

ACC 10000 1146 1609 091.46993 c UTILITIES

July - Dec. 1944

FILE COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

JRS/rmw

30 December 1944

TEL : 478904

REF : 091.46993 (091.4341)

SUBJECT: Wage Adjustment Agreement - Soc. An. Industria Autobus

TO : Lt. C. F. Mason, R.A.
Regional Labor Officer
Sicilia Region

1. Reference is made to your letter dated 22 December, 1944.
RLA/290.147. regarding wage adjustment agreement reached between the
employees of the Società Anonima Industria Autobus and the management.

2. The wage agreement as submitted is approved by this
Sub-Commission.

JUNIOR R. SMITH
Colonel, GAC
Acting Director
Labor Sub-Commission

NOTE: All papers on wage agreement are with Captain Topliss.

3435

0703

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

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

Cross Reference Sheet

File: 091.46993/c
Subject: Utilization of undesirable railway employees
Date: 28 December 1944
To: Transportation Hq
From: Labor Hq
Documents Filed: 342A 466 -

0704

FILE COPY

HEADQUARTERS ALLIED COMMISSION
AFO 394
LABOR SUB-COMMISSION

JRS/rmw

46993

TEL : 478904 28 December 1944
REF : 091.46993 (091.4342)
SUBJECT: Wage increase agreement - Societa Meridionale Acquadotto -
Torre Annunziata
TO : Capt. Denis L. Botham, R.A.
Regional Labor Officer
Southern Region

1. Reference is made to your letter dated 19 December 1944,
LS/298/201, regarding wage increase agreement for the Societa
Meridionale Acquadotto-Torre Annunziata.

2. The wage agreement as submitted is approved by this
Sub-Commission.

JUNIUS R. SMITH
Colonel, GAC
Acting Director
Labor Sub-Commission

The agreement is c/o Capt. Toplin

3433

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

19 Dec 44

LS/298/201

SUBJECT : Wage increase agreement-Società Meridionale
Acquedotto - Torre Annunziata
TO : Labour Sub-Commission

1. Enclosed herewith for approval are four copies of Wage Equalisation Agreement, Description of work, Comparative Wage Tables and Base Wage Tables together with report of Regional Labour Director.

2. This is a small company with a total of 1 director, 6 impiegati and 10 operai.

3. Comparisons are made with Allied rates (prior to 1st October) the increased rates for Naples Acqueduct and S.M.E. and proposed increase bring wages to the same level.

4. The single director (1st category) appears to have been left out of the comparison tables but the proposed increase to 5350 lire per month appears to be in accordance with the old Allied Maximum and the other two companies.

5. The increase is stated to be retroactive to 1st March 1944. This is believed to be the date of the increase given to Naples Aqueduct.

6. It appears to conform in all respects to the rules laid down and approval is recommended.

For the Regional Commissioner.

Denis L. Botham Capt. R.A.

DENIS L. BOTHAM,
Capt. R.A.,
Regional Labour Officer.

3432

0708

FILE COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

46993
JRS/RAW

TEL : 478904 28 December 1944
REF : 091.43852 (091.46993)
SUBJECT: Wage Agreement - Vesuvius Railway.
TO : Captain Denis L. Botham, R.A.
Regional Labor Officer
Southern Region

1. Reference is made to your letter dated 12 December, 1944.
LS/295/201, regarding wage increase agreement for the Vesuvius
Railway.

2. The wage agreement as submitted is approved by this
Sub-Commission.

JUNIOR R. SMITH
Colonel, MC
Acting Director
Labor Sub-Commission

The agreement is c/o Capt. Toplin

3431

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

LS/295/201

December, 12/44

SUBJECT : Wage Agreement - Vesuvius Railway

TO : Labour Sub-Commission

1. Enclosed herewith for approval and passing on to the Ministry are 4 copies of wage adjustment agreement together with comparative schedules and a short report by the Regional Labour Director.

2. Examination of the agreement shows that the rules comprised in A.C. H.C. instructions have been complied with and the same method of assessing the increase has been used as in the S.M.E. agreement.

3. Both indennità di presenza and assegni familiari have been included in the "averages" used to determine the percentages of increase.

4. The percentages appear reasonable and the increased wages will in all cases be below those paid by the State Railways who apparently in many cases pay more than the Allies. The new wages are, of course, below the Allied Wage Scale.

5. The agreement states clearly that the maximum stipend to be drawn by any person must be 150 lire per month or 5 lire per day less than the maximum Allied rate for the corresponding category.

6. The Allied rates used are those in force before 1st Oct. 1944.

7. Taking into account all these considerations it is considered that the agreement can be properly approved and it is therefore requested that it be considered with this in view.

For the Regional Commissioner.

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

3430

Copy to : Adj.

FILE COPY . 46993 (over 465)

HEADQUARTERS ALLIED COMMISSION
APO 334
LABOR SUB-COMMISSION

JRS/rmw

TEL : 478304

26 December 1944

REF : .46993 (465)

SUBJECT: Possible procedure in event of railroad strike.

TO : Legal Sub-Commission

1. I am generally in accord with the statements by Brig. Waghorn and would stress the necessity of setting up one procedure which would be applicable to railroad employees all over Italy.

2. It is important to note that railroad employees are Government employees, and as such, recipients of the recent wage increase announced for that group. They have already protested as to its inadequacy and particularly about the family allowance portion of this increase, which grants for the average family about 600 lire a month increase for private employees as against only 300 lire per month for Government employees.

3. Railroad workers in AMG territory will benefit by virtue of a proposed Provincial order, now being cleared through your office, which will make D.L.L. 328, granting the above increase, applicable in AMG territory from the date of liberation of the territory or from 16 August 1944, whichever is earlier. Such action, which must be expedited, will remove discontent already expressed by railroad workers in AMG territory regarding the more favorable treatment given such workers in Italian Government territory.

4. It is apparent that existing Italian law already provides adequate penalties for striking, particularly during wartime. Cases in AMG territory, it is agreed, should be dealt with as violations of AMG proclamations. However, it is considered good labor practice in case of a strike or threatened strike, to hold a round the table discussion promptly for competent and thorough discussion of the difficulties, and at such a table should be representatives of railroad management, employees, transportation unions, and the military authorities. It has been our experience that such a free discussion, backed by clear and firm statements by the military authorities of the criticality of the work, generally suffice to restore order. Railroad workers must be reminded that they are the only group of Government employees who have been singled out specially to receive, as heavy workers,

- 2 -

the Armed Forces "A" ration scale. This puts them in a preferred position over other Government employees and is a consideration that must not be passed over too lightly. It is felt, however, that the wage increase for Government employees is not too helpful as it affects the railroad group, and it is suggested that the Italian Government be asked to make some special consideration for this group, even if it may be open to charges of discrimination in favoring the railroad employees as against all other groups of Government employees. The suggested consideration, however, might be gone into on the basis of a temporary war measure in a service which is so critically important for the military effort.

JUNIOR R. SMITH
Colonel, QMC
Acting Director
Labor Sub-Commission

3428

RESTRICTED

SR/658

DEC 021154A

ALCOM SOUTHERN REGION

HQ ALCOM

C/2543A

DEC 021405

PRIORITY

RESTRICTED.

Subject is Sud Ret 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 Ret 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 Soc
 In SC
 File

3427

RESTRICTED

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 BALISTER. Full report follows when received from BARI.

Dist

Action - Labor SC (a)
 Info - Chief Commissioner
 Leon Sec
 Tn SC
 File

3427

RESTRICTED

7.6
ACP/10

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tel: 478701
Our Reference: AC/34/Tn.

1 December 1944

INTER OFFICE MEMO.

TO : Labour Sub Commission
HQ. AC. 

SUBJECT : Threatened Strike of Railway Employees, Sud Est System.

Attention Colonel Smith,

1. Information has been received from Ministry of Communications, Ispettorato Civile etc., the Department concerned with Private Railways conceded from the State that the employees of the Sud Est system are demanding an adjustment in Sunday pay rates, and the reduction of working hours from 52 to 48 per week.

2. If the reduction in weekly hours is not agreed to by the Company, the employees intend to reduce their own hours to 48 per week from 5 December next. Discussions are continuing at Bari on the matter.

3426

a Wing Capt
h D.S. ADAMS,
Colonel, C.E.

Director Tn. Sub Commission

File

46993

AD WASHINGTON REGION

7290

29 NOV 44

REBUTING

RESTRICTED ID

PARA ONE ID SUBJECT IS THREATENED STRIKE ON SMO RAILWAY AT BARI AND
LEON ID

PARA TWO ID MAJOR BAISTER TRANSPORTATION SUB COMMISSION AT BARI STATES A
LABOR STRIKE IS THREATENED AT SMO RAIL WORKERS AND MAY WILL CEASE OVERTIME
WORK ON ONE DUTYMAN UNLESS PAID DOUBLE TIME ID

PARA THREE ID CAPTAIN ALESSANDRI LABOR OFFICER ALCON BOUTHERN REGION REPORT TO
SOUTHERN BOUTHERN LABOR OFFICER SOUTHERN REGION FROM RE ALCON PAREN

PARA FOUR ID A DISCREPANCY ACTION IS INVESTIGATION OF LOCAL CONGRESS PARTY ID

PARA FIVE ID SUBJECT MAJOR BAISTER AND SIGNAL ALL INFORMATION ID

PARA SIX ID SIGNED JUNIOR R BERT SMITH COLONEL

LABOR SUB COMMISSION

EXT 204

JUNIOR R. SMITH

3425

NICHOLAS FIORINO

CNO USA

WGF/em

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
RAILS

REF. : November 28th 1944

SUBJECT : Labour dispute at Bari and Lecce.

TO : Col. J.R. Smith,
Labour Division, H.Q., A.C.

1. With reference to telephone conversation Col. Smith - Major Fletcher of today's date, herewith particulars asked for.

2. Major Baister, Tn. Sub Commission - Rail, reports as follows :

a. There is a labour dispute on the Sud Est Railway in connection with the payment of overtime at Bari and Lecce, where they are repairing locos and wagons for I.S.R.

b. The men threatened to cease overtime work on 1st Dec. unless they are paid double time for 40 minutes (instead of working on Sundays). This is in conjunction with the local Communist Party.

c. The Ministry of Communications have known all about this for some time and have told Sud Est not to pay, but have taken no further action.

d. This question is outside the usual labour laws.

*Nov. 29/44
At this time Fletcher
replies, I sent
original to
Capt. Alexandris.
J.R.S.*

O.H. Lindberg, Lt. Col.
O.H. LINDBERG, Lt. Col., R.E.,
Tptn. S.C., A.C., Rails.

3424

0215

Declassified E.O. 12356 Section 3.3/NND No. 785021**RESTRICTED**27111
For 2715154MOVIE FROM HALSTED - *at 1800*
AD MATR FOR ADAMS*LA bull*
C/2124
Nov 281016A
HOJFIE

FOR INFORMATION ONLY

RESTRICTED.

Labour dispute threatened Sud-Net workshops beginning 1 December. Probably all overtime working rolling stock repairs will cease that date. Dispute concerns payment for overtime in lieu Sunday duty. Understand Ministry of Communications have full information but no action taken to-date.

DISTRIBUTION:

Action: Th S/C (2)
Info: Chief Commissioner
Room Sec
Labor S/C
C.A. Sect
File

*Wing*

3423

RESTRICTED

FOR INFORMATION ONLY

RESTRICTED.

Labour dispute threatened Sud-Est workshops beginning 1 December. Probably all overtime working rolling stock repairs will cease that date. Dispute concerns payment for overtime in lieu Sunday duty. Understand Ministry of Communications have full information but no action taken to-date.

DISTRIBUTION:

Action: Tn S/C (2)
 Info: Chief Commissioner
 Econ Sec
 Labor S/C
 C.A. Sect
 File

Why?



3423

RESTRICTED

HUGH HARTERS ALLIED COMMISSION
APO 394
LABOR SUB COMMISSION

46793
File 4342
EJS/ac

28 November 1944

Ref: 051.46993

SUBJECT: Naples Railway Workers

TO : Captain D. L. Botham, R.A.
Regional Labour Office HQ, Southern Region.

Ref: your LS/235/200, dated 28 October 1944.

1. Your review of the situation in respect of the questions raised in para 2., (c), (d), and (e), is not sufficient to enable the Sub-Commission to formulate policy on questions of this sort. It is suggested for future reference that the opinion of both parties should be outlined instead of merely submitting the requests on the part of any one party.

2. Ref: your para 3.

In this connection will you please consult the Directorate of La Provvida to inform us whether they have any objections to meeting the wishes of the railway workers. If in the negative, obtain from them the specific reasons for that attitude. It has been brought to our notice that similar problems with La Provvida have been solved locally as in the case of Palermo and Rome. In both these instances, there appears to have arisen the fullest cooperation between La Provvida and the newly formed cooperatives that were seeking the help of La Provvida.

3. Ref: your para 4.

On principle, the Sub-Commission is in agreement that the premises of the Dopolavoro might be put at the disposal of organized workmen, but it stands to reason that the views of the Commissioner responsible for the premises should first be obtained before we could possibly intervene to accelerate the transference of such premises to organized workmen. It is understood of course that in territory under Italian Government jurisdiction A.C. should not take direct action in such matters, though our favourable views on such matters might be expressed in order to bring about a desired solution in such problems.

4. Ref: your para 5.

You do not state whether the military Mess at Caserta under review is an Allied or an Italian Mess. In either case, however, Labour Sub-Commission would not appear to have any right to interfere. It is suggested that the railway workers of Naples should ask for the same facilities as the Roman workers directly from the Authorities responsible for the Mess at Caserta.

-2-

On general principle, the Labour Sub-Commission considers that no discrimination should be made against the Naples railway workers.



E. J. Scicluna
Major,
Liaison Officer.

43262 only 46993

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

LS/235/200

28 October, 1944

SUBJECT : Naples Railway Workers

TO : Labor Sub-Commission



1. Above named workers have raised various questions with this division, some of which appear to be of national, not local interests.

2. The questions are :

- (a) Increase of Wages. They have agreed to await announcement of Government provisions for State Employees.
- (b) Transport from outlying communes. Referred to transportation, Naples Zone.
- (c) La Provvida. Referred to Labour Sub-Commission (see below)
- (d) Dopolavoro. Referred to Labour Sub-Commission (see below)
- (e) Use of Military Messes at rest points. Referred to Labour Sub-Commission (see below)

3. As to (c) La Provvida was, under Fascism, a sort of para-statal cooperative for the whole Italian Railways and later for all State employees. At present it is not functioning except for the sale of wine and vermouth. About 15 warehouses in Naples belonged to La Provvida and one of these is asked for the use of the new Railwaymen's Cooperative.

Permits for purchases and travel are asked also but is believed that Food-Sub-Commission will be shortly issuing a new directive on the whole question of Cooperatives and early advice is sought.

4. The Railway Dopolavoro is at present run by a "Commissioner" who acts as a receiver only. The Railwaymen are anxious to use the premises as a Club with their own elected officers and managers. Again this can only be arranged in Rome.

5. A Military Mess at Caserta, is, by consent, used by Rome Railwaymen passing through. Similar concessions there and

- 2 -

at other important rest points are asked by Naples Railwaymen
obliged to be away from Rome on duty.

6. Your remarks and recommendations would be appreciated.

For the Regional Commissioner.

DENIS L. BOTHAM,
Capt., R.A.,
Regional Labour Officer.

3415

HEADQUARTERS
LABOR CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

Cross Reference Sheet

File: 46993/c

Subject: Agreement au wage schedule - Compagnie Continentale Brant

Date: 12. November 1944

To: Labour Sub. Commission

From: Regional Labour Office

Documents Filed: I-22 3418 Section



Ministero dell'Industria del Commercio e del Lavoro

Direzione Generale del Lavoro

Divisione I

N. di prot.

340/88.1/4.1

Risposta a nota

Allegati

u 6/11 1941
7646993
ALLA COMMISSIONE ALLEATA

Sottocommissione per il Lavoro

ROMA

OGGETTO Aumenti salariali nella provincia di Bari.-

In risposta al foglio 091/46993/Lab. del 18 ottobre c.a.

si fa presente quanto segue:

1°) Questo Ministero ha chiesto al Prefetto di Bari chiarimenti sui fatti segnalati da codesta Commissione circa la corrispondenza di aumenti salariali ai dipendenti dell'Acquedotto pugliese, ente di diritto pubblico non soggetto alla regolamentazione collettiva dei rapporti di lavoro.

2°) Le provvidenze economiche che concernono l'istituzione della indennità di carovita sono state concordate fra i rappresentanti delle categorie interessate dei datori di lavoro e dei lavoratori con la diretta assistenza di questo Ministero. Ad esse si è ritenuto di dare applicazione, prima dell'emanazione del relativo provvedimento legislativo, peraltro ormai prossima, in considerazione della ansiosa aspettativa di miglioramenti salariali esistente tra le categorie lavoratrici.- Il contenuto degli accordi, pertanto, è stato comunicato alla stampa, per portarlo subito a conoscenza degli interessati.-

3°) La società A.N.I.C. ha già informato questo Ministero della astensione dal lavoro - per la durata di circa venti minuti - delle dipendenti maestranze, le quali avevano chiesto un anticipo di L.1000 sulla indennità di carovita.-

Tenuto conto di quanto è stato detto nel precedente n.2 la società, che era tenuta all'osservanza dei contratti collettivi, deve ritenersi autorizzata a corrispondere ai propri dipendenti non solo gli

TRANSLATION by A. de Chanaz

6 November 1944

Ref 340/ Div 1/4./1

SUBJECT: Wage Increase in Bari Province

TO : Allied Commission, Labor Sub-Commission, Rome.

FROM : Ministry of Industry, Commerce and Labor.

Ref letter 091.46993 LAB of 18 October 1944 inst., as follows:

1. This Ministry has asked the Prefect of Bari for information on facts mentioned by this Commission on wage increases to employees of the Acquedotto Pugliese, a firm with public rights and not subject to the regulations of Labor relations.

2. Economic measures concerning the application of the carovita indemnity have been agreed to among representatives of the classes concerned, employers and employees, with the direct help of this Ministry. These measures are to be applied before the publication of the relative legislative measures, which is imminent, in consideration of the great impatience for wage improvements existing among the working classes. In the meantime, the contents of the agreements have been stated to the Press, so as to announce them immediately to the people concerned.

3. A.N.I.C. has already informed this Ministry of a sit-down strike lasting about twenty minutes, by the workers who had asked for a L. 1000 advance on the carovita indemnity. Ref para 2., the firm which was under a collective contract must consider itself authorized to pay its dependents not only the advances claimed, but the whole of the carovita indemnity in the agreed measures.

4. The constitution of Labor Offices in the Puglia Provinces forms subject of another communication.

/s/ GRONCHI.



Ministero dell'Industria del Commercio e del Lavoro

Direzione Generale del Lavoro

Divisione I

N. di prot.

340/Sr.I/4.1

Risposta a nota

Allegati

ALLA COMMISSIONE ALLEATA

Sottocommissione per il Lavoro

ROMA

OGGETTO Aumenti salariali nella provincia di Bari.

In risposta al foglio 091/46993/Tab. del 18 ottobre c.a. si fa presente quanto segue:

1°) Questo Ministero ha chiesto al Prefetto di Bari chiarimenti sui fatti segnalati da codesta Commissione circa la corrispondenza di aumenti salariali ai dipendenti dell'Acquedotto pugliese, ente di diritto pubblico non soggetto alla regolamentazione collettiva dei rapporti di lavoro.

2°) Le provvidenze economiche che concernono l'istituzione della indennità di carovita sono state concordate fra i rappresentanti delle categorie interessate dei datori di lavoro e dei lavoratori con la diretta assistenza di questo Ministero. Ad esse si è ritenuto di dare applicazione, prima dell'emanazione del relativo provvedimento legislativo, peraltro ormai prossima, in considerazione della ansiosa aspettativa di miglioramenti salariali esistente tra le categorie lavoratrici. Il contenuto degli accordi, pertanto, è stato comunicato alla stampa, per portarlo subito a conoscenza degli interessati.

3°) La società A.N.I.C. ha già informato questo Ministero della astensione dal lavoro - per la durata di circa venti minuti - delle dipendenti maestranze, le quali avevano chiesto un anticipo di L.1000 sulla indennità di carovita.

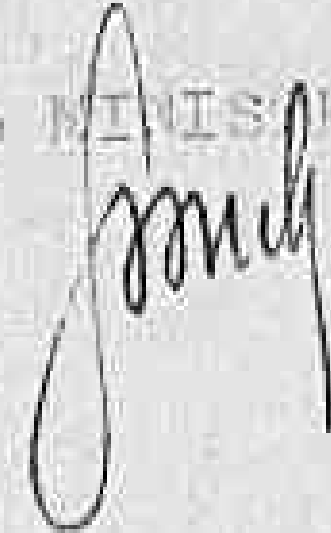
Tenuto conto di quanto è stato detto nel precedente n.2 la società, che era tenuta all'osservanza dei contratti collettivi, deve ritenersi autorizzata a corrispondere ai propri dipendenti non solo gli

./.

anticipi richiesti da l'intera indennità, nelle misure concordate.

4°) la costituzione di Uffici del lavoro nelle provincie pugliesi
formerà oggetto di altra comunicazione.

IL MINISTRO



TRANSLATION by A. Chanaz

6 November 1944

Ref 340/ Div 1/4./1

SUBJECT: Wage Increase in Bari Province

TO : Allied Commission, Labor Sub-Commission, Rome.

FROM : Ministry of Industry, Commerce and Labor.

Ref letter 091.46993 LAB of 18 October 1944 inst., as follows:

1. This Ministry has asked the Prefect of Bari for information on facts mentioned by this Commission on wage increases to employees of the Acquedotto Pugliese, a firm with public rights and not subject to the regulations of labor relations.
2. Economic measures concerning the application of the carovita indemnity have been agreed to among representatives of the classes concerned, employers and employees, with the direct help of this Ministry. These measures are to be applied before the publication of the relative legislative measures, which is imminent, in consideration of the great impatience for wage improvements existing among the working classes. In the meantime, the contents of the agreements have been stated to the Press, so as to announce them immediately to the people concerned.
3. A.N.I.C. has already informed this Ministry of a sit-down strike lasting about twenty minutes, by the workers who had asked for a L. 1000 advance on the carovita indemnity. Ref para 2., the firm which was under a collective contract must consider itself authorized to pay its dependents not only the advances claimed, but the whole of the carovita indemnity in the agreed measures.
4. The constitution of Labor Offices in the Puglia Provinces forms subject of another communication.

/s/ GRONCHI.

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

Cross Reference Sheet

File: 46993/C

Subject: Vaptes Piedmonti-d'Alife Railroad request
for increase in wages.

Date: 6 November 1946

To: Allied Control Commission Labor Office

From: Ministry of Communications

Documents Filed: 3415
7-23 Statistical Labor Section

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

file 46993

no. 43262

IS/211/2

19 October 1944

SUBJECT : Alleged enticement of Labour by
 Naples Filobus Company.
TO : Labour Sub-Commission

1. The above mentioned matter was fully investigated by the Labour and Public Utilities Division of this H.Q.
2. The allegations as to excessive wages were found to be unfounded and no payments have been made in excess of authorised rates.
3. An agreement has been reached between the Company and O.C. 6 Sub workshop whereby the workers involved will work for both parties for 15 day periods and this appears to satisfy everyone.
4. It should be emphasised that these men are former employees of the Company and now that the services are starting again at the urgent request of the Armed Forces, they are naturally required at their old jobs.

Denis L. Botham Capt. R.A.

DENIS L. BOTHAM,
Capt., R.A.,
Regional Labour Officer.

3414

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

DCS/132A

18 October 1944

L A G. 091.46993

SUBJECT: Wage Increases Authorized by the Prefect at Bari

TO : Ministry of Industry, Commerce and Labor

1. A report from our Labor Officer discloses that the Prefect at Bari, relying on an announcement in the newspapers describing a wage increase, extended to the aqueduct workers the following wage increase:

- a. An advance of one month's pay.
- b. An increase of 1,000 Lire per month for all employees earning in excess of 1,000 Lire and of double the monthly salary of those earning less. These increases are to be effective 31 October for the preceding month.

2. As a consequence of this unauthorized action considerable labor unrest was created culminating in a strike of 1,000 workers of AGIP Oil Refinery.

3. It is suggested that appropriate action be taken immediately to prevent the recurrence of incidents of this kind.

4. Your attention is drawn to the consequence of press releases which give to the public the impression that valid legislation for wage increases has already been enacted.

5. It is also earnestly urged that some action be taken upon the previous requests of the Allied Control Commission, that Labor Offices be established in the Apulian Provinces.

JUNIUS B. SMITH
Colonel, GEC
Acting Director
Labor Sub-Commission

3413

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

46997

IS/190/94

10 Oct.44

SUBJECT : Wage disputes in Bari
TO : Labour relations Officer, HQ.ACC.

1. Reference your Lab/091/471 dated 30 Sept. on above subject.

2. I proceeded to Bari and investigated as ordered.

3. It appears that following premature disclosure in local Press of proposed wage increases by Italian Govt. Apulian aqueduct workers threatened to strike if increases were not immediately forthcoming.

4. Bari Zone Labour Officer being at the time in Catanzaro was not informed but the Zone Commissioner instructed the Prefect to see that no stoppage occurred. Subsequently he was informed that all was settled and that the workers had resumed work.

5. My enquiries however, produced the following facts.

a) That the Prefect claims to have acted throughout with the consent of the Council of Ministers.

b) That he is of the opinion that the decree is law already although he admits it has not be gazetted.

c) That on the authority of a) and b) above he made the following concessions : an advance to every worker of one month's pay repayable in 24 instalments and an increase of 1000 lire per month per head for all salaries in excess of 1000 lire those less than 1000 lire per month to be doubled. This latter to be effective from 31st Oct. for the preceeding month.

6. This had the effect of bringing 1000 workers of ANIC oil refinery out on strike with the same demand on 6th Oct. I was in Bari and told the Prefect that I refused to parly with strikers but that he must make no concession whatever and must ensure their immediate return to work.

7. He reported next morning that all were working (this was confirmed) that he had promised nothing but had written Rome for instructions.

- 2 -

8. I was careful to make no comment on his previous actions leaving that to higher authority.

For the Regional Commissioner.

Denis L. Botham Capt. R.A.

DENIS L. BOTHAM, Capt. R.A.
Regional Labour Officer

3411

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
AFO 394

File

46993

30 September 1944

SUBJECT: Wage disputes in Bari.

TO : Labor Officer, Headquarters, Southern Region, A.C.C.

FROM : Labor Relations Officer, Headquarters, A.C.C.

Reference above subject:

1. A confidential report dated September 27 from Headquarters, Southern Region, A.C.C. to Headquarters, A.C.C. refers to 'threatened strikes among Apulian Aqueduct Company in Bari zone workers and post and telegraph employees over wages settled by Prefect'.
2. The Director, Labor Sub-Commission, would like you to investigate this matter and file in a report at the earliest possible time with special reference to the part played by the Prefect in the settlement of this dispute.

E. J. Sciolino Maj
E. J. SCIOLINO
Major,
Labor Relations Officer,
Labor Sub-Commission.

3410

0733

Nf

TRANSLATION

CONFEDERAL LABOUR CHAMBER
Cabdrivers' Union

To the Major of Rome

To ACC

R O M E

Oct. 2nd 1944

The problem of public transports shows an everyday increasing aspect of disorder and illegality, which is particularly striking at Rome, world's first City, where Right and Law were born.

As a matter of fact, both the thousands of means employed and the charges enacted without any control, are out-laws. Among the means employed there are old carts somehow assembled, drawn by emaciated horses, which probably only hope to enjoy soon the everlasting rest, there are all kinds of cabs, coaches, broughams, sometimes driven by young boys, not yet 16 years old, without any guarantee for those who dare to ride on them. You can see motor-cycles with side-cars, bicycles, tandem, motorcycles carrying even 3 or 4 people, two-wheeled carts, other carts generally employed for very cheap materials; and they are all carrying passengers. people who are prepared to stand any sacrifice in order to save some walking.

You can see all that in Rome, in the center and at the periphery, and you can easily imagine what impressions can be produced by that upon the population and upon the foreigners, who certainly never saw before such an unbecoming confusion.

Owing to above reported circumstances, the regular, legal, animal-drawn cabs (for which two municipal licenses are required, one for the coach and the other for the driver) are strongly handicapped and they are obliged to exact dishonest and unlawful fares, both for the competition and for the other reasons we are going to expound.

The cab-drivers of Rome are actually obliged to claim high fares not only for the cost of the life which we will not waste any more words about, but on account of the greediness and lack of comprehension of the cab-owners who if possible, would put a counter to the driver's pockets, in order to be sure that they are empty and that the driver must go back home penniless.

All cab-owners, among which you can find commanders, small and big fascist hierarchs, "squadrists" "ante marcia" "sciarpa littorio" regardlessly of their, let us say, size, have unanimously supported the old fascist gang and now these same persons, hidden

0 7 3 4

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The same cab is generally operated by two drivers, each of whom has a horse; one driver works in the morning till noon and the other in the afternoon and in the evening. When a cab is ~~in~~

exceptionally operated by a single driver, the rate of hire increases accordingly. It results therefore that the owner collects a double rate of hire daily for each coach, the concession of which belongs to the Commune.

And now let us consider how things actually proceed:

- a) where the driver starts operating his main worry is that in order to bring home some money, he must collect in a few hours from 700 to 1000 and more lire.
- b) besides the expenses for the family's support, he must bear other expenses which should rather be borne by the owner, as for instance, more fodder for the animal, stable-boy (entirely or partially) the horse which must be shod, eventual accidents and fines and other small expenses.
- c) the rate of un-employment is so high that the driver has not the possibility to start any discussion with the owner.

Since those who must cover the expenses are the passengers it results that the fares are excessively high, nay prohibitive.

And we see too that the driver must bear all discussions with the passengers and the resentment of the public opinion while the owner, who is the actually guilty one, remains hidden and unknown.

We are of the opinion that it is not only possible, but necessary to put an end to above conditions while still remaining within the law.

Municipal and Allied Authorities, within their respective competency, have the power and the duty to do that, regardless of the duration of the war which is going to finish soon with a complete victory of the Allied Armies.

We therefore put forward following requests:

- 1) Present grantees of the coaches must be deprived of the municipal numbers which must be allotted to the cab-drivers who deserve it and whose documents are in good order, giving priority to those who fought against fascism and nazism.
- 2) All cabs, horses, harnesses must be requisitioned by regular decree at current estimate prices, and same must be allotted to a cab-drivers' co-operative, legally constituted, of whose Board of Directors also representatives of the authorities and of the Confederal Labour Chambers must be members.
- 3) Competent authorities must assign to each horse a quantity of fodder sufficient to sustain him for seven-eight hours of daily service, the price must be fixed by the authorities.
- 4) The employment of the taximeter must be enforced again with new charges, according to present condition and within everybody's reach. Should this be technically impossible a Km-rate be fixed, since every taximeter records also the distance covered.

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- 4) The employment of the taximeter must be enforced again with new charges, according to present condition and within everybody's reach. Should this be technically impossible a Km-rate be fixed, since every taximeter records also the distance covered.
- 5) The drivers who will not observe the rules or who will prove, by serious ascertained faults, their unfitness to operate the service for the public, must be severely punished even by depriving them of the municipal license which will bear the loss of the concession; save the rights of a third party, to be revenged on the share of the Cooperative's capital.

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- 6) The drivers must pay a daily ammortization rate to be established according to the total amount of the debt of the Co-operative, to the charges which will be enforced and to the share of the general charges belonging to every driver.
- 7) All drivers pledge themselves to pay the whole amount of their debt within one year or maximum within 18 months.
- 8) As soon as the normal service has been regularized, all above reported unlawful transportation means must be removed.

It will thus be possible to get back into law and to serve public's interests.

We hope you will forgive our rough expression. Considering that we are modest workers who are worrying not only about the public, but also about their families' lot.

While thanking you in advance we remain dear Sirs.

Yours faithfully

CONFEDERAL LABOUR CHAMBER
Cabdrivers' Union
The Managing Committee

CANT'VA CONFEDERALE DEL LAVORO *(Piazza Soguitino, 1)*
 LEGA DI RESISTENZA FRA I VETTURINI DI ROMA

2-10-44

A SUA ECCELLENZA IL SINDACO DI ROMA
 ALLA SPETT. COMMISSIONE INTERALLEATA DI CONTROLLO
R O M A

La questione dei trasporti pubblici va assumendo, ogni giorno più, degli aspetti inconcepibili per la prima Città del mondo, cioè Roma. Inconcepibili ed antilegali, nella città culla del Diritto e Madre della Legge. Sono infatti fuori legge la miriade di mezzi adoperati e le tariffe praticate con criterio unilaterale. Dai furgoncini stracarichi di persone, ai camioncini di ogni specie, senza alcuna garanzia di responsabilità civile. Dai cassabanchi approntati con mezzi di fortuna e trainati da allampanati quadrupedi, che forse altro non desiderano che chiudere gli occhi nel sonno dei giusti, a tutte le specie di carrozzini, carrozze senza numero, di ogni specie e di ogni forma, condotte spesso da ragazzi al disotto dei sedici anni senza garanzia alcuna per le persone che hanno la ventura di salirvi. Perfino Said-car, biciclette, tandem, motociclette per trasporto di due, tre, quattro persone; carri a pozzolana, carrette generalmente usate per trasporto delle merci più infime, adoperati anch'essi per trasporto persone, le quali si sottopongono a qualsiasi sacrificio, morale ed economico, pur di risparmiare un po' di strada.

Tutto ciò Sig. Sindaco e Sigg.^W della Commissione Alleata di Controllo, è visibile in Roma, dal centro alla periferia, con il decoro che si può immaginare per i nostri concittadini e per i forestieri, non certamente abituati a simile stato eccezionale di cose.

In queste condizioni le regolari e legali vetture da piazza a traino ippico, che hanno almeno il pregio di avere una licenza per la carrozza e l'altra per il conducente regolarmente patentato, si trovano in uno stato di inferiorità palese e debbono praticare delle tariffe antilegge ed antimorali per la afreppata concorrenza, oltre che per le ragioni che qui di seguito esponiamo.

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Indipendentemente dal costo della vita, che è quello che è, ed è superfluo illustrarlo ancora qui, quando dallo stesso governo e dalle Autorità in genere è stato giustamente inteso il bisogno di emanare ordini e disposizioni per il pagamento da parte dei datori di lavoro di speciali caroviveri, indipendentemente da ciò, ripetiamo, i vetturini di Roma si trovano nella condizione tristemente particolare di chiedere tariffe altissime per l'esosità e la incomprensione degli industriali i quali, ove fosse umanamente possibile, applicherebbero un contatore alle tasche dei bistrattati automedonti per vuotarle la sera e mandarli a casa senza un centesimo.

Gli industriali delle pubbliche vetture, piccoli o grandi che siano, fra i quali figurano conduttori, pezzi grossi e pezzi piccoli del fu regime fascista, squadristi, marcie su roma, sciarpe e senza sciarpe per tutti indistintamente e commoventemente d'accordo nell'avere sostenuto fino all'esasperazione l'unilaterale vecchia congrega sindacale fascista, questi industriali che si nascondono sotto la maschera dell'ipocrisia e della studiata omertà, pretendono per l'affitto di poche ore di una sgangherata carrozzella, dalle 500.= alle 1.000.= (diciamo mille) lire giornaliere, passando al povero romazzino una razione di foraggio irrisorio. Tralasciamo qui le varie altre forme di affitto cavallo, di affitto carrozza, o finimento, basate tanto press'apoco sullo stesso importo.

Con una carrozzella, generalmente e salvo casi eccezionale (ed allora aumenta la quota pretesa), lavorano due vetturini al giorno, con un cavallo ciascuno, uno dalle prime ore del mattino a mezzogiorno, e già di lì, l'altro dalle prime ore del pomeriggio alla sera. In modo che il proprietario intasca alla sera il doppio della quota giornaliera per una vettura, la cui concessione è di proprietà municipale.

Orbene, Eccellenza e Signori della Commissione Alleata mettiamoci nei panni della realtà e della lealtà, e Voi Signor Sindaco che siete romano ci potete essere maestro in questo, e consideriamo:

- a) che il vetturino esce dalla scuderia con l'assillo che per poter portare un tozzo di pane alla propria famiglia deve incassare dalle 700.= ad oltre 1000.= lire nelle poche ore che ha a sua disposizione;
- b) che oltre alle spese indicate, ha a suo carico altre spese accessorie.

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-3-

rie che logicamente dovrebbero essere a carico dell'industriale, come: supplemento vitto alla povera bestia, garzone di scuderia o una parte di questo, ferratura del cavallo, eventuali incidenti stradali, contravvenzioni ed altre piccole, minute spese periodiche e straordinarie; c) che la disoccupazione è tanta che non concede al lavoratore la possibilità di discussione alcuna col padrone, per la legge inesorabile della domanda e dell'offerta.

In queste condizioni è chiaro che tutti i clienti bisognosi del mezzo di trasporto a sua disposizione pagano le decime e sono sottoposti a tariffe vessatorie e proibitive.

Ed abbiamo che, mentre l'esecutore materiale di tali esose pretese sopporta e subisce le discussioni col pubblico, il giusto risentimento della pubblica opinione, il MANDANTE, il vero e reale colpevole, rimane avvolto nell'ombra, a dispetto del buon senso e della Legge.

Orbene noi pensiamo che a tutto ciò si possa e si debba porre rimedio, operando nella Legge, rientrando nella Legge.

Autorità Municipale ed Autorità Alleate, ciascuna per quanto le compete, lo possono e lo debbono, indipendentemente dalla durata del conflitto mondiale che sta per terminare con la sconfitta totale delle orde nazi-fasciste.

Per quanto abbiamo esposto ci preme chiedere:

- 1° - i numeri municipali delle singole carrozze vengano tolti agli industriali attuali concessionari ed assegnati ai vetturini meritevoli in regola con i documenti, con speciale riguardo ai combattenti per la santa causa anti-fascista ed anti-tedesca.
- 2° - Con Decreto regolare vengano requisite carrozzelle, cavalli e finimenti a prezzo di stima attuale e si assegnino ad una Cooperativa di vetturini legalmente costituita e nel di cui Consiglio di amministrazione entrino anche rappresentanti delle Autorità e della Camera Confederale del Lavoro.
- 3° - Le Autorità competenti assegnino per ciascun cavallo una razione di foraggio equo, sufficiente a poter essere in servizio dalle sette alle ore otto al giorno, al prezzo che stabiliranno le stesse autorità.

- 4 - Sia riattivato l'uso dell'apparecchio tassametrico con una tariffa aggiornata ed alla portata di tutti, o nella impossibilità tecnica di poter far ciò subito, una tariffa Km., in quanto l'apparecchio, oltre all'importo, segna anche il percorso e seguito.
- 5 - Ai vetturini inadempienti od immeritevoli di essere a contatto col pubblico, per gravi ed accertate mancanze, sia arrivi fino al massimo della pena col togliere la patente di conducente con conseguente perdita della concessione, salvo i diritti di terzi da rivalersi sulla parte del capitale cooperativo.
- 6 - A seconda delle tariffe adottate e dell'aliquota di spese generali che graveranno su i singoli vetturini, venga imposto a questi il pagamento di, una quota giornaliera di ammortamento debito, da stabilirsi a seconda dell'entità del debito contratto.
- 7 - I vetturini si impegnano a pagare entro un anno, ~~xx~~ o al massimo diciotto mesi, l'importo del debito assunto.
- 8 - Regolarizzato il servizio normale vengano tolti dalla circolazione tutti i mezzi extra legali ai quali abbiamo accennato.

Così si rientra nella legge e si fa l'interesse del pubblico.

Perdonatoci, Signor Sindaco e Signori della Commissione interallenta il crudo linguaggio di modesti lavoratori, preoccupati della sorte oltre che del pubblico, di quella delle proprie famiglie.

Mentre Vi ringraziamo per quanto potrete a fare per noi, Vi salutiamo distintamente, professandoci con ogni ossequio.

COMITATO GENERALE DEL LAVORO
LIGERISTICA VETTURINI
ROMA

IL COMITATO DIRETTIVO

3403

Stampa affissa
Maroffi Pietro
Del Vecchio Giuseppe

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

File
JTRB/lmc
TM

20 September 1944

Lab. 471

SUBJECT: Wage agreement - C/ia Imprese Condotte di Acque.

TO : Hq SOUTHERN REGION ACC Labour Division.

Ref Your LD/134/200 dated 30 August 1944

The wage agreement for the above named company, enclosed in your letter, has been examined by this Sub-Commission and is approved.


J.T.R. BAIN,
Colonel,
Director

3402

50/

File

To: - HQ SOUTHERN Region ACC Labour Division.

Subject: Wage agreement - Cia Impresaria Condette de Acque

Ref your LD/134/200 dated 30 Aug 64

The wage agreement for ~~Cia Impresaria~~ the above named company, enclosed in your letter, has been examined by this Subcommission and is approved.

H.T.R.
Sgt. COT BAIN

Colonel
Director

HEADQUARTERS
SOUTHERN REGION-ALLIED CONTROL COMMISSION
LABOR DIVISION
A.F.O. 394-U.S. ARMY

LD/134/200

30 August 1944

SUBJECT : Wage Agreement - Compagnia Imprese
Condotta di Acque (Acquedotto Vesuviano)
TO : Director, Labor Sub-Commission

1. Ref. to a/m subject, herewith find wage agreement between labor and management of the a/m firm for your consideration and approval.

2. Previous to this Maj. Babcock was handed some correspondence by Capt. Robertson on the a/m subject.

For the Regional Commissioner.

James J. Cantilli
JAMES J. CANTILLI
2nd Lt. - INF.
ACT'G CHIEF DIVISION



3400

UFFICIO REGIONALE DEL LAVORO

PDD.

DIVISIONE Economica-Statistics Division.-

N. di Protocollo 7198-88 400

OGGETTO:

29.8.66
Napoli,
Via Roma, 148
Telef. 11956 - 51373

To: Capt. ROBERTSON
Chief Labor Division, Region III,
N A P L E S

Herewith subjoined we hand you the schedules of the proportional assignment of salaries concerning the Vesuvian Aqueduct (Compagnia Impresa condotte di Acqua) and copy of the respective minutes of agreement, for the approval of the A.C.C.,

With esteem/

THE DIRECTOR
(Avv. Michele Cifarelli)

Michele Cifarelli

3399

Translation Latorra

*Now, the old wage agreement and
the scheduled of salaries are set
Wages - Hours Division - Capt. Taphier*

AGREEMENT ON THE ADJUSTMENT OF WAGES AND SALARIES
TO EMPLOYEES OF ACQUEDOTTO VESUVIANO Co.

To-day 21 June 1944 in Naples in the Labor Regional Office before Avv. Alfredo Roccia and Avv. Ugo De Gennaro the following representatives of the "Acquedotto Vesuviano Co" and the representatives of the Plant Commission of the said Company's personnel have met:

Ferdinando Frigeri, as representative of the company and Messers. Manzo Antonio, Fidora Aldo and Pane Agostino as representatives of the personnel. The object of their meeting was the adjustment of wages and salaries of the personnel employed in the said company, following a request made by the Regional Federation of the Public Service personnel and on invitation of the Regional Labor Office.

It is understood that the wages and salaries granted to the personnel of the company must be adjusted within the limits of the maximum pay rates fixed by the Allies for their personnel and that the maximum net income of each employee must be inferior at least of 5 lire to the above limits. Besides the wages and salaries must be adjusted to those already fixed by the agreement between the Acquedotto Vesuviano Co. and its own personnel.

Therefore, the representative of the Company and the plant commission agree to apply the following adjustment system in as much as it appears to be adherent to that fixed by the Allied Command as well as that fixed by the "Acquedotto Vesuviano Co."

For the first category (qualified employees with directive functions) the adjusted salary has been fixed in the amount of L. 5.350.

For the second category (directive employees) the adjusted salary has been fixed in the amount of L. 4.500.

For the third category, common employees class A (n.9) the adjusted salary has been fixed in the amount of L. 3.850; for the employees belonging to class B (n.11) the adjusted salary has been fixed in the amount of L. 3.100; for the feminine employees (n.6) the salary has been fixed in the amount of L. 2.200.

For the watchmen (n.8) the salary is of L. 3.650.

MANUAL LABOURERS

There are no such workers classified in the first category.

For those classified in the second category (n.14) the pay has been fixed in the amount of L. 115 per day, and for those belonging to the third category (n.2) the adjusted pay has been fixed in the amount of 100 per day.

The percentages between the aforementioned pays and those formerly granted, as per attached table, must be applied free from every fee. Concerning family allowances it is to be remarked that these have an average value of 200 lire per month for the office workers and 80 lire per day for manual workers.

Said averages will be in each case deducted from salaries and wages as above fixed, by adding the effective family allowance due to each employee. This agreement will be submitted for approval to the allied authorities and will become effective 1st March, 1944.

Mr. Ferdinando Fingeri, representative of the company, has declared that he will submit this agreement to the approval of the "Controller of Property" who supervises the company.

Read - confirmed and undersigned.

Signed

Alfredo Roccia
Ugo de Gennaro

Fidora Aldo
Fane Agostino
Ferdinando Fingeri
Manzo Antonio

fg/

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

[Signature]

File

46973

30 September 1944

SUBJECT: Wage disputes in Bari.

TO : Labor Officer, Headquarters, Southern Region, A.C.C.
FROM : Labor Relations Officer, Headquarters, A.C.C.

Reference above subject:

1. A confidential report dated September 27 from Headquarters, Southern Region, A.C.C. to Headquarters, A.C.C. refers to 'threatened strikes among Apulian Aqueduct Company in Bari zone workers and post and telegraph employees over wages settled by Prefect'.
2. The Director, Labor Sub-Commission, would like you to investigate this matter and file in a report at the earliest possible time with special reference to the part played by the Prefect in the settlement of this dispute.

E. J. Scicluna Maj
E. J. SCICLUNA
Major,
Labor Relations Officer,
Labor Sub-Commission.

3396

CONFIDENTIAL

FOR INFORMATION ONLY

ECON

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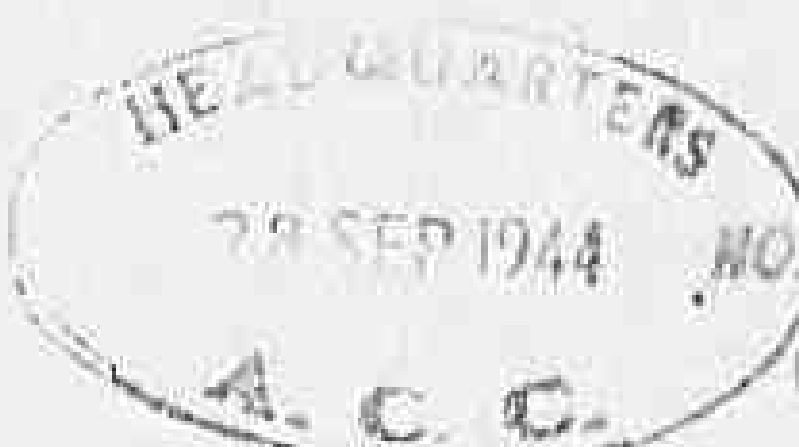
HQ ACC

N71/27

HQ SOUTHERN REGION ACC

SR/265

SEP271700A



CONFIDENTIAL. SITREP SOUTHERN REGION 18 SEPT TO 24 SEPT. 1B WITH EXCEPTION OF BARI DISTRICT WHERE COMMUNIST ACTIVITIES CONTINUE. DISTURBANCES; ALLEGED COMMUNIST INFLUENCE; AT RELIGIOUS FESTIVAL; ORDER RESTORED AND NO CASUALTIES. THREATENED STRIKES AMONG APULIAN AQUADUCT COMPANY IN BARI ZONE WORKERS AND POST AND TELEGRAPH EMPLOYEES OVER WAGES SETTLED BY PRPSA. POPULATION BARI ZONE UPSET BY ROME TRIAL; HOWEVER NO REPORT OF DISTURBANCES RESULTING FROM MURDER OF EX PRISON GOVERNOR IN ROME IN THE REGION. 2E BARI REPORTS GATHERING GRAPE CROP IN FULL SWING, OLIVE OIL COMMITTEE MEETING THIS WEEK. FOGGIA OIL AND MEAT SCARCE. SALERNO ANXIOUS BECAUSE ONLY RATIONS ARE BREAD AND PASTA. 3E SALERNO HAVE HAD ALLOCATIONS OF CEMENT AND IRON. MATERA POL SITUATION EASED BUT EXTRA ALLOTMENT NEEDED. 4E CARABINIERI SHOT DEAD BY BRITISH SOLDIER AT SALERNO DURING ALTERCATION, ASSAILANT ARRESTED. DEPARTURE 100 CORR FOR NORTH LEAVES FOGGIA PROVINCE UNDERSTAFFED. 5B TYPHOID DECLINING BENEVENTO, SMALLPOX IN NAPLES STATIC. HQ ACC ASSIGNED OFFICER FROM SN C TO AID IN ELIMINATION TYPHOID IN BENEVENTO. NO NEW CASES OF TYPHOUS. ASSISTANCE FROM 5A AREA WILL PROVIDE 50 EXTRA BEDS FOR BARI VD HOSPITAL. 22 CASES ANTHRAX FOGGIA ZONE. 6E 7 REFUGEE PROBLEM BEING COMPLICATED BY PROMISCUOUS ISSUANCE OF TRAVEL PERMITS IN VARIOUS REGIONS. 2000 PERSONS STRANGED FOGGIA STATION, CONDITION EASED BY USE OF MILITARY TRAIN. 8E 9. GRAIN COLLECTION IN QUINTALS. WHEAT 62377 WEEK, 2695842 TO DATE. BARLEY 42688 WEEK, 279980 TO DATE. CATANZARO SITREP NOT INCLUDED EXCEPT

FOR GRAIN COLLECTION

Act: (A.A. Br (2)

28 SEP 1944

CONFIDENTIAL

SEP272018

W.F. ARE

Admin Sec

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CONFIDENTIAL

FOR INFORMATION ONLY

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HQ SOUTHERN REGION ACC

SR/265

SEP271700A



CONFIDENTIAL. SITREP SOUTHERN REGION 18 SEPT TO 24 SEPT. 1B WITH EXCEPTION OF BARI DISTRICT WHERE COMMUNIST ACTIVITIES CONTINUE. DISTURBANCE; ALLEGED COMMUNIST INFLUENCE; AT RELIGIOUS FESTIVAL; ORDER RESTORED AND NO CASUALTIES. THREATENED STRIKES AMONG APRILIAN AQUADUCT COMPANY IN BARI ZONE FORMERS AND POST AND TELEGRAPH EMPLOYERS OVER PAID SETTLED BY PERSPECT. POPULATION BARI ZONE UPSET BY ROME TRIAL; HOWEVER NO REPORT OF DISTURBANCES RESULTING FROM HUNGER OF EX PRISON COVERS IN ROME IN THE REGION. 2E BARI REPORTS GATHERING GRAPE CROP IN FULL SWING, OLIVE OIL COMMITTEES MEETING THIS WEEK. FOGGIA OIL AND MEAT SCARCE. SALERNO ANXIOUS BECAUSE ONLY RATIONS ARE BREAD AND PASTA. 3E SALERNO HAVE HAD ALLOCATIONS OF CEMENT AND IRON. MATERA POL SITUATION EASED BUT EXTRA ALLGMENT NEEDED. 4E CARABINIERI SHOT DEAD BY BRITISH SOLDIER AT SALERNO DURING ALTERCATION, ASSAILANT ARRESTED. DEPARTURE 100 CORR FOR NORTH LEAVES FOGGIA PROVINCE UNDERSTAFFED. 5E TYPHOID DECLINING BENEVENTO, SMALLPOX IN NAPLES STATIC. HQ ACC ASSIGNED OFFICER FROM SN C TO AID IN ELIMINATION TYPHOID IN BENEVENTO. NO NEW CASES OF TYPHOID. ASSISTANCE FROM 5A AREA WILL PROVIDE 50 EXTRA BEDS FOR BARI VD HOSPITAL. 2E CASES ANTHRAX FOGGIA ZONE. 6E 7 REFUGEE PROBLEM BEING COMPLICATED BY PROMISCUOUS ISSUANCE OF TRAVEL PERMITS IN VARIOUS REGIONS. 2000 PERSONS STRANGED FOGGIA STATION, CONDITION EASED BY USE OF MILITARY TRAIN. 8E 9. GRAIN COLLECTION IN QUINTALS. WHEAT 62377 WEEK, 2695842 TO DATE. BARLEY 42688 WEEK, 279980 TO DATE. CATANZARO SITREP NOT INCLUDED EXCEPT

FOR GRAIN COLLECTION
Act: (P.A. Br (2))
28 SEP 1944

CONFIDENTIAL

SEP272018

Inv: HRE

Admin Sec

3395 Econ Sec

Agrie/c
File

CONFIDENTIAL

Labour

9082

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

TBJ/BMR/as

46993

G-5: 091.4-1

20 September 1944

SUBJECT: Civilian Labour.

TO : Headquarters, Allied Control Commission, APO 394.

1. Attached is copy of a letter from 750 Base Workshops dated 8 September.

2. Will you please let this Section have your comments soonest on the matter.

For the Asst. Chief of Staff, G-5:

T. B. Jackman
W. O. C.

T. B. JACKMAN
Colonel

394

CONFIDENTIAL

Incl: as above

22 SEP 1944
HEADQUARTERS

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

TBJ/BMR/as

20 September 1944

G-5: 091.4-1

SUBJECT: Civilian Labour.

TO : Headquarters, Allied Control Commission, APO 394.

1. Attached is copy of a letter from 750 Base Workshops dated 3 September.

2. Will you please let this Section have your comments soonest on the matter.

For the Asst. Chief of Staff, G-5:

V
T. B. JACKMAN
Lt. Colonel

3393

Incl: as above

CONFIDENTIAL

COPYSUBJECT:- Civilian LabourCONFIDENTIALHQ 750 Base Workshops
REME CMF750BW/920/108 Sep 44TO :- DME, AFHQ, CMF

1. There is a grave cause for concern regarding the present unsatisfactory conditions that govern the employment of Civilian Labour. The difficulties we are now experiencing at 6 Sub Wksps are here detailed as an example.
2. On 6 Sep., OC 6 Sub Wksps was informed by 25 of his skilled Civilian tradesmen that they were leaving him on the following Monday to take employment with Public Utility Co., Commune Di Napoli Trolley Bus Service. A list of these men is appended. NOT
3. Lt.-Col. Godfrey met the directors of the Services on the following morning and was told by them that to ensure retaining the services of these men they were going to pay them 3000 lire per month for which they would work for two weeks.
4. This represents 250 lire per working day, as compared with 120 lire which is the maximum permitted to us.
5. The directors stated they had not sufficient work to employ them more than two weeks per month, and Lt.-Col. Godfrey reports that amongst some scores of men in the Depot there was no evident sign of activity. In effect these men are to be paid to do nothing.
6. The case was represented to Major Sherburn, REME Central Labour Office, who referred it to DADL, 57 Area.
7. We are, as a result, now informed that there is nothing we can do about it. We cannot prevent employees leaving us at any time, if they so choose; nor can we forbid any Italian organization to employ them at any rate of pay they choose.
8. Could you take this matter up please.

(Signed) H. MCNEIL.

Colonel.

NCG/AT

CEME, 750 Base Workshops REME.

3392

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

DGS/maa

15 Sept. 1944

SUBJECT: . Strikes - Naples

TO : Files

1. At about 1200 hours today Captain Botham telephoned from Naples. He reported that there was a wave of strikes in Naples upon a demand for a wage increase based upon the proposal of the Station Government which was understood to be law. In general the demand was for 1000 L advance. The employees of the Gas Company went out this morning but returned to work. The Electric Company employees went out yesterday and are still out. Captain Botham will confer with them today.

2. Captain Botham wanted to know the status of the wage increase law. I brought him up to date on the proposal.

DAVID C. SACKS
Labor Sub-Commission

3391

A.C.C.
REGION IV

29 Aug. 44

SUBJECT : Work Stoppage - Soc. Romana Gas.
TO : Regional Commissioner - Reg. IV. - A.C.C.

1. This Division was informed at 9,30 this date by the T.C.U. Div. that a strike was in progress. It was stated that all workers of the Società Romana Gas, excepting clerical employees, had left their posts. Contact was made with the provincial Director of Labor (Italian) Dott. Toghi and a meeting arranged in his office with Ing. Vittorio Cova, Director of Società Romana del Gas.
2. The Director of the S.R.C. stated that the Company has agreed to increase the workers pay in accordance with A.M.G. General Order No 28 when active operation of the gas plant was resumed. He stated that the 900 workers had been kept on the payroll constantly, engaged in maintenance work. The workers had demanded payment of the increase at once. The management contend that it take until Sept. 5th to effect payment of even a thousand lire flat payment on account. In view of this statement the workers left work. The Camera del Lavoro has used its good offices to council the workers to have patience.
3. The wage position of these workers (manuel) appears to be as follows:
 - a) Average wage rate in effect Sept. I-1942 1390 lire per month.
 - b) Average rate in effect since 30 % cost of living increase Dec. 1943 1800 lire per month
 - c) Average wage rate after applying the Gen. Order 28 formula on the Sept. 42 wage 2324 lire per month.
 - d) Average increase 934 lire per month
 - e) Average retroactive payment of increase for three month starting in June 1944 1572 lire per month
(This is 934 lire increase per month for three months, less 410 lire per month for 3 months already received under 30 % increase of Dec. 1943)

It was pointed out to the management that it was believed that a quick method of payment with few accounting or mechanical difficulties would be prepared ^{to} a simple payroll, listing all workers and giving 1000 lire flat payment on account to each worker. This payroll to be signed by each worker as a receipt and authority to deduct such advance from future earnings, if back payments due, ~~do not amount~~ 1000 lire. (The management had pointed out that in a few cases, due to illness and other absences a thousand lire would not be due). Using this method it was believed the management could effect payment within twenty four hours.

4. The employees of the Società Romana Gas are organized into a union. Membership is confined to Company employees. Each of the three general classifications of workers namely:

1. Administrative- 2. Production-3. Distribution -- is represented on a council of workers. Each division has 6 elected members to this council.

The 18 representatives of the workers were invited to attend a meeting once to be held in the Provincial Labor Office.

5. The meeting was held at 11,30, 29 August 1944. In attendance were Capt. Holsten acting Regional Labor Officer, Lt. Moffitt - Provincial Labor Director, Dr. Togni Pfc. Walter Ruisi, Labor Div.- Ing. Cova, Director S.R.G. - Senor Briguzzi, an officer of the Rome Camera del Lavoro and 13 representatives of the workers council. (The names of the council members in attendance are on file in this office).

Acting as spokesman for the workers, Senor Briguzzi stated that the workers felt the Company had acted in bad faith as it had for two months postponed the authorized and promised advance, until the reopening of the plant. Upon such reopening of the plant the management had evaded the fulfillment of its promises, on the ground of accounting and financial complication. He made reference to fascist elements in both ownership and management. He said the workers demand payment to day.

Dott. Cova denied the charge of bad faith and the charge of fascist leanings. This developed into rather violent exchange, which was stopped.

6. It was then very strongly pointed out to the workers that:

The Allied Military Government did not recognize the right of any one engaged in essential public industry to strike in time of war. That we would refuse to deal with them until they had returned to their jobs. That we believe that they did not know that such a strike would be regarded as an act of sabotage, else they would not have left their work. The worker assured us that all employees had returned to work just before they returned to the meeting. It was agreed to accept this statement as true, subject to later verification and to continue the talk. It was then pointed out to the worker that:

- a) They had been kept in employment during a period of partial idleness due to the good offices of the Allied Command.
- b) That they had shown their gratitude by a work stoppage on the first day of actual operation:
- c) That machinery had been provided them, under a free Government

for the peaceful settlement of disputes;
 d) that as court of last appeal they should have consulted Captain Holsten before striking.
 The worker again stated their demand that they be paid at once. This was rejected in the ground that it was unreasonable and impossible. They were told that provided all workers had returned to work and that work was progressing peacefully we would attempt to see that a payment on account was made with in the next 36 hours.

7. The workers were instructed to have a deputation of three come to the Provincial Labor Office at 9 am. Aug. 30 to meet Lt. Moffitt and Dott. Togni to receive a final answer as to payment and the time of payment. The workers agreed and departed.

The management agreed to take all steps to affect a 1000 lire payment on account with in 36 hours. The Direction to report progress to Lt. Moffitt by 5 pm. Aug. 29.

8. Subsequent checking revealed that all workers were at work. Pfc. Walter Ruisi effectively acted as interpreter during this meeting.

Ed. HOLSTEN
 Capt. Q.M.C.
 Acting Regional Labor Off
 Officer

by J. H. MOFFITT
 1st Lt. Cav.
 Labor Division

Copies to.

T.C.U. Div. Region
 Labor Sub-Comm. A.C.C. Hdq ts
 Labor Div. Region IV
 File

A.C.C.
REGION IV

30 August 1944

SUBJECT : Supplemental Report Soc. Romana Gas.--
TO : Regional Comm. Region IV.--

1. In accordance with previous agreement Lt. Moffitt called on Director Cova at S.R.G. at 5 pm. Aug. 29. The director stated that he could effect a 1000 lire payment on account at 9 am. August 30.
2. He further stated the company had made a double payment of salary in July and in August had advance each worker 900 lire.
3. Lt. Moffitt met Director Cova in Senor Togni's office at 9 am. August 30. Here it was stated that payment of the 1000 lire payment on account had been effected.
4. It was further developed that the alleged double pay to all workers in July had actual been a loan made by the Previdenza di Gas. Previdenza di Gas is a company-employees mutual association, deriving funds from contributions made equally by employees and the company. The company had refused to make the loan but the Previdenza had made the loan, to be repaid after the war.
The 900 Lire advance in August was disclosed to be a payment for clothing covered in the collective contract and therefore merely the fulfillment of a contractual obligation.
5. The workers representatives were then met separately. They were again cautioned against strikes and warned of the possible consequences. The workers disclaimed any idea of striking at any time. They said that the management of the corporation was Fascist and still Fascist minded. That the alleged strike had been merely a demonstration to bring to our attention the company's attitude.--
6. It was then brought to the attention of the representatives of the workers that :
 - (a) the workers had been kept at work due to Allied intervention;
 - (b) that although they were suffering hardships our allies in Greece - China and other places were in greater distress;

3387

- 2 -

- c) that the coal to operate the gas plant had been transported to Roma from India a great expense and at the risk of the lives of allied nationals;
- d) that we would always try to deal fairly with the working men but would not be intimidated by strikes.

They agreed that these statements were just and promised to carry this word to their fellow workers. They also assured us of their desire to be helpful and their peaceful intentions.

7. The workers again drew our attention to the following :
- a) that all though the management had claimed that payment would take 7 days and that they did not have the money, the company had, when directed by us, found the money and effected payment within 18 hours;
 - b) that payment had been made only to manual workers and not to the clerical staff.

The management was direct to make payment to the clerical group.

8. It was developed that the Managing Director of Soc. Romana Gas, Vittorio Gova had been for many years Vice President of the Fascist Industrial Confederation. This information was given to Capt. Roosen of T.C.U. division.-

For Capt. Holsten

JOHN MOFFITT

Ist Lt. Cav.
LABOR DIVISION.

3386

ALLIED CONTROL COMMISSION
Sicily Region Headquarters
APO 394

Palermo 471

CPL/gf

File NIA/330.147

28 August 1944

SUBJECT: Soc. An. Industrie Autobus - Palermo
TO : Director Labor Sub-Commission A.C.C.

1. Reference your letter of the 17 August, the delay in replying is regretted due to hospitalization of writer.

2. A limited quantity of petrol is allotted to the island each month and this is distributed to:

- a. Essential needs and services and AI priorities.
- b. Semi important services.

Local passenger service has never been considered of sufficient importance to warrant an AI priority, therefore no fixed allotment of petrol has at any time been made. The bus services in fact receive a proportion of what remains after essential needs have been satisfied.

The most pressing need at the present time is the collection of grain, and to this end all available petrol is being diverted.

3. The Palermo Bus Company's ration was first reduced in June and then suspended in July. In August a small allocation was made, but there would appear to be no hope of reinstating the issue until after the close of the grain campaign.

4. I have already received a deputation from the S.A.I.A. and the position has been fully explained to them.

For Brigadier E. CARR. CBR., MC.

3385

C.F. Mason

C.F. MASON
Lt. R.A.
Regional Labor Officer.



HEADQUARTERS
ARMED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

471
CC-11

Our Ref: ACC/Tn/16 B/

Date : 23 August 44

TO : ✓ Labour Sub-Commission,
Food Sub-Commission,
HQ, A.C.C.

SUBJECT : Transportation Sub-Commission representatives' reports.

1. Attached hereto is a copy of an extract from the weekly Sicilian Transportation (Rail) Report from 0001 hours Monday 7 August 44 to 2400 hours Sunday 13 August 44 for your information.

g. R. Adams
C.S. ADAMS
Colonel, C.E.
Tn. Sub-Commission.

3384

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E X T R A C T

from

Weekly Sicilian Transportation (Rail) report from 0001 hours
Monday 7 August 1944 to 2400 hours Sunday 13 August 1944.

Para 8. Any Items of special interest or difficulty not covered
by above:

Strike:

August 16th the employees of the Palermo roundhouse engaged in a sit down strike. The reason for this was that they had not received the ration that they had been promised which was a distribution of Macaroni to have been started on August 12th. The Regional Commissioner was advised and he passed the information on the High Commissioner and the Prefect. At 1400 hours Dr. Tuccio went to the roundhouse and when he arrived the men were forming a column and intended to march thru Palermo with placards and large poster stating that the railway men were not getting enough to eat and they could no longer live on promises. Dr. Tuccio was able to persuade that this was wrong and talked them into going back to work as he promised to heed their requests. So today (Aug. 13th) all is calm. This morning Dr. Tuccio with the employees representatives called on the High Commissioner and the Prefect and it was agreed the ration as promised would be given out on Saturday 19 August without fail.

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
AFD 394

JOB/tbw

LAS 091.471

20 August, 1944

SUBJECT: Alleged Increase in Railroad Salaries -- Sardinia
TO : Colonel D. S. Adams, Transportation Sub-Commission

1. Attached is copy of our signal to Brigadier Carr together with his reply and documents you forwarded to this Sub-Commission.
2. Apparently no wage increase has been granted, but loans repayable monthly are being given. If such loans are being given on the Mainland, that fact is unknown to this Sub-Commission.
3. Investigation of loan situation will continue.

J. T. R. BAIN,
Colonel,
Director, Labor Sub-Commission

gob

3382

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 6

11th August 1944.

To : Headquarters, Allied Control Commission,
(R.C. and M.G. Section)

Subject : Wages.

Reference : HQ/2137.

Reference ACC Signal NR 1127 of 30/1045B July,
this Headquarters has communicated with the Commanding General
Allied Garrison of Sardinia who controls the Statal Railways on
this Island and has received the enclosed reply.

Further, by a telephone conversation of even
date the following facts were disclosed :

- 1) NO increase in wages has been granted as alleged
or at all.
- 2) That loans (repayable monthly) are being granted.
- 3) The Authorities in Sardinia believe that this is
the same policy as on the Mainland.

GFTW/ajs.

M. Carr

M. CARR.
Brigadier.
Regional Commissioner.

3381

x

1st Ind. F 1
HEADQUARTERS, ALLIED GARRISON OF SARDINIA, APO 534. 9 August 1944.

TO: Regional Commissioner, ACC, For Sardinia.

1. Investigation discloses that the ACC Signal referred to is concerned over a system of loans, and not an increase in wages, which has always been in effect under Italian State Railway authority.

2. It is believed that the system of loans has the approval of the Director General Military Railways, AFHQ, and has been in effect on the Mainland.

For the Commanding General:

AUGUSTUS P. VITALI
Major, Field Artillery
Acting Adjutant General

3280

x

1st Ind.

F 1

HEADQUARTERS, ALLIED GARRISON OF SARDINIA, APO 534. 9 August 1944
TO: Regional Commissioner, ACC, For Sardinia.

1. Investigation discloses that the ACC Signal referred to is concerned over a system of loans, and not an increase in wages, which has always been in effect under Italian State Railway authority.

2. It is believed that the system of loans has the approval of the Director General Military Railways, AFHQ, and has been in effect on the Mainland.

For the Commanding General:

AUGUSTUS P. VITALI
Major, Field Artillery
Acting Adjutant General

17
3379

ADD SARDINIA

ADD MAIN

1126

SECRET

NOTES

LABOR SUB-COMMISSION

HAVE AGAIN RECEIVED INFORMATION THAT HIGH COMMISSIONER FOR SARDINIA UPON OWN INITIATIVE
 GRANTED BONUS IN WAGE RATES TO RAILROAD EMPLOYEES AMOUNTING TO LINE SEVEN ZERO ZERO
 FOR UNMARRIED TEMPORARY EMPLOYEES ONE LINE ONE ZERO ZERO ZERO FOR MARRIED TEMPORARY
 EMPLOYEES AND UNMARRIED PERMANENT EMPLOYEES ONE AND LINE ONE FIVE ZERO ZERO FOR MARRIED
 PERMANENT EMPLOYEES PAYED TO AND SARDINIA FOR ADD REGION SIX FROM ADD MAIN FOR MAIN
WAGE RATE. IS THIS CORRECT QUERY IF SO GSA AUTHORIZATION FOR INCREASE SHOULD
BE VOIDED AT ONCE AND ALL PAPERS ATTACHED INFORMED TO BUREAU OF WAGE ADJUSTMENT
FOR ALL STATE EMPLOYEES UNDER DISCUSSION WITH ITALIAN GOVERNMENT NOW BUT AFFIRMATIVE
ACTION MAY BE DELAYED FOR SOME TIME

Major Albright, Labor S/C
 Col. D. S. Adams

L. T. MURPHY,
 1st Lt., AGO,
 Adjutant

3378

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/gfh

S E C R E T

Our Reference : ACC Tn/74/33

Date : 27 July '44

TO : Labour Sub-Commission.
H.Q., ACC.

Please see the enclosed papers received from
Security Branch and advise me of any action you take.

D.S. ADAMS,
Colonel, C.E.,
Transportation Sub-Comm.

5377

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394
(PUBLIC SAFETY DIVISION)

Date 19th July, 1944

SUBJECT: Censorship Intercept
Salaries of Rail Workers.
TO : Chief, Transportation Division.

1. Referred, please, for your information.

For the Regional Commissioner.

J.T. MANUEL,
Captain,
Asst/Regional Public Safety Officer.

3376

51 FIFTH SECURITY SECTION, I.C.

S E C R E T

TO : Captain Manuel, Asst/Regional Public Safety Officer, No. 1
Region, A.C.C.

1. Please find attached censorship intercept with regard to the salaries of railway workers. It is felt that this may be of interest to the Transportation Authority of A.C.C. May they please be informed.

In the Field.

18 July 1944.

C.A. OLIVED Capt.

O.C. 51 F.S.S.

3375

NAPLES

POGGI
VIA F. CRISPI, 26
NAPLES, ITALY

LO JACONO MANLIO
COMPARTIMENTO FERROVIE STATO
PALERMO, SICILY

The High Commission for Sardinia upon his own initiative, has granted the following changes to the railroad employees: temporary employees (unmarried) Lire 700, temporary employees (married) and permanent employees (unmarried) Lire 1000, permanent employees (married) Lire 1500. Apply for similar conditions from Musotto.

3373

3374

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

Cross Reference Sheet

File: 471

Subject: Rates of Pay for Italian Cable Repairmen and
Italian Government Labor Tax

Date: 17 August '44

To: HQ ACC Economic Section APO 394 U.S. Army

From: Allied Force Military Railway Service
Office of Director General

Documents Filed: XXIV-6 Rates and hours of work

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

LAB 091.471

17 August, 1944

SUBJECT: Soc. An. Industria Autobus Palermo

TO : Region I (Attention Labour Office)

1. A communication has been received from the "Legg Lavoratori Dipendenti, Soc. An. Industria Autobus" Palermo, asking for assistance by reason of the suspension of the petrol allowance to the Company, a copy of which has been sent to you, it is understood.

2. In order that we may be able to reply adequately will you please inform this Office as soon as possible in what circumstances this petrol allowance was suspended and if the suspension be permanent or temporary, and if the latter for what duration it will apply.

J. O. BARCOCK
J. O. BARCOCK
Major, S.R.
A/D/Director
Labor Sub-Commission

3371

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

Cross Reference Sheet

File: 46993/C

Subject: Wage Agreement for Italiana Agrosalti Locustari (SIA.S)

Date: 16 August 1944

To: Labor Sub Commission

3370

From: Regional Labor Officer

Documents Filed: 1-24 Statistical Labor Section

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

LAB 091.421

9 August 1944

SUBJECT: Wage Agreement - Società Strade Ferrate
Secondarie Meridionali.

TO : Regional Com. - Region III -
Attention: Regional Labor Officer.

1. This is in reply to a communication of 17 June 1944 recommending approval of a wage adjustment agreement between the employees and management of the above named company.

2. Since this submission was not contemplated in the original decision to adjust wages upward for the employees of the various public utilities, and since the analysis of the proposals involved a lengthy study of state railway salaries for comparative purposes, a considerable period of time has elapsed since the submission was made. The analysis is now complete and the Labor Sub-Commission recommends that the subject agreement be rejected.

3. In some categories the proposed maximum salary is in excess of the Armed Force Wage Scale and is therefore contrary to our letter of 1 May 1944, Lab. 091.46149.

4. In many instances the proposed maximum salaries are in excess of the Italian State Railway salaries. The problem of adjusting the salary structure for the Italian State Railways is now under consideration with the Italian Government in connection with a general review of all state and para-state wage and salary schedules. It is possible that some upward adjustment may be made in these salaries at a later date but it is felt that it would be unwise to prejudice this work by approving any agreement at this time which would result in certain private groups, doing comparable work, receiving a salary in excess of that being received by a public

service group. This is especially important, since the comparative analysis took into account the amount payable for pensions by the employees of the Italian State Railway Service. Further, there is evidence which indicates that the employees of the Cironavesuviana have tenure security of a character which would not justify the approval of salaries in excess of those paid by the State Railways.

5. There is attached a table showing the comparisons mentioned in paras. 3 and 4 above.

6. No salary now legally paid by Cironavesuviana which is in excess of the State Railway salary or the Armed Force wage rate should be reduced to those comparative levels. This assumes that such salaries are governed by collective contracts recognised by the A.C.C. as being in force.

7. If the employees and management of the subject company wish to resubmit a wage adjustment proposal revising their wage schedules within established policy, such proposal will receive immediate and sympathetic consideration by this Headquarters. However, any re-submission should provide that no increase will be proposed which raises an existing salary above either the Italian State Railway wage structure for comparable skills or the comparable Armed Force wage as revealed in the attached table.

BY ORDER OF CAPT. STONE (USNR):

WILLIAM O'DWYER,
Brigadier General,
Vice-President,
Economic Section

AGE DATA COMPARISONS

CIRCUVESUVIANA					
Category	State RLY		Circumvesuviana		Armed Forces
	min.	max.	min.	max.	
Segretario di servizio	4570	4817	4750	5165	5350
Capo stazione superiore	5092	5156	5355		5350
Capo deposito tipo A	5185	5297	5108		5350
Capo stazione principale	4669	4931	4530	5355	5350
Capo stazione tipo A	4521	4781	4525	5035	4955
Capo personale viaggiante	4421	4715	4505		4850
Capo deposito tipo B	4612	4893	4430	4615	4850
Capo tecnico	4674	4845	4430	4615	4850
Capo stazione tipo B	4305	4646	4005	4705	4550
Sorvegliante	3466	3746	4220	4310	4445
Applicato principale	4342	4561	4260	4375	4350
Genitore	4491	4753	4260	4375	4350
Capo d'arte	3779	4116	3605	4075	4130
Sottocapo tecnico	3383	3930	3805	4075	4130
Guidatore A	3751	3990	3685	4095	4145
Guidatore B	3379	3627	3460	3980	3870
Applicato I ^a classe e appl. gestione	3937	4167	3885	3965	3850
Applicato donna	-	-	3355	3485	3350
Operai specializ.(capo segm.)	102	110	120	124	135
Deviatori manovratori (A)	99	105	113	129	125
Operai di I ^a classe	101	107	115	121	125
Operai di II ^a classe	97	104	113	124	120
Operai di III ^a classe	-	-	105	115	116

* State Rly Salaries in excess of 3367

+ Proposed Circumvesuviana salaries in excess of Armed Forces

ADVANCE HEADQUARTERS
ALLIED-CONT. COMMISSION
Public Works and Utilities Sub-Commission
APO 394

147/1000

471

14 Jul 44

ACC/101/PWU

Subject: Control Areas.

To : Distribution below.

1. In view of the large number of problems requiring coordination between Regions the Public Works and Utilities Sub-Commission has found it necessary to divide Italy into three large areas, South Italy, Central Italy and North Italy with an Area Engineer in each area to act as our field representative who will settle such problems as he can on the ground and to keep us fully advised on the progress being made in his area.
2. We have found that not only do the problems differ in each of these areas, but the habits of the people seem to differ and their requirements are different. Electric Transmission Systems and Military Highways are no respectors of administrative boundaries and must be treated from an overall viewpoint, bearing in mind the territory served. The division made fits these problems admirably.
3. We are now functioning very satisfactorily along these lines in South and Central Italy. Insofar as North Italy is concerned Region IX is more accessible from Milan than it is from Rome with the plain of the Po valley extending over about half of that Region and Route 9 is running in a straight line from Milan through Parma and Bologna to Rimini. The problems of North Italy, the industrial section of this country, can be solved by us advantageously if treated as an area, as outlined.
4. The Ministry of Public Works, finding itself short of key engineering personnel, is adopting this same system as it will be of material help in solving its personnel problem.
5. Should it be found desirable at some future date to reduce the control personnel of A.C.C. it is believed that other Sub-Commissions, or Administrative Branches, may find this to be a more convenient division for limited control purposes, than the present larger number of Regions.
6. This is sent to you for information.
7. Attached hereto is a small map showing these Areas and the various Regions.

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L.A. JENNY,
Lt-Colonel, C.E.,
Director.

Distribution:

Chief Commissioner,
Exec. Commissioner,
V.P. Economic Sec.,
V.P. Adm. Section,

Sub-Commissions:

Agriculture, Labor, ✓
Finance, Shipping,
Food, Transpn.,
Ind. & Com., Education,

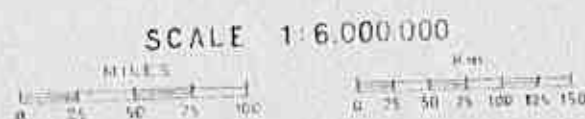
Interior,
Legal,
Mon. & Fine
Arts,

Property Control,
Public Health,
Public Safety.



A.C.C.
P.W. & U. Sub.Com.
Control Areas and Regions

3365



Approved *[Signature]* Director
Col. C.E. 12/7/44

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