

ACC AC34/1/TN4 10000/148/2016 WAGES WORKING CO
AUG 1944 - JAN 1945

2016 WAGES WORKING CONDITIONS POLICY
AUG. 1944 - JAN. 1945

TRANSLATION

URGENT

Bari, 23 Dec. 1944

Ministry of Transports
General Inspectorate MOIC
ROMA

Subject: Sud-Est Railways; Labour troubles

Following my report N. 5011 of 9 Dec. ult. I want to inform you that on Dec. 11th a meeting has been held at Manufacturers' Association HQ attended by representatives of the Railways and Tramways Companies having their main Offices in Bari, and representatives of their workers and employees, in order to discuss the requests submitted by Railway and Tramwaymen Trade Unions, on following subjects:

- 1° the special allowance to elapse from June 1st 1944 insted of June 12th 1944
- 2° Above allowance to be paid to all workers and employees dismissed before Sept. 22nd 1944
- 3° the right to the dearliving indemnity, whereof Lieutenantcy Law-Decree 2-11-1944 N. 303 to be acknowledged in addition to above special allowance
- 4° present working time of 8 hrs-40 min. daily to be cancelled and the normal one of 6 hrs daily to be re-established
- 5° The 53th week to be redoubled and the 13th month to be paid also to the salaried staff.
- 6° the presence indemnity to be paid also during the annual holidays and in the other rest-days when wages & salaries are also paid.

As it results from the minute of above meeting, undersigned by various representatives, following decisions have been taken:

Regarding item 4 (cancellation of the 8 hrs-40 min. working day), the Companies, while stressing on their right to maintain present normal working time of 52 hrs weekly, have agreed with the staff representatives to submit the question to the decision of higher Authorities. However, having considered present special circumstances, it has been temporarily decided that the normal working time shall be 8 hrs daily in all workshops and depots, beginning Dec. 12th in Bari and from the date when the instructions will be actually received in the other plants, saving reciprocal reasons and requests.

Regarding items 1, 2 and 3, no agreement having been reached, it has been decided to submit the question to an arbitral commission according to art. 10 of Lieut. Law-Decree 2-11-1944; the arbitrators have been appointed from both parties and it has been moreover established that, pending the arbitrators' decisions, the special allowance will be paid as it has been done in the past.

Regarding item 5 (53th week to be redoubled and 13th month to be paid to the salaried staff) it has been decided to defer the question as the matter is being investigated by Italian General Labour Confederacy.

Regarding item 6 (payment of the presence indemnity also during the annual holidays and during the other rest-days when wages & salaries are also paid) it has been decided to comply with the ministerial decision.

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- 4° present working time of 8 hrs-40 min. daily to be cancelled and the normal one of 8 hrs daily to be re-established
- 5° The 53th week to be redoubled and the 13th month to be paid also to the salaried staff.
- 6° the presence indemnity to be paid also during the annual holidays and inx the other rest-days when wages & salaries are also paid.

As it results from the minute of above meeting, undersigned by various representatives, following decisions have been taken:

Regarding item 4 (cancellation of the 8 hrs-40 min. working day), the Companies, while stressing on their right to maintain present normal working time of 52 hrs weekly, have agreed with the staff representatives to submit the question to the decision of higher Authorities. However, having considered present special circumstances, it has been temporarily decided that the normal working time shall be 8 hrs daily in all workshops and depots, beginning Dec. 12th in Bari and from the date when the instructions will be actually received in the other plants, saving reciprocal reasons and requests.

Regarding items 1, 2 and 3, no agreement having been reached, it has been decided to submit the question to an arbitral commission according to art. 10 of Ident. Law-Decree 2-11-1944; the arbitrators have been appointed from both parties and it has been moreover established that, pending the arbitrators' decisions, the special allowance will be paid as it has been done in the past.

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Regarding item 5 (53th week to be redoubled and 13th month to be paid to the salaried staff) it has been decided to defer the question as the matter is being investigated by Italian General Labour Confederacy.

Regarding item 6 (payment of the presence indemnity also during the annual holidays and during the other rest-days when wages & salaries are also paid) it has been decided to comply with the ministerial decisions which are going to be issued on this subject.

In consequence of above decisions no reasons for trouble subsist any longer in so far as Sud-Est personnel and other Companies' are concerned.

the Compartmental Director

ing. Maddalo

Transportation Sub-Comm. (Rails)
Allied Commission
c/o Movements East Italy
Ref.: AC.Tn/BL/S/II/54
Date: 22 Jan. 45

Subject: Labour Troubles. Sud Est Railway.

To : Transportation Sub-Comm, A.C.
Rail Section
c/o Transportation Increment
C.M.F.

Reference your AC/34/Tn. 4 dated 17 Jan. 45. 1032

Copy of this office letter Tn/II/3 dated 16 Dec. 44
herewith as requested.

Barry R. E.
MAJOR R.E.
AC. Tn. Sub-Comm. Repr.

Transportation Sub-Comm. (Rails)
Allied Commission
c/o Movements East Italy
Ref.: AC.Tn/BD/S/II/3
Date: 16 Dec. 44

Subject: Labour Unrest. Sud Est Railway.

To : The Director
Tn. Sub-Comm. (Rail Section)
c/o Transportation Increment
C.M.F.

- I. Attached herewith copy of letter respecting the above, received from the Bari Representative of the Ministry of Communications.
2. It is understood from the S.E.R. that to ensure that the required output of repaired Locomotives and Wagons, additional staff have been employed, and that no overtime is now worked.

R. E. Saffery

MAJOR R.E.

AC. Tn. Sub-Commission REPR.

ENBJ/GT

1031

5° 9177

Bari, 13 dicembr 1944

OGGETTO: Agitazione personale ferroviario.

Con riferimento alla mia lettera 8984 del 9 corrente trasmetto, per opportuna conoscenza, copia del rapporto n°9188 in data odierna, col quale riferisco al Ministero che, in seguito alle decisioni adottate nella riunione fatta in Bari il giorno 11 corrente tra i rappresentanti delle Aziende ferrotramviarie e quelli del dipendente personale è cessato ogni motivo di agitazione fra il personale appartenente alle Ferrovie del Sud-Est e fra quelle delle altre Aziende.

IL DIRETTORE COMPARTIMENTALE
F.TO MADDALO.

1030

22521

Bari, 1 dicembre 1944
AL MINISTERO DELLE COMUNICAZIONI
Rappresentante Generale della M.C. e T.C.
R O M A

OGGETTO: Ferrovie Sud-Est. Agitazione del personale.

URGENTE

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

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

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

Sul punto 4° riguardante l'abolizione della giornata di 8 ore e 40 minuti le Aziende, riaffermato il diritto di continuare ad effettuare l'orario normale di lavoro di 52 ore lavorative, hanno concordato le organizzazioni del personale ad sottoporre la questione alle decisioni

1029

e tramvie con sede in Bari e di quella del personale dipendente per discutere le richieste avanzate dei Sindacati Autotramvieri, che si compongono nei seguenti punti:

- 1°)- decorrenza delle indennità di contingenza dal 1° giugno 1944 e non dal 12 giugno 1944;
- 2°)- correzione della detta indennità agli agenti licenziati prima del 22 settembre 1944;
- 3°)- riconoscimento del diritto alla indennità del carovita di cui al D.L. 3.11.1944 n. 300 in aggiunta alla indennità di contingenza;
- 4°)- abolizione dell'orario vigente della giornata lavorativa di 8 ore e 40 minuti, per tornare alla normale giornata lavorativa di otto ore;
- 5°)- raddoppio della 53ª settimana ad estensione alla 13ª mensilità agli agenti pagati a stipendio;
- 6°)- correzione della indennità di presenza nei giorni di ferie e di riposo pagato.

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

Sul punto 4° riguardante l'abolizione della giornata di 8 ore e 40 minuti le Aziende, riaffermato il diritto di continuare ad effettuare l'orario normale di lavoro di 52 ore lavorative, hanno concordato **1029** le organizzazioni del personale di sottoporre la questione alla decisioni superiori. Tuttavia, in considerazione delle particolari contingenze attuali, hanno deciso di fissare, dal 12 corrente per Bari e della data di ricevimento delle singole disposizioni per gli altri impianti, ad otto ore giornaliere l'orario di lavoro delle Officine, Depositi e Rimessa, con ogni riserva e salvezza delle reciproche tesi, ragioni e richieste.

Sui punti 1, 2 e 3 non essendo stato possibile raggiungere alcun

accordo, i convenuti hanno deciso di rinviare le questioni all'esame di una commissione arbitrale, così come previsto dall'art. 10 del Decreto L.L.n. 303 del 2 novembre 1944 ed hanno nominati i propri arbitri, stabilendo di corrispondere, in attesa della decisione arbitrale, gli assegni di contingenza come finora praticato.

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

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

In seguito alle decisioni adottate è pertanto cessato ogni motivo di agitazione sia nel personale appartenente alle Ferrovie dello Stato sia in quello appartenente alle altre Aziende.

IL DIRETTORE COMPARTIMENTALE

Sgd. Ing. Maddalo.

34/88

CG/1c

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

Tel: 843402

Our Reference: AC/34/Tn 4

17 January 1945

TO : Major E.N.B. Jeffrey
Tn Sub-Commission Representative
c/o Mov E. Italy, CMF

SUBJECT : Labour Troubles - SUDEST Railway.

1. Reference your AC/Tn/BD/M/12B/7 dated 10 Jan.45.
2. Your Tn/11/3 dated 16 Dec.44 has not yet been received in this office.
3. Please forward copy.

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

1027

34/87

SUBJECT : Labour Troubles SUD-EST Rly
TO : The Director
Transportation Sub-Comm.
(Rail Section)
Allied Comm. c/o Tn. Increment
C.M.F.

Transportation Sub-Comm (Rails)
Allied Commission
c/o Movements East Italy
Ref : 46/Tn/AD/1/123/7
Date : 10 Jan. 45

Reference 46/34/2/1/Tn dated 22 Dec. and Signal 061700.

1. This matter has been fully reported by this office to HQ Tn Sub-Comm reference the following :

- 34/64 ✓ 46/11/1 27 Nov. 44 Sub-Est Workshops - Overtime Working Dispute
- 28 Nov. 44 Labour Dispute EARL and 12303 (Tn HQ letter)
34/64 ✓ 46/11/2 6 Dec. 44 Sub-Est Workshops - Overtime Working Dispute
46/11/3 16 Dec. 44 Labour Movement - Sud-Est Railway

2. HQ further labour troubles have occurred in the SUD-EST System and according to the management all is now quiet.

3. A rumored General Strike of all State Employees against the low rates of pay being inadequate to meet the increased cost of living has not materialized.

E. M. Duffey

MAJOR R.E.
AD Tn Sub-Comm Repr.

1026

HBB/ST

WORKERS' MOVEMENT ON THE SUD-EST RAILWAY MINUTES OF WORKER UNIONS MEETINGS

34/71

1st Minute

The undersigned, members of the Internal Commissions of the Sud-Est, of the Calabro-Lucane, of the Ferrottramviara, of the S.A.E.R., as well as of the Board of Directors of the Union of Railway, Tramway, Autobus Employees; -having investigated the situation created on the initiative of a triumvirate appointed by the employees of the Bari Workshops of the Sud-Est, aiming to cancel the 40-minutes' overtime; -having considered that the regular Unions must not neglect such a serious question and a general one for all railways; -having considered that it is very untimely to start the movement now, because many other important ~~economic~~ questions, already submitted to the General Direction, are waiting for a decision and because present question is already being favourably investigated by competent authorities so that only the expected lawful solution will give to the employees the right to claim for 5-years' arrears of pay; -declare themselves opposed to the carrying out of the movement now, being of the opinion that the triumvirate appointed by the employees of the Bari Workshops operates only upon its own initiative.

Bari, nov. 21st 1944

For the internal Commiss. of the Sud-Est
sgd. Speranza, Biondi, Antonacci
Conte, De Rossa, Campaniello

For the int. commiss. of S.A.E.R.
sgd. Granata, Cannone, Gaudio
Calamita, Traversa G.

For the Int. Commiss. of the Ferrottramviara
sgd. Lorenzini

For the internal Commission of Calabro-Lucane
sgd. Renuelli, Spiezia, Traversa, Veneziani

For the Board of Directors of the Union of Railw. Tramw. Autobus Employees
sgd. Spiezia, Speranza, Cannone, Traversa V., Traversa O., Antonacci,
Campaniello, Conte, Gaudio

2nd Minute

The members of the Internal Commission of the Lecce Office of the Sud-Est Railways Company, having met in Bari today nov. 22nd 1944, have decided to agree with what has been decided by the Internal Commissions of the Bari Office of the Sud-Est Co., of the Calabro-Lucane, of the Ferrottramviara, of the S.A.E.R., as well as by the Board of Directors of the Bari Union of Railway, Tramway, Autobus Employees, in the minute dated nov. 21st 1944, as to the situation created on the initiative of a triumvirate appointed by the employees of the Bari Workshops of the Sud-Est, aiming to cancel the 40-minutes' overtime.

The members of the Internal Commission

sgd. Campobasso Giuseppe, Carluccio Adolfo, Laurino Onofrio
Maisto Dante, Guido Umberto, Rametta Orario, Sanguedolce Paolo

1025

MOVIMENTO OPERAIO SULLE FERROVIE DEL SUD
VERBALI DI RIUNIONI SINDACALI OPERAIE

1° Verbale

I sottoscritti, componenti delle Commissioni Interne della SUD-EST, Calabro-Lucane, Ferrotramviaria, S.A.E.R., nonché del Consiglio Direttivo del Sindacato Autoferrotramvieri, esaminata la situazione verificatasi sulla iniziativa di un triumvirato di agitazione nominato dal personale di officina di Bari della Sud-Est per l'abolizione della prestazione dei quaranta minuti;

ritenuto che gli organi costituiti aziendali e sindacali non debbono disinteressarsi di una questione così grave e generale per tutte le ferrovie; ritenuto essere inopportuno in questo momento agitare tale vertenza, sia perchè ve ne sono altre più importanti in decisione essendo state sottoposte all'attenzione Direzione Generale, sia perchè è noto come la stessa sia già favorevolmente all'esame presso i competenti organi, per cui solo la prossima soluzione legale darà agli agenti il diritto di ripetere gli arretrati quinquennali;

si dichiarano contrari ad effettuare ora l'agitazione, ritenendo come il triumvirato nominato dai lavoratori dell'officina di Bari agisca nell'ambito della sola propria iniziativa.

Bari, 21 Novembre 1944

Per Commis. Int. Sud-Est
Speranza, Biondi, Antonaco
Conte, De Rosas, Campaniello

Per Commis. Int. Calabro-Lucane
Renzulli, Spedica, Traversa
Veneziani

Per Commis. Int. Ferrotramviaria
Lorenzini

Per Commis. Int. S.A.E.R.
Granata, Cannone, Gaudio
Calamita, Traversa G.

Per il Consiglio Direttivo Sindacato Autoferrotramvieri
Spiezia, Speranza, Cannone, Traversa V., Traversa O., Antonacci,
Campaniello, Conte, Gaudio
=====

2° Verbale

I componenti la Commissione Interna della Sezione di Lecce della Ferrovie del Sud-Est, riunitisi in Bari oggi ventidue novembre millenovecentoquarantaquattro, hanno deciso di aderire a quanto stabilito dalle Commissioni Interne della Sezione di Bari delle Ferrovie del Sud-Est, delle Calabro-Lucane, della Autoferrotramviaria, della S.A.E.R. e del Consiglio Direttivo del Sindacato Autoferrotramvieri di Bari, nel verbale del 21 Novembre 1944 circa la situazione verificatasi sulla iniziativa di un triumvirato di agitazione nominato dal personale delle officine di Bari della Sud-Est per l'abolizione della prestazione dei quaranta minuti.

I componenti la Commissione interna
Campobasso Giuseppe, Carluccio Adolfo, Laurino Onofrio, Maiso Dante
Guido Umberto, Rametta Orario, Sanguedolce Paolo

Copia

L'anno 1944 il giorno 11 del mese di dicembre in Bari nella sede dell'Associazione Industriali, presente il Dott. Isidoro Pirelli, Presidente della Associazione degli Industriali di Bari

si sono riuniti

Il Sig. Ing. Flaminio Flaminio, Soprintendente delle Strade Ferrate del Mediterraneo S.A., in rappresentanza delle Ferrovie Calabro Lucane e della S.T.A.C.;
Il Sig. Avv. Faldella Ferdinando, in rappresentanza della S.A. Ferrovie del Sud Est;

Il Sig. Conte Avv. Pasquini Ugo, in rappresentanza della Ferrotranviaria S.A.;
Il Sig. Ing. Pannini Sergio, in rappresentanza della S.A. M.R. - Servizio di Bari;

Il Sig. Antonacci Domenico, Di Bitetto, Di Margo, Cannone, Antonizzi, Giancaspero, in rappresentanza dei Sindacati Autoferrotranvieri provinciali della Puglia, della Basilicata e della Calabria, assistiti dal Segretario della Camera del Lavoro Provinciale Domenico De Leonardi e dal Commissario della Unione Provinciale Lavoratori dell'Industria di Bari, Avv. Vito De Gracia.

Allo scopo di

discutere le richieste avanzate dai Sindacati Autoferrotranvieri alle Amministrazioni delle Aziende Ferrotranviarie ed in conformità della lettera del 25 novembre 1944 indirizzata dalle Aziende stesse alla Unione Provinciale dei Lavoratori dell'Industria, richieste che si concretano nei seguenti punti:

- 1°) Decorrenza delle indennità di contingenza, di cui al verbale del 22 settembre 1944 e precedenti dal 1° giugno 1944 e non dal 12 giugno 1944;
- 2°) Corresponsione delle dette indennità agli agenti licenziati prima del 22 settembre 1944;
- 3°) Riconoscimento del diritto all'indennità di caro vita di cui al D.L. 2 novembre 1944 n° 303 in aggiunta alle indennità di contingenza;
- 4°) Abolizione dell'orario vigente nelle dette aziende delle giornate lavorative di otto ore e 40 minuti, per tornare alla normale giornata lavorativa di otto ore;
- 5°) Raddoppio della cinquantatreesima settimana ed estensione della 13ª mensilità agli agenti pagati a stipendio;
- 6°) Corresponsione della indennità di presenza nei giorni di ferie e di riposo pagato.

L'avv. De Gracia illustra le richieste sopra riportate.

Nella discussione intervengono i rappresentanti delle Aziende che contestano le richieste stesse, sostenendo la impossibilità di accettarle.

Replicano gli altri rappresentanti ed alla fine si decide come appresso:

Sul punto 4°) - Abolizione della giornata di 8 ore e 40 minuti - le Aziende, riaffermato il diritto di continuare ad effettuare l'orario normale di lavoro di 52 ore settimanali, concordano con le organizzazioni del personale di sottoporre la questione alle decisioni superiori, che le due parti andranno subito a provocare. Tuttavia, in considerazione delle particolari contingenze attuali delle zone interessate le predette Aziende, le Aziende decidono di fissare dal 12 corr. per Bari e dalla data di ricevimento delle singole disposizioni per gli altri impianti ad otto ore giornaliere l'orario di lavoro delle Officine, Depositi e

Rimesso, con ogni riserva e salvezza sulle reciproche tesi, ragioni e richieste.

Sui punti 1, 2, e 3) non potendosi raggiungere alcun accordo, i convenuti decidono di rinviare le dette questioni all'esame di una Commissione arbitrale così come previsto dall'art. 10 del D.L.L. n° 363 del 2 novembre 1944.

Con riferimento a tale articolo, i lavoratori indicano a proprio arbitro il Sig. Mag. Eugenio Iaricchiuta e le imprese dal canto loro; il Sig. avv. Vittore Benfigli, mandando ad essi la nomina di accordo del terzo arbitro ed, in mancanza, risettendosi alle disposizioni di legge al riguardo, facendo altresì voti che l'arbitrato abbia il corso più rapido possibile.

In attesa della decisione arbitrale, le Aziende continueranno a corrispondere ai propri dipendenti gli assegni di contingenza come finora praticato.

Sul punto 5) raddoppio della 52^a settimana ed estensione della 13^a mensilità agli agenti pagati a stipendio - poichè la questione è stata presa in esame dalla Confederazione Generale Italiana del Lavoro, le parti decidono di soprassedere.

Sul punto 6^o) Corresponsione delle indennità di presenza nei giorni di ferie, congedo, e riposo pagato - le parti si uniformeranno alle decisioni ministeriali che saranno all'uopo provocate. Intanto le Aziende riaffermano che la questione ha avuto origine da una circolare del 28 marzo 1944 della sede di Bari dell'Istituto di Previdenza Sociale e che esse si manterranno nei limiti stabiliti dall'accordo interconfederale del 21 aprile 1943, fino a quando esso non sia modificato dagli organi che ne abbiano i poteri necessari.

Firmato Flamini

" Pasquini
" Falsella
" Farsini
" De Grecis
" Antonacci
" Di Marzo
" Antoniazzi
" Gianfrancesco
" Cannone
" De Leonardia

CONFIDENTIAL

H.Q. ALLIED COMMISSION

APO 394

Transportation Sub-Commission

ACP/AG

Tel: 843207

Our Reference: AC/SA/12

13 December 44.

TO : Director,
Labour Sub Commission
HQ. AG.

SUBJECT : Restriction of working hours on Sud-Est Railway.

1. Attached hereto is a considered statement by the Ministry of Communications in respect of the dispute existing on the Sud-Est Railway system, together with a copy of a letter from our Officer in the Bari district.

2. The seriousness of the position is fully defined by the Minister, who points out that there is involved a principle which has been accepted since 1913 by all concerned, in that the man worked 4 hours extra during the week, and received full pay as if they had worked a full week.

3. This Sub Commission is concerned with the fact that output for military purposes is suffering as a result of the refusal of the men to work overtime. It is requested therefore that every possible step be taken at once to ensure that the overtime working is restored, and that this Sub Commission be advised fully of action taken.

4. It is fully understood that any decision may affect workers on all other privately concesses line, and therefore anxiety is expressed that a satisfactory outcome be reached at the earliest possible moment.

5. It would also be appreciated if a full statement might be had of the existing methods of dealing with such disputes, especially where any falling off of output has a direct effect on the war effort.

1021

Herbert H. TAYLOR
Director,

TO : Director,
Labour Sub Commission
HQ. A.

SUBJECT : Restriction of working hours on sub-set railway.

1. Attached hereto is a condensed statement by the Ministry of Communications in respect of the disputes existing on the sub-set railway system, together with a copy of a letter from our Officer in the Bari district.

2. The ambassador of the position is fully defined by the Minister, who points out that there is involved a principle which has been accepted since 1935 by all concerned, in that the men worked 4 hours extra during the week, and received full pay as if they had worked a full Sunday.

3. This Sub Commission is concerned with the fact that output for military purposes is suffering as a result of the refusal of the men to work overtime. It is requested therefore that every possible step be taken at once to ensure that the overtime working is restored, and that this Sub Commission be advised fully of action taken.

4. It is fully understood that any decision may affect workers on all other privately concerned lines, and therefore anxiety is expressed that a satisfactory outcome be reached at the earliest possible moment.

5. It would also be appreciated if a full statement might be had of the existing methods of dealing with such disputes, especially where any falling off of output has a direct effect on the war effort.

1021

Verrill H. TAYLOR
Director,
Labour Sub-Commission AC.

Copy to: Director War.

TRANSLATION

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

Serv. V - Uff. 4°

MEMORANDUM

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

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

The question can be thus summarized:

The International Convention of Washington, which became effective in Italy with Royal Law Decree N. 1428 of 23.3.1923, established that the working hours should be 8 a day and 48 a week. Non-working on Sundays was not to be paid.

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

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

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

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

The General Director
sgd: De Cupis

Rome, dec. 13 th 44.

C O P Y

Tn Sub Commission AC
 HQ, 1SR BARI
 THB/II/2

6 Dec. 44

Subject: Sud-set Workshops - overtime working dispute.

To: Director Tn. Sub-Commission AC A.P.O. 324.
 for Lt.Col. O.R. LINDBERG R.S.

1. Reference my letter THB/II/1 dated 27 Nov. 44 your letter dated 28 Nov. 44, and my signal 1261.
2. The men employed at the Sud-set Workshops at Bari and Lecce ceased work at 16.00 hours yesterday 5 Dec. instead of working the customary overtime period and propose to continue doing so daily until their demands are met.
3. This loss of working hours must necessarily affect the output of locomotive and wagon repairs necessary to the Allied war effort.
4. The dispute concerns the application of Italian labour laws governing payment for overtime and Sunday rest day and challenges the practice of the last 24 years.
5. It appears to be a matter for action by the Italian Government and P.M.R.S. to order an immediate return to overtime working.

B.L. RAFTON Major
 Tn Sub Commission AC

Copy to BHMS

1019

2-2-8-51

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

34/67

A CP/10

TRANS-CONTINENTAL SUB-COMMISSION (AC)
(Rail Section)
C/O Transportation Increment,
N. F.

Tel: 646607
Our Reference: AC/24/In
11 December 44.

TO : Minister of Communications
R O M E

SUBJECT : Sub-set Workshops - overtime working dispute.

1. This matter has been brought specially to your attention on several occasions recently, although it is understood you have been fully aware of the circumstances for some weeks.
2. It appears that under the existing contract, the men are required to work 40 minutes extra each day against payment for Sundays, on which day they do not work.
3. The men are apparently objecting to this, and claim that payment should be made for the 40 minutes daily in addition to payment for the Sunday holiday.
4. Overtime worked inclusive of the 40 minutes in dispute, is 3 hours daily for 6 days a week at Bari, and 2 hours daily at Lecce.
5. It is now understood that overtime working has ceased, and output of locomotive and wagon repairs is suffering.
6. As this failure of output must have a direct effect on the availability of rolling stock for military purposes, it is requested that immediate action be taken by you to rectify the matter.
7. A reply is requested indicating action taken and results achieved.

1018

AL

C. H. LINDBERG
Lt. Col. A.S.
Ch. of Rail Section.

22 : Minister of Communications
H. O. M.

SUBJECT : Sat-Sat Workshops - overtime working dispute.

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

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

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

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

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

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

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

1018

AL

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

copy to:

DMSS
Labour Sub Commission

Tn. Sub-Commissioner O.C.

34/66

H.Q. I.S.R. Bari

TRE/II/1

27 Nov. 44

Subject: Sud-Est Workshops - overtime working dispute.

To: Director Tn. Sub-Commission A.C.
for Lieut. - Col. O.H. Lindberg R.E.

1. Referring to telephone conversation Baister - Dean this date.
2. I am informed by Comm. Orbettino, Sud-Est Railways, Bari, that the workmen in the Company's repair shops at Bari and Lecce have threatened to discontinue working overtime as from 1 Dec. 44.
3. It appears that under existing contract, the men are required to work 40 minutes extra each day against payment for Sunday, on which day they do not work.
4. The men object to this system and claim that payment should be made for this 40 minutes daily in addition to payment for the Sunday holiday.
5. The overtime worked at present, inclusive of the 40 minutes in dispute is 3 hours daily for 6 days a week at Bari and 2 hours daily at Lecce.
6. If the men refuse to work the overtime referred to in 5 above, the output of Locomotive and wagon repairs will be reduced accordingly.
7. I am given to understand by Comm. Orbettino that the Italian Ministry of Communications has been aware of the circumstances for some weeks.

1917
S.L. Baister
S.L. BAISTER Major
Tn. Sub-Commission A.C.

Copy to D.M.R.S. for information.

2268

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1261
 Date/Time of Origin: DEC 06/1530

Message Centre No: Q/3066
 Date/Time Rec'd: DEC 07/0830
 Precedence: PRIORITY

FROM: MOVEIT FROM BAISTERTO: ALCOM FOR ADAMS

ACTION

RESTRICTED.

My letter TNB/11/1 dated 27 November refers. Overtime working ceased sub-est BARI and LECCE workshops 5 December. 750 men affected. Output suffering. Suggest immediate contact Ministry Communication.

A.P. 421

Action: T/M Sp (D)
 my: Chief Commission
 Leon Sec
 File (D)
 Flint

1016



RESTRICTED

Placed to be found
 later but Commission

22691

RESTRICTED

SR/658
DEC 021154A
ALCOM SOUTHERN REGION
HQ ALCOM

C/2543A
DEC 021405
PRIORITY

RESTRICTED.

same by Laimo SC

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

Dist

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

1015



RESTRICTED

RESTRICTED.

sent by Lamm Sc

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

Dist

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

1015



RESTRICTED

34/63

ACP/10

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tel: 478701

Our Reference: AC/34/Tn.

1 December 1944

INTER OFFICE MEMO.

TO : Labour Sub Commission
HQ. AC.

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

Attention Colonel Smith,

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

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

1014

ad
D.S. ADAMS,
Colonel, C.E.
Director Tn. Sub Commission

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 27111
Date/Time of Origin: Nov 27 1515A

Message Centre No: C/2124
Date/Time Rec'd: Nov 28 1016A
Precedence: ROUTINE

FROM: MOVEIT FROM BALSTER
TO: AC MAIN FOR ADAMS

34/62

ACTION

RESTRICTED.

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

DISTRIBUTION:

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



Phoned. M of C.

to take immediate action

1013

May's Street is
taking action also
(per caption)
A.C.

RESTRICTED

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

Tele : 478701

18 September 944

ACC Tn/34/1/9

SUBJECT : Wages & Working Conditions

TO : Vice President Economic Section

1. When Labor Sub Commission's proposals and suggestions in regard to possible wage increases were received by copy of letter LAB 091; 465 19 August 44, this Sub Commission thought it desirable to obtain the views of the Director General Military Railways Services, who is not only in close liaison with the Headquarters of the State Railways where Staff matters are considered, but also frequently in contact with the staff concerned.
2. The views expressed by the Executive Officer to the Director General Military Railways are set out in the copy of letter which is attached hereto.

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

1512

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
12 September 1944

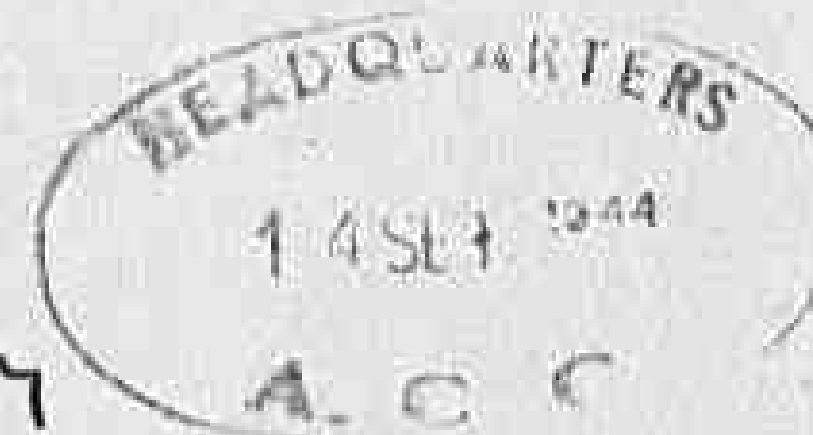
Subject: Wages and Working Conditions.

To: CO, ACC, APO 394, Attention: Tn Sub-Commission.

1. Reference is made to your letter 28 August 1944, subject as above, with inclosure as listed.
2. Of all the proposals in paragraph 8 of inclosure, only (f) "Resist pressure and solve Italy's labor problem by increasing consumer supplies, transportation, etc" appears to offer the ultimate solution for reasons as follows:
 - a. This was used successfully by the Germans during their period of occupation.
 - b. It follows the age-old principle of "bread and circuses" laid down by the Emperors of Early Rome as a workable system.
 - c. It will cause the least economic upheaval at a critical time.
3. However, it should be borne in mind that a re-estimate must be made of the amounts of the necessities of life which will be required. Immediate action should be taken to break the black market on such simple items as salt and bread, whose prices, due to scarcity, have risen to fantastic figures. Furthermore, the initial supply must be sufficiently adequate to reassure the populace and prevent hoarding against a subsequent shortage. For instance, farmers are now hoarding wheat against further price increase, and would probably dump this on the legitimate market if they believed the black market price structure would be broken by imports. In other words, bold action must be taken on a ration basis, and supplies not issued in dribblets.
4. It is our opinion that the contentment of the railway workers in which we are primarily concerned, is contingent upon his receiving shelter, food, and clothes at a pegged price within his salary range for himself and family, and we have worked to that end. A mere wage increase, with attendant increase of prices for the necessities of life, would not help him and inaugurate an inflationary spiral.

For the Director General:

J. K. Tully
J. K. TULLY
Colonel, TC
Executive Officer



34/117

Tel: 357

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JSH/1ab

30/1ab

12 Sept 44

SUBJECT: Meeting of Wage Control Committee.

TO : Agriculture Sub-Commission
Commerce Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Industry Sub-Commission
Labor Sub-Commission
Public Works & Utilities
Transportation Sub-Comm.

1. A meeting is called for 10:00 hrs Wednesday, 13 Sept in Mr. Antolini's office, Economic Section, to consider a draft of a reply to the Minister of Industry, Commerce and Labor on the wage increase proposal etc., recently received at this H. In the absence of the Director of any Sub-Commission, his Deputy or other appropriate representative will attend.

2. You are invited to bring with you any staff officers who are concerned with the subject of the meeting. A copy of the proposed draft prepared by the Ad Hoc sub-committee is attached for your advance information.

20/15/9

James S. Heizer
J. S. HEIZER,
Economic Section.

1010

1 Incl: a/m draft. LAB 991.461b
dtg 11 Sept 44.

10/10

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

DCS/tbw

11 Sept 44.

LAB 091.4614

SUBJECT: Wage Increase Proposal
TO : Economic Section.

1. The Drafting Committee transmits herewith its proposed reply to the Italian Government.

2. We were unable to obtain from the Italian Government any clarification of the blank spaces in its communication for the reason that all of the parties who were familiar with the document were out of the city. It was felt desirable, nevertheless, to advise the Italian Government of our thinking on the family allowance device in order that they might be able to proceed accordingly. The reply is framed, therefore, along general lines with the view of enabling the Italian Government to assume the responsibility of preparing a well rounded plan.

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

H. A. REEDE, Captain,
Finance Sub-Commission

Mr. JAMES S. HEIZER,
Economic Section

COMMITTEE

1009

2277

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

PCS/tbw

11 September, 1944

LAR 091.4614

SUBJECT: Wage Increases

TO : Ministry of Industry, Commerce and Labor

1. Receipt is acknowledged of the recent proposal by the Italian Government which touches upon a wide range of subjects; this reply will deal primarily with the wage problem.

2. The proposal of the Italian Government is lacking in vital particulars to such an extent that it is very difficult for the Allied Control Commission to give the proposal the careful consideration to which it is entitled. The Allied Control Commission awaits the further information from the Italian Government which has been promised. It is hoped that any future proposals will be submitted in the form of a fully developed submission. The Allied Control Commission appreciates the urgency of the problem and desires to assure the Italian Government that the closest cooperation will be extended in seeking to arrive at a solution, but it must be apparent that only delay can result from the submission of an incomplete proposal.

3. The Allied Control Commission does not find it possible to approve any announced wage increase which contains hidden provisions tending substantially to shrink the amount of the increase announced to the public. In the proposal of the Italian Government, the stated wage increase would be seriously reduced by the absorption of previous increases and perhaps as well as by the raising of the price of bread. It is felt that in view of the unfortunate publicity already given to the proposals of the Italian Government.

4. The Allied Control Commission is of the opinion that a substantial part of any wage increase ought to be on the basis of dependency or family needs rather than in the form of a fixed sum per day for each worker.

As the Italian Government readily recognizes, the real

~~785021~~

LAM 091.4614 dtd 11 September 44 (Cont'd)

problem is the scarcity of food and other necessities of life. An increase in wages cannot increase the amount of food. On the other hand, it is clear that the wage earners whose incomes are fixed and held are at a disadvantage compared with others whose incomes are not so fixed with respect to their opportunity to purchase such foodstuffs as are available. It is for this reason that some increase in wages is considered to be an appropriate and necessary measure at the present time.

It is submitted, therefore, that some part of the increase be extended on the basis of an increase in or a supplement to the family allowance. Otherwise, a person without dependents would be granted the same relief as the father of a large family. It would be necessary, however, to eliminate the Fascist demographic feature presently existing in the family allowance system, substituting instead a plan for a fixed allowance for each dependent. We understand that the elimination of this feature meets with the approval of the Italian Government.

5. It is the desire of the Allied Control Commission to treat the proposals regarding employees of the government and public institutions in a subsequent communication.

6. In the event of any increase in the price of bread, there will have to be either a compensatory increase in wages to offset the rise in the cost of living, or an increase in the bread ration which would accomplish the same result. In addition, some provision will have to be made for those persons who are not employed and who will suffer materially from a higher bread price, e.g., pensioners, unemployed, those receiving Workmen's Compensation, etc.

7. The matters discussed in paragraph 6 of the proposal of the Italian Government appear to be statements of desirable goals toward which the Allied Control Commission has been consistently striving for a very long time. The proposals promised in paragraph 7 of the Government's letter as well as further proposals in consideration of the above suggestions, are awaited with interest. With respect to the proposal to increase the bread ration to 300 grams, it would be well to keep in mind that the responsibility for producing and amassing the additional supplies necessary to meet the ration requirement is that of the Italian Government.

1007

WILLIAM G'DRYER,
Brigadier General, A.U.S.,
Vice-President,
Economic Section.

34/1/6

HEADQUARTERS
ALLIED CONTROL COMMISSION
COMMERCE SUBCOMMISSION
APO 394

IWE/mev

11 September 1944

Ref. ACC/5134/Com

SUBJECT: Clothes for Railway Workers

TO : HQ. Allied Control Commission
Transportation Subcommittee

1. Reference your ACC Tn/34/38 dated 5th September 1944 requesting information re.: clothing for railway workers in Sicily & Sardinia.

2. Advise you submit your demands on form MAT 10's stating requirements and justification.

3. This Subcommittee will then allocate as many repaired, redyed salvaged uniforms as is possible at that time.

for
W. P. EVANS
Colonel - Director
Commerce Subcommittee
W. P. Evans

1004

BEST COPY POSSIBLE

34/1/5

HEADQUARTERS
ARMED CONTROL COMMISSION
SECURITY SECTION
APO 394

CIA/SEC

EC/IAS

8 September 1944

SUBJECT: Proposals of Ministry of Industry,
Commerce and Labor for Increase of
Wages, etc.

20 : Agriculture Sub-Commission
Commerce Sub-Commission
Finance Sub-Commission
Food Sub-Commission

Industry Sub-Commission
Labor Sub-Commission
Public Works & Utilities Sub-Comm.
Transportation Sub-Commission

Herewith notes on meeting held on the 7th of September on the
above listed proposals.

C. W. Atkins, Jr.
C. W. ATKINS, Lieutenant, U.S.A.
Staff Lieutenant
Security Section

6014/2000

13 September 1944

Union on meeting held September 7, 1944, to discuss proposals of Ministry of Industry, Commerce and Labor for increases of wages, etc.

Attendees:

Mr. Ambrosio	Colonel Crawford-Smith	Mr. Wilson
Colonel Holmes	Colonel Holt	Mr. Smith
Colonel Smith	Mr. Colonel Thomas	Mr. Vaughan
Colonel Carlson	Major Gordon	Mr. Adams

1. Mr. Ambrosio stated Colonel Long was unable to be present, but that he would answer for him.

2. Ambrosio asked for comments on Labor's Sub-Committee memo on the proposals. All present commented favorably on this memorandum and the following points emerged from the discussion.

3. Proposed large differences between farm and factory are temporary. There was a higher cost of living in farm areas and a higher percentage of dependents.

4. The suggestion was made by Colonel Holt that at least some of the increases in wages could be met by free distribution of foodstuffs to young children, invalids, etc. Several other things it would be very good proposals and would work with no objection. The suggestion was approved in principle but as it was also dependent on supply, Mr. Ambrosio said the suggestion would be investigated but would not go into the counter proposals he would submit to the Italian Government on wages.

5. The Government's proposals to raise the minimum compulsory would not arise if the family allowances were increased, as the latter were internationally compulsory.

6. As to the proposed increase in the prices of bread and increases in wages to 200 percent, Mr. Ambrosio said that the matter would be dealt with at the next Vice President's Conference when the latest existing figures would be available and, if that position were satisfactory, the responsibility for an increase in ration may be thrown onto the Government. The general feeling on the matter was that the money should be eliminated.

7. Mr. Smith referred to the Government's proposals to revise Labor's wages every two months in relation to the increasing cost of living. Mr. Ambrosio was against this, to which the Committee agreed.

8. It was agreed that a temporary increase in wages to meet the high cost of living could be met by revising family allowances as suggested by Labor Sub-Committee. Both family allowances to be eliminated at the present system of decreasing increases.

9. An ad hoc committee of Colonel Smith, a representative from Finance and Mr. Smith with Mr. Adams to act as secretary, was appointed. The draft to be circulated by Friday next, and another meeting will be called for Monday, 12 September 1944, time to be notified.

Colonel Crawford-Smith

1302

1. Mr. Antolini stated Colonel Logg was unable to be present, but that he would submit for him.

Mr. Antolini asked for comments on Labor's sub-commission memo on the proposals. All present expressed favorably on this memorandum and the following points emerged from the discussion.

2. Present large differences between two and three is temporary. There was a higher cost of living. In the present to a higher increase seems justified.

3. The suggestion was made by Colonel Logg that at least some of the increase in wages could be set by free distribution of these funds to young children, invalids, etc. Antolini stated other things it could be very good proposals and would work with no opposition. The suggestion was approved in principle but as it was one dependent on supply, Mr. Antolini said the suggestion would be investigated but would not come into the committee proposals he would submit to the Italian Government on wages.

4. The Government's proposals to make the increases compulsory would not arise if the weekly allowances were increased, as the latter were substantially compulsory.

5. As to the proposed increase in the price of bread and increase in wages to 300 francs, Mr. Antolini said that the matter would be dealt with at the next Labor President's Conference when the latest pressing figures would be available and, if that position were satisfactory, the responsibility for an increase in wages may be thrown onto the Government. The general feeling on the matter was that the salary should be eliminated.

6. Mr. Logg referred to the Government's proposals to reduce Labor's wages every two months in relation to the ascending cost of living. Mr. Antolini was against this, to which the Committee agreed.

7. It was agreed that a temporary increase in wages to meet the high cost of living could not be met by revising weekly allowances as suggested by Labor sub-commission. Daily allowances to be allocated of the present system of bi-weekly allowances.

8. An ad hoc committee of Colonel Logg, a representative from Finance and Mr. Antolini with Mr. Logg to act as Secretary, was appointed. The draft to be considered by working party, and another meeting will be called for Tuesday, 18 September 1943, this to be notified.

Civil Service Personnel

9. This matter, although involving the approval of the Committee in principle, is to be kept separate for the present. Labor and Finance sub-commissions are considering this matter and their proposals may later on be included in our counter proposals.

G. F. ALLEN, Lieutenant, R.C.
Staff Lieutenant
Commander Section

1803

Tel: 135

UNITED STATES
ARMED SERVICES COMMISSION
ECONOMIC SECTION
APO 394

C3/41

IS/143

7 September 1944

SUBJECT: Proposition by Italian Government for Special Daily Wage
Allowance for All Workers.

TO :	Agriculture Sub-Commission	Industry Sub-Commission
	Commerce Sub-Commission	Labor Sub-Commission
	Finance Sub-Commission	Public Works & Utilities Sub-Commission
	Food Sub-Commission	Transportation Sub-Commission

1. Reference was made dated 5 Sept. 44.
2. It is interesting to note that we have received a petition from the Unione Industriale del Comitatato di Pavia against the passage of the wage proposals, copy of the petition is enclosed.
3. Also enclosed is a memorandum by the Labor Sub-Commission commenting on the Italian Government's proposals.

C. W. Atkins
C. W. ATKINS
Executive Director
Economic Section

Encs:
Petitioner
Labor S/O comments.

SECRET

UNIONE PROVINCIALE DEI COSTRUTTORI DI ROMA

September 5th 1944

A. S. E. G. ORNIGI GIOVANNI
Minister for the commercial industry and work

TO: ALLIED CONTROL COMMISSION

R. S. M. A.

SECRET

The undersigned consisting in a committee representing
57 commercial categories beg to inform:

In date 25th August 1944 they have submitted to the atten-
tion of U.S. the pro memory alleged n.1

In date 28th August 1944 they have submitted an other pro
memory alleged n.2

Both the above said pro memories have not any result, but
the composers of this committee have heard through the press of
the adoption of measures regarding the categories which they stand
for, without being consulted first, as they had requested, to be
able to represent their rights and suggestions regarding the sol-
utions of their problems.

The undersigned while protesting for the antidemocratical
and arbitrary system, again ask to be heard so to avoid that the
categories by them represented should take depreciable measures
of reaction in anti-theis with their aim of collaboration as many
time affirmed

ANTONIO CASTELLUCCI
RICCARDO DE GAZZALIS
EDUARDO DI GAZZO
RODOLFO COLLELLINI
ALFONSO BOVA
ANTONIO MARITANI
FRANCESCO MARCONI

UNIONE PROVINCIALE DEI COMMERCianti DEL ROMA

26/6/1944

A. S. E. GIOVANNI GIOVANNI
Minister for the commercial industry and work

ROMA
MINISTERO

We undersigned in name of the 57 kindred of the interested
traders beg to inform:

that on the 25th we have presented to the Capo Gabinetto a
new memory in which we are putting in evidence that, in spite of the
critical business moment which we are going through for the lack of
wages, we understand the necessities of our workers, and that we have
all decided to rise their economical conditions in the limits of
the business burden according to the real efficiency of each category.

In fact, the economical conditions are different, for instance,
for the butchers who in the last months have been able to be active
only for a very few days, than the conditions of the bakers that have
overcome the difficulties of the moment and have been working contin-
uously. Different is also the possibility between the sellers of radios
who's production has been suspended for two years and the possibility
of the merchant of food goods which has always been efficient.

It would be unjust and unequal and anti-economical to increase the
same charge for the rising of the salaries without distinction to all
categories. This would be anti-economical and anti-social because many
merchants' burden would be too heavy and would be bound to discharge the
workers and close the business.

Now for the workers who could look upon at a same rise for every-
body as an injustice. An example is necessary: a porter who gets 1500
lire monthly should get a good rise, while a salesman who gets percentage
that brings between 4000 and 5000 lire does not need a rise. The matter was in
public business achieved even a average of 600 lire per day cannot be
treated the same way as his friend that works in the kitchen who gets a
much modest wage.

These few examples and all the others which we think unnecessary
are enough to convince I.E. the Minister that a disposal which gives all
the workers the same rise would be unjust, anti-economical, and anti-social
for the employers, and a mean of discontent and jealousy between the workers,
and would accentuate the actual disproportion.

A disposal of this kind would be anti-democratic because
measured without previous agreement of the employers.

2 2 8 7

The undersigned in name of the 57 signatories of the interested
traders beg to inform

that on the 25th we have presented to the Capo Gabinetto a
pro remedy in which we are putting in evidence that, in spite of the
critical business moment which we are going through for the lack of
waves, we understand the necessities of our workers, and that we have
all decided to rise their economical conditions in the limits of
the business burden according to the real efficiency of each category.

In fact, the economical conditions are different, for instance,
for the butchers who in the last months have been able to be active
only for a very few days, then the conditions of the bakers that have
overcome the difficulties of the moment and have been working contin-
uously. Different is also the possibility between the sellers of radios
who's production has been suspended for two years and the possibility
of the merchant of food goods which has always been efficient.

It would be injudicious and anti-economical to impose the
same charge for the rising of the salaries without distinction to all
categories. This would be anti-economical and anti-social because many
merchants burden would be too heavy and would be bound to discharge the
workers and close the business.

Some for the workers who would look upon at a same rise for every-
body as an injustice. An example is necessary; a porter who gets 1500
lire monthly should get a good rise, while a salesman who gets percentage
that savings between 4000 and 5000 lire does not need a rise. The waiter who in
public business achieves even a average of 600 lire per day cannot be
treated the same way as his friend that works in the kitchen who gets a
much modest wage.

These few examples and all the others which we think unnecessary
are enough to convince V.E., the Minister that a diapycal which gives all
the workers the same rise would be unjust, anti-economical, and anti-social
for the employers, and a mean of disparities and jealousy between the workers,
and would accentuate the actual disproportion.

A diapycal of this kind would be anti-democratical because
disposed without previous agreement of the employers.

To avoid the usual inconveniences the undersigned insist on asking
that all measures for the improvement of the workers conditions should
be taken with previous agreement between employers and employees of each
branch.

In fact all this in in harmony with the actual democratic idea and
in contrast with the fascist system that imposed changes to the employers
without their consultation and agreement.

The undersigned hope in the justice of V.E. and are at V.E. complete
disposal for any consultation and solution of the problem and for cases
of hesitating in touch with the workers category for the agreements.

Alleged: n/2

ANGELO CASTELNUOVO
RICCARDO DE CAVALLO
EUGENIO DI CAIDO
RODOLFO COLLELLINI
ALFONSO DOVA
ATHOS MAESTOSI
FRANCESCO RAUSSIMANI

000

UNIONE PROVINCIALE DEI COMMERCianti DI ROMA

25/8/1944

A. S. E. GRONCHI GIOVANNI
Minister for the commercial industry and work

R O M A

The undersigned in representatives of the enlisted Sindaca-
ti dei commercianti of the province of Rome.

Considered, in spite of the difficult conditions of the
commercial business which for some of them is of complete inactiv-
ness, want to help by all possible means the workers categories
depending on them;

Considered, that they intend to adhere at the ordinance
of the 13/6/1944 of the Allied Command regarding the equalization
of the salaries and wages;

Retained that this urgent rise for the personnel must be
contained in the limits of the business burden to avoid any detri-
ment to the same which would also involve the workers;

Ascertained that to this agreement they have all liberally
adhered after long discussion in the Sede Sindacale,

beg the competent authorities to promote a meeting with
the representatives of the interested workers categories, so that
in a spirit of equity and of reciprocal comprehensiveness, they can
discuss the modalities of the agreement that they desire to achieve.

ANGELO CASTELLINO
RICCARDO DE CATALDO
EUGENIO DI GADDO
RODOLFO COLTRELINI
ALFONSO DOVA
ANTONIO MARSTOSI
FRANCESCO HAUSSWARTH

Alleged n. 1

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOUR SUB-COMMISSION
APO 394

JMTB/1ab

6 Sept 44.

SUBJECT: Proposals by Italian Government to increase wages.

1. The view has been and is held by this sub-commission that any increase in the amount of wages paid cannot basically improve the condition of the Italian working people. The obvious answer which need not be elaborated here, is that more goods must be brought into circulation.

2. In the meantime however, there are items which can be purchased and those members of the working class whose wages have been fixed and held are at a disadvantage as compared with others whose wages or incomes are not so fixed. It is considered therefore that to an extent yet to be decided some increase in wages must be granted. The submission attached from the Italian Government takes us no where. It is full of question-begging terms and is inconclusive. The following observations are offered.

Paragraph 3 a proposes to make compulsory the granting of what has come to be known as the 70% increase in wages. When this increase was announced it was deliberately made permissive to private employers on the grounds that an arbitrary instruction to increase wages might jeopardise the financial security of a number of establishments. That view is still adhered to so far as this sub-commission is concerned, any such increases must be negotiated by the parties concerned.

Paragraph 3 b. proposes a flat rate increase for all workers. It is not known what effect the proposed increase will have on the relation between the Armed Forces wages and the wages paid by private employers and/or the State. One over-riding consideration must be kept in mind. It is policy to keep the Armed Forces' wage scale at a slightly higher level than that enjoyed by other workers.

The Labour Sub-Commission objects to the proposal to make a flat increase. To permit the issue of additional and probably useless money is an emergency measure and must be treated as such. The view is therefore taken that if additional purchasing power is to be distributed it must be distributed on a social basis and that therefore an increase in family allowances would be a better method.

The revision of the method of paying family allowances has been under consideration for some time and at this stage falls into two parts:

- a. The elimination of the essentially Fascist system of a demographic increase. This scheme has been before the Italian Government and before any agreement to increase wages is arrived at we should insist that this Fascist factor be eliminated. A flat rate is proposed.

- 2 -

- b. In granting additional purchasing power, if we use the family allowance machine the money will then get into the hands of those most in need of it. The amount of any such increase has of course, yet to be decided (in relation to the new proposed Armywages scale). A suggested method would be for the Italian Government to subsidise the family allowance fund. The machinery is in existence and there would be no additional overhead costs.

In the last paragraph of 3 c. the Italian Government proposes to absorb "similar allowances for dearer living." It is not known what is meant by this statement - on the one hand we could assume that the 70% increase was to be so absorbed, on the other hand, they may mean hitherto unrecorded and unannounced increases awarded since an unknown date. They also propose to absorb "allowances for bombing," they probably mean the *indennita di premessa*. This indemnity ranges from lire 10 to lire 15 per day and is therefore a very material reduction from the proposed flat rate allowances.

In paragraph 3 c. they propose to make compulsory the establishing of messes and, if such messes cannot be established, the payment of a mess allowance. This is obviously another attempt to increase wages and the amount should be specified.

In paragraph 4 they state that a proposal to improve the wages of state and other para-statalle employees is under consideration by the Finance Sub-Commission. The Finance Sub-Commission received that document only today, 6 September.

In paragraph 5 the government proposes to increase the present political price of bread to something more nearly approaching the economic price. They do not say by how many lire they propose to increase the price per kilogram of bread, but any increase will obviously be equal to a reduction in the amount of the proposed increase. On this particular issue the Labour Sub-Commission feels that if the price of bread is to be reviewed it should be reviewed only once and not made a permanent political issue. The Labour Sub-Commission therefore, would agree that the amount of the increase, to be granted should cover an increase in the price of bread to the economic level.

Paragraph 6 contains many wise provisions, all of which have been under constant review by the Economic Section, many of them appear to be in the "pious aspirations" class.

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

Dec 495/30

34/1/3

Translation

Ministry of Communications

I S H - General Direction

Our Ref. E.3344

I.S.H.

Secretary's Office file

Rome 29 August 1944

To Brig. Gen. G. N. Gray Jr.

General Director

M H S Building

Copy to H. L. Minister of Communications

Asst. En. Subcommission Rome

Eng. Bressi - Chief of Bari Compartment

- - - - -

Following the conversation held on 29

August 1944.

1) The Taranto Locomotive Shop workmen are unsatisfied because their economic treatment is different from that granted to the personnel of the Taranto Navy Yard who are working on behalf of the English Navy. According to I.S.H. employees' information, the Navy-Yard workmen got higher wages and receive moreover a satisfactory food ration.

Therefore the auxiliary men, who have no working contract with this administration prefer to work where they get higher salary.

Besides, such men are generally lacking of shoes and clothes and cannot purchase them owing to the known market shortage.

2) The Bari Locomotive shed workmen, too, complain of shoes and clothes lacking and beg for salary increase.

3) Still graver is the situation of men working at Fos in plants. From the Eng. Du Martino informations, it results that about one hundred (and not 3 hundred) among the new engaged as

To Brig. Gen. C.R. Gray Jr.

General Director

W.H.S. Building

Copy to

H.H. Minister of Communications

100. Mr. Subcommissioner Howe

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Besides, such men are generally lacking of shoes and clothes and cannot purchase them owing to the known market shortage.

2) The Bari Locomotive shed workmen, too, complain of shoes and clothes lacking and beg for salary increase.

3) Still graver is the situation of men working at Foggia plants. From the Eng. Co Martino informations, it results that about one hundred (and not 3 hundred) among the men engaged as extraordinary ones, have not resumed their job preferring to work on behalf of other Allied Commands that pay them better.

Besides, all the men in or out of the regular roster, are living at Foggia without any comfort owing to lodgings lack.

It is to be added that the destroyed town is not supplied with sufficient food.

Also at this town shoes and clothes are requested.

4) Locomotive and escorting personnel are in various difficulties may in the impossibility to get foods for the days of absence from their own residence; and this owing to the reasons thereof my letter dated 25 August 1944, file B. MP/424/40903/1944

5. You are aware of the reason that prevent to such personnel to return in due time to departure locality.

6) According to the above statement I submit to your appreciate consideration the following suggestions in order to improve such situation:

a) I can purchase at Rome market a huis that may be used as sleeping accommodations at Foggia. I beg you for the authority to forward such huis to said locality and to assemble them there at a spot to be determined.

In such a way, about one hundred men could be conveniently settled.

b) Since some time have been started the repairs to the "economic houses for railwaymen" damaged by air bombings.

Anyhow the repairs are carried on very slowly, owing to the lack of materials and especially because the workers cannot go from the refugee localities to Foggia, where sleeping accommodations are lacking.

In order to accelerate the works, I beg you to inaugurate the following trains:

A couple of workmen daily trains (holiday excluded) between Foggia and B. Severo. A couple of workmen daily trains (holidays excluded) between Foggia and Corigliano.

whereof my letter dated 25 August 1946, file H. MP/43A/49903/1944
 c. You are aware of the reason that prevent to such personnel
 to return in due time to departure locality.

5) According to the above statement¹ submit to your appreciate
 consideration the following suggestions in order to improve
 such situation:

a) I can purchase at Rome market 2 huts that may be used as
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 excluded) between Foggia and Vorigiola.

If lodging and food were secured, we could easily engage workmen
 and they would be more efficient. I am receiving now, from Eng.F
 Franki the approximate dates to inaugurate said trains:

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-Workmen from and to each locality 3.250

-Arrival at Foggia respectively from S. Severo and Carignola

0750 hours.

-departure from Foggia for such localities 1000 hour.

-each train composition: 6 box cars -

Transportation is to be free. A special ticket should be issued for each car. Civilians should not be admitted. Strict control measures should be adopted to prevent abuses. Eng. De Martino should study the service modalities to intensify the locomotives utilizations.

c) The Bari Compartimento has, already, rehabilitated several lodgings.

Anyhow it happens that evacuated people, not belonging to the I S N take themselves possession without permit, of such lodgings.

Our present legislation foresees a very long procedure to turn out people from their dwelling and often it is quite impossible.

Allied Police intervention should be desirable to obtain promptly the lodgings restitution to railwaymen, who are fulfilling a useful work for war operations.

d) You have always helped Italian railwaymen, who, through me wish to manifest you their sincere thankfulness.

Should be possible to grant an extraordinary supply of 1000 pairs of shoes and of 1000 blouses to the Bari Compartimento workmen, whereof 300 to allot exclusively to Foggia plants, one of the most damaged towns?

e) Concerning food supply for the engine and escorting personnel during the journey, in case of your impossibility to grant american reserve foods, I beg you to interest the Foggia, Bari, Brindisi, Taranto and Potenza Provinces Alimentation Authority (Sopral) in order to grant the following measures, already in operation, with

an extra flour ration;

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e) Concerning food supply for the engine and escorting personnel during the journey, in case of your impossibility to grant american reserve foods, I beg you to interest the Foggia, Bari, Brindisi, Taranto and Potenza Provinces Administration Authority (Sopral) in order to grant the following rations, already in operation, with a gr. 500 flour ration:

-Foggia	N. 400
Bari	" 250
Brindisi	" 150
Taranto	" 250
Metaponto	" 80
Potenza	" 90

Amount N. 1.020

These figures might be, modified according to the precise data furnished by Ing. Franchi.

The travelling personnel at the departure could withdraw the bread necessary of the journey days. Such bread should be prepared by each plant chief, previous ration card coupon handing. The details, to carry out such proposal, should be studied by Ing. Franchi in agreement with the local AEC Officers.

f) You know certainly that production costs and sale prices have been largely increased in Italy. Do not think suitable that wages and salaries should be conveniently equalised to the situation created by "force majeure" causes?

^{Should} it be possible to supply markets with the necessary food and goods, prices should be lowered and could even remain firm but this is seems impossible to be obtained for the present.

Will you kindly plead on behalf of railwaymen salary improvement?

6) Please excuse me for a such long but necessary letter.

Accept my best regards.

The General Director

Atto Ing. G. di Raimondo

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Accept my best regards.

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Pio Ing. G. di Raimondo

la/DR

Ministero delle Comunicazioni
Ferrovie dello Stato
DIREZIONE GENERALE

N. 3344 / Segr. di prot. Roma, 11 29 agosto 1941
1.4/1.1

OGGETTO: Visita al Compartimento di Bari. =

Al Brig.Gen. O. Gray
Direttore Generale M.R.S.

S e d e

e, per conoscenza:

A S.M. il Ministro delle Comunicazioni
Alla Commissione Alleata di Controllo
- Sottocommissione Trasporti -
All'Ing. Franzl - Capo Compartimento

S e d e

R o m a

B a r i

A seguito della conversazione in data 29 corrente.

1. = Gli operai del Deposito Locomotive di Taranto sono in fermento a causa del diverso trattamento che viene loro usato nei confronti di quelli che lavorano nell'Arsenale di Taranto per conto della Marina Inglese.

Dalle informazioni date dagli stessi agenti delle F.S. risulterebbe che gli arsenalotti percepiscono una paga superiore e ricevono in più un'insoddisfacente razione di viveri.

Per questa ragione gli operai avventizi che non hanno un contratto con questa Amministrazione preferiscono lavorare con chi meglio li paga.

Gli stessi operai inoltre sono in gran parte sprovvisti di scarpe e di vestiario e non hanno la possibilità di fornirsi delle une e dell'altro per la nota mancanza in mercato.

2. = Anche gli operai del Deposito Locomotive di Bari si lagnano per mancanza di vestiario e di scarpe e chiedono aumenti salariali.

3. = Ben più grave è la situazione degli operai che lavorano negli impianti di Foggia. Dalle informazioni datemi dall'Ing. De Marti, non risulta che un centinaio (e non trecento) fra quelli nuovi assunti quali straordinari non si sono ripresentati avendo preteso di lavorare alle dipendenze di altri Comandi Alleati per un migliore retribuiti.

Al Brig. Gen. C. Gray
Direttore Generale M.R.S.

e, per conoscenza:

A S.M. il Ministro delle Comunicazioni
Alla Commissione Alleata di Controllo

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- 2 -

Inoltre tutti gli operai, sia di ruolo che non di ruolo, vivono assai male in Foggia per mancanza di alloggio. Si aggiunge che la città distrutta non offre molte risorse in materia di alimentazione.

Anche qui abbiamo richieste di scarpe e di vestiario.

4.- Il personale di macchina e di scorta ai treni, per le ragioni già espostevi nella mia lettera n.MP/424/49903/21/1944 C del 25 agosto u.s., si trova in serie difficoltà, per non dire nella impossibilità, di fornirsi di generi alimentari per i giorni di assenza dalla propria residenza.

Voi ben conoscete le ragioni che non consentono al personale stesso di far ritorno in tempo alla località di partenza.

5.- Quanto sopra promesso, sottopongo al Vostro autorevole esame le seguenti proposte per migliorare la situazione :

a)- Ho la possibilità di acquistare sulla piazza di Roma due baracche da destinare ad uso dormitorio in Foggia. Vi chiedo l'autorizzazione di spedirle in detta località ed ivi montarle in area da definire. Un centinaio di operai potrebbero essere così convenientemente sistemati.

b)- Da tempo sono stati iniziati i lavori di riparazione delle "Case economiche per ferrovieri" danneggiate per bombardamenti aerei.

Le riparazioni però procedono lentamente, oltre che per scarsa disponibilità di materiali, soprattutto perchè gli operai edili non possono trasferirsi dalle località di sfollamento in Foggia, ove ^{inviare} ~~nessuno~~ dormitori.

Per accelerare i lavori, Vi chiedo la istituzione di:

- una coppia di treni operai/giornaliera, esclusi i giorni festivi, fra Foggia e S. Severo;
- una coppia di treni operai giornaliera (esclusi i giorni festivi) fra Foggia e Cerignola.

Gli operai, sicuri di poter dormire e vettovagliarsi, verrebbero ingaggiati senza difficoltà e renderebbero maggiormente.

L'ing. Franzl mi ha ora comunicato i dati di massima per la istituzione dei treni suindicati :

- = Operai da e per ciascuna località N. 250
- = arrivo a Foggia rispettivamente da S. Severo e da Cerignola. ore 7.30
- = partenza da Foggia per le località stesse " 16.00

4.- Il personale di macchina e di scorta ai treni, per le ragioni già esposteVi nella mia lettera n.ME/424/49903/21/1944 C del 25 agosto u.s., si trova in serie difficoltà, per non dire nella impossibilità, di fornirsi di generi alimentari per i giorni di assenza dalla propria residenza.

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- = composizione di ciascun treno : 6 carri chiusi.

Il trasporto verrebbe fatto gratuitamente. Ogni operaio verrebbe munito di apposita tessera. Verrebbero esclusi i civili. Severe misure di controllo verrebbero adottate per evitare infrazioni.

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L'Ing. De Martino studierebbe le modalità di servizio per la più intensiva utilizzazione delle locomotive.

c)- Il Compartimento di Bari è già riuscito a ripristinare diversi alloggi.

Succede, però, che gente sinistrata, estranea all'Amministrazione, occupa abusivamente gli alloggi stessi senza alcun pagamento.

La nostra legislazione vigente prevede una procedura assai lunga per dare lo sfratto ed il più delle volte lo sfratto non si ottiene.

Sarebbe desiderabile l'intervento della Polizia Alleata per ottenere prontamente la restituzione degli alloggi a favore dei ferrovieri, che compiono un lavoro indispensabile per le operazioni belliche.

a)- Voi avete sempre aiutato i ferrovieri italiani, i quali, a mio mezzo vogliono manifestarvi i loro sentimenti di sincera gratitudine.

Sarebbe possibile fare una assegnazione straordinaria di 1000 paia di scarpe e 1000 bluse agli operai del Compartimento di Bari, di cui 500 da destinare esclusivamente agli impianti di Foggia, maggiormente colpita dalla guerra?

e)- Per il vettovagliamento viaggio durante del personale di macchina e di scorta ai treni, qualora non vi riesca possibile assegnare viveri di riserva americani, vi pregherei di interessare le Sopraintendenze delle provincie di Foggia, Bari, Brindisi, Taranto e Potenza perchè venga concessa una razione viveri di 200 gr. di farina alle seguenti mense già in funzione:

- Foggia	N. 200
- Bari	" 230
- Brindisi	" 150
- Branto	" 250
- Metaponto	" 80
- Potenza	" 90
Totale N. 1020	

Queste cifre possono naturalmente subire varianti secondo precise notizie che potrebbe localmente fornire l'Ing. Franzl.

Il personale viaggiante potrebbe ritirare dalle mense, all'atto della partenza, il pane che gli occorre per i giorni di viaggio, confezionato tempestivamente e cura dei ferrovieri.

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Il personale viaggiante potrebbe ritirare dalle mense, all'atto della partenza, il pane che gli occorre per i giorni di viaggio, confezionato tempestivamente a cura dei singoli capi di impianto, previo versamento del tagliando della tessera annonaria.

I particolari per attuare questa proposta potrebbero essere studiati dall'Ing. Franzì d'accordo con gli ufficiali della AGC del posto.

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7)- Certo Vi sarete reso conto che costi di produzione e prezzi di vendita in Italia hanno subito un forte aumento.
Non Vi sembra opportuno che le mercedi ed i salari siano convenientemente adeguati alla situazione che si è creata per cause di forza maggiore? Se si potesse immettere nei mercati di consumo i generi e le merci occorrenti, i prezzi scenderebbero e potrebbero anche stabilizzarsi; ma ciò fino ad epoca migliore non sembra si possa realizzare.
Credete di spendere una Vostra parola per migliorare i salari ai ferrovieri?

6)- Vi chiedo scusa di questa lettera necessariamente lunga.
Vogliate gradire i miei saluti cordialissimi.

IL DIRETTORE GENERALE
Adi Carimond



di consumo i generi e le merci occorrenti, i prezzi restano
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IL DIRETTORE GENERALE

W. Cairmont



825

ACP/mo

34/1/2

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/34/46.
Date : 28 August 44.

Tel: 478701

TO : Director General of Military Railway Services.
Min. of Comm. Bldg.,
Rome.

SUBJECT: Wages & Working Conditions, I.S.R.

1. From time to time Mr. Sub-Commission has been approached by representatives of Railway workers, who have pleaded that the wages being paid are insufficient for them to live and to keep themselves clothed and shod.

2. They have stated they have been informed by the responsible Italian authorities that wage levels cannot be altered because ACC has pegged them, and they have asked us to allow them more income.

3. It has been the practice to refer such representatives to the Labor Sub-Commission ACC, where the broad picture for the necessity of pegging wage levels has been given to them, but it is a poor answer to a hungry stomach, and an ill clad family as to why they cannot have more money to remedy their difficulties.

4. Labor Sub-Commission is facing up to the very real problems which exist, and ask help and suggestions. A copy of their letter to us is attached, and any observations you have to make in respect of railway employees will be appreciated.

Alvin J. G. E.

TO : Director General of Military Railway Services,
Min. of Comm. Bldg.,
Rome.

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Albin inf. per
D.S. ADAMS
Colonel, C.R.
Tn. Sub-Comm.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

LAB 091.465

19 August, 1944

SUBJECT: Plans for Wage Adjustment

TO : Vice-President, Economic Section

1. It is highly doubtful if the A.C.C. can any longer withstand the united pressure of all labor groups for an adjustment in wages. Prices have risen so much more rapidly than have wages and there has been such ineffective control over black market activities that the cost of living is variously estimated as being from 200 to 500 per cent above the general wage level.
2. Up to this date the A.C.C. has maintained the position that we should "hold the line" on wages and prices. We have had marked success in the wage field and practically none in the price field. The result is inevitable - the laboring people of Italy are suffering.
3. In any effort to adjust wages, it must be kept in mind that there are four major wage structures which must be kept in balance. They are as follows:
 - a. Public employees and the employees of many institutions of a semi-public character whose wage structure is dependent upon the State wage structure. There are 78 different varieties of wage schedules in this group.
 - b. The industrial wage structure which has historically been regulated by collective contract. There are as many different varieties of wage schedules as there are contract, running well into several hundred, all complicated by a vast number of *indennità*, which must be examined and considered carefully before any wage adjustment can be approved.
 - c. The Armed Forces wage structure which governs the employment of Italian civilians directly employed by all elements of the Armed Forces or employed by contractors engaged by the Armed Forces. There are perhaps some 350,000 persons

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c. The Armed Forces wage structure which governs ⁹⁸⁶ the employment of Italian civilians directly employed by all elements of the Armed Forces or employed by contractors engaged by the Armed Forces. There are perhaps some 350,000 persons in this group. This is a fixed, simple and uniform wage structure.

d. The unregulated wage structures including those engaged in agriculture, those industries not governed by collective contract, the selfemployed and a black market industrial group. This latter group exists because (1) of the complete breakdown of the Italian Government inspection service (*Ispettorato del Lavoro*) which was never too efficient,

C O P Y

and (2) scarcity skills dealing in stolen and black market goods.

4. The above noted groups find themselves in an adverse living condition in the order in which they are named.

5. As a control measure, the A.C.C. has used the Armed Forces wage scale as an absolute ceiling beyond which comparable industrial and public employee wages were not permitted to go. The time has come, however, to ask the Allied Armies in Italy to raise their general wage schedule, and such a proposal will be presented to them on or about 1 September, 1944.

6. It is most important that the Armed Force wage scale be kept in a senior position with reference to all wage structures for the following reasons:

a. It is a prime principle of military government that military and operational necessity shall dominate all of its activities. So long as there is fighting on the front line, we must scrupulously adhere to this principle.

b. If Armed Force wages are not kept in a senior position an adverse manpower situation will develop with reference to the military employment of civilians. We are already having difficulty on this front because of black market wages. A.C.C. proposals must be correlated with the needs of A.A.I.

7. Keeping in mind the above principles and the fact that wages for all groups must be kept in balance, we are faced with the following alternatives:

a. Plan 1: Continue to "hold the line" as a matter of principle, but give way slowly by adjusting wages in specific and isolated situations, while at the same time modestly increasing the Armed Force wage scale. This plan will entail a vast amount of work and study far beyond the capacity of either the Italian Government or the existing size of the Labour Sub-Commission.

b. Plan 2: Accept the recommendations of organized labor, and permit a flat daily lire increase for all workers. If this were done at the rate suggested (50 lire per day for adult males), we would pour over 250,000,000 lire cash daily into the pockets of the workmen in occupied Italy. No one can deny but this would be an inflationary measure of an extreme character. The primary reason for prices being at the level we find them today is the

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c. Plan 3: Remove price control and wage control and establish a free market. What the effect of this would be no one knows, but it would certainly relieve pressure, undoubtedly result in the raising of wages, take the profit out of black marketeering, and

LAB 091.465 dtd. 19 AUG. 44 (cont'd)

C O P Y

therefore, might result in falling prices. There is much to be said in favour of this last plan if the A.C.C. is prepared to face the certainty of inflation. The biggest objection to it would be its adverse effect upon the fixed and stabilized wage structure of the A.A.I.

8. The Labor Sub-Commission seeks your guidance as to the course of action it should take in the wage adjustment field:

- a. Should we continue to "hold the line"?
- b. Should we follow a course that is frankly inflationary and yield the pressure, much of which is justified, of organized labor?
- c. Can we afford to ignore the "Allied Army in Italy" problem?
- d. If not, should we ask A.A.I. to markedly increase its wage scale rather than modestly, as is now planned?
- e. Shall we eliminate controls and revise our General Orders on price and wage stabilizations?
- f. Shall we ignore the wage problems, resist pressure, and solve Italy's labor problem by increasing consumer supplies, transportation, ect.?
- g. Shall we give way slowly on the wage front as we have done in the case of the public utilities?

/sgd/ J. T. R. Bain
/t/ J. T. R. Bain
Colonel,
Director, Labor Sub-Comm.

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LAB C91.455 dtd. 19 Aug. 44 (cont'd)

C O P Y

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TRANSLATION

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

Serv. V - Off. 4°

MEMORANDUM

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

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

The question can be thus summarized:

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

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

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

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

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

The General Director

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Rome, Dec. 13 th 44.

The General Director
sgd: De Gualis

MINISTERO DELLE COMUNICAZIONI

Ispettorato Generale della Motorizzazione Civile e dei
Trasporti in Concessione.

Serv. V Uff. 4°

N.

PRO - MEMORIA

OGGETTO - Agitazione fra il personale delle Ferrovie del Sud Est.

L'agitazione intrapresa dagli agenti della rete ferroviaria del Sud Est è determinata particolarmente dalle pretese di ridurre la prestazione effettiva giornaliera di lavoro da ore 8,40 ad ore 8.

La questione si riassume nei seguenti termini:

La Convenzione Internazionale di Washington, resa esecutiva in Italia con R.D.L. 29 marzo 1923 n. 1429, limitava il numero delle ore di lavoro ad 8 per giorno e 48 per settimana. Il riposo festivo non era pagato.

Invece, gli agenti ferrotremviari, in base al successivo R.D.L. 2 dicembre 1923 n. 2682, si assicurarono il mantenimento del beneficio, rispetto agli operai dell'industria libera, di avere il riposo festivo pagato dando una prestazione giornaliera di ore 8,40 invece di 8. E quindi con una maggiore prestazione di ore 4 (minuti 0,40 x giorni 6) ottennero il pagamento della 7ª giornata (festiva), con un maggiore onere per le Aziende della retribuzione di ore 4 di lavoro, che non vengono effettivamente prestate.

La materia fu definitivamente disciplinata con l'emanazione del R.D.L. 26 marzo 1936 n. 722, che stabilì in modo inequivocabile in ore 8,40, la durata media del lavoro giornaliero ordinario

P R O - M E M O R I A

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E' evidente che la questione ora sollevata degli agenti della Bud Est non rimarrebbe limitata a tale rete, ma si estenderebbe a tutta la massa dei feretrotramvieri dipendenti da Società concessionarie.

Di più, qualora la categoria dei feretrotramvieri riuscisse nell'intento di ridurre la prestazione giornaliera ad 8 ore, mantenendo il beneficio del giorno festivo pagato, la questione potrebbe dilagare con ogni probabilità fra gli operai delle industrie libere, i quali, è da presumere, non si adatterebbero alla sperequazione fra loro ed i feretrotramvieri.

Roma 19 dicembre 1944

IL DIRETTORE GENERALE

