

ACC AC/8/A/TN4 100 00/149/1960 APPOINTMENT - C 0191918
AUG. - SEPT. 1944

148/1960 APPOINTMENT - COMMISSIONER FOR SUD EST RAILWAY SYSTEM
AUG. - SEPT. 1944

CONFIDENTIAL

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CG/re

814

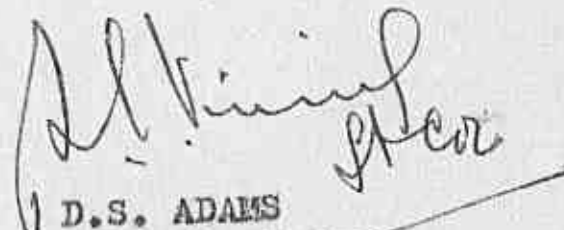
Our reference : ACC TH/44/39

Date : 26 Aug. 1944.

TO : Capt. S.C. Hall,
Div. Supt., ACC.
C/O Mov Tn. East Italy, CMF

SUBJECT : Privately Owned Railways.

1. Please see the attached translation of letter which has reached this office.
2. The request and contents are not clear, and additional information is sought.
3. Please supply such data as you are able to indicate at an early date


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

CONFIDENTIAL

3499

TO

Operative Council of Soc. It. Strade Ferrate del Mediterraneo.
 Operating Department of Ferrovie Calabro-Lucane - Roma.
 Operating Group of Ferrovie Calabro-Lucane - Bari & Catanzaro.
 President of Council of Ministers.
 Minister of Industry-Commerce and Labour.
 Italian General Labour Confederary.
 Confederal Labour Chamber - Bari.
 Industry Workmen' Union - Bari.
 Provincial Syndicate for employees of Railways, tramways and bus-lines - Bari.
 ACC - Labour and Industry S/Commission.

Bari Aug. 18th 1944.

having seen that :

- the administration of the Calabro-Lucane Railways exist but for its railroad-system in Puglie Lucania Calabria.
- above railroads-system is operated by personnel residing in above mentioned regions.
- the conditions of above personnel depend exclusively upon the conditions existing there, where said personnel resides.
- any alteration in above conditions bears immediate measures, as for the personnel is concerned.
- above alterations can be followed by the administration only if said Administration lives in same surroundings.
- above condition does not exist since all deliberative departments of the Administrations of Calabro-Lucane Railways have their offices outside the zone where the railway operates, and far away from said zone.

THE INTERNAL COMMISSION OF THE CALABRO-LUCANE RAILWAYS, in name of all personnel, having considered that the centralisation in Rome of all administrations exclusively concerning determined regions, was a typical expression of fascistic government's methods, while regional autonomy is a pillar of good democratic government; having experienced that the peripheral departments of Calabro-Lucane Railways are not allowed to decide the solution of whatever problem might whenever arise; since, owing to the present conditions of the country, it is not possible to question the central departments with the promptness required by particularly serious situations;

1426

Bari Aug. 18th 1944.

having seen that :

- the administration of the Calabro-Lucane Railways exist but for its railroad-system in Puglia Lucania Calabria.
- above railroads-system is operated by personnel residing in above mentioned regions.
- the conditions of above personnel depend exclusively upon the conditions existing there, where said personnel resides.
- any alteration in above conditions bears immediate measures, as for the personnel is concerned.
- above alterations can be followed by the administration only if said Administration lives in same surroundings.
- above condition does not exist since all deliberative departments of the Administrations of Calabro-Lucane Railways have their offices outside the zone where the railway operates, and far away from said zone.

THE INTERNAL COMMISSION OF THE CALABRO-LUCANE RAILWAYS, in name of all personnel,

having considered that the centralisation in Rome of all administrations exclusively concerning determined regions, was a typical expression of fascistic government's methods, while regional autonomy is a pillar of good democratic government; having experienced that the peripheral departments of Calabro-Lucane Railways are not allowed to decide the solution of whatever problem might whenever arise; since, owing to the present conditions of the country, it is not possible to question the central departments with the promptness required by particularly serious situations; having considered that the General Operating Direction of Rome costs heavy sums to the budget;

having seen that when no communications was possible between General Direction and Operating Groups latter proved their competency to self-administration, and that from the very beginning up till 1927 the Main Office was in Bari from where

./.

it was transferred to Rome against all interests, of Company, of personnel and of public; having seen that the Council of Ministers of Aug. 10th 1944 decided to dissolve all deliberative departments of Companies availing financial support, or share participation or guarantee of the State, and of Companies or enterprises being granter of goods belonging to the State.

asks

that the General Operating Direction of Calabro-Lucane Railways be re-established at Bari and in the meantime the deliberation power be conferred to the Chief Engineer of the Bari Group.

The internal Commission

For Mr. Bonomi
EWS/ml

A/CG 000.1-2

3 September 1944

My dear Mr. Prime Minister:

Reference the appointment of Engineer Michele Costa to the Directorship of the Inspectorate General of Civil Motorization and Transport under Concession.

In confirmation of our recent conversation, it is my understanding that though you do not approve of Eng. Costa for the position of Director of the Inspectorate of Motorization, your government is in agreement with the opinions submitted by the Transportation Officers of the Allied Control Commission, that his experience and technical capability is invaluable in the control and operation of trucking.

The forthcoming constitution of the Ente Nazionale Autotrasporti di Cose should give him ample field in which to demonstrate his abilities. His experience in Southern Italy and the important contribution that he has made in drafting the regulations for the Decree, establishing ENAO, should make him particularly useful in its administration.

Yours very truly,

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

His Excellency Ivanoe Bonomi
President of the Council of Ministers
Italian Government

3497

8/1

TRANSPORTATION SUB COMMISSION (RAILS).

Memorandum: Lt. Col. L. E. Vining.

SUD EST RAILWAY SYSTEM.

1. Reference is to the attached letters in respect of the possible appointment of a Commissioner for the Administration of the Sud Est system.
2. It seems possible that there may not be a full picture available, and the following information is therefore submitted.
3. The Private Railways of Italy are railways in concession, and in the main are subsidised by the State, on a basis of some much per kilometre. In return for this, the State obtains some source of income by the affixation of a stamp to the ticket. The Sud Est system is no exception, and according to existing records, the various sections of the line, opened at dates ranging from 1900 to 1933, are all due for reversion to the State in 1985. The annual State subsidy paid to the Sud Est system for the year 1940 was in the nature of 10,000,000 lire.
4. It seems reasonable to suppose that any Government paying out public money to subsidise private industry would require a department to deal with such matters and safeguard the interests of the community. Under the Minister of Communications, a separate section exists, quite apart from that under General Di Raimondo which covers the State Railways, and this is called the Inspectorate Generale della Motorizzazione Civile e dei Trasporti in Concessione. That Inspectorate appoints Divisional Inspectors, and there are two such in the southern area covered by the Sud Est system.
5. Quite recently, at the request of the Military authorities, we put into force a scheme whereby civilian employees in Bari and Naples travelling to and from military centres for work entirely under military control should travel free of charge on passes issued by the military authorities. Finance Sub Commission was not prepared to cover the cost of such journeys, and it will be quite obvious that some of the smaller private railways would suffer undue hardship and find it difficult to meet their commitments without such income.
6. We therefore arranged for our AC Divisional superintendents to receive from the military detailed statements as to all passes issued, and they were instructed to pass final figures on to the local Ministry of Communications representative for private railways. He in turn would consult with the railways concerned, and apportion the correct charges - in some cases more than one railway is involved, - and arrange for payment from Government sources.
7. It may be that these arrangements have been misconstrued, but it may exist as a railway clearing house, and

income by the affixation of a stamp to the ticket. The Sud Est system is no exception, and according to existing records, the various sections of the line, opened at dates ranging from 1900 to 1933, are all due for reversion to the State in 1985. The annual State subsidy paid to the Sud Est system for the year 1940 was in the nature of 10,000,000 lire.

4. It seems reasonable to suppose that any Government paying out public money to subsidise private industry would require a department to deal with such matters and safeguard the interests of the community. Under the Minister of Communications, a separate section exists, quite apart from that under General Di Raimondo which covers the State railways, and this is called the Inspectorate Generale della Motorizzazione Civile e dei Trasporti in Concessione. That Inspectorate appoints Divisional inspectors, and there are two such in the southern area covered by the Sud Est system.
5. Quite recently, at the request of the Military authorities, we put into force a scheme whereby civilian employees in Bari and Naples travelling to and from military centres for work entirely under military control should travel free of charge on passes issued by the military authorities. Finance Sub Commission was not prepared to cover the cost of such journeys, and it will be quite obvious that some of the smaller private railways would suffer undue hardship and find it difficult to meet their commitments without such income.
6. We therefore arranged for our AGO Divisional Superintendents to receive from the military detailed statements as to all passes issued, and they were instructed to pass final figures on to the local Ministry of Communications representative for private railways. He in turn would consult with the railways concerned, and apportion the correct charges - in some cases more than ^{one} railway is involved, - and arrange for payment from Government sources.
7. It may be that these arrangements have been misconstrued, but we have not the staff to exist as a railway clearing house, and are not in a position to offer financial aid. 3493
8. As far as I know, there is no other intention on the part of the Government, except to ensure that their representatives serve the private companies and also protect the taxpayer's money. In this particular case, it would seem to be a desirable thing to have such an inspector in the Bari area, for with main offices in Rome and the best system of communications, the Company can hardly claim to have its finger on the pulse of local conditions and requirements. It certainly seems unusual for a private company at this juncture to have its main office so far from the area in which the railway is operating.

it might be added that there is also in existence a separate Commission for the epuration of the Private Railways, but democratic thinking Italians would not be worried about such a Commission, which in any case was brought into being at the special demand of ACC.

A. C. Ping

A. C. PING
Capt.

3 September, 1944.

3495

EWS/ajp

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

A/CC 500

30 August 1944

SUBJECT : Appointment Commissioner for Sud-Est Railroad System
of Italy.

TO : Vice Presidents

Economic Section
Administrative Section

1. Although the Sud-Est Railroad System of Italy (La società Anonima Italiana per le Ferrovie del Sud-Est) is reported to be operating satisfactorily, there appear to be developing steps to appoint a Commissario for its operation, possibly as part of a general plan for the socialization of industry. The President of the Company is Prince Giulio Pacelli, who is the nephew of the Pope. The line operates mostly in Apulia, its main office being in Via Ravenna, Rome.

2. I am informed that it is proposed to appoint a Commissario under the provisions of a decree which the Commission has approved in principle, but which it object to on certain grounds. Our objections are set forth in a letter which I have sent to Prime Minister Bonomi this week, copy of which is attached.

3. The purpose of this memorandum is to ask the Economic Section (Transportation Sub-Commission) and the Administrative Section to be on the look-out for any such appointment in order that I may take such appropriate action as may be indicated.

Signed

ELIERY W. STONE
Captain, USNR
Acting Chief Commissioner

249

C O P Y

28 August 1944

CC 250

My dear Mr. Prime Minister:

I refer to the proposed draft decrees which have been handed to me (i) empowering the President of the Council to appoint commissioners for the temporary management of editorial firms and (ii) empowering the President of the Council of Ministers to appoint a Commissioner of Administration of private enterprises in certain cases which are set out in Art. I of the draft.

I am agreeable in principle to the first above mentioned decree, but I feel that the decree should make it plain that the Under Secretary for Press and Information (mentioned in Art. 2) will not exercise any political pressure or political pre-publication censorship in the Commissioners' or their Editors' matters in relation to the books and papers published by the firms except of course to prevent the publication of fascist or nazi views.

With regard to the secondly above mentioned decree, I again agree in principle but I feel that the circumstances in which commissioners can be appointed (see Art. I) are wider than can reasonably be required in this regard and also in respect of certain more detailed and technical matters with which I need not trouble you in this letter.

I suggest therefore that the persons responsible for the promotion of this decree should meet my representatives to discuss this draft in detail and if you will let me know their names, I will ask Brigadier Upjohn of the Administrative Section to arrange a meeting with them.

Yours very truly

ELLERY W. STONE
Captain USNR
Acting Chief Commissioner

His Excellency Ivanoe Bonomi,
The President of the Council of Ministers,
Italian Government - Rome

COPY

cc: Administrative Section

3493

1 4 3 4