Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC AC32/TM4 13990/145/2011 TRIM GRADS
(APE, - JUN. 1945)

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER OFFICE MEMO

KJC/ou

Tel : 466

19 July 1945

Ref : 51-3/16/FOOD

SUBJECT : Italian Guards at Tuscolana Station

FROM : Food Sub-Commission

TO : HQ AC Transportation Sub-Commission
Rail Division
(Att : Major Ping)

1. Refer your letter AC/32/Tn 4 of 6 July.

2. The Ministry of Food has replied (in translation) as follows to our inquiry as to whether withdrawal of the guards would affect safety of commodities in which they were interested (refer our 51-3/14/Food of 7 July).

". In reply to memorandum 7 July, Tel. 466 , the Food Sub-Commission is advised that the service of the seven Finance watchmen at the station Square of Rome-Tuscolana is considered necessary for security purposes.

" But as the watchmen do not do their duty, it has been arranged to substitute other guards more disciplined and more trustworthy ".

W.J.LEGG
Colonel
Director, Food Sub-Commission

Copy to :
Ministry of Food (Refer your letter
564/I.V. of 12 July)

804

17621

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food Sub-Commission

KJC/au

7 July 1945

Tel : 466

Ref : 51-3/14/FOOD

SUBJECT : Italian guards at Tuscolana Station

TO : Ministry of Food

1. At Rome Tuscolana station the following Finanza guards are employed :

At gates . . . . . 12 men
In yard . . . . . 7 men

2. Hq. Movements Rome are anxious to dispose of the 7 yard guards claiming that they fulfill no useful function and are suspected of pilfering.

3. Please advise us if the removal of the yard guards would affect the safety of any commodities in which you are interested. Tuscolana station is largely used for the receipt of wheat and imported rationed supplies consigned to the Consorzio Agrario.

W.J.LEGG
Colonel
Director, Food Sub-Commission

Copy to : HQ AC Transportation S/C Rail Division
C/o Transportatio
(Br) Main, Attn: Major Ping
(Refer your AC/32/Tn 4 of 6 July)

893

1763

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 489081-365

AC/14619/PS

25 June 1945

SUBJECT : Guarding of Civilian Freight Trains

TO : Director of Public Security
Ministry of Interior.

1. Reference our letter of even number dated 25 June 45.

2. Information has now been received that American troops will not be in a position to guard civilian rail traffic anywhere in Italy after 1st July 45.

JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director.

FJW/G

Copy to Transportation S/C
(Your AC/32/Tn 4 dated 26 June refers)

802

1760

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject:- Guardin(nd Protection of rail traffic in the North.

Tel.Rome 566212
R/6/570

G-4 (Mov & Tn)

28 Jun 45

Further to my R/6/566 dated 27 June 45.
The attached copy of A.C.Sub Commission rail Division Letter No. AC/32/Tn.4. dated 26 Jun 45 is forwarded for information.

C.M.F.
TSK/EC

Lt.Col.,
Comd.H.Q.,Train Guard Control.

Copy :- A.C. Sub Com. Rail Div.

801

1765

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject:- Guarding of civilian freight cars.

Tel:Rome 566212
R/6/566

G-4 (Mov & Tn) AFHQ.

27 Jun 45.

Further to my R/6/552 dated 23 Jun 45, the att copy of Tn Sub-Commission AC Rail Division letter AF/32/Tn4 dated 26 Jun 45 is fwd.

CMP.
REH/BC.

Lt.Col.,
Comd.HQ., Train Guard Control.

Copy to :- Tn Sub-Comm AC Rail Div Rome

838

1706

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE?SUB-COMMISSION

13148/F

27 June 1945

SUBJECT : Italian Finance Guards at Tuscolana Station.

TO : Transportation Sub-Commission
(Roads Division)

Reference your letter of 18th June 1945, (AC/32/TN/4), the seven GG.FF. on duty at the station were not placed there by the Ministry of Finance, Customs Branch, not have they anything to do with fiscal duties connected with the Ministry.

It has been ascertained that they are there on the orders of the High Commissioner for Food, Food Officer Ispettore Generale Dott. Penzavalle. Their duties are : -

(a) to escort foodstuff from the station to the warehouses of traders:

(b) surveillance of the yard from 0600 to 1800 hours.

They are therefore not the concern of this Sub-Commission.

If at the time the goods arrive at the station they are the responsibility of the Italian Government I would strongly advise that nothing be done except to report your suspicions of pilferage to the High Commissioner for Food. If on the other hand the food at that stage is on Allied charge I suggest that the Allied troops stationed there should be increased in number so that they are able to take on the additional duty from 1800 hrs. to 0600 hrs. thus completing the 24 hour guard.

[signature]
Joint Director
Finance Sub-Commission

1767

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/ma.

( ) 32/93 ( )

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Rx) Main,
C.M.F.

Tel.: 843238

6 July 1945

Ref.: AC/32/Th.4

SUBJECT: Italian Guards at Tuscolana Station.

TO : Food Sub-Comm. HQ AC

1. At Rome, Tuscolana Station the following Finanza Guards are employed

At Cotton 12 men
In station Yard 7 men

2. HQ Movements Rome are anxious to dispose of the 7 station guards, claiming that they fulfill no useful functions and are suspected of pilferage.

3. Please say if this removal would affect the safety of any commodities in which you may be interested.

Director.

793

Declassified E.O. 12356 Section 3.3/NND No. 785021

TNA WO 204/4001

HQ., Train Guard Control, Italy.

RESTRICTED.

RAILWAY WORKING INSTRUCTION No. 13.

R/1/57

AMENDMENT No. 4.

15 Jun 45.

1. Page 1. Para 2. COMMAND.

delete "B Coy 30 Bedfs Herts
131 Coy Pioneer Corps"

insert "12 LAA Regt RA
(less one Bty)
4 Coy 501 It Gd Bn "

2. Appendix 'A' LOCATION STATEMENT.

destroy and substitute new Appendix 'A' attached.

3. Appendix 'B' REPORTS AND RETURNS.

(a) Headings.

between "RETURN" and "DATE DUE"
insert "BY WHOM RENDERED"

(b) serials 1 and 2.

below "BY WHOM RENDERED"
insert "Detachment concerned"
below "TO WHOM RENDERED"
insert "HQ Own unit"

(c) serials 3, 4, 5, 6, 7 and 8.

below "BY WHOM RENDERED"
insert "Coy/Bty
below "TO WHOM RENDERED"
insert "HQ Own unit"

(d) serials 9 and 10.

below "BY WHOM RENDERED"
insert "HQ Unit"

(e) serial 7.

delete "Parade State"
substitute "Strength Return".

797

RECEIVED IN INTELLIGENCE ACC
Date 25/6 Time 1250
File 3102 Info Lux

Lt. Col.
Comd. HQ., Train Guard Control.

CMF.
FEP.

1769

Declassified E.O. 12356 Section 3.3/NND No. 785021

LOCATION STATEMENT.
SPECCHIO DISLOCAZIONE

Serial. Prog.No. (a)	Unit. Reparto. (b)	Address. Indirizzo (c)	Tel. (d)	Sector of Line Settore della Linea (e)
1.	HQ.,Train Guard Control,Italy.	Military College (Scuola Militare), Via Della Lungara, Rome.	Rome 566212-3-4.	
2.	Bn.HQ.,30 Som L I	Military College (Scuola Militare), Via Della Lungara, Rome.	Rome 566214	
3.	HQ., 525 It Gd Bn	Via Alberto Pirro Palazzo Pastore, Salerno	Salerno 2160	
4.	1 Coy 525 It Gd Bn	Via Appia, Brindisi	Through Brindisi Military Exchange.	Brindisi-Bari " Taranto " Lecce
5.	2 Coy 525 It Gd Bn	722 Corso San Giovanni Teduccio	Through Salerno Military Exchange.	Torre Ann-San Gio Naples
6.	3 Coy 525 It Gd Bn	Via S Benedetto Caserma Gen Carrano, Salerno.	Through Brit & It Military Exchanges	Salerno-Torre Ann Nocera Inf-Cancelli " " Avellin
7.	4 Coy 525 It Gd Bn	Via Lungomare, Taranto	Taranto 2136	Taranto-Bari " Brindisi
8.	RHQ.,603 Regt RA	Villa Ignano Lucilla,Bagnoli, Naples.	Baseball 14820	
9.	A Bty 603 Regt RA	78 Via Amanda Diaz, Aversa	Vassar 171	Aversa- Rome " Caserta

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'A'
APPENDICE 'A'

LOCATION STATEMENT.
SPECCHIO DISLOCAZIONE

- 1 -

Address. Indirizzo (c)	Tel. (d)	Sector of Line Settore lella Linea (e)	Static Guards. Guardie Fisse. Station duty NCO only @ Sott'le Fisso di Sta. Soltanto (f)
y. Military College (Scuola Militare), Via Della Lungara, Rome.	Rome 566212-3-4.		
Military College (Scuola Militare), Via Della Lungara, Rome.	Rome 566214		
Via Alberto Pirro Palazzo Pastore, Salerno	Salerno 2160		
Via Appia, Brindisi	Through Brindisi Military Exchange.	Brindisi-Bari " Taranto " Lecce	Brindisi Centrale " Smistamento Restinco
722 Corso San Giovanni Teduccio	Through Salerno Military Exchange.	Torre Ann-San Giovanni-Naples	Torre Annunziata San Giovanni Naples
Via S Benedetto Caserma Gen Carrano, Salerno.	Through Brit & It Military Exchanges	Salerno-Torre Ann Nocera Inf-Cancello " " Avellino	Salerno Pontecagnano Montecorvino Nocera
Via Lungomare, Taranto	Taranto 2136	Taranto-Bari " Brindisi	Taranto Nasisi
Villa Ignano Lucilla, Bagnoli, Naples.	Baseball 14820		
78 Via Amanda Diaz, Aversa	Vassar 171	Aversa- Rome " Caserta	Aversa Teverola

Unclassified E.O. 12356 Section 3.3/NND No. 785021

(a)	(b)	(c)	(d)	(e)
10.	B Bty 603 Regt RA	34 Corso Umberto, Naples	Naples 51526	
11.	C Bty 603 Regt RA	Via Garibaldi, Santa Maria, Capua Vetere.	Valley Forge 39	Caserta-Rome
12.	D Bty 603 Regt RA	Ospedale dei Bambini, 64 Strada Gennaro Antignano, Vomero, Naples.	Baseball 18161	Naples E-Caserta " Aversa
13	A Coy 30 Som L I	6 Via San Martina, Falconara	Falconara 93	Falconara-Ancona
14	B Coy 30 Som L I	Piazza Tre Monumento, Terni	Terni 06	Terni-Orte " Fabriano
15.	C Coy 30 Som L I	R.Scuola Tecnica Agraria, Fabriano	Fabriano Civilian Exchange (ask for Som L I)	Fabriano-Falconara
16.	D Coy 30 Som L I	Centrale Station, Rome	Rome 471439	Rome-Terni
17.	O Grn Coy	Hutted Camp Nr Mondolfo Station.	Senigallia 54 (3 rings)	Mondolfo-Rimini
18.	RHQ.,12 LAA Regt RA	Istitute Padre, Agostino, Marini di Pisa	Moorgate through Lephorn & Viking	

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'A' (Cont)
APPENDICE 'A' (Cont)

(c)	(d)	(e)	(f)
34 Corso Umberto, Naples	Naples 51526		Naples Yards
Via Garibaldi, Santa Maria, Capua Vetere.	Valley Forge 39	Caserta-Rome	Capua Roccasecca
Ospedale dei Bambini, 64 Strada Gennaro Antignano, Vomero, Naples.	Baseball 18161	Naples E-Caserta " Aversa	Naples @ Cancello
6 Via San Martina, Falconara	Falconara 93	Falconara-Ancona	Ancona Falconara Chiaravalle (night only)
Piazza Tre Monumente, Terni	Terni 06	Terni-Orte " Fabriano	Terni Orte Arezzo Foligno
R.Scuola Tecnica Agraria, Fabriano	Fabriano Civilian Exchange (ask for Som L I)	Fabriano-Falconara	Fabriano Jesi
Centrale Station, Rome	Rome 471439	Rome-Terni	Rome Tiburtina @ " Tuscalana @ " Smistamento @
Hutted Camp Nr Mondolfo Station.	Senigallia 54 (3 rings)	Mondolfo-Rimini	Mondolfo
Istitute Padre, Agostino, Marini di Pisa	Moorgate through Leghorn & Viking		

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(a)	(b)	(c)	(d)	(e)
19.	35 Bty 12 LAA Regt RA	Via Predappio Nuova, Forli	217 Area (ask for 35 Bty)	Faenza-Forli-Cesena
20.	36 Bty 12 LAA Regt RA	Rimini	214 Sub Area (ask for 36 Bty)	Mondolfo-Rimini-Faenza
21.	HQ., 510 It Gd Bn	Barracks ex Commando Tappa, Corso Mazzini, Bari	Bari 12436	
22.	1 Coy 510 It Gd Bn	" " "	" "	Bari-Foggia
23.	3 Coy 510 It Gd Bn	" " "	" "	
24.	2 Coy 510 It Gd Bn	60 Corso Matteotti, Foggia	Foggia 21	Foggia-Manfredonia " Termoli " Lucera
25	4 Coy 510 It Gd Bn	Piazzale Stazione, Brindisi	Brindisi 1097	
	4 Coy 501 It Gd Bn	82 Via Invara, Casarvioe, Caserta	Flagg 66	Caserta-Benevento-Foggi

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c)	(d)	(e)	(f)
Via Predappio Nuova, Forli	217 Area (ask for 35 Bty)	Faenza-Forli-Cesena	Forli Faenza
Rimini	214 Sub Area (ask for 36 Bty)	Mondolfo-Rimini-Faenza	Rimini Cesena
Barracks ex Commando Tappa, Corso Mazzini, Bari	Bari 12436	Bari-Foggia	Bari Parco Sud
" " "	" "		" Parco Nord
" " "	" "		" Centrale
			" S.Giorgio
			" Marittima
			" Madugno @
			" Giovanazzo @
			San Spirito
			Barletta
60 Corso Matteotti, Foggia	Foggia 21	Foggia-Manfredonia	Foggia
		" Termoli	Termoli
		" Lucera	
Piazzale Stazione, Brindisi	Brindisi 1097		
82 Via Invara, Casagvioe, Caserta	Flagg 66	Caserta-Benevento-Foggia.	Caserta Benevento

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject: Guarding of Civilian Freight Trains.

Tel: Rome 566213
R/S/552

C-in-C Mov & Tn., A.F.H.Q.

23 Jun 45.

Copy of Tn Sub-Commission A.C. Rail Div. letter No. AC/32/Tn 4 dated 20 Jun 45 is fwd for infm.

W.H.B. Rawn Lt.Col.,
Comd. HQ., Train Guard Control.

CMP.
WHBR/VG.

Copy to :- Tn.Sub Commission, AC
Rail Division, ROME

ACP/ag
32/90

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tele : 843238 26 June 1945
Our ref: AC/32/Tn. 4.

TO : Public Safety Sub-Commission, A.C.

SUBJECT: Guarding and Protection of rail traffic in the North.

1. It is understood that within the Milan area, about 700 armed patriots have been used for guarding rail traffic, and by arrangement between Ing. Bianchi, chief of the Milan Delegation of the ISR, which comprises the Milan, Turin, and Genoa Compartimenti, and Public Safety Lombardia Region, these Patriots have been carefully "vetted" and re-enrolled an Railway Police.

2. The same idea is apparently likely to be followed in Genoa and Turin, but no definite information has been received in respect of the Verona Delegation, which includes the Verona, Bologna, Venice and Trieste rail Compartimenti.

3. With the recent information that US troops will not be in a position to safeguard civilian traffic, some such steps will be necessary, for it is understood pilferage in the Milan yards is considerable, although the guards are very good in protective and recovery capacities.

4. This matter is put before you because the proposals to turn armed patriots, sponsored by the CLN, into Railway Police, does not conform with the previous ministerial policy in the south.

5. It will be recalled that this Sub-Commission has anxiously awaited some information in respect of the formation of a satisfactory scheme for railway police, based on a statement last year that a Decree would be passed to create such a force, only to be amended by a Ministerial decision that there should not be a separate body of police for rail work, but that the existing police force should be strengthened by a "railway arm".

/93

Declassified E.O. 12356 Section 3.3/NND No. 782021

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5. It will be recalled that this Sub-Commission has anxiously awaited some information in respect of the formation of a satisfactory scheme for railway police, based on a statement last year that a Decree would be passed to create such a force, only to be amended by a Ministerial decision that there should not be a separate body of police for rail work, but that the existing police force should be strengthened by a "railway arm".

6. It is highly likely that we shall be informed that military train guards will not be available for the protection of civilian traffic, and the Government should be prodded into ensuring that a satisfactory scheme is seen ready to cover all Italy, and to include such duties as yard guarding, transit guarding, protection of railway stations against unlawful travelling, control of long distance trains etc.

./.

Declassified E.O. 12356 Section 3.3/NND No. 782021

7. The main purpose of this letter, however, is to draw your attention to the apparent divergence of practice in north and south. Opportunities for enrolling Patriots for rail police duties appear to be excellent, and if the Government is ready to take speedy action, continuity of protection is likely to be assured.

DIRECTOR.

Copy to: MRS.
Movements (Rail) Tn. Sub-Comm.
O.C. Train Guards. Italy.

Declassified E.O. 12356 Section 3.3/NND No. 780021

1791

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/89

AGP/Ac

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

Tel. 843238
Ref. AC/32/Tn 4

26 June 45

SUBJECT : Guarding of civilian freight cars.

TO : Public Safety Sub-Commission, HQ AC

1. Further to my letter AC/32/Tn 4 of 2 June 45 I am now advised that US train guards will not be in a position to guard AC/ANG traffic anywhere in Italy after 1st July 45.

Director

Copy to: MRS 774.HQ.D Provost Marshall Section
Nov Tn Sub-Comm. (Rail)
CO Train Guards Italy

Declassified E.O. 12356 Section 3.3/NND No. 785021

NOV. L. O. MER3.

Telephone 84345 or
Euston 7336.

MLO / 26 / 66.

16 June, 45.

Subject : Irregular Travel of Civilians.

To : AG Th. Sub-Commission.
(Rail Division).

Reference your AG/RD/Th. 4 dated 30 April.

1. This matter has been taken up with Train Guard Control, but it would not appear that any satisfactory conclusion is likely to be reached.

2. The MLO i/c Guard on this train asked a counter-question against the I.S.R. Ticket Inspector.

3. It is felt that the matter may now be gracefully dropped as the inquiry has at least impressed on all concerned the desirability of obtaining ISR tickets who are endeavouring to carry out their proper functions.

J. A. K. Gray

J.A.K. GRAY,
Capt. R.E.

JAKG/ccd.

730

17811

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject Irregular Travel by civilians

21/A/674

H.Q. TRAIN GUARD CONTROL

13 Jun 45

Ref your R/1/14 dated 12 Jun 45

1. The situation in regard to this incident appears to be as follows :-

a. L/Cpl Bradley on 21 Mar 45, in accordance with Rly Working Instr No 13 para 14 (c & e) and Appendix C para 6, evicted from the mily freight train certain civilians who possessed none of the authorities which would permit them to travel.

It is pointed out that he in no way interfered with operational working of the Rly in that GASPARIN was endeavouring to permit illegal travel beyond "the first available stop" where, in fact the guard did "unload" the riders. (para 14 (f)

b. L/Cpl Bradley submitted a report complaining of GASPARIN'S actions (he did not, unfortunately, ascertain his name at the time) on the morning of 23 Mar 45 and this was fwd by O.C. "D" Coy to HQ Mov ROME.

c. Five weeks later a complaint was received by HQ Tr Gd Control originating from the man GASPARIN.

d. After a delay owing to the movement of personnel it was traced that the reports referred to in sub paras b and c above were coincidental.

2. Under my 21/A/655 dated 5 Jun 45 L/Cpl Bradley's report dated 23 Mar was fwd to you giving his account of the incident to which, under your R/1/19, it was pointed out that this did not satisfactorily answer the report by the Italian GASPARIN.

3. My reply 24/A/668 dated 10 Jun further elaborated the info given in my 24/A/605 (the preliminary report while the matter was still being investigated) and 24/A/655 - the latter you stated in the opening paragraph of your R/1/14 was not understood.

4. L/Cpl Bradley further states in reply to points raised by GASPARIN "The statement made by the inspector is untrue because .... we encountered no Carabinieri on arrival at VAIRANO. The Italian's statement is again untrue when he states my sentry pointed a rifle at him.

We cleared the train of civilians at VAIRANOwith the exception of one woman and child who had paid their fare and allowed them to ride to Santa Maria."

5. This contravention of Working Instr, in permitting the two passengers he left to travel forward because GASPARIN had already condoned the offence by accepting their fares, is regretted.

6. The fact that this individual N.C.O. deserves backing up in his attempt to comply with the orders given to him would appear evident from Tr Gd Control Routine Orders No 33 dated 12 Jun 45.

1782

Declassified E.O. 12356 Section 3.3/NND No. 785021

7. It is suggested that deference to and belief in the words of an Italian as opposed to an N.C.O. of this unit and lack of support from higher authority is likely to cause among our train guards a loss of self-confidence in the work which they have, it is believed, carried out so ably in the past.

This feeling is aroused by the apparent lack of action when an N.C.O. makes a complaint of interference in March but when the protest comes in May about the same incident from an Italian, who is himself in the wrong, the most searching enquiries are instituted.

Major,
Commanding, 30 Stm L.T.

Copy to :- Transportation Sub Committee A.C. Rail Division

F3/86

ACP/1c

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.P.

Tel. 843238
Ref. AC/32/Tn 4

20 June 45

SUBJECT : Guarding of Civilian Freight Trains.

TO : Public Safety Sub-Commission, HQ AC

1. I am advised that on and from 1 July 1945 the guarding of civilian freight trains by American troops on line 50, 216 and 219 between Rome and Florence via Leghorn will cease.

2. From that time, American troops will only be available for guarding military traffic in Rome yards and on the lines referred to above, this being brought about by the limited personnel resulting from re-deployment.

3. Guarding of military trains by American troops will be undertaken in the areas Bologna-Ferrara, Bologna-Verona-Brennero, Verona-Brescia, Verona-Vicenza (and possibly to Padua) and Bologna-Piacenza.

4. Please say what action is intended to ensure satisfactory guarding of civilian traffic between Rome-Leghorn and Florence, as the commodities moved are in the main highly susceptible to pilferage.

5. - The position in regard to guarding of civilian traffic in the North forms the subject of a separate communication.

Director

Copy to: MRS.774.RG.D Provost Marshall Section
" " Movements Tn Sub-Commission (Rail)
" " OC Train Guards Italy.

787

Declassified E.O. 12356 Section 3.3/NND No. 782021

17841

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/85

ACP/ic

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

18 June 45

Tel. 843238
Ref. AC/32/Tn 4

SUBJECT : Italian Guards at Tuscolana Station

TO : Finance Sub-Commission HQ AC

1. At Rome, Tuscolana Station the following Finanza Guards are employed

At Gates 12 men
In Station Yard 7 men

2. HQ Movements-Rome are anxious to dispose of the 7 station guards, claiming that they fulfill no useful functions and are suspected of pilferage.

3. Please say if this removal would affect the safety of any commodities in which you may be interested.

Director

Declassified E.O. 12356 Section 3.3/NND No. 785021

FD/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

12 June 1945

Tel : 478701

298/93/Tn 3

SUBJECT : Italian Guards at Tuscolana Station

TO : Rail Division (Tn 4)

1. The attached copy of letter from HQ Movements Rome Sub-Area for your consideration.

2. It seems possible that the Finanza Guards have some special function which renders their presence necessary on I.S.R. station property.

3. If you will advise on this point, and it is intended that these Guards remain at the station, Movements Rome can be asked for specific instances of alleged pilfering so that the question of their reliability can be taken up.

For Chief Movements Division

C.R. Worthington for

C.R. WORTHINGTON
Major

Copy to : Public Safety Sub-Commission

785

[784]

Declassified E.O. 12356 Section 3.3/NND No. 785021

/elc

COPY

Subject :- Guards Tuscolana Station

HQ Movements Sub-Area
ROME
Mov 243/27

8 June 45.

A.C. Tn. Sub-Commission,
ROME

1. The following Italian Guards are at present operating at TUSCOLANA Station :-

Finanza Guards on gates	- 12 men
Finanza Guards in Station Yard	- 7 men
Carabineria in Marshalling Yard	- under Control of M.R.S.

There were at one time a number of Carabinieri guarding special consignments of grain. These men were under control of A.C., and left when the wagons they were guarding were offloaded.

2. It is desired to retain all the existing guards with the exception of the 7 Finanza Guards in the Station Yard. It is not considered that these men are performing any useful function, and they are suspected of pilferage. A few days ago one was found in possession of a sack of sugar in suspicious circumstances.

3. It must also be borne in mind that a British Static Guard (Cheshires) also operates in the Yard and could easily Guard the A.C., traffic in the unloading siding (Line No 19).

4. Will you please say if arrangements can be made for these 7 Finanza Guards to be withdrawn.

HHSB/cb.

Major R.E.
D.A.Q.M.G.(M)

784

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject:- Irregular Travel of Civilians.

Tel:Rome 566212
R/1/41

30 Som L.I.

12 Jun 45

1. Reference your 24/A/668 dated 10 Jun 45. This letter is not understood.

2. Adverting to our R/1/783 3 May 45 it will be seen that the point at issue is a complaint received from the Transportation Sub Commission A.C. Rail.Division, regarding irregular travel of civilians. It was further pointed out that Railway Working Instructions No.13 Para's E and F lay down that Railway Guards will not interfere with I.S.R. employees when on duty.

3. Reference your 24/A/655 dated 5 Jun 45 enclosing letter by L/Cpl Bradley. Para 5 states :- "I inspected my train, and found this same official in the Brake van with three women I put them off the train."

4. M.R.S. consider this report unsatisfactory and the text of their remarks was embodied in our R/1/19 dated 9 Jun 45 to you.

5. As it is considered therefore that the information given by your letter 24/A/668 dated 10 Jun 45 is not conclusive, please re-open investigations for favour of full report.

CMF.
JM/MC.

Major.,
Comd.HQ., Train Guard Control.

Copy to :- Transportation Sub Commission A.C. Rail Division.

783

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTRY OF TRANSPORTS
ISM GENERAL DIRECTION.
COMMERCIAL DEPT.

Roma, 19 May 1945
C.200/6227

To: Th S/Commission A.C.,
Rail Division.

SUBJECT: Escort on freight cars.

It has been exceptionally agreed that in cases of particularly valuable or pilferable commodities an escort be authorized to travel either in the same wagon or in the brake-box.

Said escort shall be provided with a 3-class ticket and he shall moreover issued a suitable statement rlieveing ISM from every responsibility for his own incolumity and for the integrity of the cargo.

Present communication is for your information.

The Director General
G.DI RAIMONDO

1789

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1)

Roma, 19/5 194 - A.
N. C. 200/8227 del
Al N.

OGGETTO: Scorta carri merci

ALLA COMMISSIONE A.C.
Sottocommissione Trasporti

S E D E

In via eccezionale è stato autorizzato per qualche trasporto di particolare valore oppure di facile manomissione, il contemporaneo viaggio di un custode il quale dovrà prendere posto nel carro o sul freno.

Il custode dovrà essere munito di un biglietto di 3ª classe e dovrà rilasciare dichiarazione liberatoria per l'incolumità propria e del carico.

Tanto comunicasi per opportuna conoscenza.

IL DIRETTORE GENERALE

(1) Servizio.

Stab. Tip. Fucci - Anzola - Ord. 37 - 36-12-XX - 1.7/45

[7 9 9]

Declassified E.O. 12356 Section 3.3/NND No. 785021

HQ, Train Guard Control, Italy.

RESTRICTED.

RAILWAY WORKING INSTRUCTION No. 13.

R/1/869.

AMENDMENT NO. 2.

19 May 45.

1. Appendix 'A'. LOCATION STATEMENT. Serial 14, column (d).

delete "Terni Mil
Ext 40 "

Substitute "Terni 06"

2. Appendix "B". REPORTS AND RETURNS. Serial 2.

under "To whom rendered"

add "Mov.LO."A"Sec (Rlys)
S.I.B. CMP."

Lt. Col.
Commanding HQ., Train Guard Control.

CMF.
FEP.

Distribution: As for R.W.I. No.13 dated 19 Apr 45.

Comando Controllo Guardie Treni

RISTRETTO.

ISTRUZIONI SUL SERVIZIO FERR No. 13.

R/1/859.

EMENDAMENTO No. 2.

1. Appendice 'A'. SPECCHIO DISLOCAZIONI. No Progr.14, colonna (d)

cancellare "Terni Mil
Estensione 40"

sostituire "Terni 06"

2. Appendice 'B' RAPPORTI E SPECCHI. No Prog 2.

nella colonna "A chi deve essere inoltrato"

aggiungere "Mov.LO."A" Sec (Rlys) S.I.B. CMP.

Tn.Col.
Comd. HQ., Controllo Guardie Treni.

CMF.
FEP.

Distribuzione: Come per Ist.sul Serv.Ferr.No.13 data 19 Apr 45.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

SUBJECT: Arming of Railway Police

TO : MINISTRY OF WAR

1. Reference your letter 4/1255/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.

779

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Declassified E.O. 12356 Section 3.3/NND No. 785021

32/76

AGF/EX

TRANSPORTATION RECONSTRUCTION, A.A.F.,
(RAIL DIVISION)
C/o Transportation Increment,
A. P. O.

Telet 84338
Ref.: AG/42/Gn.4

SUBJECT: Vice-Brigadiers P.S.
Secret Universe.

TO : Public Safety Co-Operation
HQ AC.

1. The attached is a copy of a letter received from Ministry of Interior, and forwarded to our officer at Bari.

For the Chief Commissioner:

C.C. Fins.
Major.

Copy to:- OC Train Guards,
Italy.

Major Ferris,
APO 512 Bay & Tn Liaison Officer with HQ.

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1793

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/75

Rome, 10 April 1945

MINISTRY OF INTERIOR
GENERAL DIRECTION FOR PUBLIC SAFETY

Our ref. Div. F.A.P. Sez. 1ª N. 800/16804-Mov.

TO: To S/Commission AC, Rail Division

SUBJECT: Vicebrigadiere P.S.
Amoroso Salvatore.

1. Reference is made to your letter AC/Tn/80/19-198 dated 9 Feb. ult.

2. We beg to inform you that above Vicebrigadiere Amoroso Salvatore is going to be transferred from Perugia to the Questura of Rome, where he will be kept at that Transportation Sub-Commission's disposal for police duty on ISH trains.

For the Minister.
.....

1794

Declassified E.O. 12356 Section 3.3/NND No. 785021

Mod. 82

Ministero dell'Interno
DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA

Roma, 10 aprile 1945

ALLA COMMISSIONE ALLEATA
-SOTTOCOMMISSIONE TRASPORTI-DIVISIONE FERROVIE-
C.O.I.S.R. = BARI =

Risposta al foglio del 9 febbraio
N.A.C.III/30.19-f/98-

Firenze P.A.P. Div. I^
Rif. N.200/I6804-M/Negati

OGGETTO Vicebrigadiere di P.S.AMOROSO Salvatore-

In relazione alla richiesta formulata con la nota sopra distinta, si comunica che, con provvedimento in corso, il vicebrigadiere di P.S.AMOROSO Salvatore viene trasferito da Perugia alla Questura di Roma, a disposizione di cotesta Sottocommissione Trasporti per essere impiegato nei servizi di polizia sulle Ferrovie dello Stato.

Pel MINISTRO

776

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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/TN4 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
Napoles
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 (Lt 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."

Declassified E.O. 12356 Section 3.3/NND No. 785021

7a. In a letter to this Sub-Commission from AFHQ G-4 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, deports, coal dumps, etc, and along railroads, but not to function as train guards, with the exception of on civilian trains in Italian Government territory.

Yes.

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.

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

EP/jwf

179'11

Declassified E.O. 12356 Section 3.3/NND No. 785021

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.

The number of the agents, actually at disposal of the P.S. Compartmental Commissariates of Ancona and of Florence, in reconstruction, and which include 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 institution of further fixed vigilance posts in the Compartmental Commissariates of Florence and Ancona.

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

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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 theXXoXXX 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.

For the Minister
Ferrari

rv.

872

1991

Declassified E.O. 12356 Section 3.3/NND No. 785021

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 merchandisee, 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 constituts 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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Declassified E.O. 12356 Section 3.3/NND No. 785021

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 railwa 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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1801

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5	at the P.S.	ompartmental	Commissariat	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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Unclassified E.O. 12356 Section 3.3/NND No. 785021

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 baggage 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 n/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.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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 PIRC.)

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 950, 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	7[illegible]	Napoli	166
Reggio Calabria	102	Bari	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 (Lt 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. 767

The policing of freight trains of any description is a matter for O.C. Train and Railway Guards. It was not denied that Italian Police should travel on these trains, as guards."

1804

Declassified E.O. 12356 Section 3.3/NND No. 785021

7c. In a letter to this Sub-Commission from AFHQ G-4 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 villigilence 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 is a translated copies of a memorandum received from the Ministry of the Interior dealing with the organization and duties of the Railway Police.

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

EP/jwf

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/73

ACP/1c

INTER-OFFICE MINUTE

Tel. 843238
Ref. AC/32/Tn 4

TO : Public Safety Sub-Comm. HQ AC

SUBJECT : Pilferage on Railways.

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 Rhé Philip at the Allied Railway Board.

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

A.C.PING, Major.
for M H Taylor
Director

Transportation Sub-Commission (Rails)
9 April 1945.

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32/72

ACP/ic

INTER-OFFICE MINUTE

Ref. AC/32/Tn 4

TO : Public Safety Sub-Commission, AC HQ.

SUBJECT : Pilferage on Railways.

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?

M.B. THOMAS, Colonel
Deputy Director

364

Declassified E.O. 12356 Section 3.3/NND No. 782021

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.

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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?

M.B. THOMAS, Colonel
Deputy Director

784

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

Declassified E.O. 12356 Section 3.3/NND No. 782021

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ACP/ic

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 843238
Ref. AC/32/Tn 4

24 March 1945.

TO : His Excellency the Minister of Transports,
Rome

SUBJECT : Guarding of Railway Traffic.

Dear Mr Minister,

1. I would refer to letter of this Sub-Commission dated 28 October 44, when concern was expressed that the Minister of the Interior did not intend to proceed with plans for the training of railway police.

2. Your letter AC 143/10378 of 4th November 44 indicated that the matter was well before you, but it is now learned that once again the whole scheme has been dropped.

3. With the handing over of more railway lines to Italian operation and control, and the lengthening of the lines of communication, there is even greater need for the training of efficient train guards, to be mobile or static as circumstances demand.

4. The fact that military train guards are available for the protection of military traffic should be no inducement to imagine that they will always be available for the protection of civilian traffic, and as a good deal of the latter is imported at considerable difficulty, it is felt that every effort should be made to provide adequate protection for it.

5. Practically the whole of the civilian rail traffic passing is ~~conducive~~ subject to pilferage, and the long delay since the original plan for a railway police force was mooted in June of last year now means that men who could have been fully trained are not available for this urgent work.

6. May some definite action be taken to ensure that this essential protection will be soon forthcoming?

Yours very truly,

Declassified E.O. 12356 Section 3.3/NND No. 782021

TO : His Excellency the Minister of Transports,
Rome

SUBJECT : Guarding of Railway Traffic.

Dear Mr Minister,

1. I would refer to letter of this Sub-Commission dated 28 October 44, when concern was expressed that the Minister of the Interior did not intend to proceed with plans for the training of railway police.

2. Your letter AC 143/10378 of 4th November 44 indicated that the matter was well before you, but it is now learned that once again the whole scheme has been dropped.

3. With the handing over of more railway lines to Italian operation and control, and the lengthening of the lines of communication, there is even greater need for the training of efficient train guards, to be mobile or static as circumstances demand.

4. The fact that military train guards are available for the protection of military traffic should be no inducement to imagine that they will always be available for the protection of civilian traffic, and as a good deal of the latter is imported at considerable difficulty, it is felt that every effort should be made to provide adequate protection for it.

5. Practically the whole of the civilian rail traffic passing is ~~conducive~~ subject to pilferage, and the long delay since the original plan for a railway police force was mooted in June of last year now means that men who could have been fully trained are not available for this urgent work.

6. May some definite action be taken to ensure that this essential protection will be soon forthcoming?

Yours very truly,

~~MERRITT H. TAYLOR~~
Deputy Director.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 878

Subject: Italian Railway Police

Mov 3/223

To : G-5

22 Mar 45

Copy to: CO Train & Railway Guards Bn
Mov IO IMIA
Tn Sub Commission AG

1. Reference your G4-12 of 20 Feb.

2. All train guards are provided by CO Train & Railway Guards Bn.

3. The Royal Carabinieri are authorised to guard the railway line, but not to travel as guards on freight trains.

4. 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 the left arm.

G.A. FLEWS, Major.
for Brigadier,
DQMG (Mov & Tn).

56/3

782

Declassified E.O. 12356 Section 3.3/NND No. 785021

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)

1. Reference your AC/220/Tu4 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.

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

Enclosures

AFW/wg.

761

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY
N°5706/8076 MINISTRY OF INTERIOR Rome, 28-2-1945
Cabinet of S. E. the Minister

Subject : Railway Guard Corps

To the Ministry of Transport. To the Treasury.
and for information to the Presidence of the Counsel of 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 a new Police Corps, as it is inadvisable to continue the system which was used by the Fascist regime, i.e; to split up the Police Forces, calling up on them so use vigilance one Groups upon the other, causing inconveniences and defects which inevitably arise 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 Publ ic 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 for unificatio, appears still clearer if it is considered that according to the programme studied by this Ministry the Railway Guard Corps would directly depend from this Ministry for administration, but 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°103211 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: sgd Molé.

N°1040971 MINISTRY OF INTERIOR Rome, 27-2-1945

Subject : Railway Police.

To the Allied Commission - Public Safety Sub-Commission

With reference to your letter dated 14-2-45, N°10.40881/95-3, 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 details.

The Chief of The Police
sgd Ferrari.

32/68

Translation

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, adressed 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 tranferred to the competent P.S. Offices, both in order to facilitate the necessery 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.

For Police Chief

Declassified E.O. 12356 Section 3.3/NND No. 780021

1814

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/66

AGF/13

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

Tel. 84338
Our Ref. AG/32/Tn 4

6 February 1945

TO : Regional Commissioner, Southern Region
for Major Powers.

SUBJECT : Power for Escorts.

1. Reference is to your TA/121 of 29/1/45.

2. This matter is being fully dealt with at the HQ and detailed instructions will be issued in the near future.

3. It is assumed AFHQ G4 (Mov & Tn) AFHQ did not write you direct on the matter.

By command of Rear Admiral Stone.

A. Wittberg. Lt.Col.
C.W.LINDBERG Lt.Col.R.E
for Merritt A.Taylor
Director,

Copy to: Headquarters-Movements West Italy
" " Headquarters-7/1st Railway Grand Division (70)
Military Railway Service
" " G-4 (Movement & Transportation) AFHQ
" " HQ. Southern Region - Allied Comm.
(Att. Transportation Division)
" " O.C. Train & Railway Guards, Italy.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
(RAILWAYS)
ALLIED COMMISSION
SOUTHERN REGION
C. M. F.

PHONE: NAPLES 5080 EX. 12

OUR REF: 7 A/121
DATE: 29/1/45

YOUR REF:
DATE:

SUBJECT: Passes for Escorts.

TO: Transportation Sub-Commission (Rail) A.C. ✓
c/o Transportation Increment C.M.F.

Copy to : Headquarters-Movements West Italy -

" Headquarters-701st Railway Grand Division(MC)
Military Railway Service.

" G-4 (Movement & Transportation) A.F.H.Q.

" H.Q. Southern Region- Allied Commission
(Att. Transportation Division)

" O.C. Train and Railway Guards, Italy.

1. The question of a standard pass for civilian escorts of valuable shipments of A.C. and civil freight has been raised and your views on the subject are requested.

2. G-4 (Movement & Transportation) A.F.H.Q. desire to restrict the various types and number of passes in existence to an absolute minimum and suggest that the present M.R.S. white card pass (for civilian railroad workers) might be utilized in order to avoid the issue of still another type of pass.

3. At present, quite a number of offices are issuing a typewritten letter to their escorts (such as Hemp Control) and it is obvious that a standard pass must be used, issued solely by this office.

4. We recommend that a printed form be issued similar to the one authorizing civilian travel on extra coach on Caserta-Naples railroad employees train, a copy of which is attached herewith.

5. Would you please give us a decision on whether the M.R.S. white card pass should be used, so that the situation may be taken care of as soon as possible.

Irving Strunk, 1st Lt CAC
for Major
(V.R.Bowers)

Encl.1

757

1816

Declassified E.O. 12356 Section 3.3/NND No. 785021

Permit No. 7

PERMIT TO TRAVEL BY TRAIN

The undersigned is authorized to travel in car attached to railroad worker's train.

between _____ and _____

and return, under arrangements made by Military Railway Service and Allied Commission.

Name _____

Address _____ Identity Card No. _____

PERMIT VALID UNTIL _____ 194

SAMPLE

Stamp

_____
Major
Transportation Sub Commission
Allied Commission

Date Issued _____

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/65

BWB/lc

HEADQUARTERS
ALLIED COMMISSION
APO 394

Tel. 843403
Our Ref. AC/32/Tn 4

24 January 1945

TO : MMIALO
3 District

SUBJECT : Accomodation - Italian Guard Company.

1. Reference your 3 DLO/4 of 28 December. I am advised by my representative at Reggio Calabria that the guards there had been occupying Railway Premises. These premises were needed by the Railway and the Town Major ordered the Railway guard to vacate them to premises about 400 yards from the Station.

2. No change in accomodation at Crotone or Cosenza has been reported to my representative.

for MERRITT H. TAYLOR
Director.

726

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSPORTATION SUB=COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

REF: REGT. I/21/4
REGGIO Cal.
13 JAN 44

SUBJECT: ACCOMODATION

TO: THE SUB=COMM A.C.
(RAIL SECTION)
C/O TN INCREMENT
C.M.F.

1. Acknowledging your letter RC/32/TN dated 28 Dec 44. re accomodation of Italian Train Guards.

2. These Guards had been billetted in Railway Premises in Reggio and, on request of the Capo Compartimento to have the premises returned, were ordered, by the Town Major, to vacate. They are now located in a school building about 400 yards from the station.

3. It is not understood why transport should be needed for this short distance.

4. This vacating of railway premises was reported to your office on 28 Oct.44 and you replied under your file AC/TN/154 dated 2 Nov 44.

5. There has been no change in accomodation at Crotone or Cosenza reported to this office.

W. L. Blair, Major

W.F.BLAIR,MAJOR
DIV.SUPT.TN SUB=COMM

32/60

Clark

COPY

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.(22 A). 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.

Sgd: A.P. WILCOX Lt.Col.
Public Safety Sub Comm.

734

Declassified E.O. 12356 Section 3.3/NND No. 782021

ACP/ic

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

Tel: 843207
Our Reference: AC/32/Tn

8 December 44.

TO : C5
AFHQ.

(Attention Col. Butterworth).

SUBJECT : Guarding of Railway Trucks and Trains.

1. Reference is to a communication from G4 Mov. & Tn. AFHQ (Mov.3/12 of 30 Nov.44) complaining of unauthorised civilians travelling on Military trains, specific points being mentioned at Marcellino and Albanova.

2. It is desirable to outline difficulties which have arisen in the past, in order that the full picture may be appreciated.

3. In June last a scheme was put forward by the Minister of the Interior for the formation of a special Railway guard, but unfortunately the scheme did not then materialize.

4. In October of this year a suggestion was made by AFHQ that certain rail lines in Southern territory, and line 89 between Naples and Rome would be turned over entirely to AC. Transportation S/C immediately contacted Public Safety Sub-Commission, when it was discovered that the plan for a special railway guard had been dropped by the Ministry. Special representations were made to the Ministers concerned, with the result that the scheme was revived, and the arrangements are set out in Appendix A are attached.

5. In regard to use of Carabinieri, these are used almost to depletion in forward areas, to ensure that order is quickly restored in newly taken territory, but it will be seen the present scheme includes the training of railwaymen for temporary duty.

6. Public Safety Sub-Commission is prepared and willing to direct as many men as are available to any specific point where trouble is being experienced, but it might be pointed out that we were informed on telephone that the Military organisation would continue to protect traffic, and that our concern as to the lines in southern territory and on line 89 need not be too great for some time.

7. Line 89 will undoubtedly offer difficulties. The capital

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(Attention Col. Butterworth).

SUBJECT : Guarding of Railway Trucks and Trains.

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7. Line 89 will undoubtedly offer difficulties. The capital of free Italy is isolated by rail at the moment from the territory it governs, although efforts are still being made to obtain some service which will afford civilians some means of travel. There will possibly be some attempts at overcrowding any passenger service which may be introduced, because the

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Declassified E.O. 12356 Section 3.3/NND No. 780021

service will necessarily be inadequate to meet the demand for travel.

8. Public Safety Sub-Commission is most anxious to fulfill any demands made upon it for the policing of stations within the limits of available personnel, and it would seem most desirable that a definite statement be given by G4 Mov. & Tn. as to what additional requirements they have beyond the policing already undertaken by military personnel, when every effort will be made to arrange a satisfactory system.

Merritt H. TAYLOR,
Director,
Tn. Sub-Commission.

Copy to Public Safety Sub-Commission, HQ AC.

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX 'A'

COPY

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.(22 A). 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 600 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.

Sgd: A.F. WILCOX Lt.Col.
Public Safety Sub Comm.

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Director General of [illegible]
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.(22 A). 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.

Sgd: A.S. WILCOX Lt.Col.
Public Safety Sub Comm.

772

Declassified E.O. 12356 Section 3.3/NND No. 789021

32/59

TRAIN AND RAILWAY GUARDS. ITALY. F/1/A/13

RAILWAY WORKING INSTRUCTION NO. 7. 5 Jan 45.

Identity Documents and Passes for M.R.S. & I.S.R.Personnel, 1945.

1. New passes for personnel of the Military Rail Service and Italian State Railway are in the process of issue.

2. With effect from date of receipt of this letter all passes previously in issue will cease to be valid and will be recalled by that date(or so soon as possible thereafter).

3. Passes and certificates of I.S.R. personnel are only valid when signed by Capi Servizi or Capi Compartimenti - in addition the Pink pass must be signed by the holder.

4. Specimen passes are issued as under:-

	30 Som.LI.	C Bty.45 Grn.Regt.RA.	131 Pnr Coy.	510 It Gd.Bn.	520 It Gd Coy.	550 It. Gd.Coy.
Passes for M.R.S. personnel.	21	3	6	14	3	3
Passes for I.S.R. employees.	21	3	6	14	3	3
I.S.R. Identity Certificate endorsement.	21	3	6	14	3	3
I.S.R. Travel certificate.	21	3	6	14	3	3

5. Please ensure that all ranks under your command are acquainted with the new passes and certificates.

1. 1. 7 Lt.Col.

CMF
WR/JN. Commanding Train & Railway Guards.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 Coy.Pioneer Corps.	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.Q.Mov.1 District.	6.	Rail Div.H.Q.Adriatic Base.	1.
Director Tn.(Tn.Inor).	1.	H.Q.Mil.Police.U.S.Rome.	6.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

1826

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/55

Subject : Location - Station Guard Coy.

3DLO/4
28 Dec 44.

Comando Militare Calabria.

Copies: 550 Italian GS Coy
OC 30 Som LI (your R/1/30 dated 16 Dec to HQ
3 District refers)
Town Major, REGGIO.
Fn Sub Commission, AG.

G. (your 1460 Dated 19 Dec to MMIA refers).
S.

It has been reported that 550 Italian Train Guard Coy at REGGIO CALABRIA have been ordered to vacate their billets near the railway station.

The considerable distance between the company's new accomodation and the station is seriously impairing the efficiency of the company in the execution of their work.

Similar situations are also reported from CROTONE and CHIARA.

Will you please therefore contact the units concerned and, if necessary with the assistance of Town Major, REGGIO, find them more suitable accomodation.

Major,
MMIALC,
3 District.

750

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

A. P. O. 512
17 December 1944

Subject: Train Guards - Authority to Travel.

To : DD Tn (Rlys) Attn: Tn 3 (O)
Commanding Officer, 701st Ry Grand Div
Commanding Officer, 719th Ry Operating Bn
Commanding Officer, 715th Ry Operating Bn
Commanding Officer, Railway Military Police
A.C. Transportation Sub-Commission
Director General, Italian State Railways

1. Paragraph 1 of circular instructions from this Headquarters dated 14 December 1944, subject as above, is amended as follows:

"Officers and enlisted men of railway guard units are authorized to travel on any train when on duty provided they wear a white arm band with TRAIN GUARD in black lettering or a blue arm band with M.P. in white lettering.

For the Director:

S. E. London

S. E. LONDON
Captain, TC
Superintendent Transportation

T R A N S L A T I O N COPY 32/52

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 utilization 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 datewe 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 a 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.

THE MINISTER
sgd Cerabona

Copy to:
Presidence of the Minister's Council - CABINET -
Ministry of Treasury
Ministry of War - Cabinet
ALLIED COMMISSION - Transportation S/C AFC 394

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Declassified E.O. 12356 Section 3.3/NND No. 782021

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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 authorised 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

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Art. 3

The Minister of Communications is authorised 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

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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 above commission.

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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.

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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

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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 5 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.

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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.

Art. 12 725

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.

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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 Company	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 Minister of Communications by agreement with the Minister of Finance. The personnel appointed to the positions shown in the above ta-

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	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 Company	75
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 appointed 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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Art. 16

The Headquarters of the Railway Police Corps will be composed as follows:

1 Commander of the Corps
2 Unit Commanders
5 Group Commanders
5 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.

Art. 20

All the expenses to be met for the Railway Police Corps will be paid by the State Railway Administration.

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6 Company Sub-Leaders
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 these classifications. This is in accordance with the regulations now in force or to be issued for this purpose.

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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	15 "

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.

Art. 20

All the expenses to be met for the Railway Police Corps will be paid by the State Railway Administration.

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Art. 21

Through the Mobilisation 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.

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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

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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

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(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.)

5 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.

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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.

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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	7		
Commanders of Companies	28		
Commanders of Sections		64	
Commanders of Squads			
Guards			900

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MILAN - ROME - NAPLES.

Commanders of Units	4		
Commanders of Groups	12		
Commanders of Companies	28		
Commanders of Sections	60		
Commanders of Squads			
GUARDS		136	
			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			
Guards		138	
			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			
Guards		64	
			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.)

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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.		

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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
" ½ " "	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	Assistent		344	48.000	16.512.000
Guard	Workman	a) 80%	3605	36.000	129.780.000
"	"	s) 20%	901	32.600	29.372.600
			5115		191.095.100

218.641

(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.

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AMOUNT OF ANNUAL SALARIES AND SPECIAL INDEMNITIES TO BE PAID TO THE PERSONNEL

OF THE RAILWAY POLICE CORPS

					(1)	(2)
lway Police Corps	Chief of a Service of the S.R.		1	100.000	100.000	13.000
	Superior Chief Inspector		1	82.500	82.500	136.500
	Chief Inspector		11	74.500	819.500	
p	Principal Inspector		20	65.000	1.300.000	382.250
	1st Class Inspector		11	55.500	610.500	
ary	Chief Secretary		73	62.000	4.526.000	593.125
ion	Principal Secretary		148	54.000	7.992.000	1.058.200
ief 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

salaries, no deductions have been made. The increase ofthe 70% is included.

demnity is calculated on the basis of 325 days.

ENCLOSURE 4

1 8 4 8

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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.

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 organisation 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. If lodgings are required, in case of railway stopping points, etc.

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The companies are divided in two sections and each section in two squads.

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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 (Rome 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

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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-

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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. 780221

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 aforementioned, 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. 782021

Corps for the amount of fines collected.

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733

Declassified E.O. 12356 Section 3.3/NND No. 782021

32/50

RESTRICTED

G-4 Mov & Tn
Allied Force Headquarters,
Tel No. Freedom 320

Mov 3/306 E

Mov 3 (Rail, Road & MEO)

Working Instruction No 6

Addendum No 1

The following amendments will be made to Working Instruction No 6:-

Delete the existing paras 1 and 2.

Substitute

1. Under authority AFHQ cable FX 33984 dated 3rd October 1944 and AFHQ cable FX 71377 of 19th December 1944, OC 30 Somerset Light Infantry assumed command of all units doing duty as Train and Railway Static Guards on all British operated and controlled railway lines wef 0001 hrs 20th December 1944. OC 30 Somerset Light Infantry remains under Operational Command AFHQ in respect of all Train and Rly Static guards working in ITALY, but will maintain close liaison with 15 Army Group on matters affecting Train and Rly Static Guards working in the Army Area. The working and command of Special Mail Guards is not affected by this order. Otherwise this order includes all Train and Rly Static Guards, 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 marshalling yards and for military traffic moving between these points.

2. OC 30 Somerset Light Infantry or such officer as may assume command of Train & Static Rly Guards will in future be known as OC Train and Railway Guards ITALY.

27th December, 1944.

722

G. W. BROWN, Lt Col,
for Brigadier,
D.O.M.G. (MOV & TN)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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732

27th December, 1944.

G. W. BROWN, Lt Col.
for Brigadier,
D. Q. M. G. (MOV & TN)

Distribution:

G-1	30 Somerset Light Infantry (20)
G-2	DGMRS Rep
G-3 (Org)	Postal
G-4	Labour
Q (Maint)	Movements HQ 15 Army Group (12)
FM (A)	HQ Mov East Italy (25)
FM (B)	HQ Mov West Italy (25)
Tn (Br)	HQ Mov Rome (6)
DMRS Rome (3)	Mov LO MMIA
HQ 3 District (5)	HQ Allied Commission (Transportation Sub-Commission)

Declassified E.O. 12356 Section 3.3/NND No. 780021

Declassified E.O. 12356 Section 3.3/NND No. 785021

37/48.

ACF/ic

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

Tel: 483233
Our Reference: AC/52/Tn

28 December 44.

TO : Major W.F.BLAIR,
C/o Mov. Reggio

SUBJECT : Italian Gd. Coy. - Accomodation.

Please see enclosed copy of letter and let me know if you have any information on the matter.

C.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Section.

721

1858

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

Subject: Italian Gd Coy - Accomodation R/1/90

16 Dec 44

'G' District

I have been informed that 550 It.Gd.Coy at Reggio have been ordered to vacate their present accomodation and to take billets a considerable distance from the Railway Station. They have no transport and it is considered most essential that in order to fulfil their operational role their accomodation should be in close proximity to their work.

Similar situations also arise at Crotone and Cosenza.

It would considerably assist the working efficiency of Rly Guards if this matter could please be taken up by you.

sgd: illegible
for Lt.Col.
Commanding Railway Guards
L of C Area

CMF
RBH/JN

Copy to:

A.C. Tpt.Sub-Commission
550 It.Gd.Coy.

730

1859

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/47

R/1/90

16 Dec 42.

Subject:- Italian Co. Coy - Accommodation.

'C' 3 District.

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It would considerably assist the working efficiency of Rly Guards if this matter could please be taken up by you.

for Lt.Col.
Commanding Railway Guards.
L of C Area.

C.F.
RGW/JH.

Copy to: A.C.Prot.Sub-Commission.
550 It.Cd.Coy.

7-9

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/46

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

A. P. O. 512
14 December 1944

Subject: Train Guards - Authority to Travel.

To : DD Tn (Rlys) Attn: Tn 3 (O)
Commanding Officer, 701st Ry Grand Div
Commanding Officer, 719th Ry Operating Bn
Commanding Officer, 715th Ry Operating Bn
Commanding Officer, Railway Military Police
A.C. Transportation Sub-Commission
Director General, Italian State Railways

1. Officers and enlisted men of railway guard units are to be granted permission to travel on any train when on duty provided they wear a white arm band with TRAIN GUARD in black lettering on it.

2. This practice is already in operation in East Italy and it is now to be extended to West Italy, Calabria, and the lines north of Rome.

3. Please issue instructions to all concerned under your jurisdiction covering this matter, sending copy of your instructions to this office.

For the Director:

S. E. LONDON
Captain, T.C.
Superintendent Transportation

728

1861

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

A. P. O. 512
14 December 1944

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For the Director:

S. E. London

S. E. LONDON
Captain, T.C.
Superintendent Transportation

727

32/45

ACP/ic

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

Tel: 843607
Our Reference: AC/32/Tn 8 December 44.

Original not sent

TO : OS
AFHQ.

(Attention Col. Butterworth).

SUBJECT : Guarding of Railway Trucks and Trains.

1. Reference is to a communication from G4 Mov. & Tn. AFHQ (Mov.3/IA of 30 Nov.44) complaining of unauthorised civilians travelling on Military trains, specific points being mentioned at Marsellime and Albanova.

2. It is desirable to outline difficulties which have arisen in the past, in order that the full picture may be appreciated.

3. In June last a scheme was put forward by the Minister of the Interior for the formation of a special Railway guard, but unfortunately the scheme did not then materialise.

4. In October of this year a suggestion was made by AFHQ that certain rail lines in Southern territory, and line 89 between Naples and Rome would be turned over entirely to AC Transportation S/S immediately contacted Public Safety Sub-Commission, when it was discovered that the plan for a special railway guard had been dropped by the Ministry. Special representations were made to the Ministers concerned, with the result that the scheme was revived, and the arrangements are set out in Appendix A are attached.

5. In regard to use of Carabinieri, these are used almost to depletion in forward areas, to ensure that order is quickly restored in newly taken territory, but it will be seen the present scheme includes the training of railwaymen for temporary duty.

6. Public Safety Sub-Commission is prepared and will arrange to direct as many men as are available to any specific point where trouble is being experienced, but it might be pointed out that we were informed on telephone that the Military organisation would continue to protect traffic, and that our concern as to the lines in southern territory and on line 89 need not be

Declassified E.O. 12356 Section 3.3/NND No. 782021

TO : G5
AFHQ.

(Attention Col. Butterworth).

SUBJECT : Guarding of Railway Trucks and Trains.

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7. Line 89 will undoubtedly offer difficulties. The capital of free Italy is isolated by rail at the moment from the territory it governs, although efforts are still being made to obtain some service which will afford civilians a means of travel. There will possibly be some attempts at overcrowding any passenger service which may be introduced, because the

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Declassified E.O. 12356 Section 3.3/NND No. 780021

service will necessarily be inadequate to meet the demand for travel.

3. Public Safety Sub-Commission is most anxious to fulfill any demands made upon it for the policing of stations within the limits of available personnel, and it would seem most desirable that a definite statement be given by G4 Mov. & Tn. as to what additional requirements they have beyond the policing already undertaken by military personnel, when every effort will be made to arrange a satisfactory system.

Merritt R. TAYLOR,
Director,
Tn. Sub-Commission.

Copy to Public Safety Sub-Commission, HQ AC.

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

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.(22 A). Various other expedients were proposed for policing the Railways but none of these has proved practicable. Dott. Ferrari now states tha 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.

Sgd: A.F. WILCOX Lt.Col.
Public Safety Sub Comm.

725

Declassified E.O. 12356 Section 3.3/NND No. 780021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 489081 - 365

7 December, 1944.

AC/14619/TS

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.

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

AFW/G.

Unclassified E.O. 12356 Section 3.3/NND No. 785021

32/42

G-4 Mov & Tn
Allied Force Headquarters
Tel No. Freedom 320

Mov 3/1E

SUBJECT : Railway Guards

TO : Tn Sub-Committee

1. Continual complaints have been received of the number of unauthorised civilians travelling by train. Specific complaints have been received of this nuisance at MARCELLINO and ALBANOVA. We cannot spare military guards to control this unauthorised movement, and it is further considered that this is a matter which should be dealt with by the use of Carabiniere. Will you please consider the proposal to make Carabiniere available for this purpose.

2. In spite of the continual complaints of this nature no improvement appears to be evident. Are there no further steps which can be taken ?

30th November, 1944

W. S. C. BOSWELL, Major,
for Brigadier
D.Q.M.G. (MOV & TN)

Copy to : 30 Somerset L.I.

723

8/3.

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

C/1677

ROME AREA, INFOR AO FOR ATTENTION ALLIED FINANCIAL OFFICER
N76/23

APO SIGNED SACMED
R256721
NOV 23/1521A

ROUTINE
CITE FEGDA

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
ITALY GAA
A.

DISTRIBUTION

Info-Actions: Finance S/C (2)
Infos: Chief Commissioner
Econ Sec
Tn S/C
P Safety
File (2)
Float

RESTRICTED

722

NOV 23/1521A

TNS/C 3696

G-1 Mov & Tn.
Allied Force Headquarters,
C.M.F.

32/38

Tel. No. Freedom 320.

Mov. 3/1E.

SUBJECT :- Standing Orders.

TO :- 30 Somerset L. I.

- - - - - - - - - - - - -

1. Please find attached copies of revised Standing Orders for Train and Static Guards and Duties of Station Duty N.C.O's.

2. These orders have been carefully considered by all branches concerned at A.F.H.Q., and the paragraph on shooting by guards has been drafted on lines approved by the C.A.O., A.F.H.Q.

3. Will you therefore please arrange to bring these orders into force forthwith and cancel all previous orders issued.

4. The following instruction has been prepared by G-1 (B), A.F.H.Q. for your compliance.

"Full protection is guaranteed to any Commander, who, in good faith and in accordance with the principles laid down in the attached Standing Orders, issues orders to shoot, and to every officer and soldier who, in like circumstances, does shoot.

If shooting results in the killing or wounding of any person, the C.O. will, within twenty-four hours, convene a Court of Inquiry, and forward the proceedings as speedily as possible to the next higher commander, who will decide what further action, if any, should be taken. In cases of doubt on matters of policy, instructions should be sought from this H.Q.

The S.I.B. will not be called in to investigate until such time as the Brigade, etc., Commander so decides.

These instructions apply to British troops only".

721

14 November 1944
WSCB/TN

(W.S.C. BOSWELL), Major,

for Brigadier,

Declassified E.O. 12356 Section 3.3/NND No. 782021

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721

14 November 1944
WSCB/TN

(W.S.C. BOSWELL), Major,

for Brigadier,
D.Q.M.G. (Mov & Tn),.

Copy to :- Mov. H.Q., A.A.I. (With enclosure). It is suggested that orders issued in your area should be on the lines of the attached.

Copies to :- For Information.

H.Q. Mov. WEST ITALY
H.Q. Mov. ROME
H.Q. Mov. EAST ITALY
Tn. Sub-Commission
G-1 (B), A.3.
P.M. (B).
H.Q. No. 3 District.

10/3

21 NOV 44

Declassified E.O. 12356 Section 3.3/NND No. 782021

Declassified E.O. 12356 Section 3.3/NND No. 785021

STANDING ORDERS FOR TRAIN GUARDS.

1. RESPONSIBILITY.

The Gd. 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 from him the wagons allotted to his train, verifying the numbers of each wagon as recorded on the checkers sheet. He will ensure that the copy retained by the checker shows any remarks which effect 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, Fly. 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.

720

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 :-

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over

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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.

Cont'd/....

Declassified E.O. 12356 Section 3.3/NND No. 785021

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.

(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 R.T.O's.

Under no other 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.

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(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.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

STANDING ORDERS FOR STATIC GUARDS

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. R.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. 719

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

Declassified E.O. 12356 Section 3.3/NND No. 785021

by

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(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 :-

Cont'd/.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

10. (Continued).

(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.

11. Special Gds. provided by loading services will be responsible for guarding their own wagons when in marshalling yards.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ORDERS FOR STATION DUTY N.C.O.

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 T.E.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.

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BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

SECRET

C/1193

AFHQ (CG MOV & TB), AC (ATTENTION ALLIED FINANCIAL AGENCY)

36/18

ROME AREA

SD 1334 (ROME AREA 385) PRIORITY

NOV 171700A

FOR INFORMATION ONLY

SECRET.

Allied Financial Agency (AC) raise policy provision gds on rail cars and vehs carrying cash ROME - NAPLES - BARI - LEGHORN etc. Understand special train gds not arranged to date. Request info arrangements that may be made cover this contingency. Average 4 moves per month and average total amounts 500 million - 5 billion Lire. Consider essential gds be supplied, suggest from existing units detailed as train gds. Appreciate ruling earliest.

DUNN

ACTION: Finance S/C 2
INFO: Chief Commissi
Econ Sec
Tn S/C
File

SECRET

NOV 180945A

Declassified E.O. 12356 Section 3.3/NND No. 780021

SD 1934 (ROME AREA 385)

NOV 171700A

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DIST

ACTION: Finance S/C 2
INFO: Chief Commissi
Macon Sec
Tn S/C
File

717

SECRET

NOV 180945A

Declassified E.O. 12356 Section 3.3/NND No. 780021

1821

Declassified E.O. 12356 Section 3.3/NND No. 785021

AGP/h1

32/34

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

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)

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/aa

Ministry of Communications
Legal Office C/O the Cabinet

Rome 4th November 1944

Ref. U.L. 143/10378 -

Reply to letter: 28th 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

The Minister
sgd Cerabona

Declassified E.O. 12356 Section 3.3/NND No. 782021

Reply to Letter of 28th Nov. 1944 - R00/m/32

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Declassified E.O. 12356 Section 3.3/NND No. 785021

82/

RESTRICTED.

G-4 Mov & Tn
Allied Force Headquarters
Tel No. Freedom 320

Mov. 3/306E

Mov 3(Rail, Road, & MFO)

3 NOV 1944

Working Instruction No 6

TRAIN AND 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 came under command of the OC 30 Somerset Light Infantry.

One company ex 45 L.A.A. Regt.
136 Indian Infantry Company
540 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.

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(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 ISR 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 to the condition of the seals and labelling, any special observations being noted on Form

Declassified E.O. 12356 Section 3.3/NND No. 785021

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136 Indian Infantry Company
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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 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.

H3/3

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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 those 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. 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 RTOs [illegible]

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(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 GMF 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.

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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 Static Guard Stn Duty NCO and RTO at destination, and to Train Guard Det. Comd. on return to depot.

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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.

7 & 3

8. Mail Guards. On and from 5 November, 1944, British Mail will be guarded by a special detachment of 150 Coy Pioneer Corps allocated for the purpose and working directly under the orders of the A.P.O. 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, throughout 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.

10. The OC 30 Somerset Light Infantry will prepare a weekly summary of thefts which will be distributed to :-

G-4(Mov & Tn) AFHQ.
HQ PBS.
HQ Movements AAI
HQ Movements East Italy
HQ Movements West Italy

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(c) Where mail is involved.
(d) Other very serious thefts.

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713

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G-4(Mov & Tn) AFHQ.
HQ PBS.
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 and leak throughout the system.
(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 CO 30 Somerset Light Infantry and NOT to individual units under his command.

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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)
IMPS Rome (3)
HQ 3 District (6)
30 Sem. L.I. (20)
DGMPS Rep.
Postal
Labour
Movements HQ AAI (12)
HQ Mov East Italy (25)
HQ Mov West Italy (25)
HQ Mov Rome (6)
Mov L.O. Milan.
HQ Allied Commission(Transportation Sub-Commission)

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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 Italiano, Corso Mazzini, BARI. Tel: Bari 12436.		Bari-Foggia. Bari-Cervaro.	Bari Parco Sud Centrale San Georgio Parco Nord Marittima. Monopoli San Spirito. Barlotta.
3.	510 It.Gd.Bn. No.2 Coy. 60 Corso Emmanuele, 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 Nasisi. Colli Basso Ausonia San Nicola. Metaponto.
5.	510 It.Gd.Bn. No.4 Coy. Ex Sala-Convegno Del Raggupamento, 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.

712

		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 Sqn.L.I. Navy House, SALERNO. Tel: Salerno 205.		Salerno-Nocera Inf. Nocera Inf-San Giovanni Nocera Inf-Cancello .	Salerno Nocera Inf. Torre Annunziata

Declassified E.O. 12356 Section 3.3/NND No. 785021

			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 Case Popolari, TARANTO.	Taranto-Bari Taranto-Potenza. Taranto-Brindisi.	Taranto Centrale Massafra. Colli Basso Ausonia San Nicola. Metaponto.
5.	510 It.Gd.Bn. No.4 Coy. Ex Sala-Convegno Del Raggruppamento, 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.

742

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 Sarri Reggio
9.	A Coy.30 Som.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-To.Annunziata.	Salerno Nocera Inf. Torre Annunziata San Giovanni.
10.	C.Coy.30 Som.L.I. 76 Via Ivroria Casagiona CASERTA. Tel: Freedom-Flag 66.	Caserta-Roma	@
11.	Det.C.Coy.30 Som.L.I. 19 Strada Nuova Poggioreale, NAPLES. Tel: Naples 52093.	Naples-Caserta Naples-Aversa.	Naples Yard @

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WESTERN ITALY (Contd).

12.	Det. C Coy. 30 Scm.L.I. 78 Via Amando Diaz AVERSA. Tel: Vassar 171.	Aversa-Rome Aversa-Caserta.	Aversa.
13.	D.Coy. 30 Scm.L.I. 20 Via Apuania. ROME. Tel: Rome 84,3021.	Rome-Caserta. Rome-Littoria.	Rome Tiburtina. @ Tuscalera @
14.	Det. B Coy. 30 Scm.L.I. 30 Littoria Scalo, LITTORIA.	Littoria-Rome.	Littoria.
15.	156 Ind.Inf.Coy. 58 Via Roberta D'Amzia SANTA MARIA.	Caserta-Benevento Benevento-Cervaro Cancello-Caserta.	Caserta Benevento Cancello.

@ Station Duty N.C.O. only.

Declassified E.O. 12356 Section 3.3/NND No. 782021

1895

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/hl

32/32

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

9 November 1944

Tel: 478701
Our Ref: AC.Tn/32

TO : A.Q.M.G.(M.)
HQ.Mov. West Italy

SUBJECT: Postal Mail Vans - Train Guards

Reference is to your Q (M)R/42 dated 20 Oct.'44.

Attached is copy of a further complaint which involves a member of an Indian Unit employed on escort duties.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosure#1.
(copy of complaint)

711

1 8 9 6

Declassified E.O. 12356 Section 3.3/NND No. 735021

/aa

T R A N S L A T I O N

FROM:- Under Secretary of State for Posts and Telecomms.

TO:- HQ. A.C., Communications Sub-Commission

SUBJECT:- Incidents

DATE:- 25.10.44

Included herewith, for such action as you might think fit, is a report from the postal messenger of Salerno, Sarraino Michele, on an unpleasant incident happened with the Indian escort during the journey Potenza - Salerno on September 29th.

THE UNDERSECRETARY OF STATE

Report 30.9.44

TO:- Provincial Director, Salerno.

For such action as you might think fit, I expose below an unpleasant incident, which occurred me yesterday on the line Potenza Salerno, precisely at Buccino station. While, because of the excessive dealy of train nº.7000, I was transhipping on the train nº.8012, an Indian corporal of the escort interfered, and refused to let into the van the messenger of Potenza. To make him understand that my fellow was also authorised to travel and that both had to get into the van, I used all possible patience, but in spite of this, the corporal got furious, kicked me several times and threw a stone at me, hitting at the left side.

I inform you begging that you take steps with the Allied authorities concerned in order to avoid further incidents, which could have a worst development than this one. The two engine drivers and two gaurds of the trains were present to the fact. 710

SARRAINO MICHELE

1897

Declassified E.O. 12356 Section 3.3/NND No. 785021

/nf 32/81

Translation

Ministry of Communications
Legal Office C/O the Cabinet

Rome 4th November 1944

Ref. U.L. 143/10378 - Gab

Reply to letter: 28th Nov. 1944 - ACC/TW/32

SUBJECT: Surveillance of the railway traffic.

TO : Allied Control Commission
Transportation Sub-Commission
APO 394
Rome

1 All the representatives 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 questions

709

The Minister
sgd Cerabona

MINISTERO DELLE COMUNICAZIONI

UFFICIO LEGISLATIVO PRESSO IL GABINETTO

Roma, 4 novembre 1944

N.U.L. 143/10378

Risposta al foglio 28 ottobre 1944
rif. ACC/Tn/32

URGENTISSIMO

OGGETTO: Sorveglianza del traffico ferroviario.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sotto Commissione Trasporti
APO 394

R O M A

Per iniziativa della Presidenza del Consiglio e di questo Ministero si sono riuniti i rappresentanti di tutti i Ministeri interessati alla istituzione della divisione speciale di polizia ferroviaria per concordare il provvedimento legislativo necessario.

Il solo Ministero del Tesoro incontra difficoltà per l'aumento di personale con conseguente aumento di spesa.

Ma si ha fiducia di superare tale difficoltà anche in vista di quanto fa presente codesta Commissione.

In detta riunione, in vista della urgente necessità di provvedere e del tempo necessario alla istituzione di detta speciale divisione di polizia, questo Ministero ha proposto di ~~far~~ costituire squadre di vigilanza di ferrovieri armati ed è in attesa della fornitura delle armi da parte del Ministero della Guerra e di tutti gli altri adempimenti da parte del Ministero dell'Interno.

Mi riservo ulteriori comunicazioni.

708

IL MINISTRO

Cerabona

MINISTERO COMUNICAZIONI - GABINETTO

Declassified E.O. 12356 Sec. Section 3.3/NND No. 782021

URGENTISSIMO

Risposta al foglio 28 ottobre 1944
rif. ACC/Tn/32

OGGETTO: Sorveglianza del traffico ferroviario.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sotto Commissione Trasporti
APO 394

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Mi riservo ulteriori comunicazioni.

798

IL MINISTRO
Cerabona

Declassified E.O. 12356 Section 3.3/NND No. 789021

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/30

MEMO

PS.16/16.203. 31 October 1944

TO:- TRANSPORTATION SUB-COMMISSION

Further to my PS.16/16.165. of 6 October 44, the details of a further case which involves a member of an Indian unit employed on escort duties, are submitted herewith.

This incident occurred on the 29 Sept 44 and although approximately 5 weeks have elapsed since the occurrence, it may provide more satisfactory data than the case of the 18th Aug 44.

Cdr R Maddock - Capt

COMMUNICATIONS SUB-COMMISSION

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

FROM:- Under Secretary of State for Posts and Telecomms.

TO:- HQ. A.C., Communications Sub-Commission

SUBJECT:- Incidents

DATE:- 25.10.44

Included herewith, for such action as you might think fit, is a report from the postal messanger of Salerno, Sarraino Michele, on an unpleasant incident happened with the Indian escort during the journey Potenza - Salerno on September 29th.

THE UNDER SECRETARY OF STATE

Report

TO:- Provincial Director, Salerno. 30.9.44

For such action as you might think fit, I expose below an unpleasant incident, which occurred me yesterday on the line Potenza Salerno, precisely at Buccino Station. While, because of the excessive dealy of train No. 7000, I was transhipping on the train No. 8012, an Indian corporal of the escort interfered, and refused to let into the van the mesanger of Potenza. To make him understand that my fellow was also authorised to travel and that both had to get into the van, I used all possible patience, but in spite of this, the corporal get furious, kicked me several times and thought a stone at me, hitting at the left side. I inform you begging that you take steps with the Allied authorities concerned in order to avoid further incidents, which could have a worst development than this one. The two engine drivers and two guards of the treins were present to the fact.

SARRAINO MICHELE

796

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/24

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

1. Reference your AC/TN/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.

David Wilson M.H.J.
John W. Chapman
Colonel-J.A.G.D.
Director Public Safety
Sub Commission

FJW/acf

705

RWH/nf

3 8/28

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

26 October 1944

SYSTEM OF RAILWAY PROTECTION

Brief Summary

Occupied Italy was divided into three divisions, West, East and South. These divisions were further broken down into districts or areas and military units were made responsible for the protection of shipments in these determined areas.

The system devised for the protection of shipments of pilferable goods was by using static guards at railroad yards where traffic is stored, held over, and trains being made up; and train guards that accompany the trains while in route.

The static guard is made up of one (1) N.C.O. in charge, and six (6) EM/CR's as guards. The N.C.O. acts as liaison to higher units which keeps his group informed of train movement plans. This guard is responsible for the protection of the train while in the marshalling yards of their station.

The train guard consists of one (1) N.C.O. and three (3) EM/OR's for each train moving pilferable goods, and is responsible for the guarding of the train while en route between stations guarded by static guards. The number of guards used may vary according to circumstances. Close contact is kept with the Railroad operations Battalion for movement notices, type and time of movements, also, with the unit that takes over the responsibility of protection as the goods enter another district or division.

Frequent inspections of trains are made at yards by an officer or N.C.O. who is stationed there for that purpose and reports of pilferage and other irregularities are investigated. In case of pilferages the Station Duty N.C.O. or officer refers same to the R.T.O. and to this unit commander for further reporting and action required.

784

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Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFIDENTIAL

3827

HQ MOVEMENTS.
WEST ITALY.
C.M.F.

Q(M)R/42.
20 OCT 44.

Subject :- POSTAL MAIL VANS - TRAIN GUARDS.

To :- H.Q. A.C.C. Tn Sub-Commission
A.P.O. 394.

1. Reference your letter ACC/Tn/32 of 12 Oct 44.

2. The Indian Unit (1/2 Punjab Regt) responsible for providing Train Guards on the Potenza - Salerno Sections at the time of the incident in question has since moved out and it is considered that no useful purpose would be served in pursuing the matter with that Unit at this date.

3. The matter has, however, been represented to the Unit (136 Ind Inf Coy) which is at present responsible for providing Train Guards on the a/m Section and it can be stated that all personnel are clearly instructed not to permit unauthorised persons to travel on Military trains.

4. All RTOs are also being reminded of their responsibilities in the matter and instructed to report to this HQ without delay any future instances of this nature which come to their notice in order that suitable remedial action can be taken.

L.V. Lax Capt.
for A.Q.M.G.(M).
HQ MOVEMENTS. WEST ITALY.

LTC/MM

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

733

ACP/ele

38/26
file.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 473701

28 October 1944

Our Ref : ACC/TM/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 an 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. 732

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. 785021

Minister of Communications

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Sd. D. S Adams

D.S. ADAMS
Colonel C.A.C.
Director Tn.Sub-Comm.

Copies to:
Finance Sub-Comm.
Public Safety Sub-Comm.

Declassified E.O. 12356 Section 3.3/NND No. 782021

ACP/hl

37/25

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

27 October 1944

Tel. 478701
Our Ref: ACC.Tn/32

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. 701

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. 782021

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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. 782021

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.)

780

Declassified E.O. 12356 Section 3.3/NND No. 782021

for info.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosure: (Correspondence re proposals subm. by AFWQ.)

700

Declassified E.O. 12356 Section 3.3/NND No. 782021

G-4 Mov & Tn,
Allied Force 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 handling 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 understandin 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

699

(e) Placing of responsibility on 3 District for guarding sections TARANTO-BRINDISI-BARI-FOGGIA-CASERTA.

Declassified E.O. 12356 Section 3.3/NND No. 780221

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(ii) TARANTO-BATTIPAGLIA, Via METAPONTO and POTENZA.

(iii) FOGGIA-ORTONA

(iv) AVERSA-CAMPOLEONE by line 89

699

(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) -ORTE and CIVITAVECCHIA.

-continued Page 2-

Declassified E.O. 12356 Section 3.3/NND No. 782021

(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.PORTER), Lt.Col.
A.Q.M.G.(M).,
MOV 3.

24 Sept. 44.

698

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1944

Declassified E.O. 12356 Section 3.3/NND No. 785021

32/24

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 It Col O.H. LINDBERGH, the R.P.S.O., and Dr TUCCIO, Italian Chief of Sicily.
A request has been made to the R.P.S.O. 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 PublicSafety
Sub-Commission.

697

EP/jwf

BWB/elc

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

Rome-12 October 1944
Our Ref: ACC/TN/32

TO : A.Q.M.G. (M)
Hq. movements West Italy

SUBJECT : Postal Mail Vans-train Guards.

1. Attached is copy of letter from under Secretary of State for Posts relating to an incident on the Potenza-Salerno mail van 18 Aug.

2. Delay in submission is regretted, but it is passed to you in the hope that some action may be taken to avoid similar incidents in the future.

D.S. ADAMS
Colonel C.B.
Director Tn. S/Comm.

ENCLOSURE 1 :
Copy of letter of Secr. State Posts.

696

Declassified E.O. 12356 Section 3.3/NND No. 782021

Tel : 478701

Rome-12 October 1944

Our Ref: ACC/TM/32

TO : A.Q.M.G. (M)
Hq. movements West Italy

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Colonel C.E.
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Copy of letter of Secr. State Posts.

696

Declassified E.O. 12356 Section 3.3/NND No. 782021

1917

Declassified E.O. 12356 Section 3.3/NND No. 785021

/nf

TRANSLATION

FROM : Under Secretary of State for Posts and Telecomms.

TO : A.C.C. - Communications Sub.Commission

DATE : 25 September 1944

SUBJECT : Report of Postal Messenger on train n. 7000

The postal Messenger REGNA Matteo, on duty on train n. 7000 from Potenza to Salerno, has submitted a report on serious incidents which occurred on the journey of Aug. 18th before reaching Eboli station.

At the station of Tito a family of refugees (4 persons) asked and obtained from the escort (Indians) permission to travel in the postal van (in the section where insured postal items were carried). One of the escort asked for and obtained from these individuals the sum of 300 lire (the 'capotreno' being present) and advised them that they had to get off at Persano Station, because Eboli was a Military Police control point.

At Baragiano the same Indian let into the van two more individuals with bulky luggage, receiving compensation of 100 - 150 lire, and at Buccino one other family.

At Sicignano four men (probably smugglers) got into the van, saying they were authorised by the escort. The messenger protested against such an invasion, and the Indian soldier threatened him with his gun, and grasping the bag containing the special postal items, hurled it out of the train, while the messenger was trying to hold back the bag, the Indian soldier went over to him and tore his shirt and his work coat.

At Sicignano the messenger submitted a report to the Chief of the Station, asking for assistance. The post office telegraphed to Eboli asking for Military Police action. In the meantime the messenger left the train to avoid further incidents.

The above is submitted for your attention and transmission to the authorities concerned.

THE UNDER SECRETARY OF STATE

698

Declassified E.O. 12356 Section 3.3/NND No. 785021

3812

SHH/ec

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
Tel.No. 489081 Ex. 444

PS.I6/I6.I65.

6 October I944

SUBJECT:- Postal mail vans.

TO: - Transportation Sub-Commission

I. Attached is a copy of a report received from the Under Secretary of State for Posts and Telecomms. regarding a rather serious assault on a postal mail van attendant. It also brings out a point regarding irregular travelling on trains.

2. The matter is now seven weeks old, but as it was reported at the time, perhaps something is known of it already.

3. Will you please say if anything has been, or can usefully now be, done. If there is still an Indian unit employed on escort duties; they could no doubt issue an order which might assist in avoiding any similar cases.

S. H. HEAD
Lt.Col.
for Director, Communications Sub-Commission

Declassified E.O. 12356 Section 3.3/NND No. 785021

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At Sicignano the messenger submitted a report to the Chief of the Station, asking for assistance. The post office telegraphed to Eboli asking for Military Police action. In the meantime the messenger left the train to avoid further incidents.

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THE UNDER SECREATRY OF STATE

693

Declassified E.O. 12356 Section 3.3/NND No. 785021

File

ACP/26

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

3 October 1944

Tele : 478701

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 estsblishing a system of control of passengers?

for Brig. Capt
D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

692

Declassified E.O. 12356 Section 3.3/NND No. 780021

3 2/20

G-4 Mov & Tn,
Allied Force Headquarters,
G.H.Q.

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.C.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-FIORENZUOLA should remain a U.S.A. responsibility - i.e. if M.R.S. hand 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 ROME, 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 sections now guarded by Allied Forces : -

(i) Lines in CALABRIA, extending Northwards to BATTIPAGLIA, and Eastwards to METAPONTO.

(ii) FABRIANO - BATTIPAGLIA, via METAPONTO and

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.C.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 M.G., A.F., 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-LAQUILA and LAQUILA-FIUMICINO should remain a U.S.A. responsibility - i.e. if M.R.S. hand these lines over to the Italians train-guard troops should be furnished by M.R.S.

(b) Concentration of all Allied military stores traffic passing West-East and East-West to and from the NAVAL, 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 sections now guarded by Allied Forces : -

(i) Lines in CALABRIA, extending Northwards to BATTIPAGLIA, and Eastwards to METAPONTO.

(ii) TARANTO - BATTIPAGLIA, vic METAPONTO and POTENZA.

(iii) FOGGIA - CERIGNA.

(iv) AVERSA - CANCELLO by Line 89.

- continued Page 2 -

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Declassified E.O. 12356 Section 3.3/NND No. 789021

(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 Aire 90) - ORTE and CIVITAVECCHIA.

(g) In event of 2 District being absorbed by 3 District, the creation of an independant 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.(M).,
MEF 3.

24 Sept 44.

Declassified E.O. 12356 Section 3.3/NND No. 786021

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: TRAIN SEARCHING

TO: CUSANDO DIVISIONE R.C.

CATANZARO

REF: I/C/50

26 AUG 44

1. It is reported that Maresciallo Carabinieri at Tropea searched train no TV 9070 on 10 Aug 44 without authority.

2. The regulations are that all searchings of civilian passenger trains will be conducted by personnel of the C.C.R., Questura or Guardia Finanza under the command of a Commissioned Officer of one or other of those agencies.

3. Please advise why the searching of this train was permitted without one of your commissioned officers being present.

W. F. Blair

W. F. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM

COPIES:

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CAPO COMPARTIMENTO I S R REGGIO
H.Q. ACC REGION VII = CATANZARO
H.Q. ACC TN SUB-COMM = APO 394

Mail To

Declassified E.O. 12356 Section 3.3/NND No. 785021

CATANZARO

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3. Please advise why the searching of this train was permitted without one of your commissioned officers being present.

W. F. Blair

W. F. BLAIR, MAJOR
DIV. SUPT. TM SUB-COMM

COPIES:

CAPO COMPARTIMENTO I S R REGGIO
H.Q. ACC REGION VII = CATANZARO
H.Q. ACC TM SUB-COMM = APO 324

mail to

689

Declassified E.O. 12356 Section 3.3/NND No. 785021

1926

Declassified E.O. 12356 Section 3.3/NND No. 785021

TN SC

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

32/18 7936

SUBJECT: TRAIN DELAYS-SEARCHING. REF: REG I/O/37

29 JUL 44

TO: CAPO COMPARTIMENTO
I S R REGGIO

1. Reference this office letter 1/O/32 of 15 th July 1944.
2. The matter of train searching has now been clarified by the Regional Public Safety Officer A.C.C. who states that " all searches of civilian passenger trains for contraband in this Region.... will be conducted by personnel of the CC.RR., Questure or Guardia Finanza under the command of a Commissioned Officer of one or other of these agencies."
3. Will you please disregard that part of my previous letter which reads -

" Advise all concerned that no searching is to be allowed unless conducted by an Allied Oddicer."

W. F. Blair 423

W.F.BLAIR, MAJOR
DIV.SUPT.TN.SUB-COMM.

1.HQ TN S/C
1.D G M R S
1.CAPO COMPARTIMENTO
1.REG.VII
FILE

1927

Declassified E.O. 12356 Section 3.3/NND No. 785021

H.Q. 1st Sub. Com. ACC.

HEADQUARTERS REGION VII

1167

ALLIED CONTROL COMMISSION

File Ref: RVII/20/430 Date: 24th July 1944

SUBJECT: POWERS AND ACTIVITIES OF ACC AGENTS

TO: DIVISIONAL SUPERINTENDENT, TRAFFIC STAFF II SUB-COMMISSION, AND, REGGIO CALABRIA.

1. Reference your letter under heading 'Train delays - Searching' No. 2nd 1/0/33 of 15th July 1944, to CAO Compartimento, V.I. No., Reggio Calabria, a copy of which has been received by the Regional Commissioner, No. Region VII, ACC.

2. Items 2 to 5 of certain statements in the letter relating to the powers and activities of ACC Public Safety Officers, are misleading. You state, "These searchings are authorized and are conducted by ACC police officers.....
...Advise all concerned that no searching is to be allowed unless conducted by an Allied officer"; this is not so, the searches in question are conducted and supervised by the recognised Italian police agencies upon the advice of ACC. ACC personnel, in accordance with the provisions of existing directives, are not permitted to take active part in the operations but attend as observers and because ACC transport is loaned to the Italian police on such occasions.

3. Your information regarding the attempted searching of trains by unauthorised persons has also been received at this H. Q. from the Italian police; the information has been circulated to the C.C.S. and other police agencies throughout the Region and every effort is being made by them to prevent and detect criminal activities of this description.

687

4. In order to avoid any misunderstanding will you please clarify the position with the CAO Compartimento, V.I. No., Reggio Calabria, and other

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

interested authorities by informing them that all embarcations of civilian passengers wishing for contraband in this region have been and will be conducted by personnel of the Coast Guards Customs or Guardia Finanza under the command of a commissioned officer of one or other of those agencies.

Sincerely yours,

C. Richardson, Major,
R.F.E.C.

Copies to:

Maj. Gen. U.S. Region VII, ACC.
D.T.M.P.O.
U.S. FN Sub. Comm. ACC.
MOV and TH

Corr Ltr (Fr S.C.)

32/16

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Train de[illegible]-searching.

REF: T/C/35

TO: [illegible]

Date 15 Jul 44

F. S.S.

REGIO Cal.

1. The Allied Control Commission have found it necessary to search trains for contraband articles being carried by passengers. These searchings are authorised and are conducted by A.C.C. Police Officers.
2. A report has been received from Reola that a request was made by a group termed the "Political Police Party" to search trains and offered violence to the train crew when permission was not granted.
3. Advise all concerned that no searching is to be allowed unless conducted by an Allied Officer and any unauthorized parties offering threats should be arrested at once.

W. F. Blair 686

W.F.BLAIR, MAJOR
DEP.SUPT.TN SUB-COMM

COPIES TO

DUPES
H.Q.TN SUB-COMM AGO ✓
REG.COMD [illegible] VII
MOV & TN

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT: Train Searching.

TO: [illegible]
[illegible] COMMANDING
F. Sec.
SOVIET C.C.

REF: I/C/dc
Date 15 Jul 44

1. The Allied Control Commission have found it necessary to search trains for contraband articles being carried by passengers. These searches are authorised and are conducted by U.S.S.R. Police Officers.

2. A report has been received from Pola that a request was made by a group termed the "Political Police Party" to search trains and offered violence to the train crew when permission was not granted.

3. Advise all concerned that no searching is to be allowed unless conducted by an Allied Officer and any unauthorized parties offering threats should be arrested at once.

W. F. Blair 686
W.F.BLAIR, MAJOR
DEP.SUPT.TRANS-COM

COPIES TO [illegible]
H.Q.TRANS SUB-COMM AGC ✓
TRANS [illegible] SUB VII
ADV & TS

HEADQUARTERS
24 Jul
91 C. C.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Restricted

Subject:- Train Guards and Static Guards
West Italy Area

HQ Movements,
West Italy.
AAI

Q(M)R/42
5 July 44

1. The instructions contained herein will be read in conjunction with AAI Movements Working Instruction No 37 of 12 April 44.

2. In accordance with HQ AAI letter Mov 3/53 of 25 Jun 44 (not to all). HQ 3 District have been instructed to arrange for British guards to be provided for:-

(a) Static guards for the yards at Potenza and Battipaglia.
(b) Guards for Allied Military trains in each direction between Potenza and Salerno daily.

and with effect from 1000 hours 3 July, 30 Dorsets are responsible for these duties in the place of 794 US Mil Police Bn.

3. 30 Dorsets will be under command 3 District but actual employment will be controlled by Movements West Italy, in consultation with 94 Sub Area.

4. 794 (US) Military Police Bn will continue to provide static guards at the points mentioned in para 8(a)(i) of AAI Movements Working Instruction No 37 with the exception of Potenza and Battipaglia, and also to provide train guards for all trains in West Italy Area other than the section of line Potenza to Salerno.

5. A standard armed guard of 1 NCO and 3 ORs will be provided by 30 Dorsets on all military stores trains running in each direction between Potenza and Salerno, and will be responsible for safe custody of all traffic on those trains. Exceptional circumstances may arise when the strength of the guard has to be reduced to 2 men, but this must be the minimum.

6. An officer of 30 Dorsets will be stationed at Potenza Station and HQ Movements Eastern Italy are requested to arrange for the RTO Potenza to keep this Officer advised in advance of all train departures for which he will be responsible for providing train guards.
RTO Salerno will similarly keep in close touch with 30 Dorsets (phone Salerno Military extension 2581) regarding the provision of train guards for trains leaving for Potenza direction.

685

7. No personnel, whether military 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 MRS Card, or a railway pass, the last named being a buff pass with photograph for railway personnel with less than one year's service, or a black leatherette pass with photograph if more than one year's service.

8. The guard will, if possible, travel in a box van marshalled in the middle or rear half of the train.

9. Any pilferage of military traffic in transit which is discovered by or reported to the train guards will be reported at end of guard's trip to the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(b) Guards for Allied Military trains in each direction between Potenza and Salerno daily.

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RTO Salerno will similarly keep in close touch with 30 Dorsets (phone Salerno Military extension 2321) regarding the provision of train guards for trains leaving for Potenza direction. 685

7. No personnel, whether military 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 MRS Card, or a railway pass, the last named being a buff pass with photograph for railway personnel with less than one year's service, or a black leatherette pass with photograph if more than one year's service.

8. The guard will, if possible, travel in a box van marshalled in the middle or rear half of the train.

9. Any pilferage of military traffic in transit which is discovered by or reported to the train guards will be reported at end of guard's trip to the station duty NCO and RTO (who will be asked to reseal the wagons if necessary), and to Det. Comd. on return.

10. Pilferage of military traffic which is discovered by or reported to the static guard will be reported to the station duty NCO, to RTO at station concerned and to Det. Comd.

11. Any serious case of pilferage which is discovered by or reported to the station duty NCO will be reported immediately by telephone to the DAPM.

12. Only in exceptional circumstances will military traffic be permitted to go forward unguarded. The following must invariably be guarded:-

7 July 131

...../contd over

Declassified E.O. 12356 Section 3.3/NND No. 780021

12.cont.(i) Mail
(ii) EFI Stores
(iii) Cigarettes and Spirits (other than EFI)
(iv) M.F.O.
(v) Special Secret Stores

13. Special British Military Guards 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 in a guarded train.

14. All train guards and static guards when on duty will wear a white arm band with the words TRAIN GUARD in black lettering.

15. 30 Dorsets will forward to this HQ as quickly as possible copies of the following instructions drawn up for Train Guards :-

(a).Standing Orders for Train Guards.
(b).Standing Orders for Static Guards.
(c).Orders for Station Duty M.C.C.

16. Specimens of the following have already been issued to 30 Dorsets.

(a).Pilferage Report.
(b).Checkers Sheet.
(c).Train Guard Report.
(d).Receipt for wagons Detached en-route.

J.H.Lee Capt RE
A.Q.M.G.(M).
HQ MOVEMENTS. WEST ITALY.

JHL/JE

Distribution.

HQ 3 District	(5)
HQ 2 District	(5)
57 Area	(3)
55 Area	(2)
94 Sub Area	(5)
64 Garrison	(2)
30 Dorsets	(5)
DCITS	(3)
ACC Tn Sub Commission APO 394	(2)
794 (US) Military Police Bn	(5)

Mov H.Q. A.A.I.	(5)
Mov MEIA	(2)
Mov West Italy (Shipping)	(2)
Mov 3 District	(2)
Mov East Italy	(5)
Mov Rome	(2)
Mov Vairano	(2)
Mov Foggia	(2)
Mov Roccasecca	(2)
Mov Barletta	(2)
Mov Bari	(2)
Mov Brindisi	(2)
Mov Foggia	(2)
Mov Taranto	(2)
Mov Ortona	(2)
Mov Sicily	(2)
Mov Rear 8 Army	(2)
Mov (British) H.Q. Rear 2-POL CORPS	(2)
RAF Movements	(3)
RTO Salerno	(2)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

IEV/rg

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 O.H. Lindberg. and he is being instructed to contact your Public Safety Officer and to co-operate 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 O.H. Lindberg,
Transportation Sub-Commission Rep.,
HQ. ACC Region I, (Sicily).

1935

Reclassified E.O. 12356 Section 3.3/NND No. 785021

(from dec (for SC) U 3942 1944

Tpk 20

1 JUL 1944

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

HEADQUARTERS
3 - AUG 1944
A. C. C.

30th June, 1944.

ACC/11513/PS

SUBJECT : Guarding of Adc Rail Traffic.

TO : Transportation Sub-Commission, HQ ACC. — No Trace, Ecm Sec'y.

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 become 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.

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6 July 17

Declassified E.O. 12356 Section 3.3/NND No. 785021

5. 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

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

AZW/hgd

TRANSLATION.

MINISTRY OF THE INTERIOR
HQ. P.S.A.

27/6/44.

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 Communicat ons 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)		12
" 2. 3. ")	Non-Coms	28
Brigadieri)		36
Vice Brigadieri)		48
Special Guards		50
Guards		1489

The official strength of P.S. Officers and Agents will be increased by an equal number

681

Declassified E.O. 12356 Section 3.3/NND No. 782021

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/E;
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Considered that we are in a state of emergency in view of the war;
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Vice Brigadieri)		48
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Guards		1489

The official strength of P.S. Officers and Agents will be increased by an equal number of personnel.

681

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 escluded from the recruiting.

Art. 4.

The personnel belonging to the R.P.S.S. wear the uniform of P.S. Coprs 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 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

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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In addition to the salary and allowances which R.P.S.S. 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
Maresciello		400
Brigadiere and Vice Brigadiere		300
Special Guards and Guards		250

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1941

Declassified E.O. 12356 Section 3.3/NND No. 785021

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.

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

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1942

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SECRET

3019

HEADQUARTERS
794TH MILITARY POLICE BATTALION
Military Railway Service
APO 400, U.S. Army

12 June 1944

SUBJECT: Guarding of Military Traine - West Italy.

TO : Transportation Sub-Commission, Allied Control Commission, APO 394.
(Att'n: Lt. Col. L.E. Vining)
(Thru: Director General, Military Railway Service)

The following information is submitted in accordance with request made in your letter of 8 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 as far north as the railroad operates and also is responsible for traffic East as far as Foggia. Close liaison is maintained with the 30th 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 traine carrying pilferable supplies within area under jurisdiction of the Military Police Battalion. Close liaison is maintained with Railroad Operating Battalion representatives, Railway Transportation Offices 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. Same 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.

678

SECRET

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That in brief is system used in guarding military traffic. Constant changes are made in locations 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. OWEN
Lieutenant Colonel, Infantry
Commanding

1st Ind.
HQ MIL RY SERV, A.P.O. 400, U.S. Army, 13 June 1944

TO: Transportation Sub-Commission, Allied Control Commission, APO 394
(Attn: Lt. Col. L. E. Vining)

For the Commanding General:

S. R. BEGGS
Major, T.C.
Adjutant

677

1944

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ACP/gfh.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/32/8
Date : 8thJune '44

TO : D.G.M.H.S. - Naples.

SUBJECT : Guarding of Military Trains -West Italy.

Information is sought as to the system in operation for guarding of Stores and Supplies on Military Trains in West Italy.

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

676

1951

Declassified E.O. 12356 Section 3.3/NND No. 785021

H.Q. Movements.
Eastern Italy.

Ref. Mov /502.
20 May 44.

Dear Pop.

I enclose for your particular attention a copy of a Working Instr which we have just produced on Train Guards and Static Guards, with, I am afraid, no fewer than 8 Appendices. There is also a short covering letter.

Certain paragraphs particularly No. 2 of the covering letter and No. 6 of the Working Instr are, I think, of immediate interest to you. I feel that you might like to write to all your outside Officers about these two paragraphs.

I hope to have this Working Instr with its Appendices produced in the shape of a small booklet early next month, so if you have any suggestions affecting either 'principle' or 'detail' I shall be glad if you will write to me personally and let me know what you think.

Perhaps you might care to shew this in due course to Brig Lush. I regard it as the first assault at with proper cannon on "Pilferage" !

Yrs
678 Tom Mr Carthy.

1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

3010

SUBJECT:- Train Guards.

Headquarters,
Allied Armies in Italy
Mov.3/QMA. 33.

TO :- Transportation Sub-Commission.,
A.C.C.

31 May 44.

1. Reference your ACC Tn/15 of 27 May 44.

2. A system of train guarding for military traffic is now in operation in both Eastern and Western Italy. In Eastern Italy these duties are performed by 30 Bn. S.L.I. and in Western Italy by 794 MP (US) Bn. Guards are provided by these battalions for all trains conveying military traffic in these areas and copies of this H.Q. Movements Working Instruction No.37., and orders issued by H.Q. Movements East Italy together with orders issued by the O.C., Train Guard Bn. are forwarded for your information.

3. The U.S. Military Police Bn. which is responsible for guarding traffic in West Italy is under the direct operational control of the D.C.M.R. Traffic passing to Army Railheads is guarded by this Bn.

4. It will be noted that it is not a Military responsibility to guard civilian traffic. However, if wagons of civilian traffic are standing in marshalling yards where there is a static military guard, or are travelling on trains of military traffic which have an escort, every possible protection will be given to this traffic by the military guards concerned.

H. Pitham Major
for Brigadier,
DQMG(Mov).

674

1947

Declassified E.O. 12356 Section 3.3/NND No. 785021

H.Q. Movements.
East Italy.
Ref: MOV3/303A.

17 May 44.

Subject:- Train & Static Gds in East Italy.

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 rail and ACC traffic ought to be sealed. C.O.O. 500 ACD stated that supa 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 ACD 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 $\frac{1}{4}$ 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 in 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.B.H. Cattley
Colonel
Col.Q(M).

CBM/CFB.

Distribution as in attached Working Instr No 2.

MOVEMENTS EAST ITALY WORKING INSTRUCTION No. 2.

Ref. MOV3/303A.
17 May 44.

TRAIN GUARDS & STATIC GUARDS.

Ref: A.A.I. (Adm Eqn) 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 ACC 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 :-

672

1. Mail.
2. E.F.I. Stores.
3. Cigarettes and Spirits (other than E.F.I).
4. M.F.O.
5. Special Secret Stores.

Between the main yards shewn in Appendix 'A' the above will invariably be guarded in trains guarded by train gds.

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(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 those 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	1435 & 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 an agreed channel of the starting point and time of departures of

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LOCATION OF EN HQ AND GD DETS.

(15)

	LOCATION.	Telephone No.
EN HQ	BARI	10106
GD DET	TARANTO	3000
" "	POTENZA	1081
" "	ERT:DIST	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 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 on Ordnance issue and loading services must indent on ADOS or DADOS of the Area or Sub-Area concerned. No.2 Dist D.R.O. 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.

671

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 Cond 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.

(37)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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BV HQ will organise its own investigation section to deal with cases of pilferage arising on stores while under the protection of the Br, either on trains or in guarded marshalling yards. BV 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 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 NAPLES & TARANTO Det Comd. Hand-over will take place at TARANTO.

FLYING SQUADS.

(38) Whenever sufficient personnel can be made available, In Comd will organise a small flying squad to make surprise raids at points where wagon pilferage is known or suspected.

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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.

John Carthy

CDM/CFB.

Colonel.
Col.Q(M).

Distribution.

670

	Copies.		Copies.
G.O.C. 2 Dist	2	MOV FILPOT	60
G 2 Dist	25	Cdn Mov 1 Echn	2
Q "	25	MOV NEMA	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
HQ 30 Somerset L.I.	10	" REAR 8 ARMY	2
HQ 1 R.C.C.	10	"	

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Appendix	'A'	-	Sections of Line & Yards to be guarded.
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C.D.M. Carthy

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Q "	25	MOV MELA	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
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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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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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)

NASTASSI "

S. NICOLA "

BRINDISI

SMISTAMENTO (BRINDISI)

MONOPOLI

BARI PARC SUD

BARI CENTRAL

BARI ST. GEORGES

BARI MARITTIME

BARI PARC NORD

SAN SPIRITO

BARLETTA

FOGGIA

TERMOLI

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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 dst 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.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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.

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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 breech. 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 Ammunition wagons.

14. Full assistance will be afforded to the S.I.B. and F.S.Police in the execution of their duty.

17 May, 44

Lt.Col.
Comd. 30 Fd 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, MGC, AFS and Italian Army wagons standing in yards.

4. Static Gds will make themselves acquainted with the poen 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 MTO 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 MTO 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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Lt. Col.

Declassified E.O. 12356 Section 3.3/NND No. 785021

so disposal throughout the yard as to carry out their duties with the maximum efficiency.

3. Static Gds will be responsible for guarding wagons of all stores incl, ACC, AMT and Italian Army wagons standing in yards.

4. Static Gds will make themselves acquainted with the poss 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 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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Lt.Col.
17 May 44. Comd. 30 En Somerset L.I.

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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 Cond at the earliest opportunity of any train gds required.

3. He will report by telephone to his Det Cond the arrival of Train Gds from other Dets.

4. He will, in conjunction with Train Gd Conds 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 Cond. Major incidents will be reported immediately to his Det Cond.

9. He will render full assistance to the S.I.B. and F.S.Police in the execution of their duty.

Lt.Col.
Comd. 30 Bn Somerset L.I.

17 May, 44.

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APPENDIX "E"

PILFERAGE REPORT.

To:- (Consignee) .....

S.I.S. .....

AFHQ/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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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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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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APPENDIX "G"

NO..... TRAIN GUARD TRIP REPORT

1. Date .....

2. Train No. .....

3.

STATION	ARR	DEP	WAGONS TAKEN ON	WAGONS 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.

_____

_____

_____

_____

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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 Gd Comd.

_____

5. Special Report.

_____

_____

_____

_____

666

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 .....

PLACE.....

DATE .....

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "H".

RECEIPT FOR WAGGIS 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 lati in buone
condizioni se non viene indicato niente al contrario:-

No of wagons detached. No di Vagoni distaccati.	Contents. Contenuto.	Date. Data.	Time. Ora.	Place. Località.	Signature. Firma.

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A.A.I. (ADM. ECH)
MOVEMENTS WORKING INSTRUCTION NO. 37.

Mov 3/84A
3/53
12 Apr 44.

Pilferage on Mail and Provision of Train Guards.

1. Definition of Pilferable Goods.

The following stores will be regarded as pilferable:-

(a) N.A.A.F.I.Stores
(b) Sups.
(c) Ord. clothing
(d) Mail
(e) Small Arms
(f) Tyres
(g) Medical Stores
(h) Unit G.1098 Stores. (Unit guards will always accompany if available)
(i) S.A.A.
(j) M.F.O.
(k) Unaccompanied Tanks and Vehicles.

2. Type of Wagon to be used.

As a general rule, pilferable goods will be loaded in covered wagons; if however, there is a shortage of covered wagons, open wagons may be used for pilferable goods, if:-

(a) In the case of traffic on Docks, delay would otherwise be caused to ships discharge. This decision rests with the Port Commandant after consultation with the Sub Area Commander.
(b) The consignment is so urgent that loading cannot be delayed. The decision on this point will be taken by the consignor, e.g. O.C.Depot.

3. Sealing of Covered Wagons.

(a) All covered wagons loaded with pilferable stores will be sealed on both sides before despatch.

(b) Experience has shown that ACME seals and thin wire seals are easily violated; 5 mm wire, although not proof against pilferers, is considerably more difficult to cut, and will always be used. (see para 5).

(c) The responsibility for sealing wagons rests with the loading service, except that British Traffic ex Ports under U.S. control will be sealed by the Port Detachments of the service concerned. The loading service at Ports under British control is the Docks Service. R.T.Os. are responsible for checking that wagons are properly sealed on both sides; if this has not been done they are not to be accepted.

4. Method of Obtaining Seals.

(a) Wagon seals of 5 mm wire, and tommy bars are being manufactured in Italy and can be obtained by loading services on Indent to A.D.O.S. or D.A.D.O.S. of the Area or Sub Area concerned.

(b) Now Sub Areas will ensure that R.T.Os. hold small reserves of wire and Tommy bars for use in emergency.

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(g) Medical Stores
(h) Unit G.1098 Stores. (Unit guards will always accompany if available)
(i) S.A.A.
(j) M.F.O.
(k) Unaccompanied Tanks and Vehicles.

2. Type of Wagon to be used.

As a general rule, pilferable goods will be loaded in covered wagons; if however, there is a shortage of covered wagons, open wagons may be used for pilferable goods, if:-

(a) In the case of traffic on Docks, delay would otherwise be caused to ships discharge. This decision rests with the Port Commandant after consultation with the Sub Area Commandar.
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4. Method of Obtaining Seals.

(a) Wagon seals of 5 mm wire, and tommy bars are being manufactured in Italy and can be obtained by loading services on Indent to A.D.O.S. or D.T.D.O.S. of the area or Sub Area concerned.

(b) Mov Sub Areas will ensure that R.T.Os. hold small reserves of wire and Tommy bars for use in emergency.

5. Method of Sealing.

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. To avoid any possibility of the seal being unwound, the ends of the wire will be cut short.

6. Croppers.

Heavy croppers capable of cutting 5 mm wire are available on indent in the same way as sealing wire.

...../Sheet 2.

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7. TRAIN GUARDS.

(a) Train escorts are essential to protect stores described in para 1. while they are in transit, and are highly desirable for protection of nearly every other Military traffic. The procedure for obtaining train escorts is described in paras. 8, 9 and 10 below.

(b) If a consignor wishes to provide an escort of his own to protect a particular consignment such as mail, unit G.1098 etc., he will make the necessary arrangements with the R.T.O. at the point of origin. A special escort of this kind will not be regarded as a substitute for the regular train guard, except in the case of a vehicle train. The R.T.O. will notify the train guard when any special guard has been authorised.

(c) British and American train escorts on East-West routes will hand over their trains at Potenza on the Metaponto-Salerno line and at Foggia or Bivio Cervaro on the Benevento line.

(d) Train guards will remain on duty until their train has been handed over to the static guard at the station where they are being relived. They will draw the station guard's attention to wagons containing particularly pilferable stores, such as E.F.I. or Mail, so that they can be specially watched.

(e) Mov Sub Areas will keep (through their R.T.O. if necessary) a record of trains carrying pilferable goods from or within their sub areas, which are not escorted in transit.

8. TRAIN GUARDS AND STATIC GUARDS IN EAST ITALY.

(a) An Infantry Bn. is being allotted to 2 District for the guarding of Military traffic on Rail.

(b) Train guards will be regularly provided on the following routes and will be required from time to time on other routes, according to the traffic being carried.

(i) Brindisi - Bari approx 7 trains daily,
(ii) Brindisi - Taranto approx 2 trains daily,
(iii) Taranto - Bari approx 6 trains daily,
(iv) Taranto - Potenza approx 3 trains daily,
(v) Bari - Foggia approx 15 trains daily,
(vi) Foggia - Vasto approx 9 trains daily.

(c) Static guards will be provided at the terminal and exchange points, which are considered necessary by Mov. East Italy, Foggia or Vasto, after consultation with the local area or sub area commander.

(d) Standing Orders for static guards and train guards, incident reports and instructions for handing over trains, will be issued by Mov. East Italy in conjunction with G.S. Bn. These instructions, when issued, will apply equally to Mov. Foggia and Mov. Vasto.

9. TRAIN GUARDS AND STATIC GUARDS IN WEST ITALY.

(a) (i) Static Guards are provided by 794 (US) Military Police Bn. at the following points:-

Potenza	Naples Central
Battipaglia	Aversa
Salerno	Teverola

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(d) Train guards will remain on duty until their train has been handed over to the static guard at the station where they are being relived. They will draw the station guard's attention to wagons containing particularly pilferable stores, such as E.F.I. or Mail, so that they can be specially watched.

(e) Mov Sub Areas will keep (through their R.T.C. if necessary) a record of trains carrying pilferable goods from or within their sub areas, which are not escorted in transit.

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(iii) Taranto - Bari approx 6 trains daily,
(iv) Taranto - Potenza approx 3 trains daily,
(v) Bari - Foggia approx 15 trains daily,
(vi) Foggia - Vasto approx 9 trains daily.

(c) Static guards will be provided at the terminal and exchange points, which are considered necessary by Mov. East Italy, Foggia or Vasto, after consultation with the local area or sub area commander.

(d) Standing Orders for static guards and train guards, incident reports and instructions for handing over trains, will be issued by Mov. East Italy in conjunction with G.C. Bn. These instructions, when issued, will apply equally to Mov. Foggia and Mov. Vasto.

9. TRAIN GUARDS AND STATIC GUARDS IN WEST ITALY.

(a) (i) Static Guards are provided by 794 (US) Military Police Bn. at the following points:-

Potenza
Battipaglia
Salerno
Nocera Inferiore
Torre Annunziata
San Giovanni
Naples Goods
Naples Central
Aversa
Teverola
Caserta
Vairano
Mignano
Benevento
Cervaro

(ii) If additional guards are considered by Mov. West Italy to be necessary, the facts will be reported to this H.Q. who will refer the matter to D.G.M.R.S.

(b) Train Guards are provided by 794 Military Police Bn. Requests for train guards will be made to them by R.T.Os. in accordance with instructions issued by Mov West Italy.

...../Sheet 3.

Declassified E.O. 12356 Section 3.3/NND No. 785021

10 TRAIN GUARDS AND STATIC GUARDS IN CALABRIA.

(a) Arrangements have been made for the Italian Army to provide static guards and train escorts where necessary. The necessary instructions will be issued to all concerned by Mov. Rosario.

(b) Train escorts guarding traffic out of Calabria will be relieved at Salerno on the West Coast routes and at Metaponto or Taranto on the East Coast route. They will hand their train over to the Static Guard on arrival, obtaining a signature for the wagons handed over and their apparent condition.

11 CIVIL TRAFFIC incl. A.C.C. or A.M.G.

It is NOT a military responsibility to guard civilian traffic, but orders for static guards in marshalling yards and for train escorts, will always include the protection of civilian traffic, when any such traffic is standing in a guarded yard or travelling on an escorted military train.

12. REPORTS OF PILFERAGE.

(a) West Italy.

(i) Pilferage of British Military Traffic in transit which is discovered by the train guard will be reported to the consignee and R.T.O. at destination.

(ii) Pilferage of British Military Traffic which is discovered by a station guard will be reported to the R.T.O. at the place where the pilferage is discovered.

(iii) Pilferage which is discovered by the consignee will be reported to the R.T.O.

(iv) The R.T.O. will render a report in accordance with the pro-forma attached as Appx 'A' to this instruction to the following :-

Consignee (in the case of sub para (ii) above)
S I B (unless this has been done by consignee)
A P M or D A P M of the Area or Sub Area
HQ Mov West Italy.

(v) HQ West Italy will send a return to this HQ in accordance with the pro-forma at Appx 'B' showing the position for the period ending 15th and last day of every month.

(b) East Italy

(i) Pilferage of Military Traffic in transit which is discovered by the train guard will be reported to the static guard on handing over and to the R.T.O. at the end of the guard's run.

(ii) Pilferage of Military Traffic which is discovered by the Static Guard will be reported to the R.T.O. at the station concerned.

(iii) Pilferage which is discovered by the consignee will be reported to the R.T.O.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

It is NOT a military responsibility to guard civilian traffic, but orders for static guards in marshalling yards and for train escorts, will always include the protection of civilian traffic, when any such traffic is standing in a guarded yard or travelling on an escorted military train.

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(iv) The R.T.O. will render a report in accordance with the pro-forma attached as Appx 'A' to this instruction to the following :-

Consignee (in the case of sub para (ii) above)
S I B (unless this has been done by consignee)
A P M or D A P M of the Area or Sub Area
HQ Mov West Italy.

(v) HQ West Italy will send a return to this HQ in accordance with the pro-forma at Appx 'B' showing the position for the period ending 15th and last day of every month.

(b) East Italy

(i) Pilferage of Military Traffic in transit which is discovered by the train guard will be reported to the static guard on handing over and to the R.T.O. at the end of the guard's run.

664

(ii) Pilferage of Military Traffic which is discovered by the Static Guard will be reported to the R.T.O. at the station concerned.

(iii) Pilferage which is discovered by the consignee will be reported to the R.T.O.

(iv) The R.T.O. will render a report in accordance with the pro-forma attached as Appx. "A" to this instruction to the following :-

Consignee (in the case of sub-para (ii) above)
O.C. Train Guard Coy. (in the case of sub-para (iii) above)
S.I.B. (unless this has been done by consignee)
A.P.M. or D.A.P.M. of the Area or Sub Area.
HQ Mov Sub Area.

(v) Reports by train and static guards of pilferage will be made in accordance with instructions to be issued by O.C. Unit in conjunction with Mov. East Italy. These instructions will be included in the orders referred to in para 8 (d)

...../Sheet 4.

Unclassified E.O. 12356 Section 3.3/NND No. 782021

(vi) PRO and S I B personnel will deal direct with Train Guard Coy. for all enquiries concerning pilferage and for any disciplinary matters concerning train and static guards.

(vii) Mov.Sub Areas will send a return to Mov. East Italy, copy to this HQ in accordance with the pro forma at Appx 'B' showing the position for the period ending 15th and last day of every month.

13. This Headquarters Working Instruction No.11 forwarded under MOV 1/53/12 of 9 Nov. '43 is cancelled.

Brigadier
D.Q.M.G. (Movements)

DISTRIBUTION.

G(SD)
Q
S.T.(Sups) (20)
ORD (20)
S.T.(Pet) (20)
ORD (Amn) (20)
Works (20)
Tn 2 (20)
Tn 5 (50)

H.Q. 2 District (2)
H.Q. 5 District (2)
57 Area (2)
52 Area (2)
94 Sub Area (2)
71 Sub Area (2)
6 Base Sub Area (2)
151 Sub Area (2)
60 Sub Area (2)

MOV West Italy (15)
MOV East Italy (3)
MOV Vairano (5)
MOV Reggio (5)
MOV Foggia (10)
MOV Barletta (5)
MOV Bari (15)
MOV Brindisi (10)
MOV Taranto (10)
MOV Vasto (5)
MOV Rear 8 Army
MOV 5 Corps
R.A.F.Movements
Cdn.Movements, 1 Ech.
MOV MMIA
G-4 (MOV & TN) AFHQ
O.C.30 Sem L.I. (20)

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Appendix "A".

PILFERAGE REPORT.

To:- (Consignee) .....

S.I.B. .....

APM/DPM .....Area/Sub Area.

H.Q. 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 .....

Contents ..... Was train escorted ? .....

Consignee ..... Is station, where loss discovered, guarded ? .....

Missing.

Further available information.

663

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Place loss discovered ..... Box Wagon No.....

By whom ?..... Seals ? .....

Consignor ..... Type of Wire used for Sealing .....

Date of loading .....

Contents ..... Was train escorted ? .....

Consignee ..... Is station, where loss discovered, guarded ? .....

Missing.

Further available information.

663

Date ..... Signed .....

R.T.O. .....

Note:- If train was escorted, a copy of the N.C.O. i/c guard's report will be attached.

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Appendix "B"

From : Mov West Italy

To : Mov A.A.I. (Adm Sch)

From: Mov

To:- Mov East Italy.

Mov A.A.I. (Adm Sch)

Summary of Pilferage on Rail

for period ending .....

1. No. of cases reported .....
2. No. of open wagons involved .....
3. No. of box wagons involved .....
4. No. of times wagons were pilfered when train escort was not provided .....
5. Approx amount pilfered
   (a) NAAFI .....
   (b) Sups .....
   (c) Ord clothing .....
   (d) Mail .....
   (e) Small arms .....
   (f) Tyres .....
   (g) Mod Stores .....
   (h) Unit C.1098 .....
   (i) S.A.A. .....
   (j) M.F.O. .....
   (k) .....
   (l) .....

Date .....

Signed .....

Declassified E.O. 12356 Section 3.3/NND No. 782021

1982

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject:- Tr[illegible]n Guards.

Transportation
Sub-Commission ACC.

Movements,
AFH[illegible] Adv Adm EcH.
MOV 3/46.

6 Dec 43.

Attached is a letter from Mov W. Italy for your consideration and a copy of this HQ's reply thereto.

Brig.
D.Q.M.G. (Movements).

/tk

Sub para 7 of AFC Tel Memorandum No. 1 dated 10 Dec 43

662 10/12.

1983

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY.

To :- Movements,
Adv Admin Ech. A.F.H.Q.

Ref:- Q(M)R/42.
32
~~27~~/3

SUBJECT:- TRAIN GUARDS.

1. Effective forthwith 57 Area are providing a standard military guard of 1 N.C.O. and 6 men for all trains conveying Br; Sups, POL, AMN, Ord, Med Stores, Mail and E.F.I., from the Ports of Naples, Castellamare and Torre Annunziata to Br. R.Hs.

2. 94 Sub-Area have been requested to issue orders for a similar guard to cover all trains from Salerno to Br. R.Hs.

3. In view of the fact that there is considerable AMG tonnage moving within Movements, West Italy Area, may the Transportation Sub-Commission ACC please be asked to state what arrangements are being made for guards to accompany AMG supplies such as flour etc.

4. There is also the question of the long distance trains moving West to East and vice versa. May a ruling please be given.

(Sgd) J.W. BAKER, Major.
for A.Q.M.G. (M)
H.Q. Movements West Italy.

Naples
3 Dec 43
JWB/GLS.

6.1

1984

Declassified E.O. 12356 Section 3.3/NND No. 785021

32
~~27~~/1

Memorandum

Train guards

I With a view to preventing pilferage of Consignments whilst in Transit on the Railway, Military personnel have been provided to travel on the trains for the protection of Military Consignments

II As a considerable tonnage of a.m.g & a.c.c freight is being Transported by Rail it is essential that train guards be provided by a.m.g & a.c.c, in their own interests, to prevent pilferage of their Consignments.

III There are two aspects of the case:-
(a) A.m.g & a.c.c Consignments transported between points within a Region.
(b) Consignments passing from one Region to or through another.

IV With regard to (a)
This is a purely internal domestic affair wherein Regions can arrange for train guards to travel with trains.
(b) Where Consignments pass from one Region to or through another Train guards would travel ~~on~~ the Trains to the Regional boundary & Some suitable changing place where the guard of the next Region would take over charge

1985

Declassified E.O. 12356 Section 3.3/NND No. 785021

The T.P. Sub Com Officer will contact the
above Regional authority & give effect
to the above scheme for the provision of
Train Guards.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject :- Train Guards.

Mov Cents,
AFHQ. Adv Adm Sch.
NOV 3 /46

27/2

Mov .
West Italy.

Dec 43.

Your G (M) 5/42 of 3 Dec.

The Sub - Commission ACC are not yet in a positio to deal with this question. As soon as they have an offic attached to your HQ; which it is hoped will be soon, it will be his responsibility to arrange direct with the Police for the guarding of AMG traffic .

/tk;

Brig.
D.Q.M.G. (Movements).

1987