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

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LOSSES IN TRANSIT
OCT. 1944 - JAN. 1945

C.S.O.

I telephoned Lt. Col. WILCOX ref para. 3 of Minute 5 this morning who informed me that :

1. A Decree is being drafted for the recruiting and training of railway guards which will end large-scale pilfering on the railways.
2. But (a) There are still several clauses which Public Safety Sub-Commission wish the Government to alter and this will further delay the publication of the decree and implementation of the scheme.
(b) This body of railway guards will take some time to recruit and train.
3. Impromptu interim measures have therefore been taken. The Ministry of Interior has augmented the railway guards under the Divisional Railway Commander with Carabinieri and agents of Public Security.
4. Lt. Col. WILCOX assures me that the situation is now in hand and will inform me as soon as the scheme referred to in paras. 1 and 2 above is put into effect.

C.O.S. (Ext. 735)
9.1.45

Good.

9/1/45

H. Mason J/can.

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H. Mason J/can.

C.O.S. (Ext. 735)
9.1.45

Good.

Y 9/1

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TO: C.S.O.

2.

(f) Very serious shortages and pilfering have occurred in olive oil movement, specially from NAPLES - ROME and this matter should receive the immediate attention of both Italian and Allied authorities.

17 Nov 44.

H. Mason
J/Cdr

3.

J/Cdr Mason.

Can you pursue para (f) above ?

18 Nov 44.

E. Talbot,
Major.
NOTE: ABOVE MINUTES EXTRACTED FROM FILE 4803/cos

4.

C.S.O.

Reference para (f) above - Food Sub-Commission cannot take action themselves - but every incident is reported to Transportation Sub-Commission who should deal appropriately as the responsible authority. Lt. Col. Bordass is looking into the matter and will let me have a report on the position tomorrow.

18 Nov 44.

(See) H. Mason.

J/Cdr.,
Office, Chief of Staff.

5.

C.S.O.

1. Further to Minute 4 above, Lt. Col. BORDASS subsequently informed me that policing on the railways was the concern of AFHQ at the moment, and Transportation Sub-Commission could only report incidents and ask for action to be taken. He suggested that I contacted Public Safety Sub-Commission as it was likely that the Italian Government would take over the railways, and guarding trains would then become their responsibility.

2. Lt. Col. WILCOX of Public Safety Sub-Commission then wrote the following to explain the situation (Ref. 76/1.2/Food of 21 Nov 44) :

"Reference page 5 of Food Sub-Commission's October report regarding thefts on Italian State Railways.

Memo. NOV 3/306 E dated 9th November 1944 from G.4 Mov. & Tn. AFHQ states that Train & Railway Static Guards are provided by 30 Somerset Light Infantry and certain U.S. Military Police Guard Companies. Transportation Sub-Commission is dealing with this correspondence.

However, since the responsibility for providing guards may eventually devolve on the Italian Government, plans are being made to train ex-railway

27 Nov 44.

J/Cdr

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785017

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

J/Cdr Mason.

3.

Can you pursue para (f) above ?

18 Nov 44.

E. Talbot,
Major.
NOTE: ABOVE MINUTES EXTRACTED FROM FILE 4803/COS

C.S.O.

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18 Nov 44.

J/Cdr.,
Office, Chief of Staff.

C.S.O.

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However, since the responsibility for providing guards may eventually devolve on the Italian Government, plans are being made to train ex-railway employees to act as Railway Police under the supervision of CG.RR non-commissioned officers."

3. Col. WILCOX is now in NAPLES looking into matters of this kind, and I am asking Public Safety to let me have a report as soon as decisive action has been taken to avert pilfering and shortages on such a scale as this again (see folio 6 flagged at "A")

27 Nov 44

Office, Chief of Staff.

Ext. 343

Thank you Borden it was on
S report received.
J/Cdr.
27/11

0 4 7 6

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785017

Office of the Chief of Staff

Tel. 543

Thefts on Italian State Railways.

5814/6/COS

27 Nov

4

Civil Affairs Section (Public
Safety Sub Commission).

1. Thank you for your memo reference thefts on Italian State
Railways reported in Food Sub Commission's October report.

2. I believe Col. Wilcox is now in NAPLES looking into matters
of this kind, and I would be most grateful if you could let me have
a report as soon as decisive action has been taken to avert pilfering
and shortages on such a scale as this again.

U. Nasau
Chief Staff Officer,
To the Chief of Staff.

[Handwritten signature]

PA

30/11

BU 3/12
Noted 87.660

EXTRACT FROM FOOD SUBCOMMISSION MONTHLY REPORT
FOR OCTOBER 1944.

+++++

OLIVE OIL.

2. (d) Shortages, Pilfering etc. The situation grows increasingly worse as regards oil arriving by tanker or wagon from Naples. The tankers arrive in Rome with broken seals, and, when checked, shortages of anything up to 12 quintals of oil are discovered in each tanker or wagon.

The consignees in Rome pay for the quantities advised by the consignors and have to be reimbursed for these shortages out of the fund being formed at the Federazione Italiana dei Consorzi Agrari.

It is estimated that on the sale of the old crop oil at 39 lire per kilo about L.5.000.000 will come into this fund. At a very rough estimate we have already to cover a loss of about L.4.750.000 - (see report for September), without taking into account the refund of financial loss on such shortages.

If this wholesale stealing goes on, we shall have to increase the price of the new crop oil to build up another fund to make good the financial loss on shortages. This would complicate the accounts.

The bulk of the shortages occur in oil moved from Naples to Rome. On the total quantity moved from Naples and Apulia to Rome the loss through pilferage etc is 120 quintals.

This serious state of affairs should receive the immediate attention of both Italian and Allied authorities concerned, who should take adequate steps to put a stop to it.

The Italian State Railways will assume no responsibility for shortages due to theft whilst foods are transported on their lines.

