

785021

ACC

10000/146/175

L.S.C. 519

RAILROAD

NOV. 1944 - JAN. 1946

15518

Declassified E.O. 12065 Section 3-402/NNDG NO.

785021

413

413

cc cc cc cc cc H 1

SITUAZIONE DEL PERSONALE PER COMPARTIMENTO

		Personale di ruolo (1)	sussidiari (2)	Personale non di ruolo contrattisti (3)	asp. sussia (4)	straordinari (5)
Direzne. Gen. le Roma.	(Uffici (Esecutive Totale	2,384 127 2,511	8 46 54	34	8	54 7 61
Serv. Trazne. Firenze	(Uffici (Esecutive Totale	615 67 682	9 9	7		
Totale Direzne. Genle.	(Uffici (Esecutive Totale	2,999 194 3,193	8 55 63	41	8	54 7 61
Compto. Firenze.	(Uffici (Esecutive Totale	1,552 8,024 9,576	3 3,523 3,526	43 290 333	2,623 2,623	13 599 612
Compto. Ancona.	(Uffici (Esecutive Totale	590 3,899 4,489		40 512 552	1,182 1,182	57 57
Compto. Roma.	(Uffici (Esecutive Totale	1,194 7,756 8,950	6 4,526 4,532	192 771 963	1,939 1,939	49 825 874
Compto. Napoli.	(Uffici (Esecutive Totale	1,081 8,266 9,347	56 3,267 3,323	125 694 819	1,907 1,907	31 84 115
Compto.	(Uffici	561	6	76		4

PER COMPARTIMENTO AL 31.10.1944

ruolo	ordin.	Totale	Pensio- nati riut- ilizzati	Totale Generale	Totals col. 8 less 7	% of Perm- nent Grades to Total	% of Temp- orary Grades to Total
(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
	54	96	223	2,703	2,480	96.13	3.87
8	7	61	7	195	188	67.55	32.45
8	61	157	230	2,898	2,668	94.12	5.88
		7	48	670	622	98.87	1.13
		9	17	93	76	88.16	11.84
		16	65	763	698	97.71	2.29
	54	103	271	3,373	3,102	96.68	3.32
8	7	70	24	288	264	73.48	26.52
8	61	173	295	3,661	3,366	94.86	5.14
	13	59	194	1,805	1,611	96.34	3.66
623	599	7,035	373	15,432	15,059	53.28	46.72
623	612	7,094	567	17,237	16,670	57.44	42.56
		40	18	648	630	93.65	6.35
182	57	4,229	79	8,207	8,128	47.97	52.03
182	57	4,269	97	8,855	8,758	51.26	48.74
	49	247	154	1,595	1,441	82.86	17.14
939	825	8,061	293	16,110	15,817	49.04	50.96
939	874	8,308	447	17,705	17,258	51.86	48.14
	31	212	114	1,407	1,293	83.60	16.40
907	84	5,952	275	14,493	14,218	58.14	41.86
907	115	6,164	389	15,900	15,511	60.26	39.74
	4	86	22	688	666	98.26	1.74

	Totale	4,489	2,478	552	1,182	2
Compto.	(Uffici	1,194	6	192		4
Roma.	(Esecutive	7,756	4,526	771	1,939	82
	Totale	8,950	4,532	963	1,939	87
Compto.	(Uffici	1,081	56	125		3
Napoli.	(Esecutive	8,266	3,267	694	1,907	8
	Totale	9,347	3,323	819	1,907	11
Compto.	(Uffici	561	6	76		
Bari.	(Esecutive	4,508	1,908	720	2,478	
	Totale	5,069	1,914	796	2,478	
Compto.	(Uffici	449	2	37		
Reggio. C.	(Esecutive	3,586	1,990	161	963	
	Totale	4,035	1,992	198	963	
Compto.	(Uffici	706	34	161		
Palermo.	(Esecutive	6,113	3,061	527	804	13
	Totale	6,819	3,095	688	804	14
Delegaz.	(Uffici	157	3	28	1	1
Cagliari.	(Esecutive	1,028	341	35	10	25
	Totale	1,185	344	63	11	26
Totale.	(Uffici	6,290	110	702	1	11
Compti.	(Esecutive	43,180	21,094	3,710	11,906	1,90
	Totale	49,470	21,204	4,412	11,907	2,07
Totale	(Uffici	9,289	118	743	1	16
	(Esecutive	43,374	21,149	3,710	11,914	1,97
Generale Totale		52,663	21,267	4,453	11,915	2,13

N.B. I Controlli (Viaggiatori e Bagagli e Merci Cumulativo) e la Sezione sono compresi nel Compartimento di Firenze.

1,182	57	4,269	97	8,855	8,758	51.26	48.74
	49	247	154	1,595	1,441	82.86	17.14
1,939	825	8,061	293	16,110	15,817	49.04	50.96
1,939	874	8,308	447	17,705	17,258	51.86	48.14
	31	212	114	1,407	1,293	83.60	16.40
1,907	84	5,952	275	14,493	14,218	58.14	41.86
1,907	115	6,164	389	15,900	15,511	60.26	39.74
	4	86	23	670	647	86.71	13.29
2,478	7	5,113	139	9,760	9,621	46.86	53.14
2,478	11	5,199	162	10,430	10,268	49.37	50.63
	1	40	25	514	489	91.82	8.18
963		3,114	66	6,766	6,700	53.52	46.48
963	1	3,154	91	7,280	7,189	56.13	43.87
	5	200	117	1,023	906	77.92	22.08
804	137	4,529	673	11,315	10,642	57.44	42.56
804	142	4,729	790	12,338	11,548	59.05	40.95
1	12	44	3	204	201	78.11	21.89
10	254	640	9	1,677	1,668	61.63	38.37
11	266	684	12	1,881	1,869	63.40	36.60
1	115	928	648	7,866	7,218	87.14	12.86
11,906	1,963	38,673	1,907	83,760	81,853	52.75	47.25
11,907	2,078	39,601	2,555	91,626	89,071	55.54	44.46
1	169	1,031	919	11,239	10,320	90.00	10.00
11,914	1,970	38,743	1,931	84,048	82,117	52.82	47.18
11,915	2,139	39,774	2,850	95,287	92,437	56.97	43.03

ivo) e la Sezione Contabilita Prodotti
irenze.

1st Ind

Secretary (US), AF Labor and Wages Committee, % Civilian Personnel
Division, Headquarters, Southern District, PBS, APO 782, U.S. Army.

9 January 1946

TO: Commanding Officer, Naples Air Forces General Depot, APO 528,
U.S. Army.

(Attention; Labor Officer)

1. Attention is invited to attached correspondence.
2. The Bari Local Subcommittee of the Labor and Wages Committee, meeting 23 May 1945 at Bari under the authority of Hq. 54 Area, CMF, granted a local increase of 75 lire per day in cost of living bonus payable from and after 1 June 1945 in 54 Area. Hq. III District CMF states that the town of Gioia del Colle is in 54 Area.
3. It is in effect alleged by attached correspondence that notwithstanding the action noted in the preceding paragraph, the 41st A (DT) R.S. The 41st Air Depot Group, and the AAF Staging Airrome number 2 (all located at Gioia del Colle) continued to pay only the wage scales and bonus previously authorized.
4. It is further alleged that 567 former employees of the units above named request to be paid the local bonus authorized by the Bari committee.
5. It is requested that your Hq. will investigate the allegations above made, and will provide for the payment of additional sums, if any, which available records shall indicate to be due.

For the Joint Secretariat

R. B. Eaton
R. B. EATON
Major
Secretary (U.S.)

513

89091

M.D.

2nd Ind

Headquarters, Naples Air Forces General Depot, APO 523, US ARMY.

TO: Labor Sub Commission, Hq Allied Commission, APO 394.

1. Regarding claims referred to in basis letter. The Civilian Personnel Officers of the units involved have returned to the United States, making it almost impossible to determine the exact reason why the extra Cost of Living Bonus was not paid to the Italian Employees.

2. Three Officers who were in Gioia at the time, were contacted in regard to the matter and all stated that there was no apparent dissatisfaction among the Italian workers at the time.

3. It is therefore believed that the Civilian Personnel Officer knew about the increase in Cost of Living Bonus authorized 1 June 1945 but did not choose to pay the increase which according to Paragraph 5 b1, AFHQ, Adm. Memorandum No 34, 1945, is not mandatory, and it was not necessary in order to retain the employees.

4. It is concluded that the Italian Civilians do not have a just claim since they apparently were satisfied at the time with the wage they received.

For the Commanding Officer:

Robert L. Mason
for JOHN P. BAUCUM, Capt
CWO, US ARMY
Asst Adjutant.

512

MD 16058

ED/tr

ALLIED FORCE LABOUR AND WAGES COMMITTEE
A.F.E.W.

REF. : AFLWU/GG/3

4 January 1946

Postal Address:
Civilian Personnel Division
A.G. Section
Southern District
P.B.S.
A.P.O. No 782
U.S. ARMY

SUBJECT: Civilian Labour - Gioia del Colle (Bari)

TO : Major E.B. Eaton

With reference to the attached memo LSC/203 dated
3 January 1946.

It appears evident that the unit in question ^{was} ~~were~~
under command A.B.G., Bari, and therefore it is felt that
you could make appropriate enquiries.

*William E. Davy 511*WILLIAM E. DAVY, Major
Secretary (Br)
for Joint Secretariat.

RE/tr

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

Ext: 204

REF. : LSC/203

3 January 1946

SUBJECT : Allied Forces Employees at Gioia del Colle (Bari).

TO : Major Davey.

1. On 23 August 1945 the O.G.I.L. requested that unskilled labourers in the employment of the Allied Forces at Gioia del Colle should receive the local wage rate of 235 lire a day; their present rate was alleged to be 160 lire a day.

2. The request was forwarded to AFIRS and a reply (LRS/214D/353 dated 23 August) was received from Major London as follows:

"Enquiries have been made at HQ No 3 District in whose territory Gioia del Colle is situated and it is understood that no civilians are employed by HQ No 3 District in that area. May details of the employing unit, therefore, please be forwarded".

3. Attached is additional information from O.G.I.L. and perhaps you could verify that there are no outstanding arrears of pay due to the employees.

W. H. BRAINE
W. H. BRAINE
Director
Labour Sub Commission

510

• Translation BALB VII

ITALIAN GENERAL CONFEDERATION OF LABOUR

ESG-203

28 December 1945

Secretariat
Prot. 16295

Mr. WILLIAM BRAINE
Director Labour Sub-Commission

R O M E

SUBJECT: Workers employed with the
Allied Forces - Gioia di Colle.

In reply to your kind letter of 22 October last, we write below the names of the various Labour Units which have followed each other in Gioia di Colle. These names have been drawn from a letter received from peoples interested in the question under consideration:

" 41st A.R.S.

Office of Personnel Civilian Forty-First

Air Depot Group APO 520 AFAB 52 A.

Office of Civilian Personnel AAF Staging

Airframe 1 APO 528 38th HQ SQ.

The above Units were respectively placed under the command of Colonel Pool, Colonel Snader, and Colonel Batstone.

The number of involved workers, at the date of the last working fortnight (1-15 of September) amounted to 569 units. The workers attached to other labour camps (Bari, Palese, Giovinazzo, etc.) received the increase since the 1st of June 1945. It is therefore requested that the increase be paid also to the 569 workers employed at Gioia di Colle"

While asking you earnestly to do everything in your power to accelerate the payment of the wage arrears to the employees of the Allied Forces in Gioia di Colle, we remain, with the kindest regards and greetings,

Yours sincerely,

THE SECRETARIAT
GRANDI

509

LSC/519

PAM/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.R.T.

Tel: 843238
Ref: AC/34/Tn 4

27 November 45

SUBJECT : Payment of Salary to ISR Employees Arezzo.

TO : Labour Sub-Commission AC

1. Reference yours LSC/519 of 5 November.
2. The subject has been handled with the Minister of Transports who has definitely taken the matter up with the Florence Department of the ISR.
3. If the employees at Arezzo have been discriminated against their case will be dealt with fairly in accordance to the category to which they belong.

John Alden Mayor T.C.
For Director

Chief Clerk
File

508

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

File

FF/cc

TEL : Ext. 416 5 November 1945.
REF : LRG/519.
SUBJECT : Payment of salary to Italian
State Railways' employees, Arezzo.
TO : Transportation Sub-Commission,
Rail Division.

1. Attached for your information and necessary action is a letter addressed to Admiral Stone from certain employees of the Italian State Railways at Arezzo.

2. It is understood from the telephonic conversation of this morning that your Division is the competent authority to deal with this class of complaint.

3. The letter has been formally acknowledged, and the writers have been advised that their communication has been passed to you for attention.

DAVID C. SACHS
Deputy-Director,
Labour Sub-Commission

507

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/ce

TBL : 489081 - 416
REF : LSC/519.
SUBJECT : Payment of salaries Railway
Employees, Arezzo.
TO : Signor MONTAINI, Renato
Via Montanara, 11
A r e z z o

5 November 1945.

1. It is desired to acknowledge receipt of your letter of 25 October 1945 addressed to Admiral Stone.
2. Your representations have been forwarded to the Rail Division of the Transportation Sub-Commission for attention.
3. No doubt, you will advise the other signatories of the letter of the action which is being taken.

DAVID C. SACHS
Deputy-Director,
Labour Sub-Commission

Translation

To Admiral Stone
Allied Commission - Rome

Arezzo, 25 October 1945

After repeatedly and uselessly sending requests to the General Management of the State Railways and the Florence Local Management, to obtain the economic treatment fixed by various Government decrees, the undersigned agents, suspended from service, in expectation of an apuration judgement, find themselves obliged to ask for your intervention with the Ministry of Transports to have the regulations obeyed.

The undersigned take the liberty of drawing your attention on the following facts: 1) against art. 22 of D.L.L. 27/8/44, n. 159, they were suspended from service without waiting for the decree of the Minister of Transports. Therefore, till the decree of the Minister is published, they are entitled to a full salary and family indemnity, while the Florence management only paid miserly sums varying from 600 to 1500 according to the qualifications. All their protests have been vain for they have only been paid as they should have been since June 1945.

2) According to D.L.L. 23 February 1945, n. 44, art I, officials suspended from service are entitled to their salary, family or high cost of living indemnity, and also the temporary indemnity granted by R.D.L. 6/12/1943, n. 18/5

The Rome General Management ordered all local managements to make the above mentioned payments. The Florence management does not intend to pay the March, April and May months, and it seems that this is because the Florence railway-men threatened to go on strike if such payments were not made.

3) The Arezzo management which had also suspended the agents while waiting for the judgement of apuration paid them what was owed to them ever since last August.

From the above mentioned facts it can be seen that the Government issued logical and human regulations regarding the suspended agents. However, there is no reason why the Florence management should submit to the railway-men trade union which should show discipline and consideration for what comes from the Government.

Your Excellency will easily understand the position in which the families of the agents suspended for political motives now find themselves after receiving 600 or 1000 lire a month for 10 months, when such a sum was barely sufficient to buy bread.

The undersigned agents point out that there is no charge against them for violence or anything of the kind and their discrimination is certain.

They ask for your intervention to be paid according to the Government's regulations. Your intervention will save them and their families from misery.

list of signatures.

EC DIST - 30 O.L.
ACTION: - RECON SEC (2)
INFO: CHIEF COMM
: EX COMM

505

Ex. 9/c

ACP/lal

LSC/5/9

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
& TRANSPORTATION (BN) BUREAU, C. M. F.

Tel. 843203
Ref. AC/106/124

31 September 1945

SUBJECT : Requests for Additional Passenger Coaches
on Existing Trains.

TO : Director General, Italian State Railways.

1. We have recently been receiving a number of requests for coaches to be added to existing civilian passenger trains, and it is necessary to emphasize that the operating difficulties at the present time do not, in the main, permit of favorable decisions.

2. The IR has on its main line services an established priority for the passengers who are travelling, but this priority cannot be ~~added~~ in any case to the intending groups of passengers because the various sponsors of special movements leave their applications until within a day or so of the intended meeting or congress.

3. It must be quite obvious to any government department or any organization desirous of arranging for a meeting of representatives from various parts of the country that considerable advanced planning is necessary. The housing and feeding problems have to be examined, and the railway system is no more perfect at the present time than any of the other items which must be considered when a meeting is to be held.

4. It is therefore suggested, that you give circulation to a notice that where Ministries or other interested organizations intend to arrange for a meeting of representatives, and desire to make use of rail transport, you will not be in a position to offer any additional facilities for their movement, unless at least 14 days prior notice is given.

5. This should not occasion any hardship to organizations who indulge in intelligent planning and it will certainly help us to assist you in meeting the demands which are made.

6. If you agree with such a course, we should like a copy of the notice which you send out to all concerned, in order that we may quote it as and when necessary.

at Rm May
for Director

Copy to: Public Relations S/G
Labour S/G
J.D.M.R.S.

504

ACP/lml

LSC/519

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (HR) MAIN, C. M. F.

20 September 1945

Tel. 845268
Ref. AC/57/25/Tn4

SUBJECT : Private Railway - Benevento-Cancello.

TO : Labour Sub-Commission.

1. Reference is to your memorandum LSC/519 of 17 September.
2. The desirability of meeting the Arbitration Board has been impressed upon Sig. Perrotta, Director, of the Benevento-Cancello railroad, and it is understood at the moment that he is prepared to meet the Board to discuss the various difficulties which appear to exist on the line.

Arthur J. May
for Director

503

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

PP/ce

REF : LSC/519.

MEMORANDUM

17 Sept. 1945.

SUBJECT: Threatened Strike Private
Railway Benevento-Cancello.

1. Major Ping of the Rail Division of the Transportation Sub-Commission reported to this Sub-Commission that a strike of the workers employed by the above described railway was scheduled to take effect on 9th Sept. 1945.
2. Major Ping introduced to this Sub-Commission the director of the Railway Sig. Comm. Umberto PERROTTA who confirmed that a notice had been posted in Benevento calling for a strike effective 9th September.
3. The C.G.I.L. were advised of the position and invited to investigate.
4. C.G.I.L. delegates attended at this Sub-Commission and reported that it had been agreed by the parties to investigate the position through the medium of an arbitration Board consisting of the following:-
 - Ing. VANZI of the Industrialists' Union of Naples;
 - Sig. Pietro DILETTO, Secretary of the Ferro-tranvieri Federation for the Campania region;
 - Ing. SAGGESE, director of Railways Branch of Naples, representative of the Italian Government.
5. It was indicated that Signor Perrotta was opposed to such action.
6. In these circumstances it was suggested to the C.G.I.L. representatives that they should approach the Italian Government on the matter.
7. The Rail Division of the Transportation Sub-Commission were advised accordingly.

copy to: Major Ping, Transportation S/C.
Rail Division, c/o. Transportation
(Br) Main.

F. PROCTOR
Labour Sub-Commission

proposed arbitration Board

ing. Vanzi, for the Industrialists' Union of Naples

sig. Pietro Diletto, secretary of Ferro-tranvieri a
Federation for Campania region

ing. Saggese, Director of railways Branch of Naples,
representative of the Italian Government.

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

TP/cc

TEL : 489081 - 493 10 Sept. 1945
REF : LSC/519.
SUBJECT: Railway Line Benevento-Cancello.
TO : Transportation Sub-Commission
(Rail Division)
c/o Transportation (Br) Main
(attention: Major Ping)

1. File AC/57/25/Tn.4 has been noted with interest
and is returned herewith.

W. H. BRAINE
Director
Labour Sub-Commission

CS/az

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

Tel.: 843402

8 September 1945.

Ref.: AC/51/25/Tn.4

SUBJECT: Railway Line
Benevento-Cancello.

TO : Labour Sub-Commission AC.,
(Attn. Mr. Roster)

1. File AC/51/25/Tn.4 is passed to you herewith for noting and early return please.

Anthony M.
Director.

ESERCIZIO FERROVIA CANCELLO - BENEVENTO
BENEVENTO - Telefono 1548

Benevento 6/9/945

Sig. Comm. Umberto PERROTTA
Presidente della Soc. A. S.F.S.
ROMA

Con data 4 corr. la Commissione Interna comunicava al personale il seguente ordine.-

" Domenica prossima 9 c.m. avra' luogo l'assemblea generale di tutto il personale per decidere l'agitazione che e' in atto per i perduran-
ti sistemi dittatoriali dell'amministrazione.-

All'arrivo del treno 860 tutti i compagni si troveranno ri-
niti nei locali della officina sociale.-

Si raccomanda di non mancare, dovendo prendersi provvedimenti
abbastanza gravi.

"La Commissione Interna" *498*

Bvenro 4/9/945

Dato il tenore del predetto ordine, ritenesi opportuno recarsi

1872

785021

BENEVENTO

Benevento 6/9/945

advent
Sig. Comm. Umberto PERROTTA
Presidente della Soc. A. S.F.S.
ROMA

4 Corr. la Commissione Interna comunicava al personale
che prossima 9 c.m. avra' luogo l'assemblea generale di
per decidere l'agitazione che e' in atto per i perduran-
ziali dell'amministrazione.-
rivo del treno 860 tutti i compagni si troveranno riu-
la officina sociale.-
comanda di non mancare, dovendo prendersi provvedimenti

"La Commissione Interna *498* locale"

1 tenore del predetto ordine, ritenni opportuno recarmi

La Brou Sub-Committee
A.C. Headquarters

Camera 55
United States Corporation
1 plane

Sign ~~PROTS~~

PROCTOR

Algeria Pkg. 2 Boat ^{Cancelled} ^{disposal} Office 472701
Transport Sub Committee = =

120 people - Internal Commission of 5

Food 120 at Chappa again with a when Bureau 60

1. Sept: ask for 150% more a time.

9/9/45 strike

LABOUR SC

55 0

The undersigned DI CARA Antonino, working
in the engine deposit of Caltanissetta Centrale
asks Admiral Stone to intervene for his pro-
motion.

Full
xms

436

All/so

AMMINISTRATIVO

R. C. A.

Il sottoscritto, DI CARA ANTONINO, manovale (2448383)

di matricola generale, presso il Deposito locomotive di Galtaninsetta Centrale, prega la S.S. per quanto appresso:

È nato negli Stati Uniti d'America e precisamente a BROOKLYN, figlio di italiani il 29 giugno 1900. Venne in Italia in età giovanissima assieme ai suoi genitori.

Ad età di 18 anni venne assunto nelle Ferrovie dello Stato nelle qualità di Manovale espletando però, mansioni superiori.

Ottenne l'abilitazione ad Aiuto Macchinista nel 1920 ed è stato così fino al momento. Ha disimpegnato con molto zelo le dette funzioni appena dopo lo sbarco dello Truppo Amariense, avvenuto a LICATA il 9 luglio 1943, trasportando materiale bellico setteponendosi anche ad alcuni mitragliamenti dal rifugio tedesco e non tenendo conto del pesante lavoro da eseguire.

Anche venne preferito di eseguire di servizio, perché nato in America, il treno Presidenziale Alleato, da Galtaninsetta Xirbi a Vittoria il 6 Gennaio 1944 e che per tale servizio prestato, gli concedevano una gratificazione di L. 80.

Intanto, dopo tanti sacrifici e tanti anni di funzioni ad Aiuto Macchinista, vede giungere a compagni pari qualifica, ma non pari a dette funzioni, in nomina ad Aiuto Macchinista. Essi sono: Accudiente LAURIA FRANCESCO - Manovale FIAMMETTI - Costanza Serafino e SICTIA GIUSEPPE, tutti appartenenti alla Rimesa Locomotive di LICATA, ed il giovane addetto al Magazzino di detta Rimesa alla nomina a

Manovale del Manovale. Questo non si può tollerare per questo differente

espletando però, mansioni superiori.

Ottenne l'abilitazione ad Aiuto Macchinista nel 1920 ed è stato così fino al momento. Ha disimpegnato con molto zelo le dette funzioni appena dopo lo sbarco delle Truppe Americane, avvenute a LICATA il 9 Luglio 1943, trasportando materiale bellico sottoponendosi anche ad alcuni mitragliamenti dal nefasto nemico tedesco e non tenendo conto del pesante lavoro da eseguire.

Anche venne preferito di eseguire di servizio, peronè nato in America, il treno Presidenziale Alleato, da Caltanissetta Xirò a Vittoria il 6 Gennaio 1944 e che per tale servizio prestato, gli concedevano una gratificazione di L. 80.

Intanto, dopo tanti sacrifici e tanti anni di funzioni ad Aiuto Macchinista, vede giungere a compagni pari qualifica, ma non pari a dette funzioni, la nomina ad Aiuto Macchinista. Essi sono: Accidente LERIA FRANCESCO - Manovali PLANTANI - Costanza Serafino e SIGILLIA GIUSEPPE, tutti appartenenti alla Rimesa Locomotive di LICATA, ed il Manovale addetto al bagasinetto di detta Rimesa alla nomina a Capo Squadra dei Manovali. Certo non mi meraviglia poco questo differente

trattamento e certo con molta differenza di lavori prestati. Noi, da Caltanissetta, ci disimpegnava tutti i servizi da Licata a Ragusa e da Licata a Caltanissetta per Villaroia - Pirato - Gerbini e Simitto, ma mano che le Truppe Alleate avanzavano, mentre quelli di Licata espletavano la centesima parte di tale lavoro.

Per tanto prego la Signoria Sua affinché s'interessi a favore d'un vero lavoratore oltre ad essere nato in America, ma è stato preferito a tutti servizi ov'era maggior pericolo, di volerlo proporre per la nomina ad Aiuto Macchinista o a Capo Squadra di Manovali.

Signore del suo sincero interesse, con molta stima e ringraziamenti, si

ottoscrive

C. Di Caro Antonicini

Callorissana 11, 14 agosto 1943

Via Elena 39 (salizina, Portofino 4)

ACP/-

LSC/519

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

Tel. 843238
Ref. AC/34/Tn 4

8 August 45

SUBJECT : Railwaymen's Health.

TO : Public Health Sub-Commission
HQ AC

Attached is a copy of a letter from Director General ISR to Director, Military Railway Service. Please say what assistance can be obtained from Allied Commission sources so far as medical supplies are concerned.

Arthur May
for Director

Copy to:
Labour Sub-Commission HQ AC
DMRS - Bldg.

1 Enclosure

Ministry of Transport.
General Direction

Rome August 6, 1943
San 3 T n. 11645/39-32/RA/1000/58

Subject: contagious diseases in
Naples Compartmento.

Headquarters M.R.S.
Attn Brigadier General WACHORN
Building

Allied Commission
Transportation Sub-Commission
Building

Contagious diseases among the personnel of Naples Compartimento is much increased during July last, and, at present, there is no change for better.

From investigations it results that this situation is due to many factors; hereafter are given the most important.

1) Season influenza, which causes a reduction of resistance in the organism and makes this weaker against illness (among the affections, the gastro-intestinal one is the more diffused, being such even during the summer in normal times.)

2) Increasing of malarial infection with very many cases, not only in malarial areas, but also in districts not affected in the past.

3) Diffusion of an epidemic type of summer fever, lasting from 3 to 6 days and causing a prolonged period of intense weakness.

4) Lacking of adequate therapeutic treatments (due to the high prices of medicines and medical treatments) and lacking of proper food.

5) Bad sanitary conditions and state of poverty of most personnel. The doctors visiting daily our agents, report dreadful life-conditions of several agents' families, many are living in deep slums, without air; in many cases, where families are lodging in the same room.

I thought my duty to report about the above situation, which deeply affects the railway operation. At the same time, I assure you that the IIR doctors are doing their utmost to secure the most possible number of agents for service. However, the IIR have to face serious difficulties in order to give the due assistance to their personnel.

The assistance of the IIR is needed and would be much appreciated in view to facilitate the IIR in getting the supply of clothes and garments and above all of adequate intake of treatment and prophylactic treatment even, if

malarial areas, but also in districts not affected in the past.

3) Diffusion of an epidemic type of summer fever, lasting from 3 to 8 days and causing a prolonged period of intense weakness.

4) Lacking of adequate therapeutic treatments (due to the high prices of medicines and medical treatments) and lacking of proper food.

5) Bad sanitary conditions and state of poverty of most personnel. The doctors visiting daily our agents, report dreadful life-conditions of several agent's families, many are living in deep slums, without air; in many cases, more families are lodging in the same room.

I thought my duty to report about the above situation, which deeply affects the railway operation. At the same time, I assure you that the ISR doctors are doing their utmost to secure the most possible number of agents for service. However, the ISR have to face serious difficulties in order to give the due assistance to their personnel.

The assistance of the Allies is needed and would be much appreciated in view to facilitate the ISR in getting the supply of clothes and garments and above all of adequate stocks of treatment and prophylactic items; even, if possible, through delivery on payment by Allied military stores.

I am afraid that if the so diffused contagious diseases should still continue, or even increase, the railway operation, a very hard job, could be secured only for a short time.

The Director General
P/ro Di Almeida

493

ma mg 6/8

602/af

2507/519

23 July 45

TRANSPORTATION SUBCOMMISSION A.C.,
 (RAIL DIVISION)
 3/0 Transportation (H.) Main,
 O.H.P.

Tel.: 843238

Ref.: 40/34/n.4

SUBJECT: Re-employment of non-regular roster
 employees on return from War Service.

TO: Director General
 I.N.P.

1. Attached hereto is a copy of a signal we have received from Plarose, representing a protest by the representative committee of returning non-regular roster employees?
2. The matter is one for internal decision by the I.N.P., and is left in your hands. Advice as to your action, however, would be appreciated.

Auting mg
 for Director.

Copy to the
 Plarose
 Plarose (H.) in sub-commission
 Plarose, H.P.

T R A N S L A T I O N

TO : Chief of Government, Secretary of State for War, Secretary of State for Transports, Secretary of State for Treasury, General Direction Central Committee, I.S.R. Labour General Confederation, Rome.

New engagement refused to non-regular roster railway-men returning from Military Conscription. They are protesting for this unjust treatment. Florence Compartment Commission of S.F. Associates, itself with the justified resentment of these young men wishing that some redressing action may be taken.

For the Compartmental Committee, the Secretary.

signed: Marini.

HEADQUARTERS ALLIED COMMISSION

APO 394

LABOR SUB-COMMISSION

RSG/sb

REF : LSC/122

23 July 1945

SUBJECT: Threatened strike of ISR workers in Bari Area.

TO : Labor Sub-Commission

1. On 20 July 1945 I proceeded to Bari accompanied by Ing. Palmerio of the Italian State railways to confer with the workers in that compartment on the subject of increased wages. Workers had given notice of the strike for 19 July but had agreed to continue work pending discussion of their demands with Dr. Palmerio and me. On 21 July we met with the head of the ISR for the compartment and with the representatives of the workers. The workers have been agitating for wage increase for some months and had presented demands to ISR headquarters. Ten days before the meeting there had been a three hour strike of workers in Foggia. During the meeting it became apparent that the workers were highly agitated and with considerable justice. Railway workers are receiving only one-third to one-half the wages received by private industry workers and these private industry workers include those working for civilian contractors actually doing work on the railroad. We, therefore, have the position of a railway worker in Foggia receiving 5000 lire per month while the worker of the private contractor doing the same work on the same railroad receives 400 lire per day. It is recognized that railway workers enjoy certain advantages including permanent employment and pension rights, but the discrepancy in wages is nevertheless far too great.

2. Ing. Palmerio agreed that the demands of the railway workers for a monthly increase in all grades of 4000 lire per month were not unreasonably high. The ISR have been repeatedly advised of the situation and, in turn, had requested increases for the railway workers, but have been able to get no action from the Italian ministry of finances.

3. It is believed that the situation is critical, that the workers are entitled to an increase and that work stoppage will result if no increase is granted in the immediate future. The workers realize that military personnel will probably take over limited operation of the railways in event of a strike and that the workers' position would not be improved by a strike, but they have become so agitated over their low rates of pay that the situation is getting beyond control of the workers own union representative.

4. It is recommended that the Italian Government be urged to grant an immediate anticipation of 3000 lire per month to all railway workers in the compartimento pending an overall adjustment of governmental salaries in Italian Government territory.

Ralph R. Small

RALPH R. SMALL

Major, C. A. C.

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

LS/pm

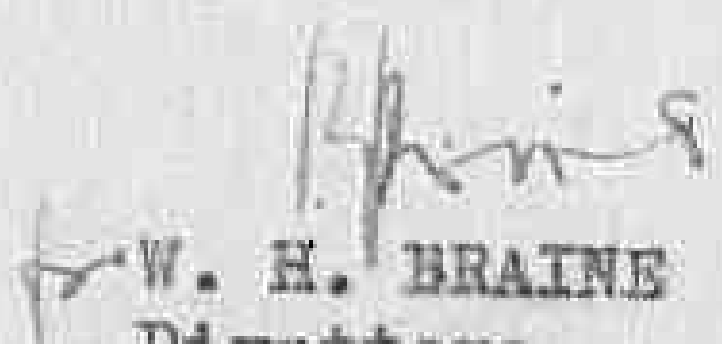
Ref. LSC/519

19 July 1945

OGGETTO : Personale Ferrovie dello Stato.

AL : Ministero delle Comunicazioni.
Dir. Gen. Ferrovie dello Stato.

Abbiamo ricevuto l'unita lettera del Sig. ZAMBITO GIUSEPPE, il quale chiede di essere posto tra i dipendenti di carriera delle F.F.S.S., e ve la trasmettiamo per i provvedimenti che crederete di poter prendere al riguardo.


W. H. BRAINE

Direttore

Sotto-Commissione del Lavoro

JL
LSC/519HEADQUARTERS ALLIED COMMISSION
AIO 394
LABOUR SUB-COMMISSION

Tel: 204

18 July, 1945.

1. Colonel Pannell telephoned 14.45, 18 July, saying that information had been received from Bari that the Italian railway workers in that locality had given written notice of their intention to go on strike on 19 July. Colonel Pannell was informed that as the Italian State Railways are under Government control, and in pursuance of the policy of encouraging Italian responsibility, it was preferable that any investigation into the grievances, etc. should be performed by an Italian representative of the State Railways and that any messages to the railway workers should preferably be sent by the Italian State Railways and not by M.R.S. Labour Sub-Commission indicated willingness to join an officer with the Italian representative conducting the enquiry, and will await notification from M.R.S. (Brig. Hagborn), stating the name of the Italian representative and date when he will be at Bari.

2. When this information is received Major Small may be available to go to Bari, to ascertain the facts regarding the alleged strike and to report the action being taken by the Italian State Railways, and also to recommend suitable action.

W.E. Braine

W.E. BRAINE

Director,
Labour Sub-Commission.

2401 010 08
TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
G.M.F.

ACP/10

LSC/519

Tel. 843238
Ref. AC/154/Tn 4

28 June 45

SUBJECT : Accommodation for Italian Railwaymen, Ancona.

TO : Director General ISR
Building.

1. The enclosed communication from the Sindacato Ferrovieri Italiani is sent you for such action as you consider desirable.
2. If details of the ISR buildings referred to in the letter are given, enquiries will be made as to their availability for use by the railwaymen in the area.

Albert May
Director

Copy to: MRS
Labour Sub-Commission, AC HQ
Tn S/O Officer, Ancona.

ACP/ag

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)

25/519 + 810

C/o Transportation (Br) Main,
C.M.F..

Tele : 843238

Our ref: AC/45A/Tn. 4.

26 June 1945

TO : Major Blair

C/o HQ. AMG. - Florence -

SUBJECT: Dismissal of Pensionable Railworkers.-
Florence Compartimento.

1. The questions of dismissal of rail workers who have reached pensionable age, or who were retired on a pension and recalled during the war period, are matters for the ISR and the Italian Government to deal with.
2. RH3 and AC are essentially concerned with the satisfactory working of the railways, and the employment of sufficient staff to ensure that satisfactory operation. Beyond that, the policy of the Government and ISR in respect of the dismissal of pensionable employees who have reached their retirement age is not a matter for Allied action.
3. In this particular case, we are assured by the ISR that their plans for dismissal in the Florence Compartimento have taken into careful consideration the requirements of railway operation and maintenance now and in future.
4. There is, of course, a considerable amount of tidying up and reconstruction to be done, but it is assumed that ISR have allowed for the use of existing employees to enable this to be carried out as speedily as possible.
5. I think it will be appreciated that the other problem of offering scope for recruitment for younger men must also depend on the retrieval of the older personnel when their age limits are reached.

2. MRS and AG are essentially concerned with the satisfactory working of the railways, and the employment of sufficient staff to ensure that satisfactory operation. Beyond that, the policy of the Government and ISR in respect of the dismissal of pensionable employees who have reached their retirement age is not a matter for Allied action.

3. In this particular case, we are assured by the ISR that their plans for dismissal in the Florence Compartiments have taken into careful consideration the requirements of railway operation and maintenance now and in future.

4. There is, of course, a considerable amount of tidying up and reconstruction to be done, but it is assumed that ISR have allowed for the use of existing employees to enable this to be carried out as speedily as possible.

5. I think it will be appreciated that the other problem of offering scope for recruitment for younger men must also depend on the retiral of the older personnel when their age limits are reached.

486

6. The question of higher pensions is obviously a national matter covering all employees of undertakings entitled to superannuation benefits, and really is outside the scope of our activities.

Copy to: MRS
ISR

Finance Sub-Commission
Labour Sub-Commission.

Pactigmy
DIRECTOR.

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

REF : LGO/519/203

18 Maggio 1945

OGGETTO: Riattivazione Ferrovia Spoleto-Norcia.

ALLA : Confederazione Generale Italiana del Lavoro.

In risposta alla Vostra Prot. No. 7311 del 16 Maggio 1945, si avverte che abbiamo inoltrato alla Sottocommissione dei Trasporti la richiesta per l'energia elettrica del la riattivazione della Ferrovia Spoleto Norcia.

DAVID G. RACHS
Vice Direttore
Sottocommissione del Lavoro.

485

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

REF : LSC/519/203

18 MAY 1945

SUBJECT: Reactivation of Spoleto-Narcia Railway.

TO : Transportation Sub-Commission

Enclosed please find requests for electric power for reactivation of above-mentioned railway.

This Sub-Commission would be pleased to be informed of any action taken on the matter.

DAVID C. BATES
Deputy Director,
Labour Sub-Commission

READING FILE

LSC/405 + 519

HEADQUARTERS ALLIED COMMISSION ON
APO 394
LABOR SUB-COMMISSION

DCS/ymw

20 April 1945

TEL : Ext. 416
REF : LSC/405 (LSC/519)
SUBJECT: Increase in Wages - W.R. Contract
TO : Military Railway Service
Attention: S/Capt. G.H.B. Davis

1. This is in reply to your Tn.A/P/75/42 of 20 April. The newspaper item attached to your letter constitutes a fairly accurate summary of the wages increase contract referred to. According to the information we have, this contract has been enforced and is being complied with by employers generally.

2. As you point out, this is a voluntary agreement entered into between representatives of labor organizations and of employers. It is not known whether or not the S.A. Manifattura Tele Impresabili is a member of the employers' association which is signatory to the agreement. Whatever may be the fact as to this, however, it would probably be essential from an operating point of view for this employer to meet the prevailing wage scales in Rome as increased by the agreement.

DAVID C. SACRE
Deputy Director
Labor Sub-Commission

483

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

file
1/3

REF. LSC/504-519-203

Tel. 478828
25 April 1946

SUBJECT: Provision of Electric Power
Railway Factory : Spoleto

TO : Public Works and Utilities Sub-Commission
Electrical Operations and Transmission Dept.

Attached for your attention is a copy of a communication what has been received from the Secretariat of the Confederazione Generale Italiana del Lavoro regarding the provision of electrical power to the Railway Factory at Spoleto.

This Sub-Commission would be glad to be advised, in due course, of any action you are able to take in the matter.

W.H. BRADY
Director
Labour Sub-Commission

482

RESTRICTED

LSC/519

1st Ind to Ltr, Hq ALCOM, Labor Sub Commission, LSC/519, dtd 21
Mar 45, subj: "Relations between Allied Forces and Italian
Employees of the Calabro-Lucane Railways".

AG 091.4/516 A-0

1st Ind

S: 15 April 1945
RHF/jcm

HEADQUARTERS MTOUSA, APO 512, 28 March 1945.

TO: Commanding General, Peninsular Base Section, APO 782.

For necessary action and report to this headquarters.

BY COMMAND OF LIEUTENANT GENERAL MCNARNEY:

*R. H. Frese*R. H. FRESE
Captain, AGD

1 Incl (not Previously Listed) Asst Adjutant General
Ltr fr Ministry of Industry
Commerce and Labour, dtd 26
Feb 45.

AG 333.5 BPENG (21 Mar 45)

2nd Ind.

481

Headquarters Peninsular Base Section, APO 782, U.S. Army, 13 April 1945.

TO: Commanding General, MTOUSA, APO 512, U. S. Army.

1. Investigation shows that cases of friction between individuals arose from time to time due to language differences, different national character and the desire of the American soldier to get the job done with the least practical delay. Complaints registered by Italian witnesses were directed against individual soldiers and not against the 800th Engineer Forestry Company. Action taken by the Company Commander indicates that upon receipt of a justifiable complaint, personnel not suitably tempered to work with the civilian railway workers were re-

RESTRICTED

RESTRICTED

LABOR 9/c

2nd Ind. to MTOUSA, AG 333.5 BPENG (21 Mar '45) Report of Inv.

placed to the mutual satisfaction of all concerned. Disciplinary action was taken where necessary.

8025

2. Investigation further shows that conditions at present are in a harmonious state and that there is no indication of any further difficulty.

FOR THE COMMANDING OFFICER:



R. H. CHRISTIE,
Colonel, A.G.D.
Adjutant General.

1 Incl
n/c

AG 091.4/516 A-O

3d Ind

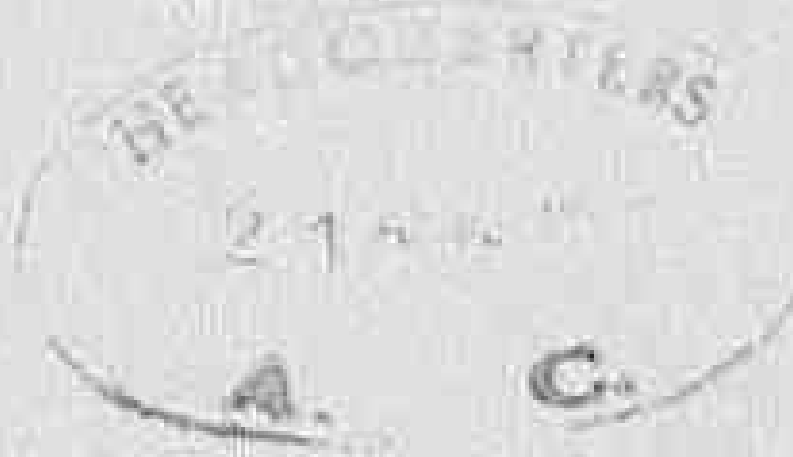
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HEADQUARTERS MTOUSA, AFO 512, 20 April 1945

TO: Deputy President, Allied Commission, AFO 394

Your attention is invited to 2d indorsement.

BY COMMAND OF GENERAL MONARNEY:



A. B. KING
Lt Colonel, AGD
Asst Adjutant General

1 Incl
n/c

480

RESTRICTED

RESTRICTED

HEADQUARTERS ALLIED COMMISSION

APO 394

LABOUR SUB COMMISSION

DCS/af

TEL : 493

21 March 1945

REF : LSC/519

SUBJECT : Relations between Allied Forces and
Italian Employees of the Calabro-Lucane railways.

TO : AFHQ

1. We are enclosing a letter from the Minister of Industry, Commerce and Labour in which complaint is made of the treatment to employees of the Calabro-Lucane railways accorded by certain Allied troops stationed in Camigliatello and Moccone.

2. It is noted that the railways mentioned are engaged in essential military work which would be affected by any work stoppages.

3. Please advise this Sub-Commission of action taken.

W.H. Braine

W.H. BRAINE
Director
Labour Sub-Commission

cc. Director Military Railways

479

RESTRICTED

RESTRICTED

MINISTRY OF INDUSTRY, COMMERCE AND LABOUR

Rome, 26 February 1945

Prot. No. 1195/1/2

SUBJECT : Relations between Personnel of Calabro-Lucane railways and Allied Forces.

TO : Allied Commission, Labour Sub-Commission

1. The Provincial Labour Office of Cosenza has submitted to this Ministry the following letter:

"The Internal Commission and the Syndicate of Railway workers of Calabro-Lucane Railways inform us that Allied troops of the Forest Company stationed in Camigliatello and Moccione have a provocative and insulting attitude toward Italian railway workers. They do not consider the bad conditions of railway materials and the sacrifices that railway personnel is actually undergoing.

This letter has the purpose to invite all concerned Authorities to get in contact with Allied Authorities before the above mentioned incomprehension may cause regrettable incidents.

At present three train engineers have refused to perform their functions on the Cosena-Camigliatello railway because they fear to compromise themselves.

We believe that if the above mentioned situation will be not clarified, all train engineers will follow the example of the first three engineers.

For the Syndicate

Signed
Cirolla Vincenzo
(Secretary)

Incl #1.

RESTRICTED

2

2. We beg the Allied Commission to examine the above mentioned question in order that incidents notified by the Labour Office of Cosenza, be avoided.

Please inform this Ministry of action taken.

THE MINISTER

(signed) GRONCHI

477

Capt Maxwell
R.A.A. C

FILE COPY

HEADQUARTERS ALLIED COMMISSION

APO 394

Labor Sub-Commission

DCS/rmw

TEL : Ext. 204

REF : LSC/303 + 410

7 April 1945

SUBJECT: Re-employment of pensioned staff and personnel
of ISR.TO : Transportation Sub-Commission
Rail Division

1. Insofar as we know there is no general policy prohibiting the dismissal of State employees in AMU territory.
2. The question of whether re-hired, pensioned employees should now be dismissed would seem to be a question of efficiency to be determined by the agency operating the railways. Labor Sub-Commission sees no objection to this plan.

WHS

W. B. BRAINE
Director
Labor Sub-Commission

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4 8 0 21

785021

to be determined by the agency operating the railways. Labor
Sub-Commission sees no objection to this plan.

WHS

W. H. BRAIN
Director
Labor Sub-Commission

476

785021

LSC/104
519 + 410
ACP/ic

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

Tel. 843238
Ref. AC/45 A/In 4

4 April 1945

TO : Labour Sub-Commission, HQ AC

SUBJECT : Re-employment of pensioned staff and personnel of ISR.

1. Reference is my letter 14 February 45, with attachments.
2. May papers be returned to this ~~Division~~ Office at earliest moment with your observations thereon?

Acting Major

A.C. PING, Major.

for

MERRITT H. TAYLOR
Director.

*Papers in question returned to Transit. S.C. together
with my remarks 2 7/4/45*

T. S.

475

LSC/519+410

ACP/lc

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

Tel. 843238

Ref. AC/45A/Tn 4

14 February 45

TO : Director, Labour Sub-Commission, HQ.AC.

SUBJECT: Re-employment of pensioned Staff and personnel of ISR.

1. The enclosed papers are passed to you for consideration in respect of the dismissal of salaried employees of the ISR. Whilst the matter has apparently developed in the Florence District, there would seem to be an overall policy question involved.

2. May the papers be returned with your remarks please?

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

Remarks & Attachments returned to Transp. S.C. on 7/2/45

T.S.

474

FILE

HEADQUARTERS ALLIED COMMISSION

APO 394

LABOUR SUB COMMISSION

DCS/af

TBL : 495

21 March 1945

LSC/519

Dear Sig. Gronchi:

This is in reply to your letter of 26 February 1945 concerning the relations between the employees of the Calabro-Lucania railways and the Allied Forces. This will advise that the matter has been forwarded to the appropriate military command and we will notify you of action taken.

W. H. Davis

W. H. DAVIS

Director

Labour Sub-Commission

M. E. Giovanni Gronchi

Minister of Industry, Labour and Commerce
Italian Government

Rome

473

FILE

HEADQUARTERS ALLIED COMMISSION

LSC 394

LABOUR SUB COMMISSION

DCB/af

TEL : 493

21 March 1945

REF : LSC/519

SUBJECT : Relations between allied Forces and
Italian Employees of the Calabro-Lucania railways.

TO : AFHQ

1. We are enclosing a letter from the Ministry of Industry, Commerce and Labour in which complaint is made of the treatment to employees of the Calabro-Lucania Railways accorded by certain Allied troops stationed in Semigliatello and Noccone.

2. It is noted that the railways mentioned are engaged in essential military work which would be affected by any work stoppages.

3. Please advise this Sub-Commission of action taken.

W. H. H. H.

W. H. H. H.

Director

Labour Sub-Commission

cc. Director Military Railways

472

MINISTRY OF INDUSTRY, COMMERCE AND LABOUR

Rome, 26 February 1945

Prot. No. 1195/1/2

SUBJECT : Relations between Personnel of Calabro-Lucane railways and Allied Forces.

TO : Allied Commission, Labour Sub-Commission

1. The Provincial Labour Office of Cosenza has submitted to this Ministry the following letter:

"The Internal Commission and the Syndicate of Railway workers of Calabro-Lucane Railways inform us that Allied troops of the Forest Company stationed in Camigliatello and Roccone have a provocative and insulting attitude toward Italian railway workers. They do not consider the bad conditions of railway materials and the sacrifices that railway personnel is actually undergoing.

This letter has the purpose to invite all concerned Authorities to get in contact with Allied Authorities before the above mentioned incomprehension may cause regrettable incidents.

At present three train engineers have refused to perform their functions on the Cosenza-Camigliatello railway because they fear to compromise themselves.

We believe that if the above mentioned situation will be not clarified, all train engineers will follow the example of the first three engineers.

For the Syndicate

Signed
Cirolla Vincenzo
(Secretary)

2

2. We beg the Allied Commission to examine the above mentioned question in order that incidents notified by the Labour Office of Cosenza, be avoided.

Please inform this Ministry of action taken.

THE MINISTER

(signed) GRONCHI

470

BEST COPY POSSIBLE

FILE

MEMORANDUM FOR THE DIRECTOR
SUBJECT: WAGE INCREASES, Italian State Railway Employees.

100/60

17 March 1945

REF : 100/319

SUBJECT: Wage Increases, Italian State Railway Employees.

TO : Director of Military Railway Service.

1. This is in compliance with the request made by your representative at the Labour and Wages Control Committee meeting held on 15 March 1945, for further information reference wage increases affecting employees of the Italian State railways.

2. A decree providing for substantial wage increases affecting Government employees including State railway employees has been drafted and is awaiting signature. This decree provides in substance:

- (a) A 50% increase in the base salary;
- (b) A 100% increase in family allowances;
- (c) A daily indemnity (caraviverti) of 66 lire per day administered by 10% for persons living in cities of less than 200,000 population, and 20% for persons living in cities of less than 50,000 population.
- (d) The increase of 70% on base salary, provided for in an earlier decree, will be applied to the base salary, increased as described in (a) above.
- (e) The classification reduction (difficult reduction) indemnity has been abolished and the caraviverti is large enough to exclude the necessity of a separate employee indemnity resulting from the increase in the price of bread.

100/60

3. Another item of legislation which will be of interest to you is a law of 22 September 1944 which appears in the official gazette of 22 September 1944.

representative at the Labour and Wages Control Committee meeting held on 15 March 1945, for further information regarding wage increases affecting employees of the Italian State railways.

2. A decree providing for substantial wage increases affecting Government employees including State railway employees has been drafted and is awaiting signature. This decree provides in substance:

- (a) A 50% increase in the base salary;
- (b) A 100% increase in family allowances;
- (c) A daily indemnity (Garnivieri) of 66 lire per day divided by 10 for persons living in cities of less than 200,000 population, and 20 for persons living in cities of less than 50,000 population;
- (d) The increase of 70% on base salary, provided for in an earlier decree, will be applied to the base salary, increased as described in (a) above.
- (e) The disinflationist residence (difficult residence) indemnity has been abolished and the carverver is large enough to exclude the necessity of a separate carverver indemnity resulting from the increase in the price of bread.

3. Another item of legislation which will be of interest to you is decree No. 455 of 22 December 1944 which appears in the official Gazette No. 29 of 8 March 1945. This decree provides in substance that the previous rule limiting overtime to 3 lire per day is changed by increasing the maximum to 4 lire per day. This decree provides that the increase may be retroactive to 1 August 1942.

W. H. R. H. R.

W. H. R. H. R.
Director,
Labour Sub-Commission.

R E S T R I C T E D

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

AWK/lja

LSC/sig

Labord

AG 532/268 D-0

11 February 1945

SUBJECT: Electrification of Trolley Wire (Catenary).

TO : All Concerned.

1. All personnel are warned that the trolley wire, or catenary, has been energized on the following railway lines:

- a. Between ROME terminal-TUSCOLANA-OSTIENSE-TRASTEVERE.
- b. Between ROME terminal-PRENESTINA.
- c. Between ROME terminal-CASILINA.
- d. Between ROME CASILINA-TUSCOLANA.

2. The clearance to the catenary is 15 feet 6 inches.

BY COMMAND OF LIEUTENANT GENERAL MCNARNEY:

Albert W. Kin
ALBERT W. KIN

Captain, AGD,
Asst Adjutant General.

DISTRIBUTION:
a2H

468

R E S T R I C T E D

785021

HEADQUARTERS
SOUTHERN REGION ALLIED COMMISSION
LABOUR DIVISION
APO 394 U.S. ARMY

LS/519 + 889

File

LS/363/21

9 February 1945

SUBJECT : Railways in Puglie

TO : Labour Sub Commission (Att. Mr Sacks)

1. Attached report, apparently requested direct,
is forwarded for your information.

Denis L. Botham Capt. RA

DENIS L. BOTHAM, Capt. RA
Regional Labour Officer

P.S. Telephone communication received today states that
no action has yet been taken in respect of the promises
made and unrest is boiling up again. Can something
be done please.

D.L.B.

467

785021

ALLIED COMMISSION
SOUTHERN REGION BARI ZONE

: BZ/LAB/1/21

6 Feb 45

ECT : Railway question - SUD-EST Calabro-Lucane, Ferrotramviaria (Bari-Barletta) S.A.E.R. (tramvie e filovie urbane ed interurbane), S.T.A.C. (Bari, Brindisi, Lecce, Potenza, Matera, Catanzaro, Salerno, Cosenza e R. Calabria).

TO : Labor Officer, HQ, Southern Region, A.C., NAPLES.

1. As requested by Mr. Sacks of Labor Sub-Commission the following are the facts concerning the subject up to the present moment :

a. In June 1944 an advance of £.1,000 per month was given to all railway workers pending the general adjustment of wages promised by the local railway directors who has assumed full power to act on their own without referring to Rome & Milan since these places were still under German domination. Wage scales were prepared according to Allied Commission procedure; in this case, wages & salaries were compared with the steelworks at Giovinnazzo.

b. After the liberation of Rome these pay scales were submitted to the central offices for approval but unfortunately Rome acted unfavorably (21 Sept 1944). Instead of approving the pay scales, the firms decided to pay an indennità di contingenza of £.1,250 per month (effective as of 12 June 1944) which was to include the then pending Italian carovita.

c. The workers were not completely satisfied. They demanded that this indennità di contingenza be effective as of 1 June & not 12 June & that the full £. 1,250 (& not £.1,000) be paid to all those who were discharged from service prior to 22 Sept 1944. They also requested that the carovita be recognized as distinct & separate from the indennità di contingenza; that is, the £.1,250 should not be absorbed by the carovita.

d. In December the overtime question was temporarily settled pending the final action by the Ministry. The 40 minutes were no longer required. As separate report on this question has already been submitted.

e. On the 25th Jan a Commission came down from Rome representing all the railroads mentioned in the subject. Several questions were settled satisfactorily & favorably accepted by all. The main points are as follows (the original Italian together with the translation follows).

b. After the liberation of Rome these pay scales were submitted to the central offices for approval but unfortunately Rome acted unfavorably (21 Sept 1944). Instead of approving the pay scales, the firms decided to pay an indennità di contingenza of £.1,250 per month (effective as of 12 June 1944) which was to include the then pending Italian carovita.

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d. In December the overtime question was temporarily settled pending the final action by the Ministry. The 40 minutes were no longer required. As separate report on this question has already been submitted.

e. On the 25th Jan a Commissione came down from Rome representing all the railroads mentioned in the subject. Several questions were settled satisfactorily & favorably accepted by all. The main points are as follows (the original Italian together with the 31 Dec meeting is herewith enclosed):

(1) Indennità di contingenza effective as of 1 June 1944 & not 12 June.
 (2) Payment of the full indennità di contingenza to the personnel discharged prior to 22 Sept 1944.

(3) Recognition of the right to the carovita from 16 Aug in conjunction with the Indennità di Contingenza. On this point it was agreed to continue the payment of £.1,000 in account per month until final settlement of the wage question. The £.250, part of the £.1,250 formerly paid, will be absorbed by the carovita and all the arrears will be paid from 16 August. A new attempt at the formation of a wage scale will be made to be submitted to the central offices & thence to the Ministry & A.C. for approval. Incidentally the new pay scales when finally approved will be effective as of 12 June, the date of the first advance of £.1,000.

G. ALESSANDRINI, Capt. Inf.

AC Labor Officer, Bari-Zona

Bari, 13 Dicembre 1944

AL MINISTERO DELLE COMUNICAZIONI

Ispettorato Generale delle M.C. e A.C.

R C M A

OGGETTO : Ferrovie Sud-Est. Agitazione del personale.

URGENTE

Facendo seguito al mio rapporto n. 9011 del 9 corrente comunico che il giorno 11 corrente presso la locale sede dell'Associazione Industriale ha avuto luogo la riunione dei rappresentanti esercenti ferrovie e tramvie con sede in Bari e di quelli del personale dipendente per discutere le richieste avanzate dai Sindacati Autoferrotramvieri, che si concretano nei seguenti punti :

- 1) Decorrenza delle indennità di contingenza dal 1 giugno 1944 e non dal 12 giugno 1944;
- 2) Corresponsione della detta indennità agli agenti licenziati prima del 22 settembre 1944;
- 3) Riconoscimento del diritto alla indennità del carovita di cui al D.L.L. 2.11.1944 n. 303 in aggiunta alla indennità di contingenza;
- 4) Abolizione dell'orario vigente della giornata lavorativa di 8 ore e 40 minuti, per tornare alla normale giornata lavorativa di 8 ore;
- 5) Raddoppio della 53^a settimana ed estensione della 13^a mensilità agli agenti pagati a stipendio;
- 6) Corresponsione della indennità di presenza nei giorni di ferie e di riposo pagato.

Come risulta da verbale firmato dai vari rappresentanti, nella riunione suddetta è stato deciso quanto segue:

Sul punto 4^o riguardante l'abolizione della giornata di 8 ore e 40 minuti le Aziende, riaffermato il diritto di continuare ad effettuare l'orario normale di lavoro di 52 ore lavorative, hanno concordato con le organizzazioni del personale di sottoporre la questione alle decisioni superiori. Tuttavia, in considerazione delle particolari contingenze attuali, hanno deciso di fissare, dal 12 corrente per BARI e dalla data di ricevimento delle singole disposizioni per gli altri impianti, ad otto ore giornaliere l'orario di lavoro delle officine, depositi e rimessa non ogni riserva e salvezza delle

- 4) Abolizione dell'orario vigente della giornata lavorativa di 8 ore e 40 minuti, per tornare alla normale giornata lavorativa di 8 ore;
- 5) Raddoppio della 53^a settimana ed estensione della 13^a mensilità agli agenti pagati a stipendio;
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Sui punti 1, 2 e 3 non essendo stato possibile raggiungere alcun accordo, i convenuti hanno deciso di rinviare le questioni all'esame di una commissione arbitrale, così come previsto dall'art. 10 del Decreto I.L. n. 303 del 2 Novembre 1944 ed hanno nominato i propri arbitri, stabilendo di corrispondere, in attesa della decisione arbitrale, gli assegni di contingenza come finora praticato.

Sul punto 5, riguardante il raddoppio della 53^a settimana e l'estensione della 13^a mensilità agli agenti pagati a stipendio, è stato deciso di soprassedere poiché la questione è stata presa in esame dalla Confederazione Generale Italiana del Lavoro.

Sul punto 6 riguardante la corresponsione della indennità di presenza nei giorni di ferie, congedo e riposo pagato i rappresentanti hanno deciso di uniformarsi alle disposizioni Ministeriali, che saranno all'uopo provocate.

In seguito alle decisioni adottate è pertanto cessato

ogni motivo di agitazione sia nel personale appartenente alle ferrovie del Sud-Est sia in quello appartenente alle altre aziende.

IL DIRETTORE COMPARTIMENTALE
Sgd. Ing. Maddalo

ogni motivo di agitazione sia nel personale appartenente alle ferrovie del Sud-Est sia in quello appartenente alle altre aziende.

IL DIRETTORE COMPARTIMENTALE

. Sgd. Ing. Maddalo

LODO ARBITRALE

VERTENZA TRA LE AZIENDE ESERCENTI IMPRESE FERROTRAMVIARIE NELLE
SICILIA, BASILICATA E CALABRIA E I PROPRI DIPENDENTI

=====

Il 24 Gennaio 1945 si è costituito in Bari il Collegio Arbitrale ai sensi dell'art. 10 del D.L.L. 2/11/1944, per esaminare e decidere la controversia determinatasi tra le Società S.A.I. Ferrovie del Sud Est, Strade Ferrate del Mediterraneo (Calabro-Lucane), Ferrotramviaria S.A.I., e S.A.E.R.; ed i Sindacati Autotramviari Provinciali delle Puglie, della Basilicata e della Calabria, ed avente per oggetto l'applicazione del citato Decreto L.L. contenente miglioramenti economici a favore dei lavoratori.

In relazione al verbale sottoscritto a Bari in data 11 Dicembre 1944, il Collegio risulta composto dei Signori: Avv. Vittore Bonfigli, membro designato dalle predette Società;

Rag. Eugenio Laricchiuta, membro designato dai Sindacati dei Lavoratori dipendenti dalle suddette Società esercenti linee Ferrotramviarie; e dal Prof. Giuseppe Togni terzo membro in funzione, ai sensi di legge, di Presidente del Collegio Arbitrale, nominato in mancanza di accordo fra le parti, dal Ministro dell'Industria, Commercio e Lavoro con lettera 11 Gennaio 1945 n. 4813/153/C.

Dal predetto verbale risulta che il Collegio Arbitrale è chiamato a pronunciarsi in armonia al disposto dell'art. 11 del richiamato Decreto L.L. sui seguenti punti:

- 1)- Decorrenza dell'indennità di contingenza, di cui al verbale del 22 settembre 1944 e precedenti, dal 1 giugno 1944 e dal 12 giugno 1944;
- 2)- Corresponsione della detta indennità agli agenti licenziati prima del 22 Settembre 1944;
- 3)- Riconoscimento del diritto alla indennità di cui al Decreto L.L. 2/11/44 n. 303, in aggiunta alla indennità di contingenza.

Il Collegio Arbitrale, con riserva di formulare la motivazione, in fatto ed in diritto, alla unanimità:

DECIDE:

- 1°)- Che la decorrenza dell'indennità di cui al verbale del 22 Settembre 1944 e precedenti a quella del 12 giugno 1944;
- 2°)- Che la predetta indennità deve essere corrisposta anche agli agenti licenziati prima del 22 Settembre 1944 alle stesse condizioni di cui al successivo punto;
- 3°)- Che ai lavoratori dipendenti dalle predette imprese deve essere mantenuta la corresponsione mensile di lire 1.000 (lire mille) con le modalità di cui al verbale 12 giugno 1944, in conto adeguamento delle tabelle, degli stipendi e delle paghe di cui in parti-

Del predetto verbale risulta che il Collegio Arbitrale è chiamato a pronunciarsi in armonia al disposto dell'art. 11 del richiamato Decreto I.L. sui seguenti punti:

- 1)- Decorrenza dell'indennità di contingenza, di cui al verbale del 22 settembre 1944 e precedenti, del 1 giugno 1944 e dal 12 giugno 1944;
- 2)- Corrispondenza della detta indennità agli agenti licenziati prima del 22 Settembre 1944;
- 3)- Riconoscimento del diritto alla indennità di cui al Decreto I.L. 2/11/44 n.303, in aggiunta alla indennità di contingenza.

Il Collegio Arbitrale, con riserva di formulare la motivazione, in fatto ed in diritto, alla unanimità:

D E C I D E :

- 1°)- Che la decorrenza dell'indennità di cui al verbale del 22 Settembre 1944 e precedenti a quella del 12 Giugno 1944;
- 2°)- Che la predetta indennità deve essere corrisposta anche agli agenti licenziati prima del 22 Settembre 1944 alle stesse condizioni di cui al successivo punto;
- 3°)- Che ai lavoratori dipendenti dalle predette imprese deve essere mantenuta la corresponsione mensile di lire 1.000 (lire mille) con le modalità di cui al verbale 12 giugno 1944, in conto adeguamento delle tabelle, degli stipendi e delle paghe di cui in partecipazione ai verbali 11 luglio e 22 settembre 1944, fino alla definizione dell'adeguamento stesso;
- che soltanto le quote rispettive di L.250,175,125 e 50 mensili, previste nel verbale 22 settembre 1944 in aumento all'acconto di cui al verbale 11 giugno 1944 debbono essere assorbite dalla indennità di carovita disposto dal decreto I.L. 2/11/1944, n.303, ai sensi dell'art.5;
- che le predette società esercenti le richiamate imprese debbono corrispondere inoltre a tutti i loro dipendenti l'indennità di carovita nella misura e secondo le disposizioni previste dal citato Decreto con decorrenza 16 agosto 1944, procedendo al relativo conguaglio delle competenze;
- 4°)- Che, infine, in considerazione dell'esito della vertenza, le spese, i compensi dell'arbitrato siano a carico delle Società esercenti le imprese.

Bari, 25 Gennaio 1945

Firmato : Giuseppe Togni

f/to Vittore Bonfigli

f/to Eugenio Iaricchiata

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

USC/579

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: *Complaint of Railway Workers Catoir Lucane
Regarding Treatment by Allied Troops.*

No	Date	To	REMARKS	From
1.	1/3	Mr. Sachs.	1. Please request PBS or other Authority in Control of Forestry Units to advise Op's to moderate the attitude of these troops towards the Rly workers & to report to us. 2. Advise French that we are doing this. 3. Advise report not later than 20/3/45 for final report to French.	

463

W.H. BRAINE

Translation : ARIGIET

MINISTRY OF INDUSTRY, COMMERCE AND LABOR

Rome, 26 February 1945

Prot. No. 1195/1/2

Subject: RELATIONS BETWEEN PERSONNEL OF CALABRO-LUCANE RAILWAYS
AND ALLIED FORCES.

To : Allied Commission, *Labour 3/c*.

1. The Provincial Labour Office of Cosenza has submitted to this Ministry the following letter:

"The Internal Commission and the Syndicate of Railway workers of Calabro Lucane Railways inform us that Allied troops of the Forest Company stationed in Camigliatello and Moccione have a provocative and insulting attitude toward Italian railway workers. They do not consider the bad conditions of railway materials and the sacrifices that railway personnel is actually undergoing.

This letter has the purpose to invite all concerned Authorities to get in contact with Allied Authorities before the above mentioned incomprehension may cause regrettable incidents.

At present three train engineers have refused to perform their functions on the Cosenza-Camigliatello railway because they fear to compromise themselves.

We believe that if the above mentioned situation will be not clarified, all train engineers will follow the example of the first three engineers.

For the Syndicate

Signed
Cirolla Vincenzo (Secretary)

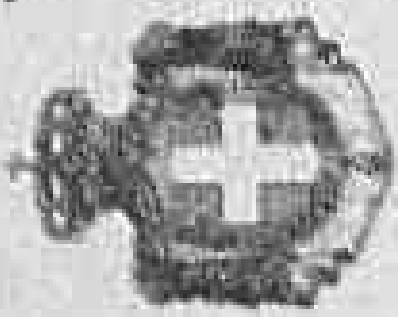
462

2) We beg the Allied Commission to examine the above mentioned question in order that incidents notified by the Labour Office of Cosenza, be avoided.

Please inform this Ministry of action taken.

THE MINISTER

(Signed) GRONCHI



*Ministero dell'Industria,
del Commercio e del Lavoro*

Direzione Gen. del Lavoro

Divisione III

Aut. N. 1195/3/28/Regale

Roma 28 - 2 - 1945

Lsc/519

*Alla Commissione Alleata
Sottocommissione del Lavoro*

= ROMA =

Repubblica d'Italia

del

Oggetto: Rapporti fra il personale ferrovie Calabro-Lucane
e militari alleati.

1.- E' pervenuta a questo Ministero, tramite l'Ufficio Provinciale del lavoro di Cosenza, la seguente lettera:

"La Commissione Interna e il Sindacato dei ferrovieri delle Ferrovie Calabro Lucane, portano a conoscenza che i soldati Alleati della Compagnia Forestale di stanza in Camigliatello e Moccione, non rendendosi conto delle condizioni pietose in cui trovano il materiale di dette ferrovie e dei sacrifici cui il personale di macchina e viaggiante è continuamente sottoposto, adoperano nei confronti del personale stesso un contegno provocatorio e insultante.

Questa lettera vale come invito a tutte le Autorità interessate, perchè intervengano presso le competenti Autorità Alleate prima che l'incomprensione aumentata dia luogo a qualche innescoloso incidente.

Già fino ad ora tre macchinisti non vogliono più prestare ser-

1.- E' pervenute a questo Ministero, tramite l'Ufficio Provinciale del lavoro di Cosenza, la seguente lettera:

"La Commissione Interna e il Sindacato dei ferrovieri delle Ferrovie Calabro Lucane, portano a conoscenza che i soldati Alleati della Compagnia Forestale di stanza in Camigliatello e Moccione, non rendendosi conto delle condizioni pietose in cui trovasi il materiale di dette ferrovie e dei sacrifici cui il personale di macchina e viaggiante è continuamente sottoposto, adoperano nei confronti del personale stesso un contegno provocatorio e insultante.

Questa lettera vale come invito a tutte le Autorità interessate, perchè intervengano presso le competenti Autorità Alleate prima che l'incomprensione lamentata dia luogo a qualche innescioso incidente.

Già fino ad ora tre macchinisti non vogliono più prestare servizio sul tratto Cosenza-Camigliatello perchè temono di compromettersi.

Si ha ragione di temere che non ponendosi adeguato rimedio alla situazione lamentata, tutti i macchinisti imiteranno a ragione, l'esempio dei primi tre". P.to per il Sindacato - Il Segretario
(Cirilla Vincenzo)

PS/rc

0094

33

2.- Tanto si segnala a codesta Commissione con preghiera di voler svolgere quell'azione che crederà più opportuna al fine di evitare gli inconvenienti segnalati dall'ufficio del lavoro di Cosenza, e di informarne, poi, questo Ministero.

IL MINISTRO



LIC/519

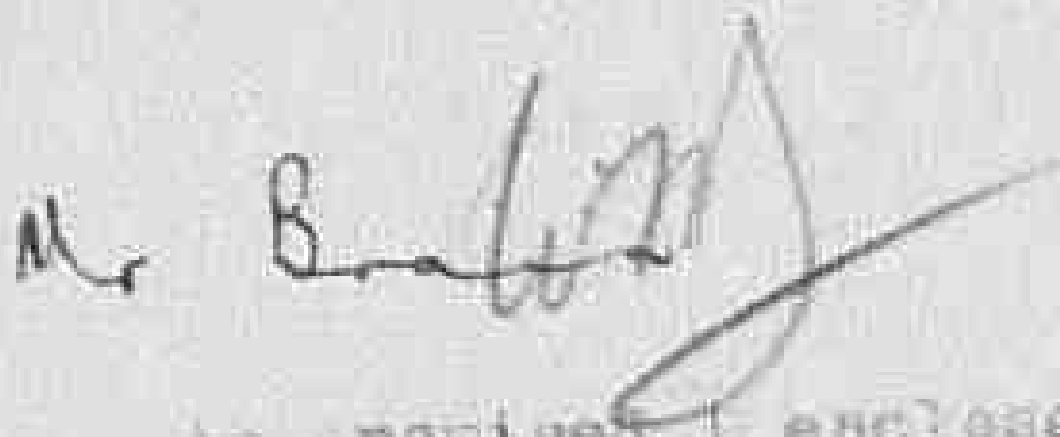
Military Railway Service.

C.M.R.

Tel. Firebox - Ext. 33.

5th February '47.

Dear



As promised I enclose note of battle dress and boots supplied to railway workers up to end of December 1944 together with a comparative table of rule and non-rule staff of L.S.R.

Yours



Mr. Brain,
Labour Sub-Commission,
A.C.

SP 459


PAY AND CONDITIONS - I.S.R. STATION AND RUNNING STAFF.

1. Percentage of Graded and Non Graded Staff.

The attached table has been got out to show the situation in this respect. It will be seen that in the Bari Compartimento that the proportion of permanent and non-permanent rank and file staff is 46.86 and 53.14% respectively, whilst for the whole of the Compartimentos the proportions are 52.75 and 47.25%.

2. Advantages enjoyed by I.S.R. personnel - Issues of Boots and Battledress.

(A). Boots.

Compartimento.	Issues to end of Dec 1944.	Estimated No. of Heavy Workers.	%age of workers issued with boots.
Florence	1200	17,000	7.06
Ancona	2400	9,200	26.09
Rome	4025	16,500	24.39
Naples	6700	16,000	41.88
Bari	6125	9,500	64.47
Reggio	3375	6,950	48.56
Totals	23825	75,150	31.70

(B). Battledress.

Compartimento.	Issues to end of Dec 1944.	Estimated No. of Heavy Workers.	%age of workers issued with Battledress.
Florence	375	17,000	2.21
Ancona	425	9,200	4.62
Rome	1575	16,500	9.55
Naples	1200	16,000	7.50
Bari	950	9,500	10.00
Reggio	675	6,950	9.71
Total	5200	75,150	6.92

Ancona	2400	9,200	7.06
Rome	4025	16,500	26.09
Naples	6700	16,000	24.39
Bari	6125	9,500	41.88
Reggio	3375	6,950	64.47
Totals	23825	75,150	31.70

(B). Battledress.

Compartmento.	Issues to end of Dec 1944.	Estimated No. of Heavy Workers.	%age of workers issued with battledress.
		438	
Florence	375	17,500	2.21
Ancona	425	9,200	4.62
Rome	1575	16,500	9.55
Naples	1200	16,000	7.50
Bari	950	9,500	10.00
Reggio	675	6,950	9.71
Total	5200	75,150	6.92

Note 1. The number available for issue has decreased since the end of December.

Note 2. Issues are made at a cost to the employee of 100 Lire per pair of boots and 350 Lire per battledress.

3. Issues of Rations and Ration Cards to Railway Heavy Workers.

Heavy workers as far North as Grosseto are receiving the A. Scale A.C. supplementary ration which consists of:-

- (A). A mid-day meal 120 grammes flour (150 grammes bread), 23 grammes de-hydrated soup, and salt .2 oz at a cost of 3 lire per meal.

3(Contd).

(B).

A weekly ration card (A. Scale supplementary card) entitling the worker to purchase up to 700 grammes of Pasta, according to the amount he gets on his normal ration card, and 200 grammes of de-hydrated soup.

Workers in any Army boundary such as Florence Area, are however receiving only the mid-day meal as authorised by A.M.G., 5th and 8th Armies.

The following are designated as heavy Railway Workers:-

Station Staff.

Stationmasters and Assistant Stationmasters, Inspectors, Yardmen, Pointmen, Shunters, Labourers etc. ~~excluding~~ Clerks and inside workers.

Train Staff.

Drivers, Firemen, Guards, Brakesmen and labourers.

Shops.

Skilled workers and Fitters (excluding technical foremen) and unskilled labour.

Track.

Platelayers, Gangers and ~~guards.~~ ^{labourers.}

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

JRS/rmw

TEL : Ext. 204

28 January 1945

MEMORANDUM TO MR. BRAINESubject: Re-employment of pensioned staff and personnel
of I.S.R.

1. The position taken by A.C. generally with respect to over-plus State employees has been to retain them on the payroll, (a) to have them available when the service is fully restored, and (b) to prevent unrest and dissatisfaction which might spread to other groups.

2. This is a matter which might well be explored again and I would suggest that minor inquiry be made into various State services, particularly railway and communications, as to the number on the payroll who are not actually working, and whether such employees might be temporarily hired for other uses without endangering their governmental status.

Junius R. Smith
JUNIUS R. SMITH
Colonel, QMC
Deputy Director
Labor Sub-Commission

Colonel Smith

456

① Can you please discover what order
R.N.C. has issued against the Dominion -
para. 3 of Snyder Wachorn's minute of 14/1/45 -
and upon what authority the order was made:

② and whether any general instructions re
Dominion of State employees have been issued in writing
by R.N.C.
W.H. Braine 2/1

Confidential LSC/519 CARS #10

A CP/1c

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

*Received LSC
26/1/45*

Tel: 843238

Our Reference: AC/45A/Tn

16 January 1945

TO : Labour Sub-Commission
HQ., AC.

SUBJECT : ISR - Employees .

1. Please see the enclosed copies of correspondence and let me have any observations you have on the matter, with details of any particular instructions which have been issued.
2. Both at Florence and at Ancona, railway employees greatly exceed the existing need.

A.C. Wing Maj

fr O.H. LINDBERG
Lt.Col. R.E.,
Chief, Rail Section

Subject: Re-employment of pensioned
Staff and personnel of I.S.R.

CONFIDENTIAL
Military Railway Service,
Italy.
Tel: Firebox - 49
Outside line 843332.
TW.A.I/203.

14 January 1945.

To: Director,
Transportation Sub-Commission, A.C.

1. I am forwarding herewith copies of correspondence received from Director General I.S.R., General Di Raimondo on the above subject.

2. As can be seen, an order was issued PAG/040/I5/S900 dated 9 Dec. 44 to the effect that all re-employed pensioned personnel would be dismissed by not later than 31 Dec 1944.

3. Apparently, according to the letter No CCP/I2/302/2 dated 21 Dec 44 from the Capo di Compartimento of Florence, A.M.G. has issued orders against the dismissal of any employees, and General Di Raimondo under his letter PAG 40/I5/30139/Icca/1994/30 dated 5 Jan 45 asked me for my views.

4. Presumably A.C. have issued general instructions regarding the dismissal of State employees of which I am not aware.

I am principally concerned with the efficiency of the I.S.R. as an organization and provided they work efficiently it is of little concern to me whether they re-employ pensioned personnel or not, but my general impression especially in Rome is that there are too many officials who have nothing to do, although it may be necessary to retain their services to cover future development and as the I.S.R. take over additional responsibilities.

5. There is also the need to cover the loss of staff due to dismissal on account of their Fascist activities.

6. Would you please let me have your views on the above and any relevant instructions which have been issued by A.C. which have a bearing on the subject.

(R.D. WAGHORN).
Brigadier
Director, Military Railway Service.

4. Presumably A.C. have issued General instructions regarding the dismissal of State employees of which I am not aware. I am principally concerned with the efficiency of the I.S.R. as an organization and provided they work efficiently it is of little concern to me whether they re-employ pensioned personnel or not, but my General impression especially in Rome is that there are too many officials who have nothing to do, although it may be necessary to retain their services to cover future development and as the I.S.R. take over additional responsibilities.
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6. Would you please let me have your views on the above and any relevant instructions which have been issued by A.C. which have a bearing on the subject.

(R.D. WACHORN).

Brigadier

Director, Military Railway Service.

154

Ministry of Transports
I.S.R. General Direction

Rome 5 January 1945

P.A.G. 40/15/30139/Icca/1994/30

Subject:

Re-utilized pensioned off
personnel.

to Gen. Warhorn
Director Military Railway Service
Building

The Italian Government disposed that I.S.R. re-utilized pensioned off personnel be sent again in retirement within 31 December 1944. These employees exceeded the overage and duty limits stated by the laws in force.

The Florence Capo Compartimento informed, by the letter herewith attached in copy, that local AMM prevented that such handling be taken.

It is understood that these employees have no possibility to work efficiently, and they were re-employed during the war, due to increased traffic exigencies.

If necessary, only the employees still usefully working could be detained in service.

The matter is submitted to you, and your suggestion should be appreciated.

Director General
Signed: DI Raimondo

Cu.5.6b.

1037
pensioned off personnel be sent again in retirement within 31 December 1944. These employees exceeded the overage and duty limits stated by the laws in force. The Florence Capo Compartimento informed, by the letter herewith attached in copy, that local AMC prevented that such handling be taken. It is understood that these employees have no possibility to work efficiently, and they were re-employed during the war, due to increased traffic exigencies. If necessary, only the employees still usefully working could be detained in service. The matter is submitted to you, and your suggestion should be appreciated.

Director General
Signed: D1 Raimondo

Cs. 5. ob.

453

Ministry of Transporte

Florence 21st Dec. 1944

I.S.R. Compartimento of Florence

n. CCP/12/302/2

Subject:

Re-utilized personnel

Director General I.S.R.

R O M E

As the local A.M.G. has issued orders to the effect that no employee either male or female may be dismissed, I have asked said A.M.G. before complying with circular dated 9 December 1944 file PAC/040/15/8900, if I could dismiss definitively the pensioned off personnel that had been recalled back to work.

They replied that, for the moment, all the employees must remain on duty. I inform you of the above matter, and I beg you urgently to let me know whether I should try to obtain authorization that the orders in above said circular be complied with also by this Compartimento, or, at least, that authority be granted to dismiss definitively those employees who cannot be usefully employed in the present work of reconstruction.

I.S.R. Capo Compartimento

signed.....

As the local A.M.C. has issued orders to the effect that no employee either male or female may be dismissed, I have asked said A.M.C. before complying with circular dated 9 December 1944 file PA9/O40/15/8900, if I could dismiss definitively the pennioned off personnel that had been recalled back to work.

They replied that, for the moment, all the employees must remain on duty. I inform you of the above matter, and I beg you urgently to let me know whether I should try to obtain authorization that the orders in above said circular be complied with also by this Compartimento, or, at least, that authority be granted to dismiss definitively those employees who cannot be usefully employed in the present work of reconstruction.

I.S.R. Capo Compartimento

signed.....

452

Rome 9 December 1944
PAG/040/15/6900

Ministry of Transports
I.S.R. General Direction
General Affairs and Personnel Service

Services
Capi Compartimento
Delegation-Cagliari

Subject: Re-utilized personnel

In compliance with the despositions issued by circular dated 23 August 1944, file I.13056/10124.27.1.7 from the Presidency of the Ministers' Council, according to dispositions issued by circular dated 27 September 1944, file 103320, from Treasury Ministry, on regard of other State Administrations' personnel, also considering the Decreto Legislativo Luogotenenziale (Law Decree) n.237, dated 23 September 1944, concerning increasing of salary on behalf of pensioned off personnel, we dispose all re-utilized pensioned off personnel, both clerk and operative, be dismissed.

All the employees who have not to be replaced, will be dismissed within 15 December; the others will be dismissed as soon as they will be replaced by personnel on actual duty, but anyhow, not later than 31 December. Due salaries concerning the whole month of December, will be paid to all the said employees.

If some of them could not be replaced within 31 December, an application can be exceptionally submitted at once to me, indicating name of the official or employee, who will replace the re-utilized employees, as well as the period for which the latter will be furtherly kept on duty. This period will be as short as possible/.

Please quickly confirm.

Director General
signed Di Reimondo

SECRET.

Military Railway Service,
Italy.

Subject: Utilisation of Suspended
Railway Employees.

Tel: Firebox 49
Outside Line 843332.

TH.A.1/203.

25 Jan. 45.

To: W.H. Braine, Esq.,
Director,
Labour Sub-Commission,
H.Q., A.C.

With reference to your ISC/519 dated 23 Jan. 45 on the
above subject:-

1. My chief concern as D.M.R.S. is to see that the personnel of the I.S.R. who have been suspended come before the Commission as soon as possible in order that those to be reinstated may get to work again.

2. It is a fact that personnel under suspension are being paid and are doing no work for it, but from various conversations I have had with the I.S.R. there would be trouble if they were allowed to continue to work during the period of suspension and this applies particularly in the case of the higher grade officials; I am not sure there would be the same objection in the case of the manual worker.

3. It is obviously wrong for a man to be paid for doing no work but presumably the same law applies in this country as it does in other countries, that a man is innocent until he is proved guilty and he could not be cut his pay and at the same time be refused permission to work.

4. I would have no objection to suspended personnel being temporarily employed by you, but I can see numerous difficulties, both as regards payment of wages and organising these men for work, which will require very careful study before any such scheme is undertaken. I would suggest a meeting between ourselves

seen as possible in order that those to be reinstated may get to work again.

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4. I would have no objection to suspended personnel being temporarily employed by you, but I can see numerous difficulties, both as regards payment of wages and organising these men for work, which will require very careful study before any such scheme is undertaken. I would suggest a meeting between ourselves, representatives of the I.S.R. and representatives of the A.C. Transportation Sub-Commission to discuss ways and means.

W. Long
(R.D. WACHORN)
Brigadier,

Director, Military Railway Service.

Copy to: Director,
Transportation Sub-Commission,
H.Q., Allied Commission,
Rome.

FILE COPY ✓

HEADQUARTERS ALLIED COMMISSION

APO 394

LABOR SUB-COMMISSION

WDE/rav

TEL : Ext. 204 23 January 1945
REF : LAG/510
SUBJECT: Utilization of suspended Railway Employees
TO : Brig. Waghorne, Director
Military Railway Service

1. From the attached correspondence you will see that on 7 December the Italian Railway Men's Union drew attention to continued payment of some hundreds of railway employees who had been suspended for various reasons. The Union pointed out that these men were not working for the State Railways, but were often engaged in blackmarket transactions; and they drew attention to the amount of debris clearance and rough repair work which still remains to be done and on which this suspended, paid labor might be employed.

2. The comments of the Italian Minister of Communications indicate that the number of employees so suspended is 2,124, including office personnel and executive personnel and has pointed out that while a number could be used on railway construction work, it would be impossible to rely upon them because of their Fascist background.

3. I should be glad to know if you would have any comments or suggestions to offer on this subject from the point of view of military railways; before the question of the continued payment or alternative employment of these suspended employees is pursued.

W. H. BRAINE

R. H. BRAINE
Director
Labor Sub-Commission

454/519

WGF/ef

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

Tel : 843209

12th January 1945

Our reference: AC/Tn/90/133/4

TO : Director, Labour
Sub-Commission, H.Q. A.C.

SUBJECT : Utilization of undesirable
Railway Employees.

1. With reference to your letter 4599³ of 28th Dec. 44 on the above subject.
2. Please find attached a copy of the answer received from the Chief of the Cabinet, Ministry of Communications.

W. G. Fletcher Major.

for O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub-Comm.A.C.

418

TRANSLATION OF ANSWER RECEIVED FROM
CHIEF OF THE CABINET. ✓

Nº 3124 employees have been suspended as yet by the Railway Administration. This is the total amount of office personnel and executive personnel.

A part of said employees - the executive ones - can be used on rail reconstruction works, but it is impossible to rely completely upon them due to the lack of that minimum of trust which is required ~~when~~ in as far as work is concerned.

The Administration has suspended said employees on that account, which is due to their fascist background.

WOF/ag

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

4th January 1945

Tel: 843209
Our Ref: AC/Fn/90/122/L

TO : The Chief of the Cabinet,
Ministry of Communications.

SUBJECT: Utilisation of undesirable employees.

1. With reference to the attached letter on the above subject.
2. Please let me know your remarks concerning Paragraph 3. Would it be undesirable to put them to work repairing bridgesa railway tracks, etc?

G. G. Stetler, Major
For O.H. LINDBERG
Lt. Col., R.E.
Chief, Rail Section.

2. Please let me know your remarks concerning Paragraph 3. Would it be undesirable to put them to work repairing bridge and railway trucks, etc?

G. G. Fletcher, Major
for O.H. LINDBERG
Lt. Col., H.E.
Chief, Rail Section.

416

SINDACATO FERROVIARI ITALIANI

SUBJECT : Utilisation of
undesirable employees.

7th Dec. 1944

TO : Allied Labour Office
Rome.

The State Railways Administration has suspended some hundreds employees, according to Decree N° 159 dated 27/7/44. Several other employees have been suspended as well because disliked by railway personnel, having caused - on account of their background - disorder and discontentment.

All said employees draw their salary and other allowances - partly or fully - from State Railway Administration, without working at all and often doing black market.

Due to damages of any kind suffered by the Country, repairs which are to be carried out on roads and bridges, and debris to be cleaned, we suggest that labour not used at present - and formed by said fascist employees - be put at your ~~disposition~~ disposal for its utilisation.

Will you please let us know your opinion on this matter.

Sd: for Central Committee
Sindacato Ferroviari It.
Gen. Secretary.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: DEC 18/1077

Message Centre No: C/4596

Date/Time Recd: DEC 18/1530

Precedence: ROUTINE

FROM: AVELLINO

TO: ALLIED COMMISSION ROME

ACTION

IN CLEAR.

Railway men assembled in AVELLINO disappointed by the derisive "bear living" indemnity allowed to them, ask for re examination of the said provision on behalf of the state's employees and claim for a more adequate increase of salary

M/c NOTE:

This is translation of cable received through Italian channels

DIST

ACTION: LABOUR SC (2)

INFO: CHIEF COMMISSIONER
ECON SEC
TN SC
FILE
FLOAT



414

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 05
Date/Time of Origin: JAN 061700AMessage Centre No: C/5795
Date Time Rec'd: JAN 062123A
Precedence: IMPORTANT

FROM: TN INC (TN SC)

TO : ACTION: ROBERT FOR JEFFREY, INFO: LABOUR SC AC

~~RESTRICTED~~

RESTRICTED.

Understand further labour troubles SUD-EST system. If
so report fully.

Dist

Action - Labour SC (2)
Info - A/President
Chief Commissioner
Econ Sec
File (2)
Float

HEADQUARTERS

7 JAN 1945

A. C.

413

RESTRICTED

*Sachs**4 cables**Labour*

JAN 050900Z

C/6723

JAN 061130Z

ROUTINE

CANCELLO (BENEVENTO)

COMMISSIONE ALLIATA ROMA

FOR INFORMATION ONLY

76

IN CLEAR.

As it has not yet provided to increase their wages, the railway's personnel in CANCELLO(BENEVENTO PROVINCE) are on strike as a protest against the failed equalization of wages with the actual cost of life.

THE INTERNAL COMMISSION

(M/C Note:

This is translation of
cable received through
Italian channels)

REPLY

ACTION: Tn S/C 2
INFO: Chief Commissioner
Neon Sec
Labour S/C
Finance
File 2
Fleet

412

519 on 411

CG/ic

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

Tel: 843402

Reference: AC/34/Tn

31 December 44

TO : LABOUR SUB-COMMISSION
HQ., AC.

SUBJECT : Italian Railwaymen's Union
Foligno Section

1. Translated copy of communication received from the Internal Commission of the above union is passed to you for information.

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

TRANSLATION

MINISTRY OF COMMUNICATIONS
General Inspectorate for Civil Motorization
and for Transport in Concession.

Serv. V - Uff. 4°

MEMORANDUM

SUBJECT: Workers' movements on the Sud-Est Railways.

The movements started by the employees of the railway network belonging to the Sud-Est Company is based chiefly on the claim to reduce the actual daily working time from 8.40 hrs. to 8.00 hrs.

The question can be thus summarized:

The International Convention of Washington, which became effective in Italy with Royal Law Decree N.1429 of 23.3.1923, established that the working hours should be 8 a day and 48 a week. Non-working on Sundays was not to be paid.

With the successive Royal Law Decree N.2682 of 2.12.1923, the employees of all enterprises operating railways and tramways had been granted the special benefit to have also non-working on sundays paid by working 8.40 hrs daily instead of 8.00. They thus obtained, by only 4 hours over-time, the payment of ~~one~~ the entire working day (the sundays), while the enterprises had to support the extra-expenses represented by 4 hours during which no work was actually done.

Above matter was definitively settled with Royal Law decree N. 722 of 26/3/36 clearly stating that the average daily working time, (without overtime) for all employees of the companies operating railways and tramways, was 8.40 hrs.

It is clear now that the question raised by the employees of the Sud-Est Company would not be limited to the Company's network but it would involve the employees of all Companies operating railways and tramways in ~~concession~~ on.

Moreover, should above category of employees succeed in their intention to reduce the daily working time to 8 hrs., still maintaining the benefit of having the sundays paid, the question would probably involve the employees of other industries who would not accept this disparity with the former ones.

Rome, dec. 13 th 44.

The General Director
sgd: De Cupis

TRANSLATION

Italian Railmen's Union
Foligno Section

Foligno Dec. 12th 1944

N. 391/ap

TO :
The President of the Council of Ministers -
The Minister of Transports -
The Minister of Communications -
The Minister of Treasury -
The Minister of Labour -
The Director General ISR -
The Prefect of Perugia -
D.G.M.R.S. -
The Central Committee of Railmen's Union -
The Chief of Ancona Compartment -
The General Labour Confederation -
The Labour Chamber of Foligno -
A.M.G. Foligno -
Compartmental Committee of Railmen's Union -

Subject: Salaries -

The Internal Commissions of the Italian Railmen's Union Section of Foligno, having held an extraordinary meeting on the night of Dec. 12th, 1944 have unanimously passed following Order of the Day:

Having considered and discussed the measures whereof Royal Law decree N. 323 of Nov. 26th 1944 concerning betterments of the salaries, they have seen that said decree, instead of improving the conditions, will actually bring a reduction of the salaries, what is particularly felt to-day, when the cost of living increases every day while no strong measures are taken by competent authorities in order to effectively stabilize the prices of essential commodities.

Having considered that all railmen employed at Foligno and those on duty on both lines Orte-Falcozare and Foligno-Bastia from the very day of their liberation did not spare any sacrifice in order to help re-habilitating and re-operating the plants and equipments destroyed or damaged by retreating German troops so that the service may proceed in the best possible way,

having considered that railmen's financial conditions are already very unfavourable in comparison with private employees' and that by the new law decree new dissatisfaction will be aroused, whose

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Having considered that all railmen employed at Foligno and those on duty on both lines Orte-Falconara and Foligno-Bastia from the very day of their liberation did not spare any sacrifice in order to help re-habilitating and re-operating the plants and equipments destroyed or damaged by retreating German troops so that the service may proceed in the best possible way,

having considered that railmen's financial conditions are already very unfavourable in comparison with private employees' and that by the new law decree now unsatisfaction will be aroused, whose full consequences cannot be forecasted yet, we ask competent authorities that following benefits be granted as once:

- 1) all personnel to have a monthly allowance not less than ~~presently cancelled~~ ¹³⁹ ~~bombardment indemnity~~, to elapse from the day when said indemnity was cancelled and to be paid till 6 months after cessation of war.
- 2) The increase of the temporary integration of ~~439~~ ¹³⁹ (L. 500 - 800 - 1000) to be paid in full, that is without the reduction whereof said Decree, also to the personnel dwelling in the provinces not yet returned under Italian administration.
- 3) All personnel to be granted a further allowance of at least 800 lire as it had been promised in last November.
- 4) While pending the settlements of present question, none of the deductions whereof said Decree shall be enforced

The Internal Commissions

Confidential & Urgent

46993 + 466

A 3P/10

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

Tel: 843307

Our Reference : AC/34/Tn

11 December 44.

TO : Minister of Communications
R O M E

SUBJECT : Sud-Est Workshops - overtime working dispute.

1. This matter has been brought specially to your attention on several occasions recently, although it is understood you have been fully aware of the circumstances for some weeks.

2. It appears that under the existing contract, the men are required to work 40 minutes extra each day against payment for Sundays, on which day they do not work.

3. The men are apparently objecting to this, and claim that payment should be made for the 40 minutes daily in addition to payment for the Sunday holiday.

4. Overtime worked inclusive of the 40 minutes in dispute, is 3 hours daily for 6 days a week at Bari, and 2 hours daily at Lecce.

5. It is now understood that overtime working has ceased, and output of locomotive and wagon repairs is suffering.

6. As this failure of output must have a direct effect on the availability of rolling stock for military purposes, it is requested that immediate action be taken by you to rectify the matter.

7. A reply is requested indicating action taken and results achieved.

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2. It appears that under the existing contract, the men are required to work 40 minutes extra each day against payment for Sundays, on which day they do not work.

3. The men are apparently objecting to this, and claim that payment should be made for the 40 minutes daily in addition to payment for the Sunday holiday.

4. Overtime worked inclusive of the 40 minutes in dispute, is 8 hours daily for 6 days a week at Bari, and 2 hours daily at Lecce.

5. It is now understood that overtime working has ceased, and output of locomotive and wagon repairs is suffering.

6. As this failure of output must have a direct effect on the availability of rolling stock for military purposes, it is requested that immediate action be taken by you to rectify the matter.

7. A reply is requested indicating action taken and results achieved.

Al Lindberg, A.Ce.

O.H. LINDBERG

Lt. Col. N.E.

Chief, Rail Section.

copy to:

DMG

Labour Sub Commission

438

Translation Baldazzi

Col. Smith

War. 3495 N. 1x2

Rome, 7 December 1944

TO : The Allied Labor Office
Via Vittorio Veneto
ROMA

SUBJECT : Utilization of undesirable railway-employees.

Hundreds of railway agents have been suspended from active service by the State Railway Administration, because they are affected by the qualification contemplated in the Royal Decree Law 159 of the 27-7-44. A good many other agents have been removed from the active service, because they are undesirable and disliked by the mass of the railway-workers, and are considered also on account of their past, provokers of trouble and discontent.

All these agents are receiving, in part or entirely, their wages and other emoluments from the State Railway Administration, without doing any service at all and rather, in several instances, by keeping themselves busy with the black market.

As this country has suffered every kind of devastation, with bridges and railroads still to be repaired, and with ruins to be removed, we propose that these not utilized workers - formed by ex-fascists - should be put at your disposal with the purpose of making some use of them.

We will appreciate to know on this subject what your Labor Office is thinking about.

For the Central Committee
of the Italian Railway Workers Syndicate
The Secretary General

of

785021

HEADQUARTERS
SOUTHERN REGION ALLIED COMMISSION
LABOR DIVISION
APO 394 U.S.ARMY

4915

46993

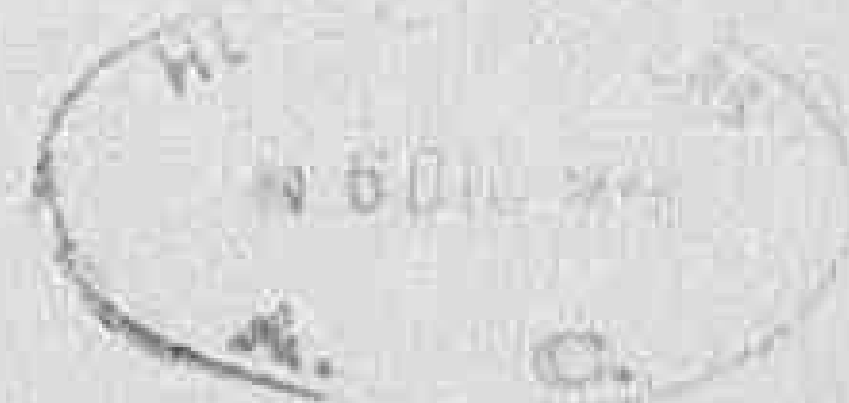
December 5, 1944

LS/280/201

SUBJECT : Sud Est Railway Labour dispute-Bari & Lecce
TO : Labour Sub-Commission

1. Supplementing my cable of the 2nd Dec. I enclose
copy of report received by Bari Zone.

For *Denis L. Botham*
DENIS L. BOTHAM
Capt. R.A.,
Regional Labour Officer.



436

ALLIED COMMISSION

SOUTHERN REGION BARI ZONE

1 Dec 44

MEMORANDUM - Labor Dispute at Sud-Est workshops - Bari & Lecce

90 : Zone Commissioner, AC Bari-Zone

Labor Officer, Capt. B.L. ROTHAM
H.Q. Southern Region, Naples.

Twenty four years ago, the Italian Gov't imposed the 8 hour work day upon the 135 odd railway concessions (private firms) operating in all of Italy. In other words the law specified that after 48 hours of work per week, there would be 24 hours of rest (Sunday). However, in spite of this move in the right direction, the workers went on strike for 21 days demanding payment for that day of rest. An agreement was reached whereby the worker would work 4 extra hours per week divided into 40 minute periods per day for 6 days and get paid for all of Sunday; that is, work 4 hours without pay & be paid for 8 on Sunday.

This law has been in force for 24 years involving all of the secondary railroads of Italy, & now due to the agitation of a few Communist in the Bari Camera del Lavoro the workers are demanding payment of this daily 40 minutes in addition to payment for the Sunday holiday. According to Maj. Baister of Tr. Sub-Commission & Comm. Orbettingo, Sud-Est Railways Bari, the workmen in Company's repair shops at Bari & Lecce have threatened to discontinue working overtime as of 2 Dec. 44 (now extended to 5 Dec.) The overtime worked at present, inclusive of the 40 minutes, is 3 hours daily for 6 days a week at Bari & 2 hours daily at Lecce. Maj. Baister states that if the men refuse to work the overtime referred to, the output of locomotive & wagon repairs will be reduced accordingly. On the other hand, Comm. Orbettingo claims that his hold over the workers is such that he guarantees the normal output of work.

According to information received the Italian Ministry of Communications had been advised of the circumstances some weeks ago.

This question cannot be treated locally since it involves national railway laws. It must be borne in mind that the ISR workers

extra hours per week divided into 40 minutes
days and get paid for all of Sunday ; that is, work 4 hours without
pay & be paid for 8 on Sunday.

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the secondary railroads of Italy, & now due to the agitation of a
few Communist in the Bari Camera del Lavoro the workers are demanding
payment of this daily 40 minutes in addition to payment for the Sun-
day holiday. According to Maj. Baister of Tn. Sub-Commission & Comm.
Orbettino, Sud-Est Railways Bari, the workmen in ^{the} company's repair
shops at Bari & Lecce have threatened to discontinue working overtime
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men refuse to work the overtime referred to, the output of locomotive
& wagon repairs will be reduced accordingly. On the other hand, Comm.
Orbettino claims that his hold over the workers is such that he
guarantees the normal output of work.

According to information received the Italian Ministry of
Communications had been advised of the circumstances some weeks ago.

This question cannot be treated locally since it involves
national railway laws. It must be borne in mind that the ISR workers
(Italian State Railways) get paid for Sundays without the daily 40
minutes in dispute.

(signed) U. ALESSANDRINI, Capt. Inf.
AC Labor Officer Bari-20

Copy to : TR. Sub-Commission - Maj. Baister,
Via Reggio Calabria, 23.

December 8, 1944

Anne:

Remind Col. Smith to call Capt. Alessandrini on the following matter:

(Signal dated 7 December from Major Baister at Bari, Transportation Sub-Commission)

"My letter TMB/11/1 dated 27 November refer overtime work ceased Sudst, Bari and Lecce work shop 5 December. 750 men affected. Output suffering. Suggest immediate contact Ministry of Communications."

~~Valley Forge 24 Col Pearce~~
~~Boston 6648~~

Sud-Est Ry

9 December 1941

MEMORANDUM TO COL. SMITH.

From: Capt. Solenberger.

Bari -

Captain Alessandrini called from Bari, and in your absence I took the call. Points covered were:

1. Workers of Sud-Est Government controlled but privately owned railway repair ~~shop~~ ~~have~~ refused to work overtime under existing arrangement. This arrangement called for 40 minutes overtime daily without pay based on the fact that workers are paid for Sunday without working.
2. State railway workers are paid for Sunday without working and receive overtime for any extra time work during the week. This system goes back to Italian law of 1922, granting concession of Sunday pay without work to State railway employees.
3. Sud-Est workers want to be paid on same basis as State railway employees.
4. Alessandrini has seen leaders of workers and informed them that any interruption of production vital to Allied Forces will not be tolerated. He received assurance that this would not occur, and that workers only wished decision from Rome on what they considered a just demand.
5. Italian Ministry of Communications will have to rule on this matter.
6. Alessandrini has made report to Captain Gotham in Naples which was to be forwarded to us.

RESTRICTED

SR/658

DEC 021154A

ALCOM SOUTHERN REGION

HQ ALCOM

C/2543A

DEC 021405

PRIORITY

RESTRICTED.

Subject is Sud Est Railway your signal 7290 of 29 refers. Time limit of threatened stoppage of overtime now extended 5 December. Dispute is because Italian railway law makes 24 hours rest essential after 48 hours week. Sud Est workers work 40 minutes overtime each day so as to obtain payment for Sunday rest day. Italian State Railway receive payment for Sundays without working overtime. Demand is now first overtime rates for the 40 minutes overtime per day and second payment for Sunday rest day. Italian Director ORBETTINO states cessation of overtime will not affect production as stated by Major BAISTER. Full report follows when received from BARI.

Dist

Action - Labor SC (2)
 Info - Chief Commissioner
 Econ Sec
 Tn SC
 File

Dispute is because Italian railway law makes 24 hours rest essential after 48 hours week. Sud Est workers work 40 minutes overtime each day so as to obtain payment for Sunday rest day. Italian State Railway receive payment for Sundays without working overtime. Demand is now first overtime rates for the 40 minutes overtime per day and second payment for Sunday rest day. Italian Director ORBETTINO states cessation of overtime will not affect production as stated by Major BAISTER. Full report follows when received from BARI.

Dist

Action - Labor SC (S)
Info - Chief Commissioner
Econ Sec
Tn SC
File

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TRANSLATIONRAILWAY 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

430

The Corps of the Railway Police, both from the side of discipline and technical employment, is under the direct responsibility of the Director General of the State Railways. When he deems it necessary in the interest of the service, the Director General may be supported in the performance of his duties by the Vice-Director of the State Railways, still retaining the full responsibility for the functioning of the Corps.

Art. 3

The Minister of Communications is authorized to make special investigations which shall be performed also by personnel not belong-

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.

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430

The Corps of the Railway Police, both from the side of discipline and technical employment, is under the direct responsibility of the Director General of the State Railways, when he deems it necessary in the interest of the service, the Director General may be supported in the performance of his duties by the Vice-Director of the State Railways, still retaining the full responsibility for the functioning of the Corps.

Art. 3

The Minister of Communications is authorized to make special inspections, which could be performed also by personnel not belonging to the Ministry.

Art. 4

The Railway Police, within the limits of the railway service 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

the authorities concerned.

In the performance of their duty directed towards keeping order, the Corps of the Railway Police is at the dependence 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.

Commissioned officers and guards will

ways 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.

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

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.E. will not be admitted in the Railway Police.

The personnel appointed must be screened in accordance with the Lieutenantcy 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

428

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.

428

Art. 11

The officers of the Railway Police 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.

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 permissible 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

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.

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
		427

Total

5315

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
		427
	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.

Art. 16

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

- 1 Commander of the Corps
- 2 Unit Commanders
- 3 Group Commanders
- 3 Company Commanders
- 6 Non-commissioned officers Commanders of Squads
- 6 Guards

Art. 17

All the personnel enlisted in the Railway Police Corps retains its rank as employees of the State Railways as well as all the rights of seniority and promotion in those classifications. This is in accordance with the regulations now in force or to be issued for this purpose.

Art. 18

To the employees enlisted in the Railway Police Corps, besides the allowance due to them as railway employees, a daily indemnity for being on duty will be paid as follows:

Commander of the Corps	40 Lire
Commander of a Unit	35 "
Commander of a Group	30 "
Commander of a Company	25 "
Commander of a Section	22 "
Commander of a Squad	18 "
Guards	16 "

Art. 19

The travelling expenses due to the personnel of the Railway Police Corps are the same as those paid to corresponding ranks of State Railway employees.

purpose.

Art. 13

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.

4 426

Art. 20

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

Art. 21

Through the mobilization office of the Ministry of Communications, the Commander of the Railway Police Corps will provide to obtain from the War Department the exemption of the personnel of the Railway Police Corps from any further military duty.

SUMMARY

RAILWAY POLICE CORPS

COMPARTMENTS	Groups	Companies	S T R E N G T H			
			Officers	Non-Com. Guards	Total	
			Officers			
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
BOLGONA	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 U.	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

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

425

EOL. 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 Company 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 com-

(Each to have composed of 1 commander of a squad and 1 guard.)

12 Commanders of a Section.

24 Commanders of a Squad.

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.)

3 Commanders of a Section

16 Commanders of a Squad.

290 Guards.

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A 1/2

(Encl: 1)

- 2 -

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.)
- 5 Commanders of a Section
- 12 Commanders of a squad
- 229 Guards.

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STRENGTH OF THE RAILWAY POLICE CORPS (1)

	Officers	non-com- missioned officers	Guards
--	----------	-----------------------------------	--------

FOUR units of three groups, each
composed of two companies for
the Compartments of TURIN -
MILAN - ROME - NAPLES.

Commanders of Units
Commanders of Groups
Commanders of Companies
Commanders of Sections
Commanders of Squads
GUARDS

4	12	28	60
---	----	----	----

136

1800

SIX units of two groups, each
composed of two companies,
for the Compartments of
VERONA - TRIESTE - GENOA -
FLORENCE - BOLOGNA - PALERMO.

Commanders of Units
Commanders of Groups
Commanders of Companies
Commanders of Sections
Commanders of Squads
Guards

6	12	30	60
---	----	----	----

136

1800

FOUR independent groups, each
composed of three companies
for the compartments of
ANCONA - BARI - REGGIO CALA-
BRIA - SAGLIANI.

A22

SIX units of two groups, each composed of two companies, for the Compartments of
 VENICE - TRIESTE - GENOA -
 FLORENCE - BOLOGNA - PALERMO.

Commanders of Units
 Commanders of Groups
 Commanders of Companies
 Commanders of Sections
 Commanders of Squads
 Guards

6
 12
 30
 60
 138
 1800

FOUR independent groups, each composed of three companies for the compartments of
 ANCONA - BARI - REGGIO CALABRIA -
 TRIESTE - CAGLIARI.

Commanders of Groups
 Commanders of Companies
 Commanders of Sections
 Commanders of Squads
 Guards

4
 12
 28
 64
 422

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 (5 Officers, 6 Non-commissioned Officers, 6 Guards.)

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)
- 5 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 THERAILWAY 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.

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. (Princi- pal Inspector.)
- 1 Commander of a Group	- 1 Commander of a Com- pany.	- 1 Commander of a Company.
- 1 Commander of a Com- pany.	- 2 Commanders of Squads.	- 1 Commander of a Squad
- 2 Commanders of Squads	- 2 Guards.	- 1 Guard.
- 2 Guards.		

AMOUNT OF ANNUAL SALARIES AND SPECIAL INDEMNITIES TO BE PAID TO THE
OF THE RAILWAY POLICE CORPS

Commander of the Railway Police Corps	Chief of a Service of the S.R.	1	100.000	
" of a Unit	Superior Chief Inspector	1	82.500	
" 2 " "	Chief Inspector	11	74.500	
" of a Group	Principal Inspector	20	65.000	1
" " " "	1st Class Inspector	11	55.500	
" of a Company	Chief Secretary	73	62.000	4
" of a Section	Principal Secretary	148	54.000	7
Non-Com. Officer Chief of a Squad	Assistant	344	48.000	16
Guard	Workman	a) 80%	3605	36.000 129
"	"	a) 20%	901	32.600 29
			5115	191

420

- (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.

ANNUAL SALARIES AND SPECIAL INDEMNITIES TO BE PAID TO THE PERSONNEL
OF THE RAILWAY POLICE CORPS

			(1)	(2)
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	
Principal Inspector	20	65.000	1.300.000	) 382.250
1st Class Inspector	11	55.500	610.500	
Chief Secretary	73	62.000	4.526.000	593.125
Principal Secretary	148	54.000	7.992.000	1.058.200
Assistant	344	48.000	16.512.000	2.012.400
Workman	a) 80%	3605	36.000	129.780.000
"	b) 20%	901	32.600	29.372.600
				) 23.431.200
	5115		191.095.100	27.546.675
			218.641.775	

ations have been made. The increase of the 70% is included.

ated on the basis of 325 days.

ENCLOSURE A

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 and freight trains. Any political action or purpose is therefore excluded from its duties.

Four tables are attached to the draft plan for the establishment of the new railway Police Corps, in particular:

Encl. 1 shows the strength of the units composed of three or two groups as well as of independent groups.

Each unit attached to the Railway Compartments of Turin, Milan, Rome and Naples will be composed of three groups, each formed by two companies.

Each unit attached to the Railway Compartments of Venice, Trieste, Genoa, Florence, Bologna and Palermo will be composed of two groups, each formed by two companies.

Each independent group attached to the Railway Compartments of Ancona, Bari, Reggio Calabria and Cagliari will be composed of three companies in consideration of the fact that these four towns are important ports.

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

Encl. 2 shows the strength of the Railway Police Corps.

Encl. 3 shows the strength of the headquarters of the Railway Police Corps and its organization in sections according to the matter to be dealt with.

Encl. 4 shows the expenditures which will be incurred in the sanctioning 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 the are not replaced, their salaries will not require additional

Each unit attached to the Railway Compartments of Venice, Milan, Rome and Naples will be composed of three groups, each formed by two companies.

Each unit attached to the Railway Compartments of Trieste, Genoa, Florence, Bologna and Palermo will be composed of two groups, each formed by two companies.

Each independent group attached to the Railway Compartments of Ancona, Bari, Reggio Calabria and Cagliari will be composed of three companies in consideration of the fact that these four towns are important ports.

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

Encl. 2 shows the strength of the Railway Police Corps.

Encl. 3 shows the strength of the Headquarters of the Railway Police Corps and its organization in sections according to the matter to be dealt with.

Encl. 4 shows the expenditures which will be incurred in the sanctioning 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 the 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., the guards could be quartered in existing premises, in the dormitories of the stations or in buildings near the stations (Rome Clementine).

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

- 2 -

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 8 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, 64 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 Litterio, Civitavecchia, 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, Viarbo, Orte, Avezzano, Formello and Cassino.

The total strength to be employed for the vigilance in the Compartment of Rome will amount to about two groups. The

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 Station 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 Station 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, Viatorbo, Orte, Aversa, 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 consideration, as they may arise in the course of operation.

The limit of territory for which the groups of guards assigned to the Railway Stations of the Compartment of Rome are responsible is fixed in advance, as shown in the following examples: the guard attached to the Railway Station of Formia will be entrusted with vigilance over the territory from the Railway Station of Roma Cassino 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.

- 3 -

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 amount 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 occurring 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 di Rete".

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 services 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. It will be essential to make

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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.

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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. (22A) 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.

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30th November, 1944.

A.S. WILCOX, Lt. Col.
Public Safety Sub-Com.

1698