

ACC AC 16/7/TN4 10003/148/1978 RAILWAYS CH.
APR-SEPT. 1944

00/148/1978 RAILWAYS EMPLOYEES - SICILY
APR-SEPT. 1944

Translation Rome 23 SET 1944

Ministry of Communications
I S R General Direction

our ref. PAG/ 41/55940

Personnel and General Affairs Service

To Allied Control Commission
Transportation Subcommittee

Subject: Rome - Via Veneto -

Increased number of I.S.R.
employees in Sicily

Enclosure 1

1) The increased number of Italian railwaymen in Sicily, on 31st May 1944, remarked in comparison to 31st May 1942, is referring to the period prior to May 1943.

Indeed, on such date, we had a total force of 12478 unities, in comparison of 11410 on 31st May 1942. The increase was justified by traffic necessities in the period before the emergency state.

2) Later on we tried to reduce the surplus by means of several dismissings, which were however balanced either by recalling into service employees dispersed or refugees belonging to other Compartimenti or of ex employees already dismissed for political reasons, or by recruiting new men called into service by the Allied Forces in the first month of occupation, or by taking into service on the Island plants employees who were temporarily in mission in Sicily, from other Compartimenti.

3) The great percentage of such increase, remarked in regard of the Commercial Section (167 employees), is caused only by a displacing, (office transfers). Indeed, such employees, who were before in force at the Movement Section, are now considered with the Commercial Section, because they are actually utilized in administrative works upon request of the representative of the Transportation Sub-Commission A.C.C.

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We return the documents sent.

The General Director

4527

Fato De Amato

-1004/458/30-



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Personale ed
Affari Generali

Roma, 3 SET. 1944 194 - R.

P.A.G. n. 41/55940

Al R. A.C.C.Tn.16/149 del 9 giugno U.S.

OGGETTO

aumentato numero degli
impiegati F.S. in
Sicilia

ALLIED CONTROL COMMISSION

TRANSPORTATION SUB = COMMISSION

Via Veneto

R O M A

ALLEGATI N. 1

1°)- L'aumento del numero dei ferrovieri italiani in Sicilia, al 31 maggio 1944, rilevato in confronto al 31 maggio 1942, risale al periodo anteriore al maggio 1943.-

Infatti, a tale data si aveva una forza complessiva di 12478 unità, in confronto di 11410 al 31 maggio 1942 e l'incremento era giustificato dalle esigenze del traffico nel periodo che precedette lo stato di emergenza.-

2°)- Successivamente si cercò di ridurre l'eccedenza e vennero effettuati numerosi licenziamenti che però furono bilanciati dalla riassunzione di agenti sbandati o profughi di altri Compartimenti e di ex agenti già esonerati per motivi politici, nonché dal reclutamento di nuovi elementi assunti dalle Forze Alleate nel primo mese di occupazione e della presa in forza presso gli impianti dell'isola di agenti che vi si trovavano in missione da altri Compartimenti.

3°)- La forte percentuale del suddetto aumento, rilevata nei riguardi della Sezione Commerciale (167 agenti), è dovuta solo ad uno spostamento, in quanto detti agenti, che prima erano in carico alla Sezione Movimento, sono stati fatti figurare alla Commerciale perchè effettivamente utilizzati alle gestioni, e ciò in seguito a richiesta del Rappresentante della Sottocommissione Trasporti A.C.C.

Si restituisce il comunicato.

IL DIRETTORE GENERALE

Udo Raimondo

4536

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ESM/gfh
16/7/44

Our Reference : ACC Tn/16/149

Date : 9 June 44

TO : General di Raimondo,
Undersecretary of State for Italian Railways & Highways.

SUBJECT : Increased Number of Sicilian Railway Employees.

1. Attention is brought to the attached statement shewing number of employees of Italian State Railways in SICILY on 31 May 1944, as compared to the number on 31 May 1942.

2. It has been noticed that the total has increased from 11,410 in 1942 to 12,408 in 1944, an increase of 998 employees. The highest per cent of increase appears in 'Commerce Section'. Whereat, for example, 167 freight agent assistants and apprentices have been added to the 1942 total of 77. You will no doubt find this and several other categories listed to be inconsistent with the fact that traffic volume was far reduced in 1944, compared to 1943 (and some sections of line isolated by military action) and to be contrary to the policy of trying to keep the operating deficit as low as possible while building up operating efficiency.

3. Your comments, and advice of any action taken will be appreciated.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

ITALIAN STATE RAILWAY EMPLOYEES - SICILY

OCCUPATION	Number 31 May 42	Number 31 May 44	Increase or Decrease
<u>Director's Office</u>			
Director	1	1	-
Clerks	9	8	- 1
Messengers & drivers	5	7	+ 2
<u>Total</u>	<u>15</u>	<u>16</u>	<u>+ 1</u>
<u>Personnel Office</u>			
Chief	1	1	-
Clerks	64	71	+ 7
Files & Messengers	12	22	+ 10
<u>Total</u>	<u>77</u>	<u>94</u>	<u>+ 17</u>
<u>Operating Section</u>			
Chief	1	1	-
Clerks	122	149	+ 27
Messengers	20	42	+ 22
Station Masters	452	488	+ 36
S.M. Assts & Appr.	484	375	- 109
Guards (Train)	211	239	+ 28
Switch Foremen	69	83	+ 14
Switchmen	333	333	-
Chiefs, Tr. Crews (Dispr.)	22	21	- 1
Train Auditors	8	7	- 1
Conductors	518	587	+ 69
Brakemen	417	400	- 17
Laborers	1,800	2,284	+ 394
<u>Total</u>	<u>4,548</u>	<u>5,009</u>	<u>+ 461</u>
<u>Commerce Section</u>			
Chief	1	1	-
Clerks	52	62	+ 10
Messengers	10	14	+ 4
Freight Agents	165	166	+ 1
P.A. Assts & Appr.	77	244	+ 167
Guards	169	172	+ 3
<u>Total</u>	<u>478</u>	<u>659</u>	<u>+ 181</u>

OCCUPATION	Number 31 May 42	Number 31 May 44	Increase or Decrease
<u>Material & Rolling</u>			
<u>Stock Sec.</u>			
Chief	1	1	-
Clerks	96	112	+ 16
Messengers	18	24	+ 6
Roundhouse Foremen	19	17	- 2
Engine Crews	1,083	1,125	+ 42
Lead Foremen	36	39	+ 3
Mechanics	654	719	+ 65
Mech. Assts.	14	35	+ 21
Laborers	869	977	+ 108
<u>Total</u>	<u>2,790</u>	<u>3,049</u>	<u>+ 259</u>
<u>Permanent Way Sec.</u>			
Chief	1	1	-
Clerks	255	263	+ 8
Messengers	49	46	- 3
Supervisors & Foremen	297	295	- 2
Maintenance Laborers	1,378	1,310	- 68
<u>Total</u>	<u>1,980</u>	<u>1,915</u>	<u>- 65</u>
<u>Electric & Signal Sec.</u>			
Lead Foremen	24	29	+ 5
Mechanics	265	261	- 4
Mech. Assts.	53	58	+ 5
Laborers	203	222	+ 19
<u>Total</u>	<u>545</u>	<u>570</u>	<u>+ 25</u>
<u>Repair Shops Roll. Stk.</u>			
Shop Superintendents	2	2	-
Clerks	33	26	- 7
Messengers	6	6	-
Lead. Foremen	21	27	+ 6
Mechanics	344	443	+ 99
Laborers	99	100	+ 1
<u>Total</u>	<u>505</u>	<u>604</u>	<u>+ 99</u>
<u>Sanitary Department</u>			
Inspectors	2	2	-
Clerks	15	15	-
Messengers	15	16	+ 1
<u>Total</u>	<u>32</u>	<u>33</u>	<u>+ 1</u>

OCCUPATION	Number 31 May 42	Number 31 May 44	Increase or Decrease
<u>Stores Department</u>			
Chief	1	1	-
Clerks	38	54	+ 16
Messengers	6	6	-
Foremen	9	12	+ 3
Laborers	49	50	+ 1
<u>Total</u>	<u>103</u>	<u>123</u>	<u>+ 20</u>
<u>Accounting Office</u>			
Chief	1	1	-
Clerks	3	3	-
<u>Total</u>	<u>4</u>	<u>4</u>	<u>-</u>
<u>Cash Controller</u>			
Chief Controller	1	1	-
Clerks	10	10	-
Messengers	2	3	+ 1
<u>Total</u>	<u>13</u>	<u>14</u>	<u>+ 1</u>
<u>Cash Office</u>			
Chief Cashier	1	1	-
Clerks	15	15	-
Messengers	8	8	-
<u>Total</u>	<u>24</u>	<u>24</u>	<u>-</u>
<u>Ferry - Messina to Reggio</u>			
Chief	1	1	-
Clerks	12	10	- 2
Messengers	1	1	-
Ferry Masters	8	8	-
Officers (boat)	16	16	-
Chief Engineers	6	5	- 1
Officers (engineer)	18	17	- 1
Boatswains	7	6	- 1
Lead Foremen	2	2	-
Mechanics	120	122	+ 2
Mechanics Assts.	2	2	-
Laborers	5	5	+ 1
Coalmen & Sailors	98	98	-
<u>Total</u>	<u>296</u>	<u>294</u>	<u>- 2</u>

RECAPITULATION	Number 31 May 42	Number 31 May 44	Inc. or Decrease	Per Cent.
Director's Office	15	16	+ 1	6,6
Personnel Office	77	94	+ 17	22,0
Operating Section	4,548	5,009	+ 461	10,1
Commerce Section	478	659	+ 183	38,2
Material & Rolling Stock	2,790	3,049	+ 259	9,3
Permanent Way Sec.	1,980	1,915	- 65	3,3 -
Elec. & Signal Sec.	545	570	+ 25	4,6
Repair Shops Roll-Stk	505	604	+ 99	19,6
Sanitary Dept.	32	33	+ 1	3,3
Stores Dept.	103	123	+ 20	19,0
Acct's Office	4	4	none	-
Cash Controller	13	14	+ 1	7,7
Cash Office	24	24	none	-
Ferry - Messina/Reggio	296	294	- 2	0,7 -
<u>Summary</u>	11,410	12,408	+ 998	8,7

Headquarters

ACP/gm

16/7/44
ACP/gm

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 894

Our Reference : ACC/Tn/16/147
Date : 8 June '44

TO : Public Safety Sub-Commission, ACC.

SUBJECT : Screening of Railway Employees.

1. Reference is to your ACC/14763 PS of 19 May '44, and my ACC Tn/16/129 of 22 May, and ACC Tn/16/132 of 24 May '44.

2. I am informed by the Undersecretary of State for Railways and Highways that applicants for service in the Italian State Railways are required to produce

- (a) 'Penal' certificate given by the competent judiciary authority
- (b) 'Certificate' of good behaviour given by the applicant's residential commune.

3. A register is kept of all employees.

[Signature]
L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

4530

ba/DR



Napoli, ~~23/6/44~~ 4 Giugno 1944

Ministero delle Comunicazioni

FERROVIE DELLO STATO

DIREZIONE GENERALE

N. 2431/1.4/4.3 Segr.

al N.

OGGETTO: Impiegati ferroviari.=

DM/6/6
Al T.Col. L.E. VINING
Direttore della Sottocommissione Trasporti
Interni della A.C.C.

N A P O L I

1.= Riferimento foglio ACC/Tn/16/131 del 24 maggio u.s.-

2.= Alla domanda di assunzione nelle FF.SS., i concorrenti debbono allegare il "Certificato Penale", rilasciato dalla competente autorità giudiziaria, e quello di "buona condotta" rilasciato dal comune di residenza.

Se i precedenti penali e morali non risultano buoni, il concorrente viene escluso.

3.= L'Amministrazione FF.SS. tiene una registrazione di tutti gli impiegati.=

attento!
IL SOTTOSEGRETARIO DI STATO

U. Raimondo

4529

Naples 4 June 1944

TO : Lt.Col. L.W. Vining
SUBJECT : Railways employemen

1. Reference to the file AGO/Tn/16/131 of the May 4th 1944.
2. To the request of assumption in the Italian State Railways, the candidates must annex the "Penal certificate" given by the competent judiciary authority, and the certificate of "good behaviour", given by the residence commune.
If the penal and moral behaviour are not satisfying, the candidate will be excluded.
3. The Italian State Railways Administration keeps a registration of all its employmen.

4528

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16/7/8
ACC/gfn

Our Reference : ACC Tn/16/132

Date : 24 May 44

TO : Public Safety Sub-Commission, ACC.

SUBJECT : Screening of Railway Employees.

1. Reference is to your ACC/14763 PS of 19 May '44, and my ACC Tn/16/129 of 22 May '44.

2. A reply has now been received from the Undersecretary of State for the Italian Railways on this matter, a digest being as under :-

(a) All railwaymen implicated in the robbery have been suspended without pay.

(b) The Undersecretary of State for Railways in all cases of robbery, whether established or presumed takes this course when arrests have been made.

(c) Subsequent action is dependent on the findings of the subsequent tribunal.

(d) The State Railways do not engage any servants who have previous bad characters.

(e) In the case of the head train men Romeo Antonino, whose actions are regarded as questionable, further enquiries are being made.

(f) Compartimento Chiefs under the rules governing employee's have the right to suspend staff in cases of this kind.

(g) When there is any cause for suspicion concerning the honesty of employees, Compartimento Chiefs make full enquiries, in order to ascertain what proof there is existent concerning the employee's honesty or otherwise.

(h) The Undersecretary has already addressed an appeal to all railwaymen, urging them to respect the property of others, above all, the goods of the Allied Armies. Offences against this order will be punished severely.

(i) He would be grateful if information could be passed to him at all times in order that immediate steps can be taken with all the power the circumstances demand, to enforce these orders. He has requested the Commissioner of Police at Palermo to enquire into the past behaviour of the men concerned in this case.

3. A copy of General di Raimondo's letter to the Compartimento of Naples, Bari, Reggio, Palermo and Calabri, the Delegation in Sardinia, and the Central Committee of the Railwaymen's Union in Naples is appended for your information.


L.E. VININO,
Lieut-Colonel,
Director, Transportation Sub-Commission, AOC.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16/7/5 ACP/gfh

Our Reference : ACC Tn/16/131

Date : 24 May 44

TO : General di Raimondo,
Undersecretary of State for Italian Railways & Highways.

SUBJECT : Screening of Railway Employees.

I have duly received your letter 2223/1.4/4.3 Segr of 20 May '44, and appreciate very much the action you have taken in this case.

It is not quite clear to me as to what enquiries you make when taking persons into employment, and whether you require confirmation of good character to be submitted. I should be glad if you could advise me of your procedure, and say if staff records are also maintained.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

4526

Handwritten signature
Naples, 20th May 1944

About Railway's employees - Sicily

TO : Allied Control Commission
Transportation Sub-Commission

1. Referement to paper N. ACC/Tp/16/108 - 5 May
2. The attempt of medicinal robbery and the intervent of C.C.R.R. Army, that there was in Sicily on 29th of march in the Palermo - Caltanissetta line, was known then by this Undersecretary from the Compartment of Palermo.
3. All railway's agents implicated in the robbery have been suspended from their degree and have lost their pay, and they have not the

This order is settled by us in all the cases of sure or presumed robbery, if there is the arrest of men.

The definitive provvedimento is settled when the gufitys are condemned or absolved for insufficiency of proofs or are absolved by the competent tribunale.

4. The administration of Italian Railway do'nt engage anybody whom have bad penal behaviour.

5. The machinist's Romeo Antenino case; whos penal behaviour is signaled unfavourable, will be examined carefully.

6. The Compartments chiefs, for the article 101 of the vigent Regolamento of Empleies, have already the faculty to suspend the dipendents agents in the cases the letter at referement forcesses.

7. When we have some suspects about the honesty of some Railway's agents, some inquisite are disposed, also by Compartments Chiefs, the result is examined for the consecutive provvedimenti?

8. This Undersecretary has already spoken to Railway's employees and has incited them to respect the other's propriety, above all the Allied Army's goods.

We join a copy of this letter.

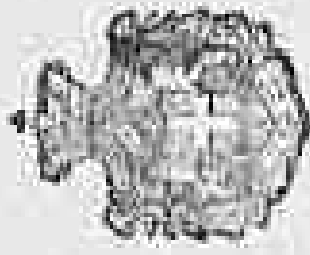
The infractions to these orders will be punished severely.

I will thank this Commission, should inform me always about the

-2-

informations that can be communicated by the officers, in order to intervene quickly and very severely.

I will charge the Compartments Commissair of Civil Police of Palermo, Doct Castellani, in order to take necessary informations about last behaviour of the long far suspected agents.



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
SOTTO DIREZIONE GENERALE
per le FERROVIE NOTTE
* TRASPORTI IN CONCESSIONE
SEGRETERIA

Napoli, 11 20 Maggio 1944

OGGETTO:

Impiegati ferroviari -
- Sicilia.

N.° 2223/1.4/4.3 Segr.

Al N.°

del

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti

NAPOLI

- 1.- Si fa riferimento al regolo di cotesta Sottocommissione N. ACC/
/Tn/15/106 del 6 corrente.
- 2.- Il tentativo di furto di medicinali e conseguente intervento del
l'Arma dei CC.RR. verificatosi in Sicilia il 29 marzo u.s. sulla
linea Palermo-Caltanissetta, fu portato, a suo tempo, a conoscenza
di queste Sottosegretarie dal Capo Compartimento di Palermo.
- 3.- Tutti gli agenti ferroviari implicati nel furto sono stati sospe-
si dal grado e privati dello stipendio, senza concessione di asse-
gni alimentari.
Questo provvedimento viene regolarmente da me disposto in tut-
ti i casi di furto accertato od anche presunto semprechè si veri-
fichi l'arresto degli individui.
Il definitivo provvedimento viene poi disposto quando i colpe-
voli abbiano riportato condanna oppure siano stati assolti per in-
sufficienza di prove oppure assolti dai competenti tribunali.
- 4.- L'Amministrazione delle FF.SS. non ammette in servizio agenti che
abbiano cattivi precedenti penali.
- 5.- Il caso del Macchinista Romeo Antenino, del quale vengono segnala-
ti i precedenti sgravevoli, sarà esaminato accuratamente.
- 6.- I Capl Compartimento, in base all'art. 101 del vigente Regolamento
del Personale, hanno già la facoltà di sospendere dal servizio gli

impiegati ferroviari -
- Sicilia. =

Al N.°

ALLA COMMISSIONE ARMAIA DI CONTROLLO
Settecommissione Trasporti

NAPOLI

1. = Si fa riferimento al regio di cotesta Settecommissione N.AOC/
/In/16/100 del 6 corrente.
2. = Il tentativo di furto di medicinali e conseguente intervento del
l'Arma dei CC.RR. verificatosi in Sicilia il 29 marzo u.s. sulla
linea Palermo-Caltanissetta, fu portato, a suo tempo, a conoscenza
di questo Settecommissione dal Capo Compartimento di Palermo.
3. = Tutti gli agenti ferroviari implicati nel furto sono stati sospe-
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ti i precedenti sgravevoli, sarà esaminato accuratamente.
6. = I Capi Compartimento, in base all'art. 101 del vigente Regolamento
del Personale, hanno già la facoltà di sospendere dal servizio gli
agenti dipendenti nei casi previsti nella lettera a riferimento.

.i. 4523

- 2 -

1.- Tutte le volte che si abbiano motivi di sospetto o di dubbio sulla onesta di agenti ferroviari, vengono disposti, anche di iniziativa del Capi Compartimento, indagini ed inchieste, il cui risultato viene poi esaminato per i provvedimenti di rigore che ne conseguono.

2.- Questo Sottosegretariato ha già rivolto un appello a tutti i ferrovieri incitandoli al rispetto delle altre proprietà, in ispecie delle merci appartenenti alle FF.AA. Allegate.

Si allega copia di detta circolare.

Le inirazioni al riguardo saranno severamente represses.

Sarò grato a cotesta Commissione se verrà tenermi sempre al corrente delle informazioni che su questo punto potranno pervenire dagli ufficiali periferici allo scopo di intervenire prontamente con tutte il rigore che la situazione richiede.

Incaricherò il Commissario Compartimentale di P.S. di Palermo, dott. Castellani perchè, d'accordo con l'ing. Lucio, assuma le informazioni del caso sul passato degli agenti maggiormente sospetti.

IL SOTTOSEGRETARIO DI STATO

Carlo Fini

Translation
Naples 4 may 44.

Communication Ministry - Italian Railways

About the employesmen behaviour

To Railways Compartments Naples - Bari - Reggio - Palermo

To Railways Sardinia Delegation Cagliari

To Central Comitation - Italian - Sindacat Naples

In some signalation of robbery of goods transportable by railway, known in these lost times by this Undersecretary, the couple of our employes has been sur. It has wonderd me painfully, and will cause in all the Railways' officers the largest despair. The large prestige derives to the Administration for a tradition of ten years of work and honesty, will be compromised so.

In the greatest number of the cases, the damage of these robbery has been supported by Allied Authority's goods.

Now, when the strangers see our behaviour, we have absolutely to save the good reputation of our country.

I want that these officers, with a special paper, reproach severely the agents who are responsible of the irregularity or couples for goods robbery.

All the employes remember they must be exemplary and watch those few who prejudice the fame of honesty of our people.

The guffins are and will severely punished with penal and discipline laws. But it is necessary that the Administration's superintendents continually persuade the employes, in order to avoid these robbery, that cause so a large sorrow.

I desire the Italian Railway's employes Sindacat, that cleaus out as the economique interests as the moral dignity of these employes, helps me in this charge.

I would receive a copy of the paper I have about spoken, and the assurance in every office it has been known by the dependent men.

COPIA 02

Ministero delle Comunicazioni
ferrovie dello Stato
SOTTOSGEGRETARIATO DI STATO

Napoli, li 4 maggio 1944
N. 2145/1.4/4.3 Segr.

OGGETTO: Contegno del personale.

AL COMPARTIMENTO F.S. DI NAPOLI-BARI-RUGGIO C.=PALERMO
ALLA DELEGAZIONE F.S. SARDEGNA CAGLIARI
AL COMITATO CENTRALE
SINDACATO FERROVIARI ITALIANI NAPOLI

.....

In talune segrezioni di furti di merci, oggetto di trasporto ferroviario, pervenute negli ultimi tempi a questo Sottosegretariato, è apparsa correità da parte del nostro personale.

La cosa mi ha dolorosamente sorpreso e non mancherà di destare in tutti gli organi preposti all'esercizio delle ferrovie statali la più viva deplorazione. L'alto prestigio che all'Amministrazione deriva da una tradizione di decenni di lavoro e rettitudine rischia di risultarne compromessa.

Si badi che, nel maggior numero dei casi, il danno degli atti criminali è stato patito da merci delle Autorità Alleate. Oggi che l'occhio dello straniero è fissato sul nostro contegno più che mai dev'essere presente alla coscienza di tutti l'impegno assoluto di salvaguardare in ogni campo il buon nome del Paese.

Intendo che gli uffici dipendenti in indirizzo facciano oggetto di speciale regie disposizioni un severo monito per gli agenti che si siano resi responsabili di irregolarità, e addirittura di reati per trattamento di merci. Si richiami tutto il personale al rigoroso adempimento del proprio dovere, che implica anche la vigilanza su quei pochi che con le loro malefatte pregiudicano la giusta fama di onestà della razza.

I colpevoli vengono e verranno esemplarmente colpiti in sede penale e disciplinare. Ma gli organi direttivi di questa Amministrazione devono svolgere assidua opera di persuasione, intesa ad evitare il ripetersi di fatti che causano così profondo rammarico.

Invito il Sindacato Ferroviari Italiani, cui legittimamente sta a cuore con la tutela degli interessi economici la dignità morale dei ferrovieri, a collaborare a tale nobile compito.

Gradirà ricevere copia del foglio disposizioni di cui sopra, con la assicurazione che in ogni ufficio ed impianto ne è stata diffusione a tutti i dipendenti.

in talune segrazioni di furti di merci, oggetto di trasporto ferroviario, pervenute negli ultimi tempi a questo Settesegretariato, e apparsa corredata da parte del nostro personale.

La cosa mi ha dolerosamente sorpreso e non mancherà di destare in tutti gli organi preposti all'esercizio delle ferrovie statali la più viva deplorazione. L'alto prestigio dell'Amministrazione deriva da una tradizione di decenni di lavoro e rettitudine risentita di risultarne compromessa.

Si badi che, nel maggior numero dei casi, il danno degli atti criminali è stato patito da merci delle Autorità Alleate. Oggi che l'eccezione dello straniero è cefissa sul nostro contegno più che mai dev'essere presente alla coscienza di tutti l'impegno assoluto di salvaguardare in ogni campo il buon nome del Paese.

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IL SOTTOSCRITTORE DI STATO

r. to G. DI RAIMONDO

1301

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

LEV/cg.

16/7/5

Our reference : ACC Tn/16/129.
Date : 22 May 44.

TO : Public Safety Sub-Commission,
HQ ACC. (Rear).
APO 394.

SUBJECT: Screening of Railway Employees.

1. Reference your ACC/14763/PS dated 19 May 44.
2. Attached letter, which was sent to the Undersecretary of State for Italian Railways and Highways is forwarded for your information.
3. Further communication will be addressed to you on receipt of reply from the Undersecretary of State for Italian Railways and Highways.



L.R. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

1590

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16/7/3
Our reference : ACC Tn/16/ 108.

Date : 6 May 44.

TO : Undersecretary of State for
Italian Railways & Highways.

SUBJECT : Screening of Railway Employees - Sicily.

1. Reference is made to attached copies of letters and documents received from ACC Officers in Sicily regarding misconduct of certain railway employees.

2. Theft and bribery in attempt to commit theft are serious offences. The action of Carabinieri in ~~arresting~~ and making arrests is highly commendable. However, your attention is especially directed to statements of Major Hefford, particularly paras. 4 to 7 inclusive.

3. It would appear that Dr. Tuco must accept responsibility for conditions and take vigorous and effective measures to correct improper conditions and summarily dismiss from railway service any employees found involved in cases of theft and dishonesty.

4. If Dr. Tuco is hesitant to act because of any lack of authority it is assumed that you will take necessary action to clothe him with authority.

5. It is possible that undesirable or dishonest persons ^{have} been employed in the Sicilian Railways, possibly without their real characters or crime histories being known. What is the procedure for verifying and checking both characters and histories?

L.E.V.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

11/10/1
16/7/1
Palermo 1st April 1944.

SUBJECT: Attempted theft in the train Palermo-Caltanissetta.

In reference to the verbal request I rewrite the following phone-message received yesterday from Caltanissetta Group:-

*** Regarding to-day's phone-message No. 23/69 I communicate:

On the 29th March, at about 18hrs upon the arrival of a railway-convoy, (coming from Palermo and bound to Caltanissetta) at S. Cataldo Miniano depot (Caltanissetta), the Carabinieri on escort-service, Appuntato Bruno Vincenzo and Auxiliary Carabinieri Salvo Michelangelo, attached to the railway Central Station of Palermo, were approached by unknowns. These persons together with the chief of train, offered the Carabinieri a bribe of 10,000 lire, attempting to corrupt them, and to remove the seal from the freight-car, which contained medicinal. The carabinieri kept the sum but did not consent such illegal action. They decided to proceed against the unknowns and at the arrival of the train at Caltanissetta. The railway-convoy continued on its way, but due to a defect of the engine it stopped at the distance of 119 Km. away from the above mentioned station. A group of six persons, taking advantage of this stop attempted to rob in the above mentioned car and assaulted the carabinieri who immediately intervened and succeeded in killing one of the unknowns, who a little while before, had consigned the sum and arrested the brake-man Calisto Gauseppe.

Four other unknowns, two of whom identified as brake-man Lo Coco and Pinto, ran away, all belonging to the aforesaid group.

The sum was seized and the chief of train Romeo arrested.

Investigations are in progress, in order to identify and arrest the fugitives.

Signed: The Internal Commander Capt. FABELANI.

THE COLONEL COMMANDER
Armando Calabro

1027

(coming from Palermo and bound to Galtanissetta) at S. Cataldo Mmiano depot (Galtanissetta), the Carabinieri on escort-service, Appuntato Bruno Vincenzo and Auxiliary Carabinieri Salvo Michelangelo, attached to the railway Central Station of Palermo, were approached by unknowns. These persons together with the chief of train, offered the Carabinieri a bribe of 10,000 lire, attempting to corrupt them, ~~and~~ then to remove the seal from the freight-car, which contained medicinals. The carabinieri kept the sum but did not consent such illegal action. They decided to proceed against the unknowns and at the arrival of the train at Galtanissetta. The railway-convoy continued on its way, but due to a defect of the engine it stopped at the distance of 119 Km. away from the above mentioned station. A group of six persons, taking advantage of this stop attempted to rob in the above mentioned car and assaulted the carabinieri who immediately intervened and succeeded in killing one of the unknowns, who a little while before, had consigned the sum and arrested the brake-man Galio to Giuseppe.

Four other unknowns, two of whom identified as brake-man Lo Coco and Pinato, ran away, all belonging to the aforesaid group.

The sum was seized and the chief of train Romeo arrested.

Investigations are in progress, in order to identify and arrest the fugitives.

Signed: The Internal Commander Capt. FARIANI.

THE COLONEL COMMANDER
Armando Calabro.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394.

FILE : RPS 000.5. 19th April, 1944.

SUBJECT : Screening of Railway Employees.

TO : Regional Public Safety Officer,
Region I Headquarters.

1. I have to submit particulars of an occurrence on 29th March, 1944, in which an attempt was made to bribe in the course of their duties two members of the Carabinieri who were acting as police guards on a train laden with medical supplies and bound for Caltanissetta.
2. It will be seen that ROMEO, Antonio, Head train man, together with others, offered 10,000 lire to the Carabinieri as an inducement to them to permit the robbing of the train at a certain spot. The Carabinieri refused, but the conspirators persisted and when the train was compelled to stop through a defective engine an attempt was, in fact, made to rob the train with the result that the Carabinieri intervened and fired their muskets, killing one man, and arresting others.
3. In the course of the investigation into this case it transpired that ROMEO had been previously charged with certain offences and was a very shady character.
4. I followed up the case with Dr. Castellani, Chief of the Railway Police, and he expressed the view that a large number of railway employees were of questionable character, and suggested that the antecedents of all railway employees should be checked and that all those with previous convictions for theft or similar offences, should be discharged.
5. Later I saw Dr. TUCCIO, Director of Railways for Sicily, in company with Lt. Colonel LINDBERGH, ACC, and Dr. Tuccio agreed that there were a lot of undesirable characters at present employed on the railways, and he also agreed that in substantiated cases these employees should be discharged. He pointed out however, that this responsibility rested on the Ministry and not on himself, although in certain serious cases employees could be discharged by him. I gathered that his regulations did not specify that an employee should be discharged for dishonesty.

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5. Later I saw Dr. TUCCIO, Director of Railways for Sicily, in company with Lt. Colonel LIMBESCH, ACO, and Dr. Tuccio agreed that there were a lot of undesirable characters at present employed on the railways, and he also agreed that in substantiated cases these employees should be discharged. He pointed out however, that this responsibility rested on the Ministry and not on himself, although in certain serious cases employees could be discharged by him. I gathered that his regulations did not specify that an employee should be discharged for dishonesty.

6. Numerous cases are being brought to light of thefts by railway employees, and enquiries indicate that the majority of thefts are committed by or with the connivance of railway personnel. This state of affairs should not be allowed to continue.

7. The subject is of particular importance to us at the moment having regard to the large quantities of Allied foodstuffs and other military supplies being conveyed by train. The danger of attempts being made to steal such supplies is ever present under existing conditions in Sicily, and it is essential that Railway

(4)

employees may be trusted to safeguard them rather than assist in their being stolen.

8. The recently organized independent railway police force is doing good work, but their numbers are small. When the total complement has been recruited it will only amount to some 500 for the whole of the Island. If, however, the honesty of the railway personnel cannot in some measure be guaranteed, then I submit that a Police Force ten times this size will be insufficient to deal with larcenies alone, quite apart from all the other duties they are called upon to perform.

9. I therefore strongly recommend that this matter be taken up through the appropriate Sub-Commission of ACC, with a view to the immediate issuance of an order by the proper Italian Ministry directing an examination into the characters and antecedents of all railway employees, and the discharge of all convicted criminals and other employees with criminal tendencies or whose integrity is in doubt. In addition it should be made known that any employee convicted in future of a criminal offence would be liable to immediate dismissal.



B. J. HARFORD,
Major,
Asst/Regional Public Safety Officer.

Enclosures : Copies of reports on attempted theft of medical supplies from a train proceeding to Caltanissetta.

1st IND.

ALLIED CONTROL COMMISSION, SICILY REGION HEADQUARTERS, APO 394.
20th Apr. 1944.

9. I therefore strongly recommend that this matter be taken up through the appropriate Sub-Commission of ACC, with a view to the immediate issuance of an order by the proper Italian Ministry directing an examination into the characters and antecedents of all railway employees, and the discharge of all convicted criminals and other employees with criminal tendencies or whose integrity is in doubt. In addition it should be made known that any employee convicted in future of a criminal offence would be liable to immediate dismissal.

B. J. Heyford

B. J. HEYFORD,
Major,
Asst/Regional Public Safety Officer.

Enclosures : Copies of reports on attempted theft of medical supplies from a train proceeding to Caltanissetta.

1st IND.

ALLIED CONTROL COMMISSION, SICILY REGION HEADQUARTERS, APO 394.
RPS 000.5. 20th Apr. 1944

TO : Public Safety Sub-Commission, Rear H.Q. Allied Control Commission.
THRU : Channels.

It is recommended that this matter be taken up with a view to the issuance of an order on the lines indicated in para. 6517 of basic report.

For the Regional Commissioner :

RUSSELL A. SNOOK,
Lt. Colonel, C.M.P.,
Regional Public Safety Officer;

Palermo 15th April 1944.

SUBJECT : Information.

TO : Major HETFOED,
Superintendent of Civil Police

P A L E R M O

I inform you that Chief engine-driver ROCCO ANTONINO (181299),
is more than a drunkard, he is a dishonest person.

In fact I have determined to take away from him the train-tickets

Mod. CI. 204.

He was involved in the offence of robbing parcels and is now arrested in Caltanissetta for having attempted to bribe the Carabinieri on escort-service of a freight train at Caltanissetta Xirbi and for having tried, together with other persons, to remove the seal from the freight-cars attached to the train, with the intention of robbery.

From investigations performed, no charge results against labour-

ers Galio Giovanni, Pinto Pietro and Lo Coco Antonino.

THE JOINT CHIEF OF POLICE
Castellani Dr. Umberto

He was involved in the offence of robbing parcels and is now arrested in Caltanissetta for having attempted to bribe the Carabinieri on escort-service of a freight train at Caltanissetta Xirbi and for having tried, together with other persons, to remove the seal from the freight-cars attached to the train, with the intention of robbery.

From investigations performed, no charge results against labourers Calisto Giovanni, Pinto Pietro and Lo Coco Antonino.

THE COMPARTIMENTAL P.S. COMMISSIONER
Castellani Dr. Umberto

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REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

26 April 1944.

ACC/14763/PS.

SUBJECT : Screening of Railway Employees.

TO : Transportation Sub-Commission.

1. The attached report and enclosures have been received from the Public Safety Officer, Region I, regarding an attempt to bribe CC.RR acting as police guards on a train bound for Caltanissetta.
2. This Sub-Commission is in agreement with the views expressed by Major Hefford in his report dated 19th April 1944.
3. It would be appreciated if this Sub-Commission could be informed of any action taken as regards the screening of railway employees.



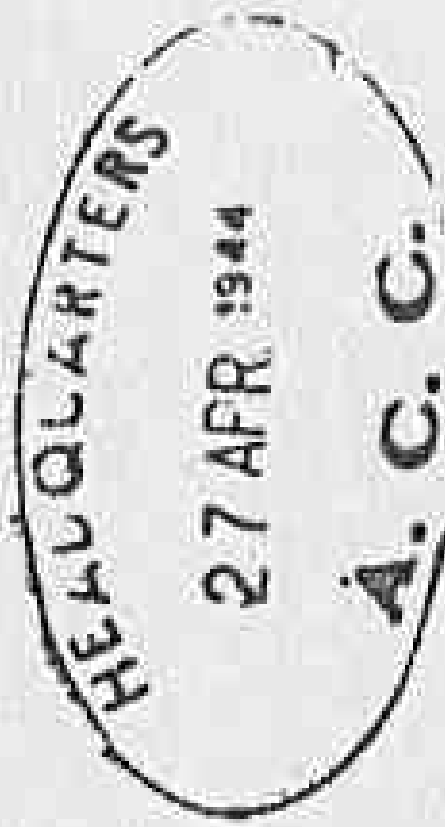
W. L. Kirk
PAUL G. KIRK
Colonel, Inf.
Chief, Public Safety
Sub-Commission

TAW/hgd

Enclosures:

- Report dated 19th April 1944 from Region I
- PS Officer letter dated 15th April. Confidential PS Commissioner, Palermo Criminal records of 4 railway employees.
- Report dated 1st April from CC.RR Commander.
- Report dated 30th March from CC.RR. Legion Palermo.

1. The attached report and enclosures have been received from the Public Safety Officer, Region I, regarding an attempt to bribe CC.RR. acting as police guards on a train bound for Galtanissetta.
2. This Sub-Commission is in agreement with the views expressed by Major Hefford in his report dated 19th April 1944.
3. It would be appreciated if this Sub-Commission could be informed of any action taken as regards the screening of railway employees.



Paul G. Kirk
mayn

PAUL G. KIRK
 Colonel, Inf.
 Chief, Public Safety
 Sub-Commission

FAW/hgd

Enclosures:

- Report dated 19th April 1944 from Region I
- PS Officer letter dated 15th April. Compartmental IS Commissioner, Palermo Criminal records of 4 railway employees.
- Report dated 1st April from CC.RR Commander.
- Report dated 30th March from CC.RR. Legion Palermo.

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Palermo 15th April 1944.

ROMEO Antonino

- 1933 - Acquitted (as the acts are not a crime) from the charge of the charge with unnatural rape, and obscene exhibitions in public streets.
- 1936 - 3 days suspension - for not having consigned a passenger to Cefalu'-Station, for regulation, who was travelling with a fell due ticket.
- 1936 - 1 day suspension, for having submitted various requests to OSI offices of Palermo, Messina and Reggio Calabria and obtained a subsidy more than that permitted.
- 1939 - Involved and put on trial (not yet completed) for stealing parcels.
- 1944 - Charged with cooperating in the theft against the Administration committed by a passenger (matter in progress)
- 1944 - Arrested by the Carabinieri on 29 March in Caltanissetta.

GALICATO Giovanni and PINTO Pietro

- 1944 - Arrested by the Carabinieri on 29th March in Caltanissetta

LO COCO Antonino

- 1943 - Arrested by the P.S. (matter in progress)
- 1944 - Arrested by the Carabinieri on 29th March in Caltanissetta

- 1936 - 3 days suspension - for not having
Cefalu'-Station, for regulation, who was travelling with a
fell due ticket.
- 1936 - 1 day suspension ; for having submitted various requests to
CSM offices of Palermo, Messina and Reggio Calabria and obtained
a subsidy more than that permitted.
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committed by a passenger (matter in progress)
- 1944 - Arrested by the Carabinieri on 29 March in Caltanissetta.

GALOTTO Giovanni and PINTO Pietro

- 1944 - Arrested by the Carabinieri on 29th March in Caltanissetta

LO COCO Antonino

- 1943 - Arrested by the P.S. (matter in progress)
- 1944 - Arrested by the Carabinieri on 29th March in Caltanissetta

1038

LEGIONE DISTRETTORE DEI CARABINIERI REALI PALERMO
STAZIONE DI GALTANISSETTA

No of Report 140

Galtanissetta, 30/3/1944.

JUDICIAL REPORT crime of attempted bribery in damage of Carabinieri Bruno Vincenzo and helping Carabinieri Salvi Michelangelo and attempted medicinal robbery in damage of the Allied Control Commission made by the head-train-man ROMEO ANTONIO fu Vincenzo and fu Garofalo Teresa, born on 4/1/1892 at Palermo, there living in Via Gioeni No. 102 and by the brakeman GALLIOTO GIUSEPPE di Francesco and Duontao Vincenzo, born on Sept. 13, 1925 at Bagheria, there living in Via Bellitteri n. 8. =====
LO 0000 and LO 0000, not knowing their generalities, belonging to the railroad movement organization of Palermo State, and 3 civilians unidentified of which one was killed by the following legitimate use of musket from the above said Carabinieri,

Last evening at 8.10, March 29, 1944, Carabinieri Bruno Vincenzo fu Domenico, class of 1904 and Carabinieri Salvi Michelangelo di Giuseppe, class of 1921, both belonging to the principal Station of Palermo, left Palermo directed for Galtanissetta, escorting train No. A.8356/8640, composed of 10 cars full of drugs, the baggage-car and a locomotive.

At the Station of Bagheria, the head-train-man on duty, Romeo Antonio fu Vincenzo and fu Garofalo Teresa, born at the 4/1/1892 at Palermo, and there living, via Gioeni No 102, stated a conversation with Carabinieri Salvi, complaining about the high cost of living. In a station after Roccapalumba, Romeo offered the sum L. 10.000 to the Carabinieri if he allowed him to open a car and take a part of what was in it.

At the refusal of the Carabinieri, Romeo still insisted, and at the Station of Marianopoli he returned to the subject, followed by the brakeman Gallito Giuseppe, born the 16/9/1923 at Bagheria and there living, via Bellitteri No. 8, and other two friends, a certain Lo Coco and Pinto.

In this station three civilians boarded the train with whom the brakeman had a long conversation during the stop at the Station.

At the Station of Miniani S. Cataldo, the three civilians and the head-train-man invited the Carabinieri Salvi to follow them to a locality a few metri distance from the end of the train and there one of the civilians, while the others watched, placed the L. 10.000 in the hands of the Carabinieri who took the sum and returning to the baggage car informed the other Carabinieri.

They decided that as soon as the train arrived at Galtanissetta, they would have arrested the 3 civilians, the head-train-man and the brakeman and in the meanwhile they would prevent, with force, any attempt to open the cars.

The train, stopped at Km. 119 because of a break down in the front locomotive (another locomotive was attached to the train at the Station of Miniani S. Cataldo) the three civilians and the three brake-men descended the train and together, approached the middle cars and were about to break the lock, when the two Carabinieri understood their movements, called "halt", pointing their guns.

but then the man who placed the money in

gheria, there living in Via Pellitteri No. 6.
 LO COCO and LO PINTO, not knowing their generalities, belonging
 to the railroad movement organization of Palermo State, and 3
 civilians unidentified of which one was killed by the follow-
 ing legitimate use of gunshot from the above said Carabinieri,

Last evening at 8,10, March 29, 1944, Carabinieri Bruno Vincenzo fu Domeni-
 co, class of 1904 and Carabinieri Salvi Michelangelo di Giuseppe, class of 1921,
 both belonging to the principal station of Palermo, left Palermo directed for
 Caltanissetta, escorting train No. A. 8336/8640, composed of 10 cars full of
 drugs, the baggage-car and a locomotive.

At the Station of Bagheria, the head-train-man on duty, Romeo Antonio fu
 Vincenzo and fu Garofalo Teresa, born at the 4/1/1892 at Palermo, and there liv-
 ing, via Gioeni No. 32, stated a conversation with Carabinieri Salvi, complaining
 about the high cost of living. In a station after Roccapalumba, Romeo offered
 the sum L. 10,000 to the Carabinieri if he allowed him to open a car and take a
 part of what was in it.

At the refusal of the Carabinieri, Romeo still insisted, and at the Station
 of Marianopoli he returned to the subject, followed by the brake-man Galioto Giu-
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 other two friends, a certain Lo Coco and Pinto.

In this station three civilians boarded the train with whom the brake-man had
 a long conversation during the stop at the Station.

At the Station of Minimi S. Cataldo, the three civilians and the head-train-
 man invited the Carabinieri Salvi to follow them to a locality a few metri dist-
 ance from the end of the train and there one of the civilians, while the others
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The train, stopped at No. 119 because of a break down in the front locomotive
 (another locomotive was attached to the train at the Station of Minimi S. Catal-
 do) the three civilians and the three brake-men descended the train and together,
 approached the middle cars and were about to break the lock, when the two Carabinieri
 who had understood their movements, called "halt", pointing their guns.

At this call, they left the train, but then the man who placed the money in
 the hands of the Carabinieri, climbed on the train and was about to break the lock
 while the other five were standing with their hands in their pockets as if they
 were about to pull something out of them.

Since the group of six persons who were decided at any cost to break the lock
 and take what was in the cars with their aggressive mood constituted a grave peril
 for the safety of the Carabinieri and men for the approaching of evening, the Cara-
 binieri decided to make use of their fire-arms and fired a few shots toward the
 group.

At the shots, the three civilians and two brake-men ran off in the country,
 while the third climbed on a railroad car where he was caught by the Carabinieri
 and declared in state of arrest. The Carabinieri ran after the others but it

was not possible to catch them. One of the civilians, he who tried to open the car, covered 80 metri and then fell to the ground-grooving.

When the Carabinieri reached him, with the help of other railroad men they brought him to the baggage-car where after a few minutes he died because of wounds received from the fire-arms of the Carabinieri.

As soon as the train arrived at Caltanissetta about 23 o'clock, the Carabinieri proceeded to the arrest of the head-train-man Romeo Antonio who together with the brake-man Galio to were accompanied by the Carabinieri to this Command informing us about what had happened and consigning the sum of L. 10.000

The corps remained at the local rail-road station, guarded by the other Carabinieri awaiting articles were found in the pockets of the corps.

1) An old brown leather bill-fold containing the sum of lire 737, two train tickets - one for the trip Bagheria - Roccapalumba and the other without specified trip and a German musket cartridge.

2) A pair of woolen military gloves - two handkerchiefs, a piece of cord about 30 centimetri long.

These articles will be brought to the Tribunal of Caltanissetta together with the 10.000 liras given to the Carabinieri.

After many investigations made it has not yet been possible to identify who the dead man is, but investigations are still being carried out also to identify the other two civilians who escaped, and the brake-men Lo Coco and Pinto.

The head-train-man Romeo and the brake-man Galio to, after questioning made by this Office, have declared themselves innocent, but since their responsibility is ascertained they have been put under arrest and brought to the local jail house.

1944 March 30; in Caltanissetta - in the C.S. Station.

Statement made by the head-trainman RAFFA ANTONIO, fu Vincenzo and fu Garafola Teresa, born at Palermo the 14/1/1892, there living in Via Giovanni No. 102.

" Yesterday, March 29, 1944 I was sent as head-train-man with train No. 3336/8610 Palermo-Caltanissetta. The train was composed of 10 cars containing drugs and a locomotive. The train left Palermo at 8,10hrs and on board there were the two Carabinieri as escort and five brake-men that I know only with the names of La Vecchi, D'Alessandro, Lo Coco, Pinto, and Galio to,

At Termini about 10 persons boarded the train, headed for Roccapalumba. They were 3 civilians and ex employees, the civilians paid their tickets plus fine. The civilians descended regularly at Roccapalumba. At Marianopoli, three civilians boarded the train and paid their tickets for Caltanissetta. Arriving at Marianopoli S. Cataldo the train stopped for about 30 minutes and

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The corps remained at the local rail-road station, guarded by the other Carabinieri awaiting articles were found in the pockets of the corps.

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The head-train-man Romeo and the brake-man Galio, after questioning made by this Office, have declared themselves innocent, but since their responsibility is ascertained they have been put under arrest and brought to the local jail house.

=====

1944 March 30; in Galtanissetta - in the CC.RR. Station.

Statement made by the head-trainman ROMEO ANTONIO, fu Vincenzo and fu Garafola Teresa, born at Palermo the 14/1/1892, there living in Via Gioeni No. 102.

" Yesterday, March 29, 1944 I was sent as head-train-man with train No. 8336/8610 Palermo-Galtanissetta. The train was composed of 10 cars containing drugs and a locomotive. The train left Palermo at 8.10 hrs and on board there were the two Carabinieri as escort and five brake-men that I know only with the names of Li Vecchi, D'Alessandro, Lo Coco, Pinto, and Galio.

At Termini about 10 persons boarded the train, headed for Roccapalumba. They were 3 civilians and ex employees, the civilians paid their tickets plus fine. The civilians descended regularly at Roccapalumba. At Marianopoli, three civilians boarded the train and paid their tickets for Galtanissetta. Arriving at Maniani S. Cataldo the train stopped for about 30 minutes and then re-started but at 11.15 the driver stopped the train because of a breakdown in the machine. I got out of the train to see what had happened and after assuring myself while returning to the baggage cars I heard about 10 musket shots therefore I looked out the window since the explosion was on the opposite side from where I boarded the train and I saw several civilians running off. I approached the spot to see what had happened and I learned from the Carabinieri and train personnel that those whom were running off had tried to break the lock of a rail-road car. I then saw that a civilian had been shot and was brought to the baggage car on orders given by the Carabinieri.

D.R. When the civilian reached the baggage car he was dead.

D.R. During the trip I discussed the cost of living and other things, but /./

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I did not say anything about stealing the cars. I did not give them any sum of money nor did I see any one do so.

D.R. It is not true that Minini S. Cataldo I spoke to the civilians who they tried to rob the car.

D.R. At Miniana S. Cataldo I descended the train only for service and I quickly boarded the baggage-car. This can be confirmed by Crisafulli Alfio 1st class operator, Special Office, V zone, Caltanissetta, Merano Giuseppe, Via Roccaforte, Bagheria and Sasso Gaetano from Capodolando and his wife Foto Rosaria, I have nothing more to say.

1944, March 31 - Caltanissetta - Office of C.O.R.R.

Questioning of Galio Giuseppe di Francesco and of Ducato Vincenzo, born the 18/10/1925 at Bagheria, there living in Via Pellitteri No. 8, brake-man.

"Yesterday I was put on service on train N. 8336/8610 from Palermo directed to Caltanissetta as brake-man and assigned to the next to the last train. Arriving at Km. 119 between Miniana S. Cataldo and Caltanissetta Kiroi the train stopped and I saw looking out of the window, that 5 or 6 persons were near the car ahead of me and were trying to open the car, but all at once the Carabinieri started to fire and I retired into the train. A little later a Carabinieri asked me for my card and then brought me into the baggage-car where I saw a dead man whom I did not know.

D.R. When in the baggage and when the train was in movement I heard that the brake-man Pinto and Lo Cico were missing.

D.R. I do not know at what section the civilians who attempted the theft boarded the train.

D.R. I do not know any thing about the bribing of the Carabinieri by the head-train-man and the civilians because I never went into the baggage-car during the trip.

D.R. I do not know if the theft had previously been planned by the service men and the civilians because I have always been at my post.

D.R. Since I have been on railroad service (1st Dec. 1942) I have covered the line Palermo-Caltanissetta about 15 times.

I know no more.

1944, March 31 - Caltanissetta - Office of C.C.R.R.

Questioning of Calisto Giuseppe di Francesco and of Ducato Vincenzo, born the 18/10/1925 at Bagheria, there living in Via Pellitteri No. 8, brake-man.

" Yesterday I was put on service on train N. 8536/8610 from Palermo directed to Caltanissetta as brake-man and assigned to the next to the last train. Arriving at Km. 119 between Miniana S. Cataldo and Caltanissetta Xirvi the train stopped and I saw looking out of the window, that 5 or 6 persons were near the car ahead of me and were trying to open the car, but all at once the Carabinieri started to fire and I retired into the train. A little later a Carabinieri asked me for my card and then brought me into the baggage-car where I saw a dead man whom I did not know.

D.R. When in the baggage and when the train was in movement I heard that the brake-man Pinto and Lo Cico were missing.

D.R. I do not know at what station the civilians who attempted the theft boarded the train.

D.R. I do not know any thing about the bribing of the Carabinieri by the head-train-man and the civilians because I never went into the baggage-car during the trip.

D.R. I do not know if the theft had previously been planned by the service men and the civilians because I have always been at my post.

D.R. Since I have been on railroad service (1st Dec. 1942) I have covered the line Palermo-Caltanissetta about 15 times.

I know no more.

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