to cross the Italian frontier. Without these clarifications, it may happen that "anybody in an allied uniform with any sort of sheet of paper having the appearance of a document may pass the frontier", as your Commission has pointed out in letter n.389-506/47 of the 10th July 1946.

The frontier Police services may only function regularly if the police forces are authorized to effect all the steps necessary to ascertain the personal identification of those transiting, based on a precise, uniform and unchangeable document. Therefore, until the frontier police forces have not the faculty of also controlling the personal identification of those persons in, either British or American uniform and not having identification documents enabling them to transit, the crossing of people "abusively wearing allied military uniform will always be verified".

The preceding observations are also partially in answer to the letter of the 10th July mentioned above. It is added that:

the officer sent to direct the P.S. office of Resia, and who has assumed service there on the 28th June 46, by ordinance of the 15th July 46, has called the attention of all the dependant personnel, on the rules concerning the entry of aliens; in these rules it is pointed out "that aliens belonging to states where Italian diplomatic and consular representatives do not exist" in order to enter Italy they must be in possession of an allied permit (Anglo-American) issued by AFHQ, on which the particulars of the authorization granted by the Ministry of the Interior must appear", this corresponds with the rules in force;

a scrupulous inspection of the frontier services of the Resia

pass has been disposed in order to specifically and concretely notice and reported irregularities.

Reservations are taken on any further communication on the subject

Translation as/

2A

HEADQUARTERS ALLIED COMMISSION  
Civil Affairs Section  
APO 724

AD/14374/P8

6 August 1946

SUBJECT : Frontier Control.

TO : C-2, AFHQ.

1A

1. The A.C. Liaison Officer Tenda has reported to this HQ. that the system of control at the Franco-Italian frontier with regard to the passages of American and British service personnel is somewhat lax.
2. In this connection, on 15th July 1946, four British Officers (presumed) wearing British M.D. and travelling in a French car without ID markings, crossed from France into Italy at San Salvo.
3. They presented to the Carabinieri on duty what purported to be movement orders, handwritten in ink, in a language the Carabinieri presumed to be English. The Officers declared themselves to be English, signed the register and wrote the word Army against their name.
4. Whilst these Officers may have been quite genuine, it would seem that, although American and British service personnel may cross into Italy at any point solely on the production of Travel Orders, it would considerably help to curtail unauthorized and illegal crossings if such orders were uniformly typewritten in English, French and Italian and have an official stamp, furthermore a specimen of the travel orders should be in possession of the Italian police at all frontier controls for ready reference.
5. The present position would seem to be that any person who can obtain either British or American uniform (not a difficult task) can prepare counterfeit travel orders and cross into Italy without any difficulty.
6. May a decision be given, please?

FOR THE CHIEF COMMISSIONER,



M. GANN, Brigadier  
Civil Affairs Section.

432

785016

COPY.ALLIED COMMISSION (LIAISON)  
TENDA.

1A

TO : GSI., 3 District (Northern Det),  
o/o 427 FSS., GMP.

18 July 1946.

REF : PAC/CU/7.

SUB : Frontier Control.

1. It is rather late in the day, perhaps, to bring up the question of military security with regard to frontier control but, from the observation of officer reporting since he has been stationed at TENDA, it seems a very simple matter to cross the frontier by persons representing themselves to be Allied Personnel.
2. At 23.00 hrs, 16th July 1946, four Officers, wearing British KD., in a French car without WD markings, crossed from France into Italy at SAN DALMAZZO. They presented to the Carabinieri movement orders handwritten in ink, and in a language which the Carabinieri assumed to be English. The Officers stated they were English, signed the register themselves and wrote the word "Army" against their names.
3. I am not suggesting that these Officers were not genuine or that they were not on duty, but it would appear that anyone who can obtain a pair of KD slacks, a shirt and a couple of pips, and who can write (or get someone else to write) a few words of English can cross the frontier at any time.
4. It is suggested that any movement orders involving crossing a frontier should be written in the three or more languages involved. This would not entail translations every time an order is issued - a mimeographed form could be prepared which could include the normal details of a movement order leaving such items as dates, destinations etc., to be filled in appropriately to the individual case. This would give the Italian and French frontier authorities scope for more efficient supervision.

W. RONNIE Major  
AC Liaison Officer.  
TENDA.Copy to : Executive Commissioner.  
O.C. 315 FSS GMP.

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