

ACC AC 30/TN 4 10000/48/2.005

RATES AND FARES

DEC. 1943 - NOV. 1944

12.005

RATES AND FARES PROPOSED INCREASES PASSENGER
DEC. 1943 - NOV. 1944

File 20/90

HHS/aa

HEADQUARTERS
ALLIED COMMISSION
ECONOMIC SECTION
AFC 394

TEL. 497

4 November 1944

25/41

SUBJECT: Proposed Increase of Rates and Fares for Railways and
for Inter-urban Tramways.

TO : H.E. Cerebena, Minister of Communication.

1. Reference is made to Royal Decree of December 16, 1943
N). 27/3.

2. This proposed decree was reviewed by the Price Office
of the Allied Commission in July, and through consultation between
our Legal Sub-Commission and avv. Caravita of your Ministry, an
agreement was reached on a simplified wording of the decree.

3. A copy of the act concerning railways and tramways is
herewith returned.

4. The Allied Commission has no objection to the publication
of this decree in its present context.

5. The effective date of imposing the rate increases should
be changed however, to coincide with some contemporary date to be
determined by the Italian Government at the time of the final approval
of the decrees.

For the Acting Chief Commissioner:

406

A.C. Antolini
Acting Deputy Chief of Staff
Economic Section

Attachment:

As stated above.

TO : H.E. Carbone, Minister of Communication.

1. Reference is made to Royal Decree of December 16, 1943 (R). 27/3.

2. This proposed decree was reviewed by the Price Office of the Allied Commission in July, and through consultation between our Legal Sub-Commission and Avv. Garavito of their Ministry, an agreement was reached on a simplified wording of the decree.

3. A copy of the act concerning railways and tramways is herewith returned.

4. The Allied Commission has no objection to the publication of this decree in its present context.

5. The effective date of imposing the rate increases should be changed however, to coincide with some contemporary date to be determined by the Italian Government at the time of the final approval of the decree.

For the Acting Chief Commissioner:

408

A.C. Antolini
Acting Deputy Chief of Staff
Economic Section

Attachment:

As stated above.

Distribution:
Transportation Sub-Commission
Legal Sub-Commission
Mr. Taylor
Marion Cleveland
Files

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 194

Ref: 473762
Our Ref: ES/

15 October 1944

TO : H. St. Gerabona
Minister of Communications

SUBJECT: Proposed increase on Rates and Fares for Railways
and for Inter-urban Trunkways

1. Your revised decree was submitted to our Legal Sub-Commission who considered it unduly complicated; and containing rules and regulations which should properly be included in any circular sent out to Cassi Compartimenti as to how the increase shall be applied.
2. It is understood Legal Sub-Commission consulted with Avv. Geravita of your Ministry on this subject, and the attached copy of Decree in Italian and English, is the successful result of the discussions which took place.
3. The copy of acts concerning Railways and Trunkways in concession is returned herewith.
4. Please let me know the date on which the Decree comes into force, and ensure that Transportation Sub-Commission is provided with details of the instructions sent out as to the application of the act, to State Railways, Private Railways and Inter-urban Trunkways.

207
Director of Economic
Affairs
Acting Head
ECONOMIC SECTION

1. Your revised decree was submitted to our Legal Sub-Commission who considered it unduly complicated, and contained rules and regulations which should properly be included in any circular sent out to Capi Compartiments as to how the increase shall be applied.
2. It is understood Legal Sub-Commission consulted with Mr. Garavito of your Ministry on this subject, and the attached copy of Decree in Italian and English, is the successful result of the discussions which took place.
3. The copy of acts concerning Railways and Tramways in concession is returned herewith.
4. Please let me know the date on which the Decree comes into force, and ensure that Transportation Sub-Commission is provided with details of the instructions sent out as to the application of the act, to State Railways, Private Railways and Inter-urban Tramways.

A.G. ANTONINI
Acting Head
Economic Section
403

Enclosures:
(Copies of Acts)

UNIVERSITY
LIBRARY OF THE
TRANSPORTATION SUB-COMMISSION
APR 394

ACF/elo

30/29

Tel : 478701

Ref: 207

15 Ottobre 1944

A S.E. Cerabona
Ministro delle Comunicazioni
ROMA

Oggetto: Proposta aumento delle tariffe per ferrovie e
travvie interurbane.

1. Il vostro decreto revisionato fu sottoposto all'esame della ns. Commissione legale che lo trovò completo oltre il necessario ed inoltre contenente norme e regolamenti che dovrebbero invece essere inclusi nelle circolari diramate ai Capì d'ispezione per dare istruzioni sul modo di applicare a suddetti agenti.
2. La ns. Commissione legale si consultò in merito con l'Irr. Ceravita di cui ho Ministerio e la Commissione che ne seguì si concretò l'elaborazione del decreto del quale vi si rimette copia sia nel testo inglese che in quello italiano.
3. In seno alla procura vi viene restituita la copia degli Atti riguardanti ferrovie e travvie in concessione.
4. Vi prego di farvi sapere in che data andrà in vigore il decreto di cui sopra e vi prego inoltre di assicurarmi che la Commissione d'ispezione sia stata ricevuta tutti i particolari delle istruzioni diramate in merito alla applicazione di detto decreto, sia alle ferrovie dello Stato che a quelle private e alle travvie interurbane.

404

Ald. Latolini

Capo della Sezione Economica

Ministero delle Comunicazioni

R. M. A.

Oggetto: Proposta aumento delle tariffe per l'energia e
transmissione.

1. Il vostro decreto revisionato fu sottoposto all'ufficio delle RR. Commissioni che lo trovò compilato oltre il necessario ed inoltre contenente norme e regolamenti che dovrebbero invece essere inclusi nelle circolari emanate dal D. D. per l'adempimento per dare istruzioni sul modo di applicare a questi aumenti.

2. In re, sottocommissione legge si consultò in merito con l'Avv. Garavito di questo Ministero e la commissione che ne seguì al concesso l'adempimento del decreto del quale vi si rinette copia già del detto inglese che in quello italiano.

3. In caso alla proposta vi viene restituita la copia degli atti riguardanti l'energia e transmissione.

4. Vi prego di farvi sapere in che data andrà in vigore il decreto di cui sopra e vi prego inoltre di assicurarsi che la sottocommissione trasporti l'adempimento tutti i particolari delle istruzioni emanate in merito alla applicazione di detto decreto, sia alle ferrovie dello Stato che a quelle private o alle ferrovie in servizio.

401

A. G. Antolini

Copia della sentenza pronunciata
r.f.

MINISTERO DELLA COMUNICAZIONE

FERROVIE DELLO STATO

IL MINISTERO Segretario di Stato per le Comunicazioni

Visto il R. Decreto Legge 16 dicembre 1943, n° 27/B:

D E C R E T O

ART. 1. I prezzi comunque vigenti al 30 giugno 1943 per i trasporti di persone e cose sulle ferrovie dello Stato sono aumentati del 100%.

L'aumento viene portato sull'ammontare complessivo degli importi attualmente fissati per i singoli trasporti.

Le eventuali frazioni di lira della cifra così risultante sono arrotondate in più, fino alla lira intera.

ART. 2. E' autorizzato altresì l'aumento dei prezzi vigenti alla stessa data per i trasporti di persone e cose sulle ferrovie concesse all'industria privata e sulle ferrovie extraurbane nei limiti e con le modalità previste nell'Art. 1.

Ogni precedente aumento di tariffe e prezzi emanato in vigore dopo il 1° luglio 1943 eccedente il 100% delle tariffe opposte dei prezzi in vigore al 30 giugno 1943 deve essere diminuito fino ad adeguarli alle tariffe e prezzi stabiliti nel presente decreto.

ART. 3. Con successivi decreti sarà provveduto per le ferrovie funicolari e filovie, e per ogni altro servizio pubblico di trasporto di cui al R. Decreto Legge 16 dicembre 1943 n° 27/B.

ART. 4. Il presente decreto sarà pubblicato nella Gazzetta Ufficiale del Regno ed avrà effetto dal giorno successivo alla sua pubblicazione.

Dato a Roma, ottobre 1944.

IL MINISTRO

403

THE MINISTRE OF TRANSPORT OF CANADA FOR THE COMMUNICATIONS
 CONCERNING THE RAILWAY-LAW OF DECEMBER 16, 1943, No. 27/11

DECREES

Art. 1

All fares in operation on 30th June 1943, for transports of persons and goods by the State Railways shall be increased by 100%.

This increase shall be applied on the total amount to be collected for each transport. If a fraction of lire appears in the thus resulting amount, such fraction shall be increased to a full lire.

Art. 2

Authority is also herewith given for the increase of the fares in operation on the same date for transport of persons and goods by private railways in concession and long distance (extra-rapid) railways within the limits of and under the provisions established by Art. 1.

Any previous increase of rate or fare put into effect on or after 1 July 1943 exceeding 100% of the fare or rate in operation on 30 June 1943 shall be decreed to conform to the rate or fare hereby established.

Art. 3

Further decrees shall provide for the tramways, municipal railways and trolley buses and for any other public transport service according to the 2. Decree-Law of December 1943, No. 27/11.

Art. 4

This decree shall be published in the "Gazzetta Ufficiale" of the Realm and shall come into force on the day following that of its publication.

Dated.....

THE MINISTER

422

INTER-OFFICE MEMO.

Tel : 478701

Our Ref: ACC/TN/30

14 October 1944

TO : Memo to Col. Densmore
Economic Section

1. A decree was introduced by Government in December '43 for 100% increase in railway rates and fares. It was blocked by ACC for policy reasons.

2. Transportation Sub-Commission put the case for the increase to Economic Section again in June '44. Price group agreed and Economic Section so advised this Sub-Commission.

3. Economic Section endorsed our papers "Economic Section will advise Government". Unfortunately this was not done and when this Sub-Commission checked up for copy of the letter which should have been sent to the Government, it was found it had not been written.

4. Mr. Antolini then drafted a letter, but later decided it should be done by Col. Adams, to whom he passed the draft. This Sub-Commission then prepared a suitable letter, which was signed by Lt. Col. Vining in the absence of Col. Adams. It never reached the Ministry, and a copy was sent. *Ad*

5. The draft decree resultant from that letter has been received here, and has been passed to Legal Sub-Commission and certain points and questions raised. Transportation Sub-Commission are engaged in tying up the ends to implement the recommendation of the Price Group.

6. Economic Section files ought to be available for perusal to indicate that the normal and correct procedure was followed so far as this Sub-Commission is concerned. Note of 2nd October says case was submitted to Economic Section and approved. It did not intend to convey that this was done orally and as such a course would have been unusual, attention would have been drawn to any such condition. Nor did the note intend to suggest that Mr. Antolini decided personally that the increase should be granted. All it was intended to convey was that Mr. Antolini expressed his viewpoint

File

ACP/elo

50/88

1. A decree was introduced by Government in December '43 for 100% increase in railway rates and fares. It was blocked by ACC for policy reasons.
2. Transportation Sub-Commission put the case for the increase to Economic Section again in June '44. Price group agreed and Economic Section so advised this Sub-Commission.
3. Economic Section endorsed our papers "Economic Section will advise Government". Unfortunately this was not done and when this Sub-Commission checked up for copy of the letter which should have been sent to the Government, it was found it had not been written.
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5. The draft decree resultant from that letter has been received here, and has been passed to Legal Sub-Commission and certain points and questions raised. Transportation Sub-Commission are engaged in tying up the ends to implement the recommendation of the Price Group.
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Adams
D.S. ADAMS

Colonel C.B.
Director, Tn. Sub. Comm.

ACR/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

10 October 1944

Tel: 478702
Our Ref: ACC.Tn/30/

TO : Legal Sub-Commission

SUBJECT: Proposed Increases in Railway Rates and Fares.

1. Reference is to your letter ACC/4104/L dated 26 September 1944, and my copy of communication addressed to Ministry of Communications, reference ACC.Tn/30/53 dated 4 October 1944.

2. The Minister now submits further draft of decree and has temporarily left enclosed copy of Acts concerning inter-urbane tramways for your perusal.

3. It would be appreciated if further consideration could be given to the text of the Decree in order that the increase in rates and fares can be agreed in the near future.

4. Should you wish to consult the Italian Legal Officer of the Ministry of Communications, his name is

Advocate Garavito
Tel. No. 843070

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

Enclosures: Draft Decree.
(Copies of Acts)

SUBJECT: Proposed increases in railway rates and fares.

1. Reference is to your letter AGC/4104/L dated 28 September 1944, and my copy of communication addressed to Ministry of Communications, reference AGC.In/30/83 dated 4 October 1944.

2. The Minister has submitted further draft of decree and has temporarily left enclosed copy of Acts concerning inter-urban tramways for your perusal.

3. It would be appreciated if further consideration could be given to the text of the Decree in order that the increase in rates and fares can be agreed in the near future.

4. Should you wish to consult the Italian Legal Officer of the Ministry of Communications, his name is

Advocate Caravita
Tel.No.343070

400

Lawrence Capps
D.S. ADAMS
Colonel, C.E.
Director, In. Sub. Comm.

Enclosures: Draft Decree.
(Copies of Acts)

HEADQUARTERS
ALLIED CONTROL COMMISSION
LEGAL SUB-COMMISSION
APO 394

30/85

/rlp.
15 October 1944.

ACC/4104/L.

SUBJECT : Proposed Increases in Railway Rates and Fares.

TO : Director, Transportation S/C.

1. Reference your letter of 10 Oct 44 ACC.Tn/30.
2. The revised form of decree seems to my Italian legal advisors and myself as unduly complicated and as containing rules and regulations which should properly go in a circular to railway clerks and not be included in the basic statute.
3. This matter has been discussed with Avv. Caravita of the Ministry of Communications. He has agreed upon the revised form of decree of which I send you four copies in English and four copies in Italian. I am returning herewith the papers which you send me together with copy of acts concerning inter-urban tramways.



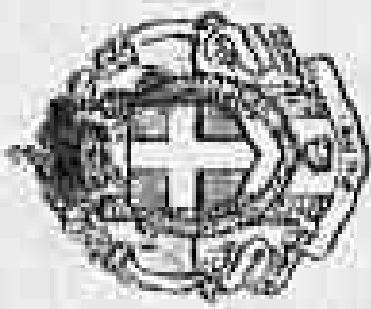
RICHARD H. WILMER,
Colonel, CAC,
Chief Legal Advisor.

4 Encls,

- 1 - 4 copies in Eng. of revised form of decree;
- 2 - 4 copies in Ital. " " " " "
- 3 - Draft Decree;
- 4 - Copies of Acts.

Decreto N.º

Esercizio 19 19



Ministero delle Comunicazioni

Ferrovie dello Stato

IL MINISTRO

SEGRETARIO DI STATO PER LE COMUNICAZIONI

Visto il R. Decreto legge 16 dicembre 1943, n. 27/B:

DECRETA Art. 1

I prezzi per i trasporti delle persone sulle ferrovie dello Stato vigenti al 1º luglio 1943 sono aumentati del 100 per cento sia che si tratti di prezzi compresi nelle condizioni e tariffe, di cui al regio decreto Legge 11 ottobre 1934, n. 1948 convertito nella legge 4 aprile 1935, n. 911, sia che si tratti di prezzi previsti da altre disposizioni.

L'aumento viene applicato raddoppiando il prezzo globale di trasporto formato a norma dell'art. 17 delle condizioni e tariffe predette.

- Sono ugualmente soggetti all'aumento del 100 per cento:
- a) le sopratasse e penalità, compresi gl'importi minimi e massimi eventualmente per esse stabiliti, fatta eccezione per la sopratassa di L.50 prevista dal Decreto interministeriale 13 giugno 1942, n. 1940;
 - b) le tasse accessorie indicate nell'allegato n. 1 alle condizioni e tariffe il cui pagamento avvenga separatamente da quello del biglietto di viaggio fatta eccezione per il diritto fisso di L.25 previsto per i libretti di riduzione dei pensionati dello Stato;
 - c) il diritto per le esazioni suppletive previsto dall'art. 8, paragrafo 10, delle condizioni e tariffe.

2
(Negli importi che risulteranno da riscuotere, dopo applicate le disposizioni che precedono, l'eventuali frazioni di lire dovranno essere arrotondate alla lira superiore.)

Left by caller
acp

IL MINISTRO

SEGRETERIO DI STATO PER LE COMUNICAZIONI

Visto il R. Decreto legge 16 dicembre 1943, n. 27/B:

DECRETA

Art. 1

I prezzi per i trasporti delle persone sulle ferrovie dello Stato vigenti al 1° luglio 1943 sono aumentati del 100 per cento sia che si tratti di prezzi compresi nelle condizioni e tariffe, di cui al regio decreto legge 11 ottobre 1934, n. 1948 convertito nella legge 4 aprile 1935, n. 911, sia che si tratti di prezzi previsti da altre disposizioni.

L'aumento viene applicato raddoppiando il prezzo ^{globale} di trasporto formato a norma dell'art. 17 delle condizioni e tariffe prefette.

Sono ugualmente soggetti all'aumento del 100 per cento:

- a) le sopratasse e penalità, compresi gli importi minimi e massimi eventualmente per esse stabiliti, fatta eccezione per la sopratassa di L. 50 prevista dal Decreto interministeriale 13 giugno 1942, n. 1940;
- b) le tasse accessorie indicate nell'allegato n. 1 alle condizioni e tariffe il cui pagamento avviene separatamente da quello del biglietto di viaggio fatta eccezione per il diritto fisso di L. 25 previsto per i libretti di riduzione dei pensionati dello Stato;
- c) il diritto per le esazioni suppletive previsto dall'art. 8, paragrafo 10, delle condizioni e tariffe.

Nei importi che risulteranno da riscuotere, dopo applicate le disposizioni che precedono, l'eventuali frazioni di lire dovranno essere arrotondate alla lira superiore.

Art. 2

Nei trasporti di cose a bagaglio, a grande ed a piccola velocità le tasse di porto, le sopratasse, le tasse ed i diritti accessori e le somme in genere per qualsiasi titolo dovute alle ferrovie dello Stato alla data di cui all'articolo che precede sono

aumentati del 100 per cento, anche quando si tratti di tasse, sopratasse e diritti non compresi nelle condizioni e tariffe di cui al regio decreto legge 25 gennaio 1940, n. 9, convertito nella legge 13 maggio 1940, n. 674.

3 L'aumento viene praticato sull'ammontare complessivo delle somme da riscuotere per i singoli trasporti, arrotondando poi le eventuali frazioni di lire alla lira superiore.

Art. 3

E' autorizzato altresì l'aumento dei prezzi vigenti alla data di cui all'art. 1 per i trasporti di persone e di cose sulle ferrovie concesse all'industria privata e sulle ferrovie extrarbane di cui al testo unico contenente le disposizioni di legge per le ferrovie concesse all'industria privata le tramvie e trazione meccanica e gli automobili approvato con R.D. 9 maggio 1912, n. 1447, nei limiti e con le modalità previste negli articoli precedenti, in quanto applicabili.

Ogni precedente aumento di tariffa o prezzo entrato in vigore dopo il 1° luglio 1943 eccedente il 100 per cento delle tariffe oppure dei prezzi in vigore a quella data deve essere diminuito fino a conformarsi con le tariffe o prezzi stabiliti con il presente decreto.

Art. 4

Con successivi decreti sarà provveduto per le tramvie, ~~l'unico~~ filobus e per ogni altro servizio pubblico di trasporto di cui al R. decreto-legge 16 dicembre 1943, n. 27/B.

Art. 5

Il presente decreto sarà pubblicato nella Gazzetta Ufficiale del Regno ed ha effetto dal giorno successivo alla sua pubblicazione.

Dato a Roma, ottobre 1944

IL MINISTRO

ACE/h1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
LPO 394

10 October 1944

Tel: 478701
Our Ref: ACC.Tn/30/

TO : Legal Sub-Commission

SUBJECT: Proposed Increases in Railway Rates and Fares.

1. Reference is to your letter ACC/4104/L dated 28 September 1944, and my copy of communication addressed to Ministry of Communications, reference ACC.Tn/30/33 dated 4 October 1944.

2. The Minister now submits further draft of decree and has temporarily left enclosed copy of Acts concerning inter-urban tramways for your perusal.

3. It would be appreciated if further consideration could be given to the text of the Decree in order that the increase in rates and fares can be agreed in the near future.

4. Should you wish to consult the Italian Legal Officer of the Ministry of Communications, his name is

Avvocato Garavita
Tel. No. 843079

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

Enclosures:
(Copies of Acts)

166

1159

FO : Legal Sub-Commission

SUBJECT: Proposed Increases in Railway Rates and Fares.

1. Reference is to your letter ACC/4104/L dated 28 September 1944, and my copy of communication addressed to Ministry of Communications, reference ACC.In/30/83 dated 4 October 1944.

2. The Minister now submits further draft of decrees and has temporarily left enclosed copy of Acts concerning inter-urbane tramways for your perusal.

3. It would be appreciated if further consideration could be given to the text of the Decree in order that the increase in rates and fares can be agreed in the near future.

4. Should you wish to consult the Italian Legal Officer of the Ministry of Communications, his name is

Avvocato Caravita
Tel.No.843070

Adams
D.S. ADAMS
Colonel, G.E.
Director, Tr.Sub.Comm.

Enclosures:
(Copies of Acts)

397

File
30184

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

4 October 1944

Tel. 478701
ACC.WN/30/63

TO : Minister of Communications, Rome

SUBJECT: Proposed increases in Railway Rates and Fares

1. Reference is to your letter of 6876 of 12 Sept. '44.
2. Approval is given in general to the Decree proposed, but before introduction there are points which need a little clarification.
3. In Article I, reference is made to the fact that increase of 100% is to be applied "by re-doubling the total price of the transport". It is not clear why the second phrase as to the method of applying the increase is inserted in the Decree, and it is either superfluous or conveys a special significance which needs further explanation.

4. By my letter ACC.WN/306/15 of 2 October 1944, I have agreed to the inclusion of inter-urban tramways in the increase, but it would seem desirable to include a definition of what is deemed to be an "inter-urban" tramway on any decree allowing increase in rates and fares to avoid difficulty of interpretation.

5. It is also suggested that the decree should include a phrase as follows:-

"any previous increase of rate or fare put into effect on or after 1st July 1943 exceeding 100% of the fare or rate obtaining on that date shall be decreased to conform to the rate or fare hereby established."

303

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

1. Reference is to your letter of 6878 of 12 Sept. '44.
2. Approval is given in general to the Decree proposed, but before introduction there are points which need a little clarification.
3. In Article I, reference is made to the fact that increase of 100% is to be applied "by re-doubling the total price of the transport". It is not clear why the second phrase as to the method of applying the increase is inserted in the Decree, and it is either superfluous or conveys a special significance which needs further explanation.
4. By my letter CC.EN/306/15 of 2 October 1944, I have agreed to the inclusion of inter-urban tramways in the increase, but it would seem desirable to include a definition of what is deemed to be an "inter-urban" tramway on any decree allowing increase in rates and fares to avoid difficulty of interpretation.
5. It is also suggested that the decree should include a phrase as follows:-

" any previous increase of rate or fare put into effect on or after 1st July 1943 exceeding 100% of the fare or rate obtaining on that date shall be decreased to conform to the rate or fare hereby established."

393

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

Copy to: Economic Section
 Legal Sub.Commission

HEADQUARTERS
ALLIED CONTROL COMMISSION
LEGAL SUB-COMMISSION
APO 394

30/82

ACC/4104/L.

/ap.
28 Sep 44.

SUBJECT : Proposed increases in Railways Rates and Fares.

TO : Transportation Sub-Commission.

1. Reference your letter dated 26 Sept 44 ACC/Tn/30 which was not received in the Legal Sub-Commission until 1600 hrs 28 Sept 44.

2. The proposed decree has been examined and I have the following comments :-

- a. Second par. Art.1 does not appear to make sense. The first two pars. of Art.1 when translated read :-
"Fares in operation on July 1st, 1943, for transports of persons and goods by the State Railways shall be increased by 100%."
"This increase shall be applied by doubling the total fare."

If taken together they mean that there shall be an increase of 100% the second paragraph would appear to be superfluous; on the other hand if they have different meanings they should, or at least the second par, should, be clarified. 395

- b. The contents of par 2 of your letter of 21 Aug 44 were not included in the proposed decree. Possibly it was not necessary but I call your attention to it. If there has been some increase of any railroad rates or fare on or after 1 July 1943, the decree should expressly provide in effect that "any previous increase of rate or fare put into effect on or after 1 July 1943 exceeding 100% of the fare or rate obtaining on that date shall be decreased to conform to the rate or fare hereby established".

Richard H. Wilmer
RICHARD H. WILMER,
Colonel, GAC.,
Chief Legal Officer.

HEADQUARTERS
ARMED FORCES COMMISSION
Transportation Sub-Commission
APO 134

ACF/11

30/81

Tele : 478701

26 September 1944

ACF TH/30/81

SUBJECT : Proposed increases in Railways Rates and Fares

TO : Legal sub-commission

HQ, ACF.

1. Attached is a copy of a letter ACF TH/12/73 dated 31 Aug. 44, authorizing the increase of 100% over the basic figures of Railways Rates and Fares, in operation on 1 July 1943, together with draft of the Decree also attached.

2. Will you please inform this sub-commission, within the next day or so if possible, if the wording of the new Decree meets the requirements of letter ACF TH/30/73 dated 31 Aug. 44.

Paul P. Caper
D. S. Adams
Colonel, C.S.,
Director, TH/30,

Copy to : Economic Section

394

REE/mb

30/83

TRANSLATION

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

SERV. V - Office 5th

23 Sept. 1944.

Ref: 2783

TO : Allied Control Commission
Transportation Sub-Commission.
Via Veneto (Ex Ministry of Communications)

R O M E

SUBJECT: Increase of fares of the railways in concession.

As approved by this Sub-Commission, reference to the letter of the 21 August No. ACC.Tn/30, the Enterprises have been authorized to increase of the 100% their passenger and freight fares valid from the first July 1943.

In the meantime the local compartmental inspectorates of civil motorization have been ordered to inform this Ministry of all increases exceeding the above said percentage and this in order to adopt the eventual measures of equalisation, which are mentioned in pp. 2 of the above said letter.

The Minister
(sgd. Cerabona)

LGM 239

23.12.43 19.4

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALLEATA

DI CONTROLLO = Sottocommis-
sione trasporti - Via Veneto
(ex Ministero Corporazioni)
= R O M A =

DIRETTORE V. UFF. 2.5

Prot. N. 2783 Allegati

OGGETTO Aumenti di

tariffe sulle ferrovie in concessione

In seguito al consenso rilasciato da codesta Commissione Alleata con la lettera 21 s.m. n. A.C.C. Tu/30, questo Ministero ha autorizzato le Aziende esercenti ferrovie in concessione ad aumentare del 100% le tariffe viaggiatori e merci in vigore al 1° luglio 1943.

Nel contempo sono stati incaricati i locali Ispettorati Compartimentali della Motorizzazione Civile a segnalare a questo Ministero i casi in cui siansi verificati aumenti tariffari eccedenti la detta percentuale; e ciò ai fini dell'adozione dell'eventuale provvedimento di adeguamento accennato al punto 2° della detta lettera.

Rimane inteso che l'aumento delle tariffe delle tramvie, filobus e funicolari formerà oggetto di trattazione

Proposta al Fedel.
Dir. Ha. 312

392

D. SERV. V UFF. 2.5

2783

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Rimane inteso che l'aumento delle tariffe delle tramvie, filobus e funicolari formerà oggetto di trattazione a parte.

IL MINISTRO

Carafra

392

30/80

STB/ mfm

Ministry of Communications

Cabinet

ref N° 6872

reply to letter 22/9/44

To: ACC Tr S/ Comm.

Subject: Increasing^{ing} of all railway charges and fares

According to the suggestions of said ACC, this Ministry prepared a new scheme of ministerial decree.
In above scheme, copy of which is sent herewith enclosed, also the increase up to 100% for all railways in concession has been included and all increases already enacted upon grantees' initiative shall thus be limited within above maximum of 100%.
A kind reply^{with} that ACC's approval will oblige.

Incl. 1

RFB:mcm

Ministry of Communications
State Railways

The Minister, State's Secretary for the Communications
Seen Royal law-decree Dec. 16th 1943 N° 27/B

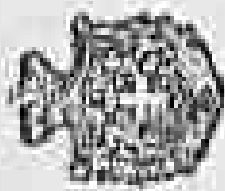
ORDERS:

- Art. 1 A 100% increase is applied to all fares as valid upon ISR on July 1st 1943, both for passengers and for freight. Above increase is applied by redoubling total price of the transport. It is moreover authorized to increase all fares as valid at above date upon railways in concession to private enterprises, both for passengers and for freight; said increase must not surpass the maximum as per first sub-para.
- Art. 2 Successive decrees will give orders for tramways, funiculars, trolleybus and for every public transport service as per Royal law-decree Dec. 16th 1943, N° 27/B.
- Art. 3 Present decree will be published upon Gazzetta Ufficiale del Regno special serie and it will become effective on the day following its publication.

At Rome Sept. 19th 1944

The Minister

sgd. Cerabona



MINISTERO DELLE COMUNICAZIONI

GABINETTO

Roma, 19 settembre 1944

N. 0878

Risposta al N. 12 settembre 1944

OGGETTO: Aumento tariffe e prezzi ferroviari

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti
APO 394

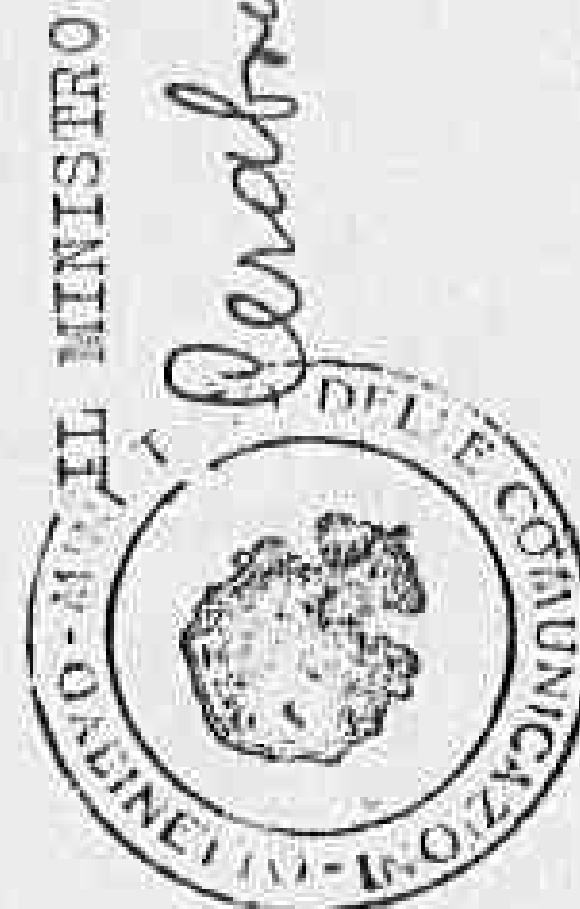
R O M A

Aderendo ai concetti espressi da codesta Commissione Alleata di Controllo questo Ministero ha predisposto un nuovo schema di decreto ministeriale.

In detto schema - che si unisce - sono previsti anche gli aumenti per le ferrovie concesse all'industria privata fino al limite massimo del 100 per cento e di conseguenza in detto limite rientreranno gli eventuali aumenti praticati di iniziativa dei concessionari.

Si gradisce avere un cenno di benestare.

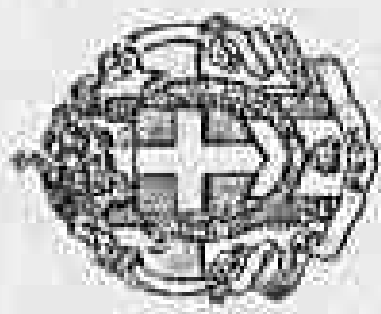
All. 1



383

Decreto N.º

Esercizio 19 19



Ministero delle Comunicazioni

Ferrovie dello Stato

IL MINISTRO

Segretario di Stato per le Comunicazioni

Visto il R.decreto-legge 16 dicembre 1943, n.27/B;

DECRETA

Art. 1

I prezzi vigenti al 1º luglio 1943 per i trasporti di persone e di cose sulle Ferrovie dello Stato sono aumentati del 100 per cento.

L'aumento viene applicato col raddoppio del prezzo globale del trasporto.

E' autorizzato altresì l'aumento dei prezzi vigenti alla stessa data per i trasporti di persone e di cose sulle ferrovie concesse all'industria privata fino al massimo di cui al primo comma.

Art. 2

Con successivi decreti sarà provveduto per le tramvie, funicolari e filobus e per ogni altro servizio pubblico di trasporto di cui al R.decreto-legge 16 dicembre 1943 n.27/B.

Art. 3

Il presente decreto sarà pubblicato sulla Gazzetta Ufficiale del Regno - serie speciale - ed ha effetto dal giorno successivo alla sua pubblicazione.

Ferrovie dello Stato

IL MINISTRO

Segretario di Stato per le Comunicazioni

Visto il R.decreto-legge 16 dicembre 1943, n.27/B;

D E C R E T A

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Art. 3

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Dato a Roma, il 19 settembre 1943

IL MINISTRO

Carabini

ACP/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

12 September 1944

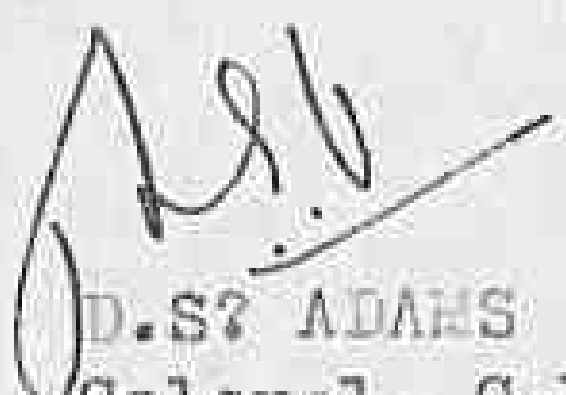
ACC Tn/30/78

SUBJECT : Increase in Railway rates and charge.

TO : Minister of Communications

1. Reference is to your letter No. 6168 dated 8 Sept. '44.
2. There appears to be no reason to delay a decree for an increase in private railway rates and tariffs and, indeed, there may be levelled the accusation that preference is being given to the State Railways.
3. So far as urban tramways, filobuses and funiculars services are concerned, it is felt that careful consideration is necessary because local conditions may require and demand different treatment.

I am therefore writing you separately on this subject to avoid confusion in correspondence.


D.S. ADAMS
Colonel, C.E.
Director, Tptn. S.C.

Ministry of Communications
Cabinet

Rome, sept. 8th 1944.

ref: 6I68
following ours of sept 6th 1944
and in reply to yours N°.47870I

SUBJECT: Railway charges

TO : ALLIED CONTROL COMMISSION
Transportation Sub-Commission
ROME

I hand You, herewith enclosed,
scheme of ministerial decree with which, in fulfilment
of the power conferred by Royal Law-decree, dec. 16th
1944, N° 27/B, all Italian state railway charges, as valid
on July 1st 1943, for transportation of passengers and
freight, are increased.

All measures concerning charges
of railways in concession to private enterprises are
adjourned, as suggested by that S/Commission, in order
to carry out necessary investigations upon charges and bud-
gets of tramways, funiculars, etc, while waiting to conclu-
de further discussion.

The Minister

sgd CERABONA

I encl.

MINISTRY OF COMMUNICATIONS.

STATE RAILWAYS

THE MINISTER
SECRETARY OF STATE FOR THE COMMUNICATIONS

seen Royal Law-decree dec. 16th 1943. N°. 27/B

ORDERS

Only Article

All charges, as valid on July 1st 1943, for transportation of passengers and freight upon Italian state railway, are increased by 100/100.

Successive decrees shall attend to the charges of the railways in concession to private enterprises and of every other public transportation service, as per Royal Law-decree, dec. 16th 1944. N°. 27/B.

Present decree becomes effective from the date of its publication upon the "Gazzetta Ufficiale del Regno", special serie.

Rome, sept. 1944.

The MINISTER



MINISTERO DELLE COMUNICAZIONI
GABINETTO

TN S.C.
Roma, 8 settembre 1944

N. *6468*

Risposta al N. Segue a n. 6 settembre 1944
in risposta al foglio 478701

OGGETTO: Tariffe Ferroviarie.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottosezione Trasporti
Apo 394

R O M A

Rimetto lo schema di decreto ministeriale col quale, in esecuzione della delega conferita col regio decreto-legge 16 dicembre 1943, n. 27/B, viene provveduto agli aumenti delle tariffe per i trasporti di persone e di cose vigenti al 1° luglio 1943 sulle ferrovie dello Stato.

Si rinvia ogni altro provvedimento sulle tariffe delle ferrovie concesse all'industria privata, nei sensi suggeriti da codesta Commissione di Controllo, per il necessario esame dei bilanci e sulle tariffe delle tramvie, funicolari etc. in attesa della definizione delle ulteriori discussioni.

All. 1

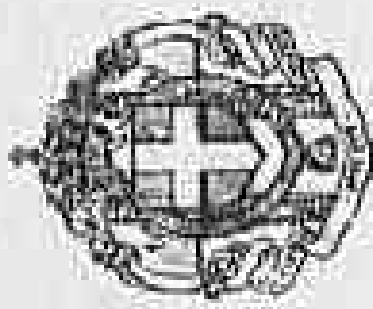


H. MINISTRO

Occelli
384

Decreto N.º

Coscienzio 19 19



Ministero delle Comunicazioni

Ferrovie dello Stato

IL MINISTRO

Segretario di Stato per le Comunicazioni

Visto il Regio Decreto-legge 16 dicembre 1943 n. 27/E;

D E C R E T A

Articolo Unico

Le tariffe vigenti al 1º luglio 1943 per i trasporti di persone e di cose sulle Ferrovie dello Stato sono aumentate del 100/100.

Con successivi decreti sarà provveduto per le tariffe delle ferrovie concesse all'industria privata e di ogni altro servizio pubblico di trasporto, di cui al r. decreto-legge 16 dicembre 1943, n. 27/D.

Il presente decreto ha effetto dal giorno della sua pubblicazione nelle Gazzetta Ufficiale del Regno - serie speciale -.

Roma, settembre 1944.

383

IL MINISTRO

30/79

Ministry of Communications
General Inspectorate for Civil Motorization
and for Transports in Concession

Ref: 1PG8/3655

Rome Aug. 9th 1944

TO : ACC - Transportation Sub-Commission
APO 394 - Rome

SUBJECT: Tarifs of railways - tramways - filobusses
funiculars conceded to private enterprise

1. In consequence of war events all enterprises operating railways, tramways, filobusses, funiculars in concession have met serious financial difficulties on account of:

a) The reduction of operating programs, caused by restricted or inadequate supply of power (electric power and coal) with resulting reduction of the incomes.

b) The great increase (sometimes up to 1500%) of all prices of raw-materials necessary to the operating and to the ordinary and extra-ordinary maintenance of installations and of running material.

c) 70% increase of all wages and salaries of the personnel while latter claims further increases in order to keep pace with the still increasing cost of life.

2. As already known it was not possible to actually enforce, in all provinces administered by the Italian Government, Royal Decree dec. 16th 1943 No.27/B granting a 100% increase off all charges of above services, since that Commission did not give its approval. But A.M.G. authorized increases even higher than 300% in all zones administered by itself.

3. The situation is presently as follows:

- In Sicily all railways and tramways conceded to private enterprises have been granted a 150% increase of their charges, by order No.64 dated feb 8th 1944 issued by Col. Poletti, Chief Officer of Public Affairs.
- in Calabria all charges remained unchanged, as valid at the date of the armistice, except for Lagonegro - Spezzano Alb. line operated by Calabro-Iucane Railways, which were authorized to apply a 300% increase.
- in Sardinia, in Puglie and in Iucania all charges remained unchanged.
- in Campania A.M.G. successively authorized charge increases from 100% up to 370%.
- in Lazio it seems that Soc. Romana Ferrovie del Nord has been recently authorized to apply at once a 600% increase.

4. It is therefore necessary to level all charges throughout whole liberated Italy, by employing the same system both in the provinces administered by Italian Government and in those administered by A.M.G.

The quickest way, to obtain it, would be to apply same increasing-rate to all charges valid at the date of the armistice, since above charges had been fixed after having investigated both operating characteristics of each line and the financial conditions of operating enterprises.

But after the utter upsetting occurred, both transport possibilities of each line and financial possibilities of each enterprise have been thoroughly altered, so that it is presently necessary to fit each charge to the new operating conditions of each line and to the new financial conditions of each enterprise.

5. In order to prevent that operating enterprises get into bad financial conditions with following serious troubles, this Inspectorate is of the opinion that following measures be necessary:

- a) to immediately apply a 200% increase to all charges valid at the date of the armistice and which have successively remained unchanged.

./.

b) to immediately apply a 200% increase to all charges valid at the date of the armistice, whenever the increases already made do not attain above value.

c) to successively complete above increase by another increase whose amount will be fixed for each line and for each enterprise after having carefully investigated and checked the operating budget of each enterprise.

Total increase should not surpass a maximum of 350%.

6. Measures as listed under a) and b) would aim to reduce the differences among the charges existing in liberated Italy and although they must be considered as inadequate to prevent deficit of the budgets, they would enable the enterprises to keep operating while awaiting measures as listed under c), which aim to thoroughly settle all enterprises operating transports in concession.

7. We point out that, if above suggested measures could not be immediately enacted several lines would be forced to stop operating with serious consequences both for the personnel, which would remain unemployed, and for the civil population, unless Italian Government could support all liabilities of the enterprises operating above lines.

Please let know the decisions taken by that Sub-Commission.

The Minister

/sgd/ Cerabona

REB/mb

MINISTRY OF COMMUNICATIONS

Cabinet

Rome Sept. 6th 1944

Ref. No. 5971

Reply to letter 478701

TO : AGO Th. S/Commission

Subject: Railway charges.

R o m e

I acknowledge receipt of above note and I assure you that we are predisposing the enacting of authorized measures.

As soon as we have a Scheme ready, we will forward it to that S/Commission for definitive approval.

The Minister

/sgd/ CERABONA



MINISTERO DELLE COMUNICAZIONI
GABINETTO

Roma, 6 settembre 1944

N. 5934

Risposto al Bollo n. 470701

OGGETTO: Tariffe ferroviarie

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottoscrizione Trasporto
APO 394

R O M A

Assicuro che mi è pervenuta la nota
suindicata e che si va predisponendo il prov-
vedimento autorizzato.

Appena lo schema sarà pronto si provve-
derà a rimmetterlo a codesta Commissione per
l'ulteriore approvazione.



IL MINISTRO

373

Ministry of Communications
Italian State Railway
General Direction

Rome 26 August 1944

our ref. N. C 320/34

To the A.C.C.

Subject
Increase of
Railway tariffs

Transportation Sub-Commission

R o m e

By our letter N. C/T-5 of 20 May 1944, we have sent you the records which you requested by your favor N.ACC/Tn A/25 dated 29th April, referring the planned increase by 100 per cent of railway passengers and goods tariffs.

Pending your decision, which this Ministry hopes will be prompt, upon this important matter, we think it necessary to synthetically resume hereafter the reasons which originated our proposal and now cause us to insist upon them.

1) The increase of tariffs is necessary. Indeed, by the records which have been communicated and which are forcibly limited, it apperas a deficit of 526 millions liras (income 150 millions - expenditures 676 millichs) in the four months, from Dec. 1943 to March 1944, for the Naples, Bari, Reggio C. and Palermo Compartimenti. - Naturally, nobody believes this deficit could disappear all of a sudden which however would not be right under the present exceptional circumstances, but there is no doubt that a remedy is necessary, also with the aim of getting nearer to that gradual final settlement and let in future further measures appear less hard to railway customers.

2) The rise is justified. In effect it has the aim of considerably reducing a loss, not due, as someone may think, a temporary and very serious diminution of traffic, but also to the enormous disequilibrium set out between operation expenditures and incomes.

11831
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2) The rise is justified. In effect it has the aim of considerably reducing a loss, not due, as someone may think, a temporary and very serious diminution of traffic, but also to the enormous disequilibrium set out between operation expenditures and incomes.

The railway tariffs have remained at the same level of those fixed in 1939 and 1940. Since then and up to ^{to} today all expenditures have shown a huge increase, specially for personnel costs, to say nothing about the immense re-construction work which is to be met in order to put the railway service to a minimum of efficiency required by the vital needs of the Country.

- 2 -

The proposed fares rise is far from being considered even as an approximate equalization of to day's costs level, but, however it will give the Administration a remarkable benefit, and smoothen the way, as therefore said, towards further measures.

3) The rise in legal - Namely, it is not against the laws in force, not even with those regarding the war time "blockade of prices". Even not taking into consideration the principle, in the past generally admitted, that these laws could not be applied to public administrations, in fact they foresee the possibility of derogating, whenever changes have intervened in the production costs for goods and for other services in such a proportion as to let derogations appear wholly legitimate.

4) The rise can only have unimportant consequences upon customers as well as on general economy.

Indeed, it can surely be affirmed that, in connection to the present goods prices, the cost of railway transportation, already normally very low, has become a trifle value. It suffices for example to observe that the price of transportation of one Kilo of potatoes for 250 Km. does not reach 5 cents. Consequently, if doubling of freight price could have had some effect, always a minimum one, when the sale price of potatoes was about 40 or 50 cents per Kilo, it wouldn't have any important influence now when the sale price of this product has increased to more than 6 liras per kilo even in production areas.

The same reasoning could be made about whatsoever agricultural products or goods (raw materials, industrial products etc).

Moreover, considering that the railway can practically afford to customers only very scanty service possibilities, the transportation market is nowadays ruled everywhere by

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The same reasoning could be made about whatsoever agricultural products or goods (raw materials, industrial products etc).

Moreover, considering that the railway can practically afford to customers only very scanty service possibilities, the transportation market is nowadays ruled every-where by private carriers, who ask prices even 200 times more than the railway freights. This means obviously that the latter - no matter how their level is changed - have not and couldn't have, any influence upon the amount of ^{the}wares sale prices.

About passengers' fares - even if we do not consider that they have had no change since 1939 in spite of the enormous increase of average life cost - it is to be observed:

- that in the present situation, travels are done for urgent needs, thus interfering much less on domestic economy than in past times;

- that travel distances are however forcibly reduced and consequently the absolute value price will always result very modest even by increased fares;

- that special facilities exist in favour of labourers for their travels to and from the spot of work, thus reducing travel costs to a minimum proportion of their pay. Labourers pay, considered wages improvements, less than before for their railway trips.

We trust that, after scrutinising the above said reasons, you will be able to grant your authorization for putting into effect the ~~the~~ tariffs increase, in accordance with the Royal Law Decree of 16 Dec. 1943 N. 27/B

The Director General
signed Di Reimondo

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We trust that, after scrutinising the above said reasons, you will be able to grant your authorization for putting into effect the ~~the~~ tariffs increase, in accordance with the Royal Law Decree of 16 Dec. 1943 N. 27/B

The Director General
signed Di Raimondo

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Roma, li 26/VIII/944

N. C.320/34

= OGGETTO =
Aumento delle tariffe ferroviarie

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI

R O M A

Con lettera C/T.5 del 20 maggio 1944 furono comunicati a codesta Commissione i dati richiesti con la precedente n. ACC/Tr-A/25 del 29 aprile, in ordine al progettato aumento del 100% delle tariffe ferroviarie per il trasporto sia delle persone che delle cose.

In attesa che intervenga una decisione, che questo Ministero si augura sollecita, sull'importante argomento, si reputa opportuno riassumere sinteticamente qui di seguito le ragioni che hanno determinato la proposta e che inducono ad insistervi.

1) L'aumento delle tariffe è necessario. Infatti dai dati già portati a conoscenza -sia pure, per forza di cose, limitati- risulta come nei 4 mesi dal dicembre 1943 al marzo 1944 si sia avuto, nei Compartimenti di Napoli, Bari, Reggio Cal. e Palermo, uno sbilancio di 526 milioni (introiti 150 milioni, spese 676 milioni). Naturalmente, nessuno pensa di poter colmare di colpo questo ingente sbilancio- ciò che, del resto, non sarebbe neppure giusto, nelle eccezionalissime condizioni attuali- ma non per dubbio che un provvedimento si imponga anche come avviamento verso una graduale normalizzazione, nell'intento di rendere più agevoli e meno aspre le ulteriori misure cui si dovrà ricorrere in tempi successivi.

2) L'aumento è giustificato. Si tratta infatti di ridurre sensibilmente una perdita dovuta non solo, come qualcuno potrebbe pensare, ad una temporanea e gravissima contrazione del traffico ma anche all'enorme squilibrio venuto a determinarsi fra spesa d'esercizio e corrispettivi. Le tariffe ferroviarie sono rimaste al livello in cui furono portate nel 1939 e nel 1940. Da allora ad oggi invece tutte le spese hanno subito aumenti ingenti, a cominciare da quelle di personale, senza parlare della immane opera di ricostruzione che si prospetta per ricondur-

11891

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2) L'aumento è giustificato. Si tratta infatti di ridurre sensibilmente una perdita dovuta non solo, come qualcuno potrebbe pensare, ad una temporanea e gravissima contrazione del traffico ma anche all'enorme squilibrio venuto a determinarsi fra spesa d'esercizio e corrispettivi. Le tariffe ferroviarie sono rimaste al livello in cui furono portate nel 1939 e nel 1940. Da allora ad oggi invece tutte le spese hanno subito aumenti ingenti, a cominciare da quelle di personale, senza parlare della immane opera di ricostruzione che si prospetta per ricondurre il servizio ferroviario a quel minimo di efficienza che è richiesto dalle vitali esigenze del Paese.

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L'aumento proposto è ben lungi dal poter essere riguardato quale un sia pure approssimativo adeguamento all'odierno livello dei costi, ma darà pur sempre all'Azienda un sensibile beneficio e spianerà la via, come si è già detto, ai provvedimenti futuri.

3) L'aumento è legale, non contrasta cioè con nessuna delle leggi in vigore, e neppure con quelle concernenti il "blocco dei prezzi" per tutta la durata della guerra. Anche a prescindere invero dalla tesi, in passato generalmente accettata, che queste leggi non riguardano le pubbliche amministrazioni, sta di fatto che esse stesse provvedono esplicitamente la possibilità di derogarvi tutte le volte che siano intervenute nei costi di produzione (delle merci o dei servizi) variazioni tali da fare apparire le deroghe stesse perfettamente legittime.

4) L'aumento non potrà avere che conseguenze irrilevanti sia sugli utenti sia sulla economia generale. Infatti si può affermare con tutta certezza che in relazione agli attuali prezzi delle merci la spesa di trasporto per ferrovia, già normalmente di assai tenue peso, ha finito per assumere un valore che può ben dirsi irrisorio. Basti osservare, per esempio, che la spesa di trasporto di un chilogrammo di patate a 250 chilometri non raggiunge i 5 centesimi, e che, di conseguenza, se il raddoppiare ^{tale} ~~la~~ spesa avrebbe potuto avere qualche effetto - ma sempre minimo - in tempi in cui il prezzo di vendita delle patate si aggirava intorno ai 40/50 centesimi il chilo, non può avere evidentemente alcuna apprezzabile ripercussione oggi che il prezzo del prodotto è salito ad oltre 6 lire il chilogrammo nelle stesse zone di produzione. Ragionamento analogo potrebbe essere fatto per qualsiasi altra derrata e per qualsiasi altra merce (materie prime prodotti industriali, ecc.) Ma v'ha di più, dato che attualmente il servizio ferroviario non può offrire al pubblico che scarsissime possibilità, il mercato dei trasporti è oggi ovunque nettamente dominato dalle tariffe dei trasportatori privati, i quali praticano prezzi superiori perfino di duecento e più volte a quelli della ferrovia, il che vuol dire evidentemente che questi ultimi - comunque venga variato il loro livel-

si, in passato generalmente accettata, che queste leggi non riguardano le pubbliche amministrazioni, sta di fatto che esse stesse provvedono esplicitamente la possibilità di derogarvi tutte le volte che siano intervenute nei costi di produzione (delle merci o dei servizi) variazioni tali da fare apparire le deroghe stesse perfettamente legittime.

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Per quanto concerne i prezzi di trasporto delle persone - anche a voler prescindere dal fatto che sono rimasti invariati dal 1939 in

confronto all'enorme aumento verificatosi nel costo medio della vita - si può osservare:

- che nelle attuali condizioni i viaggi si intraprendono unicamente per impellenti necessità e che quindi gravano sui bilanci familiari molto meno che in passato;

- che, ad ogni modo, le percorrenze sono generalmente contenute per forza di cose, entro un raggio ristretto, e che quindi la spesa, in valore assoluto, risulterà sempre assai modesta anche coi prezzi aumentati;

- che per la classe operaia, nei casi in cui è costretta giornalmente a servirsi della ferrovia per recarsi sui luoghi di lavoro vigono particolarissime agevolazioni che riducono la relativa spesa a una quota minima delle mercedi, di guisa che l'incidenza sulle medesime, tenuto conto degli aumenti apportativi in questi ultimi tempi, verrà sempre a risultare molto più tenue che in passato.

Si confida che, vagliate le susposte considerazioni, codesta Commissione vorrà autorizzare l'attuazione degli aumenti di tariffa di cui al Regio Decreto Legge 16 dicembre 1943 n. 27/B.

IL DIRETTORE GENERALE

F/to di Raimondo

2713

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/lr
FILE

Tele. : 478701

Our reference: ACC Tn/30/74
Date : 2 September 1944

SUBJECT : Proposed increases - Railway Rates and Fares.

TO : His Excellency,
The Minister of Communications,
Rome

1. It is understood my letter ACC Tn/30/73, of 21 Aug. in connection with increase in railway rates and fares, has not reached you.

2. A copy is attached hereto; please acknowledge receipt.


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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our reference : ACC Tn/30/73
Date : 21 Aug 44.

TO : His Excellency,
The Minister of Communications,
Rome.

SUBJECT : Proposed Increases - Railway Rates and Fares.

1. It has been decided that authority may be given for an increase in all Railway Rates and Fares to 100% over the basic figures in operation on 1 July 1943.
2. It is desired that any previous increase which has exceeded 100% be decreased to conform with the standard increase now agreed to.
3. This increase to be permitted to all State Railways and private railways in concession, in Italy, Sicily, and Sardinia, but not to tramways, trolley busses and funicular railways which are dependent to a large extent on local conditions and which will form the subject of discussion in the light of existing circumstances.
4. Please let me have copy of amendment to Royal Decree No 278 dated 16 December 43, to meet the circumstances now agreed to.


D.S. ADAMS,
Colonel, U.S.
Director,
Tr. Sub-Comm.

Copy to: Economic Section.

30/72

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

STW/son

5 August 1944

ES/41/1

SUBJECT: Increase of Rates and Fares
TO : Minister of Communications

1. With reference to various requests which have been received from your Ministry for increase of railway passenger fares and freight rates, this Commission approves an increase of all such rates and fares, not to exceed 100%.
2. This 100% limit shall be applied to the rates and fares in effect 1 July 1943.
3. Any increases above 100% which have been authorized for private railways since that time must be cancelled.

A. C. ANTONINI
Executive Director
Economic Section

1196

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

RM/ml

TEL: 357

EA/1/1

SUBJECT: Railway Rates.

TO : Transportation Sub-Commission

1. Reference your Tn/30/36 dated 8 June, 1944.

2. Your suggestion for approval of a decree of the Italian Government to double railroad freight rates and passenger fares is approved, on recommendation of the Price Group.

A. G. ATTOLINI
Executive Director
Economic Section

To Cont. Print
for Rq. files
21 July 1944

1
Telephone : 278471

AGT/gh

30/70

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/37/3/5

Date : 27 July 44

TO : Minister of Communications.

SUBJECT : Privately Owned Railway - S.R.F. del Nord.

1. Reference is to my letter of 24 July '44, referring to four local privately owned railways.
2. Attached is copy of letter received from Società Romana per le Ferrovie del Nord, seeking an increase of 1,000% in fares, on the assumption that as the traffic decreases, so the tariffs must be increased to ensure the same revenue, which, of course, is a most fallacious contention.
3. As you will know, this railway should not have come into operation without your authority through ACC., but permission was erroneously given, and no blame can rest with the Company in this respect.
4. As, however, it is working ~~successfully~~, you will doubtless be guided in making any request to this office by the usefulness of the service.

G. C. King
D.S. ARMS,
Colonel, C.B.,
Transportation Sub-Comm.

Copy to Major Street.
Lt. Col. Birchett, T.C.U. Division, Rome Region.

TEL: 357

ES/41/1

SUBJECT: Railway Rates.

TO : Transportation Sub-Commission

1. Reference your Tn/30/36 dated 8 June, 1944.
2. Your suggestion for approval of a decree of the Italian Government to double railroad freight rates and passenger fares is approved, on recommendation of the Price Group.

Economic Section will
advise the Italian Govt

JBT may
Econ Sec
24 Jul

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

HW/ml

21 July 1944

[Signature]
R. G. ANFOLINI
Executive Director
Economic Section

RESTRICTED

Recd Sec (In 54)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
APO 394

U-6089

R/4035

21 July 1944

SUBJECT: Societa Romana per le
Ferrovie del Nord.

TO : Transportation Sub Commission,
ACC, APO 394.

Enclosed is Memorandum dated 9 July 1944, concerning proposed increase in fares by above named railway.

The Chief of T.C.U. Division, this Headquarters, would like to be informed as to the attitude taken by the Transportation Sub Commission towards this request.

Copy to:
T.C.U. Division

21 JUL 1944
A. C. C.

Julius Byles
Julius Byles
Capt. FA.
Adjutant

R/4035

21 July 1944

SUBJECT: Societa Romana per le
Ferrovie del Nord.

TO : Transportation Sub Commission,
ACC, APO 394.

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The Chief of T.C.U. Division, this Headquarters, would like to be informed as to the attitude taken by the Transportation Sub Commission towards this request.

Copy to:

T.C.U. Division

Julius Byles
Julius Byles
Capt. FA.
Adjutant



RESTRICTED

21 July 1944

SOCIETA' ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

C. P. C. DI ROMA 32420

Roma, 9 July 1944
Via di Villa Ruffa 5

(do cedere nella risposta)

Risposta alle lettere

del N

Allig.

0566770

FARES

Before the forced suspension of the service, the Società Romana per le Ferrovie del Nord had about twenty trains daily-goods trains and passenger trains- in operation.

With a supply of 500 KW during four hours of each night-as actually foreseen- it is not possible to put in operation on the same line more than two trains for the service of goods and passengers contemporaneously. Increasing ten times as much all the fares - what is herewith requested - is therefore justified, particular if it is taken into consideration that the less service expenses, due to the actual contraction of the traffic, cannot compensate, except for a little part, the increases which have occurred in all the items of cost and that the great expenses necessary for the restoration of the line, the repair of the damaged bridges, the reconstruction of the buildings and of some plants have already absorbed all the reserve-funds of the Society and require to contract burdensome liabilities. On the contrary every State-indemnity for the suffered damages appears to be, in any hypothesis, very remote.

The above reported percentage increase is, however, susceptible of considerable reduction, in the case that the supply of the energy may be increased in the power and extended in the time, as results from the following prospectus:

PRE-EXISTING FARES	FARES	FARES
(20 trains daily)	For a supply of 1200 KW for 8 hours (4 trains daily)	For a supply of 600 KW for 4 hours (2 trains daily)
GOODS Complete car: 0,70 s./ton-Km.	Average increase: 300%	Average increase: 500%
Little weights: 1,50 s./ton-Km.		
PASSENGERS 0,30 s./Km.		Average increase: 1.000%

SOCIETA ROMANA PER LE FERROVIE DEL NORD

IL DIRETTORE

(Ing. E. Dellacorte)

Per Telegrammi: Ferromord - Roma
Telefono Interp. 34218 21050

OGGETTO

F A R E S

Before the forced suspension of the service, the Società Romana per le Ferrovie del Nord had about twenty trains daily-goods trains and passenger trains-in operation.

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PRE-EXISTING F A R E S	F A R E S	F A R E S	F A R E S
(20 trains daily)	for a supply of 1200 KW	for a supply of 600 KW	for a supply of 600 KW
	12 hours (8 trains daily)	8 hours (4 trains daily)	4 hours (2 trains daily)
<u>GOODS</u> Complete car: 0,70 £./ton-Km.	Average increase: 300%	Average increase: 500%	Average increase: 1.000%
Little weights: 1,50 £./ton-Km.			
<u>PASSENGERS</u> 0,30 £./Km.			

SOCIETA ROMANA PER LE FERROVIE DEL NORD

IL DIRETTORE

(Ing. E. Dellarciprete)

[Signature]

SL.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

WSW/efh

Our Reference : ACC TR/30/67

Date : 8 June '44

TO : Main H.Q., ACC.
Economic Section.

SUBJECT : Railway Rates.

1. In support of its application for approval of a decree of the Italian Government to provide for a 100% increase in railway freight rates and passenger fares the office of Undersecretary of State for Railways has offered the attached study giving examples of the effect of transportation charges on consumer price of the principal civilian goods. The date compares 1940 figures, the date of present rates, to present prices and the proposed increases, and along the line suggested in para 4 (b) of H.Q. ACC letter dated 31 Jan '44, reference is made, to Italian Undersecretary of State. Assuming that the 'present sale prices' shown are substantially correct, the study seems to support the contention of the Ministry of Communications.

2. It appears that rates for transportation by motor vehicle have been set up on a basis proportionately higher than the 100% increase over 1940 in rail rates which the Italian Government seeks. Also, that temporary increases sufficient to offset operating deficits have been approved for the utilities (gas, electricity and water). The threat of encouraging increases in rates for others in the field of utilities, by permitting an increase in rail rates, which appeared when this subject was originally submitted, seems therefore to have changed.

3. The I.S.R. also now presents statement showing operating revenue (freight and passenger) operating expense, and deficit, by Compartments, for period Dec. 1943 to March 1944. The fact that freight and personnel for the Allied Forces is transported free of tariff charges, coupled with the effect of the substantial wage increase and costs of materials and supplies would inevitably produce the continuing operating deficits represented. The proposed increase will not eliminate the deficit under present conditions, but, it will offer substantial relief, pending the leveling off of free (Allied Forces) traffic and revenue (Civilian) traffic.

4. It is recommended that the proposed action of the Italian Government be approved.

K. J. S.

37

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

1204

30/66

COPY

NAPLES, April 14, 1944.

MINISTRY OF COMMUNICATIONS
GOVERNMENT RAILWAYS

=====

GENERAL DIRECTION

No. C.11226/T.5

Subject:
Goods transportation rates.

TO THE ALLIED CONTROL COMMISSION
Transportation Sub-Commission
NAPLES

Following and in reference to the verbal agreements, we submit a table where the following is recorded in connection with goods subject to wide consumption:

- a) Transportation price per Kg. and for a distance of Km.400 (approximate run between Brindisi and Naples - via Metaponto - and between Reggio C. and Battipaglia) according to the rates in effect at present and which date back to January 1940.
- b) Sale price of one Kg. of the same goods in 1940, including Transportation expenses.
- c) Transportation price per Kg. of the same goods and for the same distance with the proposed increase of 100%.
- d) Present sale price of the same goods per Kg. - according to present official and unofficial quotations.

370

From this table the following can easily be noticed:

- 1°) The 100% increase on present rates that have been in effect since 1940, that is four years ago, constitutes a price increase which is negligible as far as the consumer is concerned, but it can on the other hand represent a source of restoration for the greatly deficitary balance of private and Government Railways.
- 2°) The present low rates are all to the advantage of the dealers and speculators and not of the consumers; who finally purchase at prices fixed by the market, prices which are influenced by the high and not easy to control cost of ordinary, not railway, transport.
- 3°) It does not appear that there should be reason to worry about inflation, considering that one Kg. of fresh meat costs today as it is priced in the stores of the city of Naples, from 250 to 300 lire, and the cost of transport for a distance of 400 Km., increased of 100%, would be only L.0,20 and that represents an increase of L.0,10.

/s/ THE UNDERSECRETARY OF STATE

Following and in reference to the verbal agreements, we submit a table where the following is recorded in connection with goods subject to wide consumption:

- a) Transportation price per Kg. and for a distance of Km.400 (approximate run between Brindisi and Naples = via Metaponto = and between Reggio C. and Battipaglia) according to the rates in effect at present and which date back to January 1940.
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/s/ THE UNDERSECRETARY OF STATE

BEST COPY POSSIBLE

12071



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Ufficio Centrale Commerciale

Napoli, BARI 20 maggio 1944

N. C/T-5

al N. _____ del _____

OGGETTO:

Aumento tariffe ferroviarie.

all. 1

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti
P. M. 394

Riferimento alla vostra lettera n°ACC/Tn/30-A/25 del 29-4-1944.

- 1°) Si rimette un prospetto di cifre, dal quale si rileva, per il Comparto menti di Napoli, Bari, Reggio C., Palermo e per le Ferrovie delle Sud-E per ognuno dei mesi di dicembre 1943 e gennaio, febbraio, marzo 1944:
- a) introiti per traffico viaggiatori, quelli per traffico merci, le spese di esercizio ed il deficit;
 - b) in che misura i deficit verrebbero ridotti, applicando l'aumento del 100% sulle sole tariffe merci;
 - c) in che misura i deficit verrebbero ridotti, applicando l'aumento del 100% sulle tariffe merci e viaggiatori.
- 2°) In tale prospetto non sono compresi:
- a) gli introiti che si avrebbero se fossero tassati i trasporti militari per le Forze Armate Alleate, la cui quantità è elevatissima;
 - b) le spese del carbone e delle altre materie di consumo che verranno addebitate e che non ancora sono state materialmente erogate;
 - c) i dati relativi alla Sardegna che non sono fino ad oggi pervenuti e che possono anche trascurarsi non essendo di rilevante entità.

3°) Come si rileva dal prospetto:

L'ammontare generale degli introiti per i 4 mesi indicati è di	L. 150.213.392.
" " delle spese	" " " 676.448.860.=
" " del deficit	" " " 526.235.268.=

Le spese di esercizio sono costituite per oltre la metà dalle sole paghe al personale, specie in conseguenza dei vari aumenti ad esse apportate negli ultimi tempi.

4°) Si rileva ancora dal prospetto che il deficit sarebbe ridotto di circa il 7% se si applicasse l'aumento alle sole tariffe merci e di circa il 30% se si applicasse l'aumento del 100% sia alle tariffe merci sia alle tariffe viaggiatori.

Se ne deduce che l'applicazione effettiva dell'aumento richiesto porterebbe

Ufficio Centrale Commerciale

OGGETTO:

Aumento tariffe ferroviarie.

all. 1

al N. del

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" " delle spese	" " " " " "
" " del deficit	" " " " " "
	676.448.860.-
	526.235.268.-

Le spese di esercizio sono costituite per oltre la metà dalle sole paghe al personale, specie in conseguenza dei vari aumenti ad esse apportate negli ultimi tempi.

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Se ne deduce che l'applicazione effettiva dell'aumento richiesto porterebbe ad una sensibile riduzione del deficit.

IL SOTTOSEGRETARIO DI STATO

Ad. Tassinari

RAILWAY OPERATING REVENUES & EXPENSES
ITALIAN STATE RAILWAYS & SUB-URBAN SYSTEM.

Period : December 1943 to March 1944 incl.

Compartment	REVENUES			Operations & Expenses	Operating Deficit
	Freight	Passenger	Total		
Naples	9477971	4368799	13846670	223449261	209600571
Bari	2806866	7073077	35106642	152931378	117764736
Reggio Calabria	25326095	5308255	30724350	63750245	33025895
Palermo	30523213	9235525	47763738	201569260	153805542
End-Sub Rlys	16946774	5763398	22710172	35748696	12038324
TOTAL	118798538	31064054	150213592	676448060	526235266

Figures furnished by
 Undersecretary of State for Railways (Gen. Di Raimondo)

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 CO



MINISTERO DELLE COMUNICAZIONI
SOTTOSCRIZIONE E STATO
Ferrovie - Motorizzazione Civile
Trasporti in contesa

Prospetto
degli introiti per viaggiatori e merci
dei Compartimenti di

Napoli - Bari - Reggio C. - Palermo e Ferrovie del Sud-Est
con l'esposizione dei deficit mensili e della misura in
verrebbero ridotti applicando l'aumento del 100% sulle

Passenger and freight revenues
in the Compartments of

Naples - Bari - Reggio C. - Palermo and Sud-Est
showing monthly deficits and reduction rate of deficit
applying the 100% rise on rates


MINISTERO delle COMUNICAZIONI
SOTTOSCRIZIONE di STATO
Ferrovie - Navigazione Civile
Trasporti in congestione

Prospetto

dei introiti per viaggiatori e merci
dei Compartimenti di

Bari-Reggio C.-Palermo e Ferrovie del Sud-Est
ne dei deficit mensili e della misura in cui essi
siti applicando l'aumento del 100% sulle tariffe

367

passenger and freight revenues
in the Compartiments of

Bari-Reggio C.-Palermo and Sud-Est Railways
ly deficits and reduction rate of deficits by
100% rise on rates.

copy

30/64

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
APO 394

HS/ao

10 April 1944

BS/23

His Excellency
General G. Di Biase
Undersecretary of State
Ministry of Communications
Rome

Your Excellency

In the third paragraph your memorandum of 21 March 1944, addressed to Col. Pich, Director of the Internal Transportation Subcommission, you enquire whether the Allied Authorities desire to give advice to the Italian Government concerning changes in freight rates and passenger fares on the railroads.

It is the desire of this Commission that any action taken by the Italian Government in regard to transportation charges be decided upon as a result of discussion between this Commission and your Government, with the fullest possible interchange of relevant information and views.

Hence, whenever you believe it desirable that any change be made in transportation charges, it would be appreciated if you would so inform this Commission, supplying such information as will enable this Commission to formulate its own views.

For Lieut. General MARION MACGILLIVRAY

O.S. ADAMS,
Colonel, C.M.
Executive Officer
Economic Section

Copy for file 30/63

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our reference : ACC Tn/30A/25

Date : 29 Apl 44.

TO : Gen. di Raimondo,
Undersecretary of State for Italian Railways and Highways,
NAPLES.

SUBJECT: Increase in Railway Tariffs.

1. The table showing the relation of railway transportation charges to sale price of essential civilian goods, submitted with your letter of 14 Apl 44, reference C. 11226/T.5, is being studied.

2. In considering the application for increase in railway tariffs it is desired that you provide the following information as quickly as possible:

(i) For each Compartment of State Railways (including Sicily and Sardinia) and the Sud-Est Railways for the period from December 1943 to latest available date :

- (a) Freight revenue
- (b) Passenger revenue
- (c) Total income
- (d) Total operating expenses

(ii) An estimate of the extent to which the monthly deficits would be relieved by the proposed increase in (a) freight rates alone, and (b) both freight and passenger rates.

3. Upon receipt of the above information, your request will be promptly presented to the proper authorities for action.

365 *WOW*
for L.E. VINING,
Lieut-Colonel,
A/Director, Transportation Sub-Commission, ACC.

TRANSLATION:

MINISTRY OF COMMUNICATIONS
STATE RAILWAYS, CENTRAL OFFICE.

NAPLES - 14 April 1944

TO: ALLIED CONTROL COMMISSION
SUB-COMMISSIONS * NAPLES.

SUBJECT: Proposed Increase in Tariffs on the Metropolitan Line.

Reference your letter of 9th April 44, ACC Tn/30/60, we offer the information requested:

- 1) Drawing of the railway in question and the distances between the three sections, namely:

From Naples, Piazza Garibaldi to Naples, Mergellina	- Km. 5.791 (I Sec.)
" " " " " Bagnoli Agnano T.	" 10.695 (I,II Sec.)
" " " " " Pozzuoli Solfatara	" 14.331 (I,II,III Sec.)

- 2) For failure of the other means of transport, which join the West with the East of the city, the population utilises itself with said means of transport. We have had the following movement of passengers in every respect:

Month of November	- 106322	Passengers.
" " December	- 181798	"
" " Jan/44	- 462011	"
" " Feb/44	- 770300	"
" " Mar/44	- 883516	"

We ignore the number of laborers employed in war work transported by said means, there being the impossibility to ascertain it.

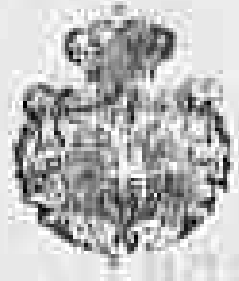
- 3) Prospect of the tariffs existing prior to the occupation:

From Naples, Piazza Garibaldi to Naples, Mergellina	L. 0.50 (I Sec.)
" " " " " Bagnoli Agnano T.	" 1.05 (I,II Sec.)
" " " " " Pozzuoli Solfatara	" 1.80 (I,II,III Sec.)

- 4.) I would appreciate a courteous and careful collation.

The Undersecretary of State
/s/ di Raimondo

30/62



~~XXXX~~ NAPOLI 14/4/ 1944
~~XXXX~~

Ministero delle Comunicazioni
Ufficio Centrale Com/le e del Traf/co

~~XXXXXXXXXXXXXXXXXXXX~~

N. C/III73/T.2

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE COMUNICAZIONI

N A P O L I

=====

OGGETTO:
Proposta aumento Tariffe
sulla linea Metropolitana.

Riferimento Vs. lettera del 9 aprile 1944
N.ACC Tn/30/60, rimettiamo le informazioni richieste:

- 1) Disegno della Ferrovia in questione con le distanze fra le tre
Sezioni, e cioè:
da Napoli Piazza Garibaldi a Napoli Mergellina Km.5,791
(I^a Sezione)
da Napoli Piazza Garibaldi a Bagnoli Agnano T. Km.10,695
(I^a e II^a Sezione)
da Napoli Piazza Garibaldi a Pozzuoli Solfatara Km.14,331
(I^a II^a e III^a Sezione)

2) Per mancanza di altri mezzi di trasporto, che congiungono l'occidente con l'oriente della città, tutta la popolazione si serve di tale mezzo di trasporto. Abbiamo avuto il seguente movimento di viaggiatori in ogni senso :

Mese	di	Novembre	viaggiatori....	106322
"	"	Dicembre	"	181798
"	"	Gennaio 944	"	462011
"	"	Febbraio "	"	770300
"	"	Marzo "	"	883516

Ignoriamo il numero di operai impiegati in lavori di guerra, trasportati con tale mezzo, non essendovi la possibilità di accertarlo.

o/o

363

a/o

3) Specchio delle Tariffe esistenti prima dell'occupazione:

Da Napoli Piazza Garibaldi a Napoli Mergellina.....L.0,50(I^a Sez.)
 Da Napoli Piazza Garibaldi a Bagnoli Agnano T....." I,05(I^aII^aSez)
 Da Napoli Piazza Garibaldi a Pozzuoli Solfatara....." I,80(I^aII^aIII^aSez)

4) Si gradirebbe un cortese e sollecito riscontro.

IL SOTTOSEGRETARIO DI STATO

U. Di Raimondo

M. ACC. 70/30/60, rimesso in istruzione per la
 Ministero del Lavoro, 2 aprile 1944

1) Direzione della Ferrovie in discussione con la
 Sezione 2, 20/4/44

Da Napoli Piazza Garibaldi a Napoli Mergellina Km. 2,701
 (I^a Sezione)

Da Napoli Piazza Garibaldi a Bagnoli Agnano T. Km. 10,632
 (I^a e II^a Sezioni)

Da Napoli Piazza Garibaldi a Pozzuoli Solfatara Km. 17,171
 (I^a, II^a e III^a Sezioni)

2) Per mantenere la linea della ferrovia, che congiunge l'oceano
 al mare, e l'interesse della città, tutta la popolazione di
 di tale zona di trasporto, hanno avuto il seguente movimento di
 viaggiatori in ogni anno:

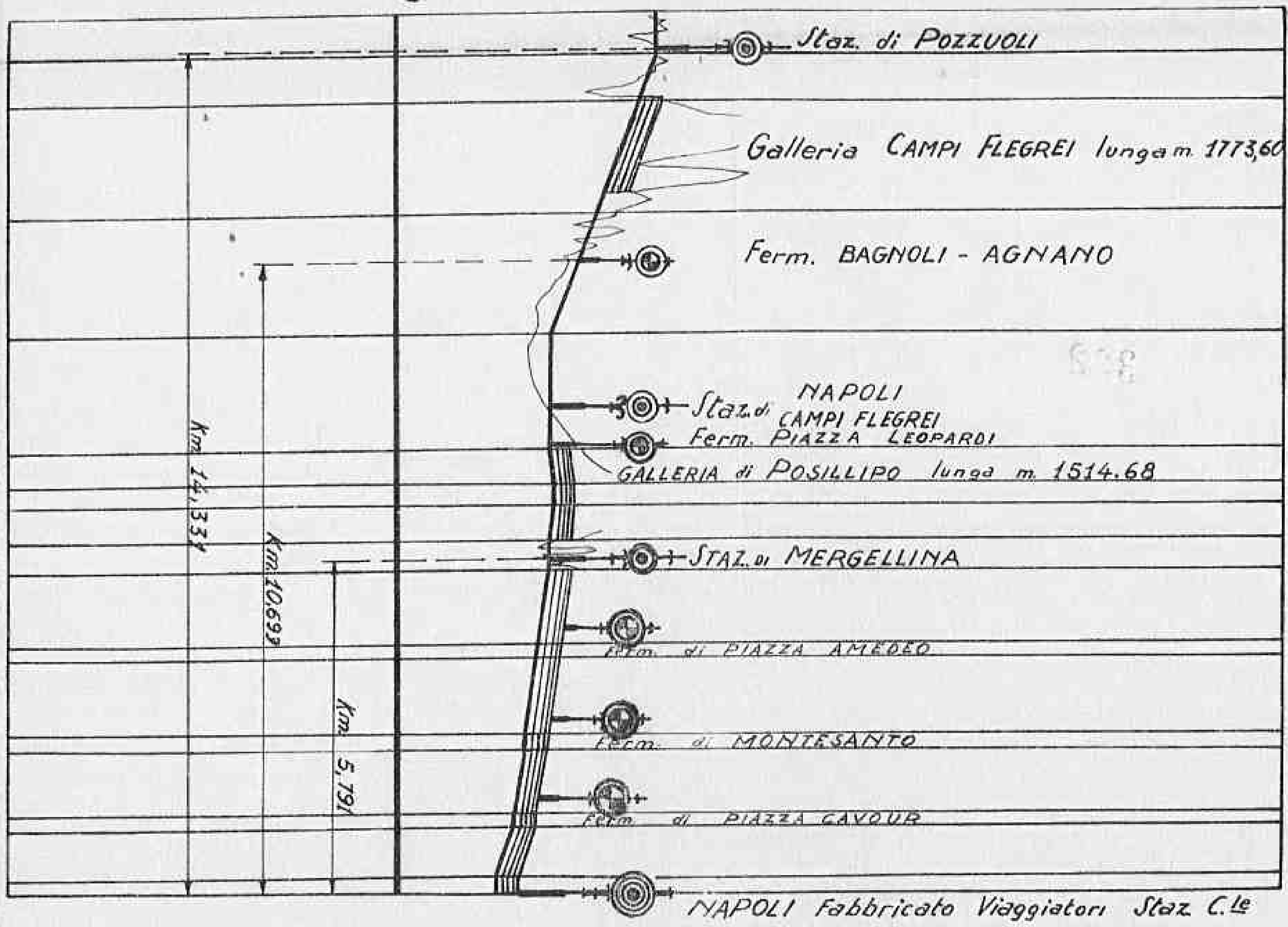
Mese di	Viaggiatori	1943	1942	1941	1940
Dicembre	"	"	"	"	"
Novembre	"	"	"	"	"
Ottobre	"	"	"	"	"
Settembre	"	"	"	"	"
Agosto	"	"	"	"	"

3) Per mantenere il numero di viaggiatori in
 invariato, si sono dovuti fare con tale mezzo, non sussistenti la
 bilata di a carico.

1217

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

Livello del mare (-30)



Local Railways, Naples area

30/61

1. Strada Ferrea Secondaria Meridionale - Napoli

Napoli - Nola - Brindisi -- electric

Napoli - Ottaviano - Salerno

* Napoli - Pompei - Salerno, and Torre Annunziata - Castellammare (circumventing)

2. Societa Anonima Esercizio Pubblici Servizi - SEPSA - Naples

* Napoli - M. S. Angelo - Bagnoli - Portici - Terracotta. (Cumana line)

3. Societa Anonima Ferrovie del Vomero

* Chiaia and Montemarte Funicular Lines

4. SPENE

* Mergellina - Poggioreale Funicular Line

5. Societa Funicolare Centrale

Via Roma - Vomero Funicular

6. Questione Commissariato Governativo Napoli

Napoli - Aversa - Capua - Piedimonte d'Alife

7. Societa Governativa Napoli

Napoli - Cavallotti - Benevento.

not functioning

Italiana Strada Ferrea Meridionale, Naples

TRANSPORTATION SCHEDULES: DECEMBER 23, 1945.

Ride submitted for period commencing 31 Dec 45.

REF	By	From	To	Commodity	How packed	Tons	Dates within	Quantity for
							Movement Beg. Movement End	Movement Daily
1	15 Army Co.	ROME	NAPLES	Olive Oil	Bulk or drum	332	30 Dec.	
3	do	BRINDISI	INTERMED. LOCHE S. S. SEVERO S. S. SEVERO	Chemical Fertilizers	Bagged	900	30 Dec. 31 Jan	200 tons
3	do	ROME	GENOVA FOGGIA S. S. SEVERO	Tractor and Transport Fuel	Barrelled or loaded in tank- ers available	450	30 Dec.	as much as possi- ble daily
4	do	BRINDISI	SALERNO S. S. SEVERO BRINDISI S. S. SEVERO COSENZA	Chemical Fertilizers (superphosphate)	Paper Bagged	6700	30 Dec. Early 1946	
4	do	FOGGIA	SALERNO FOGGIA BRINDISI S. S. SEVERO COSENZA	do	do	do		
6	do	S. S. VITO S. S. VITO	NAPLES NAPLES	Oil do	2 Tankers 6 Tankers	27 70	loaded now do	
7	do	BRINDISI BRINDISI -S. S. SEVERO S. S. SEVERO S. S. SEVERO S. S. SEVERO S. S. SEVERO	NAPLES do do do do do do	Charcoal do do do do do do	Bagged do do do do do do	270 670 540 130 130 130 130	30 Dec 31 Jan do do do do do do do do do do	1 wagon 3 do 2 do 1 do 1 do 1 do

TRANSPORTATION REQUIREMENTS FOR PERIOD 25 DEC 43.
ALPHABETICALLY
Blank submitted for period commencing 31 Dec 43.

TO	Quantity	How packed	Tons	Dates within movement req. Comm. period	Quantities for movement daily	Priority	Decision of Sub-Committee
NAPLES	Olive Oil	Bulk or drummed	332	30Dec.			
TERAMO INTRA CERIGNOLA SAN SEVERO CAST. STRO	Chemical Fertilisers	Bagged	900	30Dec. 31Jan	200 tons		
CERIGNOLA FOGGIA SAN SEVERO	Tractor and Transport Fuel	Bundled or loose if tank- ers available	450	30Dec.	as much as possible daily	URGENT	0
SALERNO SALERNO SALERNO SALERNO SALERNO	Chemical Fertilisers (Superphosphate)	Bulk Bagged	6700	30Dec. Early Jan		URGENT	
SALERNO POTENZA SALERNO SALERNO SALERNO	do	do	do				
NAPLES NAPLES	Oil	2 Tankers	27	Loaded now		URGENT	
NAPLES	do	6 Tankers	70	do		URGENT	
NAPLES	Charcoal	Bagged	270	30Dec 31Jan	1 wagon	No. 1	
do	do	do	670	do	do	3 do	do
do	do	do	540	do	do	2 do	do
do	do	do	130	do	do	1 do	do
do	do	do	130	do	do	1 do	do
do	do	do	130	do	do	1 do	do

Transportation Sub-Commission, ACC.,
c/o Mov & Tn.,
H.Q., A.A.I. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/30/60

Date : 9 April 44.

TO : Ministry of Communications,
Undersecretary of State.

SUBJECT : Railroads - Proposed Fare Increase in Metropolitan
Area.

1. In reference to your letter of March 29, 1944, C 11031/
T.2, this Sub-Commission feels that more data is necessary before
the subject can be dealt with satisfactorily.

2. This Sub-Commission requests that the following infor-
mation be forwarded at your earliest convenience :-

(a) A map, overlay or sketch of the railway in question,
showing distances between sections as compared with the
Cumana Railroad.

(b) Approximately, the amount and type of traffic carried
each way, particularly the extent to which war workers are
carried, if any.

(c) A Schedule of comparable pre-occupation fares.

[Signature]
S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

300

MINISTRY OF COMMUNICATIONS
UNDERSECRETARY OF STATE

RAILROADS--AUTORIZATION CIVILIAN
TRANSPORTATION IN CONCESSION

Naples March 29th; 1944
N.C. 11031/T.2

ALPHABETICALLY SUBCOMMISSION

SUBJECT: PROPOSED FARE INCREASE ON METROPOLITAN LINE

1. Independent ^{of} the correspondence now being exchanged, for the general increase of transportation fares for passengers and freight on railroads, there is recognized, in the meantime, the necessity to effect an increase on the fares of the Metropolitan lines, with the purpose of bringing about a reduction in the number of passengers, an increase in the receipts and also bringing the rates up to the level of those charged, for similar transactions, by the SEPSA which operates the Cumana Railroad:

2. Considering that at present, as far as the transportation prices are concerned, the entire run Naples Via Gianturco--Pozzuoli Solfatara has been divided into three sections: Naples Via Gianturco to Naples Mergellina; Naples Mergellina to Bagnoli Agnaro Terme and Bagnoli A.T. to Pozzuoli Solfatara and that the fare is L. 1 for passengers travelling in the first section; L. 2 for passengers travelling in the second section and L. 3 for those riding all the way, we submit for the approval of this sub-commission the following new prices;

One section.....L.2.00
Two sections.....L.3.50
Three sections.....L.5.00

For nearly similar trips; the Cumana Railroad charges the following prices respectively: L.2.60, 3.60, and 5.40. ✓

3. With the purpose of favoring the working classes, we intend to have a round trip ticket, good for trains leaving until 0900 hours and which can be used for the return trip on any train during the day with the following prices:

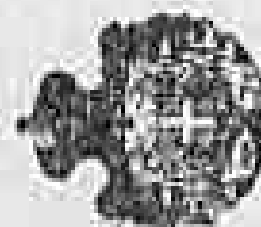
Round trip for one section.....L.3
Round trip for two sections.....L.5
Round trip for three sections.....L.7

4. For tickets sold on the train; the present price is; L. 1.00, L. 2.00 and L. 3.00 respectively. To agree with the proposed increase the prices should be L. 4, L. 8 and L. 12 accordingly. 3.00

We would be grateful to receive an early reply to these proposals:

THE UNDERSECRETARY OF STATE
RAIMONDO 309

1 2 2 3



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

BARI, NAPOLI 29 Marzo 1944

N. 2.11031/E.2

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

al N. _____ del _____
COMMISSIONE ALLIATA DI CONTROLLO
SOTTOCOMMISSIONE COMUNICAZIONI

N A P O L I

OGGETTO:

PROPOSTA AUMENTO PREZZI LINEA
METROPOLITANA

all. _____

I) Indipendentemente dal carteggio in corso per un aumento generale dei prezzi per il trasporto di viaggiatori e merci sulle Ferrovie, si ravvisa, intanto, la necessità di apportare un aumento sui prezzi della linea Metropolitana, allo scopo di veder conseguita una riduzione del numero dei viaggiatori, un aumento degli introiti ed anche un agiornamento dei prezzi di tariffa in armonia a quelli praticati, per relazioni similari, dalla S.E.P.S.A che gestisce la Ferrovia Cumana.

2) Premesso che attualmente, agli effetti dei prezzi di trasporto, l'intero percorso Napoli Via Giannurco-Pozzuoli Solofata, è stato diviso in tre sezioni: Napoli Via Giannurco-Napoli Mergellina, Napoli Mergellina-Bagnoli Agnano Terme e Bagnoli A.M.-Pozzuoli Solofata e che il costo del biglietto è di L.1 per i viaggi interessanti una sola sezione, di L.2 per viaggi impegnanti due sezioni e L.3 per quelli che comprendono tutte e tre le sezioni, si sottopongono all'approvazione di codesta Sottocommissione i seguenti nuovi prezzi.

378

Una sezione.....L.2.00
Due sezioni.....L.3.50
Tre sezioni.....L.5.00

Per relazioni pressochè identiche alle nostre, la Ferrovia Cumana fa pagare rispettivamente L.2.60, 3.60 e 5.40.

3) Allo scopo di favorire la classe dei lavoratori, si ha l'intenzione di istituire un biglietto di andata e ritorno, da rilasciarsi per treni in partenza fino alle ore 9 e che dia diritto al ritorno con qualsiasi treno della giornata, ai prezzi seguenti:

Biglietto di A.R. per una sezione.....L.3
Biglietto di A.R. per due sezioni.....L.5
Biglietto di A.R. per tre sezioni.....L.7

4) La regolarizzazione dei viaggiatori trovati dalla contolleria sprovvisti di biglietto, attualmente stabilita in L.3 per una sezione, L.6 per due e L.9 per tutte e tre Sezioni, in armonia agli aumenti proposti due e L.9 per tutte e tre Sezioni, a seconda si tratti di retribuzione essere modificata in L.4, L.6 e L.12, si propone sopra i prezzi di biglietti entro una, due o tre sezioni. Si gradirebbe un cortese e sollecito riscontro alle proposte sopra i

OGGETTO:

PROPOSTA AUMENTO PREZZI LINDA
FERROVILIARI

all.

N A P O L I

1) Indipendentemente dal carteggio in corso per un aumento generale dei prezzi per il trasporto di viaggiatori e merci sulle ferrovie, si ravvisa, intanto, la necessità di apportare un aumento sui prezzi della linea metropolitana, allo scopo di veder conseguita una riduzione del numero dei viaggiatori, un aumento degli introiti ed anche un agiornamento dei prezzi di tariffa in armonia a quelli praticati, per relazioni similari, dalla S.E.P.S.A che gestisce la Ferrovia Cumana.

2) Premesso che attualmente, agli effetti dei prezzi di trasporto, l'intero percorso Napoli Via Giannurco-Pozzuoli Solofrana, è stato diviso in tre sezioni: Napoli Via Giannurco-Napoli Mergellina, Napoli Mergellina-Bagnoli Agnano Terme e Bagnoli A.T.-Pozzuoli Solofrana e che il costo del biglietto è di L.1 per i viaggi intersezionali una sola sezione, di L.2 per viaggi impegnanti due sezioni e L.3 per quelli che comprendono tutte e tre le sezioni, si sottopongono all'approvazione di codesta Sottocommissione i seguenti nuovi prezzi.

3:8

Una sezione.....L.2.00
Due sezioni.....L.3.50
Tre sezioni.....L.5.00

Per relazioni pressoché identiche alle nostre, la Ferrovia Cumana fa pagare rispettivamente L.2.60, L.3.60 e 5.40.

3) Allo scopo di favorire la classe dei lavoratori, si ha l'intenzione di istituire un biglietto di andata e ritorno, da rilasciarsi per treni in partenza fino alle ore 9 e che dia diritto al ritorno con qualsiasi treno della giornata, ai prezzi seguenti:

Biglietto di A.R. per una sezione.....L.3
Biglietto di A.R. per due sezioni.....L.5
Biglietto di A.R. per tre sezioni.....L.7

4) La regolarizzazione dei viaggiatori, trovati dalla contolleria sprovvisti di biglietto, attualmente stabilita in L.3 per una sezione, L.6 per due e L.9 per tutte e tre Sezioni, in armonia agli aumenti proposti dovrebbe essere modificata in L.4, L.6 e L.12, a seconda si tratti di regolarizzare viaggi entro una, due o tre sezioni. Si gradirebbe un cortese e sollecito riscontro alle proposte sopra.

IL SOTTOSCRITTO DI STATO.

Luigi Di Vittorio

Transportation Sub-Commission, ACC.,
c/o Mov & Fin.,
H.Q., A.H.I. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/30/58

Date : 26 March 44.

TO : Main HQ, ACC.
(for Economic Section).

SUBJECT : Increase in Railway Tariffs.

1. Since writing our letter dated 25 March 44, reference ACC Tn/30/56 relative to increase tariffs on railways generally, a letter, copy attached has been received from Gen di Raimondo putting a similar question as specifically related to privately owned railways.
2. As you will be aware the technical supervision and financial control of privately owned railways is vested in the Italian Ministry of Communications and administered through the office of Undersecretary of State for Railways, (Gen di Raimondo).
3. This Sub-Commission proposes to reply to the attached letter on the same terms as that outlined in our letter referred to in para 1 above, concerning railways generally; except, however, to add that it recognizes that there may be isolated cases of privately owned lines performing strictly local services of such a character as to merit exceptional treatment. Any such isolated cases will be considered in relation to the circumstances put forward in justification.
4. Please confirm this proposed action, or otherwise instruct.

357 *EFH*
S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

C O P Y

SUBJECT: Railway Fares.

21 March 44

TO ALLIED CONTROL COMMISSION

Communications Subcommittee

N A P L E S

Some privately owned railways have requested to be authorized to rise the fares for passengers and freight transportation, as they can't satisfy any more the deficiencies of their budgets.

The same proposals are made also by the chiefs of the different I.S.R. Divisions.

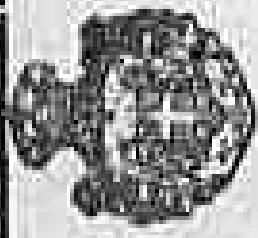
I beg to communicate if this Undersecretaryship has authority to authorize above mentioned increases, in the provinces which have been already put under the direct control of the Italian Government's administration.

In any case, the increases would not be higher than the 100% of the actual fares, as stated at time by a decree which had been approved by the Council of Ministers.

THE UNDERSECRETARY OF STATE

sig. Gen. G. di Raimondo.

po/TRANSLATION



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

all.

~~SECRET~~ Naples, 21/3/ 1944

N. 1474/1.1/3.1 Segr.

al N. _____ del _____

SUBJECT: Railway Fares.-

TO ALLIED CONTROL COMMISSION

- Communication Subcommission -

N A P L E S

Some privately owned railways have requested to be authorized to rise the fares for passengers and freight transportation, as they can't satisfy any more the deficiencies of their budgets.-

The same proposals are made also by the chiefs of the different I.S.R.Divisions.

I beg to communicate if this Undersecretaryship has authority to authorize above mentioned increases, in the provinces which have been already put under the direct control of the Italian Government's administration.

In any case, the increases would not be higher than the 100 % of the actual fares, as stated at time by a decree which had been approved by the Council of Ministers.-

THE UNDERSECRETARY OF STATE

sig. Gen. G.di Raimondo

OGGETTO:

all.

SUBJECT: Railway Fares.-

TO ALLIED CONTROL COMMISSION

- Communication Subcommission -

N A P L E S

Some privately owned railways have requested to be authorized to rise the fares for passengers and freight transportation, as they can't satisfy any more the deficiencies of their budgets.-

The same proposals are made also by the chiefs of the different I.S.R.Divisions.

I beg to communicate if this Undersecretaryship has authority to authorize above mentioned increases, in the provinces which have been already put under the direct control of the Italian Government's administration.

In any case, the increases would not be higher than the 100 % of the actual fares, as stated at time by a decree which had been approved by the Council of Ministers.-

THE UNDERSECRETARY OF STATE

sig. Gen. G.di Raimondo

23 August 58



DO/DR

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

Tariffe.-

all.

ALLA COMMISSIONE ALLEATA DI CONTROLLO

- Sottocommissione per le Comunicazioni -

N A P O L I

Varie società private mi hanno chiesto la facoltà di aumentare le tariffe per trasporti viaggiatori e merci, non potendo ulteriormente far fronte alle deficienze di bilancio.

Analoghe proposte mi pervengono dai capi Compartimento delle FF.SS. Prego comunicarmi se questo Sottosegretariato ha facoltà di accordare detti aumenti limitatamente alle provincie passate sotto la diretta Amministrazione del Governo Italiano.

Gli aumenti in ogni caso non sarebbero superiori al 100% delle tariffe attuali, come da decreto a suo tempo approvato dal Consiglio dei Ministri.-

354

IL SOTTOSEGRETARIO DI STATO

Ed. Ferrarini

BIRE Napoli, 21/3/ 1944

N. 1474/1.1/3.1 Segr.

al N.

del

Transportation Sub Commission, ACC.
C.A. Nov. 1944

H.Q., C.A.I. (Adm. Echelon).

C.A.I.

Our Reference : ACC Tn/30/56

Date : 25 Mar 44

TO : Main H.Q.; ACC.
Economic Section.

SUBJECT : Increase in Railway Tariffs.

1. There is attached, copy of letter from the Italian Under Secretary of State for Railways (General Di Raimondo) dated 21 Mar 44, reference 1385/0.1/5.1 Segr; and attention is drawn to last para thereof.

2. This Sub Commission has always adopted the policy that no increases in Railway passenger and freight rates be made without the prior approval of H.Q., ACC, and this policy is confirmed by your memorandum 25/41 dated 8 March 44, regarding price fixing.

3. It is therefore proposed to reply to General Di Raimondo to the effect that the above policy remains unchanged and that any further applications or representations for passenger or freight increases will receive careful consideration.

4. Please confirm proposed action, or otherwise instruct.

[Signature]

J.A. FITCH,
Colonel,

Director, Transportation Sub Commission, ACC.

*Economic Sec. replied
direct to US State, on 10/5/44.
Copy of that reply prepared and
submitted 9/5/44, by Maj. W. J. [unclear]
See 30/64 for copy.*

1000 9/5/44

TRANSLATION.

C O P Y

MINISTRY OF COMMUNICATIONS
UNDERSECRETARY OF STATE.

Ref: 1385/0.1/3.1 Segr.

SUBJECT : Increase of Railway Tariffs.

21 Mar 44.

TO : Col. S.A. Fitch
Internal Transportation Sub Commission, ACC.

1. Reference to your file ACC Tn/16/81 dated 15 Mar 44, subject Increase of Railway Tariffs in Sicily.

2. The matter of such an increase could now be extended to cover the whole of the territory which was transferred on 11 February inst., from the jurisdiction of the Allied Military Government to that of the Italian Government.

3. The dangers of a not uniform application, which, at one time was one of the chief objections to the introduction of a modification of tariffs, would be surmounted with the unity of jurisdiction now achieved within the major portion of liberated Italy. However, before measures of the increase can be adopted, it is naturally necessary to establish first what are the limits of authority in such matters of our administration in the zones under our direct control.

4. I beg you, therefore, to inform me whether the Allied Authorities consider that they have a say in the discretionary and autonomous affairs of my government, regarding the promulgation and carrying out of provisions relative to the changing of tariffs for the transportation of passengers and freight on the railways. If this matter could be clarified it would be possible to establish a definite and uniform line of action for all dependent organisations, including the compartment of Sicily, which, as you informed me has lately raised this question.

THE UNDERSECRETARY OF STATE.
SG. G. di RAIMONDO.



se/DR

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

Aumento tariffe ferroviarie.

all.

Al Colonnello PITCH
SOTTOCOMMISSIONE TRASPORTI INTERNI A.C.C.

N a p o l i

Mi riferisco al Vostro foglio ACC/Tn/16/81 data 15 marzo c.a.,
concernente l'aumento delle tariffe ferroviarie in Sicilia.

La questione di detto aumento può essere attualmente estesa a tutto il territorio che, a partire dall'11 febbraio c.a., è stato trasferito dalla giurisdizione del Governo Militare Alleato a quella del Governo Italiano.

Il pericolo di una difformità di applicazione, che a suo tempo era tra le più forti ragioni a sconsigliare l'introduzione di modifiche tariffarie, sarebbe sormontato con la raggiunta unità di giurisdizione per la maggior parte dell'Italia liberata.

Comunque, affinché si possano ora adottare misure di aumento, si tratta, naturalmente, di stabilire prima di tutto quale sia il limite di competenza spettante in materia alla nostra Amministrazione per le zone sotto il suo diretto controllo.

Vi prego, quindi, di rendermi noto se le Autorità Alleate considerino rientrare o meno nelle facoltà discrezionali ed autonome del mio governo l'emanazione o l'esecuzione di provvedimenti portanti variazioni nelle tariffe per trasporti di passeggeri o merci sulle ferrovie. In possesso di tale chiarimento sarà possibile stabilire una definita e uniforme linea di condotta per tutti gli organi dipendenti, compreso il Compartimento della Sicilia, che ha di recente, come mi informate, sollevato questo punto.

IL SOTTOSEGRETARIO DI STATO

NAPOLI, RAR, 21 Marzo

1944

N. 1385/0.1/3.1 sega

al N.

del

OGGETTO:

Aumento tariffe ferroviarie.

all.

Al Colonnello FITCH
SOTTOCOMMISSIONE TRASPORTI INTERNI A.C.C.

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possesso di tale chiarimento sarà possibile stabilire una definita e uni-
forme linea di condotta per tutti gli organi dipendenti, compreso il Con-
partimento della Sicilia, che ha di recente, come mi informate, solleva-
to questo punto. =

IL SOTTOSEGRETARIO DI STATO

Luigi Rarmany

TRANSLATION.

Ref: 1385/O.1/3.1 Segr.

MINISTRY OF COMMUNICATIONS
UNDERSECRETARY OF STATE.

SUBJECT : Increase of Railway Tariffs.

21 Mar 44.

TO : Col. S.A. Fitch

Internal Transportation Sub-Commission, ACC.

1. Reference to your file ACC Tn/16/81 dated 15 Mar 44., subject Increase of Railway Tariffs in Sicily.
2. The matter of such an increase could now be extended to cover the whole of the territory which was transferred on 11 February inst., from the jurisdiction of the Allied Military Government to that of the Italian Government.
3. The dangers of a not uniform application, which, at one time was one of the chief objections to the introduction of a modification of tariffs, would be surmounted with the unity of jurisdiction now achieved within the major portion of liberated Italy. However, before measures of the increase can be adopted, it is naturally necessary to establish first what are the limits of authority in such matters of our administration in the zones under our direct control.
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THE UNDERSECRETARY OF STATE.
Sd. G. di RAIMONDO.

350

30/53

Note for file ACC Tn/30A /11

Letter from Economic Section (signed Col. Adams for Mr. Grady) addressed to Communications Section-Att. of Col. Fitch-Internal Transportation B.C., advising "application of Italian Ry. Adm. for increase in freight rate is denied" was returned to and discussed with Col. Adams by Col. Fitch and Major Walker on 27 Jan 44 at 1430 hours. It was pointed out to Col. Adams that the application was originally addressed to Communications Sec. ACC, (Capt. Stone) and referred by that office to Economics Section (Mr. Grady). Economic Section handed application to Col. Fitch with verbal request for comment, which request was complied with in letter to Economic Section dated 16 Jan 44, reference ACC Tn/30/53. It was agreed that the decision to deny the increase should go to Communications Section, ACC-(where it was originally lodged) for necessary handling with Italian Ry. Adm. Suggestion was made, and agreed to by Col. Adams, that a reason should be communicated to the Italians instead of the bare announcement "application denied".

Col. Adams retained the subject letter, for further handling.


W.S. WALKER,
Major T.C.
27 Jan 44.

COPY TO FILE ACC TN/30

349

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

1245
16/1

30/54

AMS/dnd

14 January 1944

In reply refer to:
Tr/21/2

See 30/52

TO : Colonel S. E. Fitch, Internal Transportation Sub-Commission

SUBJECT: Proposed Increase in Passenger Rates.

1. Reference letter 505/O.1/31 Sejr of 11 January from Under-Secretary for State Railways and Highways, forwarded through this office.
2. The headings over the different rates are not very definite and should read:

From 1 kilometre to 200 kilometres	
Extra for each kilometre ~~from~~ 201 up to 400	
" " " " 401 " " 600	
" " " " 601 " " 1000	
" " " " 1001	

Example:

First Class fare for 620 kilometres.

Distance	Rate	Cost
0-200	0.617	123.40
201-400	0.494	98.80
401-600	0.395	79.00
601-620	0.316	6.32
Tax -		1.25
		<u>308.67</u>

Fare 309.00

348

This is in accordance with the fares given in the time table.

A. H. Street
A. H. STREET, D.S.O.
Captain
Internal Transportation
Sub-Commission

*Noted -
transmitted
to reference letter
1005/11*

Internal Transportation Sub-Commission, ACC.,
c/o Mor & Th.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Th/30/52

Date : 16 Jan 44

TO : Central Economic Committee,
AFHQ Adv. Adm. Ech.

SUBJECT : Proposed increase in passenger fares, Italian Railways.

1. Reference para 2 (b) of our ACC Th/30/37 dated 5 Jan 44, in response to your request dated 30 Dec 43.
2. As to "approximate monthly increase in revenue under the proposed rates, based on agreed basic schedule of Passenger Trains", we have now received a letter from Italian Undersecretary of State for Railways, dated 11 Jan 44, in which he states :

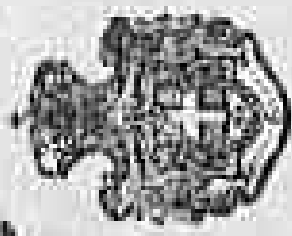
" I have asked the Chief Departments for details about the approximate monthly income according to the present rates and the basic schedule for granted passenger trains.

I hope I'll be able to let you shortly know some news; but it must be said that the lack of wire communications and the bad functioning of mail are responsible of delays. Even the mail of the Sub-Commission reaches Brindisi very late."

ML
Chief of Internal Transportation Sub-Commission, ACC. Colonel.

Copy to :-
H.Q., AMG.
H.Q., ACC (for Capt. Stone).

na/



MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 505/2.1/3.1 seg.

Allegati N.

1971

P.M. 153, li 11 genn. 1944

OGGETTO: Tariffe ferroviarie -
proposte di aumento.

Risposta al foglio N.

del

Al Col. S.A. Fitch
Internal Transportation Sub-Commission ACC
APHQ Advanced Administrative Echelon -
NAPOLI

- 1°) Mi riferisco alla vostra richiesta ACC. Tr/30/24 del 31 dicembre 1943 pervenuta a questo ufficio il giorno 9 gennaio c.a. -
- 2°) Le tariffe per trasporto passeggeri sulle Ferrovie dello Stato sono state da me comunicate al Brig. Gen. Fellowes, Presidente del Comitato Trasporti, con apposito promemoria in dieci copie per la distribuzione ai vari membri del Comitato stesso.

Per il trasporto viaggiatori esistono 9 (nove) tariffe, di cui:

a) - la 1^a, ordinaria, è a base differenziale (prezzo unitario crescente con l'aumentare della lunghezza del percorso);

b) - la 9^a, a base chilometrica, per viaggi di corsa semplice entro 400 Km. con treni accelerati, omnibus o misti;

c) - dal n° 2 al n° 8, tariffe ridotte rispettivamente del 20%, 30%, 40%, 50%, 60%, 70% ed 80%.

TARIFFE N. 1

CLASSI	Zone di percorrenze				
	da Km. 1 a 200	da Km. 201 a 400	da Km. 401 a 600	da Km. 601 a 800	da Km. 801 a 1000 oltre 1000 Km.
1 ^a	L. 0,617	0,494	0,395	0,315	0,253
2 ^a	" 0,414	0,331	0,265	0,212	0,170
3 ^a	" 0,243	0,194	0,155	0,124	0,099
					0,202
					0,136
					0,079

Recd 1540
14 Jan 44

1 2 3 9

OGGETTO: Tariffe ferroviarie -
proposte di aumento.

Risposta al foglio N.

del

al Col. S.A. Fitch

Internal Transportation Sub-Commission ACC

AMHQ Advanced Administrative Echelon -

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- a)- la 1°, ordinaria, è a base differenziale (prezzo unitario crescente con l'aumentare della lunghezza del percorso);
 - b)- la 2°, a base chilometrica, per viaggi di corsa semplice entro 400 Km. con treni accelerati, omnibus o misti;
 - c)- dal n° 2 al n° 8, tariffe ridotte rispettivamente del 20%, 30%, 40%, 50%, 60%, 70% ed 80%.-

TARIFFE N. 1

CLASSI	Zona di percorrenza				
	da Km. 1 a 200	da Km. 201 a 400	da Km. 401 a 600	da Km. 601 a 800	da Km. 801 a 1000 oltre 1000 Km.
1^	L. 0,617	0,494	0,395	0,316	0,253
2^	" 0,414	0,321	0,265	0,212	0,170
3^	" 0,243	0,194	0,155	0,124	0,099

346

TARIFFA N. 9

1^ classe	L. 0,552
2^	" 0,370
3^	" 0,216

Da Km. 1 a Km. 400

./.

2°)- Sono state richieste notizie ai Capi Compartimento circa l'ammontare approssimativo mensile degli introiti sulla base delle tariffe ora in vigore ed al programma base dei treni passeggeri connessi.

Io spero di potervi comunicare al più presto questi dati: il ritardo è però dovuto al fatto che non funziona il servizio postale e mancano comunicazioni telefoniche.

Anche la posta di codesta Sottocommissione giunge a Brindisi con notevole ritardo.

3°)- Come ho comunicato in varie lettere, la necessità di aumentare le tariffe dei passeggeri è giustificata:

a)- dal grave deficit del bilancio autonomo dell'amministrazione delle ferrovie dello Stato e di quelle secondarie.

Quasi tutte le spese di esercizio gravano sul bilancio dello Stato, che deve ogni mese concedere sovvenzioni di entità elevata.

b)- dall'aumentato costo delle materie di consumo e dei salari;

c)- dal fatto che le tariffe attualmente in vigore risalgono al 1940 e sono basse rispetto alla svalutazione della moneta ed al rincaro della vita.

d)- dalla necessità di limitare l'afflusso dei viaggiatori sui pochi treni in circolazione, che sono affollatissimi senza possibilità di esercitare un controllo da parte degli impiegati ferroviari a meno di non ricorrere all'uso delle armi.

Occorre però tener presente che un treno bisettimanale per milioni di abitanti è assolutamente insufficiente molti essendo i casi di necessità di viaggiare anche se ridotti al minimo.

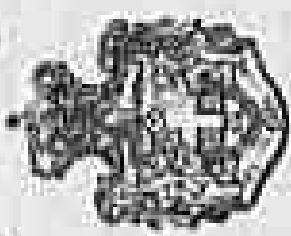
Molto malcontento si rileva nella massa dei cittadini, specie dei lavoratori e degli impiegati, che hanno necessità di muoversi per ragioni di servizio e di procurarsi un minimo di alimenti.

Vi prego di voler tenere in giusta considerazione quanto Vi ho esposto.

Soggiungo che i rappresentanti dell'Angot hanno in varie provincie autorizzato l'aumento delle tariffe su ferrovie secondarie e su servizi automobilistici fino al 300 %. Sarebbe però opportuno uniformare i criteri di applicazione dell'aumento in tutte le provincie per non creare disparità ed irregolarità.

IL SOTTOSEGRETARIO DI STATO

Edoardo Amato



MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 505 / 0.1/3.1 Segr.

Allegati N.

P.M. 151, li 11 genn. 1944

OGGETTO:

Risposta al foglio N.

del

SUBJECT: Railway rates - Proposed increases.

To Col. S.A. Fitch

Internal Transportation Sub-Commission ACC

AMHQ Advanced Administrative Echelon

N A P L E S

1°) - I refer to your request ACC tn/30/24 dated 31 dec. 1943 received on the 9th of January last.

2°) - The passengers' rates in the State-railways have been communicated by me to Brig. Gen. Followes, President of the Transportation Committee, in a special memorandum, written in ten copies for their distribution, members of the Committee.

For passengers there are 9 (nine) kinds of fares; of which:

- a) - the 1st, the ordinary one, is established on a differential basis (unitarian price diminishing as the travel's length increases;
- b) - the 9th, on kilometre basis, for one-direction travels within 400 kms with slow, omnibus and mixed trains;
- c) - from n. 2 to n. 8, reduced rates respectively by 20%, 30%, 40%, 50%, 60%, 70% and 80%.

345

Fare n. 1

Classes	Travel length			
	from 1 to 200 kms	from 201 to 400 kms	from 401 to 600 kms	from 601 to 1000 kms
1st	0,617	0,494	0,395	0,253
2nd	0,414	0,331	0,265	0,170
3rd	0,243	0,194	0,155	0,099
				0,203
				0,136
				0,079

OGGETTO:

Risposta al foglio N.

del

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To Col. S.A. Vitch

Internal Transportation Sub-Commission AGC

AGHC Advanced Administrative Echelon

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- a)- the 1st, the ordinary one, is established on a differential basis (unitarian price diminishing as the travel's length increases;
- b)- the 9th, on kilometre basis, for one-direction travels within 400 kms with slow, omnibus and mixed trains;
- c)- from n.2 to n.8, reduced rates respectively by 20%, 30%, 40%, 50%, 60%, 70% and 80%.

345

Fare n.1

Classes	Travel length			
	from 1 to 200 kms	from 201 to 400 kms	from 401 to 600 kms	from 601 to 1000 kms
1 st	0,617	0,494	0,395	0,253
2 nd	0,414	0,331	0,265	0,170
3 rd	0,243	0,194	0,155	0,099

Amendment:
See 30/24.

./.

From 1 to 400 kms

1 st class	L. 0,552
2 nd "	" 0,370
3 rd "	" 0,216

2°)- I have asked the Chief Departments for details about the approximate monthly income according to the present rates and the basic schedule for granted passengers trains.

I hope I'll be able to let you shortly know some news; but it must be said that the lack of wire communications and the bad functioning of mail are responsible of delays. Even the mail of the Subcommission reaches Brindisi very late.

3°)- As I pointed out in several letters, the necessity of the rates increase is justified:

a)- by the great deficit of the separate budget of the State and secondary railways administration.

Almost all the exploitation's expenses are sustained by the State's budget, which is granting each month high subventions;

b)- by the increased cost of consume products and wages;

c)- by the fact that the rates now in force have been fixed in 1940 and they are low if you consider the fall of the money and the more expensive standard of life.

d)- by the necessity of limiting the number of travellers on the few still circulating trains, which are overcrowded; it is not possible for the railwayemployees to carry on a sufficient control unless they would use guns.

It must be, however, pointed out that an only biweekly train for millions inhabitants is absolutely insufficient as the necessities of travelling are many even if restrained to the minimum.

A great disease may be observed in most of citizens, especially among workers and employees, who are obliged to travel for work needs and for fetching the indispensable food.

I beg you to reflect upon what I have above explained.

I may add that the AMC representatives in many provinces have already authorized the rates' increase on secondary railways and motor-transportation by as far as 300 %. It would be right to unify the criterions of increase applications in all the provinces in order to prevent differences and irregularities.

THE UNDERSECRETARY OF STATE
(sgd) Gen. di Raimondo

1244

CS
16

1030
16/1

789

30/51

RE. AT PEN. BASE SECT. SIG. MES. CENT. 11 JANUARY 1944

CONFIDENTIAL

ROUTINE

FARGO FOR SPOFFORD

NONE

FATIMA FROM STONE SIGNED JOYCE

101717A

110958A

1920

NONE



CONCUR IN RECOMMENDATIONS LETTER AOC/TW/30/38 JANUARY 6
SIGNED FITCH RELATIVE INCREASE RAILWAY PASSENGER RATES SICILY.
SUGGEST FITCH BE INFORMED.

Int. Tpt. Sub. Com.

*The above info. has telephoned
to Major Bohors for transmission to Col Fitch
at 1000 hrs. 12 JAN 44 & this copy is to inform
the message.*

*1010 hrs.
12 JAN. 44*

*16/1
10/16/1*

*W. B. [Signature]
Capt. [Signature]
Co. Comm. Sect.*

30/1/69

Outgoing messages noted in pencil
Incoming " noted in ink.

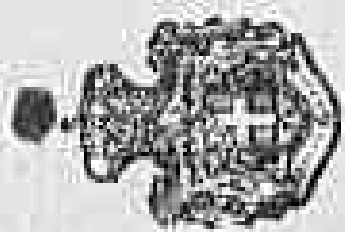
File
Ref. Date.

Synopsis

- (1) 30/9 - 20/12 - To: HEACC: Do you approve our proposed statement that 100% increase should be uniformly applied on all Railways effective 1st Jan.
- (2) 30/13 22/12 - Reply to next above & Proposed reply approved
- (3) 30/10 27/12 - To: H.B. 15 Army Group: Railway fares being increased 100% in the Puglia area effective 1st Jan.
In answer to request for opinion propose to say same increase should be applied throughout occupied mainland.
- (4) 30/16 30/12 - Reply to next above (by letter): No objection. Presume Cent. Eco. Comm. and Local Resource to receive for approval.
- (5) 27/12 - To H.B. AMG - Same message as serial #3 above to H.B. 15th Army
No direct reply. Increase opposed on economic grounds, as detrimental to inflation control.
Verbal:
- (6) 30/5 17/12 - To H.B. AMG. Region One: Have passenger fares and/or wages been increased.
- (7) 30/21 28/12 - Reply to next above: wages increased 70%. No fares increase
- (8) 30/15 23/12 - From Reg I. Sicily: FARES INCREASE HIGHLY DESIREABLE FOR SICILY. REQUEST AUTHORITY INCREASE 100% AS FROM 1ST JAN. 3:3
- (9) 30/14 23/12 - From HEACC: Consider it not advisable increase apply only four provinces (Kings) Italy. Have requested Italians withhold increase 4 provinces pending decision other areas.

DO/DR

MINISTERO DELLE COMUNICAZIONI



SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot N.461. / O.1./3.1/segf.

Allegati N. _____

OGGETTO: Tariffe Ferroviarie

-Proposte di aumento.-

Brindisi, li 3 gennaio 1944

Risposta al foglio N. _____

del _____

Al Colonnello FITCH
 Capo della Sottocommissione Trasporti Interni, AEC
 ATHQ - Advanced Administrative Echelon
 O.M.F.

M A P O L I

Mi riferisco alla Vostra lettera n° AOC/ma/30/17 di
 prot. in data 26 dicembre 1943, pervenutami oggi.

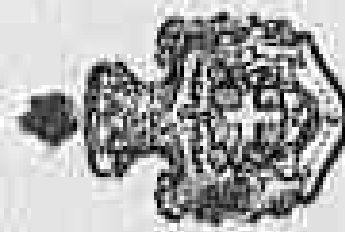
Questo Sottosegretariato ha ritenuto erroneamente
 che la Sicilia dovesse essere esclusa dai provvedimenti
 richiesti per le altre provincie liberate del continente.

Si conviene con Voi sulla opportunità di estendere
 anche alla Sicilia l'aumento delle tariffe proposto.-

IL SOTTOSEGRETARIO DI STATO

352

MINISTERO DELLE COMUNICAZIONI



SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 461 / 2.1/3.1/Segr.

Allegati N.

Brindisi, 11 3 January 1944

OGGETTO:

Risposta al foglio N.

del

CONCERN: Railway rates and fares - Proposed increases.

TO : Colonel FITCH

Chief of Internal Transportation Sub-commission, ACC
AFHQ - Advanced Administrative Echelon.

C.N.F.

N A P L E S

Reference is made to your letter, file ACC/TN/30/17, dated 26 December 1943, which I received to-day.

This Undersecretaryship understood mistakenly that Sicily had to be excluded from the provisions requested for the other free provinces of the mainland.

We agree with you about the opportunity to extend the proposed rates increase also to Sicily.

THE UNDERSECRETARY OF STATE
sig. Gen. G. di Raimondo

31

Internal Transportation Sub-Commission, AGC.,
C/o HQ & Tn.,
AFSA Advanced Administrative Echelon,
C.M.F.

Our reference : AGC Tn/30/45.

Date : 10 Jan 44.

*Copy to AGC
To AGC
Don't lose*

TO : AGC (M)
HQ Movements.
No. 1 District.

SUBJECT : Proposal to increase Italian Railway passenger fares - Sicily

1. Reference your Nov. 1952 dated 2 Jan 44 and Minute 12 of Meeting of Transportation Committee Sicily (Sail).
2. Proposal was submitted to HQ. AGC in terms shown in attached copy of letter AGC Tn/30/38 dated 6 Jan 44.
3. Reply from HQ. AGC dated 9 Jan 44 reference AGC/30/16 attached is self-explanatory.

PJF
Colonel
Chief of Internal Transportation Sub-Commission, AGC

Copy, without enclosures, to:-
HQ. AGC (for Capt Stone.)
Central Economic Committee (for information).

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APO 394

*Recd 17/15 30/44
9 Jan 44*

AMG/CS/16

Subject. Proposal to increase Italian passenger fares
in Sicily.

To. Internal Transportation Sub-commission.

From. Communications Section.

Date. January 9, 1944.

1. Reference your A.C.C. Tn./30/38 of January 6,
1944, your proposals have been approved by the Deputy
Chief of Staff (O. and S.I.) as follows:

(a) It is agreed that the reasons given by the
Transportation Committee, Sicily, (Rail) do not justify
the proposed increase in fares.

(b) It is agreed that the policy of increasing
fares should be uniform throughout Italy (Mainland and
Sicily).

2. Approval, as asked for in para. 4, your letter,
is therefore given to your proposed reply.

3. Your recommendation that increases of fares in
Sicily be dealt with by the same Committee as the Italian
Mainland has been forwarded for approval.

For Vice President

M. Hay
M. Hay

Copies to.

Hq. A.C.C. (for Capt. Stone)
Central Economic Committee - (for information)
File

HEADQUARTERS ALLIED CONTROL COMMISSION
ATO 394 U.S. ARMY

AHS/mar

27 December 1943

In Reply
refer to : CS/6/4

SUBJECT : Increase in Passenger & Freight Rates Italian
State Railways.

TO : Colonel S. A. Fitch,
Chief of Transportation Sub Commission.

1. Further to my letter No. 248 of 20 December, I herewith enclose a copy of the decree the Under-Secretary for State proposes to issue on the increase in passenger rates, once approval has been received.

2. Whilst the increase in passenger rates for the provinces of Puglia under A.C.C. control has been approved, no agreement has yet been reached as regards the increase in freight rates.

*Sup. Walker,
del. prop. translation
y per me [signature]*

A. H. Street
A. H. STREET,
Capt. D.S.O.,
Internal Transportation
Sub Commission

COPY.

SCHEME OF MINISTERIAL DECRET.

20 DECEMBER 1943.

General high price of the charge for transport of persons with the State Railroad and with the subsidy Railroad Service.

The Secretary of State for Railroads and Subsidy Transportation, - after see the Royal Decret of the 16th. December 1943 - No. 27/B, concerning the general high price of the charging for the transport of persons with the State Railroad Service and the Subsidy Railroad Service; - After see the "Condition and Charge for Transport of the persons with State Railroad" approved with Royal Decret of the 11th. October 1943 - No. 1948, - converted in the Law of the 4th. April 1935 - No. 911, and the after modification;

DECRET:
ART. 1.

The State Railroad Administration is authorised to make in all the charge for transport of persons the high charge of the hundred by hundred, starting from the 1st. January 1944.

The same high price could be made, in the same date up all the necessary fare contemplated in the Subsidy No. 1 of the "Condition and charge for Transport of persons with State Railroad" and of the upper fare too, duty and penalty who are in the same "Condition and charge" and of the Interministerial Decret of the 13th. June 1942 - No. 3940.

ART 2.

Regarding the public service of transport persons running by Subsidy by Auto Society, by provincial by town hall authority, by society and private, they are authorised with the care of the "General Inspector of the Civil Motorisation and subsidy transport.

ART 3.

The present Decret will be published in the "Gazetta (Official) - special issue" (official newspaper) and will be mailed for the registration to the "Italian Finance Department" soon the circumstance make that possible.

Consent. Subsidy

May 9/1

337

SCHEMA DI DECRETO MINISTERIALE

20 dicembre 1943

AUMENTI GENERALI DELLE TARIFFE PER I TRASPORTI DI PERSONE
SULLE FERROVIE DELLO STATO E SUI SERVIZI IN CONCESSIONE.-

Il Sottosegretario di Stato per le Ferrovie, la Motorizzazione Civile ed i trasporti in concessione,

-vista il Regio Decreto Legge 16 dicembre 1943 - n° 27/B - concernente aumenti generali delle tariffe per i trasporti di persone sulle Ferrovie dello Stato e sui servizi in concessione;
-viste le "Condizioni e Tariffe per i trasporti delle persone sulle Ferrovie dello Stato", approvate con Regio Decreto-Legge 11 ottobre 1934 - n° 1948 -, convertito nella legge 4 aprile 1935 - n° 911, e successive modificazioni;

d e c r e t a :

Art. 1

L'Amministrazione delle Ferrovie dello Stato è autorizzata ad apportare in tutte le tariffe per i trasporti di persone l'aumento del cento per cento, a decorrere dal 1° gennaio 1944.

Uguale aumento potrà essere apportato, dalla medesima data, su tutte le tasse accessorie contemplate nell'Allegato n. 1 alla "Condizioni e Tariffe per i trasporti delle persone sulle Ferrovie dello Stato", nonché sulle sopratasse, diritti e penali previste dalla medesima "Condizioni e Tariffe" e dal Decreto Interministeriale del 13 giugno 1942 - n° 3940 -.

Art. 2

Per quanto riguarda i servizi pubblici di trasporto di persone in concessione, gestiti da enti autonomi, provinciali, comunali o consorziali, da società o da privati, sono autorizzati analoghi provvedimenti a cura dell'Ispettorato Generale della Motorizzazione civile e dei trasporti in concessione.

Art. 3

Il presente decreto sarà pubblicato nella "Gazzetta Ufficiale - serie speciale" e sarà trasmesso alla Corte dei Conti per la registrazione non appena la circostanza lo permetterà.

Il Sottosegretario di Stato per le Ferrovie, la Motorizzazione Civile ed i trasporti in concessione,

-visto il Regio Decreto Legge 15 dicembre 1943 - n° 27/3 - concernente aumenti generali delle tariffe per i trasporti di persone sulle Ferrovie dello Stato e sui servizi in concessione;
-viste le "Condizioni e Tariffe per i trasporti della persona sulle Ferrovie dello Stato", approvate con Regio Decreto-Legge 11 ottobre 1934 - n° 1948 -, convertito nella legge 4 aprile 1935 - n° 211, e successive modificazioni;

d e c r e t a :

Art. 1

L'amministrazione delle Ferrovie dello Stato è autorizzata ad apportare in tutte le tariffe per i trasporti di persone l'aumento del cento per cento, a decorrere dal 1° gennaio 1944.

Uguale aumento potrà essere apportato, della medesima data, su tutte le tasse accessorie contemplate nell'Allegato n. 1 alla "Condizioni e Tariffe per i trasporti della persona sulle Ferrovie dello Stato", nonché sulle sopratasse, diritti e penali previste dalle medesime "Condizioni e Tariffe" e dal Decreto Interministeriale del 13 giugno 1942 - n° 3390 -.

3.6

Art. 2

Per quanto riguarda i servizi pubblici di trasporto di persone in concessione, gestiti da enti autonomi, provinciali, comunali o consorziali, da società o da privati, sono autorizzati analoghi provvedimenti a cura dell'Ispettorato Generale della Motorizzazione civile e dei trasporti in concessione.

Art. 3

Il presente decreto sarà pubblicato nella "Gazzetta Ufficiale" - serie speciale" e sarà trasmesso alla Corte dei Conti per la registrazione non appena le circostanze lo permetteranno.-

P.M. 151, addì 23 dicembre 1943

Internal Transportation Sub-Commission, ACC.,
Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/30/41

Date : 8 Jan 44.

TO : Capt. A.N. De Maret,
Internal Transportation Sub-Commission Representative at Mov & Tn.,
REGGIO.

SUBJECT : Increased Tariffs - Railways.

1. Reference your Mov/2 dated 3 Dec 43 (should be 3 Jan 44) and enclosures referred to therein which are returned herewith.
2. The question of tariff increases is still under consideration at Headquarters. When a decision is reached il Capo Compartimento (Reggio Cal) will be instructed accordingly through the proper channels. Meanwhile, no increased tariffs are to operate.

335

PLS
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

1255

GOVERNMENT AND TRANSPORTATION
REGGIO

0830

8/1

30/40

Ref; Mov/2
3 Dec 1943

Subject: Railway tariffs.

To: Internal Transportation Sub-Commission, ACC,
Attached Mov & Tn,
AFHQ Adv. Adm. Echelon,
Naples.

1. Forwarding letter from the Capo Compartimento,
Ferrovie Dello Stato, which asks permission to raise
tariffs. Will be pleased to learn what action is taken.

*Sup. Walker
2nd copy of letter
dated 27 Dec from
91 Capo Compartimento
see for today please
Done*

A.N. DeMaret
A.N. DeMaret,
Capt. T.C.,
Transportation Officer
Attached Mov & Tn.

0900 8/1

MINISTER OF COMMUNICATIONS

STATE RAILWAYS

CAPO COMPARTIMENTO

Reggio Col. 27 Dec 1943.
N.C.C.S. 3375/275

Sig. Capitano POAD
Finance Office
Reggio C.

His Excellency Undersecretary of State for Communications with
letter No. 306/1.5/2. dated 19 Dec 43 authorises me to increase to
100% the present tariffs beginning from 1 Jan 44.

I would like to receive, as soon as possible, your consent on this
matter so that I could carry it out.

11 CAPO COMPARTIMENTO

333

*Translated
by Sgt Nardini
d'by # 4
HJN*

Copy.

ALLIED MILITARY GOVERNMENT

PROVINCE OF REGGIO IN CALABRIA.

SUBJECT :

REF: VII/A/13/1140/634.

TO: Capt. De Maret.

Movement and Transportation

I am enclosing for your attention a letter from the Capo Comperimento, Ferrovie Dellon State, in which permission is requested to raise ta riffs.

This appears to me to be a question for Headquarters and I shall be interested to learn their reply.

(Sgd) A. POAD.
Capt.
Finance Officer.

REGGIO
1 January 44.

Internal Transportation Sub-Commission, A.C.,
C/O Mov. & In.,
AMR Advanced Administrative Echelon,
C.M.F.

Our reference : ACC TN/20/38

Date : 6 Jan 44.

TO : HQ., AMO,
Naples.

SUBJECT: Proposal to increase Italian Railway passenger fares - Sicily.

1. (a) Letter dated 2 Jan 44 from ACC(M) No. 1 District to this Sub-Commission states "Official application is made to you (i.e. this Sub-Commission) to implement para 12 of the Minutes of the Transportation Committee, Sicily (Rail). This is to say that fares should be increased by 3 times the present figure mentioned."

(b) The Minute concerned reads :

12. CIVILIAN PASSENGER TRAFFIC - PROVISION OF GUARDS AND INCREASE IN FARES.

Col. ALANSON, addressing the Committee, said that he had just returned from a tour of the Railways and was extremely perturbed by the dangerous way in which civilians were allowed to ride on the roofs and buffers of carriages and even on the engines. He was also convinced that civilians were using the passenger services on a large scale for feeding the Black Market. He urgently recommended the trebling of civil passenger fares and the provision of guards on passenger trains. He had already arranged for military guards to travel on freight trains. Lieut. Col. WILKIN stated that military guards were already provided on freight trains in No. 2 District. Capt. WILKIN, referring to the provision of guards on passenger trains, stated that this was already in hand. An organisation was being formed to replace the pre-invasion Railway Militia, and this would be ready to function on 10 Jan 44.

The question of the increase in fares was put to the meeting, and the Committee agreed that application should be made for the present ordinary passenger fares of 33 centimes per kilometre II Class and 20 centimes per kilometre III Class to be trebled. Capt. MINARD requested that a system of season tickets be introduced, and it was agreed that this should be investigated.

2. As you are aware the Italian Government has made application for passenger fares on the mainland to be increased by 100%. This matter is being dealt with by the Central Economic Committee (Italian mainland), who, at their Meeting on 27 Dec 43 postponed consideration of the question until further data had been produced.

Whether the ultimate decision may be for the mainland, it is considered essential that a consistent policy be adopted for the whole of occupied territory, including Sicily.

3. It is also considered that no increase of fares should be agreed merely on the grounds put forward in the Minute in question, and that any application

1. (e) Letter dated 2 Jan 44 from AGC(M) No. 1 District to this Sub-Commission states "Official application is made to you (i.e. this Sub-Commission) to implement para 12 of the Minutes of the Transportation Committee, Sicily (Rail). This is to say that fares should be increased by 3 times the present figure mentioned."

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"12. CIVILIAN PASSENGER TRAINS - PROVISION OF GUARDS AND INCREASE IN FARES."

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Whatever the ultimate decision may be for the mainland, it is considered essential that a consistent policy be adopted for the whole of occupied territory, including Sicily.

984

3. It is also considered that no increase of fares should be agreed merely on the grounds put forward in the Minute in question, and that any application for increased fares must be made by the Italian Authorities and be accompanied by their full reasons in justification.

The difficulties being experienced in Sicily on account of gross overcrowding of trains and lack of control at entraining points, must be remedied by other means, such as the introduction by the Italian Authorities, under the direction of AMG, of a strict permit system and proper supervision and police control.

4. Subject to your approval, it is proposed to reply to the LMC(M) No. 1 District accordingly. Please instruct early.

5. In order to insure a consistent policy regarding increased railway fares and union line matters, it is recommended that the appropriate Committee or organization for dealing with such applications include fully within its scope.

Chief of Internal Transportation Sub-Commission, ACC.

Copy 641
Pg. 105 (for Capt. Stone)
Central Geographic Institute - (for information).

1030 hrs 9/1
 phone from Capt. Ray
 - that if Capt. Ray
 proposed that they
 should Capt. Ray
 working today.
 1040 hrs 9/1
 phone from
 Capt. Ray
 - that if Capt. Ray
 proposed that they
 should Capt. Ray
 working today.
 1050 hrs 9/1
 phone from
 Capt. Ray
 - that if Capt. Ray
 proposed that they
 should Capt. Ray
 working today.

37(a)

Recd 0215
5/1/44

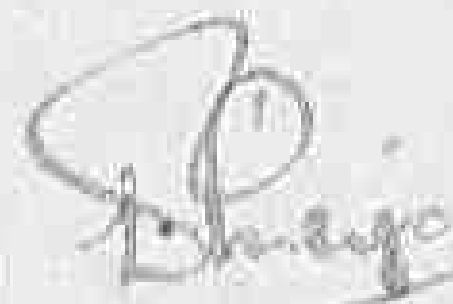
6240

HQ, Movements,
No. 1 District.
Ref: MOV 1052.
2 Jan 44.

Colonel Pipch,
Int. Tr. Sub Comm. ACC.,
C/O, Mov. & Tr., Adv. Adm Echelon AFHQ.

Reference Minutes of Second Meeting of
Transportation Committee Sicily (Rail) forwarded to you
under separate cover.

Official application is made to you to
implement para 12 of the Minutes. This is to say that
fares should be increased by 5 times the present figure
mentioned.



Lieut. Col.,
ACM (H).

HDP/NNW.

Internal Transportation Sub-Commission, ACC.,
C/O Mov & Tr.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tr/30/37

Date : 5 Jan 44.

TO : Central Economic Committee,
NAPLES.

SUBJECT: Proposed increase in passenger fares - Italian Railways.

1. Reference your request dated 30 Dec 43.

2. It has not been possible to obtain the whole of the additional data required. That which is available and the present position as regards the enquiries which are being made in those cases where the information is incomplete are summarised below :-

(a) Present average rate per passenger mile (in occupied territory).
The preoccupation passenger fares comprised two different kinds of rates (up to 400 km. and over 400 km.), each with three different fares according to class (first, second, and third). There were, therefore, six different fares per kilometer and these ranged from 0.552 lire to 0.149 lire. From this it will be seen that any "average" fare or rate might prove very misleading.

Bearing in mind the types of trains which are now running and the classes of passengers which are using them, it can be taken that the predominant, ^{fare} actually in use is 0.216 lire per km.

(b) Approximate monthly increase in revenue under the proposed rates, based on agreed basic schedule for passenger trains.
Owing to disorganisation caused by war conditions coupled with the difficulties associated with poor communications, it will be appreciated that centralized records of the Italian State Railways are practically non-existent. The Italian authorities are endeavouring to secure as much information as possible, and will communicate with us as soon as the information can be gathered. 328

(c) Comments on probable reduction in passenger traffic as a result of the proposed tariff increases.
Although the existing predominant fare of 0.216 lire per km. is very low, based on the present purchasing power of the lire, there is no doubt that an increase of 100% as requested by the Italian Government would have the effect of reducing appreciably the volume of traffic now presenting itself for travel.

(d) Any other pertinent data at hand supporting the proposed increase.
The chief points put forward by the Italian Government in support of the application are wage increases, effective 1 Dec 43, amounting to approximately 60% and increased costs in essential materials which have also risen appreciably.

2. It has not been possible to obtain the whole of the additional data required. That which is available and the present position as regards the enquiries which are being made in those cases where the information is incomplete are summarised below :-

Bearing in mind the types of trains which are now running and the classes of passengers which are using them, it can be taken that the predominant, actually in use is C,216 lives per km.

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Although the existing predominant fare of 0.216 lire per km. is very low, based on the present purchasing power of the lire, there is no doubt that an increase of 100% as requested by the Italian Government would have the effect of reducing appreciably the volume of traffic now presenting itself for travel.

Those responsible for the financial position of the Italian Railways feel bound, therefore, to follow normal business methods and suggest means of reconciling expenditures to revenues.

Colonel,
Internal Transportation Sub-Commission, AOC.

in temporary duty Dept. Commerce - Long. C. C. E.
Cell. in office Geo. Remondos. 10. 20. 1905. 12. 10. 1905.
that report this info. has been received that every thing
was being met and same accordingly is being met. 12. 10. 1905.
and the Commission is 12. 10. 1905.

Translation.

Naples - 4 Jan. 1944

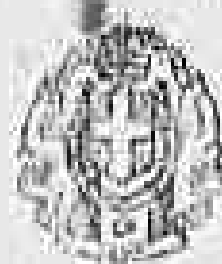
*To: Internal Transp. Sub Commission
ACC*

It is not possible to give you the requested information concerning the increases for all the trains operated on the lines of the Bari and Reggio Calabria Departments, because we have not all the necessary elements.

We write at once to the Departments affected in order to receive the above mentioned information and we will give you as soon as possible

30/36

Tipo 10


MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

 UFFICIO DI COLLEGAMENTO TRA
 M.R.S. E I.S.R.

Napoli, 4 Genn. 1944

Te:

Internal Transportation

N°

Sub Commission ACC.

U. S. A.

del

Non possiamo dare le informazioni richiesteci
 relativamente agli incassi per ciascun treno
 effettuato sulle linee dei Compartimenti di
 Bari e Reggio Calabria, perchè non in possesso
 di tutti gli elementi necessari.
 Scriveremo subito ai Compartimenti interessati
 per ricevere tali notizie e non appena pronte
 le renderemo note a questo Ufficio.

romano

326

MINISTERO DELLE COMUNICAZIONI

Sottosegretariato di Stato

per le Ferrovie, Motorizzazione Civile e Trasporti in Concorso

.....

RAILWAY RATES STRUCTURE:

The railway rates for the goods transports are differential either in regard to the distance or in regard to the weight (belgian type).

As differential rate is designed that which is not fixed upon an only unitarian price, applicable to transports of any weight and distance, and from which should follow proportional rates, but that which is fixed upon some sets of unitarian prices, decreasing in opposite direction to distances and weights.

Every of such unitarian prices is applied at a determined zone in which the aggregate distance is divided.

In our rates the distance zones are 12 for the "high speed" and 13 for the "low speed". The first and the second high speed zone are each by 50 kms. and the succeeding by 100 kms.. The first and the second low speed zones are respectively by 12 and 18 kms., the third by 50 and the succeeding are each by 100 kms.

The aggregate price of the transport follows from the addition of the produced succeeding unitarian prices by the kilometer number of each of the succeeding zones.

That is the differentiality in regard to the distance.

That in regard to the weight consists in the fact that to higher weights correspond lower unitarian prices.

The transports have to be divided into "collection transports" (without weight conditions) and "truck transports" (conditioned by lowest ~~prices~~ weights by 5, 10, 15 and more tons).

The goods are shared into classes: 24 for high speed and 79 for low speed. From the goods list follow the classes to which the goods are ascribed with the collection transports.

In the rates forming which has been elaborated and brought to perfection with the time, the industrial profit, contempered with political-economical sense, has been principally followed.

The determination of a more or less high price has been made setting a value on many principles, principally those for the specific weight and for the goods worth. Political principle: the regard to the necessity to aid, in the general economic interest of the country, determined ~~traffics~~ i.e. that of the agricultural products from the South bound for Center and North-Italy and for abroad.

On purpose to competition for determinate transports, which were effectuated by road and by sea, the prices were reduced in due time.

12671

The railway rates for the goods transports are differential either in regard to the distance or in regard to the weight (belgian type).

As differential rate is designed that which is not fixed upon an only unitarian price, applicable to transports of any weight and distance, and from which should follow proportional rates, but that which is fixed upon some sets of unitarian prices, decreasing in opposite direction to distances and weights.

Every of such unitarian prices is applied at a determined zone in which the aggregate distance is divided.

In our rates the distance zones are 12 for the "high speed" and 13 for the "low speed". The first and the second high speed zone are each by 50 kms. and the succeeding by 100 kms.. The first and the second low speed zones are respectively by 12 and 38 kms., the third by 50 and the succeeding are each by 100 kms.

The aggregate price of the transport follows from the addition of the produced succeeding unitarian prices by the kilometer number of each of the succeeding zones.

That is the differentiability in regard to the distance.

That in regard to the weight consists in the fact that to higher weights correspond lower unitarian prices.

The transports have to be divided into "collection transports" (without weight conditions) and "truck transports" (conditioned by lowest ~~weights~~ weights by 5, 10, 15 and more tons).

The goods are shared into classes: 24 for high speed and 79 for low speed. From the goods list follow the classes to which the goods are ascribed with the collection transports.

In the rates forming which has been elaborated and brought to perfection with the time, the industrial profit, contemporated with political-economic sense, has been principally followed.

The determination of a more or less high price has been made setting a value on many principles, principally those for the specific weight and for the goods worth. Political principle: the regard to the necessity to aid, in the general economic interest of the country, determinate traffics: i.e. that of the agricultural products from the South bound for Center and North-Italy and for abroad.

On purpose to competition for determinate transports, which were effectuated by road and by sea, the prices were reduced in ^{20%} time.

For what above, IT DOES NOT EXIST A SINGLE BASE UNITARIAN PRICE FOR THE GOODS TRANSPORTS (for kilometer-ton) BUT MANY BASE PRICES ACCORDING TO THE TRANSPORT MODALITY, THE GOODS KIND, THE DISTANCE

./...

ENTITY AND THE GOODS WEIGHT.

To give a notion about the rates amount, the enclosed scheme, from which follows the transport cost for one ton of determinate goods for a distance by 400 kms., respectively at high, at low speed and "in collection", has been drawn up.

Should one want to extend the examination to all the goods kinds, it should be necessary to consult the relative issues, which are very bulky, and which have been issued by the Ministry of Communications.

The interested can take cognizance of them at some stations and at the State Railway Compartments.

0

In regard to the passenger transports, there are three classes and two sorts of rates: the one with a constant basis for mixed trains, omnibus, and fast trains till 400 kms. and the other with a differential basis for the transports by fast and express-trains for all distances.

The rate with differential basis, which results less expensive than that with constant basis, is applicated to the transports by omnibus, mixed and fast trains superior to 400 kms.

The basis prices averages of the basis n° 1 (differential rate) are:

- 1st class lire 0,363
- 2nd " " 0,255
- 3rd " " 0,149

The prices for kilometer of the ordinary rate n° 9 (constant base)

are:

- 1st class lire 0,552
- 2nd " " 0,370
- 3rd " " 0,216

N.B. The km.-price averages of rate n° 1 are lower than those of base n° 9.

by:

- lire 0,189 for the 1st class
- " 0,115 for the 2nd "
- " 0,167 for the 3rd "

Ministero delle Comunicazioni
 SOTTOSCRITTARIO DI STATO
 per le Ferrovie, Motorizzazione Civile e Trasporti in Concorrenza
 -----000000-----

STATEMENT INDICATING THE TRANSPORT EXPENSES OF THE UNDERSHIPPED GOODS IN BASIS TO THE ACTUAL R

PRICE per ton.

DISTANCE: 400 kms.

Slow train

Fast train

GOODS

actual rate for

actual rate for

truck

collection

truck

collection

wheat	51,40	65,40	136,20	180,00
Flour	92,40	65,40	136,20	180,00
Cheese	99,60	115,60	143,40	240,00
Sugar	115,10	169,60	226,80	240,00
Paste	68,40	90,85	105,00	180,00
Equine cattle	-	-	1250,40	-
Bovine "	-	-	915,60	-
Swine "	-	-	424,80	-
Ovine "	-	-	378,00	-
Cheesant	46,30	65,40	109,00	180,00
Dried Fruits	74,80	104,30	143,40	180,00
Oil	90,80	68,10	105,00	180,00
Charcoal	132,20	181,50	654,00	770,00
Firewood	132,20	181,50	654,00	770,00
Cloth	315,80	425,60	554,00	770,00
Shoes	315,80	425,60	554,00	770,00
Building Timber	158,30	288,60	654,00	770,00
Scrap iron	109,70	130,60	654,00	770,00
Olive husks	81,60	130,60	654,00	770,00
Wine	131,20	145,20	429,50	384,00
Building materials	199,40	237,20	654,00	770,00

12701

Ministero delle Comunicazioni
SOTTOSEGRETARIATO DI STATO
per le Ferrovie, Motorizzazione Civile e Trasporti in Comune
-----000000-----

ESTIMATING THE TRANSPORT EXPENSES OF THE UNDERMANED GOODS IN BASIS TO THE ACTUAL RATES.

PRICE per ton. DISTANCE: 400 kms.

Slow train		Fast train		NOTES
actual rate for		actual rate for		
truck	collection	truck	collection	
51,40	55,40	136,20	180,00	
52,40	55,40	136,20	180,00	
99,60	118,60	143,40	240,00	
115,10	169,60	226,60	240,00	
58,10	90,60	105,00	180,00	
-	-	1250,40	-	
-	-	915,60	-	
-	-	624,80	-	
-	-	370,00	-	
46,30	65,40	105,00	180,00	
74,80	104,30	143,40	180,00	
90,80	68,10	105,00	180,00	
132,20	181,50	654,00	770,00	
132,20	181,50	654,00	770,00	
315,80	425,60	654,00	770,00	
315,80	425,60	654,00	770,00	
198,10	268,60	654,00	770,00	
109,70	430,80	654,00	770,00	
81,60	130,80	654,00	770,00	
131,20	145,20	229,50	384,00	
199,40	237,20	654,00	770,00	

per

originals
80
52

30/34

Ministero delle Comunicazioni
 SOTTOSEGRETARIATO DI STATO
 per le Ferrovie, Motorie/Civile e Trasporti in Conc.

LA STRUTTURA DELLE TARIFFE FERROVIARIE

Le tariffe ferroviarie per il trasporto delle cose sono differenziali sia rispetto alla distanza che rispetto al peso (tipo belga).

Per tariffa differenziale s'intende quella che non si basa su di un unico prezzo unitario applicabile a trasporti di qualsiasi peso e percorso e da cui risulterebbero tesse proporzionali, ma che si basa bensì su serie di prezzi unitari decrescenti in senso inverso a quello dei percorsi e dei pesi.

Ciascuno di tali prezzi unitari si applica ad una determinata zona in cui è diviso il percorso globale.

Nelle nostre tariffe le zone di percorrenza sono 12 per la G.V. e 13 per la P.V. - La prima e la seconda zona della G.V. sono di 50 Km. ciascuna e le successive di 100. La prima e la seconda della P.V. sono rispettivamente di 12 e 38 Km., la terza è di 50 e le successive sono di 100 ciascuna.

Il prezzo globale del trasporto risulta dalla somma dei prodotti dei successivi prezzi unitari per il numero dei chilometri di ciascuna delle successive zone.

Questa la differenzialità riguardo alla distanza.

Quella relativa al peso consiste nel fatto che a pesi maggiori corrispondono prezzi unitari minori.

I trasporti vanno distinti in "trasporti a collettame" (senza vincolo di peso) e "trasporti a carro" (vincolati ai pesi minimi di 5, 10, e 15 e più tonnellate).

Le merci sono ripartite in classi: 24 per la G.V. e 73 per la P.V. Dalla nomenclatura delle merci risultano le classi cui la merce è ad un tempo ascritta coi trasporti a collettame.

Nella formazione delle tariffe che si è andata elaborando e perfezionando col tempo, si è seguito principalmente il criterio industriale del tornaconto temperato con quello politico-economico.

La determinazione di un prezzo più o meno alto è stata fatta tenendo conto dei molteplici elementi, tra cui principalmente quello del peso specifico e del valore della merce. Elemento politico: la considerazione della necessità di favorire, nell'interesse economico generale del paese, determinati traffici, ad esempio quello dei prodotti agricoli del mezzogiorno in destinazione del centro e settentrione d'Italia ed anche dell'estero.

A scopo di concorrenza furono e suo tempo ridotti i prezzi per determinati trasporti, che venivano eseguiti da linee automobilistiche e dalla navigazione.

Per quanto sopra detto, NON ESISTE PER I TRASPORTI DELLE MERCI UN UNICO PREZZO UNITARIO BASE (per tonnellata-chilometro), MA ESISTE UN UNICO PREZZO UNITARIO BASE (per tonnellata-chilometro) DEL

Le tariffe ferroviarie per il trasporto delle cose sono differenziali sia rispetto alla distanza che rispetto al peso (tipo belge).

Per tariffa differenziale s'intende quella che non si basa su di un unico prezzo unitario applicabile a trasporti di qualsiasi peso e percorso e da cui risulterebbero tasse proporzionali, ma che si basa bensì su serie di prezzi unitari decrescenti in senso inverso a quello dei percorsi e dei pesi.

Ciascuno di tali prezzi unitari si applica ad una determinata zona in cui è diviso il percorso globale.

Nelle nostre tariffe la zona di percorrenza sono 12 per la G.V. e 13 per la P.V. - La prima e la seconda zona della G.V. sono di 50 Km. ciascuna e le successive di 100. La prima e la seconda della P.V. sono rispettivamente di 12 e 18 Km., la terza è di 50 e le successive sono di 100 ciascuna.

Il prezzo globale del trasporto risulta dalla somma dei prodotti dei successivi prezzi unitari per il numero dei chilometri di ciascuna delle successive zone.

Questa la differenzialità riguardo alla distanza.

Quella relativa al peso consiste nel fatto che a pesi maggiori corrispondono prezzi unitari minori.

I trasporti vanno distinti in "trasporti a collettame" (senza vincolo di peso) e "trasporti a carro" (vincolati ai pesi minimi di 5, 10, e 15 e più tonnellate).

Le merci sono ripartite in classi: 24 per la G.V. e 79 per la P.V. Dalla nomenclatura delle merci risultano le classi cui la merce è ed un tempo iscritta coi trasporti a collettame.

Nella formazione delle tariffe che si è andata elaborando e perfezionando col tempo, si è seguito principalmente il criterio industriale del tornaconto contemporaneo con quello politico-economico.

La determinazione di un prezzo più o meno alto è stata fatta tenendo conto dei molteplici elementi, tra cui principalmente quello del peso specifico e del valore della merce. Elemento politico: la considerazione della necessità di favorire, nell'interesse economico generale del paese, determinati traffici, ad esempio quello dei prodotti agricoli del mezzogiorno in destinazione del centro e settentrione d'Italia ed anche dell'estero.

A scopo di concorrenza furono a suo tempo ridotti i prezzi per determinati trasporti, che venivano eseguiti da linee automobilistiche e dalle navigazione.

Per quanto sopra detto, NON ESISTE PER I TRASPORTI DELLE MERCI UN UNICO PREZZO UNITARIO BASE (per tonnellata-chilometro), MA ESISTONO DIVERSI MOLTIPLICI PREZZI BASE A SECONDA DELLA MODALITA' DEL TRASPORTO, LA SPECIE DELLE MERCI, L'ENLITA' DEL PERCORSO ED IL PESO DELLA MERCE STESSA.

- pag. 2 -

Per dare un'idea circa l'ammontare delle tariffe stesse, si è compilato l'unico specchio dal quale risulta il costo del trasporto di una tonnellata di determinate merci per un percorso di 400 Km., rispettivamente a grande velocità, a piccola velocità ed a collettame.

Qualora si volesse estendere l'esame a tutte le merci occorrerebbe consultare le pubblicazioni relative, che sono molto voluminose, e che sono state pubblicate dal Ministero delle Comunicazioni.

Gli interessati possono prendere visione presso alcune stazioni ed i compartimenti delle FF/S.

In quanto al trasporto delle persone, esistono tre classi e due specie di tariffe: una a base costante per i trasporti con treni misti, omnibus ed accelerati fino a 400 Km., ed un'altra a base differenziale per i trasporti con treni diretti e direttissimi di qualunque percorso. Ai trasporti con treni omnibus, misti ed accelerati superiori a 400 Km. si applica la tariffa a base differenziale, che risulta più economica di quella a base costante.

Le medie dei prezzi base della tariffa n. 1 (differenziale) sono i seguenti:

- 1^a classe 0,363
- 2^a " 0,255
- 3^a " 0,149.

I prezzi chilometro della tariffa ordinaria n. 9 (a base costante) sono:

- 1^a classe 0,552
- 2 " 0,370
- 3^a " 0,216.

N.B. le medie dei prezzi chilometro della tariffa n. 1 sono inferiori a quelli della n. 9 di:

- L. 0,189 per la 1^a classe
- L. 0,115 per la 2^a classe
- L. 0,167 per la 3^a classe.

821

consultare le pubblicazioni relative, che sono molte, voluminose, e che sono state pubblicate dal Ministero delle Comunicazioni.

Gli interessati possono prendere visione presso alcune stazioni ed i compartimenti delle FF/S.

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- 1^a classe 0,363
- 2^a " 0,255
- 3^a " 0,149.

I prezzi chilometro della tariffa ordinaria n. 9 (a base costante) sono:

- 1^a classe 0,552
- 2 " 0,370
- 3^a " 0,215.

H.B. le medie dei prezzi chilometro della tariffa n. 1 sono inferiori a quelli della n. 9 di:

- L. 0,189 per la 1^a classe
- L. 0,125 per la 2^a classe
- L. 0,167 per la 3^a classe.

td/

Ministero delle Comunicazioni
SOTTOSGEGRETARIATO DI STATO
per le Ferrovie, Motorizzazioni Civili e Trasporti in Conc.

PROSPETTO indicante la spesa di trasporto ferroviario delle sottoindicate merci in base alle tariffe. Prezzi per tonnellata - Km. 400.

M E R C I	Piccola Velocità		Grande Velocità	
	Tariffe attuali a:		Tariffe attuali a:	
	Carro	Collettame	Carro	Collettame
Grano	51,40	65,40	136,20	180,00
Farina	51,40	65,40	136,20	180,00
Formaggio	99,70	118,50	143,40	240,00
Zucchero	115,10	159,60	226,80	240,00
Pasta	68,10	90,80	105,00	180,00
Bestiame equino	-	-	1250,40	-
" bovino	-	-	515,60	-
" suino	-	-	424,80	-
" ovino	-	-	378,00	-
Castagne	46,30	65,40	105,00	180,00
Frutta secca	74,30	104,30	143,40	180,00
Olio	90,80	68,10	109,80	180,00
Carbone vegetale	132,20	181,50	654,00	770,00
Legna da ardere	132,20	181,50	654,00	770,00
Stoffe	315,80	425,60	654,00	770,00
Calzature	315,80	425,60	654,00	770,00
Legname da costruzione	158,30	208,60	654,00	770,00
Rottami	109,70	130,80	654,00	770,00
Sassa	81,60	130,80	654,00	770,00
Vino	131,20	145,20	654,00	770,00
Materiale da costruzione	199,40	237,20	229,50	384,00
			654,00	770,00

1276

Ministero delle Comunicazioni
SOTTOSCRITTARIO DI STATO
per le Ferrovie, Motorizzazione Civile e Trasporti in Conc.

Allegante la spesa di trasporto ferroviario delle sottoindicate merci in base alle vigenti tariffe. Prezzi per tonnellata - Km. 400.

Piccola Velocità				Grande Velocità				NOTE
Tariffe attuali a:				Tariffe attuali a:				
Carro	Collettame			Carro	Collettame			
51,40	65,40			136,20	180,00			
51,40	65,40			136,20	180,00			
99,75	118,80			143,40	240,00			
115,10	159,80			226,80	240,00			
68,10	90,80			105,00	180,00			
-	-			1250,40	-			
-	-			915,60	-			
-	-			424,80	-			
-	-			378,00	-			
46,30	65,40			105,00	180,00			
74,80	104,30			143,40	180,00			
90,80	62,10			105,00	180,00			
132,20	181,50			654,00	770,00			
132,20	181,50			654,00	770,00			
315,80	425,60			654,00	770,00			
315,80	425,60			654,00	770,00			
158,30	208,60			654,00	770,00			
109,70	130,80			654,00	770,00			
81,60	130,80			654,00	770,00			
111,20	145,20			229,50	384,00			
199,40	237,20			554,00	770,00			

ruzione

struzione

63
75

30/33

FATIMA FOR STONE

FLAMBO FROM FITCH

8/

3 JAN

1749

REFERENCE YOUR
NINE 02
INCREASE YET
FREIGHT (.)
IN OUR
DAG

SIGNAL
JAN
AUTHORIZED
POSITION
SIGNAL

ONE
(.)
FIFTY
REMAINS
115/5220

SEVEN
NO
PASSENGER
AS
OF

FOUR
RATTS
ON
STATE
26

*Blindfolded
resistance
forced*

IMMEDIATE

319

30/32
IMPORTANT

Action Inv: In. Pub. Comm.

1278
030300
7064
LRHY V LRCT NR 1031 IMPORTANT

QXR JJSM

TO MOV FLAMBO FOR FITCH
FROM FATIMA FROM STONE SIGNED JOYCE

ONE SEVEN FOUR NINE

ADVICE RECEIVED FROM NAPLES VIA GENERAL D1 RAIMONDO THAT
TRANSPORTATION RATES INCREASED ONE HUNDRED PERCENT
FROM JANUARY ONE PD TO MOV ✓

FLAMBOFOR FITCH FROM FATIMA FROM STONE
SIGNED JOYCE PD ADVISE IMMEDIATELY PAREN
A PAREN ARE FREIGHT RATES INCLUDED QUERY PAREN B
PAREN IS WHOLE OF AMG RPT AMG TERRITORY
AFFECTED QUERY

THI 021420A

REPTN NR 1031-PIP

021420 BI-RAIMONDO

SENT EDP

RD NR 02687/8 EDP

348

1. Organisation and Composition of the Committee.

The following organisation of the Committee was agreed upon:

- a. Chairman: Major General Sir Brian E. Robertson, DCAO.
- b. Deputy Chairman: Brigadier General A.L. Hamblen, D/DCAO.
- c. Chief Executive: Lt.Col. A.I. Henderson, Food Controller.
- d. Col. C.M. Spofford stated that he would serve temporarily as the AMG/ACC representative pending appointment of a permanent representative.
- e. With reference to a representative of AMG 15th. Army Group, the Chairman stated that he proposed replying to a letter he had received from Brigadier Lush on this subject, suggesting that the representative from 15th. Army Group be Lt. Col. Gerry.
- f. It was decided that it would be desirable to have a transportation representative on the Committee and Brigadier R.W.L. Fellowes, Chairman of Flambo Transportation Committee, was designated, with Col. S.A. Fitch, Chairman of the Internal Transportation Sub-Commission as alternate.
- g. Lt.Col. C.R. Merrill: Chief, Economics and Supply Division, AMG 15th. Army Group.
- h. Col. Spofford suggested that a representative of the Finance Sub-Commission be on the Committee, but it was decided that any technical financial advice should be obtained on specific proposals before being considered by the Committee.
- i. The Chairman stated that he proposed to take up the revision of Administrative Memorandum No.92 to accomplish necessary changes to effectuate these decisions and that he believed they would be acceptable.

5. Consideration of wage and tariff matters of the Italian State Railways.

The Deputy Chairman referred to correspondence received from the Italian Undersecretary of State for Railways and Highways recommending an increase in wages of Italian railway workers and also an increase of 100% in passenger tariffs. It was determined that wage rates for railway workers should be made uniform throughout occupied portions of the Italian mainland. It was further determined that indemnities relating to bombing and the war situation should be eliminated in those areas where conditions no longer warrant their payment, and that this policy should be considered in establishing uniform wage rates. The Chief Executive was directed to make the necessary investigations and prepare the directives required to implement this policy.

Consideration of the proposed increase of passenger tariffs was postponed until the next Committee Meeting because of inadequacy of information produced in support of the proposal.

as the AM/AGC representative from the

- representative.
- e. With reference to a representative of AMG 15th. Army Group, the Chairman stated that he proposed replying to a letter he had received from Brigadier Lush on this subject, suggesting that the representative from 15th. Army Group be Lt. Col. Gerry.
 - f. It was decided that it would be desirable to have a transportation representative on the Committee and Brigadier R.W.L. Fellowes, Chairman of Flamborough Transportation Committee, was designated, with Col. S.A. Fitch, Chairman of the Internal Transportation Subcommittee as alternate.
 - g. Lt. Col. C.R. Merrill: Chief, Economics and Supply Division, AMG 15th. Army Group.
 - h. Col. Spofford suggested that a representative of the Finance Sub-Commission be on the Committee, but it was decided that any technical financial advice should be obtained on specific proposals before being considered by the Committee.
 - i. The Chairman stated that he proposed to take up the revision of Administrative Memorandum No. 92 to accomplish necessary changes to effectuate these decisions and that he believed they would be acceptable.

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Consideration of the proposed increase of passenger tariffs was postponed until the next Committee Meeting because of inadequacy of information produced in support of the proposal.

for
file
30.

Internal Transportation Sub-Commission, 403.,
C/o H. H. H. H.,
15th Advanced Administrative Labelon,
C.M.H.

Our reference : ACC 70/30/30.

Date : 22 Dec 43.

TO : D.G.M.R.S.,
Piazza Moore Buildings,
Via Umberto
MILAN.

SUBJECT : Passenger Train Service.

1. Reference para 2 (b) of your letter to Gen. di Reimondo, dated 21 Dec 43.
2. Will you please refer to your file regarding the proposal from Gen. di Reimondo that passenger fares should be increased. The matter was referred, amongst others, by you to Major General Sir R.H. Robertson in letter dated 12 Dec 43.
3. The whole question as to whether or not fares should be increased is now being considered by the Central Economic Committee, and there is considerable opposition to the proposed increase. Meanwhile, it is essential that no increased fares operate.
4. The order contained in para 2(b) of your letter is equivalent to an increase of fares, and it is suggested, under the circumstances, that it would be advisable for this order to be cancelled.
5. No doubt you will probably consider that the best course to be adopted is for a third class train, and that third class ticket only are available to the public.

AK Colonel,
Internal Transportation Sub-Commission, ACC.

318

30/29

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
31 December 1943

Subject: Passenger Train Service

To: General Di Raimondo, Under-Secretary of State, Italian Railways
and Highways THRU Engineer Signor Pomerioi, Building

1. Refer to letter from this Headquarters in connection with the above subject dated 14 December 1943, transmitting space assignment effective 13 December 1943, which at your request changed the original allocation sent with letter of 13 December on this subject.

2. Instructions issued 23 December 1943 over your signature and space chart accompanying these instructions addressed to "Movement and Traffic Sections, Through Divisional Chiefs, Bari, Naples, Reggio Calabria" do not conform to those referred to in paragraph 1 from this Headquarters; and request immediate action be taken to correct the following matters:

(a) Space allotments be made to conform immediately with the chart effective Saturday, 13 December, sent you with my letter of 14 December, and necessary action taken by Italian State Railway personnel to see that ticket sales conform. Should changes be necessary they will, in all cases, be submitted to this Headquarters for coordination with A.G.C. and A.M.C., who issue permits for ticket purchases; and no change will be made until you are notified of the approval of this Headquarters.

(b) There will be no distinction in class of tickets sold. It is believed best, in order to discourage travel, that all tickets be sold on either first or second-class (not both) tariffs, and third-class be entirely eliminated. The decision as to whether sales are to be at first or second-class tariffs is to be yours.

(c) There will be no space for transporting trunks or large and bulky packages, since the mail-baggage car will be completely filled with civilian mail. Baggage allowance must be limited to twenty (20) kilograms per ticket and hand baggage (valises, suit cases, small parcels, etc.) which can be cared for in coaches without displacing other passengers will be allowed on the train.

(d) All space in these trains is under the sole control of A.G.C. and A.M.C. officials. This also applies to Italian military personnel whether on or off duty. Therefore, persons in military service must apply to A.G.C. or A.M.C. for space on these trains exactly as in the case of a civilian.

3. The policing of these trains and stations other than Naples is most unsatisfactory, and have repeatedly called the attention of your representative, Engineer Pocarici, to the fact that the responsibility for this policing rests entirely with the Italian Military, railroad, and civil authorities. Experience at Naples shows that the Carabinieri can handle the matter properly when they understand what is desired at stations. Experience also indicates that order on trains enroute and at stations cannot be maintained by railroad employees alone, and will require the assistance of the Italian Military. A prompt improvement in this matter of policing is requested.

For the Director General:

CS - Internal Transpa Sub-Commission, AGC ✓
AFHQ Adv Admin Ech - C.M.V.
ATTENTION: Mov & Tr
D.S.M.C. (Mov) AFHQ Adv Admin Ech
ADTr.. (Br), Building
CO, 703rd Railway Grand Divn., APC 732

CHARLES F. DOUGHERTY
Colonel, T. C.
Assistant General Manager
Transportation Department

1 2 8 4

Memo for File

30/24 28

Ensign Hicks (USCG) from Lt. Col. Bernsteins office - assigned to gather further figures and data bearing upon the merits of the proposed 100% increase in passenger fares called at this office Dec 28 - 2pm.

I gave him such pertinent information as we had e.g.

1. Present scale of passenger fare rates.
2. Copy of order increasing wages of employees.
3. Quoted DMR figures of 57% increase in Pay Roll because of increased wages (at my suggestion Mr. Hicks later inspected the DMR file on the subject).

I explained to Mr. Hicks that present civilian passenger service was a skeleton service, squeezed in by the DMR to provide a little relief for domestic demands; that this skeleton service in W Italy had been in only since about 2nd. week in December; that all other operations were for the account of Allied Forces, for which no tariff charges made, under terms of the Armistice.

Mr. Hicks seemed to want comparative revenue and expense statements (any period) with a breakdown of revenues by sources; passenger mile statistics on present operations; who rode the trains and why they were travelling etc. I tried to explain to Mr. Hicks that these refinements were impractical and for the most part impossible of attainment under the circumstances.

Nevertheless, I did go with the Ensign to Office of Capo Compartimento (Naples) 28.12.43, in quest of figures along the lines indicated above. The result was nil.

I am given to wonder by my experience with Col. Bernstein's representative where the authority and jurisdiction in rate matters rests.

(Handwritten signature)

313

Dec 30. 1943.

15th Army Group (Capt Brown) stated they had no objection to increase, but from Bari that they had no objection to increase, but thought Central Economic Comm. also had no objection. Brown's should be consulted - and that supply to our lines along the above lines would be discussed.

relief for domestic demands; that this skeleton service in Italy had been in only since about 2nd. week in December; that all other operations were for the account of Allied Forces, for which no tariff charges made, under terms of the Armistice.

Mr. Hicks seemed to want comparative revenue and expense statements (any period) with a breakdown of revenues by sources; passenger mile statistics on present operations; who rode the trains and why they were travelling etc. I tried to explain to Mr. Hicks that these refinements were impractical and for the most part impossible of attainment under the circumstances.

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I am given to wonder by my experience with Col. Bernstein's representative where the authority and jurisdiction in rate matters rests.

313

Dec 30. 1943.

15th Army Group (Capt Curran) stated they had no reply from Bari that they had no objection to someone, but thought Central Economic Comm. also local resources. Board should be consulted, and that reply to our signal clearing the above lines would be received by this office morning of 31 Dec. Called office of Col. Adams for purpose of inquiring as to Hqs reply. Col. Adams not available. No information.

Dec 31/43

Reply from

*Luogo: Malindi.
Please look into
in required. See early
with him. I am
submitting to
187. P.H. 2/12*

CENTRAL ECONOMIC COMMITTEE
APO APO

*Received 0930. 3/12
30/27*

30 December 1943

SUBJECT: Proposed Increase in Passenger Tariffs, Italian State Railways.

TO: Chief of Internal Transportation Sub-Commission, APO.

1. Minute No. 5 of the meeting of the Central Economic Committee held 27 December 1943 reads in part as follows: "Consideration of the proposed increase of passenger fares (Italian State Railways) was postponed until the next Committee meeting because of inadequate information produced in support of the proposal."

2. You are directed to prepare by 5 January 1944 for submission to the Committee of the next meeting additional data in support of the proposal including the following points:

- a. Present average rate per passenger mile (in occupied territory).
- b. Approximate monthly increase in revenue under the proposed rates, based upon agreed basis of calculation for passenger trains.
- c. Comments on probable reduction in passenger traffic as a result of the proposed tariff increases.
- d. Any other pertinent data in support of the proposed increase.

For the Committee:

C. I. Henderson

A. I. HENDERSON,
Lt. Col., A. U. S.,
Chief Executive,
Central Economic Committee.

312

CIVIL SUPPLY COMMITTEE

SUBJECT: Passenger Rates.

30/26
Recd 31/12/43
09:00
by hand from Capt Curran
CSC/230
1035

TO: Internal Transportation Sub-Commission
(attchd; Mov. & Tr., AFHQ Adv Adm Ech)

Please refer to the proposal to increase passenger fares
100 percent in all of occupied Italy.

AMG 15th Army Group has no objection to the proposed
increase. It is presumed, however, that the matter will be re-
ferred for approval to the Central Economic Committee and the
Local Resources Board.

30 December 1943.

K.J. Curran
K.J. CURRAN, Capt.
Civil Supply Committee,
Naples.

Copy: HQ AMG 15 Army Group,
Bari

31/12

311

1 2 8 8

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

Army Form C3130
(Rev. 10-1-60)

MESSAGE FORM

Dyke

Serial No.

OFFICE DATE:

CALL
AND
INSTRUC-
TIONS

IN

OUT

No. of Grades
GR.

CIPHER

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO

FLAMBO for MOV for FITCH

FROM

FATIMA from STONE

Originator's Number

1699

Date

29

In Reply to Number

1/5/58 20	of	28	Dec	0
confirm	increase	will	A/O T	apt
the	put	into	effect	grad
of	advice	from	economic	Comm
begin	JOYCE			
ACTION: Gen. Tpt. Sub. Commission (MOT)				

THIS MESSAGE MAY BE SENT AS WRITTEN BY
ANY MEANS EXCEPT

WIRELESS

THIS MESSAGE MUST BE SENT IN CIPHER
IF LIABLE TO INTERCEPTION OR TO FALL
INTO ENEMY HANDS.

SECRET

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Priority

Time of origin

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

T.H.I.

T.O.R.

SYSTEM	TIME	READER	SENDER	SYSTEM	TIME	READER	SENDER	SYSTEM	TIME	READER	SENDER
IN	IN			OUT	OUT			OUT	OUT		
										310	

* Originator may delete "except" and insert "including."

(11-140) W.L. 8375/664 30031 P. 48. 57.02. R. & S. 1.10. 50-470

Rec'd
0950
3/12
H

Internal Transportation Sub-Commission, ACC., 30/24

C/o Nov & In

ASHL Advanced Administrative Echelon,
C.T.F.

URGENT

Our reference ACC In/36/24

Dated 31 Dec 43.

TO : Gen. di Reimondo,
Undersecretary of State for Italian Railways & Highroads,
NAPLES.

SUBJECT: Railway Rates and Fares - Proposed Increases.

1. In order to obtain decision on the proposal to increase railway passenger fare rates by 100 per cent, it has been requested that the following information be furnished not later than 3 Jan 44:

(a) Present average rate per passenger kilometer (in all Italian territory free of German occupation).

X (b) Approximate monthly increase in revenue under the proposed rates, based upon agreed basic schedule for passenger trains.

(c) Any other pertinent data at hand supporting the proposed increase.

2. The information requested above must be received by the time stated, please.

PAHtel Colonel,
Internal Transportation Sub-Commission, ACC.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
UFFICIO CAPO COMPARTIMENTO

N A P O L I

PREVENTIVO DEL FABBISOGNO DELLA VALUTA OCCORRENTE PER IL MESE DI DICEMBRE

1943.

=====

Per il pagamento di circa 14.500 agenti in servizio
nelle stazioni, Officine, Depositi Locomotive, linee,
Uffici, ecc: £ 30.000.000,00

Aumento approssimativo di cui il Decreto 11
dicembre 1943;- 14.500 agenti circa con retribuzione
mensile media di £ 2.000,00

14.500 x 1170 = £ 16.925,00 e quindi £ 16.925.000,00 (1)

Per il pagamento di circa 1000 pensionati £ 600.000,00

Per il pagamento di manati a favore di terzi,
canoni passivi, ditte fornitrici ed assuntrici
di lavori

£ 7.500.000,00 (2)

Totale

£ 55.025.000,00

S P I E G A Z I O N I

1)- Data la paga media mensile di £ 2.000- l'aumento medio per agente si ag-
gira intorno alle £ 1.200,00 mensili e, al netto dell'imposta di ricchez-
za mobile, e circa £ 1.170,00-

2)-Il fabbisogno si preventiva come per il mese di dicembre in lire
10.000.000,00 dal quale va detratta la rimanenza di circa lire 2.500.000-
avanzata dalle somme stanziante per tale capitolo nel bimestre Ottobre-
novembre 1943.

IL CAPO COMPARTIMENTO

Mr. Moscardi

Napoli 24. 12. 43

Per il pagamento di circa 14.500 agenti in servizio nelle stazioni, Officine, Depositi Locomotive, linee, Uffici, ecc: £ 30.000.000,00

Aumento approssimativo di cui il Decreto 11 dicembre 1943;- 14.500 agenti circa con retribuzione mensile media di £ 2.000,00

14.500 x 1170 = £ 16.925,00 e quindi £ 16.925.000,00 (1)

Per il pagamento di circa 1000 pensionati

£ 600.000,00

Per il pagamento di mandati a favore di terzi, canoni passivi, ditte fornitrici ed assunatrici di lavori

£ 7.500.000,00 (2)

Totale

£ 55.025.000,00

S P I E G A Z I O N I

- 1)- Data la paga media mensile di £ 2.000- l'aumento medio per agente si aggira intorno alle £ 1.300,00 mensili e, al netto dell'imposta di ricchezza mobile, a circa £ 1.170,00-
- 2)-Il fabbisogno si preventiva come per il mese di dicembre in lire 10.000.000,00 dal quale va detratta la rimanenza di circa lire 2.500.000- avanzata dalle somme stanziata per tale capitolo nel bimestre Ottobre-novembre 1943.

IL CAPO COMPARTIMENTO

Naholi 24. 12. 43

Mr. Moravidi

Minister of the Communications

Government's Railroads

Chief Comptroller Office

Estimate budget for the money ~~needed~~
necessary ~~for~~ in the month of December 1943

- We pay nearly \$4,500 agents
(placement) waiting in the waiting
stations, telegraphists, locomotives
depot, railroad, offices, etc. \$30,000.00

- Approximate increase for the
the year of the 11th December 1943:

~~the~~ nearly \$4,500 agents with
a ~~salary~~ middle salary of \$2,000 -
\$4,500 x 1.140 = \$5,130.00. ~~the~~ ^{agent} \$15,915.00

- We pay nearly 1,000 passengers " 300,000

- We pay ~~the~~ of ~~the~~ work's
bills, attending with. ~~the~~ ¹²¹
to providing for running work 3,115,500.00

Amount " 55,025,000 -

Explanations

~~1843~~ in the month of December 1843

The pay weekly \$4.50 separate
placements acting in the training
stations, laboratories, laboratories,
plant, maintenance, offices, etc

Approximate increase for the
~~the~~ year of 1845 ^{to} December 1845:

~~the~~ nearly 14,500 exports with
a ~~sub~~ considerable delay of \$2,000 -
present " 10,455.00. Present " 10,455.00 -
14,500 x 1.140 = \$16,530.00

to pay nearly 1.000 pounds

Be free ~~to~~ of ~~work~~ work is
little, outstanding debts. Received
to providing for recurring costs

Thompson
1055 28th St. N.W. -

Exhibition

As the middle salary is £2,000, the middle increase is £400, taking away the £1,600; ~~leaving~~ leaving £400 for each agent. ~~the~~ ^{is} ~~now~~ ^{only} £1,600; ~~become~~ ^{now} only £1,400 - the income tax,

(12) The expense is estimated, as for the remainder of December, in £10,000,000. To which it must be added £8,500,000 cost of the present established in 1842 ~~and~~ the same fraction in the present October - The chief expense is about November 1842.

248

TO: Colonel S. A. Fitch, Chief of Internal Transportation
Sub-Commission

SUBJECT: Proposed increase in rates and salaries on Italian State
Railways.

FROM: Captain A. H. Street, D.S.O.

DATE: 20 December 1943.

I herewith enclose translations of two memorandums addressed
to General Gray M.R.S. by General Di Raimondo, on the above subject,
which the latter handed me today.

You will see that as far as this area is concerned, the
increase in salaries took effect as from 1st November 1943.

It is proposed that the rate increase shall operate from
the 1st January 1944.

A. H. Street
A H STREET, D.S.O.

306

627.

Ministero delle Comunicazioni
SOTTOSCRITTARIO DI STATO
per le Ferrovie, Motorizzazioni Civili e Trasporti in Conc.

December 11th 1943

CONCERN: Economical measures in behalf of the employees of the State Railway.--

Memorandum to General Gray

With measure of the Italian Government, taken by the consent of the Allied Control Commission, the allowances and the salaries of all civil and military personnel, has been increased.

This measure reaches, as known, only the provinces of Apulia which are under the direct control of the Italian Government itself.

The entity of the rise results on the enclosed sheet and its starting has been established from the 1^o November 1943.

You certainly know, General, the great economical difficulties in which is fallen the civil population on account of the life-cost and of the scarcity of food supplies.

These difficulties are rather enough augmented by the presence in all the provinces which are already free from the German occupation of a considerable number of allied troops which, having a great quantity of money, can afford to buy everything they want, occasioning a great rising of the prices.

It should be wanted that, with your consent, the economical measures already approved by the Italian Minister Board would be extended also to the railway employees of the Departments of Naples, Reggio Calabria and Sardegna.

Consequently all reasons of discontent deriving from a different treatment would be eliminated.

The augmentation to correspond to each agent according to the disposition approved by the Italian Government is by about 1300 lire monthly for gross allowance and 1170 lire for net allowance.

In base to the number of employees actually on the lists the complete monthly net amount of the rise is nearly the following:

345

1 ^o) - Department of Naples		
15000 x 1170	- L. 17.550.000	L. 17.550.000
2 ^o) - Department of Reggio Calabria		
6000 x 1170	- L. 7.020.000	L. 7.020.000
3 ^o) - Department of Cagliari		
3000 x 1170	- L. 3.510.000	L. 3.510.000
		<u>L. 28.080.000</u>

The daily average rise is therefore by 40 lire and it seems not necessary to reduce it, considering the life cost.

1296

The entity of the rise results on the enclosed sheet and its starting has been established from the 1^o november 1943.

You certainly know, General, the great economical difficulties in which is fallen the civil population on account of the life-cost and of the scarcity of food supplies.

These difficulties are rather enough augmented by the presence in all the provinces which are already free from the german occupation of a considerable number of allied troops which, having a great quantity of money, can afford to buy everything they want, occasioning a great rising of the prices.

It should be wanted that, with your consent, the economical measures already approved by the Italian Minister Board would be extended also to the railway employees of the Departments of Naples, Reggio Calabria and Sardegna.

Consequently all reasons of discontent deriving from a different treatment would be eliminated.

The augmentation to correspond to each agent according to the disposition approved by the Italian government is by about 1300 lira monthly for gross allowance and 1170 lira for net allowance.

In base to the number of employees actually on the lists the complete monthly net amount of the rise is nearly the following:

395

1 ^o) - Department of Naples		
15000 x 1170	- L. 17.550.000	L. 17.550.000
2 ^o) - Department of Reggio Calabria		
6000 x 1170	- L. 7.020.000	L. 7.020.000
3 ^o) - Department of Cagliari		
3000 x 1170	- L. 3.510.000	L. 3.510.000
		<u>L. 28.080.000</u>

The daily average rise is therefore by 40 lira and it seems not necessary to reduce it, considering the life cost.

I should beg you, General, to examine the proposal and to authorize myself to issue the relative orders starting from the 1^o november 1943.

In regard I want to add that a part of the employees of the Bari Department lives now in some provinces, like Foggia, Potenza, Matera which are not yet under the direct control of the Italian Government.

Even to avoid to produce a difference in the treatment between employees working in the same Department, it would be right if you could authorize the payment of the agreed rises.

THE UNDERSECRETARY OF STATE

sig. G. di Raimondo

SCHEME OF P. L. LAW STATUTE

TEMPERARY ECONOMIC IMPROVEMENT FOR THE STATE EMPLOYEES AND FOR THE DEPENDENTS OF THE AUXILIARY STATE'S AND PUBLIC LAW OFFICES.

Vittorio Emanuele III^o
King of Italy
for God's sake and Italy's will

on proposal of the Chief of Government and of the Undersecretary for the Finances;
we have decreed and we decree:

Art. 1

It will be corresponded to all civilian and military employees of the State administrations, including all these who have an autonomic arrangement, and those who depend from the provinces, from the Municipalities, and from the public Assistance and Beneficence Institutes, a gross economical rise, not pensionable, as following:

on the first 1000 lira a month (or fraction)	70%
on the second 1000 lira a month (or fraction)	60%
on the third 1000 lira a month (or fraction)	90%
on the fourth 1000 lira a month (or fraction)	20%
on the fifth 1000 lira a month (or fraction)	10%

Art. 2

To all employees, however denominated, the rise will be assigned on the monthly gross amount, resulting from the wages or stipendy or pay, and allowances "ad personam", supplement if active service, temporary war allowance and family's or life cost allowance.

Each temporary or fixed allowance which is not included in the overestimated ones is excepted.

Art. 3

For the salaried employees, the applying increase will be by the 60%
The overmentioned exclusions also here are the same.

Art. 4

The auxiliary State institutions, and in regard to all public law State's Institutes, also if they have an autonomic arrangement and are under the State's vigilance, or at whose maintenance the State is continually contributing, and the administrations which depend from those Institutes, are authorized to extend the dispositions of the preceding to the dependent employees.

Art. 5

In any case the rise of the precedent articles cannot surmount the gross 1900 lira a month.

Art. 6

It will be corresponded to all civilian and military employees of the State administrations, including all those who have an autonomic arrangement, and those who depend from the provinces, from the Municipalities, and from the public Assistance and Beneficence Institutes, a gross economical rise, not pensionable, as following:

on the first 1000 lira a month (or fraction)	70%
on the second 1000 lira a month (or fraction)	60%
on the third 1000 lira a month (or fraction)	30%
on the fourth 1000 lira a month (or fraction)	20%
on the fifth 1000 lira a month (or fraction)	10%

Art. 2

To all employees, however denominated, the rise will be assigned on the monthly gross amount, resulting from the wages or stipendy or pay, and allowances "ad personam", supplement if active service, temporary war allowance and family's or life cost allowance.

Each temporary or fixed allowance which is not included in the overestimated ones is excepted.

Art. 3

For the salaried employees, the applying increase will be by the 60% The overmentioned exclusions also here are the same.

304

Art. 4

The auxiliary State institutions, and in regard to all public law State's Institutes, also if they have an autonomic arrangement and are under the State's vigilance, or at whose maintenance the State is continually concurring, and the administrations which depend from these Institutes, are authorized to extend the dispositions of the preceeding to the dependent employees.

Art. 5

In any case the rise of the precedent articles cannot surmount the gross 1900 lira a month.

Art. 6

The disposals of this R. Law Statute starts from the 1^o november 1943.

This R.S.L. will be presented to the legislative committees and the Chief of Government will present the scheme of the law.

We order, to whom it concerns, to observe and to made observe this Statute as Law of the State.

Ministero delle Comunicazioni
SOTTOSECRETARIATO DI STATO
per le Ferrovie, Motorizzazioni Civili e Trasporti in Comune.

record n° 251

December the 12th 1943

CONCERN: Rates rise.-

MEMORANDUM TO GENERAL GRAY

1°)- The rates for the passenger and freight transport, actually in force on the State Railway has been issued in January 1940.

The rates system accepted in Italy is based on the belgian system which, as known, has been adopted by the majority of the european Countries.

2°)- In four years the price of all goods, of handicraft and of every other service has suffered a very great rise.

That is consequence of the war, which has produced a consume rise and a principal materials rarefaction.

That is a result, common to all conflicts.

3°)- The state Railway administration could till now satisfy the own budget needs with the profits proceeding from the great number of military transports effected for military needs, the amount of which was payed by the War Ministry.

Leaving off the operations, since the armistice, the profits nearly vanished not only consequently to the strong request reduction but, over all, because the train circulation in great part has ceased after the destruction of impletions and lines.

To that, the risen cost of the materials and of the salaries for the staff working on repair yards for private firms, has to be added, so that the difference between import and expense has always become higher.

4°)- It is also to consider that while the number of trains has decreased, the number of passengers increased. These people, being in the impossibility to miss, for many reasons, the transfer from a locality to another, are obliged, for want of auto-transport, to use only the railway lines.

The few trains for which you give the authorization to run, General, are therefore taken by Storm.

I do not hide my and the Italian Government's great preoccupation for the painful situation of thousands of families which live in the greatest unhappiness, which do not receive news from their owns and which wander from a place to another to find a little tranquillity and a minimum of food supplies.

./...

50)- To regulate a little part of the actual deficit and to reduce at least partially, the passenger number on the trains, the Italian Government has approved a rates rise which can rejoin at maximum the 100% in regard to the rates in force since 1940.

It would be right now if the rise in question could be extended to all lines which are free from the German occupation, excluding naturally Sicily.

I am sure that you, who are a master in transport things, will perceive that necessity and that you will permit to extend the measure also to the Departments of Naples, Reggio Calabria and Sardegna.

THE UNDERSECRETARY OF STATE
sig. G. di Raimondo

30)-

30)-

30)-

20/10/43

106

1301

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

Copy Walker
IMPORTANT AND SECRET. CIPHER MESSAGE IN SIGS NO 2035.

*Recd
0720
29/12*

30/21

TO: RODGERS FOR LINDBERG TO FLAMBO FOR FITCH

FROM: SEARS CITE RODGERS 1313 5001 28.

SECRET.

IN REPLY TO 109/5508. REFER YOUR SIGNAL 103/17. REGION 1
CABLED AMG FLAMBO ATTN FITCH 19 DEC/43 FOLLOWS.

SALARY INCREASE APPROXIMATELY 70 PER CENT IN ACCORDANCE WITH
GENERAL ORDER 14 HQ AMG 20 NOV 43. NO INCREASE IN EITHER
PASSENGER OR FREIGHT RATES. COPY ORDER 14 POSTED YOU TODAY.

IMPORTANT AND SECRET. SMC/DIST/ACTION. INT TRANSPORTATION
SUB COMM. ✓

SMC/TOR/290320A

RM.

9/12

302

13021

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

COPY OF MESSAGE RECEIVED 0915 hours 29 Dec 43.

IMPORTANT CONFIDENTIAL CIPHER MESSAGE IN SIGS/7411/19
=====

TO/FOR POLETTI TO AMG FLAMBO ATTENTION FITCH CITE RTC=4

FROM/ SEARS

19

SALARY INCREASE APPROXIMATELY 70% IN ACCORDANCE WITH GENERAL ORDER 14
HQ ALLIED MILITARY GOVERNMENT 20 NOVEMBER 1943. NO INCREASE IN EITHER
PASSENGER OR FREIGHT RATES REFERENCE YOUR 103=17.

SMC/DISTRIBUTION/ACTION/ ACC
INFO/ MGS (ADV)

SMC/191940A/L.H.

301

FATIMA FOR STONE

FLAMBO FROM FITCH

115/5830

28 DEC

REFERENCE	YOUR	1589	DEC	23	(.)
MATTER	CONSIDERED	BY	CENTRAL	ECONOMIC	COMMITTEE
YESTERDAY	(.)	THEY	WILL	ADVISE	YOU
DECISION	(.)	UNDERSTAND	PROPOSED	RATES	INCREASES
NOT	REPEAT	NOT	TO	OPERATE	ON
FIRST	JANUARY	(.)	MATTER	WILL	BE
RECONSIDERED	BY	COMMITTEE	WHEN	FURTHER	INFORMATION
WHICH	THEY	ARE	REQUESTING	IS	AVAILABLE

300

IMMEDIATE

W. S. W. M. J.
for Col.

MEMORANDUM FOR FILE

27 DEC 1943

Discussion of question of increase in passenger fare rates had with Col. Adams HQ AMG, afternoon 26 Dec, were continued the morning of 27 Dec with Col. Adams and Brigadier Hamlin. The history and status of the question was fully explained. Attention was called to the action taken in respect of ACC Poggia area, to the recommendation received from Sicily, and to the position stated by Brig General Gray.

Brigadier Hamlin and Colonel Adams expressed the view, this ^{date} that the proposed increase in passenger fare rates would have an adverse effect on the struggle to control inflation, in that, while the bare increase of passenger fares in and of itself would not work the particular damage, the fact that passenger service is part of a public utility service would encourage increases in all essential services and form a bad precedent for control, which outweighs the relatively small financial relief for Italian railways to be gained from passenger fare increases at this time.

Their reply on the subject will be along those lines.

W. S. W. H.
Major T C

Internal Transportation Sub-Commission, ACC.,
C/o Mov Tn.,
AFHQ Advanced Administrative Echelon, ²⁰/₁₁
C.M.F.

Our reference : ACC Tn 30/17

Date : 26 Dec 43.

TO : General Di Raimondo,
Undersecretary of State for Italian Railroads & Highways.

SUBJECT : Railway Rates and Fares - Proposed Increases.

Reference is made to your Memorandum of 12 Dec 43 No 251 proposing a rise in railway passenger fare rates.

Part 5^o of your Memorandum recommends that the rise in question be extended to all lines free of German occupation, excluding Sicily.

It would seem that whatever rise in railway passenger rates is authorized should be uniformly applied to include Sicily as well as mainland. Therefore, information is requested by return as to why Sicily has been excluded from your proposal or should be excluded from the effect of the same rate rise.

W. H. Sted
Colonel,
Internal Transportation Sub-Commission, ACC.

JJGG FOR ROGERS

PLA TO FROM FITCH 103/ 26 50/16

REFERENCE	SIGNAL	ROGERS	1287	DEC	23
(.)	REPLYING	FULLY	QUICK	AS	POS IRIN
(.)	MEANWHILE	MUST	HAVE	REPLY	BY
SIGNAL	103/17	TO	JJGG	FOR	HQ
AND	REGION	ONE	FOLLOWING	QUOTE	HAVE
RAILWAY	PASSENGER	FARES	BEEN	INCREASED	IN
REGION	ONE	(.)	IF	30	GIVE
PERCENTAGE	AND	DATE	COMMENCED	AND	AUTHORITY
(.)	NAME	QUESTION	FOR	FREIGHT	RATES
AND	RAILWAY	EMPLOYEES	PAGES	UNQUOTE	

Blowers, Major
for Colonel.

IMMEDIATE

297

13071
US CONFIDENTIAL MESSAGE IN

TO :- MOV PLANO FOR FITCH

FROM :- SEARS FOR ROGERS FOR JJVG CITE ROGERS 1287 .

4776

23

RAILWAY CIVILIAN PASSENGER FARE RATION INCREASE HIGHLY DESIRABLE FOR
SICILY AS WELL AS MAINLAND . WOULD APPRECIATE CABLE AUTHORIZATION TO
INCREASE SICILY PASSENGER FARES 100% AS FROM 1 JAN 1944

SMC

DISTRIBUTION

ACTION

COL FETCH, INT. TRANS. SUB COMM.
✓ (MOV)

SMC/TOR/241830A AH

296

1308

CONFIDENTIAL CIPHER MESSAGE IN.
=====

SIGS.NO. 4467
=====

Line in 0830 hrs, 24 Dec

Leh

30/14

TO:- FLAMBO FOR MOV FOR FITCH

FROM:+FATIMA FROM STONE

1589

23

=====

CONFIDENTIAL. WHILE WE HAVE NO OBJECTIONS TO INCREASE IN RAILWAY PASSENGER RATES CONSIDER IT NOT ADVISABLE FOR INCREASE APPLY ONLY FOUR PROVINCES (KINGS) ITALY. HAVE REQUESTED ITALIAN GOVT TO WITHHOLD ISSUANCE OF RATES INCREASE FOR FOUR PROVINCES UNTIL GEN GRAY'S DECISION ON PASSENGER RATES INCREASE FOR OTHER AREAS HAVE BEEN RECEIVED HERE. REQUEST YOU INFORM THIS HQ OF GRAY'S DECISION INCLUDING REQUESTS EFFECTED.

SMC. DISTRIBUTION. ACTION. INT.TRANS. SUB-COMM.✓

IMPORTANT
=====

SMC TOR 232230A/HVL. 295

1309

3003

IMMEDIATE CIPHER MESSAGE IN

SIGS NO 3271

TO. FLAMBO FOR FITCH

FROM. FATIMA FRM STONE SIGNED JOYCE

1573

22

CONFIDENTIAL. REF YOUR 105/20 DEC 20. YOUR PROPOSED REPLY RELATIVE
INCREASE PASSENGER RATIO IS APPROVED.

SMC DISTRIBUTION ACTION. ACC (COL FITCH) IMMEDIATE SMC 221940A HRW
INFO. MOV.

Recd 1740 hrs

24 Dec 43

S.M.C.

Can you please explain
delay in deciding this
message.

John
Int. Sec. S. Comm.

30/12

Internal Transportation Sub-Commission, ACC
C/o Ley & Co.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC In 20/12

Date : 24 Dec 43.

TO Military Government Section, Advance.
APO LCO.

SUBJECT : Proposed changes in Railway Tariffs.

1. Reference your Memorandum dated 15 Dec 43 under reference MOBA 36 and attached document number 251 from Gen. di Palmiardo.

2. Passenger Fares: It is recommended that the application for an increase in railway passenger fares of 10% be approved and made effective 1 Jan 44, for the following reasons: territory of the mainland of Italy on and from 1 Jan 44, for the following reasons:

(a) Such an increase has already been approved for the portion of Puglia under ACC control, and it follows therefore, that similar treatment should be accorded to the remainder of the occupied territory.

(b) The present passenger fare rates are low. This fact, coupled with the financial effect of the wages increase which has been authorized justifies the application.

3. The above recommendation regarding passenger fares has been approved by HQ ACC. They consider the effective date for the increase should be the same for the whole of the occupied territory of the mainland, and pending a decision they have requested the Italian Government to withhold issuance of rates increase for the four ACC provinces of Puglia. If we requested to advise them of the decision and effective date as regards territory now under consideration so that the same date can apply throughout. Please enable us to do this.

4. Freight Rates: This subject is much more complicated and far reaching because, for example its effect on prices, including those of essential commodities in these circumstances, and as no specific proposals have yet been received from Gen. di Palmiardo, it is recommended that no changes be made for the present. If and when any increase is proposed, it will be necessary for the Italian authorities to furnish evidence of reasonableness and necessity.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

COPY TO
HQ ACC (for Capt. W. S. Stone).

293

SUBJECT: Proposed changes in Railway Tariffs.

1. Reference your Memorandum dated 17 Dec 49 under reference HQA 96 and attached document number 251 from Gen. di Raimondo.
2. Passenger Tariffs: It is recommended that the application for an increase in railway passenger fares of 100% be approved and made effective in all occupied territory of the mainland of Italy on and from 1 Jan 44, for the following reasons:
 - (a) Such an increase has already been approved for the portion of Puglia under ACC control, and it follows therefore, that similar treatment should be accorded to the remainder of the occupied territory.
 - (b) The present passenger fare rates are low. This fact, coupled with the financial effect of the wages increase which has been authorized justifies the application.
3. The above recommendation regarding passenger fares has been approved by HQ ACC. They consider the effective date for the increase should be the same for the whole of the occupied territory of the mainland, and pending a decision they have requested the Italian Government to withhold issuance of rates increase for the four ACC provinces of Puglia. I am requested to advise them of the decision and effective date as regards territory now under consideration so that the same date can apply throughout. Please enable me to do this.
4. Freight Rates: This subject is much more complicated and far reaching because, for example its effect on prices, including those of essential commodities. In these circumstances, and as no specific proposals have yet been received from Gen. di Raimondo, it is recommended that no changes be made for the present. If and when any increase is proposed, it will be necessary for the Italian authorities to furnish evidence of reasonableness and necessity.

Colonel,
Chief of Internal Transportation and Communication, ACC.

COPY TO
HQ ACC (for Capt. E. J. Stone).

293

30/11

JJGG FOR HQ AM3 REGION ONE

MOV FLAMBO FROM FITCH

108

22 DEC

REFERENCE

MY

SIGNAL

103/17

17

DEC

REPLY

URGENTLY

NEEDED

292

*Wbwaack
major*

IMMEDIATE.

30/10

JJCG FOR HQ AMG PALERMO
INFEATED HQ AMG NAPLES

→ Copy taken and delivered by hand
to H.R. 15 Army Group. Sub HQ AMG Naples

NOV FLABDO FROM FITCH

107

22 DEC

RAILWAY	CIVILLIAN	PASSENGER	FARE	RATES	BEING
INCREASED	100	PER	CENT	IN	ACC
FUGLIA	AREA	EFFECTIVE	FIRST	JANUARY	(.)
ITALIAN	RAILWAY	ADMINISTRATION HAS	INCREASE	INCREASED	AUTHORITY
TO	APPLY	SAME	ITALIAN	ON	ALL
RAILWAYS	OF	OCCUPIED	QUICKLY	MAINLAND	(.)
AM	ASKED	STATE	PROPOSE	WILEY	DATE
CHANGES	DESIRABLE	(.)	FUGLIA	DEPLYING	SAME
INCREASE	AS	ACC	FIRST	AREA	SHOULD
BE	AUTHORIZED	AFFECTIVE	(.)	JANUARY	FOR
REMAINDER	OCCUPIED	MAINLAND		PLEASE	SAY
WHETHER	YOU	APPROVE			

291

IMMEDIATE

Handwritten signature

FATIMA FOR SANE

MOV PLAMBO FROM FITCH

105/20

20 DEC

REFERENCE	YOUR	1516	DASH	18	AND
NEGOTIATIONS	BETWEEN	RAIMONDO	AND	MRS	FOR
INCREASED	PASSENGER	FARES	(.)	AM	ASKED
TO	STATE	QUICKLY	WHAT	CHANGE	IN
PASSENGER	FARES	DESIRABLE	ON	RAILWAYS	OUTSIDE
ACC	FUGLIA	AREA	(.)	PROPOSE	REPLYING
SAME	INCREASE	SHOULD	BE	MADE	ON
ALL	RAILWAYS	EFFECTIVE	FIRST	JANUARY	(.)
PLEASE	SAY	WHETHER	YOU	APPROVE	

✓ 293

IMMEDIATE

181730
81/710 LRHY V IMMEDIATE Z QXR JJSH GF39
ONE FIVE TWO FOUR

OUR MESAAGE ONE FIVE ONE SIX DASH ONE THREE
ONE FOUR FOUR FIVE ABLE PD TO
FLAMBO FOR MOVEMENT S FOR
FITCH FROM FATIMA FROM STONE SIGNED

JOYCE PD DELETE

AMG AND Q RPT QUEEN MOV

THI 181730A

RPTN ~~81/710 39~~ 181730

S.M.C. Del. to duty office on 0800hrs 19 Dec.

DEC 1970

Sub. Tpt. sent down

6533 30/8

20/12

20R 1830

JL Hunt

18/12

MESSAGE IN

SIGS NO 6024

TO: PLAMBO FOR MOVEMENTS FOR FITCH

FROM: FATIMA FROM STOVE SIGNED JOYCE

1116

18

10/7

YOUR 3810. 100% INCREASE APPROVED BY ROYAL DECREE 16 DECEMBER
FOR ACC RPT ACC PUGLIA AREA EFFECTIVE JAN EST. EXECUTIVE ORDER
NOT YET ISSUED BUT BEING PREPARED. NEGOTIATIONS STARTED BETWEEN
GENERAL/DI RAIMUNDO MRS (AMG AND Q MOVE) NAMES TO MAKE THIS
EFFECTIVE ENTIRE STATE RAILWAYS NOW BEING OPERATED.

SMC DIST.

ACTION RCV. ALL CONTROL C. M.

INFO. 0. DGERS. EN(A) MHA L

SMC/TOR/182210/
CS

Received
19/71

30/6.
Draft of letter to AMG Advance. re freight
and passenger rates.

Reference is made to request of Italian Railway Administration, as presented in letter of Gen. di Raimondo (1251) dated 12 Dec 43, for approval of an immediate 100% increase in railway passenger fare rates throughout all the territory of Italy occupied by the Allies, ^{transmitted with your memorandum, MSB 264120203.}

The request calls attention to such an increase, ^{being} already authorized on that portion of Italian Railways presently being operated by the Italian Railway administration (ACC Puglia area).

There is cited in support of the request the general increase in railway wages, effective November 1st, 1943, which increase ranges from 70% on the first 1000 lire of monthly wages to 10% on the fifth 1000 lire of monthly wages, with a maximum gross monthly increase of 1900 lire.

Mention is also made, in general terms, of increased costs of materials and supplies. Increased costs are obvious, but the specific relation of these increased costs (wages, materials and supplies) to total operating costs, and the level of rates reasonably required as a consequence is not shown. Therefore, no scientific basis for an independent opinion on the merits of the proposed increase is presented.

However, in the matter of passenger rates (and the specific request by Gen. di Raimondo is limited to passenger rates) ^{has been verified that} it is noted that an increase of 100% was approved by Royal Decree 16 December 1943, for ACC Puglia area, effective 1st January 1944, as to which H.Q. ACC advises ^{18 December 1943, that} an executive order is being prepared. With an increase for this area becoming effective, it follows that similar treatment would have to be accorded over the entire Allied occupied area, in order to avoid the incongruity of an arbitrary differential.

It is therefore recommended that the increase of 100% in railway passenger fare rates authorized for ACC Puglia area be extended to include the whole of the occupied territory of Italy, ^{the main part of}

The matter of an increase in freight rates is much more ^{complicated and} reaching in its

administration (ACC Puglia area).

There is cited in support of the request the general increase in railway wages, effective November 1st, 1943, which increase ranges from 70% on the first 1000 lire of monthly wages to 10% on the fifth 1000 lire of monthly wages, with a maximum gross monthly increase of 1900 lire.

Mention is also made, in general terms, of increased costs of materials and supplies, increased costs are obvious, but the specific relation of these increased costs (wages, materials and supplies) to total operating costs, and the level of rates reasonably required as a consequence is not shown. Therefore, no scientific basis for an independent opinion on the merits of the proposed increase is presented.

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It is therefore recommended that the increase of 100% in railway passenger fare rates authorized for ACC Puglia area be extended to include the whole of the occupied territory of Italy.

The matter of an increase in freight rates is much more complicated and economic effect, and more complicated in structure. It is recommended that freight rates be not disturbed until and unless a positive showing is made of the necessity for an increase of the reasonableness of the amount, and that the increase is in best interests of the Allied Forces and the Italian people. The primary burden of making such a showing should rest on the Italian Railway Administration.

13/5/45

1 3 2 0

URG FOR HQ RE REGION ONE

MOV FLAMBO FROM FITCH

103/17

17 DEC

HAVE	RAILWAY	PASSENGER	FARES	BENEFIT	INCREASED
IN	REGION	ONE	(.)	IF	SO
GIVE	PERCENTAGE	INCREASE	AND	DATE	COMMENCED
AND	AUTHORITY	(.)	SAME	QUESTIONS	FOR
FREIGHT	RATES	AND	RAILWAY	EMPLOYEES	WAGES
(.)	INFORMATION	URGENTLY	WANTED	(.)	PLEASE
SIGNAL	REPLY				

Atch.

288

IMMEDIATE

Colonel

Colonel

FATIMA FO STONE

NOV FLAMBO FROM FITCH

16 DEC.

UNDERSTAND	ONE	HUNDRED	PER	CENT	INCREASE
IN	CIVILIAN	RAILWAY	PASSENGER	FARE	RATES
FOR	ACC	FUGIA	AREA	AUTHORIZED	AND
EFFECTIVE	PLEASE	VERIFY	OR	OTHERWISE	BY
RETURN	URGENT				

Immediate

Pat H.
Colonel

Colonel

COPY

U. S SECRET
Equals British SECRET

SECRET

Auth: CG, Hq Mil Ry Serv

Date: 5 January 1944

Initials:

30/3A

Allied Force
 MILITARY RAILWAY SERVICE
 Transportation Corps
 Office of Director General

A. P. O. 400
 12 December 1943

Subject: Economic Conditions Italian Railways.

To: Major General Sir B. H. Robertson
 Deputy Chief Administrative Officer
 Advance Administrative Echelon
 APO 400 - US Army

1. General di Raimondo, the Under Secretary of State for the Italian Government, called on me today and delivered three communications and discussed them at length with me.

2. I attach translation prepared by his organization of each of those three letters. All three of them are definitely tied together as they contemplate first, a raise in rates, secondly, a raise in pay, and thirdly, a loan to be made to the railroad workmen which will be recovered in the first four months of the year 1944. These matters are definitely not for my decision, however, my recommendations are as follows:

a. The first letter, No. 251, having to do with a proposed increase in passenger rates effective 1 January 1944, contemplates an increase of 100 per cent on the tariff which has been in effect since January, 1940. I recommend that they be authorized to do that, first, because the rates are low now, and secondly, because higher priced transportation would diminish the demand of civilians for traveling on the trains, which demand is enormous.

b. With respect to the increase contained in letter No. 253, the increase amounts to an average of approximately 57 per cent. The average monthly compensation of the railroad worker is about 2,000 Lire, or some 70¢ per day. An average increase of 40 Lire would bring his compensation up to an average of 110 Lire which, as indicated, would produce an increase of approximately 57 per cent in his compensation. There is no doubt but what the railroad man is paid on a very low scale and this is particularly true at a time when the cost of food has increased so materially for him, but this too is so tied up with the general economic program that it is referred to you for decision with my recommendation that it be approved.

U. S SECRET
Equals British SECRET

U. S. SECRET
Equals British SECRET

c. Letter No. 254, which contemplates the loan of 500 Lire to the employees of the Naples Division would be a loan to them to be deducted from their wages during the first six months of the following year. General di Raimondo says that this procedure has been a standard procedure on the Italian State Railways for sometime. There is in Italy a general plan to make a bonus gift at the first of the year which has been in the nature of a loan which was recovered and he asks the approval of the continuation of that plan.

3. General di Raimondo leaves the city Tuesday morning, December 14th, and if possible desires to have an answer to take with him. Therefore, if it is consistent and can be secured, I should appreciate an answer by 5:00 P.M. tomorrow, December 13th.

Carl R. Gray, Jr. /s/
CARL R. GRAY, JR.
Brigadier General, USA
Director General

286

- 2 -

U. S. SECRET
Equals British SECRET

30/8

AFHQ ADVANCED ADMINISTRATIVE ESTABLISHMENT
Military Government Section, Advance
APO 400

JAT/no

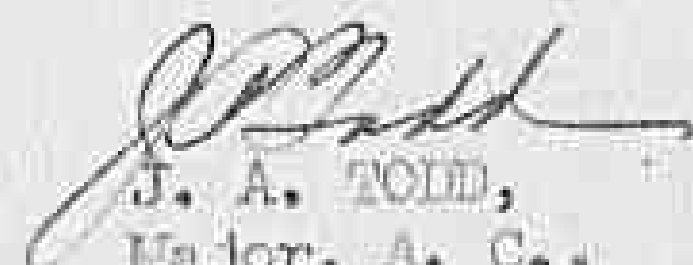
MGSA 36

15 December 1943

MEMORANDUM FOR: Internal Transportation Sub-Commission
AFHQ Adv Admin Ech.

SUBJECT: Proposed Changes in Railway Tariffs.

1. Your attention is invited to the attached memorandum from General di Raimondo to the DPMR which recommends an increase in passenger fares.
2. It is requested that you investigate this proposal to determine what changes, if any, in railway tariffs in Occupied Italy are desirable. It is also suggested that your inquiry include freight rates as well as passenger fares.
3. Please inform this office of your action taken in order that the request in the DD/CAOs memo of 13 December may be complied with.


J. A. TODD,
Major, A. C.,
Chief, MGS Advance.

Incl.

Cpy. Ltr. No. 251
Ministero delle Comunicazioni,
to General Gray, 12 Dec. 43.

A. F. H. Q.
ADVANCE ADMINISTRATIVE ECHELON
(U.S. Contingent)(Prov)
AFG 400

AMH/el
13 December 1943

MEMORANDUM: For AGC

SUBJECT : Economic Conditions Italian Railways

There is attached hereto a letter from the DEMR dated 12 December 1943 with three enclosures and my answer thereto.

It is requested that you take steps to secure consideration of documents 251 by AGC/AMG as early as practicable and that I be informed as to the results of such consideration.


Major-General.
Deputy Chief Administrative Officer.

Inclosures

1. Document number 251
2. Document number 253
3. Document number 254
4. Copy of reply to DEMR

COPY

Ministero delle Comunicazioni
SOTTOSEGRETARIO DI STATO
per le Ferrovie, Motorizzate Civili e Trasporti in Concorso

n° 251 of prot. Syr.

December the 12th, 1943

CONCERN: Rates rise.-

MEMORANDUM to General Gray.

1°)- The rates for the passenger and freight transport, actually in force on the State Railway has been issued in January 1940.

The rates system accepted in Italy result from the short enclosed report. It is based on the Belgian system, as known, has been adopted by the majority of the European Countries.

2°)- In four years the price of all goods, of handicraft and of every other service has suffered a very great rise.

That is consequence of the war, which have produced a consume rise and a principal materials rerefaction.

That is a result, common to all conflicts.

3°) The State Railway administration could till now satisfy the own budget needs with the profits proceeding from the great number of military transports effected for military needs, the amount of which was payed by the war Ministry.

Leaving off the operations, since the armistice, the profits nearly vanished, not only consequently to the strong request reduction but, over all, because the train circulation in great part has ceased after the destruction of implantations and lines.

To that, the risen cost of the materials and of the salaries for the staff working on repair yards for private firms, has to be added, so that the difference between import and expense has always become higher.

4°)- It is also to consider that, while the number of trains has decreased, the number of passengers increased. These people, being in the impossibility to miss, for many reasons, the transfer from a locality to another, are obliged for want of auto-transporters to use only the railway lines.

The few trains for which you give the authorization to ²⁸ General, are therefore taken by storm.

I do not hide my and the Italian Governments great preoccupation for the painful situation of thousands of families which live in the greatest unhappiness, which do not receive news from their owns and which wander from a place to another to find a little tranquillity and a minimum of food-supplies.

5°)- To regulate a little part of the actual deficit and to reduce at least partially, the passenger number on the trains, the Italian Government has approved a rates rise which can rejoin at maximum the 100% in regard to the rates in force since 1940.

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5°)- To regulate a little part of the actual deficit and to reduce at least partially, the passenger number on the trains, the Italian Government has approved a rates rise which can rejoin at maximum the 100% in regard to the rates in force since 1940.

It would be right, now, if the rise in question could be extended to all lines which are free from the german occupation, excluding naturally Sicilie.

I am sure that you, who are a master in transport things, will perceive that necessity and that you will permit to extend the measure also to the Departments of Naples, Reggio Calabria and Sardegna.

THE UNDERSECRETARY OF STATE
Sig. G. di Reimondo.

COPY

SCHEME OF R. LAW STATUTE

TEMPORARY ECONOMICAL IMPROVEMENTS FOR THE STATE EMPLOYEES AND FOR THE
DEPENDENTS OF THE AUXILIARY STATE'S AND PUBLIC LAW OFFICES.

Vittorio Emanuele III
King of Italy
for God's sake and Italy's will

In order of the R.L.S. 8th of July 1943 No 610;
In order of the R.L.S. 30th of October 1943 No 2/B;
In order of the R.L.S. 10th of November 1943 No 5/B;
after having recognized the absolute and immediate necessity to provide;
after having heard the Italian Ministers Board;
on proposal of the Chief of Government and of the Undersecretary for
the Finances;
we have decreed and we decree:

Art. 1

It will be corresponded to all civilian and military employees of
the State Administrations, including all those who have an automatic
arrangement, and those who depend from the Provinces, from the Munici-
palities, and from the Public Assistance and Beneficence Institutes, a
gross economical increase, not to be pensioned, as following:

on the first 1000 lira a month (or fraction)	70%
on the second 1000 lira a month (or fraction)	60%
on the third 1000 lira a month (or fraction)	30 %
on the fourth 1000lira a month (or fraction)	20%
on the fifth 1000lira a month (or fraction)	10%

Art. 2

For all employees, however denominated, the increase will be as-
signed on the monthly gross amount, resulting from the wages or sti-
pendy or pay, and allowance "ad personam", supplement of active service,
temporary war allowance, and family's or life-cost allowance.

Each temporary or fixed allowance which is not included in the
oversigned ones is excepted.

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Art. 3

For the salaried employees, the applying increase will be by the
60%. The overmentioned exclusions also here are the same.

./...

Art. 4

The auxiliary State Institutions, and in regard to all public law State's Institutes, also if they have an autonomic arrangement and are under the State's vigilance, or at whose maintenance the State is continually concurring, and the administrations which depend from those Institutes, are authorized to extend the dispositions of the preceding articles to the dipendent employees.

Art. 5

In any case the increase of the precedent articles cannot surmount the gross 1900 lira a month.

Art. 6

The disposals of this R. Law Statute starts from the 1st November 1943.

This R.L.S. will be presented to the legislative committee and the Chief of Government will present the scheme of the law.

We order, to whom it concerns, to observe and to make observe this Statute as Law fo the State.

DCP-0

MINISTERO DELLE COMUNICAZIONI

Sottosegretariato di Stato

per le Ferrovie, Motorizzate Civili e Trasporti in Gono/le

.....

RAILWAY RATES STRUCTURE:

The railway rates for the goods transports are differential either in regard to the distance or in regard to the weight (belgian type).

As differential rate is designed that which is not fixed upon an only unitarian price, applicable to transports of any weight and distance, and from which should follow proportional rates, but that which is fixed upon some sets of unitarian prices, decreasing in opposite direction to distances and weights.

Every of such unitarian prices is applied at a determined zone in which the aggregate distance is divided.

In our rates the distance zones are 12 for the "high speed" and 13 for the "low speed". The first and the second high speed zone are each by 50 kms. and the succeeding by 100 kms.. The first and the second low speed zones are respectively by 12 and 38 kms., the third by 50 and the succeeding are each by 100 kms.

The aggregate price of the transport follows from the addition of the produced succeeding unitarian prices by the kilometer number of each of the succeeding zones.

That is the differentiability in regard to the distance.

That in regard to the weight consists in the fact that to higher weights correspond lower unitarian prices.

The transports have to be divided into "collection transports" (without weight conditions) and "truck transports" (conditioned by lowest ~~prices~~ weights by 5, 10, 15 and more tons).

The goods are shared into classes: 24 for high speed and 79 for low speed. From the goods list follow the classes to which the goods are ascribed with the collection transports.

In the rates forming which has been elaborated and brought to perfection with the time, the industrial profit, counteracted with political-economical sense, has been principally followed.

The determination of a more or less high price has been made setting a value on many principles, principally those for the specific weight and for the goods worth. Political principle: the regard to the necessity to aid, in the general economic interest of the country, determinate traffics: i.e. that of the agricultural products from the Southern bound for Center and North-Italy and for abroad.

On purpose to competition for determinate transports, which were effectuated by road and by sea, the prices were reduced in due time.

1 3 3 1

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On purpose to competition for determinate transports, which were effectuated by road and by sea, the prices were reduced in due time.

For what above, IT DOES NOT EXIST A SINGLE BASE UNITARIAN PRICE FOR THE GOODS TRANSPORTS (for kilometer-ton) BUT MANY BASE PRICES ACCORDING TO THE TRANSPORT MODALITY, THE GOODS KIND, THE DISTANCE

./...

UNITY AND THE GOODS WEIGHT.

To give a notion about the rates amount, the enclosed scheme, from which follows the transport cost for one ton of determinate goods for a distance by 400 kms., respectively at high, at low speed and "in collection", has been drawn up.

Should one want to extend the examination to all the goods kinds, it should be necessary to consult the relative issues, which are very bulky, and which have been issued by the Ministry of Communications.

The interested can take cognizance of them at some stations and at the State Railway Compartments.

In regard to the passenger transports, there are three classes and two sorts of rates: the one with a constant basis for mixed trains, omnibus, and fast trains till 400 kms. and the other with a differential basis for the transports by fast and express-trains for all distances.

The rate with differential basis, which results less expensive than that with constant basis, is applicated to the transports by omnibus, mixed and fast trains superior to 400 kms.

The basis prices averages of the basis no 1 (differential rate) are:

- 1st class lire 0,363
- 2nd " " 0,255
- 3rd " " 0,149

The prices for kilometer of the ordinary rate no 9 (constant base)

are:

- 1st class lire 0,552 ✓
- 2nd " " 0,370
- 3rd " " 0,216

N.B. The km.-price averages of rate no 1 are lower than those of base no 9.

by:

- lire 0,189 for the 1st class
- " 0,115 for the 2nd "
- " 0,167 for the 3rd "

13331

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

735021

Ministero delle Comunicazioni
SOTTOSCRITTARIO DI STATO
per le Ferrovie, Motorizzazione Civile e Trasporti in Concorso

STATEMENT INDICATING THE TRANSPORT EXPENSES OF THE UNDERBARED GOODS IN BASIS TO THE ACTUAL

PRICE per ton.

DISTANCE: 400 kms.

GOODS	Slow train		Fast train	
	actual rate for		actual rate for	
	truck	collection	truck	collection
wheat	51,40	55,40	136,40	180,00
Flour	51,40	55,40	136,40	180,00
Cheese	99,60	118,60	143,40	240,00
Sugar	115,10	169,60	226,60	240,00
Paste	68,10	90,80	105,00	180,00
Equine cattle	-	-	1250,40	-
Bovine "	-	-	915,60	-
Porcin "	-	-	424,80	-
Ovine "	-	-	378,00	-
Chestnut	46,30	65,40	105,00	180,00
Dried fruits	74,80	104,30	143,40	180,00
Oil	90,80	68,10	105,00	180,00
Charcoal	132,20	181,50	654,00	770,00
Firewood	132,20	181,50	654,00	770,00
Cloth	315,80	425,60	654,00	770,00
Shoes	315,80	425,60	654,00	770,00
Building timber	158,30	208,60	654,00	770,00
Scrap iron	109,70	130,80	654,00	770,00
Olive husks	81,60	130,80	654,00	770,00
Wine	131,20	145,40	229,50	384,00
Building materials	199,40	237,20	654,00	770,00

278

1 3 3 4

Ministero delle Comunicazioni
 SOTTOSCRITTARIATO DI STATO
 per le Ferrovie, Motorizzazione Civile e Trasporti in Conc.no
 -----000000-----

INDICATING THE TRANSPORT EXPENSES OF THE UNDERNAMED GOODS IN BASIS TO THE ACTUAL RATES.
 PRICE per ton. DISTANCE: 400 kms.

Slow train		Fast train		NOTES
actual rate for truck	collection	actual rate for truck	collection	
51,40	65,40	136,20	180,00	
52,40	65,40	136,20	180,00	
99,60	118,60	143,40	240,00	
115,10	169,60	226,80	240,00	
68,10	90,80	105,00	180,00	
-	-	1250,40	-	
-	-	915,60	-	
-	-	424,80	-	
-	-	378,00	-	
46,30	65,40	105,00	180,00	
74,80	104,30	143,40	180,00	
90,80	68,10	105,00	180,00	
132,20	181,50	654,00	770,00	
132,20	181,50	654,00	770,00	
315,80	425,60	654,00	770,00	
315,80	425,60	654,00	770,00	
158,30	208,60	654,00	770,00	
109,70	130,80	654,00	770,00	
81,60	130,80	654,00	770,00	
131,20	145,20	229,50	384,00	
199,40	237,20	654,00	770,00	

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 278
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Ministero delle Comunicazioni
 SOFOSSEGHETARIATO DI STATO
 per le Ferrovie, Motorizza/ve Civile e Trasporti in Cono.

LA STRUTTURA DELLE TARIFFE FERROVIANE

Le tariffe ferroviarie per il trasporto delle cose sono differenziali sia rispetto alla distanza che rispetto al peso (tipo belge).

Per tariffa differenziale s'intende quella che non si basa su di un unico prezzo unitario applicabile a trasporti di qualsiasi peso e percorso e da cui risulterebbero tasse proporzionali, ma che si basa bensì su serie di prezzi unitari decrescenti in senso inverso a quello dei percorsi e dei pesi.

Ciascuno di tali prezzi unitari si applica ad una determinata zona in cui è diviso il percorso globale.

Nelle nostre tariffe le zone di percorrenza sono 12 per la G.V. e 13 per la P.V. - La prima e la seconda zona della G.V. sono di 50 Km. ciascuna e le successive di 100. La prima e la seconda della P.V. sono rispettivamente di 12 e 38 Km., la terza è di 50 e le successive sono di 100 ciascuna.

Il prezzo globale del trasporto risulta dalla somma dei prodotti dei successivi prezzi unitari per il numero dei chilometri di ciascuna delle successive zone.

Questa la differenzialità riguardo alla distanza.

Quella relativa al peso consiste nel fatto che a pesi maggiori corrispondono prezzi unitari minori.

I trasporti vanno distinti in "trasporti a collettame" (seg. a vincolo di peso) e "trasporti a carro" (vincolati ai pesi minimi di 5, 10, e 15 e più tonnellate).

Le merci sono ripartite in classi: 24 per la G.V. e 79 per la P.V. Dalla nomenclatura delle merci risultano le classi cui la merce è ed un tempo ascritta coi trasporti a collettame.

Nella formazione delle tariffe che si è andata elaborando e perfezionando col tempo, si è seguito principalmente il criterio industriale del tornaconto contemporaneo con quello politico-economico.

La determinazione di un prezzo più o meno alto è stata fatta tenendo conto dei molteplici elementi, tra cui principalmente quelli del peso specifico e del valore della merce. Elemento politico: la considerazione della necessità di favorire, nell'interesse economico generale del paese, determinati traffici, ad esempio quello dei prodotti agricoli del mezzogiorno in destinazione del centro e settentrione d'Italia ed anche dell'estero.

A scopo di concorrenza furono a suo tempo ridotti i prezzi per determinati trasporti, che venivano eseguiti da linee automobilistiche e dalla navigazione.

Per quanto sopra detto, NON ESISTE PER I TRASPORTI DELLE MERCI

Le tariffe ferroviarie per il trasporto delle cose sono differenziali sia rispetto alla distanza che rispetto al peso (tipo belge).

Per tariffa differenziale s'intende quella che non si basa su di un unico prezzo unitario applicabile a trasporti di qualsiasi peso e percorso e da cui risulterebbero tase proporzionali, ma che si basa bensì su serie di prezzi unitari decrescenti in senso inverso a quello dei percorsi e dei pesi.

Ciascuno di tali prezzi unitari si applica ad una determinata zona in cui è diviso il percorso globale.

Nelle nostre tariffe le zone di percorrenza sono 12 per la G.V. e 13 per la P.V. - La prima e la seconda zona della G.V. sono di 50 Km. ciascuna e le successive di 100. La prima e la seconda della P.V. sono rispettivamente di 12 e 30 Km., la terza è di 50 e le successive sono di 100 ciascuna.

Il prezzo globale del trasporto risulta dalla somma dei prodotti dei successivi prezzi unitari per il numero dei chilometri di ciascuna delle successive zone.

Queste la differenzialità riguardo alla distanza.

Quella relativa al peso consiste nel fatto che a pesi maggiori corrispondono prezzi unitari minori.

I trasporti vanno distinti in "trasporti a collettame" (senza vincolo di peso) e "trasporti a carro" (vincolati ai pesi minimi di 5, 10, e 15 e più tonnellate).

Le merci sono ripartite in classi: 24 per la G.V. e 75 per la P.V. Dalla nomenclatura delle merci risultano le classi cui la merce è ed un tempo ascritta coi trasporti a collettame.

Nella formazione delle tariffe che si è enata elaborando e perfezionando col tempo, si è seguito principalmente il criterio industriale del trasporto contemporaneo con quello politico-economico.

La determinazione di un prezzo più o meno alto è stata fatta tenendo conto dei molteplici elementi, tra cui principalmente quello del peso specifico e del valore della merce. Elemento politico: la considerazione delle necessità di favorire, nell'interesse economico generale del paese, determinati traffici, ed esempio quello dei prodotti agricoli del mezzogiorno in destinazione del centro e settentrione d'Italia ed anche dell'estero.

A scopo di concorrenza furono a suo tempo ridotti i prezzi per determinati trasporti, che venivano eseguiti da linee automobilistiche che e dalle navigazione.

Per quanto sopra detto, NON ESISTE NEI TRASPORTI DELLA MERCE UN UNICO PREZZO UNITARIO BASE (per tonnellata-chilometro), MA SOLO UNO DEI MOLTIPLI PREZZI BASE A SECONDA DELLA MODALITÀ DEL TRASPORTO, LA SPECIE DELLE MERCI, L'ENTITÀ DEL PERCORSO ED IL PESO DELLA MERCE STESSA.

- pag. 2 -

Per dare un'idea circa l'ammontare delle tariffe stesse, si è compilato l'unico specchio dal quale risulta il costo del trasporto di una tonnellata di determinate merci per un percorso di 400 Km.: rispettivamente a grande velocità, a piccola velocità ed a collettame.

Qualora si volesse estendere l'esame a tutte le merci occorrerebbe consultare le pubblicazioni relative, che sono molto voluminose, e che sono state pubblicate dal Ministero delle Comunicazioni.

Gli interessati possono prendere visione presso alcune stazioni ed i compartimenti delle FF/S.

In quanto al trasporto delle persone, esistono tre classi e due specie di tariffe: una a base costante per i trasporti con treni misti, omnibus ed accelerati fino a 400 Km., ed un'altra a base differenziale per i trasporti con treni diretti e direttissimi di qualunque percorso. Ai trasporti con treni omnibus, misti ed accelerati superiori a 400 Km. si applica la tariffa a base differenziale, che risulta più economica di quella a base costante.

Le medie dei prezzi base della tariffa n. 1 (differenziale) sono i seguenti:

- 1^a classe 0,363
- 2^a " 1,0,255
- 3^a " 1,0,149.

I prezzi chilometro della tariffa ordinaria n. 9 (a base costante) sono:

- 1^a classe 1,0,552
- 2 " 1,0,370
- 3 " 1,0,216.

270

N.B. le medie dei prezzi chilometro della tariffa n. 1 sono inferiori a quelli della n. 9 di:

- L. 0,189 per la 1^a classe
- L. 0,115 per la 2^a classe
- L. 0,167 per la 3^a classe.

1 3 3 8

Sono state pubblicate dal Ministero delle Comunicazioni.

Gli interessati possono prendere visione presso alcune stazioni ed i compartimenti delle FF/S.

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- 2 " 1.0,370
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208

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- L. 0,115 per la 2^a classe
- L. 0,167 per la 3^a classe.

td/

PROSPETTO indicante la spesa di trasporto ferroviario delle sottoindicate merci in base a tariffe. Prezzi per tonnellata - Km. 400.

M E R C I	Piccola Velocità		Grande Velocità	
	Tariffe attuali a:		Tariffe attuali a:	
	Carro	Collettame	Carro	Collettame
Grano	51,40	65,40	136,20	180,00
Farina	51,40	65,40	136,20	180,00
Formaggio	99,70	118,60	143,40	240,00
Zucchero	115,10	169,60	226,80	240,00
Pasta	68,10	90,80	105,00	180,00
Bestiame equino	-	-	1250,40	-
" bovino	-	-	915,60	-
" suino	-	-	424,80	-
" ovino	-	-	378,00	-
Castagne	45,30	55,40	105,00	180,00
Frutta secca	74,80	104,30	143,40	180,00
Olio	68,10	90,80	105,00	180,00
Carbone vegetale	181,50	181,50	654,00	770,00
Legna da ardere	181,50	181,50	654,00	770,00
Stoffe	425,60	425,60	654,00	770,00
Calzature	425,60	425,60	654,00	770,00
Legname da costruzione	109,70	208,60	654,00	770,00
Rotoli	81,60	130,80	654,00	770,00
Barile	131,20	130,80	654,00	770,00
Vino	199,40	149,20	229,50	384,00
Materiali	237,20	237,20	654,00	770,00

1340

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

785021

Indicente la spesa di trasporto ferroviario delle sottoindicate merci in base alle vigenti tariffe. Prezzi per tonnellate - Km. 400.

Piccola Velocità		Grande Velocità		NOTE
Tariffe attuali a:		Tariffe attuali a:		
Carro	Collettame	Carro	Collettame	
51,40	65,40	136,20	180,00	
51,40	65,40	136,20	180,00	
95,70	118,60	143,40	240,00	
110,10	169,60	226,80	240,00	
68,10	90,80	169,00	180,00	
-	-	1250,40	-	
-	-	915,60	-	
-	-	424,80	-	
-	-	378,00	-	
45,30	65,40	105,00	180,00	
74,80	104,30	143,40	180,00	
80	68,10	169,00	180,00	
181,50	181,50	654,00	770,00	
181,50	181,50	654,00	770,00	
425,60	425,60	654,00	770,00	
425,60	425,60	654,00	770,00	
109,70	208,60	654,00	770,00	
81,60	130,80	654,00	770,00	
131,20	130,80	654,00	770,00	
199,40	145,20	229,50	384,00	
	237,20	654,00	770,00	

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30/1 B
 From Maj. Todd on phone 1545 hrs Mon. 18 Dec.

Have seen Gen. Hamby's partitions as follows:-

- (a) Not for DGRK to decide. Will be referred to AMG & ACE for recommendations.
- (b) Now been done except for Foggia. Will be done throughout occupied Italy & made retrospective to conform to policy.
- (c) Not agreed in view of wages increase.

- " -

Maj. Todd, acting as Staff Officer, will refer
 (a) to me when received from Gen. Hamby's.

30/17

Letter from DGHK dated 12 Dec 43
to Major Gen. Sir. A. H. Robertson

(A) Subject: 3. Communications from Gen. di Raimondo re
(a) increase in rates (b) increase in pay as in Puglia, (c)
a loan to railroad men to be recovered in 1944.

my views:-

(a) (Letter No. 251). Passenger fares should be increased,
chiefly for purpose of discouraging unnecessary travel.

Freight rates for non-essential
goods should be increased for same reason.

No increase in freight rates for
essential foodstuffs & other essential commodities, otherwise
it will create cause for a further rise in prices.

(b) (Letter No. 253) Certain wages having been increased in
that part of Puglia now "governed" by Italian Gov
under supervision of AEC the same should apply
throughout occupied Italy & should be retrospective.

(c) (Letter No. 254.) If wages are increased under (b)
above, the proposed loans should not be agreed
to. Could be reconsidered if necessary after
experience of effect of increased wages had been
experienced.

Explained to
Major Todd 12/12/43
12/12/43

RJR
12/12/43

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