[redacted] Declassified E.O. 12356 Section 3.3/NND No. 785016

ACC

10000/143/1535

RAILWAY POL
MAR. 1944 –

Declassified E.O. 12356 Section 3.3/NND No. 785016

10000/143/1535

RAILWAY POLICE, CONTROL OF RAIL MOVEMENT
MAR. 1944 – APR. 1945

MINUTE SHEET.

Re: 14a + c. (1)

TO. MMIA :- A conference held with you 20 July (Gen Browning Col. Kerr + LCol Marks for MMIA + Col Lippincott + Kirk for ACC) it was agreed that such requests as these should be met by Italian Military formations + not by CC.R.R. or other police. Will you therefore please take steps to provide the detail from the Italian army units.

18 Aug. 1944. P.G. Kirk D.P.S.

---

(2)

To Public Safety Sub-Commission. Ref. above.

CC.RR is an agency u/c of the C in C. If C in C had wished to use the Italian army for this purpose he would have sent the letter to us. It is presumed that it is intended for the CC.RR.

The conversation referred to in your minute above dealt with Allied Installations, wherein guarding of tunnels is for our public security. We cannot provide the required personnel from the Italian Army.

21 Aug 44. APT. Edwards Lt Col MMIA

3

(1) RC. + MG Section
(2) Refugee branch. To see 19 B. please.

2:60

Declassified E.O. 12356 Section 3.3/NND No. 785016

(2)

To Public Safety Sub-Commission. Ref. above.

CC.RR is an agency u/c of the C in C. If C in C had wished to use the Italian Army for this purpose he would have sent the letter to us. It is presumed that it is intended for the CC.RR.

The conversation referred to in your minute above dealt with Allied Installations, whereas guarding of tunnels is pure public security. We cannot provide the required personnel from the Italian Army.

21 Aug 44. APM the words per MMLA

3

(1) R.C. + M.G. Section
(2) Refugee Branch.

2:60

To see 19 B. please.

V.C. Vaillancourt Major
for Paul G. Kirk
D.P.S.

31 August, 1944.

Declassified E.O. 12356 Section 3.3/NND No. 785046

8

Transportin (ab Major PING).

60ª & 61ª are translated Copies of para 8 Sub (PS) Circulars which they desire should apply in Allied territory. The S/C agrees. Will You please give Your Comments. Clowes Capt for DPS

10/8/45

9

To CA Sec.

Folio 65A for Signature Please.

Chapman
Colonel
D.P.S.

21/2/45
Room 8 5th Floor.
Tel Ext 686.

10

To CAS.

Folio 69A for signature please

Chapman
Colonel. D.P.S.

23.2.45.
Room 8. 5th floor.
Tel. Ext. 686.

CAS

11

Two for signature please.

Clowes Capt
for DPS
2:59

19-3-45

Declassified E.O. 12356 Section 3.3/NND No. 785016

MINUTE 4.

Director Public Safety.

On the 30th November, 1944, I discussed with Dott. Ferrari, Director General of Public Security, Ministry of Interior, the provision of Railway Police.

In August, 1944, The Ministry of the Interior proposed to recruit some 1,800 Agents to form a special division of Railway Police. (See 18 A on this File).

In September, 1944, this plan was rejected by the Minister of Finance.(12th) Various other expedients were proposed for policing the Railways but none of these has proved practicable. Dott. Ferrari now states that the approval of the Treasury has been obtained and that the original plan will be put into effect. It is probable, however, that several months will elapse before the 1,800 men can be recruited and trained. In the meanwhile Dott. Ferrari, in consultation with the Ministry of Communications, has agreed to augment the CC.RR and Agents now guarding the railways with a number of railway employees. These employees will be selected from ex-members of the disbanded railway militia. They will be given arm-bands and vested with the power of auxiliary police. They will work under the direction of experienced CC.RR and Agents. This will be merely a temporary arrangement until the special division of Railway Police is ready to function.

As regards Sicily, where a force of 680 men are acting as Railway Police, Dott. Ferrari agreed that it was desirable for this force to be incorporated in the Corps of Agents of Public Security. He stated that he would issue directions that as many of these men as complied with the qualifications laid down for Agents of Public Security should be enrolled into the Corps.

30th November, 1944.

A.T. WILCOX, Lt. Col.
Public Safety Sub-Comm.

2158

Transportation S/C. att Col. Adams.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Railway Police. (See 18 A on this File).

In September, 1944, this plan was rejected by the Minister of Finance.(xx) Various other expedients were proposed for policing the Railways but none of these has proved practicable. Dott. Ferrari now states that the approval of the Treasury has been obtained and that the original plan will be put into effect. It is probable, however, that several months will elapse before the 1,800 men can be recruited and trained. In the meanwhile Dott. Ferrari, in consultation with the Ministry of Communications, has agreed to augment the CC.RR and Agents now guarding the railways with a number of railway employees. These employees will be selected from ex-members of the disbanded railway militia. They will be given arm-bands and vested with the power of auxiliary police. They will work under the direction of experienced CC.RR and Agents. This will be merely a temporary arrangement until the special division of Railway Police is ready to function.

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30th November, 1944.

A.E. WILCOX 2158 Col.
Public Safety Sub-Comm.

-5-

Transportation A/C. att Col. Adams.
Above minute for your information.
1 Dec 44

Col. A.P.C.

6.

Labour Sub Commission
Noted. by Fin Sub Commission
2 Dec 44

extract taken
at Page
1c Division 6.

7.

Noted.

Labour Sub-Commission
T. A. Adams Col. A.P.C.

Declassified E.O. 12356 Section 3.3/NND No. 785046

Declassified E.O. 12356 Section 3.3/NND No. 785016

93A

1149

LAND FORCES SUB COMMISSION,
A. C. (M. M. I. A.)
R O M E
G/23/7
25 April 1945

SUBJECT: Arming of Railway Police

TO : MINISTRY OF WAR

1. Reference [redacted] letter 4/1269/Serv. of 19 April 1945.

2. The Ministry of Transport's request for 5,000 rifles to equip railroad police is refused.

3. As the Arming of Army CC. RR. and Public Safety units has not yet been completed, no such large allotment can be considered at the present time.

JOHN J. WARD, 1st. Lt.
for Major General
M. M. I. A.

Copy to: Movements, MMIA
Transportation Sub-Commission, A. C.
Public Safety Sub-Commission, A. C.

TO	
DIRECTOR	Sig 14/6
DEP'S OF DIRECTOR	[illegible] 14/6
[illegible]	[illegible]
FORCE	DFN 2941
DIC & REG.	
PERSONS	
ADM. OFFICE	
SECURITY	
CIVIL [illegible]	

2457

JWB/mb

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Tele : 475704

22 April 1945

392/28/Tn.3.

SUBJECT : Railway Seals

TO : G-4 (Mov & Tn)
A.F.H.Q.

1. Reference your Mov.3/226 and Mov.3/376/6, dated 8 and 19 April '45 respectively.

2. It was agreed at the last meeting of the Traffic Sub-Committee that everything possible was being done to prevent pilferage of supplies and stores whilst in transit by rail.

3. As a result of discussions at the last meeting of the Allied Railway Board, I.S.R. are drawing the attention of all Railway employees to their responsibilities in connection with anti-pilferage activities.

4. In view of the fact that all loading and consigning of Civilian traffic in Italian Government Territory is now in the hands of Civilian organisations and Traders, it is not considered practicable to enforce the sealing regulations as laid down for Military Stores. It will have been noted from this HQ. letter 293/24/Tn.3. dated 4 April '45, Seals have been issued to the main users. To enforce their use, however, is a difficult problem.

5. It is considered only reasonable that Military Train Guards cannot be held entirely responsible for civilian traffic, which is conveyed in wagons not properly sealed, but it cannot be agreed that civilian traffic by rail can be refused movement because of the absence of seals.

6. It is submitted it is the responsibility of Consignors to ensure security of all wagons and should they elect to despatch without sealing wagons, the liability for losses can only rest with Consignors.

7. It is requested that even though Military enquiries in connection with pilferage of civilian supplies or stores may be reduced or cancelled, Military Train Guards should continue to watch all civilian wagons, sealed or unsealed, marshalled in trains of military traffic.

2456

For the Chief Commissioner.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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2156

For the Chief Commissioner.

TO	Init.	Date
Director		
Dep. Dir.		
Exec. Officer		
Pers.		
A/C. & Fin.	AL 264	
Pub. Safety		
Admin.		
Sec.		
Chron.		

H.B. THOMAS, Colonel,
Deputy Director.

Copy to : G-5 AFHQ (2)
Economic Section
Public Safety Sub-Commission
Accounts & Statistics Branch
Rail Division (Tn.4)
Ports & Warehouse Division (Tn.6)

Declassified E.O. 12356 Section 3.3/NND No. 785016

91A

Reference No.
SIB.HQ/A/45/9.

N.S., Special Investigation Branch,
C/o Provost Marshal's (Br) Office,
Allied Force Headquarters, C.M.F.

File 91A
19619
See 14175.

SUBJECT :- Stealing from Railways.

Provost Marshal (Br)
Allied Force Headquarters.

With further reference to the above mentioned subject and to my report of 4 Jan 45, relative to this matter.

DISTRIBUTION.

As instructed, I have continued my investigations in the ROME Area, and up the AREZZO line to Railhead. The results of such enquiries are far too complicated and lengthy to record fully, but I will endeavour to enumerate the salient points and problems as briefly as possible.

ROME Area is an entirely American responsibility, so far as the guarding of Marshalling Yards is concerned. There are several yards, but the three main yards which are used for general traffic, are TUSCOLANA, TIBURTINA and CASTELVECCHIO. All trains from the South pass through CASILINA, and from here they are sent to TUSCOLANA or TIBURTINA, according to the destination of the majority of traffic. Wagons for LEGHORN go to TUSCOLANA, and wagons for AREZZO and the East coast go to TIBURTINA. The latter traffic is then switched to CASTELVECCHIO. Thus there is a continuous switching of wagons between yards. British guards accompany the train to ROME where they hand over to the Americans, who guard the yards, and wagons being switched within the ROME Area. Trains are then made up and the Travelling Guard again taken over, Americans on the LEGHORN line, and British on the AREZZO and East coast line.

The three yards are at present guarded by two American M.P. Companies, 186 and 187. The former Company provide for TUSCOLANA and Train Guards to the North, whilst the latter Company provide Guards for TIBURTINA and CASTELVECCHIO, and other small yards in the area.

2455

It is not possible to obtain figures of losses or incidents in ROME Area as no comprehensive record is kept. There is a system of Train Checking Reports for inter-yard switch-

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See 14175.

Provost Marshal (Rr)
Allied Force Headquarters.

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2455

It is not possible to obtain figures of losses or incidents in ROME Area as no comprehensive record is kept. There is a system of Train Check Reports for inter-yard switching etc., but any noted incidents are reported weekly to HQ., Military Railway Service, ROME, and such reports are not consolidated. This is unfortunate because one cannot tackle a problem unless it is clear what that problem is and where the majority of the trouble is taking place. The reports, arrests made, and property recovered from time to time, show that there is still a considerable amount of stealing from Railway Wagons in the Area.

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TUSCANIA.

186 M.P. Company supply approximately 8 men per 8 hour shift, in the form of Roving Guards. There is also an unloading siding here, known as the Magazine, where supplies for HOME are sent. One truck is also allocated for the unloading of A.C. supplies. This Magazine is specially guarded by a Detachment from the Cheshire Regiment, and it seems quite secure except for A.C. supplies upon which no check is kept.

The main yard is quite open at all sides. The guard is supplemented by a small number of Civil Police during the day but not at night. There seems to be far too many civilians loitering around, and at times very few of the Guard can be located in the yard. Many civilian women can be seen around the "Guard Post" at practically all times, talking to members of the Guard, and the supervision seems very slack.

TIBURTINA.

187 M.P. Company supply approximately 17 men per 8 hour shift, all Roving Guards. Again the yard extends over a large area and is open practically all round the perimeter. It is littered with wrecked rolling stock and bomb damaged buildings and generally extremely vulnerable.

SMISTAMENTO.

There are actually two yards here, known as LITTORIO 1 and 2, the latter being about a quarter of a mile down the line. They are guarded by men from 187 M.P. Coy, with approximately 12 men per shift - 9 on LITTORIO (1) and 3 on LITTORIO (2) which is not generally used. As in the case of the other yards it is quite open and littered with wrecked wagons and damaged buildings.

In all yards there is a very apparent lack of liaison between persons concerned, especially between Guards and RTOs. Trains arriving with wagons broken open or unsealed are - or were - often being sent forward without being repaired or re-sealed. In some cases RTOs are not being informed when, for instance, a hole is found in the roof, or 'Brake Rod'. Trains are checked on arrival by the RTOs staff, but it is more often than not such damage is not discovered during this inspection. Not one RTO was in possession of material for sealing. I brought this matter up at a conference at R.A.S.C. and the necessary equipment was supplied within a week.

2784

The guards are obviously not doing their job conscientiously. They can frequently be seen standing around talking to civilians, and, as stated, at times they are far from conspicuous in the yards.

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LITTORIO

107 M.P. Company supply approximately 17 men per 8 hour shift, all Roving Guards. Again the yard extends over a large area and is open practically all round the perimeter. It is littered with wrecked rolling stock and bomb damaged buildings and generally extremely vulnerable.

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2764

The guards are obviously not doing their job conscientiously. They can frequently be seen standing around talking to civilians, and, as stated, at times they are far from conspicuous in the yards.

The Roving Guard system is good in theory, but in practice it is not, unless the individuals do their respective jobs and there is adequate supervision. On enquiring into the extent of trouble in specific areas the reply is invariably that it is not thought to be serious. It appears as though more interest and action could be taken if parties concerned were aware of the extent of trouble in their areas of responsibility.

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Bad shunting by the I&R is obvious in all yards and I have watched doors being smashed off wagons merely because a wagon has been rolled down the track at excessive speed.

From ROME, the next stage of the journey under British Guard is to ORTE and TERNI where the Guards change over. Trains from ORTE go up to AREZZO and trains from TERNI go on to FABRIANO where SLI Guards hand over to Pioneer Corps Guards, who escort trains to the East coast. At each 'hand over' Train Check Reports are made out and any incidents are noted. The train is also checked by the RTOs staff. Static Guards at ORTE and TERNI are provided by the SLI, the yards merely have traffic passing through and the situation here seems well in hand.

AREZZO.

This is the main British Railhead in Western ITALY and the present arrangements for safeguarding such an important location cannot be considered satisfactory.

The yard is not large but only three SLI men per shift are provided as Guards. They are, it is true, supplemented by two Italian soldiers, but these merely patrol the side road adjoining the yard. The area is completely open and one track, from which attractive stores are unloaded, runs alongside a public road. It was at one time separated by a wall but this is now almost destroyed. The lighting on the yard at night is very good, but it is mainly concentrated on one side, leaving the opposite side of wagons, containing attractive stores, in comparative darkness.

No 'back-stacking' is done in the yard; the wagons are opened and the contents loaded into lorries which transport goods to various Depot and Consignees. Transport is called and enters through one gap, booking in with the checker. When loaded the driver is given a convoy note and he leaves through another gap, reporting his vehicle number and his destination as he does so. There are other exits, but it is merely left to the driver to report out. There is no check on other exits and little or no check on numerous civilians employed in the yard. No rear Guards are provided for the trucks and no effort is made to fasten the rear flaps to lessen the risk of pilferage on route. When wagons are unloaded and checked with waybills many serious deficiencies are noted, but under the existing system it is not always possible to ascertain whether such deficiencies are caused by short loading at Depots, or stealing on route or in the yards.

2453

The Petrol Railhead is at CASTIGLION FIORENTINO some distance away, and seems adequately guarded. They have in fact a stronger guard than the main Railhead. Whilst here I was

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2453

The Petrol Railhead is at CASTIGLION FIORENTINO some distance away, and seems adequately guarded. They have in fact a stronger guard than the main Railhead. Whilst here I was informed of the loss of petrol from two wagons which arrived on 22 Feb 45, from No. 8 Petrol Depot, CASORIA. No less than 977 four gallon cans of petrol were missing (3908 gallons). A large amount of petrol is delivered in four gallon cans which are often placed in open wagons, or, if in box wagons, are not secured or sealed. Thus it is not possible for the train Guards to know whether any interference has taken place. There should be waybills with each consignment, but even if the Guards had access to these they cannot check the load during the journey.

To place four gallon cans of petrol in open wagons with no special Guard is simply asking for trouble. I examined one such

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wagon myself at TIBURTINA and it appeared then that some 50 cans were missing. It had not been reported as a suspected deficiency however, for the Guard were unable to know, except perhaps by guessing. Such losses appear to be extensive and yet the only action taken by consignees, is to report to the SIB at AREZZO, who, incidentally, are powerless at that stage, to take any useful action. So far as I could ascertain, the matter had not been taken up with No. 6 Petrol Depot.

Between the Marshalling Yards the usual activity - as mentioned in my previous report - is taking place, but the position appears worse between NAPLES - ROME - TERNI and ORTE. There are an increasing number of cases of holes being cut in Brake-boxes and roofs of wagons. There are also several instances of 'Hot-boxes', in which case the wagon is dropped off at some small station, to be picked up later. Needless to say it is more often than not, broken into before it is finally collected.

Subsequent to the conference held at APHQ I have seen several circulars respecting sealing of wagons, Movements refusing to accept wagons if not in a secure condition, and suggesting the squashing of ACME seals with pliers to prevent them being opened. Yet few of the persons concerned that I have interviewed, appear to have received copies of these documents. Such instructions should of course, be circulated to all persons concerned with, or interested in, the movement of rail traffic.

The foregoing points are but few of the faults which are much too numerous and complicated to discuss at length in this report. It appears that thieves are becoming more daring, and there appears no doubt that our present efforts are inefficacious.

In an endeavour to alleviate the trouble on the ROME-NAPLES line seven members of the SIB and American CID have been investigating over a period. They have been able to effect the arrest of some 30 civilians and 6 US soldiers in connection with thefts from railways. This will no doubt have some good effect. The enquiry will be the subject of a special report.

RECOMMENDATIONS.

ROME AREA.

Considering personnel problems the present Guards should be sufficient if each individual performed his duty conscientiously. This includes Guards, Officers, [illegible] all others concerned. Some firm action is necessary to prevent Guards fraternising with women and other civilians, whilst on duty. I have received information that certain thieves employ prostitutes to engage Guards whilst they carry out their nefarious activities.

2152

It seems also that a few static posts in the yards [illegible] of the area assigned to each man might

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2752

It seems also that a few static posts in the yards and a general overhaul of the areas assigned to each man might assist. This would enable visiting officers and NCOs to ensure that men are doing their duty. The eight hour tour of duty is long and tedious and men should be allowed a break during this period. Such break periods should be laid down and adhered to and so arranged to allow one man's area to be covered by the man on the adjoining area whilst he is away.

Lights in all yards need urgent attention. In most cases some fittings are already there and merely need a little attention. By the submission of the Train Check Reports to HQ, MRS., monthly figures could be published giving an indication of the trouble in each particular area. This helps to foster interest and creates a 'competitive spirit' which should have good results.

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for example if the Officers of one Company realised there is far more crime in their area, than in the area of the adjoining Company, they may take more active measures to improve the situation.

Liaison between Movements and Guards could be improved, for at present American Guards and RTOs etc., seem to be working independently. I see no reason why they should not compare Train Check Reports and work in conjunction on such matters as general security, re-sealing and arranging the repair of damaged wagons, etc. Officers i/c Guards or RTOs should study the position in their respective areas to ascertain what parts of their yards could be fenced off to reduce risks and make the area less vulnerable. It is certainly almost impossible to completely enclose these large areas, but if certain portions receive attention it would improve matters. I discussed this particular point with the RTO at TUSCANIA and he has already arranged to have certain vulnerable points wired off.

Every effort should also be made to exclude unauthorised civilians. Warning notices should be exhibited and action taken against any person infringing this regulation.

AREZZO

A substantial increase in the Static Guard is most necessary, and both sides of the yard should be patrolled. Such guard must be properly organised and frequent visits paid to all sentries throughout the day and particularly at night.

Fencing in the yard is most urgent. This is certainly practicable on both sides, leaving just the necessary gaps which could be guarded by Italians if necessary, except of course the check points. This needs attention immediately. With the sides thus protected there would be the two ends to be watched, the level crossing where the main road crosses the lines, and the far end leading out to the BSD sidings. A static sentry might well be posted at either end. Some form of 'Watch Tower', with spot lights has been suggested, and if practicable this is a sound idea. The old signal box at one end could be put to good use in this respect.

Civilians should be made to use one entrance and exit, and they should be searched, at least occasionally, when leaving the yard on completion of their work. The whole situation could easily be organised similar to the system operating in most ports. Notices warning unauthorised civilians they are liable to be arrested and punished for trespassing should be displayed at suitable points. I am informed that this is under consideration. 2151

RTOs and their staffs must be warned against authorising individual civilians to travel on Military Trains. I have heard

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independently. I see no reason why they should not compare Train Check Reports and work in conjunction on such matters as general security, re-sealing and arranging the repair of damaged wagons, etc. Officers i/c Guards or RTOs should study the position in their respective areas to ascertain what parts of their yards could be fenced off to reduce risks and make the area less vulnerable. It is certainly almost impossible to completely enclose these large areas, but if certain portions receive attention it would improve matters. I discussed this particular point with the RTO at TUSCANIA and he has already arranged to have certain vulnerable points wired off.

Every effort should also be made to exclude unauthorised civilians. Warning notices should be exhibited and action taken against any person infringing this regulation.

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RTOs and their staffs must be warned against authorising individual civilians to travel on Military Trains. I have heard of several cases where guards have attempted to clear civilians from trains only to find that they have some form of travelling permit from an RTO. These civilians are becoming a serious problem, and it might be worth while to consider running a civilian train from AREZZO, if only once per week.

The sealing of back loads is very poor and the provision of the necessary seals and equipment should be given priority.

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More supervision by RTOs, ROOs and Officers i/c Guard appears very necessary, and occasional checks on vehicles carrying stores from the Railhead would serve a useful purpose in addition to the deterrent effect. If it is at all possible one Officer already employed at the Railhead could be appointed a Security Officer, not only to supervise the guarding of the area, but also to ensure the checking and sealing etc., are properly carried out.

LOADING SERVICES.

There is still far too much short loading of, and absence of waybills in wagons. Sealing is also very bad. A new system of sealing has apparently not yet been decided upon and so far as I have been able to ascertain, there is little or no evidence that Movements are refusing to accept wagons badly sealed. Who is responsible for this? RTOs certainly do not seem to be aware of the fact. If they are, there is decidely little sign of any action by them.

Ordnance Services in many cases place waybills under the label, outside the wagon, with the result that they are often lost or become illegible. There is no reason why all waybills should not be placed in an allocated position inside wagons. Further, as previously mentioned, some immediate measures are required regarding the transporting of petrol (especially in four gallon containers). I have discussed this problem with Officers at the Petrol Railhead and there seems no reason why properly sealed box wagons should not be used.

RTOs and their staffs need to be more 'crime minded' and they could do much more to combat this serious problem. They should certainly endeavour to ensure that when necessary, all wagons are re-sealed and repairs effected when holes are discovered in broke boxes and roofs.

GENERAL.

The majority of the trouble still seems to be taking place between Marshalling Yards etc. Some cases reported last month include 105 bales thrown from one train in transit, 653 cotton comforters from another, and the 4,000 gallons of petrol previously mentioned. There are an increasing number of holes being cut into the roofs of wagons, and one train recently arrived in HOME, with holes cut in no less than eight broke boxes. Another case reported within the last 2 days concerns a raid on a train near [illegible] by some 30 or 40 civilians, during which a large quantity of grain was stolen. This train was unguarded.

Trains continue to stop at practically all small stations, and invariably, even at night, crowds immediately collect round, making the guards task exceedingly difficult. One case reported concerned a man seen on top of a wagon at [illegible], extracting stores through an open ventilator. When he observed the Guard approaching he casually climbed down from the wagon and mingled with civilians, including women, standing around. Under

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of waybills in wagons. Sealing is also very bad. A new system of sealing has apparently not yet been decided upon and so far as I have been able to ascertain, there is little or no evidence that Movements are refusing to accept wagons badly sealed. Who is responsible for this? RTOs certainly do not seem to be aware of the fact. If they are, there is decidely little sign of any action by them.

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Trains continue to stop at practically all small stations, and invariably, even at night, crowds immediately collect round, making the guards task exceedingly difficult. One case reported concerned a man seen on top of a wagon at [illegible], extracting stores through an open ventilator. When he observed the Guard approaching he casually climbed down from the wagon and mingled with civilians, including women, standing around. Under these circumstances the guard is forbidden to use his firearm, and before he could take any other action, the man, with others, made good his escape. This took place at 0500 hours. Why were all these people there at that time ? Some were no doubt attempting to board the train, others probably to assist the thieves or to steal themselves. It does seem certain that they know of our reluctance to shout, and therefore use the crowd as cover. Our efforts to cope with such a situation must appear extremely feeble to them.

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If we are to solve this increasing menace to our lines of communication we must rectify this particular flaw immediately. Stations such as these at least could be made a prohibited area and a curfew imposed during the hours of darkness, when the majority of the trouble occurs. This could be enforced by local Carabiniere and our Railway Police when they are in the locality. It would not entirely rectify the position, but a few prosecutions would have a good effect and ease the situation considerably. I know it is said there is insufficient Carabiniere but one can still see many of them standing around inside and outside many public buildings nothing more than a 'decoration'. Apart from this Italian soldiery could be used provided their officials were made responsible. Train guards constantly passing through these points would soon know if these people were doing their job. If such action were decided upon, a list of places requiring attention could soon be supplied. One or two such points on each section of the line could also be used as a check point to clear a train of any unauthorised persons who had boarded at any of the numerous stations along the line.

Civilians riding Military Trains, and breaking into wagons from brake-boxes, are increasing. With regard to the former, many cases are being reported of Guards standing in their escort wagons after the train has started, and watching civilians jump on the train, and later goods being thrown out on to the line. They are powerless to act. They cannot cause the train to stop and they are not allowed to shoot, (at least in the first place) even if they could see the persons responsible. Generally they cannot see. The Italians are now completely responsible for the operation of the railways in most areas, and the situation is likely to become worse.

It must be agreed that many of the aforementioned troubles could not take place without the aid, active or passive, of the numerous brakesmen and train 'Capo'. These men should be potential extra guards instead of which they are potential thieves. They should be made to accept some responsibility and to assist in safeguarding the supplies they are transporting. At present they walk away at the end of the journey, perhaps with a large hole in the roof or brakebox of the wagon they have occupied, and seldom, if at all, are any questions asked of them. They claim and ask to be Allies. Why cannot they be asked to act as such ?

I contend that these brakesmen should be made responsible for the wagon they occupy during a journey - arm them if deemed necessary and expedient. The 'Capo' train should then have a list of brakesmen on the train, together with the number of the wagon they occupy. The list should be handed over with the Train Check Report and if there should be anything seriously wrong with a wagon occupied by one of these men he should be held responsible in the absence of a very substantial explanation. Let them all be informed of this and threaten them with, and take, severe action when necessary. Failing the 'List' system, they should be ordered to remain in their wagons until the train is inspected at the end

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Public notices and press notices might also be published warning civilians against loitering around Railway Stations, especially at night, and also against riding on Military trains. The existing system of allowing Railway Officials to collect fares from unauthorised civilians found on trains, is encouraging crime, and should be abolished forthwith. These civilians will travel

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by some means and it may be considered possible, in the near future, to introduce a limited passenger service, if only using open wagons for this purpose.

The 'Hot-Box' trouble with wagons seems to be occurring more frequently and it is most likely many of these are deliberately caused. At present the faulty wagon is detached and left with the station 'Capo' at the nearest station, who merely gives the guard a signature for the wagon. It is significant that such trouble usually occurs to wagons containing attractive stores and they are usually pilfered before they are eventually collected. It is not always possible to have a member of the Guard remain with it, so it seems that again we must make the 'Capo' Station where it is left, responsible. He will have to take steps to protect it and cause it to be taken to the nearest Static Military Guard at the earliest possible moment.

There seems no doubt that we are failing to understand the mentality of the civilian population of this country and instead of appreciation and co-operation we are being treated with contempt. They have been accustomed to Fascist and German methods and ours in comparison must be exceedingly weak. How would their own Police tackle this problem? Undoubtedly they would take severe measures and use firearms liberally. The population are used to and expect such action. If it is not forthcoming they take liberties which form the subject of this report. How often do we find an Italian in possession of German clothing or equipment ? Seldom, if ever. The answer is obviously fear: fear of the consequences if found in possession of such property.

I have consulted certain ISR officials at HQ MRS, ROME, respecting the position on railways prior to our arrival. I am informed that when the Germans were in control there was little or no trouble in connection with rail transport of Military supplies. It was stated that the Italians were afraid to approach a German Military Train and actually went out of their way to avoid them. Such trains were usually accompanied by troops, who kept the train clear of unauthorised persons; otherwise they passed the responsibility completely over to the Italians who had to ensure safe delivery.

I merely mention these points to emphasise the conditions to which these people are accustomed. We too must take firm action if we wish to cope with our problems. If political reasons prevent appropriate measures being taken, we are left with the choice of accepting the present serious losses or properly guarding our trains and supplies.

2148

GUARDS

The increase of Guards from 2 to 3 men per train is not yet generally in force. Even so, three men are still insufficient to guard a train of some 60 wagons. They cannot hope to keep

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with the Station 'Depot' at the nearest station, who merely gives the guard a signature for the wagon. It is significant that such trouble usually occurs to wagons containing attractive stores and they are usually pilfered before they are eventually collected. It is not always possible to have a member of the Guard remain with it, so it seems that again we must make the 'Depot' Station where it is left, responsible. He will have to take steps to protect it and cause it to be taken to the nearest Static Military Guard at the earliest possible moment.

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2448

GUARDS

The increase of Guards from 2 to 3 men per train is not yet generally in force. Even so, three men are still insufficient to guard a train of some 60 wagons. They cannot hope to keep civilians off a train of such size, and once the train is in motion and the Guards 'safe' in their escort wagon, the thieves can and do, commence to break into wagons from brake-boxes, etc. I have attempted to clear gangs of civilians from trains myself, but they merely wait nearby and re-board as soon as the train starts off. It is worthy of note that they mostly travel at night, and it is not possible to know how many of these are thieves awaiting an opportunity to steal from the train.

The Guards themselves, both British and American, need more supervision, and this can only be done by some form of travelling 'Inspectors' (Officers or NCOs) such as used by Public

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Transport Services in our own country. The new Police Section and SIB Section, will do much to ease the situation, but it must be remembered, they will merely 'scratch the surface', and for every ten persons arrested, another ten are ready to take their place. The results are worth the risk in connection with this matter.

Many of the faults I have mentioned need correcting locally and to accomplish this Security Officers are necessary to keep constant check and to put things right on the spot - i.e. if wagons from a certain Depot are found badly sealed, the Depot should be visited and the matter rectified. This all points to one thing. The whole system of guarding railways needs revision. It is not sufficient to just augment the existing Battalion, another could well be used and all placed under one Supreme Headquarters, with Movements Officers and representatives of other Branches, attached to enquire into and correct individual faults.

One body similar to MRS should be responsible for Railways, and should incorporate every Branch concerned with Railways, including Police and Guards. We have something similar in our own country. The Railways have their own Police system. One central Headquarters could be set up similar to an Area Headquarters and all problems could be tackled from here. A clear picture of the situation could then be obtained and it would be a considerable improvement on the present system where many seperate Departments are working independently with no liaison. Attached representatives could be used as Inspecting Officers as suggested above. ISR Officials are already at HQ MRS, ROME and Italian personnel problems can be dealt with by them.

I have endeavoured to cover in this report all the difficulties with which we are faced, and to suggest a number of ways to improve matters. There is certainly no one simple answer to this problem, each improvement, no matter how slight, will help considerably. We have solved untold problems during this War and should not let the safeguarding of our supply lines defeat us. If we face up to the situation and tackle it now, it will obviate further trouble and prepare us for future commitments.

Respectfully submitted.

2447

F. JOHNSON. Capt. DAPM.
Special Investigation Branch.
Corps of Military Police.

26 Mar 45

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90 A

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

AC/14619/PS

12 April 1945

SUBJECT : Policing of Railways

TO : Ministry of Interior
Director of Public Security

60 A

1. With reference to your office Circular 10-11233/10182A dated 31 January 1945 and 10.11233/10182A dated 17 January 1945, will you please state if the Decree is now actually in force, and how many men have been enrolled under this scheme.

2. Higher authority would like to have further details on whether these men will be employed on

(a) full-time police duties
(b) will they be mobile or static
(c) is it proposed to give them Police uniform

3. The Military authorities are taking a very grave view of the number of thefts from trains and railway depots, and an early reply will be appreciated.

JOHN W. CHAFFEE
Colonel, A.A.G.D.
Director Public Safety
Sub-Commission

BP/lb

BF. 24/4/45

2446

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89A.

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

AC/14619/PS

12 April 1945

SUBJECT : Police Report on Railways

TO : Transportation Sub-Commission
(attn. Major PIKE)

1. The attached copies of S.I.B. report submitted to Allied Police Conference held at Linz on 31st ultimo, are forwarded for your information.

JOHN W. ESSELEN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission

BF/lb

2245

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88a

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

AC/14619/PS

Tel: 502

11 April 1945

SUBJECT : Railway Police.

TO : Transportation Sub-Commission.
(Attn: Major PING.)

1. With reference to your minute AC/32/T 4 of 29 March 1945.

2. The number of Agents of Public Security actually employed on railway police and escort duties in Italian Government territory is approximately 350, distributed under Public Safety Compartmental Commissariates as under:-

Bari	Cagliari	Naples
Palermo	Reggio Calabria	Rome

3. In addition, the following numbers of CC.RR. are employed on static duties under the P.S. Compartmental Commissariates:-

Bari	78	Napoli	186
Reggio Calabria	102	Rome	219
Cagliari	74		

4. In the case of AMG territory, the actual number of Agents employed is 26.

5. For fixed posts in AMG territory 127 CC.RR. will be required for the Compartmental Commissariat of Florence, and a further unspecified number for Ancona.

6. These two Compartmental Commissariati are in course of being reorganised but the Commanding General CC.RR. states that with the great calls on CC.RR. personnel makes it difficult to meet any Commitments for guarding of railways.

7. In connection with the provision of train guards, the following points were communicated to this Sub-Commission (It Col Wilcox) on 31 March, 1945, by Major Boswell, AFHQ, by phone.

> " O.C. Train and Railway Guards has organised Italian Train guards, usually military, for policing trains in AMG and Italian Government Territory.
>
> The Only trains with which O.C. Train Guards is not concerned are civilian passenger trains in Italian Government territory.
>
> The policing of freight trains of any discription is a matter for O.C. Train and Railway Guards. It was not desired that Italian Police should travel on these trains, as guards."

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7a. In a letter to this Sub-Commission from AFHQ G-5 Movement and Transportation dated 1 April, 1945, on question of formation of railway Public Safety Agents, it is stated, inter alia, "these agents cannot be permitted to travel on military freight trains".

8. It would appear therefore that the policy of AFHQ is to only allow Italian Police agencies to perform vigilance service at railway stores, depots, coal dumps, etc, and along railroads, but not to function as train guards, with the exception of on civilian trains in Italian Government territory.

9. It would be appreciated if this position could be clarified at the meeting of the Allied Railway Board on the 12th instant, so that the Italian Police authorities could be suitably informed.

10. For your information, attached hereto are translated copies of memoranda received from the Ministry of the Interior dealing with the organisation and duties of the Railway Police.

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87a

JOHN W. CHAPMAN
Colonel, A.A.G.D.
Director Public Safety
Sub-Commission

RP/jwf

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87a

Translation.

Functioning of the Railway Police
and replies to the questions made by the A.C. P.S. S/C.

I

The main function of the Railway Police is that of prevention and repression of the crimes which occur in the railway surroundings; i.e. the protection of the passengers, of their goods, of the merchandises, of the railway patrimony.

The railway police is attempting to prevent the crimes especially by "vigilance" on the passengers and goods trains, in movement and when halting, in the stations, open places and stores, along the lines and on the whole, in each locality belonging to the railway environment.

This service is entrusted to the P.S. Compartmental Commissariates, who carry it out with the co-operation and assistance of:

a) the P.S. Offices at the railway stations;
b) the local P.S. Offices;
c) the CC.RR. Force;
d) the fixed vigilance Squads.

A) Out of the 15 P.S. Compartmental Commissariates, which were functioning before the actual war in Ancona, Bari, Bologna, Cagliari, Florence, Genova, Milano, Napoli, Palermo, Reggio Calabria, Rome, Torino, Trento, Trieste and Venezia, at present there are working those of: Ancona and Florence, which are in reconstruction, Bari, Cagliari, Naples, Palermo, Reggio Calabria and Rome.

They, at the dependence of the P.S. Gen. HQ., constitute the Body, which supervises the direction of Public Security on the railway lines.

At the present time they provide for the services of the preventive Police, especially with the "vigilance" on the passengers trains, which they carry out through "escorts" formed by P.S. Agents or Agents and CC.RR., and carry out the tasks of the judicial Police in identifying the locality where the crime has been perpetrated (this constitutes one of the greatest difficulties, given the special disposition of railway crimes), reporting this locality to the competent Police Office, furnishing to the latter reports, information and everything of their knowledge, regarding the

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modalities of the criminal fact, the persons who have or could have taken part, the theft etc.; finally co-ordinating the investigations in collaboration with the competent local bodies.

They directly provide for the investigations, in case the locality where the crimes have occurred has not been ascertained.

B) The P.S. Offices at the most important stations, may, according to the service exigencies, be formed by one or more Officials and by a variable number of Agents. They deal with public order and with everything competent to the service of the railway police, both in regard to the prevention and the repression of crimes occurred in the surroundings of the station at which they are on duty.

C) The local P.S. Offices deal with the railway police, when, in the localities in which they are, no P.S. Office exists at the railway station.

D) The CC.RR. Force contributes to the A/m Police with station Commands, in the Communes where P.S. Offices do not exist, and with the men supplied by it to the P.S. Compartmental Commissariates and vigilance Squads.

E) The vigilance Squads are composed of a variable number of CC.RR. and railway guards selected by the Railway General Directorate, whom the qualification of P.S. Agents is given and who should be armed during the service period.

Their task is mainly that of preventive police watching stores and depots of goods, trains stationed along the lines of the railway yards, the offices and the other railway environments; the railway waggons stationed containing valuable goods and explosives, etc.

They contribute to the repression of crimes occurred within their jurisdiction.

In Sicily there is a Special Railway Police Corps, at present with the strength of 590 men, which was formed with the Official Order n. 30 of the Allied Command on the 17 January, 1944.

II

1) As a rule the P.S. Guards travel actually on passengers trains and exceptionally on freight and military trains.

Their number corresponds to that of the Agents assigned to the various P.S. Commissariates from which they are distributed each time for the fixed and desultory services, they are:

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5	at the P.S.	Compartmental	Commissariate	Ancona
28	"	"	"	Bari
20	"	"	"	Cagliari
21	"	"	"	Florence
57	"	"	"	Naples
20	"	"	"	Palermo
85	"	"	"	Reggio Calabria
50	"	"	"	Rome

2) The number of Agents for each train varies from jurisdiction to jurisdiction, from train to train according to the services and the circumstances.

For the civilian passenger trains it varies from 12 to 18, for the workmen trains from 3 to 5.

For instance between Rome - Naples, via Cassino, there are usually employed 26 Agents every day (13 going to Naples and 13 coming to Rome).

Between Bari - Naples (via Foggia) from 14 to 18 men are employed.

3) The provinces, not yet administered by the Italian Government, in which, on the workmen, freight and military trains, for various reasons (information, investigations, ascertainments) P.S. Agents may sometimes perform railway police duties are those of Ancona, Arezzo, Ascoli Piceno, Grosseto, Leghorn, Macerata, Perugia, Pesaro, Siena, Terni.

4) The Agents in service on the trains are usually dressed in civil clothes.

For those in service along the Rome-Naples line the uniform is prescribed, but many do not possess such uniform.

They wear a white brassard with the inscription in English and in Italian: " Italian Railway Police", which is not yet in possession of all Agents of the Compartmental Commissariates.

5) As the Guards and NCOs are agents and officers of the judicial police, they have the authority to carry out judicial police activity contemplated by the Penal Procedure Code, i.e. to arrest, search, seize articles constituting evidence.

The person kept in custody or arrested on trains is handed over to the first police station and whether or not denunciation has been made by third parties, the judicial Authority is informed through a report.

6) The P.S. Agents have not the task of patrolling railway zones, nor that to control the documents of the passengers, task which is exercised by the agents of the Railway Administration.

But they have to be present at such control and therefore,

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in practice they see the documents of the passengers, who enjoy special concessions, or who, on the emergency trains, are in possession of the countersign containing the indications of the identity document presented by the owner at the moment of the purchase of the ticket.

The verification of buggage is usually made when their volume or weight, or the persons carrying them, or special circumstances of time and place, or other reasons, raise the suspect that they might contain rationed food-supplies or those coming from Allied Military sources.

7) Control is exercised in regard to the number of passengers on the trains, but given the considerable number of them, in practice it is difficult to exercise it with positive results.

III

Between the Ministry of the Interior and that of Transport dealings are being taken in order conveniently to re-enforce the stablishment of personnel of the various P.S. Compartmental Commissariates to the effect that the various and complexe exigencies of Public Security within the railway jurisdiction may be met.

The strength necessary is contemplated in roughly 2500 men and it is thought that with this number, both the vigilance services on the trains and those in the stations as well as along the railway lines throughout Italy will be adequately and definitly assured.

The relative records are under examination by the two a/m Ministries.

Reports will be furnished, as soon as possible, in regard to the decisions which will be taken on the matter.

Rome, 8th April, 1945.

[redacted]

Mod 839

Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione Polizia-Sezione 4ª

n.IO.4I67I/95. .I Roma, lì 8 aprile I945
a nota 23.3.I945 n.AC/I46I9 P.S.

Oggetto : Funzionamrnto della polizia ferroviaria e notizie -
Functioning of the Railway Police and report.

ALL'ON. COMANDO DELLA COMMISSIONE ALLEATA
Sottocommissione per la P.S.
ROMA

In risposta al foglio sopra indicato di codesto On/le Comando, si trasmette una relazione contenente notizie sul funzionamento della Polizia Ferroviaria e le risposte alla domande fatte con lo stesso su indicato foglio.-

PEL MINISTRO
2738

With ref. to the a/m letter, we transmit a report containing information in regard to the functioning of the Railway Police as well as the replies to the questions made with same letter

Declassified E.O. 12356 Section 3.3/NND No. 785016

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione Polizia-Sezione 4^

n.I0.4I67I/95. .I Roma, lì 8 aprile I945
a nota 23.3.I945 p.AC/I46I9 P.S.

Oggetto : Funzionamrnto della polizia ferroviaria e notizie -
Functioning of the Railway Police and report.

ALL'ON. COMANDO DELLA COMMISSIONE ALLEATA
Sottocommissione per la P.S.
R O M A

In risposta al foglio sopra indicato di codesto On/le Comando, si trasmette una relazione contenente notizie sul funzionamento della Polizia Ferroviaria e le risposte alle domande fatte con lo stesso su indicato foglio.-

PEL M I N I S T R O
2138

With ref. to the a/m letter, we transmit a report containing information in regard to the functioning of the Railway Police as well as the replies to the questions made with same letter.

Declassified E.O. 12356 Section 3.3/NND No. 785016

FUNZIONAMENTO DELLA POLIZIA FERROVIARIA
E RISPOSTE ALLE DOMANDE FATTE DAL COMANDO DELLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE PER LA P.S. -

O
O

I

La principale funzione della polizia ferroviaria è quella della prevenzione e repressione dei reati che si verificano nell'ambiente ferroviario; la tutela fisica quindi dei viaggiatori, dei loro beni, delle merci, del patrimonio ferroviario.

La polizia ferroviaria cerca di prevenire i reati specialmente con la "vigilanza" sui treni viaggiatori e merci, in movimento e in sosta, sulle stazioni, piazzali e depositi, sulle linee e, in genere, su ogni località di pertinenza delle ferrovie.

Essa è affidata ai Commissariati Compartimentali di P.S. che la esercitano con la cooperazione e col sussidio :

a) degli Uffici di P.S. presso le stazioni ferroviarie;
b) degli Uffici locali di P.S.
c) dell'Arma dei CC.RR.;
d) delle Squadre fisse di vigilanza .

A) Dei quindici Commissariati Compartimentali di P.S., che prima dell'attuale guerra funzionavano in Ancona, Bari, Bologna, Cagliari, Firenze, Genova; Milano, Napoli, Palermo, Reggio Calabria, Roma, Torino, Trento, Trieste e Venezia, oggi agiscono quelli di : Ancona e Firenze, i quali si stanno ricostituendo, Bari, Cagliari, Napoli, Palermo, Reggio Calabria e Roma .

Essi, alle dipendenza della Direzione Generale di P.S., costituiscono l'organo che sovraintende alla direzione della pubblica sicurezza sulle linee ferroviarie.

2.37

Attualmente disimpegnano i servizi di polizia preventiva in special modo con la "vigilanza" sui treni viaggiatori che esercitano a mezzo delle "scorte" formate di Agenti di P.S. o di Agenti e carabinieri e

Declassified E.O. 12356 Section 3.3/NND No. 785016

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La polizia ferroviaria cerca di prevenire i reati specialmente con la "vigilanza" sui treni viaggiatori e merci, in movimento e in sosta, sulle stazioni, piazzali e depositi, sulle linee e, in genere, su ogni località di pertinenza delle ferrovie.

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a) degli Uffici di P.S. presso le stazioni ferroviarie;
b) degli Uffici locali di P.S.
c) dell'Arma dei CC.RR.;
d) delle Squadre fisse di vigilanza .

A) Dei quindici Commissariati Compartimentali di P.S., che prima dell'attuale guerra funzionavano in Ancona, Bari, Bologna, Cagliari, Firenze, Genova; Milano, Napoli, Palermo, Reggio Calabria, Roma, Torino, Trento, Trieste e Venezia, oggi agiscono quelli di : Ancona e Firenze, i quali si stanno ricostituendo, Bari, Cagliari, Napoli, Palermo, Reggio Calabria e Roma .

Essi, alle dipendenze della Direzione Generale di P.S., costituiscono l'organo che sovraintende alla direzione della pubblica sicurezza sulle linee ferroviarie.

2'37

Attualmente disimpegnano i servizi di polizia preventiva in special modo con la "vigilanza" sui treni viaggiatori che esercitano a mezzo delle "scorte" formate di Agenti di P.S. o di Agenti e carabinieri, e assolvono i compiti di polizia giudiziaria con l'individuare il luogo ove il reato è stato commesso (ciò costituisce una delle maggiori difficoltà, data l'indole speciale dei delitti in ferrovia), di segnalarlo all'Ufficio di Polizia competente per territorio, di fornigli notizie, informazioni e quanto altro è in loro possesso, riguardanti

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le modalità del fatto delittuoso, le persone che vi hanno o che possono avervi preso parte, la refurtiva etc.; di coordinare, infine, le indagini con la collaborazione degli organi locali competenti.

Provvedono direttamente alle indagini quando non sia stata accertata la località nella quale i reati avvennero .

B) gli Uffici di P.S. presso le stazioni più importanti, possono, a seconda delle esigenze di servizio, essere costituiti da uno o più Funzionari e da un numero variante di Agenti. Essi si occupano dell'ordine pubblico e di tutto quanto si riferisce al servizio di polizia ferroviaria, sia in rapporto alla prevenzione, che alla repressione dei reati verificatasi nell'ambiente della stazione nella quale si trovano .

C) gli Uffici locali di P.S. si occupano di polizia ferroviaria, quando, nei luoghi nei quali si trovano, non vi è presso la stazione l'Ufficio di P.S. .

D) L'Arma dei Carabinieri concorre alla predetta polizia con i comandi di stazione, nei Comuni nei quali non vi sono Uffici di P.S., e con gli uomini che fornisce ai Commissariati Compartimentali di P. S. e alle Squadre di vigilanza.

E) Le Squadre di vigilanza sono composte da un numero variante di carabinieri e guardie ferroviarie scelte dalla Direzione Generale delle Ferrovie alle quali si attribuisce la qualifica di Agenti di P.S. e che dovrebbero, durante il periodo di servizio, essere armate.

Il loro compito è prevalentemente di polizia preventiva vigilando magazzini e depositi di merci, treni fermi sui binari dei piazzali ferroviari, gli uffici e le altre pertinenze delle ferrovie ; i carri in sosta contenenti merci ricche ed esplosivi, c/s.

2136

Concorrono alla repressione dei reati avvenuti nella propria giurisdizione.

In Sicilia agisce un Corpo Speciale di Polizia Ferroviaria, forte

declassified E.O. 12356 Section 3.3/NND No. 785016

ta la località nella quale i reati avvennero .

B) gli Uffici di P.S. presso le stazioni più importanti, possono, a seconda delle esigenze di servizio, essere costituiti da uno o più Funzionari e da un numero variante di Agenti. Essi si occupano dell'ordine pubblico e di tutto quanto si riferisce al servizio di polizia ferroviaria, sia in rapporto alla prevenzione, che alla repressione dei reati verificatasi nell'ambiente della stazione nella quale si trovano .

C) gli Uffici locali di P.S. si occupano di polizia ferroviaria, quando, nei luoghi nei quali si trovano, non vi è presso la stazione l'Ufficio di P.S. .

D) L'Arma dei Carabinieri concorre alla predetta polizia con i comandi di stazione, nei Comuni nei quali non vi sono Uffici di P.S., e con gli uomini che fornisce ai Commissariati Compartimentali di P. S. e alle Squadre di vigilanza.

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Il loro compito è prevalentemente di polizia preventiva vigilando magazzini e depositi di merci, treni fermi sui binari dei piazzali ferroviari, gli uffici e le altre pertinenze delle ferrovie ; i carri in sosta contenenti merci ricche ed esplosivi, ecc.

2;36

Concorrono alla repressione dei reati avvenuti nella propria giurisdizione.

In Sicilia agisce un Corpo Speciale di Polizia Ferroviaria, forte ora di 590 uomini, che fu costituito con l'ordine Ufficiale n.30 del Comando Alleato in data I7 gennaio I944 .

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II

I) Attualmente le Guardie di P.S. di regola, viaggiano sui treni civili ed eccezionalmente sui merci e militari.

Il loro numero corrisponde a quello degli Agenti assegnati ai vari Compartimenti di P.S. dai quali vengono di volta in volta, distaccati per i servizi fissi e saltuari e che sono :

5	al	Commissariato	Compartimentale	di P.S. Ancona
28	"	"	"	Bari
20	"	"	"	Cagliari
2I	"	"	"	Firenze
57	"	"	"	Napoli
20	"	"	"	Palermo
85	"	"	"	Reggio Calabria
50	"	"	"	Roma

2) Il numero di Agenti per ciascuno treno differisce da giurisdizione a giurisdizione, da treno a treno a seconda dei servizi e delle circostanze.

Per i treni viaggiatori civili varia da I2 a I8, per i treni operai da 3 a 5 .

Sulla Roma Napoli, linea Cassino, ad esempio, vengono di solito, giornalmente impiegati 26 agenti (I3 che vanno a Napoli e I3 che vengono a Roma).

Sulla Bari Napoli (via Foggia) si impiegano dai=I4 ai I8 uomini.

3) Le provincie ,non ancora amministrate dal Governo Italiano, nelle quali, sui treni operai, merci e militari, per ragioni diverse (informazioni, indagini, accertamenti) possono saltuariamente trovarsi a prestare servizio d'istituto Agenti di P.S. sono quelle di Ancona, Arezzo, Ascoli Piceno, Grosseto, Livorno, Macerata, Perugia, Pesaro, Siena, Terni.

2;35

Declassified E.O. 12356 Section 3.3/NND No. 785016

Il loro numero corrisponde a quello degli Agenti assegnati ai vari Compartimenti di P.S. dai quali vengono di volta in volta, distaccati per i servizi fissi e saltuari e che sono :

5	al Commissariato	Compartimentale	di P.S.	Ancona
28	"	"	"	Bari
20	"	"	"	Cagliari
2I	"	"	"	Firenze
57	"	"	"	Napoli
20	"	"	"	Palermo
85	"	"	"	Reggio Calabria
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2;35

4) Gli Agenti in servizio sui treni di solito indossano l'abito Civile.

Per quelli in servizio sulla Roma Napoli è prescritta l'uniforme che però non molti hanno .

Portano un bracciale bianco con la scritta in inglese e in ita=

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liano " Polizia Italiana Ferroviaria" che non è ancora in possesso di tutti gli Agenti dei Commissariati Compartimentali .

5) Poichè le Guardie e i Sottufficiali sono rispettivamente agenti e ufficiali di polizia giudiziaria, hanno facoltà di compiere atti di polizia giudiziaria previsti dal Codice di Procedura Penale, quindi anche di arrestare, perquisire, sequestrare oggetti costituenti corpi di reato .

Il fermato o arrestato in treno si consegna al primo posto di polizia e, sia che vi sia stata o non denunzia da parte di terzi, viene informata l'Autorità Giudiziaria a mezzo di rapporto .

6) Gli Agenti di P.S. non hanno il compito di perlustrare sono ferroviarie, nè quello di eseguire il controllo dei documenti dei viaggiatori che spetta invece agli agenti dell'Amministrazione ferroviaria .

Essi debbono però assistere a tale controllo e, pertanto, in pratica, prendono conoscenza dei documenti dei viaggiatori che usufruiscono di concessioni speciali, o che, sui treni contngentati, siano in possesso del contrassegno contenente le indicazioni del documento di identificazione presentato dal possessore all'atto dell'acquisto del biglietto .

La verifica ai bagagli si fa in genere quando per il lro volume o peso, o per le persone che li detengono, o per speciali circostanae di tempo e di luogo, o per altri fatti ancora, si dubita che possano contenere generi contingentati o di provenienza delle Forze Militari Alleate.

2:34

7) Si esercita il controllo sul numero dei passeggieri sui treni, ma dato il rilevante numero di essi, difficilmente si riesce in pratica a compierlo con risultati concreti .-

Declassified E.O. 12356 Section 3.3/NND No. 785016

ti di polizia giudiziaria previsti dal Codice di Procedura Penale, quindi anche di arrestare, perquisire, sequestrare oggetti costitu= enti corpi di reato .

Il fermato o arrestato in treno si consegna al primo posto di poli= zia e, sia che vi sia stata o non denunzia da parte di terzi, viene informata l'Autorità Giudiziaria a mezzo di rapporto .

6) Gli Agenti di P.S. non hanno il compito di perlustrare sone fer= roviarie, nè quello di eseguire il controllo dei documenti dei viag= giatori che spetta invece agli agenti dell'Amministrazione ferrovia= ria .

Essi debbono però assistere a tale controllo e, pertanto, in prati= ca, prendono conoscenza dei documenti dei viaggiatori che usufruisco= no di concessioni speciali, o che, sui treni contngentati, siano in possesso del contrassegno contenente le indicazioni del documento di identificazione presentato dal possessore all'atto dell'acquisto del biglietto .

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III

Tra il Ministero dell'Interno e quello dei Trasporti sono al pre= sente incorso trattative per raff_orzare convenientemente gli orga= ci del personale dei vari Commissariati Compartimentali di P.S. così che si possa far fronte alle varie e complesse esigenze della pub=

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Declassified E.O. 12356 Section 3.3/NND No. 785016

blica sicurezza nell'ambito ferroviario .

La forza occorrente è prevista in circa 2500 uomini con i quali si ritiene che potranno essere assicurati in modo adeguato e definitivo, sia i servizi di vigilanza sui treni che quelli nelle stazioni e lungo le linee ferroviarie di tutta Italia .

Gli atti relativi sono all'esame dei due suddetti Dicasteri .

Si fa riserva di far conoscere non appena possibile le decisioni che saranno state prese .

Roma, lì 8 aprile 1945-

Declassified E.O. 12356 Section 3.3/NND No. 785046

Declassified E.O. 12356 Section 3.3/NND No. 785016

86a

U R G E N T

Translation.

MINISTRY OF INTERIOR

10th April, 1945.
N. 10.41786/95/1

Reply to AC/14619/PS dated 30/3/45.

Subject : Report in regard to the Railway Police.

To : A.C. Public Safety Sub-Commission - Rome.

The number of the agents actually employed in the various "vigilance" (escort) services, in function in the territory turned over to the Administration of the Italian Government, is roughly 350.

These agents, as it has been pointed out in the report regarding the functioning of the Railway Police, forwarded with letter n. 10.41671/95-1 dated 8th instant, are distributed in the various P.S. Compartmental Commissariates, from which they are each time removed for the a/m vigilance services.

87a

The number of the agents, actually at disposal of the P.S. Compartmental Commissariates of Ancona and of Florence, in reconstruction, and which indlude the Provinces, not yet turned over to the Administration of the Italian Government, of Ancona, Arezzo, Ascoli Piceno, Florence, Forli, Grosseto, Leghorn, Lucca, Macerata, Perugia, Pesaro, Pisa, Pistoia, Ravenna, Siena and Terni, is 5 and 21 respectively.

In the fixed posts included in the jurisdiction of the following P.S. Compartmental Commissariates perform duties military of the CC.RR. Force in number indicated aside each Compartment:

Bari	78
Reggio Calabria	102
Cagliari	74
Napoli	186
Roma	219.

Measures are being taken for the [illegible]ation of further fixed vigilance posts in the Compartmental Commissariates of Florence and Ancona.

2132

While 127 men will be necessary for the fixed posts of Florence, the number of those necessary for the Ancona Compartment cannot be given, as reports are awaited from the latter.

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It is foreseen, however, that the HQ. CC,RR. will met difficulties in putting into effect further fixed posts , in view of the fact that he, with letter dated 30 March, 1945, has reported to be for deficiency of personnel "in serious trouble in regard to the wide and always increasing exigencies of the CC.RR. services."

Finally as far as the approximate number regarding the~~XXoxxx~~ strength is concerned, which will be at disposal, both in Italian Government Territory and AMG territory, this Ministry refers to what has been pointed out in the third part of the report forwarded with letter n.10.41671/95/1 dated 8th instant.

189a

For the Minister
Ferrari

rv.

Ga

URGENTE

Mod 32

Roma 10 Aprile 1945

Ministero dell'Interno
DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ALL' ON/LE COMMISSIONE ALLEATA
Sottocommissione per la P.S.
R O M A

Divisione Polizia Sez. IV^
Prot. N. 10. 41786/95 3 Riservato

Risposta al Foglio del 30/3/45
Div. Sez. N.A.C.14619 P.S.

OGGETTO Notizie sulla Polizia Ferroviaria=

Il numero degli agenti attualmente impiegato nei vari servizi di "vigilanza" (scorte) sui treni, in funzione nel territorio passato alla Amministrazione del Governo Italiano, è di circa 330.

Essi, come è stato indicato nella relazione sul funzionamento della Polizia ferroviaria, rimessa col foglio n.10.41671/95=1 dell'8 corrente, sono distribuiti nei vari Commissariati Compartimentali di P.S. dai quali vengono di volta in volta distaccati per i su accennati servizi di vigilanza.

Il numero degli agenti, attualmente a disposizione dei Commissariati Compartimentali di P.S. di Ancona e di Firenze, in via di ricostituzione, e che comprendono le provincie, non ancora passate all'Amministrazione del Governo Italiano di Ancona, Arezzo, Ascoli Piceno, Firenze, Forlì, Grosseto, Livorno, Lucca, Macerata, Perugia, Pesaro, Pisa, Pistoia, Ravenna, Siena e Terni, sono rispettivamente di 5 e 21.

2:30

Nei posti fissi compresi nella giurisdizione dei seguenti Commissariati Compartimentali di P.S. prestano servizio militari dell'Arma dei Carabinieri Reali nel numero indicato a fianco di ciascuno Compartimento:-

Bari 78=

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R O M A

Divisione Polizia Sez. IV^
Prot. N. 10.41786/95/1 Allegati

Risposta al Foglio del 30/3/45
Div. Sez. N.A.G.14619 P.S.

OGGETTO Notizie sulla Polizia Ferroviaria=

Il numero degli agenti attualmente impiegato nei vari servizi di "vigilanza" (scorte) sui treni,in funzione nel territorio passato alla Amministrazione del Governo Italiano,è di circa 330.

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Il numero degli agenti,attualmente a disposizione dei Commissariati Compartimentali di P.S. di Ancona e di Firenze,in via di ricostituzione, e che comprendono le provincie,non ancora passate all'Amministrazione del Governo Italiano di Ancona,Arezzo,Ascoli Piceno,Firenze,Forlì,Grosseto, Livorno,Lucca,Macerata,Perugia,Pesaro,Pisa,Pistoia,Ravenna,Siena e Terni, sono rispettivamente di 5 e 21.

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Bari	78=
Reggio Calabria	102=
Cagliari	74=

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Declassified E.O. 12356 Section 3.3/NND No. 785016

Napoli 186 =

Roma 219=

Sono in corso le pratiche per la istituzione di altri posti fissi di vigilanza nei Commissariati Compartimentali di Firenze ed Ancona.

Mentre per i posti fissi del primo occorreranno 127 uomini, non si può precisare il numero di quelli necessario per il Compartimento di Ancona, attendendosi da questo le relative notizie.

Si prevede però che il Comando dell'Arma incontrerà difficoltà ad attuare altri posti fissi dato che esso, con suo foglio del 30 marzo u.s. ha fatto conoscere di trovarsi per deficienza di personale "in grave imbarazzo in rapporto alle complesse e sempre maggiori esigenze del servizio di istituto.".

Per quanto riguarda infine il numero approssimativo riguardante la forza della quale si potrà disporre, sia nel territorio del Governo Italiano che in quello amministrato dal G.M.A., questo Ministero si riporta a quanto è stato esposto con la parte terza della relazione rimessa con il foglio n.10.416/1/95/1 dell'8 corrente.

EL MINISTRO

Jacini

Declassified E.O. 12356 Section 3.3/NND No. 785016

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85A

Urgent

ACP/1c

INTER-OFFICE MINUTE

Tel. 843238
Ref. AC/32/Tn 4

TO : Public Safety Sub-Comm. HQ AC

SUBJECT : Pilferage on Railways. 75A?

80A

1. Reference is your AC 14619/PS of 6 March 45 and my AC 32/Tn4 of 29 March 45.

2. The next Meeting of Traffic Sub-Committee is on Thursday 12 April 45, when this Sub-Commission must reply to the question raised by Brigadier A.T. de Rhè Philipe at the Allied Railway Board.

3. May the communication asked for in paragraph 5 of my letter be received before the Meeting please?

TO	INIT	DATE
DIRECTOR		
DEPUTY DIRECTOR	[illegible]	13/4
EXEC OFFICER		
POLICE		
C. & REG.		
PROGS		
ADM. OFFICER		10/4
SECURITY		
CHIEF CLERK		

A.C. Ping Maja
A.C.PING, Major.
for Memb. H Taylor
Secretary

Transportation Sub-Commission (Rails)
9 April 1945.

2:29

Declassified E.O. 12356 Section 3.3/NND No. 785016

Public Safety 4469

Allied Force Headquarters
G-4 Mov & Tn
Tel: Freedom 320

Our Ref Mov 3/231
Your Ref AC/14619/PS

1 Apr 45

Subject: Policing of Trains.

To : HQ Allied Commission
(Civil Affairs Section)

Copy to: CC Train & Rly Guards.

1. Your letter AC/14619/PS of 22 Feb 45 addressed to CC Train Guards (Italy) has been referred to us.

2. We have no objection to the principle of the formation of railway Public Safty Agents. In order to avoid confusion with the existing military railway guards however, these agents cannot be permitted to travel on military freight trains.

3. It would be of interest to know exactly how these men are to be employed. Will they be occupied full time on police duties and will they be static or mobile.

4. It is essential that personnel used for these duties wear uniform or some outward sign of identification, i.e. a red arm band such as is at present used by the Carabinieri when engaged on such duties.

5. Could you please arrange that we are advised when this scheme is put into operation in order that all concerned can be advised.

F.L.HAGGER, Lt. Col.
for Brigadier.
DQMG(Mov & Tn)

HEADQUARTERS
2128 3 APR 1945
A. G.

TO		
DIRECTOR		
DEPUTY DIRECTOR	LO	13/4
EXEC. OFFICER		4/4
POLICE		
LIC. & REG.		
PRISONS		
ADJT. OFFICER	18	7/4
SECURITY		
CHIEF CLK.		

Y

C/Col Forbes suggests awaits letter from Major Bezwoda
5a 82a
Ln also 88a, 89a

Declassified E.O. 12356 Section 3.3/NND No. 785016

Subject:- Public Safety Agents.

R/1/644

HQ. Allied Commission,
Civil Affairs Section.

29 Mar 45

31/MAR 1945

Please cancel my letter under ref R/1/585 dated 14 Mar 45 as this matter is now being dealt with by G-4 (Mov & Tn) AFHQ.

Lt.Col.
Commanding Train & Rly Gds, Italy.
(W.H.F.ROUTH).

CMF WF/AG		
DIRECTOR		3/4
DEPUTY DIRECTOR	Copy to: G-4 (MOV & TN) AFHQ.	
EXEC. OFFICER		
POLICE		34
LIC. & P.S.		
PRISONS		
ADM. SUPPLIES		
SECURITY		
CHIEF CLERK		

2:27

3270

82

MEMORANDUM.

On the 31st March, 1945, I spoke to Major Boswell of AFHQ (Freedom 320) regarding train guards.

The position is that O.C. Train & Railway Guards has organised Italian train guards, usually military, for policing trains both in Military Government and Italian Government territory. AFHQ state that the responsibility for guarding freight trains even in Italian Government territory must rest on the Allies as a large proportion of the freight is military stores or materials controlled by the Allies.

The only trains which are not the concern of the Allies are civilian passenger trains in Italian Government territory. Major Boswell agreed that the Italians should make their own arrangements for policing these trains.

As regards freight trains of any description the policing was a matter for the train guards under the Command of O.C. Train and Railway Guards. It was not desired that Italian police should be allowed to travel on these trains as guards. Major Boswell suggested that Italian police might usefully be employed at terminal stations in preventing pilferage, storming unauthorised civilians from boarding trains, guarding warehouses etc. He asked for details of stations at which the Italian Authorities proposed to use Italian Railway Police. I informed him that the simplest procedure would be for the O.C. Train and Railway Guards or his representatives to get in touch with the Questore and ask him to supply any police they needed.

Major Boswell said that he would write a short letter to this Sub-Commission confirming this conversation.

2426

C.F. Wilcox

31st March, 1945.

L.F. WILCOX, Lt. Col.
Public Safety Sub-Commission.

GW/ttcve

Declassified E.O. 12356 Section 3.3/NND No. 785016

responsibility for guarding freight trains even on Italian Government territory must rest on the Allies as a large proportion of the freight is military stores or materials controlled by the Allies.

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Major Boswell said that he would write a short letter to this Sub-Commission confirming this conversation.

2426

C.P. Wilcox

31st March, 1945.

A.E. WILCOX, Lt. Col.
Public Safety Sub-Commission.

All officers

TO	INIT.	DATE
DIRECTOR	[illegible]	4/4
DEPUTY DIRECTOR	[illegible]	2/4
EXEC. OFFICER	[illegible]	2/4
POLICE		
LIC. & STG.	[illegible]	[illegible]
PS		
AO		
SECRETARY		
CHIEF CLERK		

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

81A

URGENT

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 478708

30 March, 1945.

AC/14619/PS

SUBJECT : Railway Police

TO : Ministry of Interior
Director of Public Security.

With reference to previous correspondence respecting railway Police.

The following information is urgently required :

Number of Police actually employed as train guards in -

Italian Government Territory
AMG Territory.

Approximate number of additional Police that can be made available for duty as Train Guards in -

Italian Government Territory
AMG Territory.

It would be appreciated if the above information could be supplied at the earliest possible date.

See 86a

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

BF/Co.

2:25

80A
see 85A
ACP/ic
87A

INTER-OFFICE MINUTE

Ref. AC/32/Tn 4

TO : Public Safety Sub-Commission, AC HQ.

SUBJECT : Pilferage on Railways.

75A

1. Reference is your letter of 6 March 45 AC 14619/PS.

2. It is very regrettable that the idea of organising train guards, originally put forward in June of last year, and allowed to lapse until October is now to be completely dropped, when men could by this time have been fully trained.

3. The idea of Railway police is not new, and is certainly not fascist, for railway police were available in Britain years before Fascist ideas were conceived in Italy.

4. The information conveyed by your Sub-Commission from time to time as to the development and training of train guards and static guards has been reported to the Allied Railway Board, and Minute 14 of the Meeting held on 15 March 45, under chairmanship of Brigadier AT de Rhè Philipe DQMG (Mov & Tn) AFHQ reads as under:-

> "DMRS asked if AC could state how many Italian Police are now available to supplement existing train guards. AGREED: Necessary information to be obtained and placed before next meeting of Traffic Sub-Committee".

5. May a communication be received from you which will enable a satisfactory answer be given? 2124

M.B. Thomas

M.B. THOMAS, Colonel
Deputy Director

Declassified E.O. 12356 Section 3.3/NND No. 785016

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> "DMRS asked if AC could state how many Italian Police are now available to supplement existing train guards. AGREED: Necessary information to be obtained and placed before next meeting of Traffic Sub-Committee".

5. May a communication be received from you which will enable a satisfactory answer be given? 2124

M.B. Thomas

M.B. THOMAS, Colonel
Deputy Director

Transportation Sub-Commission, AC
tel.843238
28 March 1945.

TO		
DIRECTOR		
DEPUTY DIRECTOR	(W)	13/4
EXECUTIVE OFFICER	GN 30/3	
POLICY		
LIC. & REG.		
PRISONS		
ADMINISTRATION		
SECURITY		30/3
CHIEF CLERK		

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

P. SAFETY S/C
79A

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JB/ICM/wsw

3790

G-5: 014.12

24 March 1945

SUBJECT: Railway Police.

TO : Headquarters, Allied Commission, APO 394.

1. Reference is made to your AC/14619/PS dated February 1945.

2. The following order was issued by the Italian General Staff and was received by this HQ from the Movements Liaison officer at MMIA under Mov G183/2 dated 22 December 44 ordering that Italian escorts of Italian stores being conveyed by rail will wear red brassards:

"Stamaggiore Trasporti No 10879-F/X.V.-13. The Allied authorities have ordered that military escorts escorting foodstuffs and stores forwarded by rail must wear red brassards for identification on the left arm. The issue of brassards is the responsibility of the consignor. Soldiers without the above brassards will not be recognised as escorts by the Italian and Allied rail authorities and will in consequence be removed from the wagons. Please issue the necessary instruction. The Del. Trasp are requested to ensure that this order is applied and to report to this HQ any case of neglect that may arise."

The above order has been circulated by OC Train and Rly Guards to his companies for action. 2123

3. It is pointed out that all train guards are provided by OC Train and Railway Guards Battalion. The Royal Carabinieri are authorised to guard the railway line but not to travel as guards on freight trains. If occasion arises where Carabinieri or Finance Guards are allowed to travel as special escorts on freight trains, then the red brassard will be worn on left arm.

For Asst. Chief of Staff, G-5:

Julius Byles
JULIUS BYLES,
Major, F. A.

TO	I	II
DIRECTOR	102	40/5
DEPUTY [illegible]	103	28/3
EXEC. OFFICER		
POLICE	MN	30/
EC. & REG.		
PASSES		
ADM. [illegible]		30/3
SECURITY		
CHIEF CLERK		

Declassified E.O. 12356 Section 3.3/NND No. 785016

File 78A

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Comaission
APO 394

Tel : 478708

23 March 1945

AC/14619/PS

SUBJECT : Railway Police

TO : Ministry of the Interior
Director of Public Security

See 87a

1. As discussed with Dr. Pianesi this day, it would be appreciated if this Sub-Commission could have a short summary of the practical working of the Railway Police as now functioning.

2. Information is desired on the following points, but any additional information will be welcome:-

approximate number actually employed, 350
do they travel on freight/passenger/military trains; (Carabinieri) (Police) (Public Security)
number of agents per train; Passenger 12 - 18 Outside - 3 - 5
in what Provinces outside Italian Government territory do they operate;
are they in uniform/plain clothes, armed, wear any distinctive badge or brassard;
power of arrest and procedure when arrest or denunciation is made;
do they patrol railway yards etc., examine passengers, passengers buggage; 2,122
do they exercise any control of numbers of passengers boarding trains.

3. Short summary of negotiation to form a new Corps of Railway Police, and progress, also progress made in the enlisting of specially selected railway employees as P.S.Agents to assist in policing the railways.

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission

BP/wg

Declassified E.O. 12356 Section 3.3/NND No. 785016

771

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

Tel : 478708

19 March 1945.

AC/14619/PS

SUBJECT : Policing of Trains.

TO : O.C. Train Guards (Italy) CMF
(Attn: Lt. Col. Routh).

76 A

1. With reference to your letter R/I/585 dated 17 March 1945.

2. It is not contemplated that Agents of Public Security will be employed or travel on military trains in any capacity.

By Command of Rear Admiral STONE :

G.R. WILSON, Brig.
VP CA Sec.

NPL.

RF/G.

2721

Declassified E.O. 12356 Section 3.3/NND No. 785016

Subject:- Public Safety Agents. R/I/585

To:- H.Q., Allied Commission, Civil Affairs Section. 14 Mar.45.

Ref. your AC/I4619/PS dated 22 Feb.45 received today.

I agree in principle to supplementing the policing of railways by investing certain Italian railway employees with the status of Public Safety Agent.

It is suggested that their duties are confined to:- Vigilance service along railroads, on railway stores & depots and coal dumps.

I have no objection to their travelling on passenger trains but am distinctly averse to their being permitted to travel on military freight trains, even in the course of their duties.

WR.

L.U.O. Rowell Lt.Col.,
Comd. Train & Railway Guards, Italy.

Copy to:- G-4 Mov & Tn.A.F.H.Q. together with Circular No. 10.II253/I0182 A dated 17 Jan.45 and letter dated 31 Jan.45 which please return.

TO	INIT	DATE
DIRECTOR		11/3
DEPUTY DIRECTOR		21/3
EXEC. OFFICER		11/3
POLICE		20/3
LIC. & REG.		
PERSONNEL		18/3
ADMIN.		
SECURITY		
CHIEF CLERK		

2420 (9621)

Declassified E.O. 12356 Section 3.3/NND No. 785016

75A

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 489081-365

AC/14619/PS

14 March 1945

SUBJECT : Pilferage on Railways.

TO : Transportation Sub-Commission
(Rails Section)

74A 73A/B

1. Reference your AC/220/Tr4 of 6 March. 45.

2. The scheme for establishing a special Corps of Railway Guards, referred to in our previous letter dated 27th Feb 1945, has been rejected by the Council of Ministers (copies of letters from the Ministry of the Interior enclosed).

3. The Chief of Police will therefore arrange for railway guards to be supplied from existing Police Agencies through the local Commissari Compartimentali.

4. In Italian Government territory the necessary arrangements for guarding trains should be made by the Italian authorities.

2419

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

Enclosures

AFW/wg.

Declassified E.O. 12356 Section 3.3/NND No. 785016

1H61 9 74A

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 84323
Ref. AC/220/Tn 4

74A 6 March 1945

TO : Public Safety Sub-Commission HQ.AC

SUBJECT : Pilferage on Railway.

1. Reference is your AC/14519/PS of 27 February.

2. ISR took over operation of Line 90 between Rome and Naples, and the whole of the Naples Compartimento as from 1 March 45.

3. It is felt that any suggestion you have to make for guarding the trains would be appreciated by OC Train Guards, Italy, especially in view of the newly created Rail Police Force.

4. May this Sub Commission be advised please of any developments in this respect?

2:18

I am, sir,
Your obedient servant,
O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

Copy to: MRS - Building.

TO	INIT	DATE
DIRECTOR		
DEPUTY DIRECTOR		
EXEC. OFFICER	[illegible]	[illegible]
POLICE		
Lic. & Reg.		
Prison		
Motor Officer		

Declassified E.O. 12356 Section 3.3/NND No. 785016

translationM.C. 73A

C

Ministry of Interior

n: I040971
Subject: Railway Police.

14/6/19 Rome 27-2-1945

To theAllied Commission - Public Safety Subcom.

With reference to your letter dated I4-2-45, n:IO.40881/95-3, we transmit, with the attached copy, for information, the letter which this Ministry sent to the Ministry of Transport in regard to the draft of decree proposed by the latter for the institution of the Railway Guard Corps.

It will be my own care to inform the Commission as to the further ~~proceeder~~ details.

TO		
DIRECTOR		
DEPUTY DIRECTOR		
EXEC. OFFICER		
[illegible]		
LIC. & REG.		8 3
PERSONS		
ASSOCIATES		
STAFF		
CHIEF CLERK		

The Chief of the Police
Ferrari.

2,17

Declassified E.O. 12356 Section 3.3/NND No. 785016

copy

translation M.C.

73B

MINISTRY OF INTERIOR.

Cabinet of S. E. the Minister.

n:5706/8076

Rome 28-2-1945

Subject: Railway Guard Corps.

To the Ministry of Tranport. To the Treasury.
and for information to the Presidence of the Counsel of the Ministers.

Following a close examination of the question concerning the institution of the Railway Police Guard Corps, this Ministry has decided that it is not advisable to form new Police Corps, ~~in order not to~~ i.e. continue the system which was used by the fascist regime, i.e. to separate many inconveniences unavoidably deriving from such a situation.

Considering the position, it is necessary that the tasks pertaining the Railway Police, which mainly consist in the maintenance of the public order and prevention and repression of crimes in regard to the Railway Service, be entrusted to the competence of the Police Bodies, dependent from this Ministry, which can carry them out by means of specialised formations.

The urgent necessity ~~of the~~ for unification, appears still clearer if it is considered that according to the programme studied by this Ministry the Railway Guard Corps ~~in formation~~ would directly depend from this Ministry for administration, ~~and~~ for as much as concerns the performance of its service, from the P.S. local Commissariates.

Otherwise serious damage would be caused to the good working of the service, which absolutely needs unity of Command and discipline.

The Treasury with letter n:10321I of the 12-2-1945, has arrived at the same conclusions, even though with different aims, and therefore this Ministry cannot agree with the draft provision under discussion.

For the Ministry

Molè

i.e. to split up the Police Forces, calling up on the one hand Police Forces and troops upon the other, avoiding inconveniences & defects which inevitably arise from such a situation.

2,16

Mod 532

Roma, 27 febbraio 1945

Ministero dell'Interno
DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ALL'ON. COMMISSIONE ALLEATA
Sottocommissione per la P.S.
Apo 394
ROMA

Divisione Polizia Sez. 4^
Prot. N.° IO.4097I Allegati uno

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Polizia ferroviaria -

Di seguito alla lettera del I4 corrente n.IO.4088I/95-3 si trasmette in copia, per opportuna conoscenza di codesta On.Commissione, la lettera che questo Ministero (Gabinetto) ha inviato a quello dei Trasporti in merito allo schema di decreto da quest'ultimo predisposto per l'istituzione del Corpo delle guardie ferroviarie.

Sarà cura dello scrivente di tenere informata codesta' On.Commissione dell'ulteriore sviluppo della pratica .-

IL CAPO DELLA POLIZIA

2115

Declassified E.O. 12356 Section 3.3/NND No. 785046

COPIA Mod.839

Ministero dell'Interno

GABINETTO DI S.E. IL MINISTRO

n.5706/8076 Roma, lì 28 febbraio 1945

Oggetto : Schema di D.L.L. concernente l'istituzione della Guardia ferroviaria -

AL MINISTERO DEI TRASPORTI — ROMA
e, per conoscenza,
ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
Gabinetto — SEDE

AL MINISTERO DEL TESORO — ROMA

In seguito ad un più profondo esame della questione concernente la istituzione del Corpo della guardia ferroviaria, questo Ministero è giunto alla conclusione che non sia assolutamente il caso di procedere alla creazione di nuovi Corpi di polizia per non perpetuare il deprecato sistema, invalso durante il cessato regime fascista, di frazionare le forze di polizia chiamate a vigilarsi a vicenda, con tutti gli inconvenienti e le malevolenze che da siffatta situazione inevitabilmente derivano .

Alla stregua di tale considerazione è necessario che i compiti inerenti alla polizia ferroviaria, che consistono sostanzialmente nel mantenimento dell'ordine pubblico e nella prevenzione e repressione dei reati nell'ambito del servizio ferroviario, siano attribuiti alla competenza degli organi di polizia dipendenti da questo Ministero, i quali possono agevolmente attendervi a mezzo di speciali formazioni specializzate .

La necessità inderogabile dell'unificazione è messa ancor più chiaramente in luce dalla considerazione che, secondo il progetto studiato

Declassified E.O. 12356 Section 3.3/NND No. 783046

n.5706/8076

Roma, lì 28 febbraio 1945

Oggetto : Schema di D.L.L. concernente l'istituzione della Guardia ferroviaria -

AL MINISTERO DEI TRASPORTI — ROMA
e, per conoscenza,
ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
Gabinetto — SEDE
AL MINISTERO DEL TESORO — ROMA

In seguito ad un più profondo esame della questione concernente la istituzione del Corpo della guardia ferroviaria, questo Ministero è giunto alla conclusione che non sia assolutamente il caso di procedere alla creazione di nuovi Corpi di polizia per non perpetuare il deprecato sistema, invalso durante il cessato regime fascista, di frazionare le forze di polizia chiamate a vigilarsi a vicenda, con tutti gli inconvenienti e le manchevolezze che da siffatta situazione inevitabilmente derivano .

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La necessità inderogabile dell'unificazione è messa ancor più chiaramente in luce della considerazione che, secondo il progetto studiato da codesto Ministero, l'istituendo Corpo della guardia ferroviaria dipenderebbe gerarchicamente e disciplinarmente da codesta Amministra-

Declassified E.O. 12356 Section 3.3/NND No. 785046

zione e, per quanto attiene al disimpegno del servizio d'istituto, dai Commissariati Compartimentali di pubblica sicurezza, attuandosi per tal modo un ibrido ordinamento, polverizzatore delle responsabilità, con dannose ripercussioni sul buon andamento del servizio, che esige, invece, per la sua intrinseca natura, unità di comando e di disciplina .

Alle stesse conclusioni, sia pure con diverso intento, è pervenuto il Ministero del Tesoro con la sua nota n.IC3211 del I2 corrente e, per tanto, questo Ministero non può dare la propria adesione allo schema di provvedimento indicato in oggetto . -

PEL M I N I S T R O

F/to M O L E '

Declassified E.O. 12356 Section 3.3/NND No. 782076

MAR 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CRW/mb

CONFIDENTIAL

Tele : 473704

3 March 1945

255/16/Tn.3.

SUBJECT : Re opening of Piombino Port and Branch Railway Line 229 Campiglia to Piombino.

TO : Distribution (as below)

1. Port Facilities.

The Port of Piombino is now open for Shipping and can accept ships up to 26 feet draft.

2. Rail connections.

(a) Branch Railway Line 229 Campiglia to Piombino was open to traffic w.e.f. midday 28 February 1945.
(b) The Rail sidings connecting the Branch line with the port through the Ilva works are also open to traffic.

For the Chief Commissioner.

MERRITT H. TAYLOR
Director, Transportation Sub-Commission

DISTRIBUTION :

G-4 (Mov. & Tn.) (4)
G-5 AFHQ. (2)
P.B.S. Leghorn
Executive Commissioner
Civil Affairs Section (3)
Public Safety Sub-Commission
Security Division
Economic Section (3)
Agriculture Sub-Commission
Industry Sub-Commission (6)
Transportation Sub-Commission (6)
Commerce Sub-Commission (3)
Food Sub-Commission (3)
Public Works & Utilities Sub-Commission (2)
P.B.S. (South)
Shipping Sub-Commission (3)
Navy Sub-Commission (3)
Communications Sub-Commission
War Shipping Administration
Ministry of War Transport
M.W.T.H. Piombino
Regional Commissioner Sardinia Region
Regional Commissioner Sicilia Region
Regional Commissioner Southern Region
Regional Commissioner Lazio-Umbria Region
Regional Commissioner Abruzzi-Marche "
Regional Commissioner Toscana Region
A.L.G. 6 Army
Ilva Alti Forni & Acciaierie d'Italia Piombino.
Ministry of Marine, Rome.

Declassified E.O. 12356 Section 3.3/NND No. 785046

1. Port Facilities.

The Port of Piombino is now open for Shipping and can accept ships up to 28 feet draft.

2. Rail connections.

(a) Branch Railway Line 229 Campiglia to Piombino was open to traffic w.e.f. Midday 28 February 1945.
(b) The Rail sidings connecting the Branch line with the Port through the Ilva works are also open to traffic.

For the Chief Commissioner.

for MERRITT H. TAYLOR
Director, Transportation Sub-Commission

DISTRIBUTION :

G-4 (Mov. & Tn.) (4)
G-5 AFHQ. (2)
F.B.S. Leghorn
Executive Commissioner
Civil Affairs Section (3)
Public Safety Sub-Commission
Security Division
Economic Section (3)
Agriculture Sub-Commission
Industry Sub-Commision (6)
Transportation Sub-Commission (6)
Commerce Sub-Commission (3)
Food Sub-Commission (3)
Public Works & Utilities Sub-Commission (2)
F.B.S. (South)
Transportation Sub-Commission, Rail Div.
Transportation Sub-Commission, Road Div.
Shipping Sub-Commission (3)
Navy Sub-Commission (3)
Communications Sub-Commission
War Shipping Administration
Ministry of War Transport
M.W.T.R. Piombino
Regional Commissioner Sardinia Region
Regional Commissioner Sicilia Region
Regional Commissioner Southland Region
Regional Commissioner Lazio-Umbria Region
Regional Commissioner Abruzzi-Marche "
Regional Commissioner Toscana Region
A.M.G. 5 Army
Ilva Alti Forni & Acciaierie d'Italia
Piombino.
Ministry of Marine - Rome.

TO		
DIRECTOR		
DEPUTY DIRECTOR		
EXEC. OFFICER		
POLICE		
LIC. & REG.		
PRISONS		
ADMINISTRATION		
SECURITY		
CHIEF CLERK		

2118

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

41A

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 489081-365

AC/14619/PS

27 February 1945

SUBJECT : Pilferage on Railways

TO : Transportation Sub-Commission
(Rail Section)

66A

1. Reference your letter AC/220/In.4 dated 9 Feb, 1945.

2. The Director General of Public Security, Ministry of the Interior, has been advised to strengthen the police employed on guarding railways in order to prevent pilfering.

3. As you are aware, the Ministry of Transport have drafted a decree proposing to form a special Corps of Railway Guards, of some 2000 men. This scheme has the approval of the Ministry of the Interior.

Sec 15a

4. It is assumed that when it is finally decided that the Italian State Railways will take over the operation of both rail lines between Naples and Rome, arrangements will be made by the Italian authorities to provide adequate protection.

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

2412

AFW/wg.

Declassified E.O. 12356 Section 3.3/NND No. 785016

40A

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 189081 - 365

AC/14619/PS

25 February, 1945.

SUBJECT : Railway Guards.

TO : H.E. Director General of Public Security
Ministry of Interior.

1073/-

Reference your 10.40881/95-3.

1. This Sub-Commission acknowledges with thanks the copy of the draft decree for the institution of a Railway Guard Corps.

2. It will be appreciated if we can be informed when the decree has been enacted.

JOHN W. CHAPMAN
Colonel, J.A.S.C.
Director Public Safety
Sub-Commission.

AF 7/6.

2-2811

70B

TRANSLATION.

Ministry of the Interior.
General Directorate of
Public Security.

Rome, 14th February, 1945.

No. 10.40881/95-3

SUBJECT : Railway Police.

TO : Hq. A.C. P.S. S/C.

With reference to the promise made in the last part of Letter No. 10.11900/95-3 of the 14th January last, herein is enclosed copy of the draft legislative decree proposed by the Ministry of Transport for the institution of the Railway Police Corps, together with copy of the observations on the subject made by the writer.

This draft decree has been sent by the proposing Ministry of Transport to this Ministry, the Treasury and the Ministries of War, and Grace and Justice, for concurrence.

With reference to the three questions raised in this connection by the P.S. S/C in their letter AC 14619/95 of the 12th January, last, and as will be seen from the text of the measure itself, from the report accompanying it, as well as from the observations of the writer, it will be noted : -

1) The institution of the Railway Police Corps does not relieve Agents of Public Security and Carabinieri from their activities in policing the railways;

2) The members of the Corps, receiving as they do on the basis of the decree (according to whether they are Officers, NCOs or guards) the qualification of police officers or agents, will be authorised in this connection to take preventative or repressive action and to undertake all police operations foreseen by the code of penal procedure, and therefore to ascertain proofs, to search for culprits, to inspect places, persons and things as well as to adopt, temporarily, when it is urgently necessary, measures curtailing personal liberty, such as holdings and arrests;

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With reference to the promise made in the last part of Letter No. 10.11900/95-3 of the 14th January last, herein is enclosed copy of the draft legislative decree proposed by the Ministry of Transport for the institution of the Railway Police Corps, together with copy of the observations on the subject made by the writer.

This draft decree has been sent by the proposing Ministry of Transport to this Ministry, the Treasury and the Ministries of War, and Grace and Justice, for concurrence.

With reference to the three questions raised in this connection by the P.S. S/C in their letter AC/14619/PS of the 13th January, last, and as will be seen from the text of the measure itself, from the report accompanying it, as well as from the observations of the writer, it will be noted : -

1) The institution of the Railway Police Corps does not relieve Agents of Public Security and Carabinieri from their activities in policing the railways;

2) The members of the Corps, receiving as they do on the basis of the decree (according to whether they are officers, NCOs or guards) the qualification of police officers or agents, will be authorised in this connection to take preventative or repressive action and to undertake all police operations foreseen by the code of penal procedure, and therefore to ascertain proofs, to search for culprits, to inspect places, persons and things as well as to adopt, temporarily, when it is urgently necessary, measures curtailing personal liberty, such as holdings and arrests;

3) The Railway Police Corps will be under the direction of the Ministry of Transport, but as regards its activities connected with the maintenance of public order and the prevention and repression of crime within the jurisdiction of the railways, it will be under the direction of the Compartimental Commissariats of Public Security, which will remain the directing and responsible organs for the railway police service.

THE HEAD OF THE POLICE

Ferrari.

ea.

Declassified E.O. 12356 Section 3.3/NND No. 785016

704

TRANSLATION. COPY.

MINISTRY OF THE INTERIOR

General Directorate of Public Security.

No. 10,40881/95-3. Rome, 13th February, 1945.

SUBJECT: Draft Legislative Decree Law concerning the institution of the Railway Police.

TO : The Cabinet of H.E. The Minister, Hqs.

With regard to the Legislative Decree Law regarding the institution of the Railway Police, this General Directorate - for as much as is within its competence - feels that it should make the following observations:-

1) In order to avoid giving an immediate impression of the formation of a new Police Corps, when from all sides there have been criticisms of the great number of organisations, in our State constitution, which carry out police services of a general or particular nature, it would seem advisable in Art. 1 to announce the institution not of a "Railway Police Corps" but of a "Railway Guards Corps", and to unite the first and second lines, deleting the words "which will be entrusted with" in order to eliminate that character of exclusive employment in this connection which would be the result of the present wording of this article, in contrast with the actual situation and with the points given in Art. 3.

The above arguments have their foundation in the principles which inspired the measure under examination and in the motives which gave rise to its promulgation - which are to be found in the report accompanying the draft, or which follow from it - both being in substantial agreement to create an organisation, composed chiefly of railwaymen who will remain such even though they assume the name of guards, who in accordance with the exigencies of the guardianship of the State patrimony, the maintenance of order and the prevention and repression of crime within the jurisdiction of the railways, coordinate and integrate the services entrusted to the Public Security Compartmental Commissariats, on whom and under whose responsibility they will directly depend for the execution of such duties;

Declassified E.O. 12356 Section 3.3/NND No. 788046

institution of the Railway Police.

TO : The Cabinet of H.E. The Minister, Hqs.

With regard to the Legislative Decree Law regarding the institution of the Railway Police, this General Directorate - for as much as is within its competence - feels that it should make the following observations:-

1) In order to avoid giving an immediate impression of the formation of a new Police Corps, when from all sides there have been criticisms of the great number of organisations, in our State constitution, which carry out police services of a general or particular nature, it would seem advisable in Art. 1 to announce the institution not of a "Railway Police Corps" but of a "Railway Guards Corps", and to unite the first and second lines, deleting the words "which will be entrusted with" in order to eliminate that character of exclusive employment in this connection which would be the result of the present wording of this article, in contrast with the actual situation and with the points given in Art. 3.

The above arguments have their foundation in the principles which inspired the measure under examination and in the motives which gave rise to its promulgation - which are to be found in the report accompanying the draft, or which follow from it - both being in substantial agreement to create an organisation, composed chiefly of railwaymen who will remain such even though they assume the name of guards, who in accordance with the exigencies of the guardianship of the State patrimony, the maintenance of order and the prevention and repression of crime within the jurisdiction of the railways, coordinate and integrate the services entrusted to the Public Security Compartimental Commissariats, on whom and under whose responsibility they will directly depend for the execution of such duties.

2) There seems to be no doubt that for the efficient execution of these duties it will be necessary to give the qualification of officers (to officers and NCOs) and of agents (to the guards) of the juridical police, a qualification which according to Art. 221 of the Police Code must either be approved by an appropriate law or attributed to regulations of an administrative character issued by the competent organisations hence the necessity that such disposition should be included in the decree, as it is also indispensible, in dealing with a Corps which does not form part of the Army, to add authority for them to carry arms;

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3) With reference to the sense of the preceding paragraph 1) it would appear necessary more clearly to define and accentuate, both in the text of the decree and the report accompanying it, the actual dependence of the members of the Corps on the public security Compartimental Commissariats, as regards their duties in connection with the prevention and suppression of crime, these Commissariats remaining the directing and responsible bodies for this service; for which reason it is proposed to reproduce the wording already used in this connection in Art. 5 of Royal Decree Law No. 1174 of the 14th June, 1925, including the mention made therein of the Carabinieri Force, whose cooperation in these services makes it necessary;

4) The attribution of the qualification of officers and agents of the juridical police to the members of the Corps implies the necessity that they should acquire the relative indispensible knowledge of penal code and penal procedure and of the rules and laws of public security, therefore, the preparatory course foreseen by Art. 6 only for agents should be prescribed with even more reason for the Officers and NCOs, due attention being paid during the course and in determining its length to this obvious necessity. Neither would it seem superfluous to enforce an obligatory examination for all at the end of the course, on the favourable results of which would depend definite admission to the Corps;

5) The conditions laid down for admission of Officers and NCOs competing from Administrations other than the Railways make no mention of the obligatory presentation of penal certificates and other proofs of good conduct, and it is further observed - although it is probably merely an oversight - that Art. 7 prescribes that competitors for the ranks of NCOs must be officers of the Armed Forces.

o°o

Following from the foregoing and leaving to the Ministry of Transport to correct the draft under consideration with those modifications and additions considered necessary with regard to Paras. 4 and 5 above, the following proposals are made with regard to paras. 1, 2, and 3.

a) to include in two Articles the subject matter of Articles 1, 2 and 3 of the draft, changing it as follows:-

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of the 14th June, 1925, including the mention made therein of the Carabinieri Force, whose cooperation in these services makes it necessary;

4) The attribution of the qualification of officers and agents of the juridical police to the members of the Corps implies the necessity that they should acquire the relative indispensible knowledge of penal code and penal procedure and of the rules and laws of public security, therefore, the preparatory course foreseen by Art. 6 only for agents should be prescribed with even more reason for the Officers and NCOs, due attention being paid during the course and in determining its length to this obvious necessity. Neither would it seem superfluous to enforce an obligatory examination for all at the end of the course, on the favourable results of which would depend definite admission to the Corps;

5) The conditions laid down for admission of Officers and NCOs competing from Administrations other than the Railways make no mention of the obligatory presentation of penal certificates and other proofs of good conduct, and it is further observed - although it is probably merely an oversight - that Art. 7 prescribes that competitors for the ranks of NCOs must be officers of the Armed Forces.

o°o

Following from the foregoing and leaving to the Ministry of Transport to correct the draft under consideration with those modifications and additions considered necessary with regard to Paras. 4 and 5 above, the following proposals are made with regard to paras. 1; 2, and 3.

a) to include in two Articles the subject matter of Articles 1, 2 and 3 of the draft, changing it as follows:-

Art. 1 - The Railway Guards Corps is hereby instituted which will carry out duties within the sphere of the Railway service in the interests of the Exchequer and for the maintenance of order and the prevention and repression of crimes.

Art. 2 - The Railway Guards Corps is placed under the direction of the Ministry of Transport; in the execution of its functions of vigilance for the maintenance of order and the prevention and repression of crime, it acts under the direction

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and responsibility of the Compartimental Commissariats of Public Security in cooperation with the Royal Carabinieri Force.

The Officers and NCOs of the Corps and the Agents will, in carrying out this service, assume the qualification of officers and agents of the judiciary police, respectively, and will carry arms as prescribed by the regulations.

b) to modify the text of the report where the fundamental principles which inspired the scheme are detailed, actually under heading 2), as follows:-

"2) The Corps depends, for as much as concerns its functions of vigilance and maintenance of order and the prevention and repression of crime, on the Compartimental Commissariats of Public Security, who will remain the directing and responsible bodies for the entire railway police service. The same idea applies to the activities of the officers of the Corps who will be charged with disciplinary vigilance, and inspections, but as regards police service they will collaborate with the Public Safety Commissario and from him they will receive the necessary instructions;"

c) to add another Article which will indicate the future publication of the appropriate regulations which will determine the armament of the Corps and any other executive regulations with regard to recruiting, the programme of the course of instruction, the execution of the service etc., which may be considered necessary.

Finally, it is pointed out that, the Official Order No. 30, issued on the 17th January, 1944, by the Allied Military Command, formed a special railway police corps for Sicily, which commenced to function on the 1st March, 1944, with an initial number of 413 agents, subsequently reaching the number of 630, and at present having a strength of 600, divided as follows:-

Sergeants - 3rd class	26
Brigadiers	3

2407

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b) to modify the text of the report where the fundamental principles which inspired the scheme are detailed, actually under heading 2). as follows:-

> "2) The Corps depends, for as much as concerns its functions of vigilance and maintenance of order and the prevention and repression of crime, on the Compartimental Commissariats of Public Security, who will remain the directing and responsible bodies for the entire railway police service. The same idea applies to the activities of the officers of the Corps who will be charged with disciplinary vigilance, and inspections, but as regards police service they will collaborate with the Public Safety Commissario and from him they will receive the necessary instructions;"

c) to add another Article which will indicate the future publication of the appropriate regulations which will determine the armament of the Corps and any other executive regulations with regard to recruiting, the programme of the course of instruction the execution of the service etc., which may be considered necessary.

Finally, it is pointed out that, the Official Order No. 30, issued on the 17th January, 1944, by the Allied Military Command, formed a special railway police corps for Sicily, which commenced to function on the 1st March, 1944, with an initial number of 413 agents, subsequently reaching the number of 630, and at present having a strength of 600, divided as follows:-

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Sergeants - 3rd class	26
Brigadiers	3
Vice-Brigadiers	37
Selected Guards	63
Guards	471.

For the greater part, men coming from other State armed Corps have been admitted to this Corps after a short preparatory course. The period of trial has been established at from six months to a year. The cost of running the Corps, including the pay of the personnel, has been and is a charge on this Ministry.

Therefore it would appear necessary that the personnel

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referred to above, by whatever proce[illegible] of selection is considered opportune, should be absorbed into the Railway Guards Corps, consequently it is proposed that the the purpose of this transfer a clause should be added to the draft which might be couched in the following terms:

> "At the moment of entry into force of the present decree, members at that date forming part of the Special Railway Police Corps for Sicily, instituted with Official Order No. 30 on the 17th January 1944, by the Allied Military Command, will be admitted to the Railway Guards Corps with the ranks they actually hold.
>
> Admission is limited to a maximum of 600 of various ranks, who have been nominated effective agents in the above-mentioned Sicilian Corps;"

In transmitting these documents it is reported that a copy has been sent to the Allied Public Safety Sub-Commission on request.

THE HEAD OF THE POLICE
FERRARI.

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Under Ref. No. 30 on the 17th January 1944, by the Allied Military Command, will be admitted to the Railway Guards Corps with the ranks they actually hold.

Admission is limited to a maximum of 600 of various ranks, who have been nominated effective agents in the above-mentioned Sicilian Corps;"

In transmitting these documents it is reported that a copy has been sent to the Allied Public Safety Sub-Commission on request.

THE HEAD OF THE POLICE
FERRARI.

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Declassified E.O. 12356 Section 3.3/NND No. 783016

DRAFT LIEUT. GENERAL'S LEGISLATIVE DECREE - INSTITUTION OF THE RAILWAY GUARD.

UMBERTO DI SAVOIA PRINCE OF PIEMONTE
REGENT GENERAL OF THE KINGDOM

In virtue of the authority delegated to us
Having seen etc., etc.,

We have sanctioned and promulgate the following:-

Art. 1.

A Corps of Railway Police is instituted to it is entrusted, within the railway service, the guardianship of the interests of the Exchequer, the maintenance of Public Order and the prevention and repression of crime.

Art. 2.

The Corps will assume the name of Railway Guard.

Art. 3.

The Railway Guard is under the direction of the Ministry of Transport; as regards the exercise of its functions of vigilance and the maintenance of public order and the prevention and repression of crime it acts under the Direction of the Compartimental Commissariats of Public Security.

Art. 4.

The strength of the Railway Guard is composed of 63 Officers and 2337 NCOs and Agents, divided for the various ranks as follows:-

Colonels	1
Lt. Cols.	2
Majors	5
Captains	10
Lieuts.	20
2nd Lts.	25
Sergeants - 1st class	30
" 2nd and 3rd class	58
Brigadiers	66

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We have sanctioned and promulgate the following:-

Art. 1.

A Corps of Railway Police is instituted to it is entrusted, within the railway service, the guardianship of the interests of the Exchequer, the maintenance of Public Order and the prevention and repression of crime.

Art. 2.

The Corps will assume the name of Railway Guard.

Art. 3.

The Railway Guard is under the direction of the Ministry of Transport; as regards the exercise of its functions of vigilance and the maintenance of public order and the prevention and repression of crime it acts under the Direction of the Compartimental Commissariats of Public Security.

Art. 4.

The strength of the Railway Guard is composed of 63 Officers and 2337 NCOs and Agents, divided for the various ranks as follows:-

Colonels	1
Lt. Cols.	2
Majors	5
Captains	10
Lieuts.	20
2nd Lts.	25
Sergeants - 1st class	30
" 2nd and 3rd class	58
Brigadiers	66
Vice Brigadiers	83
Selected Guards	100
Guards	2000

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This division may be altered in accordance with the exigencies of the railway service, by Regent General's decree on the proposal of the Minister of Transport in agreement with the Minister for the Treasury.

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Art. 5.

The Agents will be recruited from the personnel of the Railway Administration who make application and have the following qualifications:-

a) not having passed 35 years of age;
b) having a healthy and robust physical constitution.

Art. 6.

Agents thus recruited will follow a course of instruction for one month.

Art. 7.

Officers and NCOs are nominated, following competitive examination from among employees of the Railway Administration and outsiders.

Those belonging to the Railway Administration must hold in the Administration a rank equal or superior to that for which they are competing. Outsiders must be Officers of the Armed Forces, in the permanent service, on the reserve of complimentary, and they must hold or have held a rank equal or superior to that for which they compete, also they must prove that they understand the railway service.

They must be of good and sound physical constitution and must not be more than 52 years of age for the ranks of Colonel and Lt. Col. and Major, or more than 40 for other ranks.

Art. 8.

Those who formed part of the suppressed Railway Militia are excluded from entering the Guard.

Art. 9.

The Guard strength will be included in a separate list of the Railway Administration.

The other lists of the Administration are accordingly reduced in correspondence to the ranks by 2,400.

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Art. 6.

Agents thus recruited will follow a course of instruction for one month.

Art. 7.

Officers and NCOs are nominated, following competitive examination from among employees of the Railway Administration and outsiders.

Those belonging to the Railway Administration must hold in the Administration a rank equal or superior to that for which they are competing. Outsiders must be Officers of the Armed Forces, in the permanent service, on the reserve of complimentary, and they must hold or have held a rank equal or superior to that for which they compete, also they must prove that they understand the railway service.

They must be of good and sound physical constitution and must not be more than 52 years of age for the ranks of Colonel and Lt. Col. and Major, or more than 40 for other ranks.

Art. 8.

Those who formed part of the suppressed Railway Militia are excluded from entering the Guard.

Art. 9.

The Guard strength will be included in a separate list of the Railway Administration.

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The other lists of the Administration are accordingly reduced in correspondence to the ranks by 2,400.

The possible supernumeries which may result as a consequence of the reduction foreseen in the preceding paragraph will be re-absorbed into the vacancies determined by the passage of railway personnel into the Guard and by subsequent transfers.

Art. 10.

The Officers, NCOs and Agents will receive the same

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economic treatment from the Railway Administration as that accorded to Public Safety Officers, NCOs and Agents.

Further, they are paid, in lieu of any other daily or absence indemnity, for service in the Railway Department, monthly indemnity as follows:-

Colonel	L. 1300
Lt. Col.	1100
Major	1100
Captain	800
Lieut.	600
2nd Lt.	500
Sergeant	400
Brigadier and V/Brig.	300
Selected Guards & Guards	250

This indemnity is paid on condition that the Colonels, Lt. Cols. Majors and Captains are on service away from home for a total period of 10 days (240 hours) per month, and Lieuts, 2nd Lts., Sergeants, Brigadiers, Vice Brigadiers, Selected Guards and Guards for 8 days (192 hours).

If the sum of the hours passed away from home during the journeys of each month add up to a fraction of an hour, this fraction is counted as a whole hour if it is over 30 minutes and is discounted if it is less.

When the above-mentioned personnel do not accomplish the respective minimums of 240 or 192 hours of absence a month, the fixed monthly indemnity is proportionately reduced, dividing it, according to the case by 240 or 192 and then multiplying the result by the hours of absence accomplished in the month.

In the account foreseen in the three preceding paragraphs should also be included the hours passed away from home consequent upon the unpunctuality of trains.

Art. 11.

The personnel of the Railway Guard is furnished with a special badge which will be determined by a separate decree of the Minister of Transport in agreement with the Minister of the Interior.

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Lt. Col.	1200
Major	1100
Captain	800
Lieut.	600
2nd Lt.	500
Sergeant	400
Brigadier and V/Brig.	300
Selected Guards & Guards	250

This indemnity is paid on condition that the Colonels, Lt. Cols. Majors and Captains are on service away from home for a total period of 10 days (240 hours) per month and Lieuts, 2nd Lts., Sergeants, Brigadiers, Vice Brigadiers, Selected Guards and Guards for 8 days (192 hours).

If the sum of the hours passed away from home during the journeys of each month add up to a fraction of an hour, this fraction is counted as a whole hour if it is over 30 minutes and is discounted if it is less.

When the above-mentioned personnel do not accomplish the respective minimums of 240 or 192 hours of absence a month, the fixed monthly indemnity is proportionately reduced, dividing it, according to the case by 240 or 192 and then multiplying the result by the hours of absence accomplished in the month.

In the account foreseen in the three preceding paragraphs should also be included the hours passed away from home consequent upon the unpunctuality of trains.

Art. 11.

The personnel of the Railway Guard is furnished with a special badge which will be determined by a separate decree of the Minister of Transport in agreement with the Minister of the Interior.

Art. 12.

The expenses for the organisation and running of the Guard are a charge on the Ministry of Transport and will be entered in the budget of the Railway Administration.

The Minister for the Treasury is authorised to make the necessary variations in the budget.

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Art. 13.

The juridical status of the personnel, and any other matter not foreseen by the present decree or succeeding decrees issued in accordance with the following article, is governed, for the Officers by the regulations in force for the CC.RR. Officers and for the NCOs and Agents by the regulations in force for Agents of Public Security.

Art. 14.

With subsequent decrees, on the proposal of the Minister of Transport in agreement with the Ministers of the Interior, Grace and Justice, the Treasury and War, further complementary regulations will be laid down.

We order whoever it may concern to observe the present decree and to cause it to be observed as a law of State.

Given at Rome,

ec.

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With subsequent decrees, on the proposal of the Minister of Transport in agreement with the Ministers of the Interior, Grace and Justice, the Treasury and War, further complementary regulations will be laid down.

We order whoever it may concern to observe the present decree and to cause it to be observed as a law of State.

Given at Rome,

ea.

2302

Declassified E.O. 12356 Section 3.3/NND No. 785016

R E P O R T.

It has been continually reported by the competent Allied Authorities and by the Railway Departments that robberies of materials and goods are systematic in the railway stations and that frequently on the part of a great number of passengers there are abuses in boarding the trains and discussions, with the Railway Agents and other citizens, which often develop into violence.

For the prevention and repression of offensive acts, rendered all the easier on account of the state in which most of the stations are at the present time, and for the elimination of the above-mentioned inconveniences there are now actually working sections of the CC.RR and Agents of Public Security together with squadrons of railway agents designated as guards since the disbanding of the Railway Militia which was brought about by Royal Decree No. 16/B of the 6th December, 1943. But, while the CC.RR and the Agents of Public Security are insufficient numerically to accomplish the vast tasks demanded of them, and, on the other hand, they are not, neither could they be expected to be, particularly conversant with Railway Police service which demands a specific knowledge of railway regulations, the squardons of railwaymen cannot give them efficient assistance, more particularly because they are not invested with the qualification of agents of the judiciary police and are not armed.

As regards these last a measure is in course of preparation by the Ministry of the Interior which will attribute to them the qualification of Agents of Public Security, and agreement has beenreached with the Ministry of War to concede them an adequate armament.

However, the problem of railway police service is so serious that it cannot be resolved with provisions of a fragmentary or temporary character. A definite solution is therefore rendered necessary, without which the efforts being made to improve railway transport run the risk of being entirely annulled, and such a solution cannot be achieved except by the constitution of an appropriate Corps.

In fact, as in the case of the preservation of the forestry wealth, it was deemed necessary on the dissolution of the Forestry Militia to constitute a Forestry Corps (Art. 17 of the above-quoted Royal Decree No. 16/B of the 6th December, 1943), so it

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into violence.

For the prevention and repression of offensive acts, rendered all the easier on account of the state in which most of the stations are at the present time, and for the elimination of the above-mentioned inconveniences there are now actually working sections of the CC.RR and Agents of Public Security together with squadrons of railway agents designated as guards since the disbanding of the Railway Militia which was brought about by Royal Decree No. 16/B of the 6th December, 1943. But, while the CC.RR and the Agents of Public Security are insufficient numerically to accomplish the vast tasks demanded of them, and, on the other hand, they are not, neither could they be expected to be, particularly conversant with Railway Police service which demands a specific knowledge of railway regulations, the squardons of railwaymen cannot give them efficient assistance, more particularly because they are not invested with the qualification of agents of the judiciary police and are not armed.

As regards these last a measure is in course of preparation by the Ministry of the Interior which will attribute to them the qualification of Agents of Public Security, and agreement has beenreached with the Ministry of War to concede them an adequate armament.

However, the problem of railway police service is so serious that it cannot be resolved with provisions of a fragmentary or temporary character. A definite solution is therefore rendered necessary, without which the efforts being made to improve railway transport run the risk of being entirely annulled, and such a solution cannot be achieved except by the constitution of an appropriate Corps.

In fact, as in the case of the preservation of the forestry wealth, it was deemed necessary on the dissolution of the Forestry Militia to constitute a Forestry Corps (Art. 17 of the above-quoted Royal Decree No. 16/B of the 6th December, 1943), so it must be recognised that it is absolutely necessary, for the efficatious care of the interests of the Exchequer, for the maintenance of public order and for the prevention and repression of crime, within the sphere of the railway service, to constitute a Corps appropriately instructed and specialized in railway police duties.

To this end the attached draft Lieut-General's Legislative decree is formulated with which the Railway Guard will be instituted, under the direction of the Ministry of Transport.

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The fundamental principles which inspire the scheme are the following:-

1) the complete distinction and independence of the Corps from the other railway services, in order to avoid what occurred in the case of the suppressed railway militia, that the Agents, continuing to belong to the general railway service, following their career according to the Railway regulations and being able at any time to return to their original sphere of duty, use the Corps only as a means to gain advantage for the scope of their career, instead of dedicating to it the whole of their activities.

2) The dependence of the Corps on the Compartimental Commissariats of Public Security for as much as concerns their functions of vigilance and the maintenance of public order and the prevention and repression of crime.

3) Economic treatment equal to that enjoyed by Agents of Public Security.

4) Recruitment of the Agents exclusively from railway personnel, of Officers from among railway personnel and outsiders, with the exclusion in both cases of members of the abolished railway militia.

Articles 1, 2 and 3 set out in detail the aims which animate the Corps, and fix the name of "Railway Guard" which it will assume.

Article 4 establishes the strength. The number of the members of the Corps (in all 2,400 individuals) has been kept within the strictly necessary limits and is about half the 5,500 of the suppressed railway militia.

Articles 5, 6, 7 and 8 give the qualifications which are requisite and the tests which must be undergone by those who aspire to enter the Corps. It is to be noted that in order to eliminate all traces, even of a purely formal aspect, of the suppressed Railway Militia, those who formed part of it have been excluded from the Corps, and that, while the Agents will be recruited exclusively from among the personnel of the Railway Administration, the Officers and NCOs, in whose regard

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general railway service, following their career according to the Railway regulations and being able at any time to return to their original sphere of duty, use the Corps only as a means to gain advantage for the scope of their career, instead of dedicating to it the whole of their activities.

2) The dependence of the Corps on the Compartimental Commissariats of Public Security for as much as concerns their functions of vigilance and the maintenance of public order and the prevention and repression of crime.

3) Economic treatment equal to that enjoyed by Agents of Public Security.

4) Recruitment of the Agents exclusively from railway personnel, of Officers from among railway personnel and outsiders, with the exclusion in both cases of members of the abolished railway militia.

Articles 1, 2 and 3 set out in detail the aims which animate the Corps, and fix the name of "Railway Guard" which it will assume.

Article 4 establishes the strength. The number of the members of the Corps (in all 2,400 individuals) has been kept within the strictly necessary limits and is about half the 5,500 of the suppressed railway militia.

Articles 5, 6, 7 and 8 give the qualifications which are requisite and the tests which must be undergone by those who aspire to enter the Corps. It is to be noted that in order to eliminate all traces, even of a purely formal aspect, of the suppressed Railway Militia, those who formed part of it have been excluded from the Corps, and that, while the Agents will be recruited exclusively from among the personnel of the Railway Administration, the Officers and NCOs, in whose regard the adoption of a similar criterion might produce serious difficulties, may be chosen from among outsiders who have reached a corresponding rank in the Armed Forces of the State and who prove that they understand the railway service.

Article 9 provides for the establishment of the Corps in a separate list of the Railway Administration and for the re-absorbtion into the other Administration lists of the number of posts corresponding to the personnel composing the Corps, this in order to avoid an increase in the personnel and expense.

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Article 10 indicates the economic treatment to be accorded to members of the Corps, which, for obvious reasons, are equal to those enjoyed by Officers, NCOs and Agents of the Public Safety Service. Further, given the frequency with which the personnel must travel in the exercise of their duty within the sphere of the Railway Administration, it has been thought opportune, instead of paying them the normal travelling indemnity for each trip, to assign them a monthly indemnity, variable according to rank and the hours passed away from their base, which has, in any case, been kept within very modest limits.

Article 11 prescribes that the personnel shall be furnished with a special badge which will be decided upon later;

Article 12 makes all the expenses incurred by the organisation and running of the Corps, a charge on the Ministry of Transport;

Article 13 treats of the juridical status of the personnel and mentions the regulations to which recourse must be had for as much as is not covered by the present decree; and,

Article 14 gives the faculty to the Minister of Transport, in agreement with the Ministers of the Interior, Grace and Justice, the Treasury and War, to provide, by means of subsequent decrees, for any integral and completing rules which may become necessary.

It should be added that agreement on the draft has already been reached with the Ministries of the Interior, the Treasury and War, at a meeting which took place with their representatives at the Ministry of Transport.

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2399

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Article 13 treats of the juridical status of the personnel and mentions the regulations to which recourse must be had for as much as is not covered by the present decree; and,

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It should be added that agreement on the draft has already been reached with the Ministries of the Interior, the Treasury and War, at a meeting which took place with their representatives at the Ministry of Transport.

12-2399

Declassified E.O. 12356 Section 3.3/NND No. 78-5046

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64A.

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

Tel : 189011 - 365

AC/14619/AS

2b February, 1945

SUBJECT : Railway Police.

TO : AFHQ G-5 Section.

1. It has been reported that Military Police and members of the Military Railway Service have, during recent weeks been removing Royal Carabinieri from trains on which they have been posted for duty because they were not wearing red brassards.

2. It is understood that this action has been taken in consequence of orders issued by G-5 (Nav. & Tr.) AFHQ but this HQ has no information regarding such orders, nor have any instructions been given to the Italian Ministry of the Interior, the Royal Carabinieri or the Royal Finance Guards. It is not known what arrangements exist for issuing red brassards.

3. In Military Government territory the Italian police have been provided with Allied Civil Police Identity Cards. In Italian Government territory the police are in possession of Italian Police Identity Cards.

4. It will be appreciated if this Headquarters can be informed whether an order has been issued regarding the wearing of red brassard by train guards, and, if so, whether it is necessary to apply this order to Italian police considering that in the past they have been sufficiently identified by the documents referred to above.

See A 79

For the Chief Commissioner :

[signature]
for C.H. WILSON, Brig.
T, CA Sec.

Copy to G c Train Guards (Italy) CMP
Transportation Sub-Commission
MTOU Leghorn Embrie Region.

2398

AFHQ/G.

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68A.

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

Tel. 843238
Ref. AC/32/Tn 4

14 February 45

TO : Public Safety Sub-Commission HQ.AC
Movements, Tn Sub-Commission HQ.AC

SUBJECT : Working of Train and Railway Guards.

1. Attached copy of report by OC Train Guards Italy is sent you for information.

TO	MIN	DATE
COL. CHAPMAN		
COL. YOUNG		
LT. COL. WILCOX		
MAJ LUCKMAN		
MAJ WILSON		
MAJ HANNIGAN		
MAJ BALLANCE		
CAPT P. WEST		
[illegible]		

O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

2397

Subject:-Report, January 45, Railway Guards Italy. R/3/192

G-4 (Mov & Tn) A.F.H.Q. 8 Feb 45.

Report for the month of January, 1945, on the working of Trains & Railway Guards, Italy is fwd herewith.

WEST ITALY.

1. Turn Round. The average time for the turn round of a guard from Salerno to San Giovanni and back has been 58 hrs for the month-an increase of 26 hrs over December figures. Several instances occurred where gds were cut for well over three days. This has occasioned the use of a greater number of gds and has put a great strain on the men who have accordingly had less time off.

At 0915 hrs on 10 Jan the Caserta Dot. had 19 gds of whom 9 were out. One of these gds had only returned at 2200 hrs 9 Jan from a 30 hour trip to Rome, the remaining ten gds had all come in since 2200 hrs the previous night and were waiting to go out again.

Trains from Benevento to Caserta are also subject to lengthy delays, mainly at Maddaloni.

The fatigue entailed by these long spells of duty seriously impairs the efficiency of train guards. Once a train guard is committed it is impossible to relieve it.

2. Sealing. There is a noted improvement very recently in the method of sealing wagons though it would appear that the off door is not always checked after loading to ensure that it is sealed.

Open vents continue to give a great deal of trouble. Consignors could help considerably if they were to ensure that vents are securely fastened. Shunting causes loosely fastened vents to open.

A.C. Wagons continue to be irregularly sealed with "string and lead" seals.

3. Manpower. The closing of line 90 caused great congestion throughout the system with the result that during the period it was closed gds were delayed at outlying stations owing to there being no room in main yards. This resulted in a shortage of gds and some trains had to proceed unescorted.

4. Calling forward of Guards. Incidents continue to be reported of insufficient time being allowed to Train Guard Comd. for the proper check of their trains.

5. Escort Wagon. Out of 81 trains leaving Cervaro only 21 were provided with an escort wagon. In the present weather the failure to put on an escort wagon entails unnecessary hardship for the gd.

EAST ITALY.

6. Train Guards. The strength of train gds between Bari-Foggia has been increased in the hopes of reducing pilferage on this sector.

The Static Guard at Barletta has been increased by

Declassified E.O. 12356 Section 3.3/NND No. 783216

increase of 26 hrs over December figures. Several instances occurred where gds were cut for well over three days. This has occasioned the use of a greater number of gds and has put a great strain on the men who have accordingly had less time off.

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4. Calling forward of Guards. Incidents continue to be reported of insufficient time being allowed to Train Guard Comd.for the proper check of their trains.

5. Escort Wagon. Out of 81 trains leaving Cervaro only 24 were provided with an escort wagon. In the present weather the failure to put on an escort wagon entails unnecessary hardship for the gd.

EAST ITALY.

6. Train Guards. The strength of train gds between Bari-Foggia has been increased in the hopes of reducing pilferage on this sector.

7. Static Guards. The Static Guard at Barletta has been increased by 6 men. Consequent upon the withdrawal of the It.Grn.Bn.from Foggia application has been received for 510 It.Ga.Bn.to increase their static gd at Foggia station to include the guarding of loading sidings etc. This they are unable to do owing to lack of men.

8. Strength of 510 It.Ga.Bn. The new W.E. recently approved reduces the strength of this Bn from 828 ORs(held on 27 Jan.)to 775, a reduction of 53. If effect is given to this, the additional men employed on train gds Bari-Foggia and on the static gd at Barletta will have to be withdrawn. My letter No.R/4/122 dated 8 Feb refers.

9/....

Declassified E.O. 12356 Section 3.3/NND No. 783016

9. Sealing. A thinner type of wire is now being used to seal wagons. Many RTOs are reported as holding no stocks of Seals Rly,5 mm wire. The stations affected were not notified to this HQ.
It would appear that would-be thieves are themselves in possession of the correct seals. May all RTOs be instructed to keep their stocks of wire, tommy bars and croppers in safe custody.
One wagon was sent back from Maritima to Bari docks three times for re-sealing.

10. Pilferage. There has been an increase in the number of pilferages reported on the Cervaro-Foggia-Bari sector, but it is thought that some of these have occurred elsewhere. Four major incidents at Barletta are still the subject of investigation.

CENTRAL ITALY.

11. Turn Round. The average time for turn round on (a)Foligno-Falconara is 30 hrs but on many occasions gds are out for 48-72 hrs,(b) Falconara-Rimini 18 hrs and (c) Rimini-Cesena 18 hrs.

12. Sealing. There are still a large number of wagons arriving at Foligno from the South without seals or badly wired. There has been a slight improvement in the sealing of wagons ex Ancona Docks, but in most cases Non regulation wire is being used and is not being twisted or cropped.

13. CMF 20. 131 Coy Pioneer Corps are still being required to prepare these forms though in some cases RTOs are also preparing their own copy. Mov.Cont.No.Mov 3/116 dated 28 Jan refers.

14. Calling Forward of Train Guards. This is working satisfactorily.

15. Escort Wagon. This is still unsatisfactory between Orte-Falconara and Orte-Arezzo.

16. Condition of Wagons. Quite a few wagons are in need of repair. Many are arriving in the area with their vents open.

17. Pilferage. Incidents have occurred at Ancona. In two cases the loading personnel-Italian-were involved.e.g.freight being loaded into wagons was passed in through one door and out through the other. This would be avoided if the loading service were to seal one door before commencing to load.

18. FORLI. Opened on 26 Jan 45. A Static Gd was installed on 29 Jan 45.

19. Calling forward of Guards. In the sector Orte-Foligno,Orte-Arezzo there is still lack of co-operation between the R.O.C. and R.T.C. Not enough time is given for the gds to check their trains before they pull out.

20. Pilferage. Although the number of incidents reported is high, they chiefly refer to pilferages which have occurred in or South of Rome.

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20. Pilferage. Although the number of incidents reported is high, they chiefly refer to pilferages which have occurred in or South of Rome.

ROME AREA.

21. Sealing. Sealing wire,tommy bars and Croppers are still an urgent requirement. Wagons with corridor ends are noted as being badly sealed.

22. Brakemen. These are travelling on trains in greater numbers than seems necessary for railway working.

23/....

Declassified E.O. 12356 Section 3.3/NND No. 785946

23. Switching. After a train has been checked there are numerous reports of wagons being added or taken off unknown to either the Tr.Gd. or Checker.
Wagons containing U.S.Supplies are being sealed with thin wire. In one case a wagon containing Wireless transmitting sets was sealed in this fashion.

24. Raids. Raids by organised bands seem to be on the increase. San Marcellino, San Biagio (affect also West Italy) and Roma Casalina are chiefly affected. The pilferers intelligence system is so good that it is difficult to catch them. It is noticeable that when more than the normal guard of 2 is on the train, the train is unmolested even though it is known there are gangs in close vicinity.

25. Turn Round. Between 13-22 Jan the timings of 8 trains between Littoria and Rome averaged just under 17 hours.

W. H. T. Roach

Lt.Col.
Commanding Train & Railway Guards. Italy.

CLF
WR/JN.

DISTRIBUTION.

G-4 Mov & Tn. AFHQ.	3.
Mov 15 Army Gp.	3.
H.Q.Mov.Rear 8 Army.	3.
H.Q.Mov.East Italy.	1.
H.Q.Mov.West Italy.	1.
H.Q.Mov.Rome.	1.
H.Q.Mov.Central Italy.	1.
H.Q.Mov.P.B.3.	1.
H.Q.Mov.P.B.S. South.	1.
30 Som.L.I.	15.
C Bty 45 Grn Regt R.A.	3.
131 Coy Pioneer Corps.	3.
510 It.Gd.Bn.	1.
No.2 Coy.504.It.Gd.Bn.	1.
550 It.Gd.Coy.	1.
No.1 District.	3.
No.3 District.	3.
D.P.M.S District.	1.
" 1 District.	1.
H.Q.A.C.(Tn.Sub-Comm.)	3.

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APPENDIX 'A'.

MONTHLY REPORT OF TRAIN WORKINGS FOR 30 SOM. L.I.
FOR MONTH OF JANUARY 45.

From.	To.	Trains Guarded.		Train Incidents.		Train Pilferages.	
A Coy.30 Som.L.I.							
Salerno-S.Giovanni.		77		3		5	
"	Nocera.	37		1			
"	Naples.	11					
Torre.Ann-Torre Docks.		77					
"	Castellamare.	14					
"	Scafati.	3					
"	Salerno.	5					
"	Naples.	28					
Nocera-Cancello.		38					
"	Salerno.	9					
"	Avellino.	26					
S.Giovanni-Naples.		70					
"	Salerno.	115		8		8	
Naples-S.Giovanni.		85				2	
Cancello-Nocera.		33		1		1	
Castellamare-Torre.Ann.		21					
Scafati-	"	20					
Nocera -	"	3					
Salerno-Cancello.		12					
Avellino-Nocera.		21					
Torre Ann-S.Giovanni.		8					
S.Giovanni-Torre Ann.		9					
Scafati-S.Giovanni.		1					
"	Naples.	7				1	
"	Salerno.	1					
Angri-Nocera.		1					
Salerno-Potenza.		1	733		13		17
B Coy.30 Som.L.I.							
Terni-Foligno.		142		6		1	
Foligno-Terni.		124		7		1	
Terni-Orte.		127		1			
Orte-Terni.		116		20		2	
"	Rome.	31		1			
"	Arezzo.	88		17		3	
Arezzo-Orte.		65		1			
Rome-Orte.		22	715	2	55	1	8
C Coy.30 Som.L.I.							
Caserta-Aversa.		16		4		7	
"	Naples.	134		2		1	
"	Rome.	90		1			
"	Capua.	30					
"	Vairano.						
"	Cancello.	3					
"	Marchinise.	4					

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"	Scafati.	3				
"	Salerno.	5				
"	Naples.	28				
Nocera-Cancello.		38				
"	Salerno.	9				
"	Avellino.	26				
S.Giovanni-Naples.		70				
"	Salerno.	115		8	8	
Naples-S.Giovanni.		85			2	
Cancello-Nocera.		33		1	1	
Castellamare-Torre.Ann.		21				
Scafati-	"	20				
Nocera -	"	3				
Salerno-Cancello.		12				
Avellino-Nocera.		21				
Torre Ann-S.Giovanni.		8				
S.Giovanni-Torre Ann.		9				
Scafati-S.Giovanni.		1				
"	Naples.	7			1	
"	Salerno.	1				
Angri-Nocera.		1				
Salerno-Potenza.		1	733	13	17	

B Coy.30 Som.L.I.

Terni-Foligno.		142		6	1	
Foligno-Terni.		124		7	1	
Terni-Orte.		127		1		
Orte-Terni.		116		20	2	
"	Rome.	31		1		
"	Arezzo.	88		17	3	
Arezzo-Orte.		65		1		
Rome-Orte.		22	715	2	55	1 8

C Coy.30 Som.L.I.

Caserta-Aversa.		16		4	7	
"	Naples.	134		2	1	
"	Rome.	90		1		
"	Capua.	30				
"	Vairano.					
"	Cancello.	3				
"	Marchinise.	4				
"	Casoria.	1				
"	Teverola.	1				
Aversa-Naples.		54				
"	Caserta.	39				
"	Littoria.	111				
"	Marchinise.	3				
"	Casoria.					
"	Albanova.	1				
Naples-Caserta.		115		6	6	
"	Aversa.	165				
"	Marchinise.	9				
"	Cancello.	17				
"	Casoria.	7				
"	Accra.	3				
"	S.Antonio.					
"	Casanova.	3				
"	Teverola.	6				
"	Maddaloni.					
Carried Forward		(812)	1448	(13)	68	(20) 25

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APPENDIX 'A'.

From. To.	Trains Guarded.		Train Incidents.		Train Pilferages.	
Brought Forward	812	1448	13	68	20	25
C Coy.30 Som.L.I. (Contd).						
Casoria-Caserta.	3					
" Naples.	4					
" Aversa.	10					
Rome-Caserta.	50		13		11	
Cancello-Naples.	3					
Littoria-Aversa.	70					
Capua-Caserta.	16					
Marchinise-Caserta.	2					
" Aversa.	2					
" Naples.	1					
Teverola-Naples.	1					
Cancello-Caserta.	1	975		26		31
D Coy.30 Som.L.I.						
Rome-Orte. (Terni Line).						
Littoria-Rome.	189		13		5	
Rome-Littoria.	157		19		1	
Littoria-Aversa.	76		3		1	
Aversa-Littoria.	71		20		3	
Rome-Caserta.	52		4			
Caserta-Rome.	43		13		1	
Rome-Orte.	160		43		2	
Orte-Rome.	127		11		2	
Terni-Rome.	2					
Rome-Terni.	13	890		126		15
		3313		220		71.

STATIC GUARDS.		Incidents.		Pilferages.		Arrests.	
A Coy.30 Som.L.I.	Salerno.	2		2			
	Nocera.	2		2		3	
	Torre Ann.			3			
	S.Giovanni.	2	6	2	9	2	5
B Coy.30 Som.L.I.	Terni.	20		1		7	
	Foligno.						
	Orte.	31		2		36	
	Arezzo.	8	59	2	5		43
C Coy.30 Som.L.I.	Caserta.	12		9			
	Aversa.	6		7			
	Naples.	2		7		1	
	Teverola.		20		23		1
D Coy.30 Som.L.I.	Rome.					6	6
	Littoria.						55
			85		37		

SUMMARY OF PILFERAGES.

DEPOTS.	Salerno.	Terni.	Caserta.	Rome.	Totals.
No.of cases reported.	26	13	54	15	108
No.of open wagons involved.	3				3
No.of Box wagons involved.	23	13	68	23	127
No.of times wagon pilfered when escort not provided.			2	1	3
NAAFI.	1	2	4	1	8
RASC. SUPPLIES.	7				

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D Coy.30 Som.L.I.								
Rome-Orte.(Terni Line).								
Littoria-Rome.		189			13		5	
Rome-Littoria.		157			19		1	
Littoria-Aversa.		76			3		1	
Aversa-Littoria.		71			20		3	
Rome-Caserta.		52			4			
Caserta-Rome.		43			13		1	
Rome-Orte.		160			43		2	
Orte-Rome.		127			11		2	
Terni-Rome.		2						
Rome-Terni.		13	890		126		15	
			3313		220		71	

STATIC GUARDS.		Incidents.		Pilferages.		Arrests.	
A Coy.30 Som.L.I.	Salerno.	2		2			
	Nocera.	2		2		3	
	Torre.Ann.			3			
	S.Giovanni.	2	6	2	9	2	5
B Coy.30 Som.L.I.	Terni.	20		1		7	
	Foligno.						
	Orte.	31		2		36	
	Arezzo.	8	59	2	5		43
C Coy.30 Som.L.I.	Caserta.	12		9			
	Aversa.	6		7			
	Naples.	2		7		1	
	Teverola.		20		23		1
D Coy.30 Som.L.I.	Rome.						
	Littoria.					6	6
			85		37		55

SUMMARY OF PILFERAGES.

DEPOTS.	Salerno.	Terni.	Caserta.	Rome.	Totals.
No.of cases reported.	26	13	54	15	108
No.of open wagons involved.	3				3
No.of Box wagons involved.	23	13	68	23	127
No.of times wagon pilfered when escort not provided.			2	1	3
NAAFI.	1	2	4	1	8
RASC. SUPPLIES.	7	8	12	16	43
ORD. "	6	1	15	2	24
MED. "			1		1
AC. "	10	2	10		22
POL.	1		1	1	3
US. SUPPS.	1		24	2	27
ITALIAN. SUPPS.			1	1	2
	26	13	68	23	130

Declassified E.O. 12356 Section 3.3/NND No. 785016

APPENDIX 'A'

From.	To.	Trains Guarded.	Train Incidents.	Train Pilferages.
C Bty 45 Grn Regt RA.				
Caserta- Benevento.		118	-	7
Benevento-Caserta.		104	2	6
Benevento-Cervaro.		95	-	1
Cervaro-Benevento.		113	-	-
Caserta-Cancello.		-	-	2
Cancello-Caserta.		30	-	-
Caserta-Naples.		6	-	1
Naples-Caserta.		1	-	-
Caserta-Capua.		1	-	-
Capua-Caserta.		1	-	-
Caserta-Rome.		1	-	-
Nola-Cancello.		- 470	- 2	1 18

STATIC GUARDS.	Static Indidents.	Static Pilferages.	Arrests.
Benevento.	1	1	1
Cancello.	-	3	-
	1	4	1

SUMMARY OF PILFERAGES.	Cancello.	Benevento.	Caserta.	Cervaro.	Total.
No.of cases reported.	7	7	7	1	22
No.of Open wagons involved.	1	2	1	-	4
No.of Box wagons involved.	8	7	6	1	22
No.of times wagons were pilfered when train escort was not provided.	1	3	1	-	5
NAAFI.		2			2
RASC.SUPPLIES.	2	5	2	1	10
ORDNANCE SUPPLIES.	2	2			4
A.C.SUPPLIES.	5		3		8
U.S.SUPPLIES.			2		2
	9	9	7	1	26

2 Coy.504 It.Gd.Bn.	Trains Guarded.	Train Incidents.	Train Pilferages.
Salerno-Potenza.	98	2	-
Salerno-Pontecagnano	11		
Salerno-Montecorvino.	3	1	
Salerno-Battipaglia.	24		
Potenza-Salerno.	55	1	1
Pontecagnano-Salerno.	33	9	
Battipaglia-Salerno.	8		
Potenza-Taranto.	3 235	13	1

STATIC GUARDS.	Static Incidents.	Static Pilferages.
Salerno.	7	2
Pontecagnano.	18	1
Montecorvino.	4	4
Battipaglia.	1	
Potenza.		

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Naples-Caserta.	1	-	-
Caserta-Capua.	1	-	-
Capua-Caserta.	1	-	-
Caserta-Rome.	1	-	-
Nola-Cancello.	-	-	-
	- 470	- 2	1 18

STATIC GUARDS.	Static Incidents.	Static Pilferages.	Arrests.
Benevento.	1	1	1
Cancello.	-	3	-
	1	4	1

SUMMARY OF PILFERAGES.	Cancello.	Benevento.	Caserta.	Cervaro.	Total.
No.of cases reported.	7	7	7	1	22
No.of Open wagons involved.	1	2	1	-	4
No.of Box wagons involved.	8	7	6	1	22
No.of times wagons were pilfered when train escort was not provided.	1	3	1	-	5
NAAFI.		2			2
RASC.SUPPLIES.	2	5	2	1	10
ORDNANCE SUPPLIES.	2	2			4
A.C.SUPPLIES.	5		3		8
U.S.SUPPLIES.			2		2
	9	9	7	1	26

2 Coy.504 It.Gd.Bn.	Trains Guarded.	Train Incidents.	Train Pilferages.
Salerno-Potenza.	98	2	-
Salerno-Pontecagnano	11		
Salerno-Montecorvino.	3	1	
Salerno-Battipaglia.	24		
Potenza-Salerno.	55	1	1
Pontecagnano-Salerno.	33	9	
Battipaglia-Salerno.	8		
Potenza-Taranto.	3		
	235	13	1

STATIC GUARDS.	Static Incidents.	Static Pilferages.
Salerno.	7	2
Pontecagnano.	18	1
Montecorvino.	4	4
Battipaglia.	1	
Potenza.		
	30	7

2393

Declassified E.O. 12356 Section 3.3/NND No. 783046

APPENDIX 'A'.

From.	To.	Trains Guarded.		Train Incidents.		Train Pilferages.	
1st Coy.Pioneer Corps.							
Foligno-Falconara.		153		9		7	
Falconara-Foligno.		129		5		3	
Falconara-Rimini-Cesena.		149		-		1	
Falconara-Mondolfo.		3		-		-	
Falconara-Ancona.		18		-		-	
Ancona-Rimini-Cesena.		47		-		-	
Ancona-M/Marciano.		10		-		-	
Ancona-Senggallia.		2		-		-	
Ancona-Mondolfo.		14		-		-	
M/Marciano-Rimini.		7		-		-	
Ancona-Forli.		1		-		-	
Cesena-Forli.		1		-		-	
Ancona-Marzocca.		4	538	-	14.	-	11

STATIC GUARDS.	Static Incidents.	Static Pilferages.	Arrests.
Foligno.	4	1	7
Fabriano.	3	-	3
Jesi.	-	-	-
Falconara.	-	-	-
Ancona.	2	3	16
Fano.	-	-	-
Rimini.	-	-	-
Cesena.	-	-	-
Forli.	-	-	-
	9	4	26

SUMMARY OF PILFERAGES.	Foligno.	Fabriano.	Falconara.	Ancona.	Total.
No.of cases reported.	8	3	1	3	15
No.of open wagons involved.	-	-	-	-	-
No.of box wagons involved.	8	3	1	3	15
No.of times wagons were pilfered when train escort was not provided.	-	-	-	-	-
NAAFI.		3	1	1	5
RASC SUPPLIES.	5				5
AC SUPPLIES.	3			2	5
	8	3	1	3	15

550 It.Gd.Coy.	Trains Guarded.	Train Incidents.	Train Pilferages.
Reggio-Catanzaro.	45		
Catanzaro-Reggio.C.	31		
Reggio C.-Reggio P.	23		
Catanzaro-Crotone.	40		
Crotone-Catanzaro.	43		
Catanzaro-S.Eufemia.	91		
S.Eufemia-Catanzaro.	81		
S.Eufemia-Paola.	129		
Crotone-Sibari.	32		
Sibari-Crotone.	27		

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Ancona-Rimini.	14	-	-
M/Marciano-Rimini.	7	-	-
Ancona-Forli.	1	-	-
Cesena-Forli.	1	-	-
Ancona-Marzocca.	4	-	-
	538	14.	11

STATIC GUARDS.	Static Incidents.	Static Pilferages.	Arrests.
Foligno.	4	1	7
Fabriano.	3	-	3
Jesi.	-	-	-
Falconara.	-	-	-
Ancona.	2	3	16
Fano.	-	-	-
Rimini.	-	-	-
Cesena.	-	-	-
Forli.	-	-	-
	9	4	26

SUMMARY OF PILFERAGES.	Foligno.	Fabriano.	Falconara.	Ancona.	Total.
No. of cases reported.	8	3	1	3	15
No. of open wagons involved.	-	-	-	-	-
No. of box wagons involved.	8	3	1	3	15
No. of times wagons were pilfered when train escort was not provided.	-	-	-	-	-
NAAFI.					
RASC SUPPLIES.	5	3	1	1	5
AC SUPPLIES.	3			2	5
	8	3	1	3	15

550 It.Gd.Coy.	Trains Guarded.	Train Incidents.	Train Pilferages.
Reggio-Catanzaro.	45		
Catanzaro-Reggio.C.	31		
Reggio C.-Reggio P.	23		
Catanzaro-Crotone.	40		
Crotone-Catanzaro.	43		
Catanzaro-S.Eufemia.	91		
S.Eufemia-Catanzaro.	81		
S.Eufemia-Paola.	129		
Crotone-Sibari.	32		
Sibari-Crotone.	27		
Cosenza-Sibari.	23		
Crotone-S.Leonardo.	22		
Sibari-Cosenza.	1		
Cosenza-Paola.	126		
Paola-Cosenza.	1		
Paola-Battipaglia.	84		
Battipaglia-Paola.	81		
	880	NIL.	NIL.

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510 ITALIAN GUARD BN. JANUARY 1945. APPENDIX 'B'

	Trains Guarded.		Train Incidents.	Train Pilferages.
TA - BA.	80			1
BA - TA.	86		2	2
TA - POT.	69			
POT- TA.	54		1	
TA - MET.	-			
MET- TA.	-	289		
TA - FRANC.	18			
BR - TA.	42		1	
TA - BR.	59			
BR - BA.	98			
BA - BR.	79			
BR - LE.	30			
LE - BR.	-			
BR - SVTO.	10	336		
BA - FG.	178			
FG - BA.	6			4
BA - HLA.	25		1	2
BA - CE.	77			2
CE - BA.	61	347		1
FG - LCA.	-			
FG - TMI.	77		1	2
FG - CE.	7			
CE - FG.	11			
FG - M'DONIA.	5	100		
TMI- OTA.	40	40		
	1112		6	14

STATIO.	Incidents.	Pilferages.	Arrests.
Metaponto.			
Taranto.	1	2	
Colli Basso			
Nasissi.			
S.Nicola.			
Brindisi.		2	1
Smistamento.			
Monopoli.			
Parco Nord.	1	3	4
Bari Central.	2	6	12
S.Georgio.		2	
Parco Sud.			
Marittima.			
S.Spirito.			1
Barletta.		3	
Foggia.		1	
Termoli.			
Cavaro.		1	

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BR - TA.	42				
TA - BR.	59				
BR - BA.	98				
BA - BR.	79				
BR - LE.	50				
LE - BR.	-				
BR - SVTO.	10	336			
BA - FG.	178				
FG - BA.	6				4
BA - ELA.	25		1		2
BA - CE.	77				2
CE - BA.	61	347			1
FG - LCA.	-				
FG - TMI.	77		1		2
FG - CE.	7				
CE - FG.	11				
FG - M'DONIA.	5	100			
TMI- OTA.	40	40			
		1112	6		14

STATIC.	Incidents.	Pilferages.	Arrests.
Metaponto.			
Taranto.	1	2	
Colli Basso			
Nasissi.			
S.Nicola.			
Brindisi.		2	1
Smistamento.			
Monopoli.			
Parco Nord.	1	3	4
Bari Central.	2	6	12
S.Georgio.		2	
Parco Sud.			
Marittima.			
S.Spirito.			1
Barletta.		3	
Foggia.		1	
Termoli.			
Cevaro.		1	
	4	20	18

2392

SUMMARY OF PILFERAGES.

	TA.	BR.	BA.	FG.	TOTAL.
No.of cases reported.	5	1	21	7	34
No.open wagons involved.	5	1	21	7	34
No.box wagons involved.	-	-	-	-	-
RASC.Supps.	5	1	17	4	27
Stores.			1	2	3
Ord.Supps.			3	1	4
	5	1	21	7	34

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Declassified E.O. 12356 Section 3.3/NND No. 785016

IVb19/PS

64A

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO=UMBRIA REGION
APO 394

D-327

Public Safety Division,
13th February 1945.

FILE N° :- LUR/6/3/PS

SUBJECT :- Wire stealing on Rome - Naples Railway.

TO :- The Director, Public Safety Sub-Commission,
HQ., AC., APO 394.

The attached copy of a Carabinieri report respecting the arrest of 16 men concerned in cutting and stealing wire from the Rome-Naples Railway near Sezze Romano, Littoria, is forwarded for your information.

For the Regional Commissioner:

C.T.FRANCIS.
Lt. Colonel,
RPSO.,LAZIO=UMBRIA REGION.

Copies to:-
G-2, R.A.A.C.
P.P.S.O. Littoria.

db/

TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT. COL WILCOX		
MAJ LUCKMAN		
MAJ WILSON		
MAJ [illegible]		
MAJ [illegible]		
[illegible]		

2391

Declassified E.O. 12356 Section 3.3/NND No. 785016

db/

C O P Y

LEGIONE TERRITORIALE DEI CARABINIERI REALI "LAZIO"
UFFICIO SERVIZIO

N°15/8

Roma, 8 Febbraio 1945.

OGGETTO :- Notiziario.

AL GOVERNO MILITARE ALLEATO - Reg.IV° Ufficio P.S. Roma.

27 corrente Arma Sezze Romano (Littoria) procedeva arresto:

RENZI Giuseppe, di anni 47; GALIETI Mario di anni 20; BALDAZZI Edilio di anni 19; ELEUTERI Villardo di anni 22; MASINI Alfredo di anni 45; PELAGALIO Enrico di anni 22; PANTANI Cariolano di anni 30; SILVESTRI Goffredo di anni 23; CESARONI Leopoldo di anni 23; BERNONI Armandi di anni 27; GIOACCHINI Mario di anni 28; MASSA Pietro di anni 21; MASSA Enrico di anni 26; contadini; PAPARELLI Alceo di anni 22; SILVESTRI Corrado di anni 27; meccanici; CESARONI Grado di anni 24 FREDIANI Felice di anni 40 autista e BELARDI Dante di anni 22 fabbro, responsabili associazione a delinquere e furti continuati danno amministrazione ferrovie Stato su linee alta tensione direttissima Roma-Napoli. Stessa arma recuperava ql.6 circa filo linea medesima rinvenuto abbandonato luogo delitto. Primi quattro predetti arrestati riconosciuti da ferrovieri e altre persone per coloro che ebbero varie volte a tagliare ed asportare con automezzo fili suddetta linea.

IL COLONNELLO COMANDANTE
/s/ (Luigi Bertarelli)

2390

Declassified E.O. 12356 Section 3.3/NND No. 785016

db/

COPY

TRANSLATION

LEGIONE TERRITORIALE DEI CARABINIERI DEL "LAZIO"
Ufficio Servizio

N° 15/8

Rome, 9th February 1945.

SUBJECT :- Informations.

On 27 inst the CC.RR. of Sezze Romano (Littoria) arrested RENZI Giuseppe, age 47; GALIETI Mario, age 21; BALDAZZI Edilio, age 19; ELEUTERI Villardo, age 22; MASINI Alfredo, age 45; PELAGALLO Enrico, age 22; PANTANI Coriolano, age 30; SILVESTRI Goffredo, age 23; CESARONI Leopoldo, age 23; BERNONI Armando, age 27; GIOACCHINI Mario, age 28; PAPARELLI Alceo, age 22; SILVESTRI Corrado, age 27, countrymen; CESARONI Grado, age 24; FREDIANI Felice, age 40, drivers; and BELARDI Dante, age 22, locksmith, members of a gang responsible for thefts and damage to the Rome-Naples railway line.

CC.RR. recovered 6 quint. of wire that had been abandoned at the place. The four first named have been recognised as having been seen on the railway line cutting and stealing wire.

/s/ IL COLONNELLO COMANDANTE
(Luigi Bertarelli)

2389

Declassified E.O. 12356 Section 3.3/NND No. 785016

Transferred from phone 17/2/45

Change over expected 5/3/45 which will be intimated by T.S/C (Rail Dte)

Bring forward to 7 days

Lwsl

24/2 (VE Day BIF)

Declassified E.O. 12356 Section 3.3/NND No. 785016

Roma 84238

4619

66A

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

Tel. 843238
our Ref. AC/220/Tn 4

9 February 1945

TO : Public Safety Sub Commission
HQ., AC.

SUBJECT : Pilferage on Railways.

1. Attached hereto is an extract minute of Meeting of Traffic Sub-Committee of Allied Railway Board.

2. The pilferage from Railways is reaching considerable proportions and it was reported at the meeting that hold ups have occurred on line 89 between Naples and Rome.

3. It should be pointed out that both rail lines between Naples and Rome will shortly be operated entirely by personnel of the FSR without Military Railway supervision, and adequate protection is essential, if we are to develop the railway services of the country and a means of ensuring satisfactory distribution.

TO	INIT.	DATE
COL. CHAPMAN		
COL. KING		
LT. COL. WILCOX		
MAJ. LOCKWOOD		
MAJ. WILSON		
MAJ. HANDLEY		

C.M. Lindberg. Lt. Col.
C.M. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

2388

File with transportation

Declassified E.O. 12356 Section 3.3/NND No. 785016

666

EXTRACT

MINUTES OF FIRST MEETING
of the
Allied Railwey Board
TRAFFIC SUB-COMMITTEE

1 Feb.45.

2 (m). PILFERAGE:

Another major problem with we are confronted is pilferage from and robbery of trains, and it was agreed that action must be taken at once to put a stop to it.

G-4, Mov & Tn, AFHQ is attempting to get an increase in guards on trains.

The Italian State Railways are to apply to the Minister of Interior for help in the form of additional protection for trains. They will also make a special effort to stop unauthorized civilians from riding freight trains.

The Military Railway Service and Italiana State Railways are at present working on lighting facilities for all principal yards, in an effort to do away with pilfering of cars in yards. Yard guards have been supplemented with Italian State Railways police in the Rome Area and arrangements have been made for special guards.

3. Action as directed will be taken by representative members concerned without further advise.

W.P.WILSON
Col. TC
Chairman

SECRET

238

Declassified E.O. 12356 Section 3.3/NND No. 785016

65A
See 76

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

Tel : 478800

22 February 1945

AC/14619/PS

SUBJECT : Policing of Trains

TO : O.C. Train Guards (Italy) CMF
(Attn: Lt Col.ROUTH)

60A

1. The Ministry of Interior in consultation with the Ministry of Communications, has agreed to supplement the policing of railways, by investing certain Italian railway employees with the status of Public Safety Agent.

61A

2. The outline of the scheme is contained in a Circular, N°10.11233/10182 A dated 17 Jan, 45, translated copy attached, and a further letter same reference, dated 31 Jan, 45, addressed to Train Supervision Commissioner, Florence, by the Ministry of the Interior, translated copy also herewith.

3. As it is desired to apply the procedure in AMG as well as Italian Government territory, it is suggested by Transportation Sub-Commission that you should be informed.

4. The transmittal of the letter dated 31 Jan, 45, to the Train Supervision Commissioner, Florence, is being held over until your observations are received. For your information, correspondence from the Ministry of the Interior to its Officials in AMG territory is "cleared" and transmitted through this Office.

2386

By Command of Rear Admiral STONE:

G. R. UPJOHN, Brig.
VP CA Sec

BP/wg.

Declassified E.O. 12356 Section 3.3/NND No. 785016

1461c9/PS

641

3(2h)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

Public Safety Division,
17 February 1945.

FILE N° :- LUR/6/1/PS

SUBJECT :- Rome, Smistamento Rail Yard -
Removal of Electric Railway material.

TO :- HQ., AC., Public Safety Sub-Commission.

64B/c

(1). Attached correspondence is addressed to you but there is no indication thereon that you have seen it.

(2). For your information a minute by Lt.Col.Vining has been endorsed on the papers.

For the Regional Commissioner:

C.T.FRANCIS,
Lt. Colonel,
RPSO.,LAZIO-UMBRIA REGION.

TO		
COL. CHAPMAN		
COL. YOUNG		
LT. CO[illegible]	Ken 21/2	
MAJ [illegible]		
MAJ [illegible]		
Maj [illegible]		
MAJ [illegible]		
[illegible]		

db/

2385

Declassified E.O. 12356 Section 3.3/NND No. 785016

R.P.S.O - Lazio - Umbria

5751 CG/ic 64B

P.S.

HQ AMG IV

INTER-OFFICE MINUTE

Our Ref. AC/154/Tn 4

To : Director, Public Safety Sub-Commission, HQ., AC.

SUBJECT : Rome, Smistamento Rail Yard - Removal of Electric Railway material.

1. Reference is to letter 154/Tn 4 dated 5 February 45.

2. Further two copies of translation referred to are forwarded herewith.

for O.H. LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

R.P.S.O

I It would appear that this correspondence has been forwarded by the P.S. Sub Com A.C. to us. The letter referred to in para 1 has not been sent.

II It is not the practice to provide Italian Police for guarding Railway Property, other than goods in transit - as this is not regarded as Police duties.

III It is the responsibility of the Railway authorities to provide staff to guard their property and we have told them this before. 16 Feb 1945 AG

Declassified E.O. 12356 Section 3.3/NND No. 785016

Ministry of Transpo s
ISR Direction Genera.

Subject: Rome smistamento
Taking away of equipments for electric locomotives.

Roma 26 Gennaio 1945 64C

Segr. 2/2283/30

Military Railway Service
Building

for information : Allied Commission
Transports Sub Commission

We are informed that also Allied soldiers continue to take away materials and qquipments from trains located at Rome Smistamento. We quote as example: on the morning of 2nd Jan.1945, as agent of the American Military Police wanted to take away from the electric train ETR 215 one group of resistance ironclad batteries of Baker type. The locomotives Depot Chief and the interpreter Eng. Ziffer intervened promptly and they succeded in avoilding the fact.

On 7 Manuary 1945, it was perceived that Allied aircraft soldiers were taking away - by motor lorry 2031.9052.6562.73 S.Q. - doors, alluminium sheets and other materials, removed from electric engines. These engines and trains which had been already pilfered by Germans, are still suffering considerable damages.

We beg you kindly to intervene to put an end to such unpleasant situation and to consider the possibility to arrange on said yard, some mixed patrols (constitued by Allied and Italian policemen) to guard, at least those small areas where are located materials of great value, which, as in this particular case, are essential for the railway operation, and consequently for your military requirements.

The Director General
F.to DI RAIMONDO

Na ng 30/1

2383

Declassified E.O. 12356 Section 3.3/NND No. 785016

Ministry of Transpo s
ISR Direction Gener

Subject: Rome smistamento
Taking away of equipments for
electric locomotives.

Rome 26 Gennaio 1945

Segr. 2/2283/30

Military Railway Service
Building

for information : Allied Commission
Transports Sub Commission

We are informed that also Allied soldiers continue to take away materials and equipments from trains located at Rome Smistamento. We quote as example: on the morning of 2nd Jan.1945, an agent of the American Military Police wanted to take away from the electric train ETR 215 one group of resistance ironclad batteries of Baker type. The locomotives Depot Chief and the interpreter Eng. Ziffer intervened promptly and they succeded in avoiding the fact.

On 7 January 1945, it was perceived that Allied aircraft soldiers were taking away - by motor lorry 2031.9052.6562.73 S.C. - doors, alluminium sheets and other materials, removed from electric engines. These engines and trains which had been already pilfered by Germans, are still suffering considerable damages.

We beg you kindly to intervene to put an end to such unpleasant situation and to consider the possibility to arrange on said yard, some mixed patrols (constitued by Allied and Italian policemen) to guard, at least those small areas where are located materials of great value, which, as in this particular case, are essential for the railway operation, and consequently for your military requirements.

Na ng 30/1

The Director General
F.to DI RAIMONDO

2382

Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

14619

D. 25 AG 63A.

Public Safety Division
15 Feb 45

LUR/6/1/PS

SUBJECT : Police Guards on Trains

TO : Director, Public Safety Sub-Commission,
HQ, Allied Commission, APO 394.

1. It has come to notice that Military Police and members of the Military Railway Service have, during recent weeks, been removing Royal Carabinieri from trains on which they were posted for duty purposes because of the fact that they were not wearing red brassards.

2. In consequence, enquiries were made as to the reason and authority for this and it was ascertained that Allied Force Headquarters had on 26 Dec 44 disseminated an instruction purporting to have been issued by the Italian War Ministry to the effect that military escorts must wear such means of identification. A copy of this instruction is attached.

3. This Headquarters queried the application of this order to Royal Carabinieri and Royal Guardia di Finanza as it refers simply to "military escorts". Verbal information has now been received that the instruction does apply to these bodies, hence the removal of unbrassarded guards.

4. No information regarding the necessity for police train escorts to wear brassards was received by this Headquarters, the Royal Carabinieri or the Royal Guardia di Finanza until enquiries were made as to the reason for ejecting from trains properly authorised guards of these two organisations. This has caused a certain amount of friction apart from leaving stores and supplies unguarded.

5. The instruction to my mind is an unnecessary one but even so it is an order and should have been communicated to all concerned.

/6.

Declassified E.O. 12356 Section 3.3/NND No. 785016

6. To avoid such difficulties and possible friction in the future, I recommend that AFHQ (DQMG Mov & Tn) be asked to communicate with your HQ on such matters in order that the necessary instructions can be issued to Regional Public Safety Officers and the Police organisations concerned.

7. Arrangements are being made for the provision of the armbands.

For the Regional Commissioner,

C.T. FRANCIS,
Lt-Colonel,
RPSO, LAZIO-UMBRIA REGION.

CTF/rmc

Copy to: PPSO, Rome Province.

File with transportation

Declassified E.O. 12356 Section 3.3/NND No. 785016

db/ C O P Y

G-4 Mov. & Tn
Allied Force Headquarters
Tel.N° Freedom 320

Mov. 3/18

SUBJECT :- Safeguarding of Italian Supplies by Rail.

TO :- HQ. Railway & Train Guards,
Torre Annunziata.

Appended hereto is an instruction issued by the Italian War Ministry ordering that Italian escorts on Italian Military stores moving by rail will wear red brassards when on duty.

Please arrange that this information is circulated within your command.

"The Allied Authorities have ordered that Military escorts escorting foodstuffs and stores forwarded by rail must wear red brassards for identification on the left arm. The issue of brassards is the responsibility of the consignor. Soldier without the above brassards will not be recognised as escorts by the Italian and Allied Rail Authorities and will in conseguence be removed from the wagons. Please issue the n necessary instructions. The Del. Transp. are requested to insure that this order is applied, and to report to these HQ any case of neglect that may arise".

/s/ W.S.C. BOSWELL
t/ W.S.C. BOSWELL, Major,
for Brigadier
D.Q.M.G. (Mov. & Tn)

26 December 1944

Copy to: HQ Movements East Italy
HQ Movements West Italy
HQ Movements Rome
IMRS Italy
EMIK
Postal (for attention of Mail Guards)

2379

A True Copy.

Declassified E.O. 12356 Section 3.3/NND No. 785016

ACP/av
62A

INTER OFFICE MINUTE

REF. AC/32/Tn 4

TO : Public Safety Sub-Commission
HQ. AC.

SUBJECT : Control of Rail Movement.

1. Reference 61a file ACC/14619/PS.

The general procedure is approved but it is felt that the matter should be referred to the CC Train Guards (Italy) (Lt.Col. Routh) CMF in respect of the forward areas, where train guards are covering military traffic.

for acting
O.H.LINDBERG
Lt.Col. R.E.
Chief, Rail Division



Su 65

Transportation Sub-Commission (RAILS)
16 February 45
Tel. 84323o

2378

Declassified E.O. 12356 Section 3.3/NND No. 785016

Translation

61 a

MINISTRY OF INTERIOR

31 Jan 1945

Subject:
Endowment quality of P.S. Agent to the State Railway personnel selected for the supervision service on the railway lines, stations, stores, depots and trains.

To: P.S. Train Supervision Commissioner - Florence

For opportune information we transmit the enclosed copy of circular, even number, dated 17 Jan.45, addressed to the Prefects of liberated Italy, in regard to the endowment of the quality of P.S. agent to the State railway personnel selected for the vigilance service on the railway lines, stations, stores, depots and trains together with the members of the Police.

As to the text of the above circular, the proceeding of the single proposals for endowment of the a/m quality - drawn up by the Train Supervision HQ. - is transferred to the competent P.S. Offices, both in order to facilitate the necessary agreements and for the better selection of those proposed, in accordance to their service activity.

Therefore it is necessary that your Office immediately takes opportune agreements with the Hq. in question, so that the matter be settled with the necessary speed and efficiency.

As soon as the proceeding of the proposals has been carried out, they must be transmitted by the P.S. Train Supervision offices to the Prefect of the province, teritorially competent, who after having taken the necessary steps, will forward them to this Ministry for further action to be taken.

The railway-men thus vested with the functions of auxiliaries of the Police, will perform their duties assisting the P.S. Agents and CC.RR. and as such will be at the dependence of the respective P.S. Train Supervision Offices.

The directors of the single offices will with the outmost care check the proposals put forward by the railway authorities, in order to have trustworthy persons.

With the same care the offices in question must control the functioning of the service carried out by these agents both in regard to the regularity and to better employment, according to the attitudes and professional capability shown by them during previous services.

Please acknowledge receipt of the present letter.

2374

ForPolice Chief

rv.

Declassified E.O. 12356 Section 3.3/NND No. 785016

MINISTRY OF THE INTERIOR
Police - III
N°10.11233/10182.A

Translation MBe 60 a

TO : All the Prefects in Liberated Italy
The High Commissioner for Sicily
The High Commissioner for Sardinia

SUBJECT: Personnel depending on the State Railways in charge of the Vigilance of railway lines, stations, stores, depots and trains - Conferment of the quality of P.S. Agent.

You are informed, for the measures and the action pertaining to you, that this Ministry, in agreement with that of Transport-State Railway General Directorate - has issued the decree N°10/11113/10182.A dated 3rd Jan, 1945, which is in course of registration by the court of Accounts. According to the Art.43 of the unified text of laws on P.S. Officers and guards, approved by the Royal Decree N°690 of 31st August, 1907, the above mentioned decree confers the quality of P.S.Agent on the personnel on the list or on engaged by contract depending on the state Railway Administration who have been chosen to form special patrols. Authorisation to carry a rifle is also granted to them by the a/m Decree. These patrols are to be used on vigilance service along the rail-roads, at the stations, stores, depots and on the trains in order to protect the railway equipment and to prevent and repress crimes in the railway field. They will act as an aid to the Police Forces and depend on the various Compartimental P.S.Stations.

The quality of P.S.Agent completes and corroborates that of Public Official conferred, by the Art.18 of the Law N°137 dated 22 April 1905, on all the persons belonging to the Railways that are operated by the State, whatever their grade and employment may be. It also gives the chosen personnel more prestige and authority in the performance of this important task, which concerns public interest as well as that of the State Railways Administration.

The personnel to be used on the a/m service must be in possession of the requisites contemplated by the Art.81 of the Regulations in force, on P.S. Officers and employees, approved by the Royal Decree N°666, dated 20th August 1903. They must be of full age, know how to read and write, not have been sentenced for certain crimes, have an incensurable behaviour.

Declassified E.O. 12356 Section 3.3/NND No. 785016

The quality of P.S.Agent will be conferred on each individual by Ministerial Decree according to the specimen scheme which will be directly forwarded to the State Railways Compartimental Directors at the care of the Ministry of Transport (S.R. General Direction).
Each proposal must be made by the compartimental State R.Director for the personnel working in the territory under his jurisdiction, in concert with the compartimental P.S.Commissioner, and forwarded to this Ministry (P.S.General Directorate-Police Division) for further action, through the Prefect of the Province in whose territory the appointed person shall perform his service.
The proposal must be accompanied by two copies of the above mentioned sheme of Ministerial Decree, duly filled out, signed by the agent concerned and endorsed by the Compartimental Director, to certify the authenticity of the agent's signature.
Before forwarding the proposal to this Ministry the Prefect must, with the aid of the Compartimental P.S. Commissioner, make sure that the appointed person has the necessary requisites and that he is a railway men on list or engaged by contract and not one on trial or on temporary duty.
The proposal must be accompanied by a report of the Prefect, on the moral and political conduct of the person concerned, and bear the explicite opinion of the Prefect as to the opportunity of meeting the request.
After having taken the necessary action, this Ministry will forward to the competent Prefect a copy true to the original of the Decree conferring the quality of P.S.Agent, to be transmitted to the person concerned. This, as soon as he receives it, or at any rate before beginning his duty in his new quality, must take the prescribed oath before the Prefect, who must note that at foot of the Decree.
The agent must be furnished with the Decree while on duty and exhibit it upon request.
If for any reason the railway man is discharged from performing duty in the quality of P.S.Agent, or loses one of the prescribed requisites or any circumstances comes to light which, if known, would not have allowed him to be given the P.S.Agent quality, the Compartimental S.R.Director on whom the railway man is depending, must withdraw at once the copy of the Decree given to the person concerned and transmit it to the Prefect, who shall then forward it to this Ministry for the cancellation.
The same procedure must be followed in case the Agent dies.
Will you please inform all the Compartimental P.S.Stations

Declassified E.O. 12356 Section 3.3/NND No. 785016

as to the above and recommend them to be as diligent as possible in complying constantly and scrupolously with the above instructions. This in order to avoid superfluous mail which, after all, would result in a waste of time and would entangle the regular course of the service.

Will you please acknowledge receipt of this letter.

for the Minister

sgd Ferrari

2374

Mar.

Mod.839

Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione Polizia - Sezione Terza

n.10.11233/1.182.A. Roma, li 31 gennaio 1945-

OGGETTO: Attribuzione qualità agente P.S. al personale delle Ferrovie dello Stato prescelto pel servizio di vigilanza sulle linee ferroviarie, agli scali, ai magazzini, ai depositi e ai treni.

Allegato n.1

AL COMMISSARIATO COMPARTIMENTALE DI P.S. PRESSO LE FF.SS. DI
F I R E N Z E

Per opportuna conoscenza e norma si trasmette a cotesto ufficio l'accluso esemplare della circolare di pari numero, del 17 gennaio volgente, diretta ai Prefetti dell'Italia liberata, in ordine all'attribuzione della qualità di agente di P.S. al personale delle Ferrovie dello Stato, prescelto per essere adibito al servizio di vigilanza sulle linee ferroviarie agli scali, ai magazzini, ai depositi e ai treni in concorso con gli Organi di polizia.

Come dal contesto della circolare stessa, l'istruttoria delle singole proposte di attribuzione della qualità suddetta - formulate dalle Direzioni Compartimentali delle Ferrovie dello Stato - è devoluta agli uffici di P.S. ivi addetti, sia per facilitare le intese necessarie, sia per la migliore conoscenza degli elementi proponti, secondo la loro attività in servizio.

Perciò occorre che cotesto ufficio stabilisca subito opportune intese con la Direzione interessata, in maniera che l'istruttoria possa svolgersi con la necessaria rapidità e compiutezza.

Istruite che siano le proposte, dovranno essere trasmesse, a cura degli

Declassified E.O. 12356 Section 3.3/NND No. 785916

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione Polizia - Sezione Terza

n.10.11233/1.1182.A. Roma, li 31 gennaio 1945-

OGGETTO: Attribuzione qualità agente P.S. al personale delle Ferrovie dello Stato prescelto pel servizio di vigilanza sulle linee ferroviarie, agli scali, ai magazzini, ai depositi e ai treni.

Allegato n.1

AL COMMISSARIATO COMPARTIMENTALE DI P.S. PRESSO LE FF.SS. DI
F I R E N Z E

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Perciò occorre che cotesto ufficio stabilisca subito opportune intese con la Direzione interessata, in maniera che l'istruttoria possa svolgersi con la necessaria rapidità e competenza.

Istruite che siano le proposte, dovranno essere trasmesse, a cura degli uffici compartimentali di P.S., al Prefetto della provincia, territorialmente competente, il quale, espletati gli adempimenti ad esso demandati, provvederà ad inoltrarle a questo Ministero, per i provvedimenti ulteriori.

2370

Declassified E.O. 12356 Section 3.3/NND No. 788046

I ferrovieri, così investiti della funzione di ausiliari di polizia, presteranno il loro servizio al fianco degli agenti di P.S. e dei carabinieri e, come tali, saranno alla dipendenza dei rispettivi commissariati compartimentali di P.S. Sarà, pertanto, cura dei titolari dei singoli uffici, istruire, con la massima attenzione, le proposte avanzate dalla autorità ferroviaria, al fine di avere elementi che diano pieno affidamento per zelo ed operosità.

Con non minore diligenza e costanza dovrà essere, poi, esercitato dagli uffici in parola il controllo sullo svolgimento del servizio di tali agenti, sia per la regolarità, sia per il migliore impiego, a seconda delle attitudini e capacità professionali dimostrate nel precedente servizio.

Si attende ricevuta della presente.

PEL CAPO DELLA POLIZIA

C. Rocco

Declassified E.O. 12356 Section 3.3/NND No. 783016

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Si attende ricevuta della presente.

PEL CAPO DELLA POLIZIA

C. Rocco

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mod. 872

Ministero dell'Interno
DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

Roma, 17 gennaio 19 45

Alle LL.EE. I PREFETTI DELL'ITALIA
LIBERATA
A S.E.L'ALTO COMMISSARIO PER LA SICILIA
PALERMO
A S.E.L'ALTO COMMISSARIO PER LA SARDEGNA
CAGLIARI

Divisione Polizia Sez. Terza
Prot. N.° IG.II233/[illegible]

Risposta al Foglio del
Div. Sez. N.°

OGGETTO

Personale dipendente dall'Amministrazione delle Ferrovie dello Stato prescelto pel servizio di vigilanza sulle linee ferroviarie, agli scali, ai magazzini, ai depositi e ai treni- Attribuzione qualità agente di p.s.-

Si porta a conoscenza delle EE.LL., per i provvedimenti di competenza e per le disposizioni di esecuzione, che questo Ministero, d'accordo con quello dei Trasporti - Direzione Generale delle Ferrovie dello Stato- ha emesso, in data 3 corrente, il decreto n.IO/IIII3/I0I8I, A, in corso di registrazione alla Corte dei Conti, col quale attribuisce, in base al disposto dell'art.43 del T.U. delle leggi sugli ufficiali ed agenti di p.s. approvato col R.D.n.690, del 3I agosto I907, la qualità di agente di pubblica sicurezza, con autorizzazione a portare, in servizio, il moschetto, al personale di ruolo o a contratto dipendente dall'Amministrazione delle Ferrovie dello Stato prescelto per costituire speciali squadre da adibire, in ausilio agli organi ordinari di polizia, ed alla dipendenza dei Commissariati Compartimentali di P.S., al servizio di vigilanza sulle linee ferroviarie, agli scali, ai magazzini, ai depositi e ai treni, allo scopo di salvaguardare il patrimonio delle ferrovie stesse, nonchè di concorrere a prevenire e a reprimere i reati nell'ambito ferroviario.

Tale qualità, mentre integra e corrobora quella di pubblico ufficiale di cui, come è noto, sono investiti - in virtù del disposto dell'art. I8 della legge n.I37, del 22 aprile I905- tutti gli addetti alle ferrovie esercitate dallo Stato, qualunque sia il loro grado e l'ufficio, conferisce al personale prescelto maggiore prestigio ed autorità nella esplicazione del delicato e importante servizio d'interesse pubblico, non meno che d'interesse dell'Amministrazione delle Ferrovie dello Stato.

Il personale da adibire al servizio di chè trattasi dovrà essere in possesso dei requisiti prescritti dall'art.8I del vigente regolamento sugli ufficiali e impiegati di p.s., approvato col R.D. n.666, del 20 ago-

Declassified E.O. 12356 Section 3.3/NND No. 788016

Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

Alle LL.EE. I PREFETTI DELL'ITALIA
LIBERATA

A S.E.L'ALTO COMMISSARIO PER LA SICILIA
PALERMO

A S.E.L'ALTO COMMISSARIO PER LA SARDEGNA
CAGLIARI

Divisione Polizia *Sez.* Terza
Prot. N.° IO.III233/I[illegible]

Risposta al Foglio del
Div. *Sez.* *N.°*

OGGETTO Personale dipendente dell'Amministrazione delle Ferrovie dello Stato prescelto pel servizio di vigilanza sulle linee ferroviarie, agli scali, ai magazzini, ai depositi e ai treni- Attribuzione qualità agente di p.s.-

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Il personale da adibire al servizio di chè trattasi dovrà essere in possesso dei requisiti prescritti dall'art.8I del vigente regolamento sugli ufficiali e impiegati di p.s., approvato col R.D. n.666, del 26 agosto I909 essere maggiorenni, saper leggere e scrivere, non essere stati condannati per determinati reati, avere condotta inconsurata.

Al conferimento individuale della qualità di agente di p.s. sarà provveduto con decreto ministeriale in conformità dello schema modello, che sarà trasmesso direttamente ai Direttori compartimentali delle FF.SS. a cura del Ministero dei Trasporti (Direzione Generale delle FF.SS.).

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Ogni proposta dovrà essere formulata dal Capo del compartimento delle FF.SS., competente per territorio, di concerto con il Commissariato Compartimentale di P.S. ed indirizzata a questo Ministero (Direzione Generale della P.S.-Divisione Polizia-) per gli ulteriori provvedimenti, pel tramite della Prefettura della provincia sul territorio della quale il designato dovrà prestare servizio.

La proposta stessa dovrà essere munita di un duplice schema del decreto ministeriale su citato, debitamente completato in ogni sua parte e firmato dall'agente, nonchè controfirmato dal Capo del compartimento, per l'autenticità di detta firma.

Il Prefetto, con l'ausilio del Commissariato Compartimentale di P.S., prima d'inoltrare la proposta a questo Ministero, accerterà che nel designato sussistano i requisiti prescritti e che trattasi di ferroviere di ruolo o a contratto, non in esperimento od avventizio.

La proposta dovrà essere accompagnata da un rapporto informativo del Prefetto sulla condotta morale e politica della persona cui gli atti si riferiscono e munita dell'esplicito parere del Prefetto stesso circa la convenienza dell'accoglimento.

Questo Ministero, adempiute alle formalità occorrenti al riguardo, invierà al Prefetto competente copia conforme del decreto di attribuzione della qualità di agente di p.s. da far pervenire all'interessato, il quale, appena ne sarà in possesso, e, comunque, prima di iniziare servizio con detta qualità, dovrà prestare, agli effetti della qualità stessa, il prescritto giuramento davanti al Pretore competente per circoscrizione territoriale, il quale, dell'atto, farà mansione in calce del decreto medesimo.

Nell'esercizio delle sue mansioni, l'agente dovrà portare seco il documento su citato ed esibirlo ad ogni richiesta.

Allorchè per un motivo qualsiasi il ferroviere sarà esonerato dal prestare ulteriore servizio, con la qualità di agente di p.s., o sarà venuto meno in lui taluno dei requisiti prescritti, oppure saranno emerse circostanze, che, se conosciute prima, avrebbero influito a fargli negare l'attribuzione della qualità rivestita, il Compartimento delle ferrovie dello stato, dal quale egli dipende, ritirerà subito la copia del decreto in suo possesso e la trasmetterà al Prefetto, il quale provvederà a inoltrarla a questo Ministero, per l'annullamento.

Similmente dovrà procedersi nel caso di morte dell'agente.

Si prega di voler portare quanto sopra a conoscenza dei Commissariati Compartimentali tutti e raccomandare la massima diligenza nell'applicazione scrupolosa e costante delle istruzioni sopra esposte, per ovviare a superflua corrispondenza, che, in definitiva, si risolverebbe in perdita di tempo e turberebbe il regolare andamento del servizio.

Si prega, intanto, di segnare ricevuta della presente.

PEL MINISTRO

Lucarini

Declassified E.O. 12356 Section 3.3/NND No. 783016

Declassified E.O. 12356 Section 3.3/NND No. 785016

Translation/MBe

59 a

COPY

MINISTRY OF THE INTERIOR

Subject : Compartimental Police Departments - Function and Purposes.

The railway police Service is carried out at the direct orders of the Ministry of the Interior (P.S.General Directorate) that is performing it through the Compartimental Police Departments in connection with the ordinary Police Authorities and with the CC.RR. Force.

The above mentioned Departments were created in 1907 with each of the CompartimentalDirectorate into which the Railway Administration is divided.

Before the present war there were 15 Police Compartimental Departments, situated at Ancona, Bari, Bologna, Cagliari, Firenze, Genova, Milano, Napoli, Plaermo, Reggio Calabria, Roma, Torino, Trento, Trieste e Venezia.

At present the following eight Departments are functioning and the following personnel are in charge of each of them:

	Officials	Clerks	P.S.Guards
Bari	1	1	26
Cagliari	1	1	20
Napoli	2	2	55
Palermo	2	1	20
Reggio C.	2	1	81
Rome	2	3	50
Ancona	1	1	5
Florence	1	1	21

Their activity is regulated by the "Instructions for P.S.Service on Railways" issued in 1920.

Each of them is superintending all the Police Service on the Railroads of its own Compartment.

As regards this service, the Compartimental P.S. Departments are in direct correspondence with the Ministry of the Interior and keep continuously in close contact with the Railway Administration, especially through a Liaison Officer of the State Railways. They also see that all the regulations issued by the competent Authorities be complied with by the Police Agencies within the jurisdiction of the Compartment, which usually, includes more than one Prefecture.

Their main end is that of preventing and repressing all the offences and crime that have been or may be committed

Declassified E.O. 12356 Section 3.3/NND No. 785016

in regard to the Railways. Consequently they protect the travellers, as far as their own safety and that of their goods is concerned, and also protect commodities and railway equipment.

For this purpose:

1) they escort the main ordinary trains and all the extraordinary ones;
2) they escort the securities of the Bank of Italy and of other Banks, those of the Railway Administration and of the Post Offices and those of the State Printing Office.
3) They arrange and order vigilance, which in the main Stations is usually carried out by permanent patrols of CC.RR. and Railway Warders;
4) They cayy out directly the investigations on the offences and crimes committed on the Railroad, on the presumable offenders, on the places where the crimes have been perpetrated etc. and effecy unexpected searches in the luggage-van stores, signalmen's houses and signal-boxes.
5) They inform and ask for information the Station Police Offices the Questure, the CC.RR. Force Hq. the permanent vigilance patrols in regard to the finding out of the offenders.
6) They issue and co-ordinate instructions in regard to judicial police operations, entering into connection with one another and with the Railway Authorities.
7) They draw up biographical reports on the arrested and denounced railway-men and on those who are considered capable to commit theft. In case of transfer they point them out to the competent Compartimental Police Department, to which they also forwarded the a/m reports.

Furthermore, the Compartimental Police Departments carry out a large information service:

a. on the general conduct of the railway personnel;
b. on the persons who claim damages for serious losses suffered in rail accidents or apply for a special railway concessions; on the applicants for the post of railway warder, of whom they investigate the case;
c. on the grantee of the vigilance, bar, restaurant and café services as well as on the firms that have been granted leaves and concessions in the Stations of the Compartment.

The Compartimental Police Departments held their task of directing all the P.S.Service in regard to Railways, even after the Railway Fascist Militia had been created. The Militia in its function of maintaining public order, depended directly on the Departments on which all responsibility lay.

Declassified E.O. 12356 Section 3.3/NND No. 785016

The Police Offices at the main Rail Stations are to be distinguished from the Compartimental Police Departments. The Police Offices consist of one or more officials and of a number of agents which varies according to the requirements. They depend directly on the Questori, although, as far as the Railways service is concerned, they also depend on the Compartimental Police Departments, from which they get instructions and directions.

They carry out the maintanance of public order and the local service of preventive and judicial railway police.

Consequently in each of the above indicated towns there are a Compartimental Police Department directly depending on the Ministry of the Interior and whose jurisdiction includes usually more than one Questura, and one (in same towns more) P.S. Office of the Railway Stations, directly depending on the Questore and with only local jurisdiction.

30th Jan, 1945

2370

Mod. 572

Roma, 30 gennaio 1945

Ministero dell'Interno
DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ALL'ON. COMMISSIONE ALLEATA
Sottocommissione per la P.S.
ROMA

Divisione Polizia Sez. 4ª
Prot. N. 10.11900-9S/1 Allegati

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Commissariati Compartimentali di P.S.

Come da richiesta verbale si trasmette a codesta On. Commissione un pro-memoria riassuntivo delle funzioni e finalità dei Commissariati Compartimentali di P.S. presso le Ferrovie dello Stato .-

IL CAPO DELLA POLIZIA

2369

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mod.839

Ris.

Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione Polizia - Sezione IV.-

COMMISSARIATI COMPARTIMENTALI DI P.S.
= FINALITA' E FUNZIONI =

Il servizio di polizia ferroviaria é eseguito alla diretta dipendenza del Ministero dell'Interno (Direzione Generale della P.S.) che lo esercita a mezzo dei Commissariati Compartimentali di P.S. in concorso con gli uffici ordinari di P.S. e con l'Arma dei CC.RR.

I predetti Commissariati furono istituiti nel 1907 presso ciascuna delle direzioni Compartimentali in cui si divide l'Amministrazione ferroviaria.

Prima dell'attuale guerra i Commissariati Compartimentali di P.S. erano quindici ed avevano sede in : Ancona, Bari,Bologna,Cagliari,Firenze,Genova, Milano, Napoli, Palermo, Reggio Calabria,Roma,Torino ,Trento,Trieste e Venezia.

Attualmente funzionano i seguenti otto, con il personale a fianco di ciascuno di essi indicato :

	Funzionari	Impiegati	Guardie di P.S.
Bari	1	1	26
Cagliari	1	1	20
Napoli	2	2	55
Palermo	2	1	20
Reggio C.	2	1	81
Roma	2	3	50
Ancona	1	1	5
Firenze	1	1	21

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Declassified E.O. 12356 Section 3.3/NND No. 785016

Divisione Polizia - Sezione IV.-

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La loro attività é disciplinata dalle " istruzioni per il servizio di P.S. sulle ferrovie" emanate nel 1920.

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Ministero dell'Interno

Ciascuno di essi sovraintende a tutto il servizio di pubblica sicurezza sulle linee ferroviarie del proprio Compartimento.

Per quanto riguarda detto servizio i Commissariati Compartimentali di P.S corrispondono direttamente col Ministero dell'Interno;si mantengono in continuo rapporto con l'Amministrazione Ferroviaria, specialmente a mezzo di un Funzionario da questa appositamente delegato; vigilano che tutte le norme emanate dalle Autorità competenti siano osservate dagli organi di polizia nella giurisdizione del Compartimento la quale, di solito,interessa più Prefetture.

Loro principale scopo è la prevenzione e repressione dei reati che possano verificarsi o si siano verificati nell'ambito ferroviario; quindi,la tutela dei viaggiatori,sia per quanto si riferisce alla loro incolumità che ai loro beni,la tutela delle merci e del patrimonio ferroviario.

A tal fine eseguono :

I°) la scorta dei principali treni ordinari e di tutti gli straordinari;

2°) la scorta dei valori della Banca d'Italia e di altri istituti di credito,delle amministrazioni ferroviaria e delle poste, del Poligrafico dello Stato;

3°) stabiliscono e dispongono i servizi di vigilanza che, negli scali più importanti, sono disimpegnati,per lo più, da squadre fisse composte di carabinieri e guardiani ferroviari;

4°) provvedono direttamente alle indagini per i reati avvenuti sulle linee ferroviarie,sui presunti autori,sulle località nelle quali i reati sono perpetrati,eseguono verifiche sorprese e perquisizioni nei bagagliai, nei magazzini nelle case cantoniere e nei caselli;

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5°) forniscono e chiedono agli uffici di P.S. presso le stazioni, alle questure,ai Comandi dell'Arma dei CC.RR.,alle squadre di vigilanza fisse, ove sono state istituite,notizie che possano condurre alla scoperta degli autori di reati;

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Ministero dell'Interno

6°) impartiscono e coordinano istruzioni relative ad operazioni di polizia giudiziaria, mettendosi in relazione tra loro e con l'Autorità ferroviaria;

7°) compilano schede biografiche dei ferrovieri arrestati e denunziati o ritenuti, per la loro condotta, capaci di commettere reati contro la proprietà, li segnalano, in caso di trasferimenti, al Commissario Compartimentale di p.s. competente, al quale rimettono anche le schede.

I Commissariati Compartimentali inoltre compiono un largo servizio di informazioni :

a) sulla condotta in genere del personale ferroviario;

b) sulle persone che domandano indennizzi per danni rilevanti subiti in sinistri ferroviari e che chiedono concessioni speciali ferroviarie; nonché sugli aspiranti a guardiani ferroviari dei quali istruiscono le relative pratiche;

c) sugli assuntori dei servizi di vigilanza, bar, ristoranti, caffè nonché su imprese che hanno appalti e concessioni negli scali del Compartimento.

I Commissariati Compartimentali hanno mantenuto il compito direttivo di tutto il servizio di pubblica sicurezza nell'ambito ferroviario anche quando venne istituita ed agiva la milizia ferroviaria fascista, la quale nell'esercizio delle funzioni di vigilanza dirette al mantenimento dell'ordine operava alla diretta dipendenza e sotto la responsabilità dei Commissariati.

Distinti dai Commissariati Compartimentali di p.s. sono gli uffici di

Declassified E.O. 12356 Section 3.3/NND No. 785016

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Distinti dai Commissariati Compartimentali di p.s. sono gli uffici di p.s. presso le principali stazioni ferroviarie, i quali, composti di uno o più funzionari e di un numero di agenti variabile a seconda delle esi-

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mod.839

Ministero dell'Interno

genze dei servizi, dipendono direttamente dai Questori, per quanto, per ciò che riguarda il servizio ferroviario, dipendano anche dai Commissariati Compartimentali di P.S. dai quali ricevono istruzioni e direttive.

Essi si occupano dei servizi di ordine pubblico e di polizia ferroviaria preventiva e giudiziaria del luogo.

In ciascuna delle quindici città indicate esistono dunque, un Commissariato Compartimentale di p.s. alle dirette dipendenze del Ministero dell'Interno con giurisdizione che abbraccia di solito più Questure e un Commissariato (e in qualche città più di uno) di P.S. presso le stazioni alle dirette dipendenze del Questore, con giurisdizione limitata al luogo.

30 GEN 1947

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TH LNC (Tn. Sub-Comm.)

ADV. REGGIO for BLAIR

Public Safety, S/C (By hand) ✓
Regional Commissioner, Southern Region
CO., 761 RGD

058 OVERLOADING ON TRAINS 9072 AND 9073 IS ADMITTED BY ISR TO BE DUE TO LACK CONTROL OF PASSENGERS AND ADDITIONAL COACH WOULD ONLY INCREASE DIFFICULTIES(.) WHEN SATISFACTORY CONTROL IS MAINTAINED QUESTION OF INCREASED STOCK CAN BE RAISED(.)

TO		DATE
COL. CHAPMAN		
COL. YOUNG		
X LT. COL WILCOX		
MAJ LUCKEY		
MAJ WILSON		
MAJ HARBOUR		
MAJ BALLANCE		
CAPT POWELL		
CHIEF CLERK		

IMPORTANT

2364

ACP/eg.

57A

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

12619

30 January 1945

Tel: 843238
Our ref: AC/100/92/Tn 4

TO : General Di Raimondo
Director General, ISR.

SUBJECT: Newspaper article on "Railways service" from Corriere del Sud.

see 57B/1

1. Reference is to your letter 121/1.0/1.3 of 14 January 45.

2. It will be appreciated that it is difficult to increase the coaching stock of trains 9072 and 9073 when there is quite obviously a lack of control on the existing passengers, as such a step would be only make the position worse.

3. There are, in fact, no spare passenger coaches for such a service, but I am passing details to our Public Safety Sub-Commission to deal with the point raised as to necessity for increasing train guards.

TO	INIT	DATE
COL [illegible]		
[illegible]		
[illegible]		
[illegible]		
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[illegible]		
[illegible]		
[illegible]		
[illegible]		

G.R. Lindberg Lt.Col.
G.R. LINDBERG
Lt.Col. R.E.,
Chief, Rail Division

Copy to: Public Safety
Sub-Commission.

2363

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785016

/mi

S 7B

Lawyers Muzio and Luigi Graziani
Pze Palazzo degli Uffici
Corso Mazzini
COSENZA

1/1/1945

To : Headquarters Allied Commission
Food Sub-Commission
ROME

I attach hereto the newspaper "Corriere del Sud" begging you to consider my article on the railway service, in order to adopt opportune measures to avoid the oil-black-market at Gioia Tauro and other small towns (Prov. Reggio Calabria).

Best regards

(Lawyer Muzio Graziani)
Provincial delegate.

2362

//mi

From the "Corriere del Sud"

572

Railway service

The trains T.V.81 and T.V.82 which have been recently formed, stop only at S.Eufemia, Paola, Sapri, Agropoli, Battipaglia, and therefore the passengers, who are coming from the various small towns of Reggio, Catanzaro, Cosenza and Salerno provinces and who are waiting in the intermediate stations, cannot use those trains.
The two passenger-trains, Gioia Tauro T.V.9072 and Salerno-Gioia Tauro T.V.9073, which were formed of 14 or 15 wagons, have been reduced from december the 13th to 4 wagons. A third class coach which-owing to H.E., the Prefect Miraglia was stationing at Paola for all the passengers, who were coming from all those small towns which are located near Campora San Giovanni a Paola and Cosenza, has been suppressed.
The great number of smugglers, who with difficulty succeded in taking place on the above mentioned trains, which were formed of 14 or 15 wagons, is now compelled to content itself of only 4 coaches.
At Gioia Tauro and At Salerno the two passengers trains which are now reduced to 4 coaches each, are assaulted by violent smugglers who take place everywhere even on the roof of the wagons and every day there are two or three persons who die due to falling off the train or coming into contact with the overhead system of high tension.
And for this reason all the passengers who must leave from the stations which are on the line S.Eufemia-Salerno, are unable to travel and they wait with the ticket already paid on the station yards and in the waiting rooms which are without window-frames nor seats.

They blame the Governement, the authorities, the political parties, and often many persons, in good or bad faith, regret the detested and impudent fascist regime, which is the cause of all these desasters.

Inside the wagons especially during the night and in the durkness, there are robberies, stripes and often wallets disappear. A fortnight ago, two smugglers, dressed one as soldier and the other as a monk, offered to other passengers at twilight time, some slices of citrous with a narcotic and when everybody was sleeping they robbed everything.

Two similar rascals have been arrested at the station-yard of Scalea.

Considering what we have reported, it is evident that:
-the passenger-train T.V.9072 is daily occupied only by smugglers who leave from Gioia Tauro with cans of oil.
- the passenger train T.V.9073 is daily occupied only by smugglers, who leave Salerno with empty cans which must be refiled with oil at Gioia Tauro.
- nearly all passengers of the stations, which are on the line S.Eufemia Salerno, are in the absolute impossibility to use those trains.
- the two trains T.V.81 and T.V.82 are used only by passengers who are at S.Eufemia, Cosenza, Paola, Sapri, Agropoli, Battipaglia and not by those

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- nearly all passengers of the stations,which are on the line S.Eufemia Salerno,are in the absolute impossibility to use those trains.
- the two trains T.V.81 and T.V.82 are used only by passengers who are at S.Eufemia,Cosenza,Paola,Sapri,Agropoli,Battipaglia and not by those who are in the intermediate stations,because there are no trains to take them to the stations where those trains stop.

In order to avoid all that confusion it would be advisable to issue the following orders :

A) Prevent the smugglers to use the train which leave at Gioia Tauro. To stop here once for ever the black market of oil,which is operative since a year in spite of laws and damaging the consumers and enriching the producers. If a superior officer of the Carabinieri will be put in charge even for a week,both the trains which leave from Gioia Tauro and Salerno will be completely empty because the smugglers

...../2

Declassified E.O. 12356 Section 3.3/NND No. 78 0016

Smugglers will surely change their profession.

B) Attach to the two passenger-trains one rail-car at Gioia Tauro one at S.Eufemia,one at Paola,one at Sapri,which should be escorted by the Carabinieri and should take exclusively all the passengers of the intermediate stations.

C) Release the ticket as it is already done in Sicily,after having shown a certificate of the Major,which has been approved by the Carabinieri and which certifies the necessity of the voyage.

D) Punish severely the railway-personnel if they don't observe this disposition.

E) Order to the Carabinieri and to the Police to stop at the stations of departure all passengers who have not the above mentioned authorization.

F) An Officer of the Carabinieri and a railway inspector should always stay on the train to control the Carabinieri and the railway personnel on duty.

G) Search every day one or two wagons at Gioia Tauro denoming all the persons who are responsable of smuggling.

We point out our plan to E.E. the prefect Miraglia,who has always taken care of our Province,in order to inform the competent authorities.

(Sgd. Avv. Muzio Graziani)

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Studio Civile - Penale - Commerciale
AVVOCATI
MUZIO e LUIGI GRAZIANI
Corso Mazzini - Piazza Palazzo degli Uffici
COSENZA

Cosenza 1/1/1945
I 1397

SPETT/le HEARDQUARTES ALLIED CONTROLO COMMISION
ALIMENTAZIONE
ROMA

Accludo l'unito giornale " Corriere del Sud." con preghiera di prendere visione del mio articolo " SUL SERVIZIO FERROVIARIO " per i provvedimenti che si crederanno opportuni adottare affinchè cessi il mercato nero dell'olio in Gioia Tauro e paesi vicini (Prov. Reggio Calabria)

Con osservanza.

(Avv.Muzio Graziani Deputato Provinciale)

avv. Muzio Graziani

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Corriere del

ANNO II — N. 259
Martedì 12 Dicembre 1944

QUOTIDIANO

CONCESSIONARIA DELLA PUBBLICITÀ - SOC. SNEPI
Tariffe per num. di colonne Commerciali, Cronaca
Necrologie e Finanziarie L. 15, Economici L. 3 la parola

DIREZIONE — REDAZIONE — AMMINISTRAZIONE
COSENZA - Corso Telesio N. 12 Telef. 195
REDAZIONE ROMANA: Via Due Macelli 97, II Piano Telef. 60390

ABBONAMENTI
Mensile L.

Cosa potrà fare?

Il nuovo Governo Bonomi non è più una esarchia. Due dei partiti che compongono il " Comitato di Liberazione Nazionale " hanno rifiutato la loro collaborazione al Governo. Ancora una volta l'unione dei Partiti si è dimostrata precaria.

Noi non vogliamo però trarne oggi motivo per gridare che il nuovo Governo, composto su ancora più ristrette basi democratiche, dovrà necessariamente in breve tempo fallire.

Forse l'astensione dei Partiti Socialista e d'Azione, venendo a determinare la creazione di un Governo di più piccola coalizione, può determinare anche dei motivi per i quali il Governo stesso non possa sentirsi autorizzato a rappresentare comunque interessi partitari.

In ogni modo, oggi è prematuro dire.

Noi ci asteniamo sempre dalla formulazione di giudizi a priori, mentre viceversa ricondueiamo sempre sul piano nazionale ogni determinazione che non sia oggi strettamente di popolo.

Ed è appunto per questo che abbiamo sempre bene sperato da ogni nuovo governo, il quale, nel nuovo clima in cui viviamo, non può, muovendo da principi democratici, che avere sopratutto di mira il bene della Nazione.

E' per questo che noi possiamo bene sperare anche da quello che si è costituito in questi giorni, benchè gli uomini che lo costituiscono non siano tutti diversi da quelli del precedente.

D'altra parte, noi non possiamo molto c'è da fare, e dove molto si può, con un pò di buona volontà, fare.

Sopratutto in Calabria, da dove la guerra è passata con minor furia che dalle altre regioni, dove più che nelle altre regioni è rimasto in piedi, dove l'industria e l'agricoltura specialmente vivono tuttavia una vita pressochè primitiva, il Governo può, e noi vorremmo che facesse, molto.

Il Centro d' Azione per gli sviluppi del Mezzogiorno, sorto durante la crisi governativa a Cosenza, è sperabile faccia sentire presto la sua voce ai nuovi e non nuovi uomini di Governo, e ne ottenga il favore che merita tutto ciò che alla rinascita di queste nostre regioni del Sud è particolarmente rivolto.

E noi, come sempre, attendiamo, sperando, vigili.

Mariano Albanese

I sovietici nei sobborghi di Bud

La battaglia per Budapest è giunta alla sua fase conclusiva. La capitale magiara è assediata ormai per tre quarti.

Sembra anzi, a quanto informano agenzie senza però conferma ufficiale, che poderose forze corazzate e di fanteria avrebbero fatto irruzione nei sobborghi orientali di Budapest, dopo aver sfondato le difese nemiche.

Tra il lago Velsey e il Balaton nei giorni precedenti sono state conquistate 150 località mentre è continuata l'avanzata tra il Balaton e la Drava.

I sovietici si sono avvicinati fino a meno di 60 km. dall'Austria.

Domenica è stato comunicato che a Budapest è stato proclamato lo stato d'assedio e che un generale e altri ufficiali sono stati condannati a morte per movimenti a favore della pace.

Il Governo Szalasy è fuggito a Sopron.

L'ACCORDO FRANCO-RUSSO

Londra 11

E' stato firmato a Mosca un Patto di Assistenza e di Alleanza tra la Francia e l'Unione sovietica. A Mosca si è sottolineata l'identità di vedute tra i due governi.

De Gaulle ha lasciato Mosca.

Prima di lasciare la capitale sovietica il Generale De Gaulle ha affermato che i giorni tra scorsi insieme a Stalin resteranno nella storia della guerra e della pace memorabili, perchè contribuiranno al vantaggio di tutti.

Il Times ribadisce, affermando che esso segna un'importante fase nel sistema di organizzazione per la pace tra le Nazioni.

Convegno d

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e biologici.

La riunione
giorni.

Prossimi
in Bu

Il tribunale
Bulgaria giudi
ministri e dep
appoggiato il
Si trovano
Reggente Prin
Primo Ministro
nistri Panco

La formazione del nuovo Gov

De Gasperi agli Esteri - Gullo riconfermato all'Agric

L'On. Bonomi ha proceduto ieri alla formazione del nuovo governo che è stato già approvato dalle autorità alleate e dal Luogotenente.

La sua composizione è la seguente:

Sull'attività di domenica di notevole ricordiamo le consultazioni di Bonomi con Salari, minato Commissario Generale per l'Alimentazione.

* * *

nuovo governo.

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INFURIA
SUL ROER E

In territorio
duri combattime
di Colonia che

Declassified E.O. 12356 Section 3.3/NND No. 785016

...prière del Sud

QUOTIDIANO

Una copia L. 2

...CITÀ - SOC. SNEPI ...erciali, Cronaca ... ...omici L. 3 la parola

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...a fare?

...c'è da fare, e dove molto ...ò, con un pò di buona vo... fare,
...ratutto in Calabria, da dove ...erra è passata con minor fu... che dalle altre regioni, dove ...he nelle altre regioni è ri... in piedi, dove l'industria e ...coltura specialmente vivono ...la una vita pressochè pri... il Governo può, e noi vor... che facesse, molto.
...Centro d' Azione per gli svi... del Mezzogiorno, sorto du... la crisi governativa a Cosen ...operabile faccia sentire presto ...o voce ai nuovi e non nuovi ...ti di Governo, e ne ottenga ...ore che merita tutto ciò che ...rinascita di queste nostre re... del Sud è particolarmente ...

...el, come sempre, attenda... perando, vigili.

Mariano Albanese

I sovietici nei sobborghi di Budapest

La battaglia per Budapest è giunto alla sua fase conclusiva. La capitale magiara è assediata ormai per tre quarti.

Sembra anzi, a quanto informano agenzie senza però conferma ufficiale, che poderose forze corazzate e di fanteria avrebbero fatto irruzione nei sobborghi orientali di Budapest, dopo aver sfondato le difese nemiche.

Tra il lago Velsey e il Balaton nei giorni precedenti sono state conquistate 150 località mentre è continuata l'avanzata tra il Balaton e la Drava.

I sovietici si sono avvicinati fino a meno di 60 km. dall'Austria.

Domenica è stato comunicato che a Budapest è stato proclamato lo stato d'assedio e che un generale e altri ufficiali sono stati condannati a morte per movimenti a favore della pace.

Il Governo Szalaty è fuggito a Sopron.

L'ACCORDO FRANCO-RUSSO

Londra 11

E' stato firmato a Mosca un Patto di Assistenza e di Alleanza tra la Francia e l'Unione sovietica. A Mosca si è sottolineata l'identità di vedute tra i due governi.

De Gaulle ha lasciato Mosca.

Prima di lasciare la capitale sovietica il Generale De Gaulle ha affermato che i giorni trascorsi insieme a Stalin resteranno nella storia della guerra e della pace memorabili, perchè contribuiranno al vantaggio di tutti.

Il Times ribadisce, affermando che esso segna un'importante fase nel sistema di organizzazione per la pace tra le Nazioni.

Convegno della Scienza

Mosca 11

L'Agenzia Tass, comunicando l'adesione di eminenti scienziati russi, dà notizia che avrà luogo prossimamente a Washington una riunione sui problemi della scienza moderna tra cui quelli fisici, chimici e biologici.

La riunione durerà otto giorni.

Prossimi processi in Bulgaria

Londra 11

Il tribunale del popolo in Bulgaria giudicherà tra breve ministri e deputati che hanno appoggiato il nazismo.

Si trovano tra di essi l'ex Reggente Principe Cirillo, l'ex Primo Ministro Filov e i ministri Pancov e Muravief.

Settegiorni

Tra gli avvenimenti politici di questa settimana la crisi italiana, la situazione greca, i colloqui franco sovietici sono quelli che più caratterizzano, da una parte, quel disagio dei popoli in via di transizione tra un periodo turbolento durato vari anni e il ritorno alla normalità, dall'altra l'instaurazione di quell'assetto e di quell'equilibrio politico fra Stati il cui congegno, secondo gli aspetti donde viene studiato, presenta le sue manchevolezze e i suoi pregi.

La crisi italiana è risolta. Dopo ben due settimane di travaglio in massima parte sterile e non necessario, essa si è conclusa per l'intervento di un fattore che — può darsi sia solo coincidenza fortuita si è presentato in un'altra analoga occasione. Il fattore Togliatti.

Quali sono i *fatti nuovi* che (secondo le dichiarazioni di Togliatti) sono intervenuti a modificare il suo punto di vista e le sue decisioni quando qualche giorno prima era stato stretto un saldo patto di appoggio tra socialisti e comunisti?

Questi *fatti nuovi* non interessavano per nulla i primi? Quale valore bisogna dare alle dichiarazioni successive di Togliatti che la partecipazione al Governo non " lede i rapporti fra i due partiti " quando quello che interessa è di sapere quale sarà l'atteggiamento socialista nei confronti del nuovo Governo?

Ce lo dirà il futuro come pure se il programma (delineato in 7 punti) dell'azione del nuovo Governo, resterà ancora programma o darà effettivamente — come ci auguriamo — l'avvio alla nostra

...a formazione del nuovo Governo

De Gasperi agli Esteri - Gullo riconfermato all'Agricoltura

...n. Bonomi ha proceduto ...lla formazione del nuovo ...o che è stato già appro... dalle autorità alleate e ...uogotenente.
...a sua composizione è la ...te:

minato Commissario Generale per l'Alimentazione.

* * *

Sull'attività di domenica di notevole riecordiamo le consultazioni di Bonomi con Soleri,

nuovo governo.

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INFURIA LA LOTTA SUL ROER E NELLA SAAR

In territorio tedesco proseguono duri combattimenti sia nella piana di Colonia che nella Saar. Nel pri...

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strettamente di popolo.

Ed è appunto per questo che abbiamo sempre bene sperato da ogni nuovo governo, il quale, nella nuova cilma in cui viviamo, non può, muovendo da principi democratici, che avere sopratutto di mira il bene della Nazione.

E' per questo che noi possiamo bene sperare anche da quello che si è costituito in questi giorni, benchè gli uomini che lo costituiscono non siano tutti diversi da quelli del precedente.

D'altra parte, noi non possiamo fare questione di uomini, bensì di azioni di uomini.

Nessuno può quindi dire oggi che cosa potrà fare il nuovo governo Bonomi.

Noi ci auguriamo però che un anno di incessanti crisi in Italia abbia pure insegnato qualcosa, ed abbia sopratutto insegnato come i governi passano, si ricostituiscono, cadono, con maggiori o minori frequenze, e che i partiti ascendono o si allontanano dal Governo della Nazione, mentre il popolo, il popolo dei lavoratori della mente e del braccio, restano, e restano sempre in attesa di giorni migliori.

Fino a quando?

Finchè dura la guerra, e non sarà instaurato in Europa e nel mondo un nuovo ordine sociale e politico, ogni azione che da quel fine si allontani, da quel fine supremo che dopo tutto noi confidiamo ancora sia perseguito e finalmente raggiunto, non può servire che a provocare crisi dopo crisi.

Intanto poche cose solo è possibile fare: Concorrere ad abbreviare quanto più è possibile il tempo della liberazione di tutto il suolo italiano dall'invasione tedesca; intensificare l'opera di epurazione eliminando nel più breve tempo possibile gli indegni tutti della vita pubblica, di qualunque colore siano; democratizzare il Paese, abituando tutti a vivere democraticamente, ricostruire tutto ciò che è possibile, senza dilazionare nulla, snellendo anzitutto la trafila democratica che intralcia considerevolmente ancora la vita della Nazione.

Per ciò che riguarda in special modo quest'ultimo punto, noi vorremmo che il Governo volgesse un pò più benigni gli occhi a questo nostro Mezzogiorno d'Italia, dove

La formazione del nuovo Gove

De Gasperi agli Esteri - Gullo riconfermato all'Agricolt

L'On. Bonomi ha proceduto ieri alla formazione del nuovo governo che è stato già approvato dalle autorità alleate e dal Luogotenente.

La sua composizione è la seguente:

Primo Ministro e Ministro degli Interni: Bonomi,

Vice Presidenti: Palmiro Togliatti (Comunista) e Rodinò (Democrazia Cristiana),

Senza Portafoglio: Brosio (Liberale),

Esteri: Alcide De Gasperi (Democrazia Cristiana),

Guerra: Conte Alessandro Casati (Liberale),

Aeronautica: Scialoia (Liberale),

Marina: Raffaele De Courten (Indipendente),

Tesoro: Soleri (Liberale),

Finanze: Antonio Pesenti (Comunista),

Agricoltura: Fausto Gullo (Comunista),

Commercio: Gronchi (Liberale),

Trasporti e Alimentazione: Cevolotto (Democrazia Lavoro),

Comunicazioni: Cerabona,

Lavori Pubblici e Ricostruzione: Meuccio Ruini (Democrazia Lavoro),

Istruzione: Arangio Ruiz (Liberale),

Per l'Italia occupata: Mauro Scoccimarro (Comunista),

Giustizia: Alessandro Tupini (Democrazia Cristiana).

La maggioranza nel governo risulta quindi di liberali (6 posti) mentre i comunisti e i democratici cristiani hanno tre posti ciascuno.

Il nuovo governo si riunirà oggi per la prima volta, al Viminale dopo aver giurato con la stessa formula precedente e verranno nominati i sottosegretari.

Bergami, già sottosegretario all'Alimentazione, è stato nominato Commissario Generale per l'Alimentazione.

* * *

Sull'attività di domenica di notevole ricordiamo le consultazioni di Bonomi con Soleri, Brosio, Cattani, Gronchi, Ruini e Cevolotto, Togliatti e Scoccimarro, e l'ennesimo colloquio con A. Kirk, ambasciatore americano.

L'opinione di Nenni
sul nuovo governo

Napoli 11 notte

Ad una Assemblea di socialisti tenutasi oggi a Napoli Pietro Nenni ha espresso il suo pensiero nei confronti del nuovo governo.

Egli ha detto che esso è più debole del primo ma più omogeneo, e che intende rafforzare nei Comitati di liberazione la coscienza della nuova democrazia secondo l'espressione del Comitato del Nord.

25 mila insorti
ad Atene e dintorni

Londra 11

Rinforzi britannici stanno per arrivare ad Atene.

Altre truppe dell'ELAS intanto — dopo le 16 ore di calma — sono penetrate in Atene, sicchè ammontano a 25 mila gli insorti accampati nella capitale e dintorni.

Sembra che a Salonicco, per la cessazione dello sciopero, sia stato ripreso lo scarico dei vettovagliamenti.

SFORZA RIBATTE LE ACCUSE INGLESI

Roma 11

Il conte Sforza ha fatto la seguente dichiarazione ai giornalisti alleati:

Di fronte a quanto hanno detto Eden e Churchill sento il dovere di precisare che:

Non fui l'autore della lettera diretta al Governo americano nel 1943, anche se la firmai.

Quindi Sforza ha continuato dicendo che egli sentiva di potere appoggiare in un primo tempo il Governo Badoglio perchè il suo primo obiettivo era di scacciare i tedeschi e non si era parlato della permanenza al trono di Vittorio Emanuele.

Sforza ha accennato quindi alla proposta fatta a Badoglio sulla abdicazione di Vittorio Emanuele con relativa nomina a Re del Principino suo nipote, mentre Badoglio avrebbe assunto la Reggenza.

Non potevo fare di più — aggiunge Sforza — ma il Re rifiutò. Rimasi quindi all'opposizione. Quando il Re abdicò io fedele alla lettera entrai nel Gabinetto Bonomi.

Sforza quindi attribuisce la eliminazione di Badoglio al Comitato di liberazione di Roma e afferma che il Governo britannico attribuisce a lui tale caduta per le sue note pregiudiziali antimonarchiche.

Lo Sforza ha concluso protestando di aver sempre difeso la causa delle democrazie.

Fronte italiano
Violento attacco tedesco

I più violenti contrattacchi, da alcuni mesi a questa parte, sono stati effettuati dai tedeschi contro le posizioni tenute dai polacchi e dai britannici dell'VIII Armata, nelle ultime 24 ore, sul Lamone.

In un punto i britannici, a causa della violenza dell'attacco nemico, sono stati costretti a indietreggiare.

La ricostituita 90. divisione granatieri tedesca è stata decisamente sconfitta.

L'aviazione ha svolto intensi attacchi contro la valle del Po, la linea del Brennero,

INFURIA LA
SUL MOER E NE

In territorio tedesco durl combattimenti di Colonia che nella no settore è stata co berg a 5 km. da Hur condo sono state rin sizioni ad oriente de nel settore di Sarlau

Contrattacchi nemi lingen sono stati res timenti sono in corso reguemines.

In Alsazia dopo d menti gli americani s nei sobborghi di Hag presso la frontiera fr tra Strasburgo e Kal sazia meridionale re una sacca tedesca a silea.

Operazioni a

In diretto appoggio zioni di terra l'aviazi efficacemente martell nella regione di Colon ed in Olanda. Sono s impianti a Coblenza e tori americani.

Precedentemente e bardata, da Mosquito

la zona di Udine, fronte nemico di K 1400 voli compiu Combattimenti s no presso Castelr ovo delle valli di

FRAN
lascerebbe il

Londra

Il Daily Mail r notizia secondo l rappresentante di sig. Maura si son in un castello, me sizione del governo per studiare la sit verna tiva della Sp

Il Consiglio de avrebbe deciso di potere a Franco e potrebbe più comp go anche perchè t tengono che si stia una nuova guerra

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L'aviazione ha svolto intensi attacchi contro la valle del Po, la linea del Brennero, la zona di Udine, e contro il fronte nemico di Faenza.

1460 voli compiuti.

Combattimenti sono in corso presso Castelraniero e a sud delle valli di Comacchio.

INFURIA LA LOTTA SUL NOER E NELLA SAAR

In territorio tedesco proseguono duri combattimenti sia nella piana di Colonia che nella Saar. Nel primo settore è stata conquistata Hatberg a 5 km. da Hurtgen, nel secondo sono state rinforzate le posizioni ad oriente del fiume Saar, nel settore di Sarlautern.

Contrattacchi nemici presso Dillingen sono stati respinti; combattimenti sono in corso presso Sarreguemines.

In Alsazia dopo duri combattimenti gli americani sono penetrati nei sobborghi di Hagenau, situata presso la frontiera franco tedesca tra Strasburgo e Kaiserne. Nell'Alsazia meridionale resiste ancora una sacca tedesca a 14 km. da Basilea.

Operazioni aeree

In diretto appoggio alle operazioni di terra l'aviazione alleata ha efficacemente martellato obiettivi nella regione di Colonia, nella Saar ed in Olanda. Sono stati attaccati impianti a Coblenza da quadrimotori americani.

Precedentemente era stata bombardata, da Mosquitos, Berlino.

FRANCO

lascerebbe il potere?

Londra 11 notte

Il Daily Mail riporta una notizia secondo la quale un rappresentante di Franco e il sig. Maura si sono incontrati in un castello, messo a disposizione del governo francese, per studiare la situazione governativa della Spagna.

Il Consiglio della Falange avrebbe deciso di togliere il potere a Franco che egli non potrebbe più conservare a lungo anche perchè i generali ritengono che si stia preparando una nuova guerra civile.

Vino per una... primi. Quale valore bisogna dare alle dichiarazioni successive di Togliatti che la partecipazione al Governo non "lede i rapporti fra i due partiti" quando quello che interessa è di sapere quale sarà l'atteggiamento socialista nei confronti del nuovo Governo?

Ce lo dirà il futuro come pure se il programma (delineato in 7 punti) dell'azione del nuovo Governo, resterà ancora programma o darà effettivamente — come ci auguriamo — l'avvio alla nostra tanto contrastata rinascita.

La situazione in Grecia e il relativo intervento britannico, hanno determinato nelle Nazioni Unite (esclusa — almeno ufficialmente — la Russia) un certo disagio che ha culminato col discorso di Churchill e ha richiesto — nella settimana — ripetute dichiarazioni di Eden e Stettinius.

Che il punto cruciale della questione è veramente molto scabroso. In poche parole si trattava di dover conciliare il senso della libertà democratica con le esigenze belliche.

I 30 voti contrari (senza contare gli astenuti) alla *fiducia* richiesta dal Primo Ministro, sono appunto l'indice del sentimento di quella corrente britannica che teme la sopraffazione della prima in nome di quelle esigenze.

Quanto questa conciliazione di termini sia difficile, lo dimostra la cattiva stampa che in America, in Francia e anche in Inghilterra il discorso del Premier ha avuto in parte, e il genere dell'interpellanze messegli — al dibattito — da conservatori, laburisti e indipendenti.

Ma non si può far torto al Premier d'aver parlato in tal modo poichè una sua frase colorisce gli avvenimenti della loro giusta luce: "*Il nostro scopo è di permettere alle Nazioni che si sono liberate dall'oppressore, di votare liberamente, in una tranquilla atmosfera, per scegliere il loro Governo, sia esso di destra o di sinistra.*" (Ma che non sia governo di una *sola* fazione, aveva anche detto).

Questo *scopo* può anche giustificare le contraddizioni e certe inopportunità di atteggiamenti; richiede solo che sia sinceramente e realisticamente perseguito. E questo si augurano tutti i popoli.

In tutto questo travaglio la Fran-

(continua in 2. pagine)

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Sul servizio ferroviario

I treni diretti, T. V. 81 e T. V. 82 di recente istituzione, sostano in S. Eufemia, Paola, Sapri, Agropoli, Battipaglia e, conseguentemente, dalle stazioni intermedie non possono montarvi i viaggiatori provenienti dai numerosi paesi della Provincia di Reggio, Catanzaro, Cosenza e Salerno.

I due treni viaggiatori, Gioia Tauro-Salerno T. V. 9072 e Salerno Gioia Tauro T. V. 9073 che erano costituiti di 14 o 15 vagoni, sono stati ridotti dal 13 corrente mese soltanto a 4 vagoni.

Una vettura di terza classe che — per vivo interessamento di S. E. il Prefetto Miraglia — a Paola raccoglieva tutti i viaggiatori provenienti dai paesi siti da Camporo S. Giovanni a Paola e da Cosenza a Paola, è stata soppressa.

L'immenso numero dei contrabbandieri, che, a stenti, riusciva ad accalcarsi nei suddetti treni costituiti di 14 o 15 vagoni, ora è costretto ad adattarsi soltanto in 4.

In Gioia Tauro ed in Salerno i due treni viaggiatori, ridotti a 4 vagoni ciascuno, sono subito presi d'assalto dai più audaci e violenti contrabbandieri, che si aggrappano agli sportelli, alle maniglie, si legano sugli staffoni, siedono su respingenti e sui margini dei locomotori, si adraiano sull'imperiale dei vagoni e, quotidianamente si registrano due o tre morti in seguito a caduta e per contatto con la linea elettrica ad alta tensione.

Per questo eccessivo affollamento quasi tutti i viaggiatori in partenza dalle stazioni, site lungo la linea S. Eufemia Salerno, col biglietto ferroviario pagato a vuoto, passano giornate e nottate sui marciapiedi e nelle sale d'aspetto, prive di vetri e di sedili.

Essi imprecano contro il governo, contro le autorità, contro i partiti e molti, in buona o mala fede, rimpiangono l'odiato e svergognato regime fascista, che è la causa efficiente di tutti i disastri.

Nell'interno dei vagoni, specialmente di notte e lungo il percorso delle gallerie, si verificano atti di teppismo, risse, si consumano rapine e s'involano impunemente i

ad un ufficiale superiore dei Carabinieri, sia il treno in partenza da Gioia Tauro, che quello in partenza da Salerno saranno completamente vuoti poichè i contrabbandieri si persuaderanno a cambiare mestiere.

B) Attaccare ai due treni viaggiatori un vagone ferroviario a Gioia Tauro, uno a S. Eufemia, uno a Paola, uno a Sapri, scortati dai Carabinieri, per raccogliere esclusivamente tutti i viaggiatori delle stazioni intermedie;

C) Ordinare, come si pratica in tutta la Sicilia, il rilascio dei biglietti ferroviario, soltanto previa esibizione di certificato motivato del Sindaco, vistato dai Carabinieri attestante la necessità del viaggio.

D) Comminare grave punizione disciplinare a carico del personale ferroviario in caso di inosservanza a detta disposizione;

E) Ordinare ai Carabinieri e alla P. S. di tradurre alle stazioni di partenza i viaggiatori privi della suddetta autorizzazione;

F) Disporre che un Ufficiale dei Carabinieri ed un Ispettore Ferroviario siano sempre sui due treni viaggiatori per potere personalmente controllare i carabinieri e il personale ferroviario in servizio;

G) Perquisire quotidianamente uno o due vagoni a Paola denunziando all'autorità giudiziaria i responsabili di contrabbando.

Segnaliamo quanto sopra a S. E. il prefetto Miraglia, che alacremente si occupa dei bisogni della nostra Provincia, perchè intervenga autorevolmente presso le competenti Autorità.

Avv. Muzio Graziani

Un voto della Soc. Americana

degli editori di giornali

Roma 11

La Società Americana degli Editori di Giornali ha diramato un comunicato nel quale si fa voto che venga rimossa ogni barriera politica, militare ed economica alla libera circolazione mondiale delle informazioni giornalistiche.

Le nuove norme

Mezzo di un avvocato, e competente per il nuovo giudizio è la Corte di Appello.

PER L'ABOLIZIONE

del controllo preventivo sulla stampa

Il Consiglio Direttivo della Federazione Nazionale della Stampa ha approvato un ordine del giorno in cui fra l'altro, fa voti perchè il Sottosegretariato della Stampa e delle informazioni non abbia alcunchè della struttura, dei compiti e dello spirito dell'abolito Ministero della Cultura Popolare; perchè il controllo sulla stampa sia ridotto allo stretto minimo veramente necessario e venga abolito, in particolare, quello preventivo sulla stampa non periodica; ferme restando le misure restrittive necessarie nelle presenti circostanze.

Comitato studentesco cosentino

Presso Camera del Lavoro - Cosenza

Ad iniziativa dei maggiori esponenti dei diversi Istituti è sorto un Comitato Studentesco per la tutela e la difesa dei diritti degli studenti.

Nella sua prima seduta il Comitato ha deciso d'inviare una lettera alle Autorità rendendoli consapevoli dei motivi che hanno causato i diversi scioperi.

Il Comitato ha chiesto alle Autorità l'immediata consegna dei locali ed ha reso noto che possono essere adibiti anche come scuola i palazzi: Parlacqua, Solima e Spada. Inoltre si è stabilito che se per il 15 corrente, i locali non saranno consegnati sarà proclamato lo sciopero generale.

U. P. S. E. A.

Ci risulta che da ben tre mesi i funzionari degli Uffici Comunali Statistici ed Economici dell'Agricoltura, per quante pressioni abbiano diretto all'Ufficio Provinciale di Cosenza non hanno ricevuto le arretrate retribuzioni. Anche gl'impiegati dell'Ufficio Provinciale non hanno ancora riscosso il famoso ed ormai di storica memoria carovita. Pare che manchino i fondi.

Quando, e sarà sempre tardi a rettificherà tale assurdo stato di fatto? Quando si abolirranno le vuote parole e si passerà ad una effettiva cosciente considerazione dei lavoratori?

E' SCOMPARSA....

...dalle 10,30 di giorno 10 la dodicenne Badolati Iolanda di Pasquina dalla casa di Reda Antonio dove prestava servizio.

I padroni nulla sanno dire relativamente alla fuga.

La Badolati veste in nero, senza calze, capelli neri, colorito bruno.

Chi potesse dare informazioni è pregato di rivolgersi alla R. Questura.

Attività dei Vigili Urbani

Sequestro di merce

D'Andrea Giovanni litri 10 di olio, Noce Gabriele litri 12 di olio, Seoraa Francesco litri 20 di benzina, 35 litri di olio rinvenuto sul treno alla stazione di Cosenza, De Rose Carmine litri 12 di olio, De Rose Giuseppe litri 12 di olio, Liporti Francesco, vendita di pane a L. 60 al kg. Esposito Angela litri 8 di olio.

Settegi

(continuaz. dalla

cia non perde tempo le sue alleanze e una via già tracciat patto di alleanza e franco sovietico è la zione del patto di stenza del 2 maggio sula dallo svolgimen delle relazioni diplom il torto di essere avv presto mentre non a cora — nella realtà e una completa chiarif sitazioni complesse d

Il nocciolo è insom potersi dare una sod sposta all'eventuale l'uomo della strada. in funzione di che co

De Gaulle lasciano accennato all'importan nei confronti dell' o della pace.

Noi diciamo:

Se il patto vuole es per le sorti d'Euro Francia è in questo sola (ma non l'unica ter parlare in nome realmente segnare l' effettiva chiara tend

ULTI

Commissione gi... dei ministri d...

L...

E' stata costitu... una Commissione Corte che giudich... stri di Vichy.

La Commissione ... di 11 membri dei ... minati dall'Assemb... tiva.

Nelle Universit...

Roma

E' stato celebrat... il 603 anno nacq... stata costituita un... tedra d'Inglese.

***

E' stata riporta... sità di Siena graz... perazione degli e...

Cronaca della Provincia

AMENDOLARA

Nozze

In questi giorni, in un'atmosfera di lieta armonia, contornato dall'affetto dei parenti, è stato celebrato il matrimonio fra il giovane avv. Giovanni Laviola e la virtuosa si... e benvoluto che profuse tutta la energia dei suoi giovani anni per la prosperità della famiglia.

I funerali, ai quali ha partecipato il popolo tutto, sono riusciti una dimostrazione imponente di affetto al defunto ed agli egregi congiunti.

Alla desolata madre, già duramente provata dal dolore, alla fi...

Declassified E.O. 12356 Section 3.3/NND No. 785016

roviario

le superiore del Cara-
treno in partenza da
, che quello in partenza
uranno completamente
i contrabbandieri si
ro a cambiare mestiere
re ai due treni viag-
vagone ferroviario a
uno a S. Eufemia, u
uno a Sapri, scortat
ieri, per raccogliere e
e tutti i viaggiator
i intermedie;
ve, come si pratica in
ia, il rilascio dei bi
iario, soltanto previa
certificato motivato
visato dai Carabinier
necessità del viaggio
innare grave punizione
carico del personal
caso di inosservanz
izione;
re ai Carabinieri e alla
dirre alle stazioni di
iaggiatori privi della
or'zzazione;
e che un Ufficiale dei
ed un Ispettore Ferro-
sempre sui due treni
per potere personal
llare i carabinieri e
ferroviario in servizio;
e quotidianamente uno
a Paola denunziando
udiziaria i responsa
ando.
quanto sopra a S. E.
aglia, che ulacremen-
ei bisogni della nostra
rche intervenga auto-
resso le competenti

v. Muzio Graziani

lla Soc. Americana

itori di giornali

Roma 11

a Americana degli
Giornali ha dira-
unicato nel quale
he venga rimosso
politico, militare
alla libera circo-
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ove norme

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Settegiorni

(continuaz. dalla 1. pagina)

cia non perde tempo a stringere le sue alleanze e a ripercorrere una via già tracciata. L'odierno patto di alleanza e di assistenza franco sovietico è la seconda edizione del patto di Mutua Assistenza del 2 maggio '35. Forse esula dallo svolgimento normale delle relazioni diplomatiche ed ha il torto di essere avvenuto troppo presto mentre non si è avuta ancora — nella realtà e nei fatti — una completa chiarificazione delle situazioni complesse dell'Europa.

Il nocciolo è insomma quello di potersi dare una soddisfacente risposta all'eventuale domanda dell'uomo della strada. Il patto, sì, ma in funzione di che cosa?

De Gaulle lasciando Mosca ha accennato all'importanza del patto nei confronti dell' organizzazione della pace.

Noi diciamo:

Se il patto vuole essere decisivo per le sorti d' Europa poichè, la Francia è in questo momento la sola (ma non l'unica domani) a poter parlare in nome di essa, dovrà realmente segnare l' inizio di una effettiva chiara tendenza di cooperazione tra i popoli; resterà quello che è, un trattato bilaterale, instauratore di nuovi blocchi protettivi pericolosi, se esso non supererà l'ambito delle due parti interessate per elevarsi a strumento reale in funzione europea.

In ultimo, anche Belgrado, forse senza scosse ed urti, sta procedendo alla sua stabilizzazione politica. Troppo dominante è l'influenza sovietica — del resto ci sono anche gli eserciti — in Iugoslavia, perchè debbano verificarsi queste scosse e questi urti, come in Grecia; e troppo evidente è che le famose, " sfere d'influenza „ non sono ancora solo ricordo del passato. E allora che Subasic — del governo iugoslavo di Londra — ceda, come è probabile, il posto di primo ministro a Tito, è altrettanto spiegabile quanto che il Comitato polacco di Lublino determini la caduta del governo di Mikolajkzy e che ancora da Mosca si chiami " reazionario „ il nuovo governo di Archiszeskj.

Perciò il governo rumeno da parte sua si è potuto dimettere e ricomporre placidamente in pochissimi giorni.

Guarda un pò, e Togliatti?

ULTIME NOTIZIE

Commissione giudicatrice

dei ministri di Vichy

Londra 11

E' stata costituita a Parigi una Commissione dell' Alta Corte che giudicherà i ministri di Vichy.

La Commissione è composta di 11 membri dei quali 6 nominati dall'Assemblea Consultiva.

Nelle Università toscane

Roma 11 notte

E' stato celebrato a Firenze il 603 anno accademico ed è stata costituita una nuova Cattedra d'Inglese.

***

E' stata riaperta la Università di Siena grazie alla cooperazione degli esperti militari [illegible]

Offensiva sul Roer

Zona d'op. 11 notte

In Germania le truppe americane hanno sferrato un violento attacco stamane alle ore 4, contro la linea del Roer, su un fronte di 16 km. e hanno proceduto per 2 km.

Merken sul Roer è stata conquistata.

Nella Saar i tedeschi hanno sferrato tre attacchi in tre o-

le regolari greche hanno fatto uso di carri armati e di artiglieria.

Il Quartier Generale della Marina britannica al Pireo è stato attaccato dagli insorti.

Considerevole l'attività dei guerriglieri presso Patrasso e Salonicco.

E' stato catturato o distrutto materiale di appartenenza ai rivoltosi.

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AMENDOLARA

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e benvolute che profuse tutta la energia dei suoi giovani anni per la prosperità della famiglia.

I funerali, ai quali ha partecipato il popolo tutto, sono riusciti una dimostrazione imponente di affetto al defunto ed agli egregi congiunti.

Alla desolata madre, già duramente provata dal dolore, alla fi-

Declassified E.O. 12356 Section 3.3/NND No. 785016

to quasi tutti i viaggiatori in partenza dalle stazioni, site lungo la linea S. Eufemia Salerno, col biglietto ferroviario pagato a vuoto, passano giornate e nottate sui marciapiedi e nelle sale d'aspetto prive di vetri e di sedili.

Essi imprecano contro il governo, contro le autorità, contro i partiti e molti, in buona o mala fede, rimpiangono l'odiato e svergognato regime fascista, che è la causa efficiente di tutti i disastri.

Nell'interno dei vagoni, specialmente di notte e lungo il percorso delle gallerie, si verificano atti di teppismo, risse, si consumano repine e s'involano impunemente i portafogli. Quindici giorni dietro, alcuni contrabbandieri, due travestiti da militari ed uno da monaco, sull'imbrunire offrirono delle fette di cedro, su cui avevano propinato del narcotico, a molti compagni di viaggio e, quando questi caddero in deliquio, li depredarono di tutto ciò che possedevano.

Due di detti manigoldi furono tratti in arresto allo scalo ferroviario di Scalea.

Premesso quanto sopra e' evidente: che il treno viaggiatore, T. V. 9072, è occupato quotidianamente soltanto dai contrabbandieri in partenza da Gioia Tauro con i recipienti pieno d'olio; che il treno viaggiatore, T. V. 9073 è occupato quotidianamente soltanto dai contrabbandieri in partenza da Salerno con i recipienti vuoti da riempire di olio in Gioia Tauro; che quasi tutti i viaggiatori delle stazioni, site lungo la linea S. Eufemia Salerno, sono nell'assoluta impossibilità di potere usufruire di detti treni; che dei due treni diretti, T. V. 81 e T. V. n. 82, possono usufruire soltanto i viaggiatori che si trovano in S. Eufemia, Cosenza, Paola, Sapri, Agropoli, Battipaglia e paesi vicini, non potendo quelli delle stazioni intermedie recarsi per mancanza di treni alle suddette stazioni in partenza dei diretti medesimi.

Per ovviare a questo deplorevole sfacelo ferroviario occorrebbe eseguire subito quanto appresso:

A) Impedire quotidianamente con tutti i mezzi ai contrabbandieri di montare sul treno in partenza da Gioia Tauro. Stroncare quivi, una buona volta per sempre, il mercato dell'olio che, da oltre un anno si esercita pubblicamente in dispregio delle leggi vigenti a danno dei consumatori ed arricchimento dei produttori. Se soltanto per sette giorni detto incarico sarà affidato [illegible] Autorità.

Avv. Muzio Graziani

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Roma 11

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Le nuove norme
per le elezioni amministrative

Roma, 11

E' in corso di pubblicazione sulla "Gazzetta Ufficiale„ il decreto ministeriale sulle norme relative alle elezioni amministrative. Sono iscritti nelle liste elettorali tutti coloro che hanno compiuto il 21. anno di età o lo compiano entro il prossimo 12 dicembre. Il decreto elenca coloro che, per vari motivi, non possono essere iscritti alle liste. Un mese dopo la pubblicazione del decreto i Comuni devono provvedere alla compilazione delle liste; i profughi e gli sfollati vengono iscritti nel Comune di temporanea dimora, salva la facoltà di chiedere il mantenimento della iscrizione nel Comune di residenza. Il nuovo sistema per la compilazione delle liste, ha carattere provvisorio e tende soprattutto a creare una base necessaria per i successivi sviluppi della legislazione in materia elettorale.

Revisione delle sentenze
del Tribunale Speciale

Roma, 11

Disposizioni già note hanno stabilito l'annullamento delle sentenze del Tribunale Speciale relative a reati politici. Ora la « Gazzetta Ufficiale » pubblica un decreto legislativo in virtù del quale sono soggette a speciale revisione anche le sentenze di questa magistratura fascista relative a reati comuni, in tre casi: quando la decisione appaia in contrasto con le risultanze processuali; quando la decisione appaia altrimenti palesemente iniqua; quando sulla decisione hanno influito motivi di evidente carattere fascista.

La revisione può essere chiesta dagli interessati direttamente o a [illegible] parenti, chiunque, comma e Spada. Inoltre è stabilito che se per il 15 corrente, i locali non saranno consegnati sarà proclamato lo sciopero generale.

[illegible] mine litri 12 di olio, De Rose Giuseppe litri 12 di olio, Liporati Francesco, vendita di pane a L. 60 al kg. Esposito Angela litri 3 di olio.

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Alla simpatica coppia giungano sinceri gli auguri da parte nostra.

AMANTEA

Per l'Immacolata Concezione

Come è tradizione l'8 corr. mese hanno avuto luogo i festeggiamenti in onore della Patrona di questa cittadina: Maria S. Immacolata, che si venera nella monumentale chiesa di S. Bernardino.

Per nove sere hanno tenuto il pergamo, avvicendandosi, i Reverendi Canonici don Rocco Fraietta da Squillace e don Agostino Buongiovanni da Tropea, i quali, con la loro dotta e santa parola, hanno chiamato in Chiesa numerosi fedeli.

Ha officiato la Messa Solenne il novello Sacerdote don Giuseppe Arlia, accompagnato dalla Schola Cantorum dell'Ass. Femminile Interparrocchiale dell'Azione Cattolica « Delia Agostini », diretta dal Prof. Tommaso Aversano. Dopo di che la Statua della Vergine è stata portata in processione per le vie principali della nostra cittadina, seguita dalla banda musicale del prof. Mario Aloe e da numeroso popolo devoto.

Il merito della riuscita dei festeggiamenti spetta al dott. Giuseppe Mirabelli, Rettore della Congregazione dei Nobili e al solerte Reverendo Parroco D. Saturnino Fuoco.

S. BENEDETTO U.

Lutto

Il 30 dello scorso novembre, dopo lunga e penosa malattia sopportata con cristiana rassegnazione, a soli 43 anni, decedeva il prof. Chimenti Costantino, uomo di grande correttezza e gentilezza di modi, onesto e benvoluto che profuse tutta la energia dei suoi giovani anni per la prosperità della famiglia.

I funerali, ai quali ha partecipato il popolo tutto, sono riusciti una dimostrazione imponente di affetto al defunto ed agli egregi congiunti.

Alla desolata madre, già duramente provata dal dolore, alla figliola, ai fratelli dott. Mario, Vittorio ed Ugo, alle sorelle Elisa Maria e Gina ed ai numerosi congiunti, rinnoviamo le nostre espressioni di sincere condoglianze.

FAGNANO C.

Saggio Accademico
all' Azione Cattolica Italiana

Col concorso di un numeroso e scelto pubblico ha avuto luogo il giorno 8 dicembre nella sala della A. C. I. elegantemente addobbata, il saggio accademico degli iscritti in onore della Beata Vergine svolgendo il seguente programma:

Inno delle Congregazioni Mariane, Coro; Parole di introduzione, Oratore Padre Fulgenzio; Ave Maria, coro a due voci, Sorelle Pecoraro; Vergine madre, Oratore Gennarino Gallo; Maria nell'Arte, Oratore Pasqualino Ferraro; Rintocchi dell'Ave, Melodia, Sorelle Pecoraro; Maria madre nostra, Oratore Dante Servidio; Il nome di Maria, Oratore Fiore Parise; Guida la Vela, Melodia, Sorelle Pecoraro; Maria, regina di giovinezza, Oratore Pietrangelo Gallo; Canzone alla Vergine, Oratore Michelino Anello; Tota Pulchra coro a due voci, Sorelle Pecoraro; Maria nostro conforto, Oratore Ubaldo Esposito; Visione, Oratore Ezio Ugolino; Vergine soave (coro), Sorelle Pecoraro; Il Peccatore ai piedi di Maria, Oratore Antonio Brusco; Parole di chiusura, oratore Can. Prof. Corleone.

Gli oratori sono stati molto applauditi.

Il nostro giornale si trova in vendita a Roma presso la S.N.E.P.I., Galleria Colonna, 58,59,60.

Corte che giudicherà stri di Vichy.

La Commissione è c di 11 membri dei qua minati dall'Assemblea tiva.

Nelle Università

Roma 11

E' stato celebrato a il 603 anno accadem stata costituita una ca tedra d'Inglese.

***

E' stata riaperta la sità di Siena grazie operazione degli espe tari alleati e della sione Alleata.

Il carbura
difetta in Germ

Lon

Il critico Richardso giornale americano in rilievo che la defi carburante per i tedes questi ultimi in gravi per quanto riguarda masse corazzate.

Il critico militare in rilievo che le ra gli stabilimenti per sintetica e altri carbur no costituito i princip tivi, di questi ultimi gli aerei alleati.

Risulta infatti che mese di novembre sganciate su tali obi mila tns. d'esplosivo media, senza prece 3800 al giorno.

I COMUNISTI
ancora contro il G

Domenica è stato cato da Londra che zione in Belgio conti manere stazionaria.

L' Associated Pres rito che i comunisti oiso, con una mozion tinuare la loro oppo governo, a cui come socialisti hanno ader

La lotta in
centro i ribe

Lo

L'azione in Grecia ribelli procede con celerato specie nei orientali di Atene hanno stabilito saldo Le truppe britanni

Declassified E.O. 12356 Section 3.3/NND No. 785016

...zio Graziani

...oc. Americana ...di giornali

Roma 11

...ericana degli ...rnali ha dira... ...iato nel quale ...venga rimossa ...olitico, militare ...la libera circo... ...e delle infor... ...stiche.

... norme ...amministrative

Roma, 11

...bblicazione sulla ...e„ il decreto mi... ...rme relative alle ...inistrative. Sono ...elettorali tutti co... ...piuto il 21. anno ...no entro il pros... Il decreto elenca ...vari motivi, non ...scritti alle liste, ...pubblicazione del ... devono provve... ...zione delle liste; i ...o l l a t i vengono ...se di temporanea ...acoltà di chiedere ...ella iscrizione nel ...nza. Il nuovo si ...pilazione delle li... ...provvisorio e ten... creare una base ...uccessivi sviluppi ... in materia elet...

...lle sentenze ...le Speciale

Roma, 11

... note hanno sta... ...to delle sentenze ...peciale relative a ... la « Gazzetta Uf... un decreto legi... ...l quale sono sog... ...revisione anche le ...a magistratura fa... ...cati comuni, in tre ...ecisione appaia in ...risultanze proces... decisione appaia ...desemente iniqua; ...cisione hanno in... ...evidente carattere

...uò essere chiesta ... direttamente o a

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Per l'Immacolata Concezione

Come è tradizione l'8 corr. mese hanno avuto luogo i festeggiamenti in onore della Patrona di questa cittadina: Maria S. Immacolata, che si venera nella monumentale chiesa di S. Bernardino.

Per nove sere hanno tenuto il pergamo, avvicendandosi, i Reverendi Canonici don Rocco Fraietta da Squillace e don Agostino Buongiovanni da Tropea, i quali, con la loro dotta e santa parola, hanno chiamato in Chiesa numerosi fedeli.

Ha officiato la Messa Solenne il novello Sacerdote don Giuseppe Arlia, accompagnato dalla Schola Cantorum dell'Ass. Femminile Interparrocchiale dell'Azione Cattolica « Delia Agostini », diretta dal Prof. Tommaso Aversano. Dopo di che la Statua della Vergine è stata portata in processione per le vie principali della nostra cittadina, seguita dalla banda musicale del prof. Mario Aloe e da numeroso popolo devoto.

Il merito della riuscita dei festeggiamenti spetta al dott. Giuseppe Mirabelli, Rettore della Congregazione dei Nobili e al solerte Reverendo Parroco D. Saturnino Fuoco.

S. BENEDETTO U.

Lutto

Il 30 dello scorso novembre, dopo lunga e penosa malattia sopportata con cristiana rassegnazione, a soli 43 anni, decedeva il prof. Chimenti Costantino, uomo di grande correttezza e gentilezza di modi, onesto e benvoluto che profuse tutta la energia dei suoi giovani anni per la prosperità della famiglia.

I funerali, ai quali ha partecipato il popolo tutto, sono riusciti una dimostrazione imponente di affetto al defunto ed agli egregi congiunti.

Alla desolata madre, già duramente provata dal dolore, alla figliola, ai fratelli dott. Mario, Vittorio ed Ugo, alle sorelle Elisa Maria e Gina ed ai numerosi congiunti, rinnoviamo le nostre espressioni di sincere condoglianze.

FAGNANO C.

Saggio Accademico all' Azione Cattolica Italiana

Col concorso di un numeroso e scelto pubblico ha avuto luogo il giorno 8 dicembre nella sala della A. C. I. elegantemente addobbata, il saggio accademico degli iscritti in onore della Beata Vergine svolgendo il seguente programma:

Inno delle Congregazioni Mariane, Coro; Parole di introduzione, Oratore Padre Fulgenzio; Ave Maria, coro a due voci, Sorelle Pecoraro; Vergine madre, Oratore Gennarino Gallo; Maria nell'Arte, Oratore Pasqualino Ferraro; Rintocchi dell'Ave, Melodia, Sorelle Pecoraro; Maria madre nostra, Oratore Dante Servidio; Il nome di Maria, Oratore Fiore Parise; Guida la Vela, Melodia, Sorelle Pecoraro; Maria, regina di giovinezza, Oratore Pietrangelo Gallo; Canzone alla Vergine, Oratore Michelino Aiello; Tota Pulchra coro a due voci, Sorelle Pecoraro; Maria nostro conforto, Oratore Ubaldo Esposito; Visione, Oratore Ezio Ugolino; Vergine soave (coro), Sorelle Pecoraro; Il Peccatore ai piedi di Maria, Oratore Antonio Brusco; Parole di chiusura, oratore Can. Prof. Corleone.

Gli oratori sono stati molto applauditi.

Il nostro giornale si trova in vendita a Roma presso la S.N.E.P.I., Galleria Colonna, 58,59,60.

Corte che giudicherà i ministri di Vichy.

La Commissione è composta di 11 membri dei quali 6 nominati dall'Assemblea Consultiva.

Nelle Università toscane

Roma 11 notte

E' stato celebrato a Firenze il 603 anno accademico ed è stata costituita una nuova Cattedra d'Inglese.

***

E' stata riaperta la Università di Siena grazie alla cooperazione degli esperti militari alleati e della Commissione Alleata.

Il carburante difetta in Germania

Londra 11

Il critico Richardson di un giornale americano ha messo in rilievo che la deficienza di carburante per i tedeschi mette questi ultimi in gravi difficoltà per quanto riguarda le loro masse corazzate.

Il critico militare ha messo in rilievo che le raffinerie e gli stabilimenti per benzina sintetica e altri carburanti hanno costituito i principali obiettivi, di questi ultimi mesi, degli aerei alleati.

Risulta infatti che nel solo mese di novembre sono state sganciate su tali obiettivi 114 mila tns. d'esplosivo con una media, senza precedenti, di 3800 al giorno.

I COMUNISTI BELGI ancora contro il Governo

Domenica è stato comunicato da Londra che la situazione in Belgio continua a rimanere stazionaria.

L' Associated Press ha riferito che i comunisti hanno deciso, con una mozione, di continuare la loro opposizione al governo, a cui come è noto, i socialisti hanno aderito.

La lotta in Grecia contro i ribelli

Londra 11

L'azione in Grecia contro i ribelli procede con ritmo accelerato specie nei quartieri orientali di Atene dove essi hanno stabilito salde posizioni.

Le truppe britanniche e quelle guerriglieri presso Patrasso e Salonicco.

E' stato catturato o distrutto materiale di appartenenza ai rivoltosi.

Offensiva sul Roer

Zona d'op. 11 notte

In Germania le truppe americane hanno sferrato un violento attacco stamane alle ore 4, contro la linea del Roer, su un fronte di 16 km. e hanno proceduto per 2 km.

Merken sul Roer è stata conquistata.

Nella Saar i tedeschi hanno sferrato tre attacchi in tre ore, presso Dillingen.

In Alsazia i francesi hanno liberato Hatau, Tann e sono giunti a 1 km. e mezzo da Colmar.

Francoforte, Hanhau e Giessen bombardate da 1600 quadrimotori scortati da 800 caccia.

Colpita da improvviso malore il 9 dicembre alle 24 cessava di vivere la

NOBIL DONNA

Corinna Manes in Civalieri

Angosciati partecipano la grave sciagura l'inconsolabile marito Ammiraglio Piero, i fratelli Carlo e Antonio, le sorelle Antonietta ed Emma, la cognata Luigia Pisani, il cognato Bartolomeo Civallieri, i nipoti e i parenti tutti.

S. Lucido (Cosenza) il 10-12-1944

Direttore Responsabile
Mariano Albanese

Autorizzazione A. P. B. n. 20

S. C. A. T.
E. Migliavacca - Cosenza - Tel. 1348

"ANDREI„ macchine olearie
Presse a gabbia - Gruppi preparatori - lavatrici e tutti gli accessori per oleifici
ROMA - Via Palermo, 25
Telefono 481221

CINAS-ARS
... i mobili che avete sognato ...
:: Via della Vite, 7 ::
ROMA

Declassified E.O. 12356 Section 3.3/NND No. 785016

T R A N S L A T I O N

102/72

Ministry of Transports
Office of the Secretary to the Director General I

Roma, 14 Jan. 1945

ref. 121/1.0.1.3/S

Subject:
Newspaper article on "Railways service" from Corriere del Sud

M e m o r a n d u m

Attn. Major Ping
Tn. S/Commission AC-Rail Section
Bldg.

The assertions of the author of the article published on the newspaper Corriere del Sud, which I am returning herewith attached, correspond, in general, to the truth, and this General Direction is perfectly aware of above state of things.

As you will certainly remember, the reduction of the stock of both local trains 9072 and 9073 btw. Salerno and Gioia Tauro, was decided during the 12th meeting of the Transportation Committee, in order to secure the rolling stock required to operate the fast trains 81 and 82 btw. Napoli and Reggio, the authorization of operating above couple of through trains having been granted under that condition.

The stock of trains 9072 and 9073, thus reduced to 4 coaches only, proved undoubtedly insufficient to accommodate all passengers who have no other means to reach the localities which are not served by the fast trains.

It is true that lot of black-marketeers thronge the trains and that the few police are quite insuffivient to control the crowds.

But in spite of all requests repeatedly addressed by the writer to the General Direction of the Public Safety, c/o Ministry of the Interior, it has not been possible to obtain a more effective watching service, because presently available police forces are not sufficient to meet all requirements.

In order to put a remedy to above situation, following measures could be suggested:

a) to increase the stock of both trains 9072 and 9073 within the limits of the pulling capacity of the locos.

b) to press the Ministry of the Interior, through competent AC Offices, in order that more police or Carabinieri be detached for above service.

2355

The Director General FSR

sgd. G. di Raimondo

MINISTERO DEI TRASPORTI

MINIST. [redacted]COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

SEGRETERIA
DEL DIRETTORE GENERALE

ml/DR

Roma, li 14 Gennaio 1945

N.° 121/1.0/1.3/5

Al N.° ____ del ____

OGGETTO
Articolo "Sul Servizio Ferroviario" - giornale - "Corriere del Sud".-

Promemoria per il Sig. Magg. PING
A.C. - Sottocommissione Trasporti -

S E D E

L'autore dell'articolo apparso sul giornale "Corriere del Sud", che restituisco, descrive in complesso, cose che rispondono a verità e ben note a questa Direzione Generale.-

Come certamente lei ricorderà, la riduzione della composizione dei treni locali 9072 e 9073 fra Salerno e Gioia Tauro fu decisa nella 12^ riunione del Comitato per i Trasporti onde ricavare materiale rotabile destinato alla effettuazione dei treni diretti 81 e 82 fra Napoli e Reggio Calabria. A questa condizione fu allora concessa l'autorizzazione ad effettuare la coppia dei predetti treni diretti.-

Senza dubbio la composizione dei treni 9072 e 9073 ridotta a sole 4 corrozze si è dimostrata insufficiente a contenere la massa dei viaggiatori, che non ha altro mezzo di trasporto per raggiungere le località non servite dai citati treni diretti.-

E' anche vero che dei treni profittano non pochi contrabbandieri e che gli agenti di P.S. sono insufficienti per disciplinare i numerosi viaggiatori.-

Ma per quanto lo scrivente abbia sollecitato provvedimenti al riguardo da parte della competente Direzione Generale della

Declassified E.O. 12356 Section 3.3/NND No. 785016

OGGETTO
Articolo "Sul Servizio ferroviario" - giornale - "Corriere del Sud".-

Roma, li 14 Gennaio 194 5
N. 121/1.0/1.3/8
Al N. del

Promemoria per il Sig. Magg. FING
A.C. - Sottocommissione Trasporti -

S E D E

L'autore dell'articolo apparso sul giornale "Corriere del Sud", che restituisco, asserisce in complesso, cose che rispondono a verità e ben note a questa Direzione Generale.-

Come certamente lei ricorderà, la riduzione della composizione dei treni locali 9072 e 9073 fra Salerno e Gioia Tauro fu decisa nella 12ª riunione del Comitato per i Trasporti onde ricavare materiale rotabile destinato alla effettuazione dei treni diretti 81 e 82 fra Napoli e Reggio Calabria. A questa condizione fu allora concessa l'autorizzazione ad effettuare la coppia dei predetti treni diretti.-

Senza dubbio la composizione dei treni 9072 e 9073 ridotta a sole 4 carrozze si è dimostrata insufficiente a contenere la massa dei viaggiatori, che non ha altro mezzo di trasporto per raggiungere le località non servite dai citati treni diretti.-

E' anche vero che dei treni profittano non pochi contrabbandieri e che gli agenti di P.S. sono insufficienti per disciplinare i numerosi viaggiatori.-

Ma per quanto lo scrivente abbia sollecitato provvedimenti al riguardo da parte della competente Direzione Generale della Pubblica Sicurezza, dipendente dal Ministero degli Interni, non si è riuscito ad ottenere un servizio di sorveglianza più rispon-

2357

./.

Declassified E.O. 12356 Section 3.3/NND No. 783016

dente [illegible] la forza pubblica ora esistente in paese non è sufficiente per tutte le esigenze.-

Alle giustificate lagnanze si potrebbe porre rimedio :

a) - aumentando la composizione dei treni 9072 e 9073 nei limiti consentiti dalla prestazione delle locomotive;

b) - interessando il Ministero degli Interni, tramite gli organi competenti della A.C. per ottenere un maggior numero di agenti di P.S. e di carabinieri.-

IL DIRETTORE GENERALE

Ciodi Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

Ofile 56A

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 409061 - 365

26 January, 1945.

AC/14619/PS

SUBJECT : I.C.R. Employees.

TO : Director, Transportation Sub-Commission
(Rail Section).

55A

1. Reference your AC/34/TM 4 dated 22 January 1945.

2. Major Hevelay the Zone Public Safety Officer, Bari has been informed of the facts of this matter, and he will arrange that Italian Police Agencies afford the necessary assistance and protection.

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

TJr/C.

NK

2355

Declassified E.O. 12356 Section 3.3/NND No. 785016

55A

ACP/1c

CONFIDENTIAL

TRANSPORTATION SUB-COMMISSION,AC.
(RAIL SECTION)
C/o Transportation Increment
G.M.F.

Tel: 843238.
Our Ref. AC/34/In 4

22 January 1945

TO : Public Safety Sub-Commission
HQ,AC.

SUBJECT : Working Conditions ISR Employees.

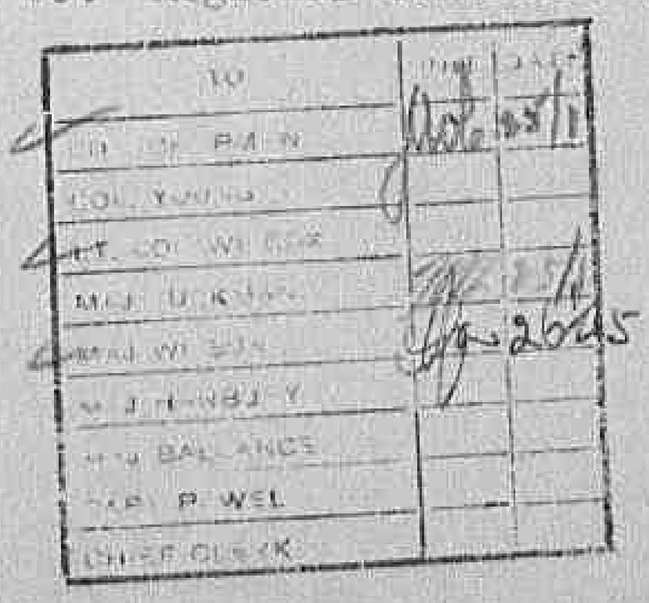
55B

1. The attached is sent you for information.

2. Please say what action is taken in the area concerned.

Acting Major
for O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Section

Copy to: Regional Commissioner, Southern Region.



Declassified E.O. 12356 Section 3.3/NND No. 785016

COPY

Transportation Sub-Comm. (Rails)
Allied Commission
C/o Movements East Italy
Ref.:AC.Tn/RD/G/3/6
Date: 10 Jan.45

Subject: Working Conditions I.S.R. Employees.

To : The Director
Tn. Sub-Comm.(Rail Section)
Allied Commission
C/o Transportation INCREMENT
C.M.F.

Reference AC/34/73 Tn. dated 22 Dec. 44.

A translation of a letter received in this matter from Capo Compartimento I.S.R. BARI is attached herewith.

The attention of A.C. BARI ZONE Public Security Officer is being drawn to this mather.

MAJOR R.E.
A.C. Tn. Sub-Comm. Repr.

Copy to:

Major REVELEY Public Security Officer
A.C. BARI ZONE (Reference conversation)

2354

Declassified E.O. 12356 Section 3.3/NND No. 785016

COPY

TO : Major JEFFRE

Bari, 6 Jan. 45

5556

Further to your verbal request, I inform you that for the past there have been many aggressions, strikes and threats by unknown men against the railway personnel, who are compelled to circulate during the night for duty.

By the way I let you know some of these accidents:-

(a) Train Guard CARICOTTO on 8 December 44 whilst going home after duty, was assaulted in Piazza Roma by unknown man who bent him on the face with a vigorous punch.

(b) Train Guard RAFFERI NICOLA was unable to go on duty on that same night for a firing occured close his house.

(c) On 12 December 44 at 22 hrs Assistant driver QUINTAVALLE CRONZO in Taranto street was assaulted by three British soldiers, presumably drunk. They pushed him into their car and driving some kilometres away, suddenly stopped, let him fall down and disappeared.

(d) The night between 15 and 16 December 44 Driver DE VITA ARNALDO was stopped in Ravanas street by unknown man who asked his pocket book; but on the arrival of other persons the thief ran away.

(e) On the same night, as referred by Driver ALFANO ROCCO, would have occured in Ravanas street a shooting lasted about on hour.

I heard same other informations about that, in BARI, but not officially comunicated to me.

Consequently I set down a specially truck service to move the railway personnel on duty; also I have asked the Italian Police that a/m truck be escorted by armed Police-men.

Signed by
CAPO COMPARTIMENTO

2353

Declassified E.O. 12356 Section 3.3/NND No. 785016

Public Records Office 5/HA

TRAIN AND RAILWAY GUARDS ITALY. R/1/4/18

RAILWAY WORKING INSTRUCTION NO.9. 11 Jan 45.

11619/P3

Passes.

W.e.f. 14 Jan 45 the following types of pass are in issue:-

(i)	Pass for MRS personnel.	Pink card signed by Unit C.O.
(ii)	Pass for ISR employees.	Pink Card with Red Band.
(iii)	Identity Pass.	White.
(iv)	Travel Certificate.	White.
(v)	National Rly.Pass.	Buff with photograph for Rly employees with less than one year's service. Black leatherette for Rly employees with more than one year's service.

(ii), (iii) and (iv) require the signature of the Capo Servizio or Capo Compartimento and are countersigned by Brig.Waghorn.

MRS personnel in possession of (i) above and ISR employees in possession of (ii),(iii) and (v) and when applicable (iv), may be permitted to travel on military freight trains.

Major for Lt.Col.
Commanding Train & Railway Guards Italy.

CHF
WR/JN.

DISTRIBUTION:

ACTION.

30 Som.L.I.	15.	510 It.Gd.Bn.	3.
C Pty 45 Grn Regt.R.A.	5.	No.2 Coy.504 It.Gd.Bn.	3.
131 Coy,Pioneer Corps.	6.	550 It.Gd.Coy.	3.

INFORMATION.

G-4 Mov & Tn. AFHQ.	10.	H.Q. ,T.C.(Tn Sub-Comm)	11.	207 Sub-Area.	1.
D.M.R.S.Rome.	12.	H.Q.1 District.	6.	208 Sub-Area.	1.
D.M.R.S.Rep.AFHQ.	1.	H.Q.3 District.	6.	209 Sub-Area.	1.
H.Q.Mov.East Italy.	25.	Rome Area Allied Comd.	1.	210 Sub-Area.	1.
H.Q.Mov.West Italy.	25.	52 Area.	1.	701 Rly.Gd.Div.	6.
H.Q.Mov.Rome.	6.	54 Area.	1.		
H.Q.Mov 1 District.	6.	56 Area.	1.	Rail Div.HQ.PBS	1.
Mov.L.O. ,M.I.I.A.	1.	94 Sub-Area.	1.	Rail Div.PBS South	1.
				Rail Div.HQ.Adriatic Base	1.
				HQ.15 Army Gp.	6.
				715 Rly.Op.Bn.U.S.	6.
				HQ.MIL.POL.U.S. ROME	6.

352

Public Papers SC 516

TRAIN AND RAILWAY GUARDS ITALY. R/1/A/19

11 Jan 45.

Amendment No.3 to Working Instr.No.1 issued under 24/1/A/160 dated 11 Nov 44.

1. Para 2(as amended). For "520 It.Gd.Coy" read "2 Coy 504 It.Gd.Bn".

2. Delete para 13(b) and add footnote.

"See Rly Working Instr.No.9 issued under R/1/A/18 dated 11 Jan 45".

3. Appx 'A'

Serial 7.(as amended). Amend unit to read "No.2 Coy 504 It.Gd.Bn."
Col.4 add "MONTICCHIANO" "PONTECAGNANO".
8. Amend Tel to read "Regio Military".
11. Address should read "9 Via OTRANTI,
Naples.
Tel:50712.
12. Col.3. Delete "ROME" and substitute "LITTORIA".

Below Serial 16 add:

"17. HQ 131 Coy Pioneer Corps OSPEDALE PSICHIATRICO FOLIGNO. Tel: H.Q.1 Dist.Ex.88.	FOLIGNO-FALCONARA.	FOLIGNO FABRIANO. JESI.
18. Det.131 Coy.Pioneer Corps. 6 & 10 Via MARSALA FALCONARA. Tel:FALCONARA Rly Stn Ex.33.	FALCONARA-ANCONA. FALCONARA-FORLI.	ANCONA FALCONARA FANO. RIMINI. CESENA. FORLI."

4. Distribution. (as amended).

For "520 It.Gd.Coy" read "2 Coy.504 It.Gd.Bn".

Delete: "794 Mil.Police Bn.U.S." and connected entries.

Add: "15 Army Gp.(6) 6. 6. -
715 Rly.Operating Bn.U.S.(6) 6. 6."

CMF
REH/JN.

Major for Lt.Col.
Commanding Train & Railway Guards.Italy.

Distribution.

As for Railway Working Instruction No.9.

2351

CO
CO

Ltr(s) 99/63

Declassified E.O. 12356 Section 3.3/NND No. 783016

Serial 7. (as amended). Amend unit to read "No.2 Coy 504 It.Gd.Bn."
Col.4 add "PONTECAGNANO".
8. Amend Tel to read "Regio Military".
11. Address should read "9 Via CIRANTI,
Naples.
Tel:50712.
12. Col.3. Delete "ROME" and substitute "LITTORIA".

Below Serial 16 add:

"17. HQ 131 Coy Pioneer Corps OSPEDALE PSICHIATRICO FOLIGNO. Tel: H.Q.1 Dist.Ex.88.	FOLIGNO-FALCONARA.	FOLIGNO FABRIANO. JESI.
18. Det.131 Coy.Pioneer Corps. 6 & 10 Via MARSALA FALCONARA. Tel:FALCONARA Rly Stn Ex.33.	FALCONARA-ANCONA. FALCONARA-FORLI.	ANCONA FALCONARA FANO. RIMINI. CESENA. FORLI."

4. Distribution. (as amended).

For "520 It.Gd.Coy" read "2 Coy.504 It.Gd.Bn".

Delete: "794 Mil.Police Bn.U.S." and connected entries.

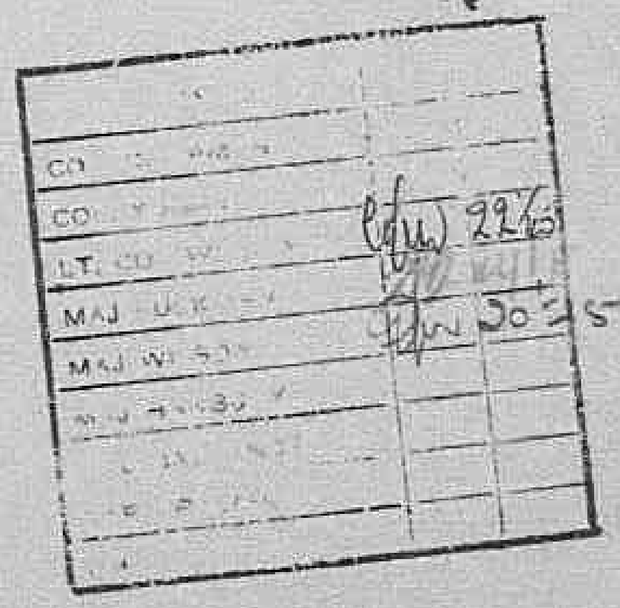
Add: "15 Army Gp.(6) 6. 6. -
715 Rly.Operating Bn.U.S.(6) 6. 6.

CMF
RSH/JW.

Major for Lt.Col.
Commanding Train & Railway Guards.Italy.

Distribution.

As for Railway Working Instruction No.9.



Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

Public Safety 1/c
AC-HQ
53A

TRAIN ND RAILWAY GUARDS. ITALY. R/1/A/17

RAILWAY WORKING INSTRUCTION NO. 8. 8 Jan 45.

Civilian Travel.

Whilst every endeavour will continue to be made by Train Guards to prevent the unauthorised travel by civilians on military freight trains, I.S.R. has been encouraged to enforce the present laws in connection therewith. This allows the properly authorised train official to collect a fare when a rider is apprehended, an additional fine, and his name taken from his identification card, which is, in turn, turned over to the Italian police for prosecution, after which the rider is unloaded at the first available stop.

In order that this may be carried out, Railway Guards will not interfere with I.S.R. employees when legitimately collecting fares and obtaining necessary data.

CMF
WR/JN.

Lt.Col.
Commanding Train and Railway Gds. Italy.

DISTRIBUTION: ACTION.

30 Som.L.I.	45.	510 It.Gd.Bn.	3.
C Bty 45 Grn Regt RA.	5.	520 It.Gd.Coy.	3.
131 Pioneer Coy.	6.	550 It.Gd.Coy.	3.
INFORMATION.			
G-4 Mov & Tn.AFHQ.	10.	Mov L.O., M.M.I.A.	1.
D.M.R.S.Rome.	12.	H.Q., A.C. (Tn Sub-Comm.)	11.
D.M.R.S.Rep.AFHQ.	1.	701 Rly.Grand Div.U.S.	6.
H.Q.Mov .East Italy.	25.	715 Rly.Op.Bn.U.S.	6.
H.Q.Mov.West Italy.	25.	Rail Div.H.Q.P.B.S.	1.
H.Q.Mov.Rome.	6.	Rail Div.H.Q.P.B.S. South.	1.
H.QMov.1 District.	6.	Rail Div.H.Q.Adriatic Base.	1.
Director Tn.(Tn.Inor.)	1.	H.Q.Mil.Police.U.S.Rome.	6.

2350

Declassified E.O. 12356 Section 3.3/NND No. 785016

TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT. COL WILCOX		
MAJ LUCKMAN		
MAJ WILSON		
MAJ HANBURY		
MAJ BALLANCE		
CAPT POWEL		
CHIEF CLERK		

Declassified E.O. 12356 Section 3.3/NND No. 785016

C 49 #1619
1461311 52A
Rutter

RPS/562/JTM 10th January, 1945.

Transfer of Railway P.S.Agents.

Headquarters, Allied Commission.
(For attn. of Public Safety Sub-Commission).

Reference attached report by Chief of Railway Police in Sicily.-

1. I have informed Dr. Castellani that it would not be in order for this office to attempt to interfere with orders transmitted by the Ministry of the Interior regarding the transfers of individuals. At the same time the system seems a strange one under which such personnel, who are particularly useful to the Palermo Office are transferred both within and beyond Sicily without consulting the officer responsible for this particular service. Such action is regarded as most discouraging here and was never taken in pre-war days without prior reference to local officers. The officer and agents affected are well spoken of by the local Questore and I understand the Prefect is addressing a communication to the Ministry of the Interior on the matter.

2. Forwarded for information and any action deemed appropriate.

J.T. MANUEL.
Major.
Public Safety Officer.

Dr Jeresi informed
PS agents who should
have been removed before-
hand. Probably are
when Railways Corps taken over.
Will await letter from Prefect.
PP.
9.1.45

Capt. Powell

kindly see mentions this

Letter forward when you next

Lieut

16 Jan 1945

Declassified E.O. 12356 Section 3.3/NND No. 785016

COMMISSARIATO DI PUBBLICA [illegible]UREZZA

525

Palermo, 8th January, 1945.

File N° 3.

SUBJECT: Transfer of P.S. Agents.

TO : Colonel R.A.BROOK, Regional Public Safety Officer.

With recent provision from the Ministry of the Interior - General Direction of P.S. - Police Division, the following non-commissioned officer and agents have been transferred from the Compartmental Commissariato of Palermo to other posts:

1. MAMMI' Demetrio, Maresciallo of P.S. 2nd grade, commanding the station, transferred to Enna.

2. TAGLIARENI Luigi, special guard, transferred to Naples.

3. TAGLIARENI Carmelo, guard, transferred to Naples.

4. CURCELLA Carlo, guard, transferred to Rome.

Said provision besides surprising the writer who does not see the reason why, also affects largely the conducting of the police service that this Commissariato normally carries out by means of P.S. agents on all the rail lines of Sicily.

Infact, said agents are all excellent elements under all respects and for their proved capacity and special knowledge of the railway services, they cannot be easily replaced.

Therefore I beg you, in the interest of the service, to kindly intervene with the Ministry of the Interior so that said provision may be revoked and that, in exceptional case, the a/m elements be not taken away from the province of Palermo, also not to economically harm them.

The Compartmental Commissario of P.S.

Castellani, Dr. Umberto.

23-4-80

51A

TRANSLATION.

MINISTRY OF THE INTERIOR. Rome, 14th January, 1943.

No. 10.11900.95.3.

SUBJECT : Railway Police.

TO : A.C. P.S. S/C.

50A

cc.

With reference to the subject of your letter AC/14615/PS, dated 12th instant, I beg to inform you that according to information received from the Ministry of Transport the project of forming a Railway Police Corps composed of Railway Employees is now under examination by the General Directorate of State Railways and that as soon as it is completed it will be sent for approval to this Ministry.

However, even with the institution of this new Corps, the responsibility for Railway Police duties will still remain with the Departmental P.S. Commissariats, with the assistance of CC.RR. as was the case even when the suppressed Railways Militia was functioning.

On examining this project the writer will not fail to report fully to the Public Safety Sub-Commission with special reference to the three queries listed in the letter under reply.

THE HEAD OF THE POLICE
FERRARI.

cc.

2347

10
CH PM N
YOUNG

Declassified E.O. 12356 Section 3.3/NND No. 785016

Subject : Railway Police.

To : A.C. E.S. S/C.

5 2 1 ∞.

With reference to the subject of your letter AC/14619/PS, dated 12th instant, I beg to inform you that according to information received from the Ministry of Transport the project of forming a Railway Police Corps composed of Railway Employees is now under examination by the General Directorate of State Railways and that as soon as it is completed it will be sent for approval to this Ministry.

However, even with the institution of this new Corps, the responsibility for Railway Police duties will still remain with the Departmental E.S. Commissariats, with the assistance of CC.RR. as was the case even when the suppressed Railways Militia was functioning.

In examining this project the writer will not fail to report fully to the Public Safety Sub-Commission with special reference to the three queries listed in the letter under reply.

THE HEAD OF THE POLICE
DEPARTMENT.

ec.

TO		
[illegible] CHAPMAN		
[illegible] YOUNG		
[illegible] WILCOX	[illegible]	15/
MAJ [illegible]UCK		
MAJ WILS[illegible]		
MAJ HANBURY		
MAJ BALANCE		
CAPT POWELL		
[illegible]ERK		

2347

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mod 8/2

Roma, I4 gennaio 1945

Ministero dell'Interno
DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ALL'ON/LE COMMISSIONE ALLEATA
Sottocommissione per la P.S.
APO 394 ROMA

Divisione Polizia Sez. 4ª
Prot. N° 10.11900.95.3 Allegati

Risposta al Foglio del
Div. Sez. N°

OGGETTO Polizia ferroviaria -

In merito a quanto forma oggetto della lettera AC/I4619 P.S. del I2 corrente mi pregio comunicare che secondo le informazioni avute in via breve dal Ministero dei Trasporti il progetto istitutivo di un corpo di polizia ferroviaria costituito da personale ferroviario è tuttora in esame presso la Direzione Generale delle Ferrovie dello Stato e che appena concretato verrà rimesso, per il parere, a questo Ministero .

Resta comunque fermo, che anche con l'istituzione del nuovo Corpo la direzione e la responsabilità del servizio di polizia ferroviaria spetterà ai Commissariati Compa-rtimentali di P.S. con il concorso dell'Arma dei CC.RR. ciò che del resto si verificava anche allorchè era in funzione la soppressa Milizia Ferroviaria.

In sede di esame di detto progetto lo scrivente non mancherà di riferire ampiamente in proposito a codesta Sottocommissione specie sui tre quesiti elencati nella lettera alla quale si risponde .

IL CAPO DELLA POLIZIA

2346

Declassified E.O. 12356 Section 3.3/NND No. 785016

Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ALL'ON/LE COMMISSIONE ALLEATA
Sottocommissione per la P.S.
APO 394
ROMA

Divisione Polizia *Sez.* 4ª
Prot. N.° IO.11900.95.3 *Allegati*

Risposta al Foglio del
Div. *Sez.* *N.°*

OGGETTO Polizia ferroviaria -

In merito a quanto forma oggetto della lettera AC/I46I9 P.S. del I2 corrente mi pregio comunicare che secondo le informazioni avute in via breve dal Ministero dei Trasporti il progetto istitutivo di un corpo di polizia ferroviaria costituito da personale ferroviario è tuttora in esame presso la Direzione Generale delle Ferrovie dello Stato e che appena concretato verrà rimesso, per il parere, a questo Ministero .

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IL CAPO DELLA POLIZIA

2346

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

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IN COLLECTION

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394.

AG 14019/Ge.

Tel. 489061 - 305.

14th January, 1945.

SUBJECT : Railway Police.

TO : H.E. The Director General of Public Security,
Ministry of the Interior.

1. Following our conversation to-day, I am confirmed that the Ministry of Communications has proposed a decree authorising the formation of a Railway Police Force of 5,113 Officers and Guards.

2. Since Agents of Public Security and Carabinieri are at present employed on railway police duties, it seems desirable that the proposal of the Ministry of Communications should be examined by your Ministry before it is put into effect.

3. Among the many points which you may wish to clarify are:

a) will the new railway police force relieve the Agents of Public Security and Carabinieri of all responsibility for policing the railways?

b) will the Guards be given power to investigate, & arrest and to submit cases for prosecution?

c) will the Railway Police be exclusively under the jurisdiction of the Ministry of Communications that is, free from control by the Ministry of the Interior?

[illegible]
for the
Colonel, A.G.D.

Declassified E.O. 12356 Section 3.3/NND No. 785016

A.1,619/20. Tel. 47961 - 360.

13th January, 1945.

To : Military Police.

To : H.E. The Director General of Public Security,
Ministry of the Interior.

1. Following our conversation to-day, it is confirmed that the Military Commander has prepared a decree concerning the formation of a Military Police Force of 5,712 officers and men.

2. Since agents of Public Security and Carabinieri are at present employed on military police duties, it seems desirable that the personnel of the Ministry of Communications should be examined by your Ministry before it is put into effect.

3. Among the many points which you may wish to clarify are:

a) will the new military police force relieve the Agents of Public Security and Carabinieri of all responsibility for policing the railways?

b) will the Guards be given power to investigate, to arrest, and to submit cases for prosecution?

c) will the Military Police be exclusively under the jurisdiction of the Ministry of Communications, that is, free from control by the Ministry of the Interior?

2345

[illegible]
Colonel, A.A.G.,
Director, Public Safety
Sub-Commission.

NFF/cm.

Copy to Transportation S/Comm.

R. 14/1/45.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Public Safety Sub. Comm
HQ. PC.

TRAIN & RAILWAY GUARDS, ITALY. R/1/A/13

RAILWAY WORKING INSTRUCTION NO. 5. 30 Dec 44.

1. Safeguarding of Italian supplies by rail.

Appended hereto is an instruction issued by the Italian War Ministry ordering that Italian escorts on Italian military stores moving by rail will wear red brassards when on duty.

Please arrange that this information is circulated within your command.

"The Allied Authorities have ordered that military escorts escorting foodstuffs and stores forwarded by rail must wear red brassards for indentification on the left arm. The issue of brassards is the responsibility of the consignor. Soldiers without the above brassards will not be recognized as escorts by the Italian and Allied Rail authorities and will in consequence be removed from the wagons."

2. Torches. A supply of Torches, S.L. 122 have now been received and issues made to units, together with a reserve of batteries which are estimated to cover requirements for the month of January. Batteries for Lamps Electric No.1 are also available. In future batteries will be issued from this H.Q. Units will submit their indents monthly by 26th of each month for the ensuing month.

3. Seals. It has been found that Seals, Acme, are not being pushed home. Guards will look out for this irregularity.

4. Safeguarding of Rly Operating Communications.

In certain of the AMG controlled areas, Railway communications lineside patrols by Carabinieri are in action. Although not necessarily dressed in uniform they all carry identity papers signed by an AMG Police officer. These men will not be hindered at their work. Their pass does not entitle them to travel by train.

5. Use of Intoxicants or Narcotics.

The taking of intoxicants or the use of narcotics, just prior to going or while on duty is forbidden. All wines and beer will be construed as within the meaning of intoxicants. Failing to observe this will cause severe disciplinary action to be taken.

6. Place of Parade. Os.C. Units/Coys/Dets will publish an order stating the place of parade for (a) Train Guards (b) Static Guards (c) Station Duty NCOs.

7. Interference with Operation of the Railways.

Railway Guards will under no circumstances interfere with the operational working of the Railways by Br., U.S. or U.S.S.R. personnel. If a situation arises wherein proper protection of Allied supplies is not possible, the best possible protection will be given at the time and a complete report of the situation made with the least possible delay.

CF
WR/JN.

Lt.Col.
Commanding Train & Railway Guards, Italy.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Goodstaffs and stores forwarded by rail must wear red brassards for identification on the left arm. The issue of brassards is the responsibility of the consignor. Soldiers without the above brassards will not be recognized as escorts by the Italian and Allied Rail authorities and will in consequence be removed from the wagons."

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CMF
WR/JH.

Lt.Col.
Commanding Train & Railway Guards.Italy.

DISTRIBUTION:

ACTION.

30 Com.L.I.	45.
C Bty 45 Grn Regt.RA.	5.
131 Pnr Coy.	6.
510 It.Gd.Bn.	3.
520 It.Gd.Coy.	3.
550 It.Gd.Coy.	3.

INFORMATION.

G-4(Mov & Tn) AFHQ.	10.	H.Q.A.C.(Tn.Sub-Comm)	11.	207 Sub-Area.	1.
DMRS. Rome.	12.	H.Q. 1 District.	6.	208 Sub-Area.	1.
DMRS.Rep.AFHQ.	1.	H.Q. 3 District.	6.	209 Sub-Area.	1.
HQ.Mov.East Italy.	25.	Rome Area Allied Comd.	1.	210 Sub-Area.	1.
H.Q.Mov.West Italy.	25.	52 Area.	1.	701 Rly Gd.Div.	6.
H.Q.Mov.Rome.	6.	54 Area.	1.	794 Mil.Pol.Bn.US.	6.
H.Q.Mov.1 District.	6.	56 Area.	1.	Rail.Div.HQ.PBS.	1.
Mov.L.O. M.M.I.A.	11.	94 Sub-Area.	1.	Rail Div.PBS.South.	1.
				Rail Div.HQ.Adriatic Base.	1.

Declassified E.O. 12356 Section 3.3/NND No. 785216

U-9B

Tr.RB/rb

TRANSLATION

RAILWAY POLICE

In view of the urgent necessity of an efficient protection for railway installations and traffic in the interest of the Treasury, upon the proposal of the Minister of Communications, we have sanctioned and promulgate the following:

Art. 1

The Corps of the Railway Police is established. The activity of the Railway Police will be limited to the field of Railway service and its chief and exclusive duties will be to safeguard the patrimony of the Railway Administration, to maintain order and to enforce the particular and general regulations concerning transport, the safety of railway installations and equipment, and of valuables and merchandise to be transported.

Any other activity, particularly of a political and investigative character, is therefore excluded from its duties.

Art. 2

The Corps of the Railway Police, both from the side of discipline and technical employment, is under the direct responsibility of the Director General of the State Railways. When he deems it necessary in the interest of the service, the Director General may be supported in the performance of his duties by the Vice-Director of the State Railways, still retaining the full responsibility for the functioning of the Corps.

Art. 3

The Minister of Communications is authorized to make special inspections, which could be performed also by personnel not belonging to the Ministry.

Art. 4

The Railway Police, within the limits of the railway service

Declassified E.O. 12356 Section 3.3/NND No. 785016

railway installations and traffic in the interest of the Treasury, upon the proposal of the Minister of Communications, we have sanctioned and promulgate the following:

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Art. 3

The Minister of Communications is authorized to make special inspections, which could be performed also by personnel not belonging to the Ministry.

Art. 4

The Railway Police, within the limits of the railway service and all other services pertaining to it, will have to perform all the duties of Police.

The officers and non-commissioned officers will have the title of officers of deputized police, the guards will have the title of guards of deputized police. They will therefore take an oath before

Declassified E.O. 12356 Section 3.3/NND No. 785046

the authorities concerned.

In the performance of their duty directed towards keeping order, the Corps of the Railway Police is at the dependance and is the responsibility of the Compartmental Heads of Police or give their support to the Corps of the Reali Carabinieri.

As far as the technical employment is concerned (escorts, inspections, vigilance and guard duty), the Commanders of the Railway Police will perform their duties in direct conjunction with the Compartmental Chiefs and the Section Chiefs concerned.

Art. 5

The non-commissioned officers and the guards of the Corps of Railway Police will wear the uniform now used by the employees of the State Railways and a hat of the same pattern now in use in the Army, with an orange coloured crown.

For the officers, the General Direction of the State Railways will choose a special uniform.

The officers will wear a pistol, and the non-commissioned officers and the guards will wear a rifle and a pistol.

Art. 6

If required by particular exigencies of the railway service, officers, non-commissioned officers and guards of the Railway Police may be entrusted with the performance of duties pertaining to their respective rank as railway employees or any other duties for which they are qualified according to the railway regulations. In this case they would be considered, in all respects, as railway employees and will wear on the uniform a blue arm band with a distinctive mark of their rank.

Art. 7

The applications of the officers for being admitted in the cadres of the Railway Police will be examined by a commission composed of the Director General, the Vice-Director and the Chief of the Personnel of the State Railways.

The applications of non-commissioned officers and guards will be examined by a commission, the members of which will be appointed by the Director General of the State Railways.

Representatives of the Railway Trade Union (Organizzazione Sindacale di Categoria) will also be appointed as members of the

Declassified E.O. 12356 Section 3.3/NND No. 785046

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The applications of non-commissioned officers and guards will be examined by a commission, the members of which will be appointed by the Director General of the State Railways.

Representatives of the Railway Trade Union (Organizzazione Sindacale di Categoria) will also be appointed as members of the above commission.

Art. 8

The Railway Police will be composed of volunteers recruited among the employees of the State Railways physically qualified for this particular service, and being between 30 and 40 years old for

Declassified E.O. 12356 Section 3.3/NND No. 783016

the non-commissioned officers, and between 23 and 35 years old for the guards. The guards who, for whatever period of time, belonged to the M.V.S.N. will not be admitted in the Railway Police.

The personnel appointed must be screened in accordance with the Lieutenancy Decree N) 159, of July 1944.

Art. 9

If the Director General of the State Railways deems it advisable, the guards may be recruited among young men not belonging to the Railway Administration. They should however enter first into the Railway Administration and perform railway service for a suitable period of time.

Art.10

The Commander of the Railway Police will be a superior officer belonging to the cadres of the reserve officers of the Army.

The officers of the Railway Police will also belong to the cadres of the reserve officers of the Army.

The non-commissioned officers and the guards of the Railway Police will have actually performed a period of military service in the Army.

Art: 11

The promotions of the personnel of the Railway Police will be decided by the General Direction of the State Railways according to regulations now in force, and on the basis of the proposals made by the Commander of the Railway Police.

The Commander of the Railway Police will arrange, subject to regulations issued by the Director General of the State Railways, that the guards, before passing examination prior to their promotion, should be on trial for a certain period of time in that branch of the State Railway service where they come from. The results will be submitted to the commission of examiners.

It is not permissable to belong to the Railway Police for a consecutive period longer than 3 years.

The replacement of the personnel will take place by degrees, as the Director General of the State Railways may decide, to begin with the second year of appointment to the Corps.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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The replacement of the personnel will take place by degrees, as the Director General of the State Railways may decide, to begin with the second year of appointment to the Corps.

Art. 12

The Corps of Railway Police is composed as follows:

1 General Headquarters
14 Unit Headquarters, each corresponding to the respective Railway Compartments or Divisions.
Each unit is composed of two or more groups.
Each group is composed of two or more companies.
Each company of two or more sections.
Each section of two or more squads.

Declassified E.O. 12356 Section 3.3/NND No. 785046

Art. 13

The commander of the Railway Police will be chosen among Railway officials having the rank of Chief of a Service of the State Railways.

The hierarchy is as follows:

Commander of the R. P.	Chief of a Service of the State Railways.
Commander of a Unit	Principal Chief Inspector of Chief Inspector.
Commander of a Group	Principal Inspector or 1st Class Inspector.
Commander of a Company	2nd Class Inspector or Chief Secretary
Commander of a Section	Principal Secretary
Commander of a Squad	Clerk - Assistant
Guard	

Art. 14

The strength of the Railway Police Corps is shown in the following table:

The rank is as of Government employees		
3 - 4	Commander of the Railway Police	1
5 -6	Commanders of Units	12
7 - 8	Commanders of Group	31
9	Commanders of Commpany	73
10	Commanders of Section	148
11 - 12	Commanders of Squads	344
	Guards	4506
	Total	5115

Art. 15

The strength shown in the above tables may be changed according to the requirements of the Railway Service, upon the proposal of the

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Declassified E.O. 12356 Section 3.3/NND No. 785016

Commander of a Unit	Railways. Principal Chief Inspector of Chief Inspector.
Commander of a Group	Principal Inspector or 1st Class Inspector.
Commander of a Company	2nd Class Inspector or Chief Secretary
Commander of a Section	Principal Secretary
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10	Commanders of Section	148
11 - 12	Commanders of Squads	344
	Guards	4506
	Total	5115

Art. 15

The strength shown in the above tables may be changed according to the requirements of the Railway Service, upon the proposal of the Minister of Communications by agreement with the Minister of Finance.

The personnel apponted to the positions shown in the above tables will still be counted against the total number of employees now permitted in each strata of the State Railways table of organization.

The officers and the guards of the Railway Police Corps will perform a full time job and will be permanent employees.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

Art. 16

The Headquarters of the Railway Police Corps will be composed as follows:

1 Commander of the Corps
2 Unit Commanders
3 Group Commanders
3 Company Commanders
6 Non-commissioned officers Commanders of Squads
6 Guards

Art. 17

All the personnel enlisted in the Railway Police Corps retains its rank as employees of the State Railways as well as all the rights of seniority and promotion in those classifications. This is in accordance with the regulations now in force or to be issued for this purpose.

Art. 18

To the employees enlisted in the Railway Police Corps, besides the allowance due to them as railway employees, a daily indemnity for being on duty will be paid as follows:

Commander of the Corps	40 Lire
Commander of a Unit	35 "
Commander of a Group	30 "
Commander of a Company	25 "
Commander of a Section	22 "
Commander of a Squad	18 "
Guards	16 "

Art. 19

The travelling expenses due to the personnel of the Railway Police Corps are the same as those paid to corresponding ranks of State Railway employees.

2359

Art. 20

All the expenses to be met for the Railway Police Corps will be paid by the State Railway Administration.

Declassified E.O. 12356 Section 3.3/NND No. 785016

3 Group Commanders
3 Company Commanders
6 Non-commissioned officers Commanders of Squads
6 Guards

Art. 17

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Guards	16 "

Art. 19

The travelling expenses due to the personnel of the Railway Police Corps are the same as those paid to corresponding ranks of State Railway employees.

2339

Art. 20

All the expenses to be met for the Railway Police Corps will be paid by the State Railway Administration.

Art. 21

Through the mobilization office of the Ministry of Communications the Commander of the Railway Police Corps will provide to obtain from the War Department the exemption of the personnel of the Railway Police Corps from any further military duty.

Declassified E.O. 12356 Section 3.3/NND No. 798016

S U M M A R Y

R A I L W A Y P O L I C E C O R P S

COMPARTMENTS	Groups	Companies	S T R E N G T H			
			Officers	Non-Com. officers	Guards	Total
TURIN	3	6	26	34	450	510
MILAN	3	6	26	34	450	510
VENICE	2	4	18	23	300	341
TRIESTE	2	4	18	23	300	341
GENOA	2	4	18	23	300	341
BOLOGNA	2	4	18	23	300	341
FLORENCE	2	4	18	23	300	341
ANCONA	1	3	11	16	225	252
ROME	3	6	26	34	450	510
NAPLES	3	6	26	34	450	510
BARI	1	3	11	16	225	252
REGGIO C.	1	3	11	16	225	252
PALERMO	2	4	18	23	300	341
CAGLIARI	1	3	11	16	225	252
HQ of the R. P. CORPS	-	-	9	6	6	21
Total	28	60	265	344	4506	5115

2538

Declassified E.O. 12356 Section 3.3/NND No. 785016

ENCL. 1

STRENGTH OF A UNIT COMPOSED OF THREE GROUPS EACH
COMPOSED OF TWO COMPANIES

1 Commander of a Unit
(To have a command post composed of 1 Commander of a Company, 1 Commander of a squad, 3 guards.)

3 Commanders of Groups
(Each to have a command post composed of 1 commander of a section, 1 commander of a squad, 2 guards.)

6 Commanders of Companies
(Each to have a command post of a Com pany to be composed of 1 commander of a squad and 1 guard.)

12 Commanders of a Section.

24 Commanders of Squads.

435 Guards.

STRENGTH OF A UNIT COMPOSED OF TWO GROUPS EACH
COMPOSED OF TWO COMPANIES

1 Commander of a Unit
(Each to have a command post to be composed of 1 commander of Company, 1 commander of a Squad, 2 guards.)

2 Commanders of a Group
(Each to have a command post to be composed of 1 commander of a Section, 1 commander of a squad, 2 guards.)

4 Commanders of Company
(Each to have a company command post composed of 1 Commander of a squad and 1 guard.)

8 Commanders of a Section

Declassified E.O. 12356 Section 3.3/NND No. 788046

1 Commander of a Unit
(To have a command poct composed of 1 Commander of a Company, 1 Commander of a squad, 3 guards.)

3 Commanders of Groups
(Each to have a command post composed of 1 commander of a section, 1 commander of a squad, 2 guards.)

6 Commanders of Companies
(Each to have a command post of a Com pany to be composed of 1 commander of a squad and 1 guard.)

12 Commanders of a Section.

24 Commanders of Squads.

435 Guards.

STRENGTH OF A UNIT COMPOSED OF TWO GROUPS EACH COMPOSED OF TWO COMPANIES

1 Commander of a Unit
(Each to have a command post to be composed of 1 commander of Company, 1 commander of a Squad, 2 guards.)

2 Commanders of a Group
(Each to have a command post to be composed of 1 commander of a Section, 1 commander of a squad, 2 guards.)

4 Commanders of Company
(Each to have a company command post composed of 1 Commander of a squad and 1 guard.)

8 Commanders of a Section

16 Commanders of a Squad.

290 Guards.

Declassified E.O. 12356 Section 3.3/NND No. 78-0146

(Encl; 1)

STRENGTH OF AN INDEPENDENT GROUP

COMPOSED OF THREE COMPANIES

1 Commander of a Group
(Each to have a command post to be composed of 1 Commander of a Section, 1 Commander of a squad, 2 guards)

3 Commanders of Company
(Each to have a company command post to be composed of 1 commander of a squad and 1 guard.)

6 Commanders of a Section

12 Commanders of a squad
220 Guards.

Declassified E.O. 12356 Section 3.3/NND No. 783049

2336

Enclosure 2

STRENGTH OF THE RAILWAY POLICE CORPS (1)

	Officers	non-commissioned officers	Guards
FOUR units of three groups, each composed of two companies for the Compartments of TURIN - MILAN - ROME - NAPLES.			
Commanders of Units	4		
Commanders of Groups	12		
Commanders of Companies	28		
Commanders of Sections	60		
Commanders of Squads		136	
GUARDS			1800
SIX units of two groups, each composed of two companies, for the Compartments of VENICE - TRIESTE - GENOA - FLORENCE - BOLOGNA - PALERMO.			
Commanders of Units	6		
Commanders of Groups	12		
Commanders of Companies	30		
Commanders of Sections	60		
Commanders of Squads		138	
Guards			1800
FOUR independent groups, each composed of three companies for the compartments of ANCONA - BARI - REGGIO CALABRIA - CAGLIARI.			
Commanders of Groups	4		
Commanders of Companies	12		
Commanders of Sections	28		
Commanders of Squads		64	
Guards			900

2335

Declassified E.O. 12356 Section 3.3/NND No. 785016

FOUR units of three groups, each composed of two companies for the Compartments of TURIN - MILAN - ROME - NAPLES.

Commanders of Units	4		
Commanders of Groups	12		
Commanders of Companies	28		
Commanders of Sections	60		
Commanders of Squads		136	
GUARDS			1800

SIX units of two groups, each composed of two companies, for the Compartments of VENICE - TRIESTE - GENOA - FLORENCE - BOLOGNA - PALERMO.

Commanders of Units	6		
Commanders of Groups	12		
Commanders of Companies	30		
Commanders of Sections	60		
Commanders of Squads		138	
Guards			1800

FOUR independent groups, each composed of three companies for the compartments of ANCONA - BARI - REGGIO CALABRIA - CAGLIARI.

Commanders of Groups	4		
Commanders of Companies	12		
Commanders of Sections	26		
Commanders of Squads		64	
Guards			900

TOTALS	256	338	4500

(1) In this table, showing the strength of the Railway Police, there are not included the units belonging to the headquarters of the Railway Police Corps (9 Officers, 6 Non-commissioned Officers, 6 Guards.)

2365

Declassified E.O. 12356 Section 3.3/NND No. 785016

ENCLOSURE 3

STRENGTH OF THE HEADQUARTERS OF THE RAILWAY POLICE CORPS

1 Commander of the Railway Police Corps (Chief of a Service of the State Railways)
2 Commanders of Units (One Superior Chief Inspector and one Chief Inspector of the State Railways.)
3 Commanders of Groups (Principal Inspectors or 1st class Inspectors of the State Railways)
3 Commanders of Companies (2nd class Inspectors and Chief Secretaries
6 Non-commissioned Officers Commanders of Squads (Assistant of the State Railways)
6 Guards (Workmen of the State Railways)

ORGANIZATION OF THE HEADQUARTERS OF THE

RAILWAY POLICE CORPS

1 Commander of the Corps
1 Commander of a Group attached
1 Commander of a Squad (maresciallo)
1 Guard

Inspection, personnel and promotion branch.	Discipline and payroll branch.	General affairs and equipment branch.
- 1 Commander of a Unit (Principal Chief Inspector of the State Railways.)	- 1 Commander of a Unit (a Chief Inspector of the State Railways.)	- 1 Commander of a Group. (Principal Inspector.)
- 1 Commander of a Group	- 1 Commander of a Company.	- 1 Commander of a Company.
- 1 Commander of a Company.	- 2 Commanders of Squads.	- 1 Commander of a Squad
- 2 Commanders of Squads	- 2 Guards.	1 Guard.
- 2 Guards.		

2334

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

AMOUNT OF ANNUAL SALARIES AND SPECIAL INDEMNITIES TO BE PAID TO THE PERSONNEL OF THE RAILWAY POLICE CORPS

				(1)
Commander of the Railway Police Corps	Chief of a Service of the S.R.	1	100.000	100.000
" of a Unit	Superior Chief Inspector	1	82.500	82.500
" " "	Chief Inspector	11	74.500	819.500
" of a Group	Principal Inspector	20	65.000	1.300.000
" " "	1st Class Inspector	11	55.500	610.500
" of a Company	Chief Secretary	73	62.000	4.526.000
" of a Section	Principal Secretary	148	54.000	7.992.000
Non-Com. Officer Chief of a Squad	Assistant	344	48.000	16.512.000
Guard	Workman a) 80%	3605	96.000	129.780.000
"	" b) 20%	901	32.600	29.372.600
		5115		191.095.100

2333

(1) From the above salaries, no deductions have been made. The increase of the 70% is included.

(2) The special indemnity is calculated on the basis of 325 days.

Declassified E.O. 12356 Section 3.3/NND No. 785016

AMOUNT OF ANNUAL SALARIES AND SPECIAL INDEMNITIES TO BE PAID TO THE PERSONNEL

OF THE RAILWAY POLICE CORPS

						(1)	(2)
Railway Police Corps		Chief of a Service of the S.A.		1	100.000	100.000	13.000
Unit		Superior Chief Inspector		1	82.500	82.500	) 136.500
"		Chief Inspector		11	74.500	819.500	
Group		Principal Inspector		20	65.000	1.300.000	) 302.250
"		1st Class Inspector		11	55.500	610.500	
Company		Chief Secretary		73	62.000	4.526.000	593.125
Section		Principal Secretary		148	54.000	7.992.000	1.058.200
Chief of a Squad		Assistant		344	48.000	16.512.000	2.012.400
		Workman	a) 80%	3605	36.000	129.780.000	) 23.431.200
		"	a) 20%	901	32.600	29.372.600	
				5115		191.095.100	27.546.675
							218.641.775

2333

have salaries, no deductions have been made. The increase of the 70% is included.

indemnity is calculated on the basis of 325 days.

ENCLOSURE 4

Declassified E.O. 12356 Section 3.3/NND No. 785016

MEMORANDUM

The Head of the Police attached to the State Railway Compartment belongs to the 7th rank of the hierarchy of Governmental employees, he is therefore of a superior rank than that of a Commander of a Company of the Railway Police attached to the principal station of the Railway Compartment.

23333

ADJUNCTS TO THE PLAN FOR THE ESTABLISHMENT OF A RAILWAY POLICE CORPS

The principal aim of the new body is to prevent and restrain damage and stealing of the railway patrimony, as well as merchandise and valuables transported by the State Railways.

The principal duties of the new body may be summed up as follows vigilance of railway lines and escort to passenger an freight trains. Any political action or purpose is therefore excluded from its duties.

Four tables are attached to the draft plan for the establishment of the new railway Police Corps, in particular:

Encl.1 shows the strength of the units composed of three or two groups as well as of independent groups.

Each unit attached to the Railway Compartments of Turin, Milan, Rome and Naples will be composed of three groups, each formed by two companies.

Each unit attached to the Railway Compartments of Venice, Trieste, Genoa, Florence, Bologna and Palermo will be composed of two groups, each formed by two companies.

Each independent group attached to the Railway Compartments of Ancona, Bari, Reggio Calabria and Cagliari will be composed of three companies in consideration of the fact that these four towns are important ports.

The companies are divided in two sections and each section in two squads.

Encl. 2 shows the strength of the Railway Police Corps.

Encl. 3 shows the strength of the headquarters of the Railway Police Corps and its organization in sections according to the matter to be dealt with.

Encl. 4 shows the expenditures which will be incurred in the functioning of this new body.

As far as the Enclosure 4 is concerned, we have to point out that the personnel enlisted in the Railway Police Corps will still belong to the lists of the Railway Employees and therefore, if they are not replaced, their salaries will not require additional State expenditures. The only new expenses to be met are the present on duty indemnities, the travelling expenses and the office stationary expenses. Furthermore outfits will still be supplied by the Railway Administration according to the regulations now in force.

The guards will not need particular lodgings since they are free, upon completion of their duty, to return to their own houses.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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The companies are divided in two sections and each section in two squads.

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Encl. 3 shows the strength of the Headquarters of the Railway Police Corps and its organization in sections according to the matter to be dealt with.

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As far as the Enclosure 4 is concerned, we have to point out that the personnel enlisted in the Railway Police Corps will still belong to the lists of the Railway Employees and therefore, if they are not replaced, their salaries will not require additional State expenditures. The only new expenses to be met are the present on duty indemnities, the travelling expenses and the office stationery expenses. Furthermore outfits will still be supplied by the Railway Administration according to the regulations now in force.

The guards will not need particular lodgings since they are free, upon completion of their duty, to return to their own houses. If lodgings are required, in case of railway stopping points, etc. the guards could be quartered in existing premises, in the dormitories of the stations or in buildings near the stations (Home Clementino).

The premises for the Headquarters of the Corps, for the unit, group, and company commands and for the guards may be easily found in the General Direction of the State Railways, in the Railway Compartments and in the Stations. The same can be said for the

Declassified E.O. 12356 Section 3.3/NND No. 788016

expenses of illumination.

As far as the office stationary is concerned, it will be supplied by the Railway Administration and it can be stated that the requirements of a unit will be the same as those of a Compartmental Section.

ORGANIZATION OF THE RAILWAY POLICE SERVICE IN THE RAILWAY COMPARTMENT OF ROME

The Command of the Unit attached to the Compartment of Rome will establish in each railway station of the town a group of guards commanded, according to the importance of the Station, by an officer or by a non-commissioned officer.

Each tour of duty will last about 8½ hours.

The group of guards attached to the Railway Station of Termini, commanded by a commander of a company and by two commanders of sections, will collect all the advices forthcoming daily from the groups of guards attached to the other stations. The group of guards attached to the Railway Station of Termini will have the strength of three squads, 54 guards and 2 clerks.

The station will be divided in as many areas as are the platforms (six); each of these areas will be put under the vigilance of one guard. Each tour of duty will be performed by one squad.

The group of guards attached to the Railway Station of Trastevere will have the strength of one squad. During the night, after 19.00 hours, the Railway Police will watch over the workshops.

Each group of guards attached to the Railway Stations of Littorio, Ostiense, Tiburtina, Scalo S.Lorenzo will have the strength of one squad. The total strength to be employed for the vigilance over the Railway Stations of Rome will amount to one group.

A group of guards having the strength of one squad each, and under the command of one officer or one non-commissioned officer, will be attached to the Compartmental Stations of Civitavecchia, Viterbo, Orte, Avezzano, Formia and Cassino.

The total strength to be employed for the vigilance in the Railway Compartment of Rome will amount to about two groups. The third group will be employed for escorts, replacements, etc.

Besides the vigilance over the stations, some fixed place will be chosen to be put under the vigilance of the Railway Police in case of emergency, as for instance the passage of trains of particular importance, etc. The commanders of units will, to this purpose, evolve plans whereby particular needs will be taken into con-

Declassified E.O. 12356 Section 3.3/NND No. 785046

ORGANIZATION OF THE RAILWAY POLICE SERVICE

IN THE RAILWAY COMPARTMENT OF ROME

The Command of the Unit attached to the Compartment of Rome will establish in each railway station of the town a group of guards commanded, according to the importance of the Station, by an officer or by a non-commissioned officer.

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The total strength to be employed for the vigilance in the Railway Compartment of Rome will amount to about two groups. The third group will be employed for escorts, replacements, etc.

Besides the vigilance over the stations, some fixed place will be chosen to be put under the vigilance of the Railway Police in case of emergency, as for instance the passage of trains of particular importance, etc. The commanders of units will, to this purpose, evolve plans whereby particular needs will be taken into consideration, as they may arise in the course of operation.

The limit of territory for which the groups of guards attached to the Railway Stations of the Compartment of Rome are responsible is fixed in advance, as shown in the following examples: the guards attached to the Railway Station of Formia will be entrusted with vigilance over the territory from the Railway Station of Roma Casilina to the Railway Station of Formia; the guards attached to the Railway Station of Civitavecchia will watch over the territory from the Railway Station of Roma Trastevere up to Grosseto, etc.

Declassified E.O. 12356 Section 3.3/NND No. 785016

The above guards will be, in as far as this service is concerned, under the direct control of the unit or group headquarters. This will be the most efficient organizational structure.

When on duty, the guards of the Railway Police will wear a rifle and a pistol. However, when on duty in the railway stations, they will wear only a pistol.

No percentage will be due to the guards of the Railway Police Corps for the amounts of fines collected.

Leave regulations are the same now in force in the State Railway Administration.

As aforsmenticned, the duties of the Railway Police Corps will be limited to vigilance over the State Railway patrimony and the merchandise transported. The strength of the Railway Police Corps as shown in the above tables and the divisions planned seem to meet the requirements already pointed out by some Railway Compartments. In view of the stealing and damage occuring these railway compartments have proposed the establishment of a service of vigilance to be performed by special units of the same kind as the "guardie giurate".

We must point out that in the Compartment of Naples 277 guards supported by 165 Carabinieri have not been able to provide adequate control. According to the plan evolved for the establishment of the Railway police Corps, a unit of three groups will be attached to the Compartment of Naples, i.e. 450 guards and 60 officers and non-commissioned officers, thus doubling the number of guards now available. The same can be said for the Compartment of Rome.

The Carabinieri and the Police will be responsible for the arrests inquiries and investigations which may be required as a consequence of the vigilance carried out by the Railway Guards.

As far as the number of guards established in the above draft plan is concerned, we must point out that in its practical functioning the service of the Railway Police will be based on vigilance patrols, which generally have an ample radius of movement. It is moreover anticipated that the criminals, knowing that serious measures have been taken against them, will reduce their activity.

Upon establishing the new Corps, it will be essential to make arrangements whereby the personnel be instructed on its particular duties and the new police functions they will perform in view of the fact that the guards will be guards of deputized police, as mentioned in Art. 4 of the above decree draft.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

Translation

MINISTRY OF INTERIOR

3 January 1945
N.10.35611.95

Subject : Dislocation of Police Forces to the railway stations.

To : A.C. Public Safety Sub-Commission - Rome.

With ref. to the last part of the letter of this Ministry n. 10.35194/95 dated 6 November 1944, we communicate that whilst proper steps are in course for the constitution of the Special Railway Police Division and for the institution of special Armed Railway Squads, this Ministry in agreement with the Gen.HQ. of the CC.RR. Forces, has disposed the dislocation to various stations of a considerable number of men for the protection of the railway property and traffic.

Dispositions have been given for the re-inforcement of the Naples, Reggio Calabria and Bari Sections, with agents and CC.RR. 50, 38, and 23 respectively and in order to establish or re-inforce n. 91 railway stations within the jurisdictions of the Commissariati of Bari, Cagliari, Naples, Reggio Calabria and Rome with 529 CC.RR.

For the Minister

TO	INIT	DATE
O. CH PM N		
J. YOUNG		
LT COL WILCOX	CJW	11/4
[illegible]	[illegible]	[illegible]
J WILSON		
M J MURPHY		
A-J BALDWIN		
CAPT P WEL		
CH [illegible]		

2328

Mod. 512

Tradotta

Roma 3 gennaio 1945-

Ministero dell'Interno
DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ALL'ON. COMMISSIONE ALLEATA
Sottocommissione per la P.S.
- R O M A -

Divisione Polizia Sez. IV.
Prot. N. 10.35611.95 Allegati

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Dislocazione di forze di polizia negli scali ferroviari.

Con riferimento alla ultima parte della lettera di questo Ministero n.10.35194/95 del 6 novembre 1944 si comunica che mentre sono in corso le pratiche per la costituzione della Divisione Speciale di Polizia ferroviaria e per la istituzione di speciali squadre di ferrovieri armati, questo Ministero, d'accordo col Comando Generale dell'Arma dei RR.CC. ha disposto la dislocazione nelle varie stazioni, di un congruo numero di uomini a tutela del patrimonio e del traffico ferroviario.

Sono state date disposizioni per rafforzare i nuclei compartimentali di Napoli, Reggio Calabria e Bari, con agenti e carabinieri rispettivamente nel numero di 50, 38 e 23 e per istituire o rafforzare n.91 scali ferroviari nelle giurisdizioni dei Commissariati Compartimentali di Bari, Cagliari, Napoli, Reggio Calabria e Roma mediante 529 carabinieri.

2327

pel M I N I S T R O

Declassified E.O. 12356 Section 3.3/NND No. 785016

Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ALL'ON. COMMISSIONE ALLEATA
Sottocommissione per la P.S.
- R O M A -

Divisione Polizia *Sez.* IV.
Prot. N. 10.35611.95 *Allegati*

Risposta al Foglio del
Div. Sez. N.

OGGETTO Dislocazione di forze di polizia negli scali ferroviari.

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23227

pel M I N I S T R O

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

47A

ACP/ic

TRANSPORTATION SUB COMMISSION (AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

Tel: 843207
Our Reference: AC/278/Tn

15 December 44.

TO : Public Safety Sub-Commission,
HQ, AC.

SUBJECT : Rail Police Service.

47B

1. Attached copy of translation of letter received from Ministry of Communications for your information.

for C.M. LINDBERG
Lt.Col. R.E.,
Chief, Rail Section

TO		
COL. CHAPMAN		
COL. YOUNG		
LT. COL. WILSON		
MAJ LUCKHAM		
MAJ WILSON		
MAJ HANBURY		
MAJ BALLANCE		
CAPT PIXEL		
CHIEF CLERK		

Saw Min. of Interior
on 20 XII This plan
was excludes ventilators.
Min of Interior will discuss
with Min. of Comm. &
come to some settlement.
2326

For our part we don't care whether they employ
ventilators or not as long as they get the required number
of suitable men. A Henderson

(TRANSLATION)

496

Ministry of Communications

Legal Office

Rome - 5 Dec '44.

Ref. U.L.143/17210-
Reply to letter 20th Nov.1944,
N°10.35214 and 10/35194/95.

SUBJECT: Rail police service.

TO : Ministry of Interior.

ROME

Owing to the difficulties we encounter for the constitution of a special rail-police division - which should unify the various police services and eliminate all the influences of the ex rail militia - this Ministry is of the opinion to prepare a scheme of law in order to form,with the railway personnel special units,which should develop police activities in the railway camp.

And this without the utilisation of elements of the ex militia. There will be some difficulties for the graduates and officers,but they will be eliminated with special recruitments.

In the meantime we appreciate the initiative of that Ministry for the immediate re-operation of squads of surveillance of R.R.C.C. and for the constitution of two special nucleous at Naples and at Reggio Calabria,reference your letter of the 1st December; it is also approved your suggestion to attribute to the units of armed - rail - men the qualification of police-men,reference to the art. 43 of the Unified Text(T.U.) of the laws concerning the officers and the enlisted-men of the Police and which has approved by the royal decree of the 31 August 1907,N° 690.

Therefore at the same date we suggest the General Direction of State railways to issue instructions to its compartmental representatives in order to contact with the compartmental police offices and send to this Ministry - through the Prefects-s list of employees who have been chosen and have all the requested qualifications.

As soon as those lists will be ready we will request the necessary quantity of arms to the Ministry of War.

23/2

THE MINISTER
(sgd Cerabona)

Declassified E.O. 12356 Section 3.3/NND No. 785016

TO : Ministry of Interior,

ROME

Owing to the difficultics we encounter for the constitution of a special rail-police division - which should unify the various police services and eliminate all the influences of the ex rail militia - this Ministry is of the opinion to prepare a scheme of law in order to form, with the railway personnel special units, which should develop police activities in the railway camp.

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As soon as those lists will be ready we will request the necessary quantity of arms to the Ministry of War.

2332

THE MINISTER
(sgd Cerabona)

Copy to:
- Presidence of the Minister's Council - CABINET -
- Ministry of Treasury -
- Ministry of War - CABINET -
- ALLIED COMMISSION - Transportation Sub-Comm. APO 394.

Declassified E.O. 12356 Section 3.3/NND No. 785046

Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 489061 - 365

AC/14619/PS

7 December, 1944.

SUBJECT : Railway Guards.

TO : Transportation Sub-Commission.

1. Reference is made to your letter AC/220/Tn of 4 December 1944.

2. Arrangements are in hand to recruit and train a Railway Police Section of the Agents of Public Security. In the meanwhile, the Director General of Public Security, is prepared to use a small number of railway employees as guards under the supervision of Agents of Public Security.

3. In order that this Sub-Commission may advise the Italian Ministry of the Interior regarding the provision of railway guards may we please be informed:

(a) which train services are the responsibility of the Allied Forces,

(b) which train services are the responsibility of the Italian Government.

for JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

AFW/G.

2324

Public Safety Sub-Comm.
HQ. AC.
14619?

45A.

438.

RAILWAY GUARDS L of C AREA.

Amdt No.1 to Working Instruction No.1 issued under 24/1/A/160 dated 11 Nov 44.

(i) Para 2. Delete "136 Ind.Inf.Coy" and "one Coy ex 45 LAA.Regt" and substitute "C Bty 45 Garrison Regt.R.A.".

(ii) Para 14(b). Amend Pnr Coy to read "150".

(iii) Appx "A". (a) Serial 9. Address should now read:
"PALAZZO PASTORE
VIA LUIGI RAZZO.
SALERNO. Tel:SALERNO 203".

(b) Serial 10. Address should read:
"76 VIA IOVARA CASAGIOVE , CASERTA".

(c) Serial 11. Tel No. should read "50712".

(d) Serial 12. Delete "78" and substitute "89".
Column 4 insert "TEVERCLA".

(e) Serial 13.(i) Address should read"ARTILLERY HKS
ROME.Tel:ROME 496558".

(ii) Column 3 add "ROME - TERNI".

(f) Serial 15.(i).Delete "136 Ind.Inf.Coy" and address substitute "C Bty.45 Grn Regt.R.A.
REGIO LICEO GUINASIO
CORSO GARIBALDI
SANTA MARIA".
Column 4 add "Cervaro @".

(g) Serial 16. Column 3. Delete existing entry and substitute: "TERNI-ORTE
ORTE-AREZZO".
Col.4. Delete Terni and substitute "ORTE-CORTONA-FIORENTINO-AREZZO".

(iv) Appx "B". Para 3(c) (i) After"weekly" add "despatched".
(ii)After "Saturdays" add "and on 1st of each month to include data up to 2359 hrs of the last day of the previous month."

(v) Distribution: (i) For "136 Ind.Inf.Coy" read "C Bty 45 Grn Regt.R.A."
(ii) DMRS.,ROME For "(3)3" read "(12)12".
(iii) HQ.,AC.,(Tn Sub-Commission) for "(1)" read "(11)11".

2355

CMF
RBH/JN.

1.11.44

Lt.Col.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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VIA LUIGI RAZZO.
SALERNO. Tel:SALERNO 203".

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(ii) DMRS.,RCME For "(3)3" read "(12)12".
(iii) HQ. ,AC.,(Tn Sub-Commission) for "(1)" read "(11)11".

2333

CMF
REH/JN.

6 Dec 44.

1.N.W.F Rome.
Lt.Col.
Commanding Railway Guards.
L of C Area.

TO	INIT	DATE
DISTRIBUTION:		
COL CH PM F		
COL YOUNG		
LT CO WILCOX		
MAJ UCKMAN		
MAJ WIGS		
MAJ HANBURY		
MAJ BALLANCE		
CAPT POWEL		
CHIEF CLERK		

As for Working Instruction No.1.

Declassified E.O. 12356 Section 3.3/NND No. 783016

Declassified E.O. 12356 Section 3.3/NND No. 785016

ACP/ic

RV
44A

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Reference: AC/220/Tn

4 December 1944

TO : Public Safety Sub-Commission

SUBJECT : Theft from Railway Wagons

443/C

1. The enclosed documents are sent you for action as necessary.

2. Kindly advise this Sub-Commission of steps taken in this matter.

D.S. ADAMS
Colonel, C.E.,
Director Sub Commission

See 45A

TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT. COL. WILCOX		
MAJ BUCKMAN		
MAJ WILSON		
MAJ HANBURY		
MAJ BALLANCE		
CP P.W.B.		

Copy:
HQ Nov. W.Italy
Q (M) R/17 dated 29 Nov. refers.

44B

Subject:- Theft from Railway Wagons

HQ Movements
West Italy
CMF

HQ AC Tn Sub Commission APO 394

Q(M)R/17
29 Nov 1944

Copy to: G4 (Mov & Tn) AFHQ
HQ 3 District
HQ AC Southern Region
Major Bowers AC Tn Sub Commission rep,
c/o 701 Ry Gd Div (TC)
CO 701 Ry Gd Div (TC)
CO 30 Som L.I.
RTO Casoria (less enclosure)

44C

1. Reference the enclosed copy of RTO Casoria letter Misc/26 of 27 Nov 44.

2. This is one of many reports which have been received recently regarding the activities of armed gangs of thieves in West Italy Area, and in spite of the vigilance of military train guard personnel, the incidence of large scale pilferage from rail wagons is quickly becoming a menace to the Allied war machine in this theatre of operations.

3. The general question of pilferage at stations and yards is being actively pursued with the Commanding Officer of 30 Som L.I. and G4 (Mov & Tn) AFHQ, but you are requested to take up the matter as one of extreme urgency with HQ AC to have this organised pilferage suppressed.

4. The section of line San Giovanni to Salerno seems to be particularly vulnerable to wholesale pilferage from trains, and it is understood that an armed band is also operating at Frattamaggiore where the Stationmaster states he and his staff are frequently held-up while trains are robbed (it is quite possible that this gang or part of it was responsible for the incident referred to in the attached report).

5. So far as Casoria is concerned; this HQ has taken up with 30 Som L.I. the question of providing a military static guard at the station, but personnel are not at present available, and until such time as this can be provided, you are requested to arrange for a strong and adequate guard of Carabinieri to be detailed for duty as a 24 hour static guard to protect AC traffic and the station area. Also please impress upon consignees the urgency in effecting clearance of AC traffic from wagons. on the day of arrival to avoid traffic being held under-load overnight and thus attracting pilferage.

Declassified E.O. 12356 Section 3.3/NND No. 785016

HQ AC Southern Region
Major Bowers AC Tn Sub Commission rep,
c/o 701 Ry Gd Div (TC)
CO 701 Ry Gd Div (TC)
CO 30 Som L.I.
RTO Casoria (less enclosure)

44c

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6. Any action taken as a result of para 5 above should be advised and agreed beforehand with CO 701 Ry Gd Div (TC) and CO 30 Som L.I.

G. Agett
Maj.
for AQMG(M)
HQ Movements West Italy

LTC/RF

Declassified E.O. 12356 Section 3.3/NND No. 785016

44C

COPY

Subject:- Theft from Railway Wagons Ref. Misc/26

AQMG(M)
HQ Movements
West Italy.

I have to report that a wagon of AC traffic containing sacks of grain was badly pilfered at approx 2000 hours 26 Nov 44. 15 wagons of this traffic arrived here at 1335 hours. I was unable to place them in 14 CRASC Installation marshalling yard due to congestion of supply wagons, so I placed them on No 2 line in front of the station buildings and gave instructions to Stationmaster to place these in 14 CRASC Instln as soon as pack traffic was drawn.

At approx 2000 hours I was informed by the Stationmaster that one of the open wagons had been opened and a number of sacks removed. I went and inspected this wagon and found his statement to be correct. I then went into the fields adjoining the station and about 50 yards inside I came upon 2 sacks of grain. Whilst I was examining this a party of men of approx 16 to 20 approached me, being unarmed I returned to the station and called out my staff. We returned to the spot and found the 2 sacks had gone, so we continued further and came upon the party carrying a number of sacks. I ordered them to halt but they dropped the sacks and ran. We collected the sacks and whilst doing so they returned and fired upon us, so we returned the fire, no one was hit.

11 sacks were recovered; whilst these were being returned to the station, shots were again exchanged. I was under the impression that most of the sacks had been recovered, but the Italian civilian in charge of AC traffic has informed me that a further 69 sacks are missing, which myself I am inclined to disbelieve.

These wagons were guarded by my staff until it was possible to place them in the 14 CRASC Instln. Is it possible for AC to arrange for guarding these wagons as they arrive, as this week's programme shows further arrivals of 250 tons. I have no static guard at this station and circumstances do not always allow for AC traffic to be placed within 14 CRASC Instln.

I have again been across the fields adjoining the station this afternoon and have recovered about 6 cases of Ordnance MT Spares which have apparently been removed from a passing train, carried away, opened and then thrown into a stream. I do not know which train or wagon these were taken from.

I have advised APM, ADOS and local police of these incidents.

Declassified E.O. 12356 Section 3.3/NND No. 783016

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27 Nov 44.

(Sgd) A. CHARLTON,
Capt R.E.
RTO Casoria.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

43A

RAILWAY GUARDS L of C AREA. 24/1/A/172

WORKING INSTRUCTION NO.2. 15 Nov 44.

Italian Co-operators - Absentees and Escapees.

1. Cases have occurred of Italian Co-operator absentees or escapees being handed over on apprehension or surrender to a neighbouring Carabinieri Headquarters. Since Co-operators retain Prisoner of War status, their surrender to Italian custody is incorrect and the practice will be discontinued.

2. Co-operator absentees and escapees will be delivered on apprehension or surrender to the nearest Prisoner of War Camp or, where this involves a long journey and consequent difficulty in the provision of transport or escort, to the nearest Italian Co-operator Unit.

3. Delivery of an absentee or escapee under para 2 above will be notified by the delivering authority to Sub-District, Area, Sub-Area or Garrison Headquarters.

W.H.F.Routh Lt.Col.
30 Som.L.I.
Comd.Rly.Gds L of C Area.
(W.H.F.ROUTH).

CMF
WR/JN.

DISTRIBUTION:
As for Working Instruction No.1.

2319

16B

RESTRICTED.

RAILWAY GUARDS L of C AREA. 24/1/A/160

WORKING INSTRUCTION NO.1. 11 Nov 44.

INFORMATION.

1. Under authority AFHQ Cable FX 33984 dated 3 Oct 44, O.C. 30 Som.L.I. assumed command w.e.f. 7 Oct 44, of all Train and Railway Static Guards in the L of C Area, except US Military Police Guard Companies who remain under the operational command of the Director, Military Railway Service, Italy. These US Military Police Coys are responsible for the guarding of military traffic in Naples Port and Naples station marshalling yard and for military traffic moving between these points.

2. The following units are under command:-

30th Bn. Somerset.L.I.
~~One Coy.ex 45 L.A.A.Regt.~~ ✓C Bty 45 Garrison Regt R.A.
~~136 Ind.Inf.Coy.~~ ✓
138 Ind.Inf.Coy.
510 Italian Guard Bn.
550 Italian Guard Coy.

and such other troops as may be from time to time made available by H.Q. 3 District.

INTENTION.

3. To guard all trains conveying military stores on the branches of the railways as listed in Appendix "A" and to provide Static Guards at the Marshalling Yards also detailed in Appendix "A".

METHOD.

4. A minimum armed guard of two men will be provided on all mil.freight trains except entire coal trains or salvage in open trucks(unless ordered by RTOs) running between the places named in Appendix "A". The Guard will, if possible, travel in a box wagon marshalled in the middle or rear half of the train.
Turn round of Train Guards should be limited to two days.

5. In addition special gds may be provided by the loading service to guard priority stores. In those cases where the Consignor is unable to find personnel for these gds he should request the Area or Sub-Area to provide. Gd.Bns/Coys will NOT be responsible for protection of such specially guarded wagons. The numbers of the wagons so guarded will be included on CMF Form 20.

6. Continuous guard will be kept by Static Guards on the marshalling yards listed in Appendix "A". The Area to be guarded will be clearly defined by Det.Comds. in consultation with RTOs. Sketches showing these areas will be posted on Det.detail boards.

7. Calling Forward of Train Guards.

(a) RTOs are responsible for calling forward guards to guard mil.freight trains starting from their station. Station Duty NCOs will ensure that close liaison is maintained with RTOs., Mil.Rly Service, ISR and Det.Comds in order that the latter may receive the maximum notice in advance of the

Declassified E.O. 12356 Section 3.3/NND No. 785076

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~~One Coy. ex 45 L.A. A. Regt.~~ ✓C Bty 45 Garrison Regt R.A.
~~136 Ind. Inf. Coy.~~ ✓
138 Ind. Inf. Coy.
510 Italian Guard Bn.
550 Italian Guard Coy.

and such other troops as may be from time to time made available by H.Q. 3 District.

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(b) As soon as the train has been marshalled, the Train Gd.Comd. will report to the RTO who will enter on CMF Form 20 (Combined Checker's Sheet and Train Guard Trip Report) the number of wagons comprising the train, indicating those specific wagons which need special attention by reason of the highly attractive nature of their contents. In entering particulars of wagons on these forms, details regarding the first wagon will be entered in the first column and no spaces will be left blank. A line will be drawn across the form directly under the number of the last wagon.
The Tr.Gd.Comd. together with the RTO or his Rep will then inspect the wagons. Special attention will be paid to the condition of wagons, their sealing and labelling, any observations being noted on CMF Form 20.

/ 8.....

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METHOD (Contd).

8. Acceptance of Traffic.
Box Wagons which have not been properly sealed on both sides will NOT be accepted unless railway operating necessitates their acceptance. In such cases endorsement to this effect will be recorded by RTOs on CMF Form 20.
After all the appropriate entries have been made, the RTO Rep.will sign the Checker's Sheet and the Tr.Gd.Comd.will sign the Train Guard Trip Report. Until this is done wagons will NOT be deemed to have been handed over.

9. Sealing.
(a) Box Wagons conveying mil.stores should be sealed on both sides with "Seals,Rly,5 mm.wire". Each seal should be about fifteen inches long. After passing the seal through the eye of the wagon locks, the ends are then drawn together and tightly twisted three or four times by a tommy bar. To avoid any possibility of the seals being unwound, the ends of the wire are cut short by a cropper so as to finish together
(b) Seals,Rly,5 mm wire", Tommy Bars and Croppers are an Ordnance issue. Will Movements please ensure that all RTOs(and Stn Duty NCOs where no RTO is available) are in possession of the above.
(c) In addition to the above, RASC units loading supplies add a numbered "Acme" Seal on both sides of the wagon.
(d) Wagons loaded by AC.,AMF.,and Italian Military authorities are normally sealed with "Impressed Lead" Seals and such will be accepted.

10. Handing over at destination.
(a) At destination station the Tr.Gd.Comd will report arrival to the RTO rep.
(b) RTO rep will give the Tr.Gd.Comd a receipt on CMF Form 20 for all wagons handed over, after inspecting them to ensure that seals are intact and that no apparent pilferage has occurred. This will be countersigned by the Station Duty NCO whenever the latter is located at such station.
(c) The Tr.Gd.Comd.is not deemed to have handed over his train until he has obtained a clearance signature from the RTO rep.
(d) RTOs have been instructed to ensure that no delay occurs in accepting wagons and giving the Tr.Gd.Comd.a clearance signature. If such delays do occur they will be reported by the Tr.Gd.Comd. to his Det.Comd. and the matter will then be forwarded to Mov.Control HQs concerned for investigation in the case of British personnel, or to HQ PBS in the case of US personnel.

11. Special arrangements to be followed at NAPLES PORT and YARD.
(a) As stated in para 1, the responsibility for guarding traffic in Naples Port, Naples Yard and between these points is vested in US Military Police Gd.Coys.
(b) US Mil.Police Gd.Coys have been requested to give Tr.Gd.Comds. a signature for the receipt of wagons handed over to them at the above exchange points after inspecting the train with the Tr.Gd.Comd. Any observations as to the condition of wagons will be noted at time of receipt of CMF Form 20.
(c) Owing to the large amount of traffic arriving and departing to and from the Naples Port area it is essential that the closest co-operation be maintained between the two organisations.

12. Wagons taken on or handed over En Route.
Full details of wagons taken on or removed en route, together with wagon

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(c) Owing to the large amount of traffic arriving and departing to and from the Naples Port area it is essential that the closest co-operation be maintained between the two organisations.

12. Wagons taken on or handed over En Route.
Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date, will be recorded on the CMF Form 20. The Tr.Gd.Comd. will obtain a receipt for any wagon detached en route from the RTO or if there is no Mov.Control Staff(either British or American) from the Capo Stazione, ISR, on CMF Form ~~45~~ 20.

13. Unauthorised Travel.
(a) Civilian travel by rail on guarded mil.freight trains will only be allowed in organised parties at the request of AC/AMG when duly authorised by Mov.Control. Under no other circumstances will civilians be permitted to travel on guarded mil.freight trains.
(b) Rly.personnel in possession of a "Pink" M.R.S. Card, or a Railway Pass, the latter being a Buff Pass with photograph for Rly personnel with less than one year's service or a Black Leatherette Pass with photograph for Rly personnel with over one year's service may be permitted to travel on guarded mil.freight trains.

/ 14.....

Declassified E.O. 12356 Section 3.3/NND No. 780016

METHOD(Contd).

14. Priorities.

(a) Should the occasion arise when there are not sufficient gds to meet requirements, the order of preference, by commodities, will be as follows:- but only in exceptional cases should they not be guarded:-

(i) Mail.
(ii) E.F.I. Stores.
(iii) Cigarettes and Spirits (other than E.F.I.)
(iv) M.F.O.
(v) Special Secret Stores.

(b) ~~1050~~ 150 Pnr.Coy. are responsible for the guarding of Mail on the following sections of the line:-

BARI - CERVARO - NAPLES.
NAPLES - ROME.
ROME - ANCONA - PESARO.
ROME - ARREZZO.

REPORTING OF PILFERAGE OR SUSPECTED PILFERAGE.

15. Action by Consignee.

Pilferage which is discovered by Consignee is reported by Consignee to RTO and APM/DAPM of Area/Sub-Area.

16. Action by RTO.

Pilferage which is discovered by or reported to RTOs is telephoned or signalled by RTO to Consignee and to the Stn.Duty N.C.O. and reported in writing to Mov. Sub Area concerned. Where there is no Stn.Duty.NCO the RTO also reports to APM/DAPM of the Area/Sub-Area concerned and to the Tr.Gd.Det. Comd.concerned.

17. Action by Train Guards.

Pilferage of all mil.traffic in transit which is discovered by or reported to the Tr.Gds will be reported to the first available RTO available,(who, if necessary, will be asked to re-seal the wagon), to the Stn.Duty NCO. and RTO at destination and to Det.Comd.on return.

18. Action by Static Guards.

Pilferage of mil.traffic which is discovered by or reported to the Static Gd.will be reported immediately to the Stn.Duty NCO to the RTO at the station concerned and to Det.Comd.

19. Action by Station Duty N.C.O.

Pilferage which is discovered by or reported to the Stn Duty N.C.O. will be reported immediately by telephone to the APM/DAPM of the Area/Sub-Area concerned and to the Det.Comd.

20. Immediate Investigation.

In cases where immediate investigation is essential.e.g.

(a) Where pilferage is believed to have taken place at a particular point

Declassified E.O. 12356 Section 3.3/NND No. 785016

(iii) Cigarettes and Spirits (other than E.F.I.)
(iv) M.F.O.
(v) Special Secret Stores.

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NAPLES - ROME.
ROME - ANCONA - PESARO.
ROME - ARRETIO.

REPORTING OF PILFERAGE OR SUSPECTED PILFERAGE.

15. Action by Consignee.

Pilferage which is discovered by Consignee is reported by Consignee to RTO and APM/DAPM of Area/Sub-Area.

16. Action by RTO.

Pilferage which is discovered by or reported to RTOs is telephoned or signalled by RTO to Consignee and to the Stn.Duty N.C.O. and reported in writing to Mov.Sub Area concerned. Where there is no Stn.Duty.NCO the RTO also reports to APM/DAPM of the Area/Sub-Area concerned and to the Tr.Gd.Det. Comd.concerned.

17. Action by Train Guards.

Pilferage of all mil.traffic in transit which is discovered by or reported to the Tr.Gds will be reported to the first available RTO available,(who, if necessary, will be asked to re-seal the wagon), to the Stn.Duty NCO. and RTO at destination and to Det.Comd.on return.

18. Action by Static Guards.

Pilferage of mil.traffic which is discovered by or reported to the Static Gd.will be reported immediately to the Stn.Duty NCO to the RTO at the station concerned and to Det.Comd.

19. Action by Station Duty N.C.O.

Pilferage which is discovered by or reported to the Stn Duty N.C.O. will be reported immediately by telephone to the APM/DAPM of the Area/Sub-Area concerned and to the Det.Comd.

20. Immediate Investigation.

In cases where immediate investigation is essential.e.g.

(a) Where pilferage is believed to have taken place at a particular point.
(b) When pilferages have been committed very recently.
(c) Where Mail is involved.
(d) Other very serious pilferages.

In order to save delay, direct notification will be given by the Consignee, Stn Duty N.C.O., or RTO to APM/DAPM of Area/Sub-Area concerned, failing which, to the nearest mil.police unit(whether Pro or S.I.S.). Location Lists with telephone numbers of Pro.Sects. and S.I.S. will be prominently displayed in offices of Stn.Duty N.C.O.and Det.Comds.

21. Action by Train Guard Brs/Coys.

Gds.Brs/Coys will organise their own investigation section in accordance with Appendix "B".

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REPORTING OF PILFERAGE OR SUSPECTED PILFERAGE (Contd).

22. Charge Procedure - Civilians.

(a) In all cases of arrest of Italian civilians or Military personnel the prisoner will be handed over to the Carabinieri or Questura and copies of A.C.Form completed and disposed of as follows:-

One copy handed over with the prisoner at time of arrest.
One copy to APM/D.APM, Area/Sub-Area or Staff Lieut./Grn concerned.
One copy to Zone Legal Officer, Allied Commission.

(b) In cases where an Italian Police official is present at the time of an arrest and can report directly on the crime, the Italian Police official will carry out the arrest and the A.C.Forms will be completed by him in Italian, and disposed of as above. Provost Reports and/or statements taken from witnesses will be attached to all copies of A.C. Forms in the original language, i.e. English or Italian.

(c) A.C.Forms of Arrest may be obtained from APM 56 Area.

23. Flying Squads.

Whenever sufficient personnel can be made available, Bn/Coy.Comds. will organise a small flying squad to make surprise raids at points where pilferage is known or suspected. Such parties should be accompanied by Mil.Police, Questura or Carabineiri.

24. Arm Bands.

All Train and Static Guards, incl. Officers when on duty, will wear a White Arm Band with the words "Train Guards" in black lettering.

25. Torches.

When on duty Train and Static Guards will be in possession of torches.

26. Location Statement.

A Location Statement of existing Train and Static Guards is shown in Appendix "A".

W.H.F. Routh

Lt.Col.
30 Som.L.I.
Comd.Railway Guards.L of C Area.
(W.H.F.ROUTH).

CMF
WR/GN.

2315

Encl. Appendix "A". Location Statement.
Appendix "B". Duties of Investigation Section.
Appendix "B.1" Weekly Report.
Appendix "C". Standing Orders for Train Guards. } to be
Appendix "D" Standing Orders for Static Guards. } forwarded
Appendix "E" Standing Orders for Station Duty NCOs. } later.
Appendix "F" Combined Checker's Sheet & Tr.Gd.Trip Report.CMF,Form 20.
Appendix "G" Copy of Incident Report, CMF Form 76.

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One copy to APM/D.P.M., Area/Sub-Area or Staff Lieut./Grd concerned.
One copy to Zone Legal Officer, Allied Commission.

(b) In cases where an Italian Police official is present at the time of an arrest and can report directly on the crime, the Italian Police official will carry out the arrest and the A.C.Forms will be completed by him in Italian, and disposed of as above. Provost Reports and/or statements taken from witnesses will be attached to all copies of A.C. Forms in the original language, i.e. English or Italian.

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CMF
WR/JN.

2315

Encl. Appendix "A". Location Statement.
Appendix "B". Duties of Investigation Section.
Appendix "B.1" Weekly Report. [illegible]
Appendix "C". Standing Orders for Train Guards. } to be
Appendix "D" Standing Orders for Station Guards. } forwarded
Appendix "E" Standing Orders for Station Duty NCOs. } later.
Appendix "F" Combined Checker's Sheet & Tr.Gd.Trip Report.CMF.Form 20.
Appendix "G" Copy of Incident Report -CMF Form 76.
Appendix "H". No.of Civilian Arrests.

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DISTRIBUTION.

APPENDIX.

		A.	B.	Bl.	F.	G.	H.
ACTION.							
30 Sqn.L.I.	(40).	40	40	40	40	40	40
~~436 Ind.Inf.Coy.~~	(3).	3	3	3	3	3	3
138 Ind.Inf.Coy.	(3).	3	3	3	3	13	3
510 It.Gd.Bn.	(3).	3	3	3	3	3	3
550 It.Gd.Coy.	(3).	3	3	3	3	3	3
INFORMATION.							
~~G-4~~(Mov & Tn) A.F.H.Q.	(10).	10	10				
D.M.R.S.,Rome.	(~~7~~ 12).	123					
D.M.R.S. Rep.A.F.H.Q.		1					
Postal.		1					
Labour.		1					
Mov.H.Q. A.A.I.	(12).	12	12				
H.Q.Mov. East Italy.	(25).	25					
H.Q.Mov. West Italy.	(25).	25					
H.Q. Mov. Rome.	(6).	6					
H.Q.Mov. 1 District.	(6).	6					
Mov.L.O.,M.M.I.A.		1					
H.Q.,A.C.(Tn.Sub-Commission).		M					
H.Q. 1 District.	(6).	6	2				
H.Q. 3 District.	(6).	6	2				
Rome Area Allied Comd.		1	1				
52 Area.		1	1				
54 Area.		1	1				
56 Area.		1	1				
57 Area.		1	1				
60 Sub-Area.		1	1				
94 Sub-Area.		1	1				
64 Grn.		1	1				
65 Grn.		1	1				
67 Grn.		1	1				
69 Grn.		1	1				
701 Rly.Grand.Div. U.S.	(6).	6	6		6	6	
794 Mil.Police Bn. U.S.	(6).	6	6		6	6	
H.Q. Mov. P.B.S.	(3).	3	3		3	3	

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APPENDIX "A"

LOCATION STATEMENT RAILWAY GUARDS L of C AREA.

1. Bn.HQ.30 Som.L.I.
47 Via Vesuvio, Torre Annunziata.
Tel: Torre Annunziata - 1387.
Torre Annunziata - 1441 (Offrs Mess).

EASTERN ITALY.	Sector of Line.	Static Gds.
2. 510 It.Gd.Bn. Bn.HQ & No.1 Coy. Campo Italiano, Corso Mazzini, BARI. Tel: Bari 12436.	Bari-Foggia. Bari-Cervaro.	Bari Parco Sud Centrale San Georgio. Parco Nord. Marittima. Monopoli. San Spirito. Barletta.
3. 510 It.Gd.Bn. No.2 Coy. 60 Corso Emmanuele, FOGGIA. Tel:thro' Foggia Military.21.	Foggia-Termoli. Foggia-Lucera. Foggia-Cervaro.	Foggia. Cervaro.
4. 510 It.Gd.Bn.No.3 Coy. 105 Casa Populari, TARANTO. Tel:RTO (ask for Stn Duty NCO).	Taranto-Bari. Taranto-Potenza. Taranto-Brindisi.	Taranto Centrale. Nasissi. Colli Basso. Ausonia. San Nicola. Metaponto.
5. 510 It.Gd.Bn.No.4 Coy. Ex Sala-Convegno Del Raggupcamento, LAVORATI, BRINDISI. Tel: 1742.	Brindisi-Bari. Brindisi-Taranto. Brindisi-Lecce.	Brindisi Centrale. Smistamento.
6. 510 It.Gd.Bn. Det.No.2 Coy. Station, TERMOLI. Tel: RTO.	Termoli-Ortona.	Termoli.
WESTERN ITALY.		
7. 158 Ind.Inf.Coy. Old B.S.D. SALERNO. Tel:Salerno 217.(1 Ring).	Potenza-Battipaglia. Battipaglia-Salerno.	Potenza. Battipaglia. Salerno.
8. 550 It.Tr.Gd.Coy. HQ 1a Autonoma Train Gd, Piazza Garibaldi, REGGIO CALABRIA. Tel: Reggio 1712.	Reggio-Metaponto. Reggio-Battipaglia.	Sibari. Cosenza. Crotone. Catanzaro. San Euthemia. Paola Sapri. Reggio.

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9. 4 Coy 30 Sub [illegible]

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	Campo Italiano, Corso Mazzini, BARI. Tel: Bari 12436.		San Georgio. Parco Nord. Marittima. Monopoli. San Spirito. Barletta.
3.	510 It.Gd.Bn. No.2 Coy. 60 Corso Emmanuele, FOGGIA. Tel:thro' Foggia Military.21.	Foggia-Termoli. Foggia-Lucera. Foggia-Cervaro.	Foggia. Cervaro.
4.	510 It.Gd.Bn.No.3 Coy. 105 Casa Populari, TARANTO. Tel:RTO (ask for Stn Duty NCO).	Taranto-Bari. Taranto-Potenza. Taranto-Brindisi.	Taranto Centrale. Nasissi. Colli Basso. Ausonia. San Nicola. Metaponto.
5.	510 It.Gd.Bn.No.4 Coy. Ex Sala-Convegno Del Raggupcamento, LAVORATI, BRINDISI. Tel: 1742.	Brindisi-Bari. Brindisi-Taranto. Brindisi-Lecce.	Brindisi Centrale. Smistamento.
6.	510 It.Gd.Bn. Det.No.2 Coy. Station, TERMOLI. Tel: RTO.	Termoli-Ortona.	Termoli.
	WESTERN ITALY.		
7.	138 Ind.Inf.Coy. Old B.S.D. SALERNO. Tel:Salerno 217.(1 Ring).	Potenza-Battipaglia. Battipaglia-Salerno.	Potenza. Battipaglia. Salerno.
8.	550 It.Tr.Gd.Coy. HQ 1a Autonoma Train Gd, Piazza Garibaldi, REGGIO CALABRIA. Tel: Reggio 1712.	Reggio-Metaponto. Reggio-Battipaglia.	Sibari. Cosenza. Crotone. Catanzaro. San Euthemia. Paola Sapri. Reggio.
9.	~~A~~ Coy.30 Som.L.I. *Palazzo Pastore* Navy House, SALERNO. *Via Luigi Rizzo* Tel:Salerno 203. *Salerno* *Tel: Salerno 203*	Salerno-Nocera Inf. Nocera Inf.-S.Giovanni. Nocera Inf-Cancello. Scafati-S.Giovanni. T.Annunzia.a.-S.Giovanni. Castellamare-T.Annunziata.	Salerno. Nocera Inf. Torre Annunziata. San Giovanni.
10.	C.Coy.30 Som.L.I. 76 Via ~~Ivoria Cesarione~~ *IVORRA CASAGIOVE* CASERTA. Tel: Freedom-Flag 66.	Caserta Rome.	

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WESTERN ITALY (Contd).

11. Det.C.Coy.30 Som.L.I. 19 Strada Nuova Poggioreale, NAPLES. Tel: Naples 52095. 50712	Naples-Caserta. Naples-Aversa.	Naples Yard. @	
12. Det.C.Coy.30 Som.L.I. 89 78 Via Amando Diaz AVERSA. Tel: Vassar 171.	Aversa-Rome. Aversa-Caserta.	Aversa.	Teverola
13. D.Coy.30 Som.L.I. ARTILLERY BKS 20 Via Apuani, ROME. Tel: Rome 843021. 49625 8	Rome-Caserta. Rome-Littoria.	Rome Tiburtina. @ Tuscalana. @	ROME - TERNI
14. Det.D.Coy.30 Som.L.I. 30 Littoria Scalo, LITTORIA. Tel: Rome 68301.	Littoria-Rome.	Littoria.	
15. C Bty 45 Gen Regt RA. ~~136 Ind.Inf.Coy.~~ Regio Liceo Guinagio ~~58 Via Roberta~~ Torre ja Cer 30 Garibaldi ~~SANTA MARIA.~~ SANTA MARIA Tel:	Caserta-Benevento. Benevento-Cervaro. Cancello-Caserta.	Caserta. Benevento. Cancello.	Cervaro @

@ Station Duty N.C.O. only.

WORKING UNDER A.A.I.

16. B Coy.30 Som.L.I. Tel: TERNI. ask for Mil.Ex.40.	Orte-Foligno.	Terni. Orte. @	ORTE-CORTONA-FIORENTINO - Arezzo

11 Nov 44.

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STANDING ORDERS FOR TRAIN GUARDS. APPENDIX "C"

1. RESPONSIBILITY.

The G.D. Comd will be responsible at all times throughout the journey for the safety of the contents of the train. He will ensure that his Gd.is at all times alert and acquainted with its duties. He will ensure that magazines of rifles are charged but that there is no round in the breach, that magazines of automatic weapons are loaded but not cocked and that immediately after handing over a train all rifles and automatic weapons are unloaded.

2. ACTION ON DEPARTURE.

The Gd.Comd. will on arrival at the departure station, report personally to the R.T.O. or to the representative of the R.T.O. on duty and also to the Stn Duty N.C.O. When the Movement Control checker proceeds to check the train, the Gd.Comd. will accompany him and will take over from him the wagons allotted to his train, verifying the numbers of each wagon as recorded on the checkers sheet. He will ensure that tthe copy retained by the checker shows any remarks which affect any wagon. He will obtain from the R.T.O. or his representative two copies of the checkers sheet. He will ensure that all box wagons are sealed on both sides with "Seals,Rly.5mm wire" and will refuse to take over any box wagons not properly sealed or in other respects badly damaged, unless ordered to do so by the R.T.O. in the interests of railway working.

3. ACTION DURING THE JOURNEY.

Special vigilance must be maintained during periods of the journey when the train is slowed down. At all halts or during shunting the train will be patrolled. For this purpose one sentry will be posted to watch the left side, one the right.

Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date will be recorded on the Guard Trip Report.

The Gd.Comd.will obtain a receipt for any wagon detached en route, from the R.T.C.,or, if there is no Movement Control Staff, the Italian State Railway.

No smoking will be allowed on or near petrol or ammunition wagons.

4. ACTION ON ARRIVAL.

On arrival the Gd.Comd. will hand over his checkers sheets to the R.T.O. who will check the train in his presence and that of the Stn Duty N.C.O. The Gd.Comd. will obtain a receipt off the R.T.O. counter-signed by the Stn.Duty. N.C.O. on his Guard Trip Reports, copies of which will be disposed of as follows:-

Original to R.T.O. at Destination.
Duplicate to Det.Comd.on return.

When a train is proceeding straight through to its final destination the Train Guard dismounting at an intermediate station will hand over direct to the relieving Train Guard.

He will arrange with the R.T.O. for his guard to be returned by the first available means of transportation.

5. THEFTS.

(a) Unknown or unauthorised persons seen or heard approaching or leaving a train will be challenged and if necessary apprehended. All persons apprehended will be handed over to the Static Guard at destination, or if there is no static guard to the R.T.O.

(b) All thefts occurring on a journey will be reported to the first available R.T.O. after the incident, and the latter will be asked to re-seal

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to the R.T.O. or to the representative of the R.T.O. on the
Stn Duty N.C.O. When the Movement Control checker proceeds to check the train, the Gd.Comd. will accompany him and will take over from him the wagons allotted to his train, verifying the numbers of each wagon as recorded on the checkers sheet. He will ensure that tthe copy retained by the checker shows any remarks which affect any wagon. He will obtain from the R.T.O. or his representative two copies of the checkers sheet. He will ensure that all box wagons are sealed on both sides with "Seals,Rly.5mm wire" and will refuse to take over any box wagons not properly sealed or in other respects badly damaged, unless ordered to do so by the R.T.O. in the interests of railway working.

3. ACTION DURING THE JOURNEY.

Special vigilance must be maintained during periods of the journey when the train is slowed down. At all halts or during shunting the train will be patrolled. For this purpose one sentry will be posted to watch the left side, one the right.

Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date will be recorded on the Guard Trip Report.

The Gd.Comd.will obtain a receipt for any wagon detached en route, from the R.T.O.,or, if there is no Movement Control Staff, the Italian State Railway.

No smoking will be allowed on or near petrol or ammunition wagons.

4. ACTION ON ARRIVAL.

On arrival the Gd.Comd. will hand over his checkers sheets to the R.T.O. who will check the train in his presence and that of the Stn Duty N.C.O. The Gd.Comd. will obtain a receipt off the R.T.O. counter-signed by the Stn.Duty. N.C.O. on his Guard Trip Reports, copies of which will be disposed of as follows:-

Original to R.T.O. at Destination.
Duplicate to Det.Comd.on return.

When a train is proceeding straight through to its final destination the Train Guard dismounting at an intermediate station will hand over direct to the relieving Train Guard.

He will arrange with the R.T.O. for his guard to be returned by the first available means of transportation.

5. THEFTS.

(a) Unknown or unauthorised persons seen or heard approaching or leaving a train will be challenged and if necessary apprehended. All persons apprehended will be handed over to the Static Guard at destination, or if there is no static guard to the R.T.O.

(b) All thefts occurring on a journey will be reported to the first available R.T.O. after the incident, and the latter will be asked to re-seal the wagon if necessary. Full details will also be reported to the R.T.O. and Stn Duty N.C.O. at destination and to his Det.Comd.on return.

(c) The form of challenge will be as follows. The guard will give the challenge "Halt"(then after a slight pause) "Who goes there?".These words will be said in the most clear and commanding tone possible. If the person does not halt at once the second part of the challenge will be given in a similarly clear and definite tone "Halt - or I fire!". This challenge will not be repeated.

The guard will then take such action as is necessary to apprehend the person. Fire will not be opened except in the circumstances mentioned in para (d) below.

(Contd)/ 5(d).

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5. THEFTS (Contd).

(d) Shooting by properly constituted guards, Patrols and Sentries is permitted at thieves, saboteurs or suspected persons after clear challenge, in the following circumstances only:-

(i) Every attempt must have been made to apprehend the thief, saboteur or suspected person.

(ii) There must be no other effective way of stopping that person.

(iii) There will be no following up in order to shoot, beyond the immediate area guarded.

(iv) Women and children will not be fired upon in any circumstances.

(v) The use of automatic weapons incapable of firing single shots is forbidden; automatic weapons capable of firing single shots may be used only as single-shot weapons, unless armed resistance is encountered, in which case automatic fire may be employed.

6. PASSENGERS.

Civilian travel on military freight trains will only be allowed in organised bodies and when authorised by RTOs.

Under no circumstances will civilians be permitted to travel on military trains. Such force as is necessary to achieve this object may be used.

7. ASSISTANCE TO C.M.P. & F.S.S.

Full assistance will be afforded to all C.M.P. and F.S. personnel in the execution of their duty.

[signature] Lt.Col.
30 Som.L.I.
Comd.Rly.Gds L of C Area.

CMF
19 Nov 44.

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STANDING ORDERS FOR STATIC GUARDS. APPENDIX "D"

1. The bounds for Static Guards are defined on a sketch posted on.....
.....
.....
and all Static Guards will make themselves familiar with these bounds before commencing their tour of duty.

2. Static Guards will act as roving patrols within the bounds set out in para 1 and in accordance with special instructions given to them by the visiting officer or N.C.O. They will remain on that duty in accordance with their individual instructions, until they are properly relieved, and will not leave their beat except in the execution of their duty.

When men are given a break of duty by the visiting N.C.O., they will move away from their posts and remove their arm-bands before smoking etc., When a post of duty is handed over to the next relief, any information and special instructions will be handed on to that relief.

3. Static Guards will be responsible for guarding wagons of military stores incl. A.C., A.M.C. and Italian Army wagons standing in yards.

4. Static Guards will make themselves acquainted with the position of those wagons likely to be specially subject to theft.

5. On arrival of a train or "shunt", Static Guards will examine all wagons.

6. All cases of wagons found unsealed or of theft will be reported immediately to the Station Duty N.C.O. or to the R.T.O. where there is no Station Duty N.C.O.

7. Static Guards will not proceed outside the bounds set out in para 1 during their tour of duty except to escort prisoners to the Station Duty N.C.O. or to report to the Station Duty N.C.O. in accordance with para 6 above.

8. Magazines of rifles will be charged but there will be no round in the breach. In the case of automatic weapons, magazines will be loaded but the weapon will not be cocked. On completion of the tour of duty and before entering the billet, a Static Guard will unload his weapon. The unloading of his weapon will be supervised by an N.C.O.

9. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the Station Duty N.C.O. or to the R.T.O. where there is no Station Duty N.C.O.

10. (a) The form of challenge will be as follows. The Guard will give the challenge "Halt" (then after a slight pause) "Who goes there?". These words will be said in the most clear and commanding tone possible. If the person does not halt at once, the second part of the challenge will be given in a similarly clear and definite tone "Halt-or I fire". This challenge will not be repeated. The Guard will then take such steps as are necessary to apprehend the person. Fire will not be opened except in the circumstances mentioned in para(b) below.
(b) Shooting by properly constituted Guards, Patrols and Sentries is permitted at thieves, saboteurs or suspected persons after clear challenge in the following circumstances only:-

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[illegible] N.C.O. They will remain on that duty in accordance with their individual instructions, until they are properly relieved, and will not leave their beat except in the execution of their duty.

When men are given a break of duty by the visiting N.C.O., they will move away from their posts and remove their arm-bands before smoking etc. When a post of duty is handed over to the next relief, any information and special instructions will be handed on to that relief.

3. Static Guards will be responsible for guarding wagons of military stores incl. A.C., A.M.C. and Italian Army wagons standing in yards.

4. Static Guards will make themselves acquainted with the position of those wagons likely to be specially subject to theft.

5. On arrival of a train or "shunt", Static Guards will examine all wagons.

6. All cases of wagons found unsealed or of theft will be reported immediately to the Station Duty N.C.O. or to the R.T.O. where there is no Station Duty N.C.O.

7. Static Guards will not proceed outside the bounds set out in para 1 during their tour of duty except to escort prisoners to the Station Duty N.C.O. or to report to the Station Duty N.C.O. in accordance with para 6 above.

8. Magazines of rifles will be charged but there will be no round in the breach. In the case of automatic weapons, magazines will be loaded but the weapon will not be cocked. On completion of the tour of duty and before entering the billet, a Static Guard will unload his weapon. The unloading of his weapon will be supervised by the N.C.O.

9. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the Station Duty N.C.O. or to the R.T.O. where there is no Station Duty N.C.O.

10. (a) The form of challenge will be as follows. The Guard will give the challenge "Halt" (then after a slight pause) "Who goes there?". These words will be said in the most clear and commanding tone possible. If the person does not halt at once, the second part of the challenge will be given in a similarly clear and definite tone "Halt-or I fire". This challenge will not be repeated. The Guard will then take such steps as are necessary to apprehend the person. Fire will not be opened except in the circumstances mentioned in para(b) below.
(b) Shooting by properly constituted Guards, Patrols and Sentries is permitted at thieves, saboteurs or suspected persons after clear challenge in the following circumstances only:-
(i) Every attempt must have been made to apprehend the thief, saboteur or suspected person.
(ii) There must be no other effective way of stopping that person.
(iii) There will be no following up in order to shoot, beyond the immediate area guarded.

(Contd)/(iv).

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10.(b)(iv) Women and children will not be fired upon in any circumstances.
(v) The use of automatic weapons incapable of firing single shots is forbidden; automatic weapons capable of firing single shots may be used only as single-shot weapons, unless armed resistance is encountered, in which case automatic fire may be employed.

11. Special Gds. provided by loading services will be responsible for guarding their own wagons when in marshalling yards.

[signature] Lt.Col.
30 Som.L.I.
Comd.Rly Gds L of C Area.

GT
19 Nov 44.

2308

ORDERS FOR STATION DUTY N.C.O. APPENDIX "F"

1. He will work in close co-operation with the R.T.O. and Static Guard concerned.

2. He will inform his Det.Comd. at the earliest opportunity of any train guards required.

3. He will report by telephone to his Det.Comd. the arrival of Train Guards from other Dets.

4. He will, in conjunction with Train Guard Comds. confirm that all trains arrive and depart in good order. He will be present when trains are handed over by Train Guards to R.T.O. and vice versa.

5. He will inform the Static Guards of the arrival in the yard of any Stores, such as E.F.I., Mail, Rations which are likely to be especially subject to theft.

6. He will at frequent but irregular intervals during his tour of duty visit the Static Guards and ensure that they are alert and acquainted with their duties.

7. He will keep a station Book in which will be recorded all trains arriving and departing, incidents and pilferages. This book will be signed and handed over on relief.

8. Thefts reported to him by Train and Static Guards or discovered by R.T.O. or himself will be reported by him immediately by telephone to the A.P.M./ D.A.P.M. of the Area/Sub-Area concerned and to his Det.Comd.

Major incidents will be reported immediately to his Det.Comd.

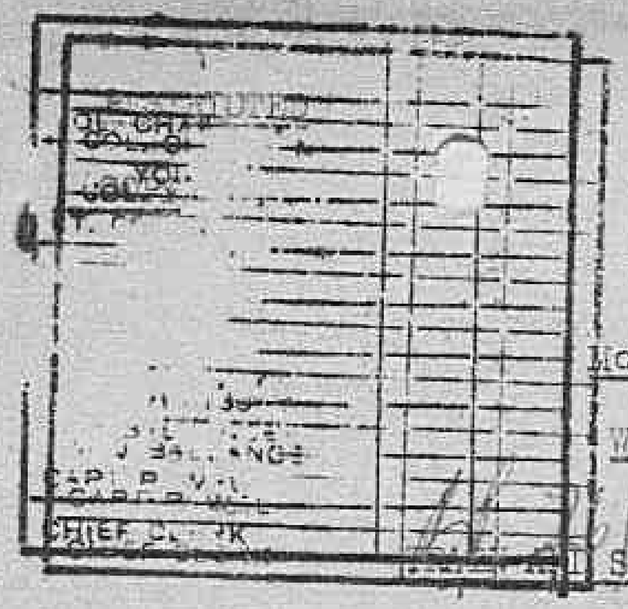
9. He will render full assistance to all personnel of the C.M.P. and F.S.S. in the execution of their duty.

CMF
19 Nov 44.

[signature] Lt.Col.
30 Com.L.I.
Comd.Rly.Gds L of C Area.

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Declassified E.O. 12356 Section 3.3/NND No. 785016



Public Safety Division 422

G-4 Mov & Tn
Allied Force Headquarters
Tel No. Freedom 320

Mov 3/306 E

14619.

Mov 3 (Rail, Road & MFO)

Working Instruction No 6

20.11.44

STATIC RAILWAY GUARDS ORGANISATION

1. Under authority AFHQ Cable FX 33984 dated 3rd October, 1944, OC 30 Somerset Light Infantry assumed command wef 7th October, 1944, of all Train and Railway Static Guards in the L of C Area, except US Military Police Guard Companies who remain under the operational command of the Director Military Railway Service Italy. These US Military Police Coys will continue to be responsible for the guarding of military traffic in Naples Port and Naples station marshalling yard and for military traffic moving between these points.

2. In accordance with above authority, the following units come under command of the OC 30 Somerset Light Infantry:

One company ex 45 LAA Regt.
136 Indian Infantry Company.
510 Italian Guard Battalion.
550 Italian Train Guard Company.

And such other troops as may be from time to time made available as notified by HQ 3 District.

3. The following procedure will be adopted by all British and United States RTOs and every effort will be made to afford the maximum assistance to the train guard personnel in the performance of their duties.

Calling forward of Military Train Guards.

(a) RTOs are responsible for calling forward guards to guard military trains starting from their station and will ensure that close liaison is maintained with the Military Railway Service or LSR and the Depot Military Guard Commander in order that the latter may receive the maximum notice in advance of the probable time at which the guard will be required.

(b) As soon as the train has been marshalled, the Train Guard Commander will report to the RTO who will enter on Form CMF 20 (checkers sheet and Train Guard Trip Report) the number of wagons comprising the train, indicating those specific wagons which need special attention by reason of the highly attractive nature of their contents. In entering particulars of wagons on these forms, details regarding the first wagon will be entered in the first column, and no spaces will be left blank. A line will be drawn across the form directly under the number of the last wagon.

The Train Guard Commander together with the RTO or his representative will then inspect the wagons. Special attention will be paid

Declassified E.O. 12356 Section 3.3/NND No. 785016

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The Train Guard Commander together with the RTO or his representative will then inspect the wagons. Special attention will be paid to the condition of the seals and labelling, any special observations being noted on Form CMF 20.

Wagons conveying military stores should be sealed on both sides with "Seals, Rly. 5mm wire". Each seal should be about fifteen inches long. After passing the seal through the eye of the wagon lock, the ends are then drawn together and tightly twisted three or four times by a tommy bar. To avoid any possibility of the seals being unwound, the ends of the wire are cut short by a cropper so as to finish together.

In addition to the above, RASC units loading attractive stores

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add a numbered 'Acme' seal on both sides of the wagon. Wagons loaded by A C AMG and Italian Mil. authorities are normally sealed with 'Impressed lead' seals.

Wagons which have not been securely sealed on both sides will not be accepted, unless railway operating necessitates their acceptance. In such cases endorsement to this effect will be recorded in the Train Guard Trip Report.

(c) After all the appropriate entries have been made, the RTO Rep will sign the checkers sheet and the Train Guard Commander will sign the Guard Trip Report. Until this is done wagons will NOT be deemed to have been handed over.

4. HANDING MILITARY WAGONS OVER AT THE TERMINATION OF THEIR JOURNEY.

(a) At destination station the arrival of the wagons will be reported by the Train Guard Commander to the RTO Representative in the presence of the Station Duty NCO whenever the latter is located at such station.

(b) The RTO representative will give the Train Guard Commander a signature on CMF 20 for wagons detached, after inspecting them to ensure that seals are intact and that no apparent pilferage has occurred. This will be countersigned by Station Duty NCO whenever the latter is located at such station.

(c) The Train Guard Commander is not deemed to have handed over the wagons until he has obtained a clearance signature from the RTO Rep.

(d) RTOs will, for their part, ensure that no delay occurs in accepting wagons and giving the Train Guard a clearance signature. If such delays do occur they will be reported by the Train Guard Commander to his Depot and the matter will then be forwarded to Movement Control HQs concerned for investigation in the case of British personnel, or to HQ PBS in the case of US personnel.

5. SPECIAL ARRANGEMENTS TO BE FOLLOWED AT NAPLES PORT AND YARD.

(a) As stated in para 1, the responsibility for guarding traffic in Naples Port, Naples Yard and between these points is vested in US Military Police Guard Companies.

(b) US Military Police personnel will similarly arrange to give the Train Guard Commander a signature for the receipt of wagons handed over to them at the above exchange points after inspecting the train with the Train Guard Commander. Any observations as to the condition of wagons will be noted at time of receipt on form CMF 20.

(c) Owing to the large amount of traffic arriving and departing to and from the Naples port area it is essential that the closest co-operation be maintained between the two organisations.

6. [illegible] OR [illegible] TRAINS.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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(c) Owing to the large amount of traffic arriving and departing to and from the Naples port area it is essential that the closest co-operation be maintained between the two organisations.

6. REPORTING OF THEFTS OR SUSPECTED THEFTS.

Action by Consignee. Thefts which are discovered by consignee on arrival of the wagon will be reported by consignee to RTO and APM/DAPM of Area/Sub-Area concerned.

Action by RTO. Full details of thefts which are discovered by or reported to RTO will be telephoned or signalled to consignee and to Static Guard Stn Duty NCO and reported in writing to Mov Sub Area concerned. Where there is no Stn Duty NCO, RTO will also report to APM/DAPM of Area/Sub-Area concerned and to Train Guard Det Comd. concerned.

Action by Train Guards. Thefts of military stores in transit which are discovered by or reported to the train guards will be reported to the first RTO available (who will, if necessary, be asked to re-seal the wagons), the

Declassified E.O. 12356 Section 3.3/NND No. 785016

Static Guard Stn Duty NCO and RTO at destination, and to Train Guard Det. Comd. on return to depot.

Action by Static Guards. Thefts of military traffic which are discovered by, or reported to the Static Gd will be reported immediately to the Stn Duty NCO, the RTO at the Station concerned and to the Det. Comd.

Action by Station Duty NCO. Thefts which are discovered by, or reported to the Stn Duty NCO will be reported immediately by telephone to the APM/DAPM of the Area/Sub-Area concerned and to the Det. Comd.

Immediate Investigations. In cases where immediate investigation is essential: e.g.

(a) Where thefts are believed to have taken place at a particular point.
(b) When thefts have been committed very recently.
(c) Where mail is involved.
(d) Other very serious thefts.

In order to save delay, direct notification will be given by the consignee, station duty NCO or RTO to APM/DAPM of Area/Sub-Area concerned, failing which, to the nearest military police unit (whether Provost or S.I. Section).

RTOs will ensure that all concerned are in possession of up to date location lists with telephone numbers of Provost offices and military police units.

Action by Train Guard Battalions. Train Guard Battalions will organise their own investigation section to deal with cases of thefts arising to stores while under protection of the Bn, either on trains or in guarded marshalling yards. Train Guard Battalions will also investigate in detail at point of origin, all cases of complaint about insecure sealing.

7. Special guards may be provided by services to guard special stores, in which case the Train Guard Commander will be advised by the despatching RTO when such guards are posted.

8. Mail Guards. On and from 5th November, 1944, British mails will be guarded by a special detachment of 150 Coy Pioneer Corps allocated for the purpose and working directly under the orders of the APO. These mail guards are organised separately from the Train Guards referred to in this instruction and will be responsible for guarding wagons of mail only, through to final destination, thus relieving Train Guards of this responsibility. Close co-operation will however be maintained between personnel of the two guards, and RTOs will give Mail Guards the same facilities as Train Guards.

9. All Train and Static Guards including Officers will, when on duty, wear a white arm band with the word 'TRAIN GUARD' in black lettering.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Action by Station Duty NCO. Thefts which are discovered by, or reported to the Stn Duty NCO will be reported immediately by telephone to the APM/DAPM of the Area/Sub-Area concerned and to the Det. Comd.

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(a) Where thefts are believed to have taken place at a particular point.
(b) When thefts have been committed very recently.
(c) Where mail is involved.
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9. All Train and Static Guards including Officers will, when on duty, wear a white arm band with the word 'TRAIN GUARD' in black lettering.

10. The CO 30 Somerset Light Infantry will prepare a weekly summary of thefts which will be distributed to:

G-4(Mov & Tn) AFHQ.
HQ RBS.
HQ Movements AAI.
HQ Movements East Italy.
HQ Movements West Italy.
HQ Movements Rome.
The Train Guard Det. Commanders.

11. The objects of a weekly summary are:

(a) To record the extent of thefts each week throughout the theatre.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

(b) To show where and how thefts take place.
(c) To give accounts of successful methods used to counter pilferage.

Each summary will cover the period to 2359 hours each Saturday.

Movement HQs concerned and HQ PBS will take appropriate action direct where such action is found to be necessary as revealed in the above reports. All communications in Train Guard matter will be addressed to OC 30 Somerset Light Infantry and NOT to individual units under his command.

12. A location statement of existing Train and Static Guard dispositions is shown in Appendix 'A'.

Agreed

G. C. STEWART
Brigadier General,
Chief of Transportation

G. W. BROWN, Lt. Col.
for Brigadier.
D.Q.M.G.(MOV & TN).

DISTRIBUTION:

G-1.
G-2.
G-3(Org).
G-4
Q(Maint).
P.M.(A)
P.M.(Br).
Tn(Br).
DMRS Rome. (3)
HQ 3 District. (6)
30 Som. L.I. (20)
DCMRS Rep.
Postal.
Labour.
Movements HQ AAI. (12)
HQ Mov East Italy. (25)
HQ Mov West Italy. (25)
HQ Mov Rome. (6)
Mov L.O. MMA.
HQ Allied Commission (Transportation Sub-Commission)

Declassified E.O. 12356 Section 3.3/NND No. 785016

pilferage.

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G-1.
G-2.
G-3(Org).
G-4
Q(Maint).
P.M.(A)
P.M.(Br).
Tn(Br).
DMTS Room. (3)
HQ 3 District. (5)
30 Som. L.I. (20)
DGMS Rep.
Postal.
Labour.
Movements HQ AAI (12)
HQ Mov East Italy. (25)
HQ Mov West Italy. (25)
HQ Mov Rome. (6)
Mov L.O. MMA.
HQ Allied Commission (Transportation Sub-Commission)

Declassified E.O. 12356 Section 3.3/NND No. 785019

LOCATION STATEMENT. RAILWAY GUARDS. L of C AREA.

APPENDIX 'A'

1. Bn HQ 30 Sqn. L.I.
47 Via Vesuvio, Torre Annunziata.
Tel: Torre Annunziata - 1387
Torre Annunziata - 1441 (Offrs Mess).

EASTERN ITALY.	Sector of Line.	Static Guards.
2. Bn HQ & No 1 Coy. 510 It. Gd. Bn Campo Iteliano, Corso Mazzini, BARI. Tel: Bari 12436.	Bari-Foggia. Bari-Cervaro.	Bari Parco Sud Centrale San Georgio Parco Nord Marittima Monopoli San Spirito Barletta.
3. 510 It. Gd. Bn. No 2 Coy. 60 Corso Emanuele, FOGGIA. Tel: thro' Foggia Military.	Foggia-Termoli Foggia-Lucera Foggia-Cervaro	Foggia Cervaro
4. 510 It. Gd. Bn. No 3 Coy. 105 Casa Populari, TARANTO.	Taranto-Bari. Taranto-Potenza. Taranto-Brindisi.	Taranto Centrale Nasissi Colli Basso Auscnia San Nicola. Metaponto.
5. 510 It. Gd. Bn. No 4 Coy. Ex Sala-Convegno Del Raggupcamento, LAVORATI. BRINDISI	Brindisi-Bari Brindisi-Taranto Brindisi-Lecce	Brindisi Centrale Smistamento
6. 510 It. Gd. Bn. Det. No 2 Coy. Station, TERMOLI.	Termoli-Ortona.	Termoli.
WESTERN ITALY.		
7. 138 Ind. Inf. Coy. SALERNO. Tel: Salerno 217.	Potenza-Battipaglia Battipaglia-Salerno	Potenza. Battipaglia Salerno 230/4
8. 550 It. Tr. Gd. Coy. c/o A.C. Transportation Sub-Commission. REGGIO.	Reggio-Metaponto Reggio-Battipaglia	Gibari Cosenza Crotone Catanzaro

Declassified E.O. 12356 Section 3.3/NND No. 785016

47 Via Vesuvio, Torre Annunziata.
Tel: Torre Annunziata - 1387
Torre Annunziata - 1441 (Offrs Mess).

EASTERN ITALY.	Sector of Line.	Static Guards.
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3. 510 It. Gd. Bn. No 2 Coy. 60 Corso Emanuele, FOGGIA. Tel: thro' Foggia Military.	Foggia-Termoli Foggia-Lucera Foggia-Cervaro.	Foggia Cervaro
4. 510 It. Gd. Bn. No 3 Coy. 105 Case Populari, TARANTO.	Taranto-Bari. Taranto-Potenza. Taranto-Brindisi.	Taranto Centrale Mosissi Colli Basso Ausonia San Nicola. Metaponto.
5. 510 It. Gd. Bn. No 4 Coy. Ex Sala-Convegno Del Raggupcamento, LAVORATI. BRINDISI	Brindisi-Bari Brindisi-Taranto Brindisi-Lecce	Brindisi Centrale Smistamento
6. 510 It. Gd. Bn. Det. No 2 Coy. Station, TERMOLI.	Termoli-Ortona.	Termoli.

WESTERN ITALY.		
7. 138 Ind. Inf. Coy. SALERNO. Tel: Salerno 217.	Potenza-Battipaglia Battipaglia-Salerno	Potenza Battipaglia Salerno
8. 550 It. Tr. Gd. Coy. c/o A.C. Transportation Sub-Commission. REGGIO. Tel: thro' REGGIO	Reggio-Metaponto Reggio-Battipaglia	Sibari Cosenza Crotone Catanzaro San Euthemia Paola Sapri Reggio
9. A Coy. 30 Sam. L.I. Navy House, SALERNO. Tel: Salerno 203.	Salerno-Nocera Inf. Nocera Inf-San Giovanni Nocera Inf-Cancello Scafati-San Giovanni T. Annunziata-S.Giovanni Castellammare-T Annunziata	Salerno Nocera Inf. Torre Annunziata San Giovanni.
10. C. Coy 30. Sam. L.I. 76 Via Ivrorio Casagiona CASERTA. Tel: Freedom-Flag 66.	Caserta-Roma	

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Declassified E.O. 12356 Section 3.3/NND No. 785016

WESTERN ITALY (contd).

12. Det. C. Coy. 30 Som. L.I. 78 Via Amando Diez AVERSA. Tel: Vessar 171	Aversa-Rome Aversa-Caserta.	Aversa.
13. D. Coy. 30 Som. L.I. 20 Via Apuania, ROME Tel: Rome 843021.	Rome-Caserta. Rome-Littoria	Rome Tiburtina Tuscolana
14. Det. D Coy. 30 Som. L.I. 30 Littoria Scalo, LITTORIA.	Littoria-Rome	Littoria.
15. 136 Ind. Inf. Coy. 58 Via Roberta D'Amsia SANTA MARIA.	Caserta-Benevento Benevento-Cervaro Cancello-Caserta.	Caserta Benevento Cancello.

ø Station Duty NCO only.

Declassified E.O. 12356 Section 3.3/NND No. 783019

Declassified E.O. 12356 Section 3.3/NND No. 785016

6 RESTRICTED 7 Sept 41

0/1677

14619.

ROME AREA, INFO: AC FOR ATTENTION ALLIED FINANCIAL OFFICER

N76/23

APO SIGNAL SAGMED

WX56721

ROUTINE

WOF 23/1521A

CITE FHG/DW

FOR INFORMATION ONLY

RESTRICTED.

Policy laid down for train guards is that they will not be called upon to provide special guards for specific commodities. Owing to shortage of available personnel cannot depart from this principle. Suggest carabinieri be used for this purpose.

HEADQUARTERS 27 NOV 1944

DISTRIBUTION

Info-Action: Finance S/C (2)
Info: Chief Commissioner
Room 500
Tn S/C
2 Safety
File (2)
Float

TO	INIT	DATE
COL. CHAPMAN	[illegible]	
COL. YOUNG		
LT. COL. WILCOX		
MAJ. BUCKMAN		
MAJ. WILSON		
MAJ. HANBURY		
MAJ. BARLOW		
CAPT. PIXEL		
CHIEF CLERK		

RESTRICTED

2303

NOV 22/1555

Declassified E.O. 12356 Section 3.3/NND No. 785016

ACP/hl

14619 40A

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC.Tn/32/

9 November 1944

TO : Director,
Public Safety Sub.Commission

SUBJECT: Surveillance of the Railway Traffic

284

1. Reference to your letter ACC/14619/PS dated 11 Oct.1944.

2. Attached is sent you for information.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosure:1.
(letter from Minister of Communications)

1 In hand with Director
See 39A this file.
11/11/44
See also 40B.

TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT COL WILCOX		

Ref 408

Ministry of Communications
Legal Office C/O the Cabinet

Rome 4th November 1944

Ref. U.I. 143/10378 -

Reply to letter: 28th ~~Oct~~ Nov. 1944 - ACC/Tn/32

SUBJECT : Surveillance of the railway traffic.

TO : Allied Control Commission
Transportation Sub-Commission
APO 394
Rome

1 All the representative of the Ministries which are concerned in the institution of a specialized division of railway police have been reunited by the Presidence of the Council and by this Ministry to fix a necessary legislative measure.

2 Only the Ministry of Treasury has done some difficulties about the increase of personnel which is strictly connected with an increase of expenses.

3 But we are sure to overcome this difficulties also considering what this Commission is pointing out.

4 During this meeting, as it has been considered the extreme necessity to institute a special police-division, this Ministry has proposed the constitution of groups of armed railwaymen and is waiting how a supply of arms from the Ministry of War and many other measures from the Ministry of Interior.

I will send further communications on these questins

2301

The Minister

Declassified E.O. 12356 Section 3.3/NND No. 785016

Reply to letter: 28th Nov. 1944 - ACC/In/32

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2301

The Minister
sgd Cerabona

Declassified E.O. 12356 Section 3.3/NND No. 785046

B.M. Min. of Interior 6-11-44. 39A

No.10.35194-95
answ.to letter of 3,curr.n.14619 p.s. 33A
Sub:railway police service. 14619

Referring to letter same number,of September 12,last,we have the honour to state to this On. Commission the situation concerning the railway police service.

About the projected constitution of a special division of guards of rail-
-way police,also by a meeting of representatives of the administrations interested,recently held with the presidency of the council of Ministers,it seems till now unsolvable the diverg divergence between the Ministry of treasury and that of communication.

The theory upheld by the treasury is the following:
Those belonging to the dissolved railway militia did not constitute a real and separate list for themselves in as much as they were included as part of the personnel of the railway administration,in which after their elimination became again like civil personnel. Wanting now to transfer to the railway police division the duties already performed by the militia,it seems right that places for effective appointments also be transferred from the railway to the interior,so that for the moment can be allowed the increasing demand of force of the police guards corps in as much as the railway list will be reduced of the men who were of the militia (about 50000)or at least of the men that will form the railway police division.(about 1800)for now).Like this an increase of the state person-
-nel will be avoided,and the relative expenses,not possible for the budget conditions and unjustifiable for the reduced service necessities of the kind.

The railway administration is against this opposing that the militia person-
-nel gone back to their own civil lists,will be in great part eliminated for the epuration, and that anyway the exigency of the reconstruction activity of the railway installations does not allow for any personnel reduction.

Anyhow the question will be settled,the writer however consider'sit necessary to point out that the realization of the project and the effective beggining in service of the railway police unit,will not be able to take place for a long time,not less in the in the most favorable supposition,for at least one year,given that the possibility is lack-
-ing to designate elements already in service in the police guards corps, it will be necessary to make a special enrolment in addition, and in comptition with the enrolment in course for the ordinary services of the corps, to the gradual putting in of students in the schools available in relation to the limited space of these, and therefore to the specialization of those qualified in the particular service of the railway police.

For officers and N.C.O. it is considered necessary to issue a competition between those belonging to the corps, and for the first also among the PS. functioneries as soon as - the guards having finished their preparation - their employment will be needed by the special task of the division.

The above mentioned difficulties make it necessary to provide immediately the necessities of railway police service, made still more urgent, both rx by the crimes done in damage of the railway property and passengers, and by the circumstence that, this Commission announded with letter to which we refer, that the vigilance of the various Southern railway lines will soon return to the Italian authorities.

Concerning this,we have taken care to verify the necessities of the police force which should be put at disposal of the P.S. Commissariati of Reggio Calabria, Bari, Naples, Rome and Cagliari so as to assure the indispensable vigilance service necessity which as shown by the enclosed report is resolved in 6 P.S. officials 212 police guards 669 Carabinieri and 1025 guards .

Neither this general direction nor the CC.RR general Command are in condition to satisfy immediately and completely such a big request, therefore the writer reserves himself toprovide some increase of the P.S. personnel assigned tothe above mentioned commissariati, and to interest the CC.RR. general command for the

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Declassified E.O. 12356 Section 3.3/NND No. 785046

list for themselves in as much as they were included as part of the personnel of the railway administration,in which after their elimination became again like civil personnel- wanting now to transfer to the railway police division the duties already performed by the militia,it seems right that places for effective appointments also be transferred from the railway to the interior,so that for the moment can be allowed the increasing demand of force of the police guards corps in as much as the railway list will be reduced of the men who were of the militia (about 50000)or at least of the men that will form the railway police division.(about 1800)for now).Like this an increase of the state personnel will be avoided,and the relative expenses,not possible for the budget conditions and unjustifiable for the reduced service necessities of the kind.

The railway administration is against this opposing that the militia personnel gone back to their own civil lists,will be in great part eliminated for the epuration, and that anyway the exigency of the reconstruction activity of the railway installations does not allow for any personnel reduction.

Anyhow the question will be settled,the writer however consider'sit necessary to point out that the realization of the project and the effective beggining in service of the railway police unit,will not be able to take place for a long time,not less ~~in the~~ in the most favorable supposition,for at least one year,given that the possibility is lacking to designate elements already in service in the police guards corps, it will be necessary to make a special enrolment in addition, and in competition with the enrolment in course for the ordinary services of the corps, to the gradual putting in of students in the schools available in relation to the limited space of these, and therefore to the specialization of those qualified in the particular service of the railway police.

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Neither this general direction nor the CC.RR general Command are in condition to satisfy immediately and completely such a big request. Therefore the writer reserves himself toprovide some increase of the P.S. personnel assigned tothe above mentioned commissariati, and to interest the CC.RR. general command for the same provision .... the solution appears to be more practical and possible that the General Direction of the state railway would constitute units of its own dependents taking them from chosen elements of the dissolved militia or anyway from their own enlisted agents.

To these railway agents who would disengage the service depending on the PS. compartimental commissariati can immediately be recognized the qualification of P.S. Agent and as such be armed.

For a more efficient and complete use of railway police could also be named some chief squads or head parties for which the Ministry of Communication with the same legislative provisions made in accord with this Ministry, could see to the recognizing of the qualification to judicial police agent in the railway section.

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The duty of guard[illegible] the yards deposits and all the railway belongings would continue to be done by Guards.

We beleive that this solution will not only result the most efficient and solicite with actual emergency but might even result satisfactory as a definite thing. One that would avoid both on the side of the railway administration and the one of this ministry to reconstruct a strength like the eliminated militia, and limited to take away from its own personnel and in each department the elements strictly indispensable for the employment, as auxiliary of the police forces (Police Guards and Carabinieri) and without this Ministry having to institute in the Corps of the Police Guards the special unit (Division) qualified exclusively for the railway police to which it is easy to forsee, another unit should be added when the liberation of the country is completed.

At the same time, this letter is being sent to the Ministry of Communication for examination and the urgent decisions concerning them, also to the Ministry of Treasury.

On their part this Ministry as it mentioned above will see to increase as far as possible the police guards assigned to the various P.S. Commissariati Compartimentali (with priority to those of Reggio Calabria, Bari and Naples interested in the vigilance of the railway lines subject of letter 14619/PS of 3rd curr.) and to interest the general Commend of the CC.RR.)

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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Mod.839

Mandato 7/11

Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione Polizia-Sezione IV

n.IO.35I94-95 Roma, lì 6 novembre I944 -

Risp.alla lettera
del 3 corr.n.I46I9 P.S.

Oggetto : Servizio di polizia ferroviaria-

ON. COMMISSIONE ALLEATA- Sottocommissione per la P.S.- ROMA
APO -394

e,per conoscenza,

ON. PRESIDENZA DEL CONSIGLIO DEI MINISTRI-Gabinetto - SEDE
AL MINISTERO DELLE COMUNICAZIONI-Direz.Gen.Ferrovie Stato-Gabinetto
(Rif/to Lettera UL/I43-9292 del 2I.IO.I944) - ROMA
AL MINISTERO DEL TESORO-Ragioneria Generale dello Stato - Ispettorato Gen.Ordinamenti del personale ROMA

Con riferimento alla lettera, pari numero, del I2 settembre scorso, si ha il pregio di prospettare a codesta On.Commissione la situazione nei riguardi del servizio di polizia ferroviaria .

Circa la progettata costituzione di una apposita Divisione di Guardie di Polizia Ferroviaria, anche da una riunione di rappresentanti delle Amministrazioni interessate tenutasi di recente presso la Presidenza del Consiglio dei Ministri è apparsa tuttora insoluta la divergenza sorta tra il Ministero del Tesoro e quello delle Comunicazioni .

La tesi sostenuta dal Tesoro è la seguente : Gli appartenenti alla disciolta milizia ferroviaria non costituivano vero e proprio ruolo a sè stante in quanto gravavano sugli organici del personale dell'Amministrazione Ferroviaria, nei quali dopo la soppressione sono rientrati come personale civile- Volendosi ora con l'istituzione della Divisione di Polizia

Declassified E.O. 12356 Section 3.3/NND No. 785016

n.IO.35I94-95

Roma, lì 6 novembre I944 -

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del 3 corr.n.I46I9 P.S.

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Guardie di Polizia in quanto verranno ridotti i ruoli delle Ferrovie delle unità (circa 5000) già costituenti la milizia ferroviaria o, quanto meno, delle unità (1800 complessivamente, per ora) che formeranno la Divisione Polizia Ferroviaria . Si eviterà così un aumento del personale statale e delle relative spese, non consentibile per le condizioni di bilancio ed ingiustificato per le presenti ridotte necessità dei servizi in genere.

Resiste a ciò l'Amministrazione Ferroviaria, opponendo che il personale della milizia ritornato nei propri ruoli civili sarà in gran parte eliminato per l'epurazione e che comunque le esigenze dell'attività ricostruttiva degli impianti ferroviari non consente alcuna riduzione di organici.

Comunque la vertenza verrà risoluta, lo scrivente ritiene tuttavia opportuno far presente che la realizzazione del progetto e la effettive entrata in servizio del reparto di polizia ferroviaria non potrà verificarsi che a lunga scadenza non inferiore, nella più favorevole ipotesi, ad un anno almeno, dato che, mancando la possibilità di destinarvi elementi già in servizio nel Corpo delle Guardie di Polizia, occorrerà addivenire ad un apposito arruolamento in aggiunta ed in concorrenza con l'arruolamento in corso per gli ordinari servizi del Corpo, alla graduale immissione degli allievi nelle Scuole disponibili in rapporto alla limitata ricettività delle stesse e quindi alla specializzazione degli idonei nel particolare servizio della polizia ferroviaria .

Per gli ufficiali ed i sottufficiali si ritiene necessario bandire un concorso tra gli appartenenti al Corpo e, per i primi, anche tra i funzionari di P.S., man mano che la compiuta preparazione delle Guardie ne richiederà l'impiego nello speciale compito della Divisione .

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Le suddette difficoltà rendono evidente la opportunità di provvedere subito e diversamente a far fronte alle immediate necessità del servizio di polizia ferroviaria, rese ancora più urgenti sia dalla frequen-

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za dei reati in danno del patrimonio ferroviario delle cose trasporta= te e dei viaggiatori, sia della circostanza che prossimamente, come codesta On.Commissione ha preannunziato con il foglio cui si fa rife= rimento, la vigilanza delle varie linee ferroviarie del Mezzogiorno ritornerà alla competenza delle Autorità Italiane.

In proposito, si è avuta cura di accertare il fabbisogno delle for= ze di polizia che, in aggiunta a quelle normalmente assegnate, occor= rerebbe porre a disposizione dei Commissariati Compartimentali di P.S. di Reggio Calabria, Bari, Napoli, Roma e Cagliari per assicurare gli indispensabili servizi di vigilanza , fabbisogno che, come dall'unito specchio, si concreta in 6 Funzionari di P.S., 212 Guardie di Polizia, 669 Carabi= nieri e circa 1025 guardie giurate .

Nè questa Direzione Generale nè il Comando Generale dei CC.RR. peral= tro sono in grado di soddisfare subito e per intero tale notevole ri= chiesta, sicchè pur riservandosi lo scrivente di provvedere a qualche aumento del personale di P.S. assegnato ai Commissariati suddetti, non= chè di interessare per analogo provvedimento il Comando Generale dei CC .RR., si palesa conveniente soluzione praticamente più attuabile con la desiderata sollecitudine, che la Direzione Generale stessa delle Fer= rovie dello Stato costituisca reparti di propri dipendenti traendoli dagli elementi selezionati della disciolta milizia o comunque dai pro= pri agenti di ruolo .

A detti agenti ferroviari che disimpegnerebbero il servizio alle di= pendenze dei Commissariati Compartimentali di P.S. potrà riconoscersi subito la qualifica di Agente di P.S. e, come tali, provvedersi ad armarli .

Per una più efficace e completa utilizzazione ai fini della polizia

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Per una più efficace e completa utilizzazione ai fini della polizia ferroviaria potrebbero altresì nominarsi tre di essi dei capisquadra o capidrappello per i quali il Ministero delle Comunicazioni, con apposito provvedimento legislativo fatto di concerto con questo Ministero, potrebbe provvedere il riconoscimento della qualifica di agenti di po=

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lizia giudiziaria nell'ambito ferroviario.

Il compito di guardianaggio agli scali ai depositi ed a tutte le pertinenze ferroviarie seguiterebbe ad essere assolto dalle guardie giurate.

Si ritiene che siffatta soluzione non soltanto potrà risultare la più efficace e sollecita nelle contingenze attuali ma, in linea di massima, che potrebbe risultare anche soddisfacente in via definitiva, come quella che eviterebbe sia da parte dell'Amministrazione Ferroviaria che di questo Ministero di ricostituire una complessa unità organica simile alla soppressa milizia, limitandosi la prima a trarre dal proprio personale ed in ciascun Compartimento gli elementi strettamente indispensabili per l'impiego, come ausiliari delle forze di Polizia (Guardie di Polizia e Carabinieri), e senza che questo Ministero addivenga ad istituire nel Corpo delle Guardie di Polizia la speciale unità progettata (Divisione), qualificata esclusivamente per la polizia ferroviaria, cui è facile prevedere dovrebbe seguire almeno un'altra consimile, a liberazione completata del territorio nazionale.

La presente lettera viene nel contempo inviata al Ministero delle Comunicazioni per l'esame e le urgenti decisioni di propria competenza e, per conoscenza, al Ministero del Tesoro.

Da sua parte questo Ministero, come ha sopra accennato, provvederà ad aumentare nei limiti del possibile, le Guardie di Polizia assegnate ai veri Commissariati Compartimentali di P.S. (con precedenza per quelli di Reggio Calabria, Bari e Napoli interessati alla vigilanza delle linee ferroviarie oggetto della lettera n. 14[illegible] P.S. del 3 corrente) e ad interessare in conformità il Comando Generale dei CC.RR.

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PEL MINISTRO

Scelba

Declassified E.O. 12356 Section 3.3/NND No. 785016

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F O R Z A O C C O R R E N T E

Commissariati Compartimentali

	Funzionari	Impiegati	Agenti P.S.	Sottuf. Arma	Militari Arma
				7622	
P A R I		1	12	9	69
CAGLIARI				17	67
NAPOLI	1	1	30	33	153
R O M A				34	185
REGGIO CALABRIA	5		170 (1)	13	89

(1) di cui 23 sottufficiali.

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F O R Z A O C C O R R E N T E

mpartimentali

	Funzionari	Impiegati	Agenti P.S.	Sottuf. Arma	Militari Arma	Guardie Giurate
		1	12	9	69	300
				17	67	128
	1	1	30	33	153	277
				34	185	245
A	5		170 (1)	13	89	75

7622

ottufficiali.

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RESTRICTED

ALLIED FORCE HEADQUARTERS
APO 512

GENERAL ORDERS)
:)
NUMBER 25)

25 October 1944

Appointment of Director Military Railway Service, Italy I
Appointment of Deputy Director Military Railway Service, Italy II
Development and Operation of Railways in Italy III
Development and Operation of Railways in North Africa IV

AFHQ General Orders Number 19; Section II, Number 38; Number 60, all 1943, Section I, Number 17 and Section II, Number 19, both 1944, are rescinded and the following substituted therefor:

I ---- APPOINTMENT OF DIRECTOR MILITARY RAILWAY SERVICE, ITALY

Announcement is made of the appointment of Brigadier R. D. WAGHORN, R.E., Director of Transportation (Br) as Director Military Railway Service, ITALY, effective 22 October 1944.

II --- APPOINTMENT OF DEPUTY DIRECTOR MILITARY RAILWAY SERVICE, ITALY

Announcement is made of the appointment of Lt. Colonel WILLIAM P. WILSON, 0412895, TC, as Deputy Director Military Railway Service, ITALY, effective 22 October 1944.

III -- DEVELOPMENT AND OPERATION OF RAILWAYS IN ITALY

1. The Director, Military Railway Service, ITALY will be responsible for:

a. The advanced planning and development of railways necessary for the support of operations in ITALY under the direction of the Supreme Allied Commander, Mediterranean Theater.

b. The proper distribution of available resources of personnel and equipment to meet the requirements in ITALY of the Supreme Allied Commander.

c. The reconstruction of railways in ITALY.

d. The operation of all railways in ITALY, except for those portions which may from time to time be returned to civilian control. The Director, Military Railway Service, ITALY, will however, exercise full control over all locomotives and cars used by the civilian operated railways with the object of affording the maximum support to military operations.

e. Technical advice on all railway matters in ITALY.

Declassified E.O. 12356 Section 3.3/NND No. 785016

AFHQ General Orders Number 25 (cont'd)

2. In order that the Director, Military Railway Service ITALY may fulfil his mission, all U.S. railway service troops, the Italian railway personnel, military and civilians, together with the British Transportation Service and such other military or civilian railway personnel in ITALY as may come under the Control of the Supreme Allied Commander, Mediterranean Theater, will be at the Director's disposal and will operate under his direction. In addition all railroad material, American, British, Italian or any other railroad property in ITALY that may come under his control is at the sole disposal of the Director, Military Railway Service, ITALY.

3. The Director, Military Railway Service ITALY will report to the Chief Administrative Officer, AFHQ.

4. The Deputy Director, Military Railway Service, ITALY will report to the commanding General, NATOUSA on solely NATOUSA matters.

5. The relationship between HQ AAI and the Director, Military Railway Service ITALY will continue to be maintained in accordance with that which previously existed prior to 22 October 1944, between HQ AAI and the Director General Military Railway Service, Allied Force, as indicated in AFHQ Mov 3/307 dated 17 September 1944.

6. The Director, Military Railway Service ITALY has no responsibility for railway operation or construction in North Africa or the South of France.

IV --- DEVELOPMENT AND OPERATION OF RAILWAYS IN NORTH AFRICA

The General Officer Commanding, North African District, and Commanding General, Headquarters Communications Zone, NATOUSA, will be responsible for arranging with appropriate French officials for British and United States rail movements, respectively, in North Africa.

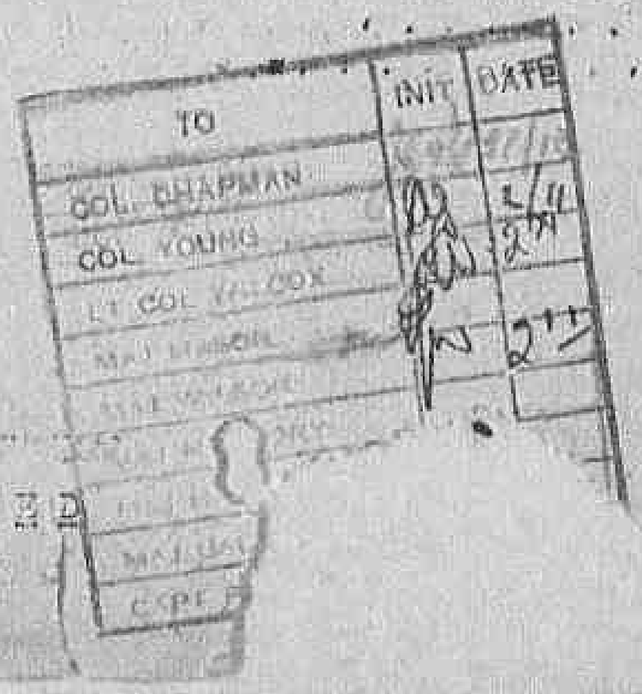
By command of General WILSON:

J. A. H. GAILLELL,
Lieutenant General, Chief of Staff.

OFFICIAL:

H. V. ROBERTS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION:
"C"



ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

(Public Safety Division)

FILE NO : RPS 662 28th October 1944.

SUBJECT : Special Corps of Railway Police.

TO : Headquarters, Allied Control Commission.
(For attention of : Public Safety Sub-Commission.

Referring to ACC-P.S. Sub-Commission Memo. dated 18th October, 1944 (Ref. ACC/14601/8/PS) on the subject of clothing and boots for Police Agencies and to the report submitted on 23.10.44 from this Region concerning the Guarding of ACC Rail Traffic.

1. Attention is drawn to the fact that the Special Corps of Railway Police are not included in the Memo. quoted above as being entitled to indent for (a) clothing and boots. Furthermore representations have been made to A.C.C. in this Region by the Chief of the Corps on the subjects of (b) Food rations and (c) Arms - for members of his Force.

2. As regards (a), the full history of the organisation and constitution of the Special Corps of Railway Police has already been reported to the Public Safety Sub-Commission (vide reports dated 21.6.44 and 2.8.44) and attention drawn to the importance of supplying clothing and boots as early as possible; it is therefore disappointing to find that the Corps has not been included in the special arrangements described in the Memo. of 18.10.44.

3. The Chief of the Corps has reported that as regards (b) various requests have been made since June, 1944, to the Prefect and High Commissioner for the grant of the same special food ration scale to members of the Corps, as approved for other P.S. Agents, but without result. This apparently has been mainly due to the fact that the Railway Police were not included in the directive from the Ministry of Agriculture & Fisheries on the subject of special rations for police, firemen and prison guards.

4. As to (c), in the course of their duties the Railway Police have to guard freight cars in lonely places where they are exposed to the danger of attack from armed robbers or gangs of criminals and it is therefore essential that they should be well armed. It has been possible to obtain 400 pistols for the 600 police employed and a further 200 are urgently required, also, if possible, 20 automatic rifles. Application has been made for these, through Italian Government channels, without success.

5. The Corps is performing a vitally important task in guarding railway property and goods in transit and although at a meeting held at Salerno on 20th March, 1944, the Ministry of the Interior agreed to recognise the Railway Police personnel as P.S. Agents, such recognition has not been made generally effective and they have received

declassified E.O. 12356 Section 3.3/NND No. 78 5216

Referring to ACC-P.S. Sub-Commission Memo. dated 18th October, 1944 (Ref. ACC/14601/8/PS) on the subject of clothing and boots for Police Agencies and to the report submitted on 23.10.44 from this Region concerning the Guarding of ACC Rail Traffic.

1. Attention is drawn to the fact that the Special Corps of Railway Police are not included in the Memo. quoted above as being entitled to indent for (a) clothing and boots. Furthermore representations have been made to A.C.C. in this Region by the Chief of the Corps on the subjects of (b) Food rations and (c) Arms - for members of his Force.

2. As regards (a), the full history of the organisation and constitution of the Special Corps of Railway Police has already been reported to the Public Safety Sub-Commission (vide reports dated 21.6.44 and 2.8.44) and attention drawn to the importance of supplying clothing and boots as early as possible; it is therefore disappointing to find that the Corps has not been included in the special arrangements described in the Memo. of 18.10.44.

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6. In the circumstances it is recommended that either (a) the Corps be recognised and fully supported by the Italian Government, particularly in the important matters of clothing and boots, food rations, etc. or (b) disbanded for the reason that with the lack of food, clothing and equipment, the prestige and morale of the Corps is sinking so low as to seriously impair their efficiency. In the latter event some alternative means of performing this essential policing duty would have to be found by the Italian Government.

HEADQUARTERS 2 NOV 1944 A. C. C.

M. CARR,
Brigadier,
Regional Commissioner.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

36A

HEADQUARTERS
ALLIED COMMISSION
PUBLIC SAFETY SUB COMMISSION
APO 394.

Ref: ACC/11619/PS 3 November 1944

SUBJECT: Guarding of Railway Traffic

TO: Director-Industry Sub Commission
(attention Camp Division)

35A

1. Reference your ACC/14[illegible]/M dated 2 Nov 44.

2. In the near future military guards will be removed from the railways in the area mentioned by you. Discussions have taken place with the Director of Public Security, Ministry of the Interior, with a view to the formation of of a body of railway police. Ace 33 A 34A

3. This matter is being treated as urgent and you will be informed of developments.

John W. Chapman
Colonel, J.A.C.D.
Director Public Safety
Sub Commission

FJ#/ecf

2291

Declassified E.O. 12356 Section 3.3/NND No. 785016

381
See 361

HEADQUARTERS
ALLIED ~~CONTROL~~ COMMISSION
Industry Sub-Commission
Hemp Division

A. P. O. 394

JS/GD
2nd November 1944

Tel: 478176
Ref: HCO/1409/N

FROM: Hemp Division Industry Sub-Commission.

To : Public Safety Sub-Commission. (attn. Col. Chapman)

Subject: Theft of Yarns and other Hemp products from Railway Waggons.

---

1. In view of the fact that there have been several recent cases of pilfering from railway waggons, between Frattamaggiore and Bari, Frattamaggiore and Sarno, Sarno and Naples etc., the Hemp Division of the Industry Sub-Commission proposes to sponsor the information of a small corps of Hemp Railway Guards (about twelve reliable men in all) on the part of the Consorzio Nazionale Canapa. It is mentioned for your guidance that the present value of raw Hemp at controlled Prices is not less than £ 115.- per ton, while hemp yarns are worth at least £ 200.- per ton. Black market prices being at least twice these amounts.

2. Leaving on one side the question of monetary loss, in order to ensure that the production of essential material for Service needs is not prejudiced, it is absolutely necessary that the Consorzio Nazionale Canapa should be able to move its raw and semi- manufactured material by rail with a reasonable possibility of its arriving at destination intact.

3. In order that these Civilian railway guards may carry out their duties, it will be necessary for them to have an authority which will enable them to travel on Military and/or Civil controlled lines, and it is hoped that such a formation will be recognised by Allied and Railway Authorities and that every facility will be given to those who should be armed.

J. SCHLEE
for
W.S. VAUGHAN
Director
Industry Sub- Commission

Copy for: Q. Movements
Transportation Sub-Commission
Economic Section
Naples Office

Declassified E.O. 12356 Section 3.3/NND No. 785016

344

1b

HEADQUARTERS
ALLIED COMMISSION
Public Safety SubCommission
APO 394

Ref:ACC/14619/PS 3 November 1944

SUBJECT: Guarding of Railway Traffic

TO: Director- Transportation S/C

328

1. Reference your AC/TM/32 dated 27 Oct 44.

2. The fact that it is intended to place certain railway tracks under A.C. has been brought to the notice of the Director of Public Safety Ministry of Interior. He is preparing a scheme for the enrolment of guards for station yards, trains and tracks, which will be forwarded in the near future.

2. This matter is being dealt with as urgent and you will be informed of progress. See 328

John W. Chapman
Colonel-J.A.G.D.
Director Public Safety
Sub Comission

FJW/acf

2289

Declassified E.O. 12356 Section 3.3/NND No. 785016

33A
1/2b Sec 39A

HEADQUARTERS
ALLIED COMMISSION
Public Safety Sub Commission
APO 394

Ref: ACC/14619/PS

3 November 1944

SUBJECT: Guarding of Railway Traffic

TO: Director- Public Safety
Ministry of the Interior

1. In the near future the responsibility for guarding the following sections of line, now guarded by Allied Forces, will be placed upon the Italian Governmeat:-

i. Linen in CALABRIA, extending Northwards to BATTIPAGLIA, and Eastwards to METAPONTO.

ii. TARANTON-BATTIPAGLIA, via METAPONTO and POTENZA.

iii. FOGGIA-ORTONA

iv. AVERSA-CAMPOLEONE by Line 80

2. It will be necessary to enrol personnel for this purpose. Will you please prepare a scheme forwarding the particulars to this Headquarters at your earliest convenience.

3. In confirmation of conversation of H.E. Ferrari-Major Wilson, 2 Nov. 44.

John W. Chapman
Colonel-J.A.G.D.
Director Public Safety
Sub Commission

2283

FJW/acf

ACP/elc

32A
Lee 3414

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478704

28 October 1944 ec.

Our Ref : ACC/TN/32/

TO : His Excellency Cerabona
Minister of Communications

SUBJECT : Guarding of Railway Traffic.

1. Considerable concern is expressed by ACC. at the decision of the Minister of the Interior not to proceed with plans for the establishment of a special railway Police Section.

2. With additional railway territory being returned for Italian operation and reduction of Military control, it is essential that ah efficient scheme be prepared for safeguarding rail traffic, both moving and stationary.

3. The traffic passing at the present time is all vital to the Italian people as a whole, and any inducement to pilferage in transit brought about by inadequate guarding may have far reaching effects.

4. It is suggested that the many railway-men on the pay-roll at the moment who are without work might be considered for forming temporary guards, and Public Safety Sub-Commission ACC, have been asked to look into the aspect with the appropriate Governmental Department.

5. It is felt that immediate action should be taken to ensure arrangements for satisfactory guarding of rail traffic, and you are asked to emphasise the necessity for such action.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Our Ref : ACC/TA/32/

TO : His Excellency Cerabona
Minister of Communications

SUBJECT : Guarding of Railway Traffic.

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5. - It is felt that immediate action should be taken to ensure arrangements for satisfactory guarding of rail traffic, and you are asked to emphasise the necessity for such action.

Sd. D.S.Adams

D.S. ADAMS
Colonel C.E.
Director Tn.Sub-Comm.

Copies to:
Finance Sub-Comm.
Public Safety Sub-Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785046

ACP/hl

14619 31A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel. 478701
Our Ref: ACC.Tn/32

27 October 1944

TO : Director, Public Safety Commission
Headquarters, ACC.

SUBJECT: Guarding of Railway Traffic

Confirming recent conversation (Col.Chapman - Mr.Taylor), Transportation Sub-Commission is very much concerned at the lack of protection for traffic on lines operated purely by Italian personnel.

Details of the British Military scheme and the American arrangements were sent you with my letter of 16 June 1944, and it was felt that the proposals for the introduction of Railway Police would have met the early demands for safeguarding purely civilian traffic. Unfortunately, it seems that four months have passed, during which men could have been trained, and now the Government do not intend to proceed with the matter.

Attached hereto are proposals submitted by AFHQ which denote the intention of placing certain railway tracks entirely under ACC, and the responsibility for guarding such tracks, consequent upon the proposed withdrawal of military personnel from such areas.

It is therefore essential that an immediate plan be evolved for the protection of lines solely used for the conveyance of ACC traffic, and this should be based on the prospect of future developments in that guarding of station yards, trains and tracks will undoubtedly be needed in other areas.

It is in the essential interests of the Italians themselves that production of traffic passing be maintained at the highest level. The traffic is in the main food-stuffs or items concerned with the production of food-stuffs, and

Declassified E.O. 12356 Section 3.3/NND No. 785016

: Director, Public Safety Commission
Headquarters, ACC.

SUBJECT: Guarding of Railway Traffic

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Details of the British Military scheme and the American arrangements were sent you with my letter of 16 June 1944, and it was felt that the proposals for the introduction of Railway Police would have met the early demands for safeguarding purely civilian traffic. Unforturately, it seems that four months have passed, during which men could have been trained, and now the Government do not intend to proceed with the matter.

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It is therefore essential that an immediate plan be evolved for the protection of lines solely used for the conveyance of ACC traffic, and this should be based on the prospect of future developments in that guarding of station yards, trains and tracks will undoubtedly be needed in other areas.

It is in the essential interests of the Italians themselves that production of traffic passing be maintained at the highest level. The traffic is in the main food-stuffs or items concerned with the production of food-stuffs, and vital to the populace as a whole. The shortage of these commodities makes them all the more vulnerable and if it becomes known that such traffic is passing unprotected, high pilferage is likely to ensue.

Declassified E.O. 12356 Section 3.3/NND No. 785016

It is felt that as a temporary measure the many unemployed railwaymen at present being paid might usefully be directed to be trained as protection squads, but it must be realised this can only be a passing phase, as such men may be urgently needed for their normal duties.

It is understood you will give the matter immediate attention, in order that a suitable answer will be available for AFHQ.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosure: (Correspondence re proposals subm. by AFHQ.)

TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT COL WILCOX		
MAJ MASON		
MAJ WILSON		
MAJ H[illegible]BORY		
MAJ HARVEY		
MAJ BALLANCE		
[illegible] POWELL		

2285

Declassified E.O. 12356 Section 3.3/NND No. 785046

attention, in order that a suitable answer will be available for AFHQ.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosure: (Correspondence re proposals subm. by AFHQ.)

TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT COL WILCOX		
MAJ MASON		
MAJ WILSON		
MAJ H. NBORY		
MAJ HARVEY		
MAJ BALLANCE		
C. PL. POWELL		

2285

Declassified E.O. 12356 Section 3.3/NND No. 785016

318

G-4 M[illegible] & Tn,
Allied For[illegible] Headquarters
C.M.F.

MOV 3/1 E.

MEMORANDUM to D.Q.M.G. (Mov & Tn).

Allocation of Train Guards in Italy

1. The agreement by which train guards will be the responsibility of D.Q.M.G. (Mov & Tn), on all lines except those operated by U.S.A. M.R.S. troops, threatens to throw an excessive burden on British resources as a result of the unexpected speed at which D.G.M.R.S. is now handing operating back to the Italians.

2. It is therefore recommended that the following steps be taken as soon as possible:-

(a) Delegation to H.Q., AAI, of responsibility for train guards on all lines in the Operational Zone other that those operated by U.S.A. M.R.S. troops, on the understanding that the lines CIVITAVECCHIA-LEGHORN and LEGHORN-FLORENCE should remain a U.S.A. responsibility - i.e. if M.R.S. and these lines over to the Italians train-guard troops should be furnished by P.B.S.

(b) Concentration of all Allied military stores traffic passing West-East and East-West to and from the HEEL, on the FOGGIA-BENEVENTO route, leaving the POTENZA route for A.C.C., Italian Army and movement of troop trains.

(c) Concentration of Allied Military traffic passing between NAPLES and ROME on line 90, leaving line 89 for A.C.C., Italian Army, coal traffic, and if necessary bulk petrol.

(d) Placing of responsibility on A.C.C., for guarding following section now guarded by Allied Forces:-

(i) Lines in CALABRIA, extending Northwards to BATTIPAGLIA, and Eastwards to METAPONTO.

(ii) TARANTO-BATTIPAGLIA, Via METAPONTO and POTENZA.

(iii) FOGGIA-ORTONA

(iv) AVERSA-CAMPOLEONE by line 89

2284

(e) Placing of responsibility on 5 District for guarding sections TARANTO-BRINDISI-BARI-FOGGIA-CALABRIA.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Evacuation of Train Guards in Italy.

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(i) Lines in CALABRIA, extending Northwards to BATTIPAGLIA, and Eastwards to METAPONTO.

(ii) TARANTO-BATTIPAGLIA, Via METAPONTO and POTENZA.

(iii) FOGGIA-ORTONA

(iv) AVERSA-CASTELVOLTURNO by line 89

(e) Placing of responsibility on 3 District for guarding sections TARANTO-BRINDISI-BARI-FOGGIA-CASERTA.

(f) Placing of responsibility on 2 District for guarding sections BATTIPAGLIA-NAPLES-ROME (via line 90) -ORME and CIVITAVECCHIA.

2284

-continued Page 2-

Declassified E.O. 12356 Section 3.3/NND No. 785016

(g) In event of 2 District being absorbed by 3 District, the creation of an independent H.Q. for commanding all British train-guards outside the Operational Zone.

(h) Retention of whole of 30 Somerset L.I., on L. of C. duties until fresh British troops adequate to the commitments of 2 & 3 Districts have been furnished and trained.

(B.S.POTTER), Lt.Col.
A.Q.M.G.(E).,
NOV 3.

24 Sept. 44.

2283

Declassified E.O. 12356 Section 3.3/NND No. 785016

ALLIED CONTROL COMMISSION

SICILY REGION HEADQUARTERS
APO. 394

(PUBLIC SAFETY DIVISION - CIVIL POLICE SECTION)

FILE NO: RPS/014.1. *DATE:* October 23rd, 1944.

SUBJECT: Guarding of ACC Rail Traffic.

TO: Colonel John W. CHAPMAN,
Director, Public Safety Sub-Commission.

Reference your ACC/14619/PS dated 11th October, 1944.

1. There is no trace in this Region of the previous communication ACC/14619/PS dated 12th July, 1944, a copy of which was forwarded with the Memo under reply.

2. Close co-operation has always existed between the representative of the Transportation Sub-Commission and Public Safety Officers- also with the Supply Division- in connection with the subject of protecting goods carried in civil trains. Formerly when large quantities of food under the control of ACC etc. were transported by rail, in addition to special instructions being issued to the Railway Police, such consignments were always guarded by at least two Carabinieri.

3. Recently with the general hand-over to the Italian Authorities the amount of ACC Rail traffic in Sicily has been very appreciably reduced. When special loads, eg. paper etc. have to be conveyed, separate instructions are issued to the Railway Police and the employment of Carabinieri has ceased.

4. It will be appreciated that the Railway Police Corps was being formed at a time when ACC Rail traffic was very heavy and the assistance of Carabinieri was essential. In future, under more normal conditions, it is anticipated that the Railway Police will be in a position to assume responsibility for guarding all goods conveyed by train. It is however essential that the Corps should receive recognition and assistance in the way of rations, uniform and equipment and a separate report has already been submitted on this question. In addition, the present representative of the Transportation Sub-Commission (Major TAYLOR) has discussed this subject with Dr. TUCCIO and suggested, in order that the best possible use may be made of the Railway Police, that he (Dr. TUCCIO) should endeavour to obtain for them such support and assistance as may be pos-

declassified E.O. 12356 Section 3.3/NND No. 785014

SUBJECT: Guarding of ACC Rail Traffic.

TO: Colonel John W. CHAPMAN,
Director, Public Safety Sub-Commission.

13A 29A

Reference your ACC/14619/PS dated 11th October, 1944.

1. There is no trace in this Region of the previous communication ACC/14619/PS dated 12th July, 1944, a copy of which was forwarded with the Memo under reply.

2. Close co-operation has always existed between the representative of the Transportation Sub-Commission and Public Safety Officers- also with the Supply Division- in connection with the subject of protecting goods carried in civil trains. Formerly when large quantities of food under the control of ACC etc. were transported by rail, in addition to special instructions being issued to the Railway Police, such consignments were always guarded by at least two Carabinieri.

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TO	INIT	DATE
COL. CHAPMAN		
COL. YOUNG		
LT COL WILCOX		
MAJ MASON		
MAJ WILSON		
MAJ HANBURY		
MAJ HARVEY		
PAWE		

HEADQUARTERS 27 OCT 1944 C...

For the Regional Commissioner.

Russell A. SNOOK,
Lt. Colonel,
Regional Public Safety Officer.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

Nov

29A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

ACC/14619/PS

11 October 1944

SUBJECT : Guarding of A.C.C. Mail Traffic.

13A

TO : R.P.S.C. Sicily Region.

Dec 30A

With reference to this office letter ACC/14619/PS dated 12 July 1944, copy attached, would you please state what action has been taken on the matter, and a general report on the present situation.

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission

HF/jwf

2281

Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

ACC/14619/PS

11 October 1944

SUBJECT : Situation in Railway Police.

TO : Transportation Sub-Commission.

1. With reference to your letter ACC/TN/32/10 dated 16 June 44, and TN/32/21 dated 3 Oct 44, the situation is as follows.

2. As stated in this Office letter ACC/14619/PS dated 30 June 44, and your reply thereto TN/32/13 dated 5 July 44, arrangements were made for a scheme to be put into operation in Sicily, using the already formed Railway Police Section, in conjunction with your Lt Col C.H. LINDEMAN, the R.F.S.C. and Dr TUCCIO, Italian Chief of Sicily.

A request has been made to the R.F.S.C. Sicily asking for information as to definite action taken, and present situation.

3. With regard to the mainland as stated in our letter dated 30 June (Para 4) it was intended to set up a special railway police section, and the proposals reached the stage of a draft Royal decree. Unfortunately this scheme did not obtain the approval of the Italian Ministry of Finance, and it has just been learned that the Ministry of the Interior do not intend to press the matter at the present time.

Pending the formation of Special Railway section, steps were taken for a small number of Agents of Public Security to be assigned to the Special task of guarding Civilian rail traffic.

4. Since that time, extra demands have been made on the police service owing to the urgent situations arising by large numbers of refugees congregating at stations and unauthorised boarding of trains. This has taxed the limited resources of the police agencies to the utmost. Extra agents have been assigned to these duties, and the Questori have been instructed to provide as many agents as possible for this particular function.

Constant liaison is being maintained by this Sub-Commission and the Director of Public Security on this matter, and a detailed report of action taken and numbers assigned has been requested.

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

EP/jwf

Declassified E.O. 12356 Section 3.3/NND No. 785016

Translation RV.

MINISTRY OF INTERIOR
P.S. Gen.HQ.

1469 27A

N. 10. 35081

7 October 1944.

Subject : Unauthorised travelling of refugees on ordinary trains.

To : H.E. High Commissioner for Sicily - Palermo
To : Prefects of : Reggio Calabria-Cosenza-Catanzaro-Benevento-Avellino-Campobasso-Salerno-Potenza-Matera-Taranto-Bari-Brindisi-Lecce-Foggia-Napoli-Frosinone-Littoria-

and for information

To : P.S. Commissariati (compartimental) of : Palermo-Regio Calabria-Bari-Naples -
To : A.C.C. Public Safety Sub-Commission - Rome.

and

The Allied Commission has received further complaints about the considerable overcrowding on the trains, caused by unauthorised travelling of refugees from Sicily and Calabria to Northern Italy.

We beg you to dispose every possible Police assistance,

Look over

Declassified E.O. 12356 Section 3.3/NND No. 785016

so as to carry out, the provisions issued by the Ministry of Communications and by the High Commissioner for refugees, which prohibit the railway-travelling without permit.

For the Minister
Ferrari

D R S.	
C O R S	
EX O/C	
POLICE	
	S.
FIRE & C. D.	
PRISONS	
IMC & REG	
ADM OFFICERS	

Mod.839

Inviate 10/10

Ministero dell'Interno

DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA
Divisione Polizia -Sezione IV

n.IO. 35081

Roma, lì 7 ottobre 1944

Oggetto : Viaggi abusivi di profughi sui treni ordinari

A S.E. L'ALTO COMMISSARIO PER LA SICILIA - PALERMO
ALLE LL.EE. I P R E F E T T I di :
REGGIO CALABRIA- COSENZA- CATANZARO- BENEVENTO- AVELLINO-
CAMPOBASSO- SALERNO- POTENZA- MATERA - TARANTO- BARI-BRINDISI
LECCE- FOGGIA- NAPOLI-FROSINONE- LITTORIA- ,
e, per conoscenza,
AI COMMISSARIATI DI P.S. COMPARTIMENTALI di :
PALERMO- REGGIO CALABRIA- BARI- NAPOLI - e

→ ALL' ON/LE COMMISSIONE ALLEATA - Sottocommissione per la P.S.
R O M A

Alla Commissione Alleata sono pervenute ulteriori lamentele per la considerevole congestione determinatasi sui treni a causa d'un movimento, non autorizzato, di notevoli gruppi di sfollati in viaggio dalla Sicilia e dalla Calabria verso il Nord .

Si prega voler disporre ogni possibile assistenza di polizia affinchè siano fatti interamente valere i provvedimenti che il Ministero delle Comunicazioni e l'Alto Commissario per i profughi hanno elaborato per impedire viaggi ferroviari senza permesso .

PEL M I N I S T R O

Declassified E.O. 12356 Section 3.3/NND No. 785016

n.IO. 35081

Roma, lì 7 ottobre 1944

Oggetto : Viaggi abusivi di profughi sui treni ordinari

A S.E. L'ALTO COMMISSARIO PER LA SICILIA - PALERMO
ALLE LL.EE. I P R E F E T T I di :
REGGIO CALABRIA- COSENZA- CATANZARO- BENEVENTO- AVELLINO-
CAMPOBASSO- SALERNO- POTENZA- MATERA - TARANTO- BARI-BRINDISI
LECCE- FOGGIA- NAPOLI-FROSINONE- LITTORIA- ,
e, per conoscenza,
AI COMMISSARIATI DI P.S. COMPARTIMENTALI di :
PALERMO- REGGIO CALABRIA- BARI- NAPOLI - e

→ ALL' ON/LE COMMISSIONE ALLEATA - Sottocommissione per la P.S.
R O M A

Alla Commissione Alleata sono pervenute ulteriori lamentele per la considerevole congestione determinatasi sui treni a causa d'un movimento, non autorizzato, di notevoli gruppi di sfollati in viaggio dalla Sicilia e dalla Calabria verso il Nord .

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PEL M I N I S T R O

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

1619 ACF/Tn 26A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701 3 October 1944

ACC Tn/32/21

SUBJECT : Train Guards

TO : Public Safety Sub-Commission
HQ. ACC.

1. Reference is to our letter ACC Tn/32/10 of 30 June 1944.

2. Can you please say how the position as regards train guards now stands, in view of the desirability of establishing a system of control of passengers?

TO	INIT	DATE
DPS		
DDPS		
EX OFFICER		
POLICE 1.		
2.		
FIRE & C. D.		
PRISONS		
LIC & REG		
ADM OFFICER		

for D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

2-76

ACP /hl

14619/Hlo 25-A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel.478701 2 October 1944

ACC.TN/42/

TO : Ministry of Communications, Rome

SUBJECT: Daily Passenger Service, Bari-Foggia-Naples

1. You will be pleased to hear that approval in principle has been given to a daily passenger train Bari-Foggia-Naples, and perhaps you will let me have a proposed train chart and suggested stock composition.

2. Before this service can be put into operation, however, there is a general question which must be quite definitely settled now in order to serve as a standard for the future.

3. There is unfortunately considerable overcrowding on all trains, and it is quite obvious that the only solution to that is a satisfactory train service to meet requirements. Circumstances do not permit of this at the present time, and before M.R.S. is prepared to accord approval of additional trains, a satisfactory system of control of passengers must be evolved.

4. Limitation of the sale of tickets to the capacity of the train is the first step, but safeguards must also be made against passengers storming the trains at Termini and at intermediate stations, often without paying fares and to their own danger.

5. If you will take steps to have a comprehensive scheme prepared, I am sure it will help considerably in obtaining the additional trains so necessary to improving the travel facilities in Southern Italy.

In absence of
Al Prog Capt
D.S. ADAMS
Colonel, G.S.
Director, Tn.Sub.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785046

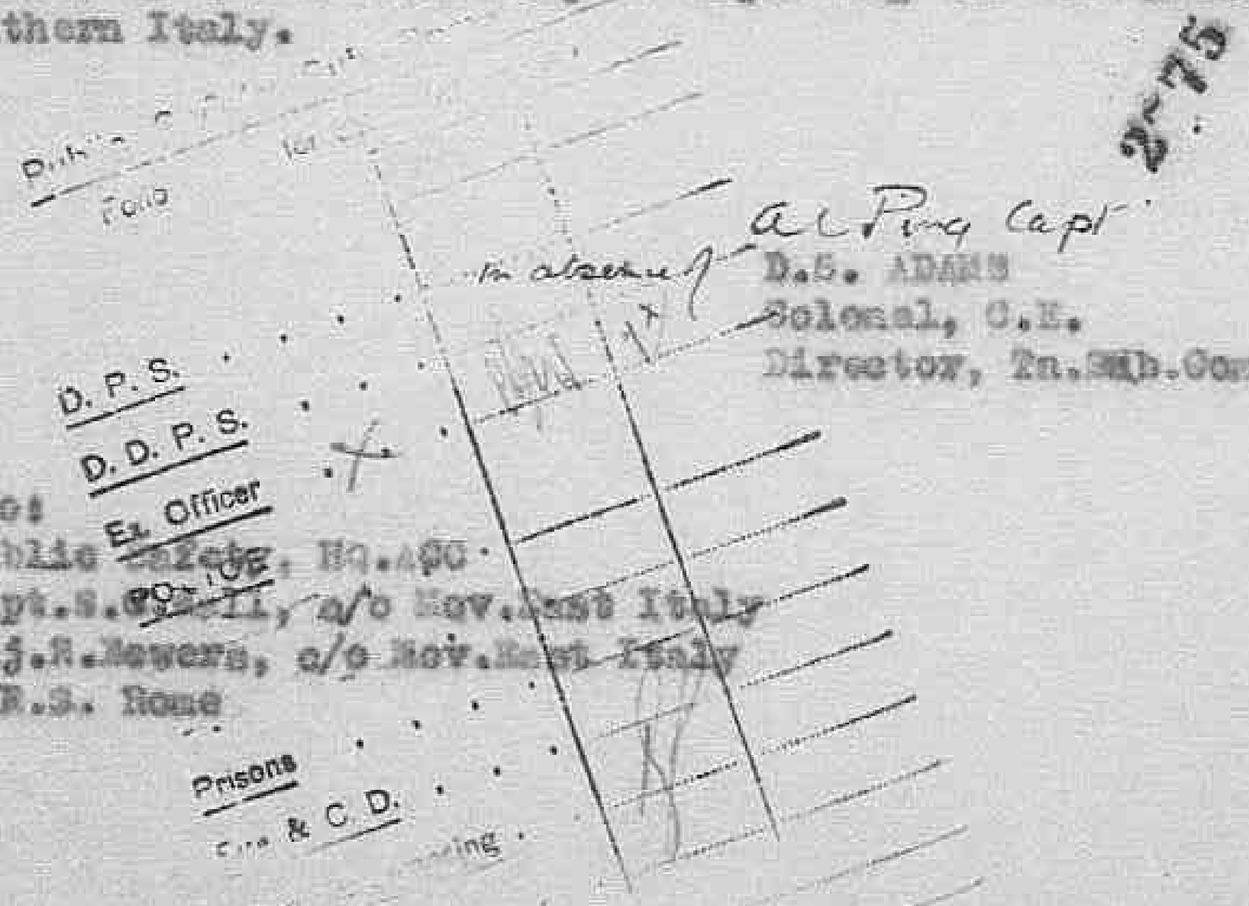
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2. Before this service can be put into operation, however, there is a general question which must be quite definitely settled now in order to serve as a standard for the future.

3. There is unfortunately considerable overcrowding on all trains, and it is quite obvious that the only solution to that is a satisfactory train service to meet requirements. Circumstances do not permit of this at the present time, and before M.R.S. is prepared to accord approval of additional trains, a satisfactory system of control of passengers must be evolved.

4. Limitation of the sale of tickets to the capacity of the train is the first step, but safeguards must also be made against passengers storming the trains at Termini and at intermediate stations, often without paying fares and to their own danger.

5. If you will take steps to have a comprehensive scheme prepared, I am sure it will help considerably in obtaining the additional trains so necessary to improving the travel facilities in Southern Italy.



2-75

a/Brig Capt
D.S. ADAMS
Colonel, C.E.
Director, Tn. & Hb. Comm.

Copy to:
Public Safety, HQ.AFC
Capt.S.Cassell, a/c Nav.East Italy
Maj.R.Sievers, a/c Nav.East Italy
M.R.S. Rome

Declassified E.O. 12356 Section 3.3/NND No. 785246

Declassified E.O. 12356 Section 3.3/NND No. 785016

24A.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission.
APO 394.

Ref. ACC/14619/PS &
ACC/14076/PS.

Mel. 489081 - 257.

30th September, 1944.

SUBJECT : Movement of Refugees by Rail.

TO : His Excellency the Director of Public Security,
Ministry of the Interior.

1. Further complaints have been received of serious congestion being caused on the railways owing to the unauthorised movement of large bodies of refugees travelling from the Calabria and Sicily area in an effort to return northwards.

2. It is understood that the Ministry of Communications and the High Commissioner for Refugees have made plans to prohibit unauthorised movement by rail. May all possible police assistance please be given to enforce the regulations.

JOHN W. CHAPMAN,
Colonel, J.A.G.D.,
Director, Public Safety
Sub-Commission.

APW/cm.

2-7-45

Declassified E.O. 12356 Section 3.3/NND No. 785016

Translation RV.

MINISTRY OF INTERIOR
P.S. Hq.

M 0 14619 2-11

12 September 1944.

N. 10.35013

Subject : Railway Police.

To : A.C.C. Public Safety Sub-Commission - Rome .

I inform you that the Ministry of Treasury once more declared its disaggeement of opinion concerning the approval of the legislative plan, which was pre-arranged for the constitution of a railway-Police Corps.

~~Since~~ Nevertheless it must be admitted, that some of the objections are founded and seeing that on the other hand it is necessary to provide for the service re the security of railway installations, it is deemed inopportune to insist, though modifying it, on mentioned plan, the approval and practical actuation would require a long period.

Consequently I am asking your Commission not to intervene, as verbally has been requested, at the Ministry of Treasury, in order to solicit the consent.

In the meanwhile, in order to provide for the necessities of the services, I am gathering the detailed informations from the different Compartimental Commissariati, which consent me to establish the strenghts necessary for the working of the service, for which I shall provide as much as possible with agents.

Police Chief.
Ferrari

Public Safety Sub-Commission

Folio

for action information

	INIT.	DATE
D. P. S.		
D. D. P. S.		
Ex. Officer	[illegible]	14/9
POLICE		
Prisons		
Fire & C. D.		
Regn & Licensing		
Adm. Officer		

REMARKS

Bring up again on 1st Oct 1944

3/10/44. Dr Ferrari Luciano. Will reply by 24th. Again on 10/10/44

2-73

Declassified E.O. 12356 Section 3.3/NND No. 785016

23A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

22 September 1944

Tele:478701

ACC Tn/42

SUBJECT: Civilian Passengers on Naples-Foggia-Bari Military Train.

TO : Minister of Communications (for General di Raimondo).

1. Reference my letter ACC Tn/42/67 dated 1 Sept.44 (paragraph 7) in reply to your letter M/210/6791/41/13 of 22 August (paragraph 3-g) with regard to the acceptance of a limited number of civilian passengers on the daily military train between Naples and Bari via Benevento and Foggia.

2. It is reported that considerable numbers of people are attempting to travel by this train, far in excess of the accomodation provided.

3. The Regional Commissioner, ACC, has issued orders to the Questure at Naples and Bari as to the number of passes which can be issued daily authorising travel by the train for priority passengers, but it is evident that the majority of those who board the train are not in possession of the requisite permit.

4. Unless sufficient control can be exercised to prevent this overcrowding, there is the possibility that the Military authorities will consider the withdrawing of the facility of allowing civilians to travel by these trains, and such steps should be taken by the Italian State Railways

(a) That suitable notices be exhibited at the Stations warning intending passengers that nobody without the necessary permit is allowed to travel

(b) That instructions be given to the Booking Office Staff that no ticket be issued except on production of the said permit

Declassified E.O. 12356 Section 3.3/NND No. 785016

(c) That authority be given to the train conductors and Station Staffs to remove from the train any person not in possession of a permit.

5. With regard to 4 (b) above, to prevent abuse the booking clerk should endorse the permit by means of a rubber stamp, when a ticket has been issued.

Lt Colonel
D.S. ARMS,
Colonel, C.E.,
Director, Rptn. S.G.

Public Safety Sub-Commission

Folio for action/information

	DATE
D. P. S.	June 19/9
D D P. S.	21 Jun 25
Ex Officer	
M. [illegible] E	
Finance	
Pers. & C. D.	
Road & Movement	
Rem. Officer	

REMARKS

Copy to Major Lewis
AGS Tn.Sub-Commission Rep. TUTLES
Public Safety Sub-Commission
Regional Commissioner, Southern Region

Declassified E.O. 12356 Section 3.3/NND No. 785016

1628

12619 2/T 0-7131

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV

Ref.PS/3164
Ref.your ACC/14619/PS

Public Safety Division

9th September 1944

TO : Director,Public Safety Sub-Commission
A.C.C. HQ. APO 394

SUBJECT : Security of Tunnels - Bridges.

12A/17.1/20A refer

1 . Reference above, information has been from Provincial Public Safety Officer, Rome Province and Viterbo Province, that the Guards required have now been posted.

2 . Submitted for your information.

J.R.POLLOCK
LT. COLONEL
Chief,Public Safety Division
Region IV

Public Safety Sub-Commission

Folio	for action,information	INIT.	DATE
D. P. S.			
D. D. P. S.			
Ex Officer			14/9
PUBLIC			
Prisons			
Fire & C D.			
Regn & Licensing			
Adm. Officer			

REMARKS

2/71

Declassified E.O. 12356 Section 3.3/NND No. 785016

Translation

URGENT 14619 194

MINISTRY OF INTERIOR
P.S. Hq.

27 August 1944

N. 10.110309

Subject : Railway Police.

To : A.C.C. P.S. S/C

194

Reference to yesterday's conversation, I am transmitting for your information a copy of telegrams forwarded to Prefetti of Liberated Italy concerning the public order and public security in the Railway Stations.

Police Chief
Sgd. Ferrari

2-70

28/8/47

A

URGENTE

Mod. 812

Roma, 27 agosto 1944

Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

ON. COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE PER LA P.S.

ROMA

Divisione Polizia Sez. Terza
Prot. N.° 10.110309 Allegati

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Polizia ferroviaria.

Con riferimento al colloquio di ieri mi pregio trasmettere per conoscenza copia dei telegrammi inviati in data odierna alle LL.EE. i Prefetti dell'Italia Liberata circa i servizi di ordine e sicurezza pubblica nell'ambito ferroviario.

IL CAPO DELLA POLIZIA

2168

declassified E.O. 12356 Section 3.3/NND No. 785046

Declassified E.O. 12356 Section 3.3/NND No. 785016

20A
21A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 489081
Ext : 502

ACC/14619/PS

3 September, 1944.

SUBJECT : Security of Tunnels - Bridges.

TO : R.P.S.O., Region IV.

Your early indication as to whether Agents of Public Security have been posted to guard bridges and tunnels as directed in our ACC/14619/PS dated 23 August 1944 will be appreciated.

A. E. YOUNG, Col.,
Deputy Director
Public Safety
Sub-Commission.

Mcl./C.

Declassified E.O. 12356 Section 3.3/NND No. 785016

1 Translation 196

MINISTRY OF INTERIOR

Telegraphic Dispatch

To Prefetti

Littoria-Frosinone-Benevento-Avellino-Campobasso-Salerno-Potenza-Matera-Taranto-Brindisi-Lecce-Cosenza-Catanzaro-Reggio Calabria -
High Commissioner for Sicily - Palermo
" " " Sardinia - Cagliari

N. 10.110309

Pending the organization of a special Railway Police Division it is absolutely necessary that inconveniences which occur within the vicinity of the Railways and to which we have so often referred, must be eliminated with every possible means. While we want to take care of the refugees, resting or e even sleeping in the stations must be prohibited, in order to assure ourselves that public order is maintained and to avoid acts of indiscipline and abuses of travellers in the stations and on the Railway cars. It is necessary to eliminate the disorder when entering the Railway stations and dangerous crowding of Railway cars. The CC.RR. in accordance with the terms of Ministry of War Circular-Transport office-n.1316 T.S., dated April 15, 1944, has the Authority to ask auxiliary units of the R.Army to be used in the service of public order. We are awaiting a report regarding measures adopted.

For the Minister
Ferrari

2167

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mon. 891.

REGNO D'ITAL

MINISTERO DELL'INTERNO

DISPACCIO TELEGRAFICO

DIVISIONE POLIZIA

P R E F E T T O

B A R I

10-110309 In attesa prossima istituzione Divisione Speciale Polizia Ferroviaria est assolutamente urgente et indispensabile che servizio vigilanza trasporti ferroviari sia intensificato al massimo con ogni diligenza accorgimento et mezzo possibili punto Onde assicurare ordine et sicurezza et rimuovere gravi inconvenienti che risultano verificarsi ambito ferroviario codesta provincia specie at Barletta dovrà normalizzarsi accesso pubblico alle stazioni et treni eliminando ingombro sedi ferroviarie da parte profughi che vi soggiornano et sostano disordinatamente nonché eccessivo pericoloso affollamento treni anche esternamente alle vetture punto Rammentasi opportunamente che at norma circolare Ministero Guerra Ufficio Trasporti n.1316 T.S. del 15 aprile corrente anno Arma CC.RR. può richiedere concorso truppa nel disimpegno detti servizi punto Attendesi relazione sulle misure adottate punto

pel MINISTRO
Ferrari

2166

81(0)19 (ord. 352 1936-XIV - Mocc. 800 - Ist. Poligrafico Stato P. V.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mon. 891.

REGNO D'ITALIA

MINISTERO DELL'INTERNO

DISPACCIO TELEGRAFICO

DIVISIONE POLIZIA

PREFETTI

LITTORIA=FROSINONE=BENEVENTO=AVELLINO=CAMPOBASSO=SALERNO=POTENZA=

MATERA=TARANTO=BRINDISI=LECCE=COSENZA=CATANZARO=REGGIO CALABRIA=

ALTO COMMISSARIO PER LA SICILIA PALERMO

ALTO COMMISSARIO PER LA SARDEGNA CAGLIARI

110309
10= In attesa prossima istituzione Divisione Speciale Polizia Ferroviaria est assolutamente urgente et indispensabile che noti inconvenienti più volte segnalati che verificansi in ambito ferroviario siano con ogni possibile mezzo eliminati punto Mentre si vorrà avere maggiore cura profughi et evitare che essi sostino o addirittura dormano nelle stazioni dovrà assicurarsi ordine et sicurezza pubblica con tutti da indisciplina et abusi viaggiatori nelle stazioni et sui convogli ferroviari punto particolarmente da eliminare disordinato accesso pubblico alle stazioni et pericoloso affollamento treni anche esternamente alle vetture punto Tengasi presente che Arma Reale Carabinieri ai sensi circolare Ministero Guerra Ufficio Trasporti n.1316 T.O. del 15 aprile 1944 ha facoltà chiedere aumento Reparti Regio Esercito per impiego servizio ordine pubblico ferrovie punto Si attende relazione dettagliata circa misure adottate punto

pel MINISTRO
Ferrari

91165

8100110 (ord. 882 1936-XIV - Bloc. 900 - Ist. Poligrafico Stato P. V.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Translation RV

MINISTRY OF INTERIOR
P.S. Hq.

21 August 1944.

N. 10.110194

Subject : Functions of Railway Police.

To : A.C.C. - R o m e .

The functions of the Railway Police, whose purpose is the prevention and repression of crimes committed on transports in general, is under the control of Ministry of Interior and performs its duties by means of :

a) Commissariati Compartimentali of P.S. who are responsible for the carrying out of duties in each Railway compartment having its main offices in the following cities: Turin-Milan Trento-Venice- Trieste-Genova-Bologna-Florence-Ancona-Roma-N Naples-Bari-Reggio Calabria-Palermo-Cagliari.
b) offices of P.S. in main railway stations.
c) local offices of P.S.
d) CC.RR.
e) the dissolved railway Militia up to December of last year with a strength of 5000 men; previously there were also attached to said militia squads composed of railway guards.

As it has been noted, war events have brought about the destruction of railway stations and a large part of rolling stock. The people, on the other hand, due to economic crisis and lack of food, feel the necessity of leaving the city to farms and vice-versa. The trains, however, are very few; also 5000 men of railway Militia which represents the majority of personnel employed for the control of transports, have not been replaced due to lack of CC.RR. which in accordance with the R.D. 6 December 1943, had to furnish military for the renewal of the railway Police services.

All this explains the inefficiency of the service and disorder of transports, without having had the oppurtunity of normalizing it.

In order to control the recurrence of crimes in Railway surrounding and to maintain order in stations and on Railway cars, this Ministry has brought this matter to the attention of competent Authorities and suggested the adoption of special measures and the organization of extraordinary services, but the results, which have followed have not been sufficient for the great difficulties involved.

In order to solve the situation, a meeting of representatives of the Ministries and interested Commands was held on 20 March.

After much discussion, it was decided to organize within the Corps of P.S. agents a special Division of Railway Police, composed of 1700 members at the present time. Having discorded the proposition to organize a patrol squad as stated

Declassified E.O. 12356 Section 3.3/NND No. 785016

in a previous letter and in view of changed conditions which have developed in regard to the Railway, it was decided that the said squad would no longer answer to the present needs.

A draft of the legislative provisions was prepared in order to obtain the approval of the Council of Ministries and the consent of Ministry of Finance, which in view of the economic situation has decided to oppose difficulties of a financial nature.

In view of the urgent need already mentioned and in order to avoid disorder which may have dangerous repercussion also to Allied Military transports, this Ministry in accordance with the Ministry of Communication, has also insisted recently for a reexamination of their views and the prompt approval of the proposed law.

If this is granted within two or three months, the first nuclei of railway Police could begin their duties and gradually normal function could be resumed.

For the Minister
Sgd. Ferrari

2163

SCHEMA DI DECRETO LEGISLATIVO LUOGOTENENZIALE

ISTITUZIONE DELLA DIVISIONE SPECIALE DI POLIZIA FERROVIARIA NEL= L'ORGANICO DEL CORPO DEGLI AGENTI DI PUBBLICA SICUREZZA -

UMBERTO DI SAVOIA PRINCIPE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

In virtù dell'autorità a Noi delegata;

Vista la legge 25 marzo I926, n.742;

Visto il R.Decreto 30 novembre I930, n.I629;

Visto il Decreto legge luogotenenziale 25 giugno I944, n.

Visto il R.D.legge 30 ottobre I943, n.2/B, e successive modifi= cazioni;

Vista la deliberaz-ione del Consiglio dei Ministri ;

Su proposta del Ministro per l'Interno, d'intesa con i Mini= stri per le Finanze e per le Comunicazioni ;

ABBIAMO SANZIONATO E PROMULGHIAMOQUANTO SEGUE :

Art. I

Nel Corpo degli Agenti di Pubblica Sicurezza è istituita una Divisione Speciale di Polizia Ferr-oviaria costituita di n.37 uf= ficiali e I763 sottufficiali ed agenti, così ripartiti nei vari gradi :

- Colonnello	n.	I
- Tenente Colonnello	"	1
- Maggiori	"	2
- Capitani	"	6
- Tenenti	"	12
- Sottotenenti	"	15
- Marescialli di I^ Cl.	"	I2
- Marescialli di 2^ e 3^ cl.	"	28
	"	36

2162

Declassified E.O. 12356 Section 3.3/NND No. 783046

UMBERTO DI SAVOIA PRINCIPE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

In virtù dell'autorità a Noi delegata;

Vista la legge 25 marzo I926, n.742;

Visto il R.Decreto 30 novembre I930, n.I629;

Visto il Decreto legge luogotenenziale 25 giugno I944, n.

Visto il R.D.legge 30 ottobre I943, n.2/B, e successive modificazioni;

Vista la deliberaz-ione del Consiglio dei Ministri ;

Su proposta del Ministro per l'Interno, d'intesa con i Ministri per le Finanze e per le Comunicazioni ;

ABBIAMO SANZIONATO E PROMULGHIAMOQUANTO SEGUE :

Art. I

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- Colonnello	n.	I
- Tenente Colonnello	"	1
- Maggiori	"	2
- Capitani	"	6
- Tenenti	"	12
- Sottotenenti	"	15
- Marescialli di I^ Cl.	"	I2
- Marescialli di 2^ e 3^ cl.	"	28
- Brigadieri	"	36
- Vicebrigadieri	"	48
- Guardie scelte	"	50
- Guardie	"	1589

L'organico degli ufficiali e degli agenti di pubblica sicurezz

./.

2162

Declassified E.O. 12356 Section 3.3/NND No. 783046

za resta aumentato di altrettante unità ..

Art. 2

La Divisione Speciale di Polizia Ferroviaria, alle dipendenze del Ministero dell'Interno, ha il compito di salvaguardare il patrimonio delle Ferrovie dello Stato; nell'ambito ferroviario previene e reprime i reati ed assicura l'ordine pubblico.

Gli ufficiali ed agenti esplicano le loro funzioni sotto la direzione dei Commissariati di Pubblica Sicurezza presso i Compartimenti delle Ferrovie dello Stato .-

Art. 3

La Divisione Speciale è costituita da ufficiali ed agenti che siano stati ammessi, su domanda o di ufficio, a frequentare un apposito corso di istruzione tecnica e che abbiano superato le prove finali .-

Art. 4

Il personale appartenente alla Divisione Speciale di Polizia Ferroviaria veste l'uniforme del Corpo di pubblica sicurezza con lo speciale distintivo che verrà determinato con proprio Decreto del Ministro per l'Interno.

Art. 5

In aggiunta agli assegni ed alle indennità loro spettanti quali appartenenti al Corpo di pubblica sicurezza, agli ufficiali ed agenti anzidetti sarà corrisposta una indennità mensile nella seguente misura :

- Colonnello	L.	1300
- Tenente Colonnello	"	1100
- Maggiori	"	1000
Capitani	"	800
- Tenenti	"	600
- Sottotenenti	"	500

2161

Declassified E.O. 12356 Section 3.3/NND No. 783046

La Divisione Speciale di Polizia Ferroviaria, alle dipendenze del Ministero dell'Interno, ha il compito di salvaguardare il patrimonio delle Ferrovie dello Stato; nell'ambito ferroviario previene e reprime i reati ed assicura l'ordine pubblico.

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- Colonnello	L.	1300
- Tenente Colonnello	"	1100
- Maggiori	"	1000
Capitani	"	800
- Tenenti	"	600
- Sottotenenti	"	500
- Marescialli	"	400
- Brigadieri e Vicebrigadieri	"	300
- Guardie scelte e guardie	"	250-

2161

Declassified E.O. 12356 Section 3.3/NND No. 785016

Art. 6

Per quanto non diversamente disposto nel presente decreto si applicano al personale della Divisione Speciale di Polizia Ferroviaria le disposizioni contenute nel regolamento del Corpo degli Agenti di Pubblica Sicurezza.

Art. 7

Le spese per l'organizzazione e il funzionamento della polizia ferroviaria sono a carico del Ministero delle Comunicazioni e saranno iscritte nel bilancio dell'Azienda Ferroviaria.

Sono autorizzate a tal fine le variazioni occorrenti.-

Art. 8

Il presente decreto entra in vigore il giorno della sua pubblicazione nella Gazzetta Ufficiale del Regno - serie speciale -.

Ordiniamo, a chiunque spetti, di osservare il presente decreto e di farlo osservare come legge dello Stato .-

2160

Declassified E.O. 12356 Section 3.3/NND No. 785016

2/6

Public Safety Mod. 872

Roma 21 agosto 1944

Translate

Al l' ONOREVOLE

COMMISSIONE ALLEATA DI CONTROLLO

ROMA

Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

Divisione Polizia Sez. Trasporti

Prot. N. 10.III/94 Allegati

Risposta al Foglio del

Div. Sez. N.

OGGETTO Servizio di polizia ferroviaria

Il servizio di polizia ferroviaria, che ha per scopo la prevenzione e la repressione dei reati sui trasporti in genere, viene eseguito, nell'interesse dell'Amministrazione Ferroviaria, sotto la diretta dipendenza del Ministero dell'Interno, a mezzo :

a) dei Commissariati Compartimentali di P.S. che sono responsabili dell'andamento del servizio nei singoli compartimenti ferroviari aventi sede nelle seguenti città : Torino- Milano- Trento- Venezia- Trieste- Genova- Bologna- Firenze- Ancona- Roma - Napoli- Bari - Reggio Calabria- Palermo -Cagliari .

b) degli Uffici di P.S. presso le stazioni ferroviarie più importanti.

c) degli Uffici locali di P.S. .

d) dell'Arma dei CC.RR.

e) fino al dicembre dell'anno scorso, a mezzo della disciolta milizia ferroviaria, forte di 5000 uomini; anteriormente alla istituzione di detta milizia concorravano nel servizio anche squadre fisse di vigilanza composte da guardie ferroviarie .

2159

Come è noto, gli eventi bellici hanno portato alla distruzione di molti fabbricati viaggiatori (stazioni) e di una grandissima parte

Declassified E.O. 12356 Section 3.3/NND No. 785016

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZA

COMMISSIONE ALLEATA DI CONTROLLO

ROMA

Divisione Polizia Sez. Trasporti
Prot. N. 10.IIC194 Allegati

Risposta al Foglio del
Div. Sez. N.

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Come è noto, gli eventi bellici hanno portato alla distruzione di molti fabbricati viaggiatori (stazioni) e di una grandissima parte del materiale rotabile. D'altra parte la popolazione, nel grave periodo di crisi economica ed alimentare che attraversa il Paese, sente maggiormente la necessità di spostarsi dalle città ai luoghi di produ-

./.

2159

HEADQUARTERS
22 AUG 1944
A. C. C.

Declassified E.O. 12356 Section 3.3/NND No. 788016

zione agricola e viceversa; i treni invece, per diverse altre inoppugnabili ragioni, sono stati ridotti quanto mai al minimo; infine i 5 mila uomini della milizia ferroviaria che costituivano la massa più cospicua del personale impiegato per la disciplina dei trasporti, non sono stati sostituiti per deficienza di uomini nell'Arma dei CC.RR., la quale, ai sensi del R.D.6 dicembre 1943, avrebbe dovuto fornire i militari occorrenti per ripristinare ed assicurare il servizio di polizia ferroviaria .

Tutto ciò spiega come l'efficienza del servizio stesso sia ad un tratto venuta meno ed i trasporti siano precipitati in un accentuato disordine, senza che sia stato stato possibile fin quì addivenire alla normalizzazione di essi.

Per arginare la recrudescenza dei reati in ambito ferroviario ed ottenere il minimo indispensabile d'ordine pubblico nelle stazioni e sui convogli, sin dal febbraio scorso questo Ministero non ha mancato invero di richiamare l'attenzione delle competenti Autorità provinciali, suggerendo l'adozione di particolari accorgimenti e la istituzione di determinati servizi straordinari, ma i risultati conseguiti non sono stati adeguati ai gravi inconvenienti che si verificavano .

Si cercò allora di affrontare in pieno e risolvere la situazione venutasi a creare ed a tale scopo il 20 marzo fu indetta presso questo Ministero in Salerno, una riunione dei rappresentati dei vari Ministeri e Comandi interessati.

Dopo esaurienti discussioni, fu allora decisa la istituzione nel Corpo degli Agenti di P.S., di una Divisione Speciale di Polizia Ferroviaria, composta per ora di 1700 elementi; e ciò dopo aver scartata l'ipotesi della ricostituzione delle squadre di vigilanza di cui alla precedente lettera e) perchè; data la mutata situazione venutasi a determinare nelle ferrovie, non si ritenne che dette squadre potessero più rispondere alle necessità attuali.

In seguito fu approntato lo schema del relativo provvedimento legislativo ma, perchè esso possa essere portato all'approvazione del Consiglio dei Ministri e posto quindi in esecuzione, dovrà ottenersi la preventiva adesione del Ministero delle Finanze che finora, basandosi su rigorosi criteri di

Declassified E.O. 12356 Section 3.3/NND No. 783216

ficienza di uomini nell'Arma dei CC.RR., la quale, ai sensi del R.D.6 dicembre 1943, avrebbe dovuto fornire i militari occorrenti per ripristinare ed assicurare il servizio di polizia ferroviaria .

Tutto ciò spiega come l'efficienza del servizio stesso sia ad un tratto venuta meno ed i trasporti siano precipitati in un accentuato disordine, senza che sia stato stato possibile fin quì addivenire alla normalizzazione di essi.

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./.

Declassified E.O. 12356 Section 3.3/NND No. 783016

In vista però delle urgenti necessità sopra prospettate e per evitare che l'attuale disordine possa comunque avere dannose ripercussioni anche sui trasporti militari degli Alleati, questo Ministero, d'accordo con quello delle Comunicazioni particolarmente interessato, ha insistito anche recentemente nel richiedere il riesame del parere contrario espresso e la pronta adesione al progetto di legge .

Qualora questa venisse concessa, nel termine di due o tre mesi circa i primi nuclei di polizia ferroviaria potrebbero già entrare in funzione e gradatamente il servizio si avvierebbe verso la normalizzazione .

PEL M I N I S T R O

2158

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Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission

Folio 164 for action/information

D.P.S.....

D.D.F.S.....

Ex.Officer.....

Police

Col. Meaney.....

Capt.Mastroianni.....

Prisons.....

Fire & C.D.....

Regn. & Licensing.....

Adm.Officer.....

REMARKS.....

.....

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Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 478708

23 August 1944

ACC/14619/PS

SUBJECT : Security of Tunnels - Bridges

TO : R.P.S.O. Region 4

1. A copy of a letter dated 14th August 1944 from HQ Military Railway Service with an indorsement by HQ A.A.I is enclosed.

2. Will you please arrange for the bridges and tunnels to be guarded by Agents of Public Security as requested.

3. Please report when this has been done in order that HQ. A.A.I. may be informed.

PAUL G. KIRK
Colonel, Infantry
Director Public Safety
Sub-Commission

AFW/lb

2157

ACF/lr

16A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

11619

Our reference: ACC Tn/57/10/4
Date : 15 August 44

TO : Regional Commissioner
HQ ACC
Region VIII

SUBJECT : Siena-Monte Antico Railway. 15A/c

1. Reference is to your letter RVIII/35/35/1 of 5 AUG.

2. Policy as to the attitude to be adopted in respect of Private Railways has been defined in circular issued by Executive Commissioner.

3. Reports on these railways are welcomed, but in all requests for opening, the applicant should be referred to the Ministry of Communications, which maintains a special Department to deal with private Railways. The ISR is directly responsible to the Director General Military Railway Services for the operation of lines, except these tracks which the DGMRS decides are of no essential use for his purpose.

4. It is presumed that Public Safety Division will have taken action to prevent the unauthorised removal of railway property mentioned in the last page of applicant's letter, and set out below for your information.

"We are obliged too, to signal that some allied soldiers are often taking away materials without a requisition order (raw material and building material) along the railroad and in the Stations.

So happened in the station of Buonconvento and in the little reversing station of Siena Madonnina Rosse, where allied soldiers charged in their cars all the traverses which were there. Two of these trucks wore the targets Nr. 35-L5312171 and 35-L 5314882. Other cars charged coal and various material and the soldiers broke down the door of the dormitory warehouse taking away plates of load, rechange pieces of the accumulator batteries and all the doors and windows with other wooden material. We beg, if possible, for some English advice to prohibit these facts, and these transports of material without a justification."

2156

Declassified E.O. 12356 Section 3.3/NND No. 785046

SUBJECT : Siena-Monte Antico Railway. 15A/c

1. Reference is to your letter RVIII/35/35/1 of 5 AUG.

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2156

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

Copy : Public Safety

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

154

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION VIII.

RVIII/35/35/1 5 Aug. 44

SUBJECT: Siena - Monte Antico Railway.

TO : The Director, Transportation Sub-Commission,
Headquarters, Allied Control Commission.

1. The attached letter from Provincial Commissioner, Siena Province, reference RO/12/16 dated 3 Aug. 44, forwarding letter from the above mentioned Railway Company, for such action as you may consider necessary.

2. It would be appreciated if you would give a definition of the policy to be followed in dealing with future similar cases.

For the Regional Commissioner:

/t/ J. HOWARD SALTER,
Major, R.A.,
Adjutant.

JH/LC

2155

[redacted] Declassified E.O. 12356 Section 3.3/NND No. 785016

156

ALLIED MILITARY GOVERNMENT

Province of Siena

Ref: RO/12/16 Date: 3 August 44.

SUBJECT: Railway Siena Monte Antico.

TO : Transportation Officer, Region VIII.

156

Forwarded to you.

I don't know whether you consider this railway of sufficient importance for immediate action.

/t/ E.H.J. Nicolls Lt. Col.
Provincial Commissioner

2154

152

SOCIETA' ITALIANA IMPRESE FERROVIARIE E LAVORI PUBBLICI

FERROVIA SIENA - BUONCONVENTO - MONTE ANTICO

Direzione dell'Esercizio Ferroviario
Siena - Via Malavolti n.12 - Tel.20.647

Translation

TO THE ALLIED MILITARY GOVERNMENT.

The railway Siena - Buonconvento - Monte Antico, though it is only of local interest, is 55 Km. long and standard gage track. It has been permanently used since the 1927 until the 23rd of April 44, when it stopped according to the necessities of the time.

First, the air bombardments, and then the destructions made by the Germans, obliged the Society to suspend any activity and it will take a very long time, to repare the damages.

This society could equally pay the whole personal (about 140 persons) for the months of May and June, finishing so all its reserves and having an help if the Comune of Siena, but from the 1st July, every agent of any grade have been without pay and without work, waiting for decisions. The railway Company lived from a State subvention and with the benefices of the traffic, but now, nor the first, nor the second are stillexisting. Besides, if the whole personal has to be sent away, the Society would need the money to pay them, and this should be furnished by the State, but we hope that the Railway, owing to its importance in the region, and as a complement to the Italian Railways will be repared.

Meanwhile, it would be necessary to call back some workers to begin the most urgent reparation at the Railway line and at the rolling stack, but it is not possible because there is no money.

Thus the Society has the duty to make what is possible to sollicit some decisions to remedy to this painful situation of the personal, and to prohibit larger damages to be done to the implantations and material of the railway. The sum necessary to pay the employers and workers for a month, is about 120.000 Lire, but turns of work could be effected for about the half of the personal, and so the sum would be 60.000 Lire.

We are obliged too, to signal that some allied soldiers are often taking away materials without a [illegible] and building material) along the

Declassified E.O. 12356 Section 3.3/NND No. 785016

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We are obliged too, to signal that some allied soldiers are often taking away materials without a requisition order (raw material and building material) along the railroad and in the station.

So happened in the station of Buonconvento and in the little reversing station of Siena Madonnina Rossa, where Allied soldiers charged in their cars all the traverses which were there. Two of these trucks were the targets Nr.35-L5312171 and 35-L5314882. Other cars charged coal and various material and the soldiers broke down the door of the dormitory werehouse taking away plates of load, rechange pieces of the accumulator batteries and all the doors and windows with other wooden material. We beg, if possible, for some English advice to prohibit these facts, and these trahsport of material without a justification.

The Director.
Ing. Arnaldo Paolocci.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission

Folio 114 for action/information

X D.P.S. .....

D.D.P.S.....

Ex. Officer.....

Police

X Col. Heaney.....

X Capt. Castroianni.....

Prisons.....

Fire & C.D.....

Regn. & Licensing.....

Adm. Officer.....

REMARKS.....
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Declassified E.O. 12356 Section 3.3/NND No. 785016

1539.

308

P. Safely

1st Ind

14A

Hq Mil Ry Serv, APO 400, USArmy. 15 Aug 1944.

To: CG, AAI, APO 400, USArmy.

For the Director General:

Rec'd
AUG 15 1944
1630 hrs.

S. R. BEGGS
Major, TC
Adjutent

2nd Ind.

Hq., Allied Armies in Italy, APO 777, 16 August 1944.

To: Hq. Allied Control Commission. Attention Public Safety Sub-Commission, APO 394.

1. Request you make available to the DGMRS sufficient guard personnel to provide railway security as outlined in the basic letter (attached).

2. DGMRS estimates that 24 personnel will be required.

For the Commander-in-Chief:

W.J. GLASGOW, JR.,
Colonel, G.S.C.,
G(SD) (US)

HEADQUARTERS
17 AUG 1944
A. C. C.

2152

Declassified E.O. 12356 Section 3.3/NND No. 785016

Room 12
5th floor

HEADQUARTERS
794TH MILITARY POLICE BATTALION
Military Railway Service
APO 400, U.S. Army

14 August 1944

Subject: Security of Tunnels and Bridges (Line 65, Rome - Orvieto - Arezzo).

To : Commanding General, A.A.I.
(Thru: Director General, Military Railway Service, APO 400.)

1. It is requested that guards be provided for the security of the following railroad bridges and tunnels on line 65 (grid references - Maps, Italy, 1/200,000):

a. Bridge at km post 34.5 across tributary stream of Tiber River (Sheet 17 F 877927).

b. Bridge at km post 65 across Tiber River (Sheet 16 A 747137).

c. Bridge at km post 91.5 across Tiber River (Sheet 15 A 620333).

d. Bridge at km post 108.5 across Tiber River (Sheet 15 A 587400).

e. Tunnel between km post 139 and 139.9 (Sheet 15 A 380700).

f. Tunnel between km post 143 and 144 (Sheet 15 A 397717).

2. It is recommended that guards be placed at both ends of the two tunnels to insure adequate protection.

3. Increasing demands for train guards make it impossible for military police of this organization to be placed on such duty.

FREDERICK H. OWEN
Lieutenant Colonel, Infantry
Commanding

2151

Declassified E.O. 12356 Section 3.3/NND No. 785016

13A

ADVANCED HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

All 29A

12th July, 1944

ASC/14619/PS

SUBJECT : Guarding of ASC traffic by rail.

TO : RTO, Region No.1

9 11 2A refer

1. Correspondence has passed between the Transportation Sub-Commission and this Sub-Commission on the subject of protecting goods carried in civil trains.

2. As far as Sicily is concerned, where a Railway Police Section is in existence, it has been agreed that a plan should be formulated locally by the Regional Public Safety Officer and a representative of the Transportation Sub-Commission in conjunction with the Italian officials concerned.

3. Transportation Sub-Commission have instructed Lt.Col. O.H. Lindberg to contact you and to co-operate with Mr. Tocco, the Italian Chief of Sicilian Railways, in this matter.

PAUL T. HILL.
Colonel, Inf.
Chief, Public Safety
Sub-Commission.

ASC/1426

2150

Declassified E.O. 12356 Section 3.3/NND No. 785016

14619 SM

LEV/rg

12A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/32/13.
Date : 5 July '44.

TO : Public Safety Sub-Commission, ✓
Rear Headquarters, A.C.C.,
APO # 394.

SUBJECT : Guarding of A.C.C. Rail Traffic.

1. I thank you for your letter under reference ACC/14169/PS dated 30 June 44, and consider that steps contemplated to be taken for the protection of ACC freight in transit by rail are practicable and in the right direction.

2. Regarding para 3 of your letter, I agree with the proposal. The local representative of this Sub-Commission is Lt-Colonel C.H. Lindberg, and he is being instructed to contact your Public Safety Officer and to cooperate with Dr. Tuccio, the Italian Chief of Sicilian Railways in formulating the scheme necessary for the protection of civil trains.

3. Your paras. 4, 5 and 6 have been noted.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to:- Lieut-Colonel C.H. Lindberg,
Transportation Sub-Commission Rep.,
HQ. ACC Region I, (Sicily).

2149

Declassified E.O. 12356 Section 3.3/NND No. 785016

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

ACC/14619/PS 30th June, 1944

SUBJECT : Guarding of ACC Rail Traffic.

TO : Transportation Sub-Commission, HQ ACC.

1. Reference is made to your letter ACC Tn/32/10 dated 16th June 1944.

2. Efforts are being made to form a Railway Police Section of the Corps of Agents of Public Security to guard civil trains throughout Liberated Italy.

3. In Sicily a Railway Police Section (327 in number with HQs at Palermo) is in existence and can be contacted through the Regional Public Safety Officer. At this stage it would seem preferable that a scheme for the protection of civil trains in Sicily should be formulated locally by one of your representatives and the Regional Public Safety Officer in conjunction with the Italian officials concerned. If you agree the Regional Public Safety Officer can be instructed accordingly by this Sub-Commission.

4. As regards the mainland, a draft Royal Decree has been prepared to authorise the formation of a Railway Police Section of some 1500 guards. This decree still remains to be discussed by the council of Ministers and if the proposed decree becomes law there will be a further delay in recruiting and training the guards. In the meanwhile a small number of Agents of Public Security under the control of the Commissariati Compartimentali (responsible to the Questori) have the duty of guarding civilian rail traffic.

5. It is thought that no comprehensive scheme for protecting railway traffic can be laid down until a decision is reached on the formation of a Railway Police Section.

21.48

Declassified E.O. 12356 Section 3.3/NND No. 785016

6. You will be kept informed of the progress made in this matter.

7. A translation of the draft decree is forwarded for your information and any comments you may care to offer.

PAUL G. KIRK,
Colonel, Inf.
Chief, Public Safety
Sub-Commission.

AFW/hgd

21-27

TRANSLATION.

MINISTRY OF THE INTERIOR
HQ. P.S.A.

27/6/44.

11B

SUBJECT : Railway Police Special Section. (R.P.S.S.)

TO : Public Safety Sub-Commission - HQ.ACC.

For your information, we are forwarding you a draft for the R. Decree concerning the institution of the Railway Police Special Section.

If, as it is hoped, the Ministries of Finance and Communications give their approval, we shall soon provide for the recruiting and training of the Personnel.

FOR THE MINISTER
sgd Solimene.

ROYAL DECREE LAW.....

INSTITUTION OF THE RAILWAY POLICE SPECIAL SECTION (R.P.S.S.) AS REGULAR PERSONNEL OF P.S. AGENTS CORPS.

Whereas the Law 25th March 1926, No. 742;
Whereas the R.D.L. 30 November 1930, No. 1629, approving the Regulations for the P.S. Agents Corps;
Whereas the Art. 18 of the law 19/1/1939, No. 129;
Whereas R.D. 30 October 1943, No. 2/B;
Considered that it is absolutly necessary and urgent to institute a Railway Police Special Section;
Considered that we are in a state of emergency in view of the war;
On the proposal of the Minister of the Interior in agreement with the Ministers of Finance and Communications;

We have decreed and do decree:

Art.1.

A Railway Police Special Section is instituted as part of P.S. Agents Corps. It consists of 37 Officers and 1452 Non-Coms or Agents divided as follows:

Colonel		1
Lt.Colonel		1
Majors		2
Captains		6
Lieut.s		12
2/Lt.s		15
Marescialli 1. classe	Non-Coms	12
" 2. 3. "		28
Brigadieri		36
Vice Brigadieri		48
Special Guards		50
Guards		1489

21.16

ps

Declassified E.O. 12356 Section 3.3/NND No. 78 Sol 16

FOR THE MINISTER
sgd Solimene.

ROYAL DECREE LAW.....

INSTITUTION OF THE RAILWAY POLICE SPECIAL SECTION (R.P.S.S.) AS REGULAR PERSONNEL OF P.S. AGENTS CORPS.

Whereas the law 25th March 1926, No. 742;
Whereas the R.D.L. 30 November 1930, No. 1629, approving the Regulations for the P.S. Agents Corps;
Whereas the Art. 18 of the law 19/1/1939, No. 129;
Whereas R.D. 30 October 1943, No. 2/B;
Considered that it is absolutly necessary and urgent to institute a Railway Police Spacial Section;
Considered that we are in a state of emergency in view of the war;
On the proposal of the Minister of the Interior in agreement with the Ministers of Finance and Communications;

We have decreed and do decree:

Art.1.

A Railway Police Special Section is instituted as part of P.S. Agents Corps. It consists of 37 Officers and 1452 Non-Coms or Agents divided as follows:

Colonel		1
It.Colonel		1
Majors		2
Captains		6
Lieut.s		12
2/Lt.s		15
Marescialli 1. classe	)	12
" 2. 3. "	) Non-Coms	28
Brigadieri	)	36
Vice Brigadieri	)	48
Special Guards		50
Guards		1489

The official strength of Officers and Agents will be increased by an equal number of personnel.

21.16

Art. 2.

The Railway Police Special Section has the duty of safeguarding State Railways property in the railway areas ; to prevent and to repress offences and crimes and to insure public order.

The officers and agents, dislocated in chief provincial towns, act under the control of the P.S. Commissariati Compartimentali.

The latter, as well as the Railway Police Agents are under the direct control of the Ministry of the Interior.

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Art. 3.

This Section consists of officers and agents who have been admitted (either upon application or selecting members within the Corps "d'Ufficio") to frequent a special technical training course and have passed the final examination.

Personnel who belonged to the railway Militia are excluded from the recruiting.

Art. 4.

The personnel belonging to the R.P.S.S. wear the uniform of P.S. Corps with a special badge which will be determined by a special decree by the Ministry of Interior.

Art. 5.

In addition to the salary and allowances which R.P.SS. personnel are entitled to as members of P.S. Agents Corps, a special monthly allowance will be paid to them in the following amounts:

Colonel	Lire 1900
It/Colonel	" 1100
Major	1000
Captain	800
Lieut.	600
2/Lieut.	500
Maresciallo	400
Brigadiere and Vice Brigadiere	300
Special Guards and Guards	250

Art. 6.

The provisions contained in the Regulations for P.S. Agents Corps are applicable to R.P.S.S. personnel except when otherwise provided by the present decree.

Art. 7.

All expenses for the functioning of the Railway Police will be charged to the Ministry of Communications and recorded on the balance sheet of the Railway Agency.

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27.5

Declassified E.O. 12356 Section 3.3/NND No. 785046

Art. 5.

In addition to the salary and allowances which R.P.SS. personnel are entitled to as members of P.S. Agents Corps, a special monthly allowance will be paid to them in the following amounts:

Colonel	Lire 1300
Lt/Colonel	" 1100
Major	1000
Captain	800
Lieut.	600
2/Lieut.	500
Maresciallo	400
Brigadiere and Vice Brigadiere	300
Special Guards and Guards	250

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27:5

Declassified E.O. 12356 Section 3.3/NND No. 783016

Declassified E.O. 12356 Section 3.3/NND No. 785016

C/S Wilcox :— 23 June 44.

Prior to my departure for the U.S.A. I had been determined that Railway Police duties would be performed by a special and organized unit of Security Agents, and a course of training for that purpose was to be inaugurated.

I should like to be informed of the progress made, with a view to having plans prepared by the Italian official charged with the responsibility to provide the protection regulated in par 2 of attached letter, in coordination with Trans S/C.

Acknowledgment of letter should be made by Trans S/C

P. Hall

Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub Commission

Folio for action/information

C.P.S.....

D.C.P.S.....

Ex. Officer.....

Police.....

Prisons.....

Fire & C.D.....

Regn. & Licensing.....

Adm. Officer.....

Remarks.....

.....

.....3.....

Declassified E.O. 12356 Section 3.3/NND No. 785016

SECRET

ACP/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

Our Reference : ACC Tn/32/10

Date : 16 June '44

TO : Public Safety Sub-Commission,
H.Q., ACC.

SUBJECT : Guarding of ACC Traffic in Rail Transit.

1. The attached communications deal with the arrangements made for military traffic protection, and it will be seen that in the main protection is afforded to ACC traffic when it is conveyed by military train.

2. There are now civil trains at present in operation, and it seems most desirable that a scheme for protection might be introduced.

3. Will you please let me have your opinion thereon, and if necessary the matter could form subject of discussion.

HEADQUARTERS 17 JUN 1944

for L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

21/43

Declassified E.O. 12356 Section 3.3/NND No. 785016

1st Ind.

HQ MIL RY SERV, A.P.O. 400, U.S. Army, 15 June 1944

TO: Transportation Sub-Commission, Allied Control Commission, APO 394
(Attn: Lt. Col. L. B. Vining)

For the Commanding General:

S. H. DEGGS
Major, T.C.
Adjutant

21 Inc

Declassified E.O. 12356 Section 3.3/NND No. 785016

QB

HEADQUARTERS
794TH MILITARY POLICE BATTALION
Military Railway Service
APO 400, U.S. Army

12 June 1944

SUBJECT: Guarding of Military Trains - West Italy.

TO : Transportation Sub-Commission, Allied Control Commission, APO 394.
(Att'n: Lt. Col. L.F. Vining)
(Thru: Director General, Military Railway Service)

The following information is submitted in accordance with request made in your letter of 6 June 1944 to the Director General, Military Railway Service. All security of Allied Military goods in transit and under load in West Italy is the responsibility of the 794th Military Police Battalion.

The 794th Military Police Battalion guards Allied Military traffic in West Italy from Potenza an far north as the railroad operates and also is responsible for traffic East as far as Foggia. Close liaison is maintained with the 50th Somerset Light Infantry which is responsible for guarding traffic in East Italy.

The system used in protection of shipments is by use of static guards at railroad yards where traffic is stored, held over, and trains are made up. Train escorts or guards are used to accompany trains carrying pilferable supplies within area under jurisdiction of the Military Police Battalion. Close liaison is maintained with Railroad Operating Battalion representatives, Railway Transportation Officer and Transportation services to procure information of type and time of movement so that all shipments may be protected. Establishment of yard guards makes it necessary to set out small detachments along routes to be covered and also furnishes a place from which train guards can be relieved on lengthy trips.

Each company employed in the guarding of railway traffic is assigned a particular area of West Italy and made fully responsible for movements in that area. At present these detachments are sent out from each company to guard yards requiring it in that particular area. Where responsibility passes from one company to another there is a system of receipts to show condition of shipments when turned over to different unit. Some system of receipt is employed to turn over shipments to agencies for whom shipments are intended upon arrival at destination. Frequent inspections of trains are made at yards by inspecting officers or NCO's stationed there for that purpose, and reports of pilferage and other irregularities investigated.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

That in brief is system used in guarding military traffic. Constant changes are made in location of detachments and yard guards as railway traffic increases or decreases in volume especially in the forward areas. It is to be noted that the responsibility of protection is only for Allied Military shipments. Where shipments other than Allied Military traffic are moved on a military train, their protection is only incidental, and actually not a responsibility of the 794th Military Police Battalion.

FREDERICK H. OTT
Lieutenant Colonel, Infantry
Commanding

2140

Declassified E.O. 12356 Section 3.3/NND No. 785016

0 0 9C

Subject:- Train & Static Gds in East Italy.

H.Q. Movements.
East Italy.
Ref: MOV3/303A.

17 May 44.

With reference to Mov3/303A of 13 May 44 (not to all addressees), a meeting was held on 15 May and the problem was fully discussed. Mov East Italy Working Instr No 2 is accordingly issued and copies are attached.

2. It was agreed that all covered wagons containing mil and ACC traffic ought to be sealed. C.O.O. 500 AOD stated that supp of 5 mm wire and tommy bars would be adequate for issue to ACC and Italian Armed Forces, if authority for issue were granted. This authority has since been obtained.

3. C.O.O. 500 AOD stated that ample 5 mm wire was on hand, an adequate supply of tommy bars would be available in a day or two; a small consignment of croppers was expected shortly from M.E.F. and every endeavour would be made to supply all the croppers required.

4. It was agreed that 5 mm or $\frac{1}{2}$ inch wire, although not 100% effective was the most practicable means of sealing yet devised. Any suggestions for improvement to be forwarded to HQ 30 Bn Somerset L.I.

5. It was clear that much progress had been made since these gds started on 27 Apr and it was explained that by the end of May arrangements would be made to guard more areas and many more short trips of wagons thereby increasing the number of complete routes guarded and so decreasing the number of special gds required from Sub-Area Comds. Supplementary instrs will be issued from time to time.

6. It is being arranged that Sub-Area Comds will notify gd dets and others concerned of the convictions finally made as a result of their efforts.

C D'A Courtney
Colonel.
Col.Q(M).

2139

CDC/CFB.

Distribution as in attached Working Instr No 2.

MOVEMENTS EAST ITALY WORKING INSTRUCTION No. 2.

91

Ref. MOV3/303A.
17 May 44.

TRAIN GUARDS & STATIC GUARDS.

Ref: A.A.I. (Adm Ech) Mov Working Instr No 37 of 12 Apr.

INFORMATION.

(1) With effect from 1200 hrs 27 Apr 30 Bn Somerset L.I. provide train and static gds for East Italy as set forth below.

(2) 30 Bn Somerset L.I. will be under comd 2 Dist, but actual emp will be controlled by Movements East Italy, in consultation with No.2 Dist.

(3) 794 (US) Mil Police Bn will guard trains West of POTENZA and FOGGIA. This Bn will also provide static gds at POTENZA and CERVARO near FOGGIA.

(4) An Italian Mil gd coy is being formed to guard all trains South West of METAPONTO.

INTENTION.

(5) To guard if possible all goods trains conveying mil stores on the branches of the rly as listed in Appendix 'A', and to provide static gds at the 17 marshalling yards also detailed in Appendix 'A'.

(6) Special Brit Mil gds will not normally be provided for civilian (including ACC and AMG) traffic, but this will be protected when standing in a guarded yard or travelling on a guarded train. Valuable ACC and AMG freight should be guarded by Carabinieri to be obtained by A&Q reps. this applies particularly to consignments of wheat and foodstuffs moving otherwise unguarded; and ACC reps are asked to keep in close touch with Movements to ensure no opportunity is given to thieves.

PRIORITIES.

(7) Should the occasion arise on trip working to main yards (see Appendix 'A') when there are not sufficient gds to meet requirements, the order of preference, by commodities, will be as follows: but only in exceptional cases should they not be guarded :-

1. Mail.
2. E.F.I. Stores.
3. Cigarettes and Spirits (other than E.F.I).
4. M.E.C.
5. Special Secret Stores.

2138

Declassified E.O. 12356 Section 3.3/NND No. 788016

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1. Mail.
2. E.F.I. Stores.
3. Cigarettes and Spirits (other than E.F.I).
4. M.F.O.
5. Special Secret Stores.

2138

Between the main yards shown in Appendix 'A' the above will invariably be guarded in trains guarded by train gds.

(8) When in doubt over priorities the Det Comd should refer the matter to this H.Q. for a ruling to be obtained from 2 Dist.

METHOD.

(9) A minimum armed gd of two will be provided on all mil stores trains except entire coal trains, running between the places named in Appendix 'A'. The gd will, if possible, travel in a box van marshalled in the middle or rear half of the train. Standing Orders for train gds are given in Appendix 'B'.

@ Turnround of Train Gds should be limited to a maximum of two days.

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(10) In addition special gds may be provided by the loading service to guard goods such as Mail, E.F.I.,M.F.O.,Unit Stores, Cigarettes, Spirits and Special Secret Stores. In these cases when consignor is unable to find personnel for these gds he will request the Area or Sub-Area to provide. Gd Bn will not be responsible for protection of such specially guarded wagons.

(11) Continuous guard will be kept on certain areas containing wagons of mil stores in the yards named in Appendix 'A'. Bn Comd will inform Area or Sub-Area Comd of the limits of these areas. Standing Orders for static gds are given at Appendix 'C'. Station duty N.C.Os will also be provided by the Gd Bn at large yards, see Appendix 'D'.

(12) All covered wagons loaded with mil stores will be sealed on both sides before despatch. This includes ACC and AMG, also Italian Mil traffic.

(13) The responsibility for sealing wagons rests with the loading service, except that Brit Traffic from Ports under U.S. control will be sealed by the Port Dets of the service concerned. The loading service at Ports under Brit control is the Docks Service.

(14) It is hoped that sufficient additional Static and Train gds will shortly be available to give thorough efficient protection to all trains and thus reduce the extra numbers of special gds, which are now needed. In the meantime, it is essential to prevent pilferage and therefore, it will be necessary for the Consignor to continue to provide special gds in special cases as indicated above. Notification will be given from time to time on what journeys gds are continuous.

LOCATION OF BN HQ AND GD DETS.

(15)

	LOCATION.	Telephone No.
BN HQ	BARI	10106
GD DET	TARANTO	3000
" "	POTENZA	1081
" "	BRINDISI	1461
" "	BARI	10106 Ext 5.
" "	BARLETTA	1485 & 1417.
" "	FOGGIA	30
" "	TERMOLI	By name.

CALLING FORWARD OF TRAIN GDS.

(16) When possible the train departure programme for the following day will be given to the Det Comd by Mov Sub-Areas. When this is not possible the maximum possible notice will be given with a minimum notice of three hours.

(17) Rly Optg will be responsible for advising Mov Sub-Areas through [illegible]

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Orders for static gds are given at Appendix 'C'. Station duty N.C.Os will also be provided by the Gd Bn at large yards, see Appendix 'D'.

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LOCATION OF HN HQ AND GD DETS.

(15)

	LOCATION.	Telephone No.
HN HQ	BARI	10106
GD DET	TARANTO	3000
" "	POTENZA	1081
" "	BRINDISI	1461
" "	BARI	10106 Ext 5.
" "	BARLETTA	1485 & 1417.
" "	FOGGIA.	30
" "	TERMOLI	By name.

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(16) When possible the train departure programme for the following day will be given to the Det Cond by Mov Sub-Areas. When this is not possible the maximum possible notice will be given with a minimum notice of three hours.

(17) Rly Optg will be responsible for advising Mov Sub-Areas through an agreed channel of the starting point and time of departures of trains.

(18) All Det Conds will be linked with Mov Sub-Areas by telephone.

ACCEPTANCE OF TRAFFIC.

(19) R.T.Os will examine wagons before accepting them from Depots, Docks and all loading points. Wagons which have not been sealed on both sides or have not been sealed in accordance with orders will not be accepted, unless absolutely necessary in the interests of rly working.

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SEALING.

(20) Wagon seals of 5 mm wire, (known as "seals rly 5 mm wire"), tommy bars and suitable wire croppers are an Ordnance issue and loading services must indent on ADOS or DADOS of the Area or Sub-Area concerned. No.2 Dist D.P.C. 200 of 23 Mar refers.

(21) Each seal should be about 15 inches long. After passing the seal through the "eye" of the wagon lock, the ends are then drawn together and tightly twisted three or four times by a tommy bar. To avoid any possibility of the seals being unwound, the ends of the wire will be cut by a cropper so as to finish together.

(22) The loading services and Mov Sub-Areas will immediately signal HQ 2 Dist and Movements, East Italy, if they are unable to obtain 5 mm wire, tommy bars and croppers.

(23) Mov Sub-Areas will ensure that R.T.Os hold tommy bars, croppers and small reserves of sealing wire for use in emergency.

(24) Where specially pilferable consignments are concerned, such as those enumerated in para 10, numbered acme seals, (known as "seals metal acme"), may be used at discretion of loading service in addition to 5 mm wire. These do not in themselves prevent pilferage, but they do give a clear indication as to whether or not pilferage has taken place.

(25) Mov Sub-Areas will hold courses of instr in sealing to which Services may send personnel who are to be employed on such work.

UNAUTHORISED TRAVEL.

(26) No personnel, whether mil or civilian, will be allowed to travel on any wagon or engine unless in possession of a movement order entitling them to do so, a pink M.R.S. card, or a rly pass, the last named being a buff pass with photograph for rly personnel with less than one year's service, or a black leatherette pass with photograph if more than one year's service.

REPORTING OF PILFERAGE OR SUSPECTED PILFERAGE to SIB & PROVOST.

(27) Action by Consignee.

Pilferage which is discovered by consignee will be reported to R.T.O. and D.A.P.M. of the Area or Sub-Area.

(28) Action by R.T.O.

Pilferage which is discovered by or reported to the R.T.O., will be telephoned or signalled to consignee or to station duty N.C.O. It will also be reported in writing in all cases to his Mov Sub-Area HQ on Pro-forma given as Appendix 'E'. Where there is no station duty N.C.O. R.T.O. will also report immediately by

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(29) Action by Train Gds.

Pilferage of mil traffic in transit which is discovered by or reported to the train gds will be reported to the first available R.T.O. (who will be asked to reseal the wagon if necessary), to the station duty N.C.O. and R.T.O. at end of guard's trip, and to Det Comd on return.

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(30) Action by Static Gds.

Pilferage of mil traffic which is discovered by or reported to the static gd will be reported to the station duty NCO, to R.T.O.at station concerned, and to Det Comd.

(31) Action by Station Duty N.C.O.

Pilferage which is discovered by or reported to the station duty N.C.O. will be reported immediately by telephone to the D.A.P.M. of the Area or Sub-Area, and then to the Det Comd.

(32) Special Investigations by S.I.B.

In cases where immediate investigation is required, i.e.,

(A) Pilferage which is indicative of activity by train thieves at a particular point.
(B) Pilferage which has very recently occurred.
(C) Pilferage of mail.
(D) Any other very serious pilferage.

S.I.B. will be notified direct by the consignee, station duty N.C.O. or R.T.O.

(33) Action by Det Comd.

It is the duty of the Det Comd to follow up with Sub-Area HQs and report to his Bn HQ what action is taken and what success obtained in convicting pilferers.

(34) Action by Bn HQ.

Bn HQ will organise its own investigation section to deal with cases of pilferage arising on stores while under the protection of the Bn, either on trains or in guarded marshalling yards. Bn HQ will also investigate in detail at point of origin, all cases of complaint about bad sealing of wagons.

TELEPHONE NUMBERS of S.I.B., PROVOST & GD DETS.

(35) Telephone numbers of S.I.B., of D.A.P.M., and any one whom he may designate to act in his absence, and of nearest Gd Det Comd, will be prominently displayed in every R.T.O's office. All telephone calls reporting pilferage will be confirmed by letter or signal.

HAND-OVER BETWEEN BRITISH & AMERICAN AND BRITISH & ITALIAN GDS.

(36) As a result of joint American and Brit inspections at POTENZA & FOGGIA areas it has been agreed that arrangements for hand-over in these areas will be kept constantly under review by O.Cs of American and Brit Gd Dets and senior Brit Movements Officers of the Sub-Areas concerned.

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(36) As a result of joint American and Brit inspections at POTENZA & FOGGIA areas it has been agreed that arrangements for hand-over in those areas will be kept constantly under review by O.Cs of American and Brit Gd Dets and senior Brit Movements Officers of the Sub-Areas concerned.

(37) Arrangements for hand-over between Brit and Italian gds will be made by Mov TARANTO in conjunction with Mov REGGIO, Mov MILA & TARANTO Det Comd. Hand-over will take place at TARANTO.

FLYING SQUADS.

(38) Whenever sufficient personnel can be made available, Bn Comd will organise a small flying squad to make surprise raids at points where wagon pilferage is known or suspected.

Declassified E.O. 12356 Section 3.3/NND No. 785016

ARM BANDS.

(39) All train and static gds incl officers when on duty will wear a WHITE arm band with the words TRAIN GUARD in BLACK lettering.

APPENDICES.

(40) Following Appendices are attached :-

Appendix	'A'	-	Sections of Line & Yards to be guarded.
"	'B'	-	Standing Orders for Train Guards.
"	'C'	-	Standing Orders for Static Guards.
"	'D'	-	Orders for Station Duty N.C.O.
"	'E'	-	Pilferage Report.
"	'F'	-	Checkers Sheet.
"	'G'	-	Train Guard Trip Report.
"	'H'	-	Receipt for Wagons Detached En Route.

- -

C.D.n Carthy

Colonel.
Col.Q(M).

CDN/CFE.

Distribution.

	Copies.		Copies.
G.O.C. 2 Dist	2	MOV FILPOT	60
G 2 Dist	25	Cdn Mov 1 Ech	2
Q "	25	MOV MMIA	2
D.P.M."	10	" WEST ITALY	2
D.D.TN(Docks) 2 Dist	2	" VAIRANO	2
D.D.TN(Rlys) "	2	" FORCE 266	2
USA LO 2 Dist	2	" REGGIO	2
52 Area	5	" FOGGIA	10
71 Sub-Area	5	" BARLETTA	5
6 B.S.A.	5	" BARI	15
60 Sub-Area	5	" BRINDISI	10
67 Grn Barletta	3	" TARANTO	10
69 " Foggia	3	" VASTO	10
H2 30 Somerset L.I.	10	" REAR 8 ARMY	2

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(40) Following Appendices are attached :-

Appendix	'A'	-	Sections of Line & Yards to be guarded.
"	'B'	-	Standing Orders for Train Guards.
"	'C'	-	Standing Orders for Static Guards.
"	'D'	-	Orders for Station Duty N.C.O.
"	'E'	-	Pilferage Report.
"	'F'	-	Checkers Sheet.
"	'G'	-	Train Guard Trip Report.
"	'H'	-	Receipt for Wagons Detached En Route.

- -

Colonel.
Col.2(M).

CDN/CFB.

Distribution.

	Copies.		Copies.
G.O.C. 2 Dist	2	MOV FILPOT	60
G 2 Dist	25	Cdn Mov 1 Ech	2
Q "	25	MOV MMIA	2
D.P.M."	10	" WEST ITALY	2
D.D.TN(Docks) 2 Dist	2	" VAIRANO	2
D.D.TN(Rlys) "	2	" FORCE 266	2
USA LO 2 Dist	2	" REGGIO	2
52 Area	5	" FOGGIA	10
71 Sub-Area	5	" BARLETTA	5
6 B.S.A.	5	" BARI	15
60 Sub-Area	5	" BRINDISI	10
67 Grn Barletta	5	" TARANTO	10
69 " Foggia	5	" VASTO	10
HQ 30 Somerset L.I.	10	" REAR 8 ARMY	2
HQ 1 R.O.G.	10	" 5 CORPS	2
HQ 2 R.O.G.	10	RAF Movements	5
Adriatic Depots	10		
HQ AA FSC MTO	10	Spares	10
P.C. ACC Bari	5	File	1
Det 509 Ind Mob Pro Termoli	2	War Diary	3

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9E

APPENDIX "A".

1. Goods trains on the following sections of rly will be guarded in both directions.

TARANTO	-	POTENZA
TARANTO	-	BRINDISI
BRINDISI	-	LECCE
TARANTO	-	BARI
BRINDISI	-	BARI
BARI	-	FOGGIA
FOGGIA	-	TERMOLI
TERMOLI	-	ORTONA

2. The following 17 marshalling yards will have Static Gds:

METAPONTO

TARANTO

COLLE BASSO (TARANTO)

NASISSI "

S. NICOLA "

BRINDISI

SMISTAMENTO (BRINDISI)

MONOPOLI

BARI PARC SUD

BARI CENTRAL

BARI ST. GEORGES

BARI MARITIME

BARI PARC NORD

SAN SPIRITO

BARLETTA

FOGGIA

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[illegible]	-	METAPONTO
BRINDISI	-	LECCE
TARANTO	-	BARI
BRINDISI	-	BARI
BARI	-	FOGGIA
FOGGIA	-	TERMOLI
TERMOLI	-	ORTONA

2. The following 17 marshalling yards will have Static Gds:

METAPONTO

TARANTO

COLLE BASSO (TARANTO)

MASSISSI "

S. NICOLA "

BRINDISI

SMISTAMENTO (BRINDISI)

MONOPOLI

BARI PARC SUD

BARI CENTRAL

BARI ST. GEORGES

BARI MARITIME

BARI PARC NORD

S/N SPIRITO

BARLETTA

FOGGIA

TERMOLI

2135

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95

APPENDIX "B".

STANDING ORDERS FOR TRAIN GUARDS.

1. The Gd Comd will be responsible at all times throughout the journey for the safety of the contents of the train. It is his first duty to ensure at all costs its safe delivery to the required destination.

2. The Gd Comd will ensure that his gd is at all times alert and acquainted with their duties.

3. The Gd Comd will report to the RTO at the departure station. He will take over from him the wagons allotted to his train. He will ensure that these are sealed on both sides with 5 mm wire. He will not take over any wagons that are unsealed, unless absolutely necessary in the interests of rly working. He will obtain from the RTO two copies of the "checkers sheet".

4. Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date, will be recorded on the Guard Trip Report, which will be made out on the back of each copy of the "checkers sheet". He will obtain a receipt for any wagon detached en route, from the RTO or from the Italian State Railway where there are no personnel of the Movement Control Staff.

5. On arrival at his destination the Gd Comd will hand over his Checkers Sheets to the RTO who will check the train in the presence of the Gd Comd and Station Duty NCO. The Gd Comd will obtain the receipt of the RTO and Station Duty NCO on his Guard Trip Reports, copies of which will be disposed of as follows:- Original to RTO destination, duplicate to Det Comd on return.
When a train is proceeding straight through to final destination the train gd dismounting at an intermediate station will hand over directly to the relieving train gd and not to the RTO.

6. He will report full details of pilferage to the RTO and Station Duty NCO at destination and to his Det Comd. Pilferage en route will also be reported to the first RTO available after the incident, who will be asked to reseal the wagon if necessary.

7. He will arrange with the RTO for his gd to be returned to its det by the first available means of transportation. If a meal is immediately available this may be taken before return.

8. Special vigilance must be maintained during periods of the journey when the train is slowed down. At all halts or during shunting the train will be patrolled. For this purpose one sentry will be posted to watch the left side and one the right side of the train.

9. No unauthorised persons will be allowed to ride on the train. Such force as is necessary to achieve this object may be used.

10. Magazines of Rifles will be charged but there will be no round in the breach. In the case of automatic weapons, magazines will be loaded but the weapon will not be cocked.

11. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the static gd at destination or to the RTO where there is no static gd.

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are sealed on both sides with 5 mm wire. He will not take over any wagons that are unsealed, unless absolutely necessary in the interests of rly working. He will obtain from the RTO two copies of the "checkers sheet".

4. Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date, will be recorded on the Guard Trip Report, which will be made out on the back of each copy of the "checkers sheet". He will obtain a receipt for any wagon detached en route, from the RTO or from the Italian State Railway where there are no personnel of the Movement Control Staff.

5. On arrival at his destination the Gd Comd will hand over his Checkers Sheets to the RTO who will check the train in the presence of the Gd Comd and Station Duty NCO. The Gd Comd will obtain the receipt of the RTO and Station Duty NCO on his Guard Trip Reports, copies of which will be disposed of as follows:- Original to RTO destination, duplicate to Det Comd on return.

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7. He will arrange with the RTO for his gd to be returned to its det by the first available means of transportation. If a meal is immediately available this may be taken before return.

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9. No unauthorised persons will be allowed to ride on the train. Such force as is necessary to achieve this object may be used.

10. Magazines of Rifles will be charged but there will be no round in the breach. In the case of automatic weapons, magazines will be loaded but the weapon will not be cocked.

11. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the static gd at destination or to the RTO where there is no static gd.

12. Undoubted thieves, saboteurs or persons resisting or evading arrest will, after challenge, if there is no other means of apprehending them, be shot.

13. No smoking will be allowed on or near Petrol or Ammo wagons.

14. Full assistance will be afforded to the S.I.B. and R.S.Police in the execution of their duty.

19 May, 44

Lt.Col.
Comd. 30 Bn Somerset L.I.

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APPENDIX "C".

STANDING ORDERS FOR STATIC GUARDS.

1. Static Gds will work on the same lines as CMP. They will be responsible for relieving each other at the hours laid down by their Det Comd.

2. Static Gds will patrol the area of their marshalling yards. They are not bound by convention or tied to any beat, but will be so disposed throughout the yard as to carry out their duties with the maximum efficiency.

3. Static Gds will be responsible for guarding wagons of mil stores incl, ACC, AMG and Italian Army wagons standing in yards.

4. Static Gds will make themselves acquainted with the pcam of those wagons subject to pilferage.

5. On arrival of a train or "chant", Static Gds will examine all wagons.

6. All cases of wagons found unsealed or of pilferage will be reported immediately to the Station Duty NCO or to the RTO where there is no Station Duty NCO.

7. Static Gds will not leave their place of duty except to escort prisoners to the Station Duty NCO or to report to the Station Duty NCO in accordance with para 6 above.

8. Magazines of rifles will be charged but there will be no round in the breach. In the case of automatic weapons, magazines will be loaded but the weapon will not be cocked.

9. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the Station Duty NCO or to the RTO where there is no Station Duty NCO.

10. Undoubted thieves, saboteurs or persons resisting or evading arrest will, after challenge, if there is no other means of apprehending them, be shot.

11. Special gds provided by the loading service will be responsible for guarding their own wagons when in marshalling yards.

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2. Static Gds will patrol the area of their marshalling yards. They are not bound by convention or tied to any beat, but will be so disposed throughout the yard as to carry out their duties with the maximum efficiency.

3. Static Gds will be responsible for guarding wagons of mil stores incl, NCO, AMG and Italian Army wagons standing in yards.

4. Static Gds will make themselves acquainted with the posn of those wagons subject to pilferage.

5. On arrival of a train or "shunt", Static Gds will examine all wagons.

6. All cases of wagons found unsealed or of pilferage will be reported immediately to the Station Duty NCO or to the RTO where there is no Station Duty NCO.

7. Static Gds will not leave their place of duty except to escort prisoners to the Station Duty NCO or to report to the Station Duty NCO in accordance with para 6 above.

8. Magazines of rifles will be charged but there will be no round in the breech. In the case of automatic weapons, magazines will be loaded but the weapon will not be cocked.

9. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the Station Duty NCO or to the RTO where there is no Station Duty NCO.

10. Undoubted thieves, saboteurs or persons resisting or evading arrest will, after challenge, if there is no other means of apprehending them, be shot.

11. Special gds provided by the loading service will be responsible for guarding their own wagons when in marshalling yards.

2134

17 May 44.

Lt.Col.
Comd. 50 Bn Somerset L.I.

Declassified E.O. 12356 Section 3.3/NND No. 785016

9H

APPENDIX "D".

ORDERS FOR STATION DUTY NCO.

1. He will work in close co-operation with the RTO and Static Gd concerned.

2. He will inform his Det Comd at the earliest opportunity of any train gds required.

3. He will report by telephone to his Det Comd the arrival of Train Gds from other Dets.

4. He will, in conjunction with Train Gd Comds confirm that all trains arrive and depart in good order. He will be present when trains are handed over by Train Gds to RTO and vice versa.

5. He will inform the Static Gds of the arrival in the Yard of any Stores, such as EFI, Mail, Rations which are subject to pilferage.

6. He will at frequent but irregular intervals during his tour of duty visit the Static Gds and ensure that they are alert and acquainted with their duties.

7. He will keep a Station Book in which will be recorded all trains arriving and departing, incidents and pilferages. This book will be signed and handed over on relief.

8. Pilferages reported to him by Train and Static Gds or discovered by RTO or himself will be reported by him immediately by telephone to the APM/DAPM of the Area/Sub-Area concerned and to his Det Comd. Major incidents will be reported immediately to his Det Comd.

9. He will render full assistance to the S.I.B. and R.S.Police in the execution of their duty.

12 May, 44.

Lt.Col.
Comd. 30 Bn Somerset L.I.

Declassified E.O. 12356 Section 3.3/NND No. 783046

APPENDIX "E" 91

PILFERAGE REPORT.

To:- (Consignee) . . . . . .

S.I.S. . . . . .

APM/DAPM . . . . . Area /Sub Area.

HQ Mov . . . . . .

Date loss discovered ..... Open Wagon No.....

Place loss discovered ..... Box Wagon No.....

By Whom .....Seals ? .....

Consignor ..... Type of Wire used for Sealing .....

Date of loading .....

Was train escorted ? .....

Contents .....

Is station, where loss discovered, guarded ? .....

Consignee .....

Missing

Further available information

. . . . .

. . . . . .

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Place loss discovered ..... Box Wagon No.....

By Whom .....Seals ? .....

Consignor ..... Type of Wire used for Sealing .....

Date of loading .....

Was train escorted ? .....

Contents .....

Is station, where loss discovered, guarded ? .....

Consignee .....

Missing

Further available information

2133

Date .....

Signed .....

RTO .....

Note:- If train was escorted, a copy of the NCO i/c guard's report will be attached.

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APPENDIX "F"

CHECKER'S SHEET

R.T.O.....

Engine No ..... Train No..... Time .....

From ..... To .....

Wagon No.	FROM Station	FROM Consignor	TO Station	TO Consignee	Contents	Weight Tons

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9K

APPENDIX "G"

NO..... TRAIN GUARD TRIP REPORT

1. Date .....

2. Train No. .....

3.

STATION	ARR	DEP	WAGONS	
			TAKEN ON	REMOVED

Total No. of Wagons handed over _____

4. I inspected all wagons taken over and found them in good order and sealed on both sides except as stated below:-

.....

.....

.....

.....

.....

Signature of Tr Gd Comd.

5. Special Report.

.....

.....

.....

.....

.....

21.3.2

6. Certified that the above wagons arrived in good order and sealed on both sides except as noted above.

Signature of Tr Gd Comd .....

Stn Duty NCO .....

RTO .....

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Total No. of Wagons handed over _____

4. I inspected all wagons taken over and found them in good order and sealed on both sides except as stated below:-

.....

.....

.....

.....Signature of Tr GO Cmd.....

.....

5. Special Report.

.....

.....

.....

.....

6. Certified that the above wagons arrived in good order and sealed on both sides except as stated above.

Signature of Tr GO Cmd .....

Stn Lnty MCO .....

RTO .....

PLACE.....

DATE .....

21 32

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APPENDIX "H".

RECEIPT FOR WAGONS DETACHED EN ROUTE.

Ricevuta per vagoni distaccati durante il viaggio.

Wagons received from Train Guard No.....Train No..... sealed on both sides and in good order except where stated:-

Vagoni ricevuti dalla sentinella di servizio No..... del Treno No..... sigillati da ambedue i latied in buone condizioni se non viene indicato niente al contrario:-

No of wagons detached.	Contents.	Date.	Time.	Place.	Signature.
No di Vagoni distaccati.	Contenuto.	Date.	Ora.	Località.	Firma.
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

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d/IN.

8A Mod. 874

Ministero dell'Interno

Direzione Generale P.S.

Divisione P.A.P.Sez. 3^

Pol. N. ..... Allegati .....

Salerno 27 giugno 1944

SOTTOCOMMISSIONE POLIZIA
presso
COMMISSIONE ALLEATA CONTROLLO
SALERNO

Risposta a foglio .....
Div. ..... Sez. ..... N. .....

OGGETTO Divisione Speciale Polizia Ferroviaria.

Per notizia trasmetto lo schema del R.D. con cui si istituisce la Divisione di Polizia Ferroviaria.

Qualora il Ministero delle Finanze e quello delle Comunicazioni daranno, come si spera, il loro nulla osta, si procederà subito allo arruolamento ed alla istruzione.

PEL MINISTRO

2131

REGIO DECRETO LEGGE .....

88

ISTITUZIONE DELLA DIVISIONE SPECIALE DI POLIZIA FERROVIARIA
NELL'ORGANICO DEL CORPO DEGLI AGENTI DI P.S.

Vista la legge 25 Marzo 1926, n°742;
Visto il R.D.L. 30 Novembre 1930 n° 1629 che approva il regolamento per il Corpo degli Agenti di P.S;
Visto l'art.18 della legge 19.1.1939 n° 129;
Visto il R.D. 30 Ottobre 1943 n° 2 B;
Ritenuta la necessità assoluta ed urgente di creare una Divisione Speciale di Polizia Ferroviaria;
Ritenuto che si versa in istato di necessità a causa di guerra;
Su proposta del Ministro dell'Interno, di concerto con i Ministri della Finanze e delle Comunicazioni:

ABBIAMO DECRETATO E DECRETIAMO

Art/ 1

Nel Corpo degli Agenti di P.S. é istituita una Divisione Speciale di Polizia ferroviaria, che consta di 37 Ufficiali e 1452 tra sottufficiali ed Agenti, così ripartiti nei vari gradi.-

Colonnello	N°	1
Ten. Colonnelli	"	1
Maggiori	"	2
Capitani	"	6
Tenenti	"	12
Sottotenenti	"	15
Marescialli di 1^ classe	"	12
Marescialli di 2^ e 3^ classe	"	28
Brigadieri	"	36
Vice Brigadieri	"	48
Guardie Scelte	"	50
Guardie	"1	489

2130

L'organico degli Ufficiali e degli Agenti di P.S. resta aumentato di altrettante unità.-

Art.2

La Divisione Speciale di Polizia Ferroviaria ha il compito di salvaguar la proprietà delle FF.SS. nell'ambito ferroviario, previene e reprime i reat ed assicura l'ordine pubblico.-

Gli Ufficiali ed Agenti, dislogati nei capoluoghi di Provincia esplicano loro mansione alle dipendenze dei Commissariati Compartimentali di P.S.

Questi, come pure gli agenti di polizia ferroviaria, dipendono direttam dal Ministero dell'Interno.-

Art. 3

La Divisione é costituita da Ufficiali ed Agenti che siano stati ammessi, domanda o di ufficio a frequentare un'apposito corso di istruzione tecni

Declassified E.O. 12356 Section 3.3/NND No. 785046

Visto il R.D. 30 Ottobre 1943 n° 2 B;
Ritenuta la necessità assoluta ed urgente di creare una Divisione Speciale di Polizia Ferroviaria;
Ritenuto che si versa in istato di necessità a causa di guerra;
Su proposta del Ministro dell'Interno, di concerto con i Ministri delle Finanze e delle Comunicazioni:

ABBIAMO DECRETATO E DECRETIAMO

Art/ I

Nel Corpo degli Agenti di P.S. é istituita una Divisione Speciale di Polizia ferroviaria, che conta di 37 Ufficiali e 1452 tra sottufficiali ed Agenti, cosi ripartiti nei vari gradi.-

Colonnello	N° 1
Ten. Colonnelli	" 1
Maggiori	" 2
Capitani	" 6
Tenenti	" 12
Sottotenenti	" 15
Marescialli di 1^ classe	" 12
Marescialli di 2^ e 3^ classe	" 28
Brigadieri	" 36
Vice Brigadieri	" 48
Guardie Scelte	" 50
Guardie	"1489

2130

L'organico degli Ufficiali e degli Agenti di P.S. resta aumentato di altrettante unità.-

Art.2

La Divisione Speciale di Polizia Ferroviaria ha il compito di salvaguar la proprietà delle FF.SS. nell'ambito ferroviario, previene e reprime i reat ed assicura l'ordine pubblico.-
Gli Ufficiali ed Agenti, dislogati nei capoluoghi di Provincia esplicano loro mansione alle dipendenze dei Commissariati Compartimentali di P.S.
Questi, come pure gli agenti di polizia ferroviaria, dipendono direttame dal Ministero dell'Interno.-

Art. 3

La Divisione é costituita da Ufficiali ed Agenti che siano stati ammessi, domanda o di ufficio a frequantare un'apposito corso di istruzione tecnic e che abbiano superato le prove finali.
Sono esclusi dal reclutamento coloro che abbiano fatto parte alla milizi ferroviaria.-

Art. 4

Il personale appartenente alla Divisione Speciale ferroviaria veste la un forme del corpo di P.S. alle quali dovrà applicarsi lo speciale distintivo verrà determinato, un proprio decreto del Ministero dell'Interno.

Art. 5

In aggiunta agli assegni ed alle indennità loro spettanti quali appart al Corpo di P.S., agli ufficiali ed agenti della Divisione Speciale di poli ferroviaria sarà corrisposta una indennità mensile nella seguente misura:

./.

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Colonnello	Lire	1300
Ten. Colonnello	"	1100
Maggiore	"	1000
Capitani	"	800
Tenente	"	600
Sottotenente	"	500
Marescialli	"	400
Brigadieri e Vice Brigadieri	"	300
Guardie Scelte e Guardie	"	250

Art. 6

Per tutto quanto non sia diversamente disposto nel presente decreto, al personale della Divisione Speciale di Polizia ferroviaria si applic le disposizioni contenute nel Regolamento del Corpo degli Agenti di P.S.

Art. 7

Tutte le spese per il funzionamento della Polizia ferroviaria saranno a carico del Ministero delle Comunicazioni, sul bilancio dell'Azienta ferroviaria.-

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"file on Railway Race" file

when we are notified that the
Royal decree has been signed
this matter can be raised

2/28/

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Further postings will be made monthly as candidates complete their training.

Public Safety Officers are requested to contact members of this organization in their provinces and to render all possible advice and assistance in order that the services of this Policing Force may be utilized to the best possible advantage within the scope of their prescribed functions.

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78

Railway Police.

It is contemplated, and a Decree is in course of discussion, to form a new section of the A.P.S. for work entirely on the railways. The strength for the whole of Italy is estimated at 5000, and for liberated Italy, including AMG territory 1230.

The agents will be recruited and will be issued with, and work in, uniform as issued to the A.P.S. except with a distinctive badge.

The present position as regards recruiting is that nothing can be done until the Decree is effective, after which, it is considered that they could start functioning after about 2 months.

Therefore, to equip this new body of men, uniforms and equipment would be required for an initial issue for 1230. Arms would also be required.

21127

1678

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60A

RAILWAY POLICE FORCE

1. Railway Police Force.

It is notified for information that the recently organised Railway Police Force is now beginning to function.

The Chief of the Railway Police is Dr. Umberto Castellani, whose Office is located in the Central Railway Station, Palermo.

When fully recruited, the Force will comprise some 500 Officers, NCO's and guards, and the primary duties being undertaken are the protection of Railway property, including equipment, rolling-stock and freight, and the detection of offenders when crimes are committed.

Recruits undergo a course of training extending over 21 days and by 1st May, 210 men will have completed their training and Sections will be posted to Provinces as shown below:

Catania Province :		
Railway Police Station, Catania Centrale.	30 Agents.	
Railway Police Station, Catania Acquicella.	20 Agents.	
Attached to the Engine Depot.	10 Agents.	
		60
Trapani Province.		
Railway Police Station (Trapania).	13	
Railway Police Station (Alcano Diramazione)	8	
		21
Palermo Province.		
Palermo Centrale Station	57	
Railway Police Station (Brancaccio)	21	
Railway Control Station (Chiovara)	22	
Railway Police Station (Lolli)	13	
Railway Police Station (Roccapalumba)	8	
Railway Police Station (Termine Imerese)	8	
Grand Total		129
		210

2126

NB

Railway Police

(1) It appears that the Special Railway Division will not be a separate body under a chief responsible to a Government Department.

It will form part of the Corps of P.S. Agents - presumably under the various Questors.

At important railway stations orders will be given to the Railway Police by "Commissariati Compartimentali" (District Railway-Chiefs?)

(2) CCRR will apparently have no duties on the railways.

(3) The decree applies to King's Italy but if the scheme is satisfactory it could be applied to AMG territory as soon as the men are trained

(4) No mention is made as to whether members of the disbanded Fascist Railway Militia may be recruited into the new body.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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(2) CCRR will apparently have no duties on the railways.

(3) The decree applies to King's Italy but if the scheme is satisfactory it could be applied to AMG territory as soon as the men are trained

(4) No mention is made as to whether members of the disbanded Fascist Railway Militia may be recruited into the new body.

Matters discussed with Sig. Petrasprini on Thurs. April 13, 1944.

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6A

(1) No reply is needed vide Par 3 of 4A.

Before replying is it possible to ascertain from the Minister when the Special Railway Division is likely to commence duty.

If it is going to take several months to recruit & train the men are any immediate measures being taken to police the rail ways?

I think we should see Reali on these points

eg.

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Enlistment as PS Agents

(1) No mention of Fascist Militia men being excluded. (thanks for Italian form of attic stanzas)

(2) The period of service is not specifically stated though this is probably included in Article 6. Same as PS

(3) Presumably the Ministry of War has been consulted about Article 1 (2)

A step in the right direction. We should go a good deal further.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
PublicSafety Sub-Commission

Folio 4 for action/~~information~~

C.P.S. .....

D.C.P.S. .....

Police .....

Prisons .....

Fire & CD .....

Regn. & Licensing .....

Adm. Officer .....

Remarks:

Hold for reply following conf
w. Reddi tahly, with Apt 9.
.....
.....
.....

Asst.
PA 10/4

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Transportation Sub-Commission, ACC.,
c/o Mov & Tn.,
H.Q., A.A.I. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/22/22

Date : 2 April 44.

TO : Rear HQ, ACC,
(for Public Safety Sub-Commission).

SUBJECT : Control of Civilian Travel by Rail.

1. Reference your ACC/14619/PS dated 29 March 44. to R.C. & M.G. Section, which has been endorsed to this Sub-Commission.

2. The necessity for better control to prevent overcrowding trains and stampeding at stations was brought to the attention of the Italian Railway Administration by this Sub-Commission by letter as early as 19 Dec 43, our reference ACC Tn/22/3. In the meantime there have been several conferences with Undersecretary of State for Railways, at which we have urged that steps be taken by the Italian Government to improve the situation.

3. These requests for better control undoubtedly precipitated the proposed institution of a "Railway Police Section", and information as to action taken on the proposal will be appreciated.

4. Other points on this subject set forth in Minister of Interior's letter (26 March 44) are under consideration by this Sub-Commission.

for S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

Colonel Kirk

3A

I understand that the Fascist Militia, although nominally police, for the most part carried out duties which could not be considered police work In fact, most of them were railway employees dressed up in militia uniform.

Before the formation of the Militia the policing of railways was carried out by CCRR.

At present some 300 CCRR are replacing the Railway Militia in Region III.

I mentioned the proposed formation of a Railway Police to General Pièche when he called here on 29th March & said you would probably want to discuss the matter with him on your

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although honorarily posts, for the most part carried out duties which could not be considered police work. In fact, most of them were railway employees dressed up in militia uniform.

Before the formation of the Militia the policing of railways was carried out by CCRR.

At present, some 300 CCRR are replacing the Railway Militia in Region III.

I mentioned the proposed formation of a Railway Police to General Pitcher when he called here on 29th March & said he would probably want to discuss the matter with him on your return.

H Wilcox
Major

Status: Govt has drafted decree, copy of which forwarded here for consideration + advice relating to creation of Ry police as part of Regulations RS

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NEAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission

APO 394

AGO/ 14619 / PS. 29 March 1944.

SUBJECT : Civilian Railway Service

TO : HC & NO Section

1. The attached letter dated 26th March 1944, from the Minister of the Interior has been received at this HQs.

2. The proposed institution of a Railway Police Section (marked "A") will be dealt with by the Public Safety Sub-Commission.

3. The remainder of the letter appears to concern the Internal Transportation Sub-Commission.

PAUL W. KIRK
Colonel, AGD.
Chief, Public Safety
Sub-Commission

PWK/hgd

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MINISTRY OF THE INTERIOR

Prot. N. 110011/3002

Salerno, 25 March 1944.

SUBJECT: Crowded Treins.

TO : ACC.

A commission of technical and police officials met here on the 20th inst. with the aim of finding the means apt to remove the serious inconveniences effecting railway traffic under the present circumstances.

After a broad examination, it was been decided that the improvement of services at the most important railway stations in order to control the flow of travelers to the trains. Investigations to this regard have already been started.

It has also been decided that the institution of a Divisione Speciale di Polizia Ferroviari (Special Railway Police Section) whose functions are as follows:

The safeguard of all properties belonging to the Ferrovie dello Stato; the prevention and restraint of crimes within the limits of the stations; the regulation and control of traffic. The organization of said Police Section, in the matter of recruitment and tasks, will be absolutely different from the dissolved Milizia Ferroviaria (Railway Militia).

I think, however, that all this is not sufficient to solve such a serious problem, such as this one. A Thorough solution would require:

1. That the railway administration should know the exact amount of locomotive engines and trucks or cars at its permanent disposal.

2. That traffic should be increased by granting a daily train to every line.

As this problem deserves the best consideration also on your part, we would appreciate it if you would examine the possibility of granting more trains to every line, and allot, in a permanent way, the means necessary to carry out a regular service, which would be of no hindrance to the Allied Armed Forces, who could get such means at their disposal at any time after a more short notice.

The Minister.

NB A copy of this document was sent to Internal Transportation Sub Commission for them to deal with They were informed that the question of Railway Police would be taken up by Public Safety

29th March 1944.

H.W. Wilcox
Major

1A

A

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Ministero dell'Interno

N. 11001/3002

Risposta alla/lettera

N. ..... del .....

OGGETTO

Affollamento treni

Si è riunita in data
sotto la mia presidenza, una commis
polizia, al fine di concretare i mezzi
inconvenienti che, come è ben noto a co
tualmente si verificano nel traffico ferro

Dopo ampia discussione si è deciso
servizio di ordine pubblico nelle principali stazioni,
nare l'afflusso dei viaggiatori sui treni in circolaz
guardo sono state già impartite le necessarie istr

E' stata disposta altresì l'istituzio
Speciale di Polizia Ferroviaria, col compito di
prietà delle Ferrovie dello Stato, di reprimere e
nell'ambito delle stazioni, nonchè di disciplinare il
fico ferroviario.

L'organizzazione della suddetta Divisione Speciale
lizia sarà assolutamente diversa per
abolita Milizia Ferroviaria.

Ritengo, però, che per la soluzione
assillante problema occorrerebbe:

I°)-che l'Amministrazione ferrov
mezzi (locomotive e vagoni)

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OGGETTO

Affollamento treni

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Ritengo, però, che per la soluzione d
assillante problema occorrerebbe:
I°)-che l'Amministrazione ferrov
mezzi (locomotive e vagoni)
modo continuativo.
2°)-che fosse possibilmente i
cessione di almeno un tre

Poichè il problema
che da parte di codesta On.
nere la possibilità di

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inistrazione Ferroviaria in modo
ende,le esigenze militari delle
e sia pur breve preavviso,i mezzi
una certa regolarità il servizio.

IL MINISTRO

Declassified E.O. 12356 Section 3.3/NND No. 785016

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