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OCT. 1944

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15th STATE - RAILWAYS -

OCT. 1944 - JUL. 1945

GENERAL

TRANSPORTATION SUB-COMMISSION A.C.,

(RAIL DIVISION)

C/o Transportation (Br) Main,

C.H.F.

Tel.: 843238/

Ref.: AC/274/Tn.4

4 July 1945

SUBJECT: Italian Railways, unemployment.TO : Planning Division
Rn Sub-Comm.

1. Reference is to your letter of 22nd June 45.

2. It is quite obvious that this Division, which is specialist in one particular field, would find it very difficult to estimate the ultimate employment likely to result from the repair of any particular line.

3. Apart from the reconstruction of rail tracks which form the life-lines of the country, our policy in repair work is to fulfill the dictates of the Planning Division and the Movements (Rail) Division, based on their decisions as to priority of repair. The priority of repair is in the main established in order to meet economic needs of the country. We are, for instance, repairing line 88 from Rome to Avezzano, in order to permit more satisfactory movement of the potato crop from Avezzano into Rome, but we would find it difficult to state what additional employment that would give to potato growers and their helpers, and we could not state with any certainty that the many trucks drivers used last year would be unemployed, because possibly they could well be used elsewhere.

4. One might perhaps venture to suggest that the development of rail lines does, in fact, cancel out the hundreds of small-part road operators who are endeavouring to enrich themselves whilst the prospect offers, but how long it will be before the rail facilities offered are adequate and comfortable enough, is difficult to determine, because the Italian apparently appears to regard travel as an essential part of his daily life.

5. Attached hereto is a list of the various works that killed Commission has in hand. Most of these works are in the hands of contractors, and when the contractor finishes one job, if he has been of an enterprising nature, he can rest assured that there will be other work

2201

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TO : Planning Division
En Sub-Comm.

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5. Attached hereto is a list of the various works that Allied Commission has in hand. Most of these works are in the hands of contractors, and when the contractor finishes one job, if he has been of an enterprising nature, he can rest assured that there will be other work awaiting him and his employees. So that on construction alone, we can reasonably expect that there will be a field of employment for skilled, semi-skilled, and unskilled artisans vastly in excess of the normal requirements. Some of the work done has been temporary in character, and that means that there will be a source of employment in replacing the temporary structures with more permanent ones. Similarly, there are many projects we have so far deferred, like the re-building of stations and blocks of offices, for these are dependent on the availability of cement and other materials, and we can use all such materials at the moment in works of major importance.

6. The extremely low position of locomotives, rolling stock, passenger vehicles, also means that a great scope for employment exists within the firms capable of undertaking repair and building work of this kind. We have re-activated a number of such firms, and in some cases, as with the Lombard Bolzano firm at Colferro, they have entirely changed the type of work they previously performed, which was in the main the preparation of materials and chemicals for war purposes, into the efficient repair of such damaged rolling stock as we have been able to place in their yards.
7. This in fact results in the position that the restitution of the State Railways, with all their facilities for the movement of traffic, will be the source of future employment for more than to come, but it is beyond our scope to be able to submit estimates of outside workers and their prospects.
8. We can, however, furnish some figures concerning the employees of the State Railways themselves. It is our opinion that the Fascist determination to abolish unemployment was achieved by the rather simple method of excessive employment in State industries. Without having suitable statistics, it is not unreasonable to suggest that the LSR probably had more employees per kilometre than any other railway, and that these employees in the larger numbers performed simple tasks which did not bring excessive remuneration.
9. It has not been the policy of the State Railways to dismiss employees due to lack of work, and they are probably carrying a number vastly in excess of their actual requirements. To their credit, the railwaymen so concerned have banded themselves into an organization called "Grivofers" which voluntarily undertakes simple repair jobs, the tidying of yards, and their record since the beginning of the year is very creditable.
10. One interesting result of the war is that whereas before the war very few personnel were not considered on the regular staff, nowadays the non-regular personnel is as high, and in some cases higher, than the somewhat depleted regular employees. Details are not yet available for the north, but the prospect of operation of the lines there, the predominance of electrification where coal supply will not affect operation, and the international character of the northern lines would suggest that there will be ample scope for employment on the railways should that circumstances are not likely to be high.
11. The table attached hereto reveals the interesting fact that permanent plus temporary employees totalled 2230

7. This in fact results in the position that the restitution of the state railways, with all their facilities for the movement of traffic, will be the source of future employment for some time to come, but it is beyond our scope to be able to submit estimates of outside workers and their prospects.

8. We can, however, furnish some figures concerning the employees of the state railways themselves. It is our opinion that the fascist determination to abolish unemployment was achieved by the rather simple method of extensive employment in state industries. Without having available statistics, it is not unreasonable to suggest that the ISL probably had more employees per kilometre than any other railway, and that those employees in the larger numbers performed simple tasks which did not bring extensive remuneration.

9. It has not been the policy of the state railways to dismiss employees due to lack of work, and they are probably carrying a number vastly in excess of their actual requirements. To their credit, the railwaymen so concerned have banded themselves into an organization called "Grivefer" which voluntarily undertakes simple repair jobs, the clogging of rails, and their record since the beginning of the year is very creditable.

10. One interesting result of the war is that whereas before the war very few personnel were not considered on the regular staff, nowadays the non-regular personnel is as high, and in some cases higher, than the somewhat depleted regular employees. Details are not yet available for the north, but the prospect of operation of the lines there, the production of electricity where coal supply will not affect operation, and the international character of the northern lines would suggest that there will be ample scope for employment on the railways there. Details are not likely to be high.

11. The table attached hereto reveals the interesting fact that permanent plus temporary employees today in the Southern territories in spite of the restricted traffic, are in excess of pre-war in a number of areas. During the critical period when the Southern areas were short of men, the railways re-employed a number of retired employees, and these are now being dismissed on pension. Incidentally, these employees are concerned about their dismissal, because they claim that the pensions given them are inadequate.

In the main, some dismissals have taken place to some extent in respect of women, youths under 18 years, personnel who were working under contracts which have expired, and additional staff engaged after 8th September 1943, and of course, such employees who have been found guilty of fascist activities in the past.

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13. The methods of recruitment to the ISR are broadly in three categories.
- a. By public application, through examination, or by virtue of qualifications based on schooling, and also for non-commissioned officers who have served 12 years in the army and are entitled by law to civil employment.
 - b. By law decree which requires State organizations to employ wounded soldiers in such work as they can undertake.
 - c. By additions to the "casual" staff who may have some particular qualifications for the work in hand.

14. The general opinion of the ISR is that the personnel on duty is at the moment in excess of immediate need, but that the re-development of the railway and the re-birth of trade will place them in the position of offering employment in the future.

15. So far as the private railways are concerned, some unemployment has occurred, and the figures shown below are not inclusive of Northern Italy, for which statistics are not yet available. However, in the main, the private railways in the North are in a good state of repair, and only shortage of coal is likely to cause any difficulty in employment.

	Number of employees			
	1932	1940	1941	1942
Privately owned Railways	17,500	16,575	19,697	13,780
Extra-urban Railways	8,291	8,530	8,936	6,275

16. The private railways have powers to dismiss employees, and in fact in such cases as the Siena-Montecatini and Arezzo-Sinalunga lines, both of which have been heavily damaged, they have dismissed all staff with the exception of a few watchmen. By a Decree in Italian Government territory, Private Railways have the right to apply for Government loans to reconstruct their lines, and some of them have done so, especially where the damage has been light. However, the limited economic interest of these lines prevents us allocating coal, but where electricity is available, we have authorized the Ministry to allow the lines to operate 2198 as they can.

17. The State has an interest in all these private lines, for they are in concession from the State, and under subsidy where necessary, so that the Government should be interested in speedy recovery.

18. The question of rehabilitation is, however, linked in many cases with the lack of rolling stock and the shortage of materials needed for

wounded soldiers in such work as they can undertake.

c. By additions to the "normal" staff who may have some particular qualifications for the work in hand.

14. The general opinion of the IMF is that the personnel on duty is at the moment in excess of immediate need, but that the re-development of the railway and the rebirth of trade will place them in the position of offering employment in the future.

15. So far as the private railways are concerned, some unemployment has occurred, and the figures shown below are not inclusive of Northern Italy, for which statistics are not yet available. However, in the main, the private railways in the North are in a good state of repair, and only shortage of coal is likely to cause any difficulty in employment.

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17. The State has an interest in all these private lines, for they are in concession from the State, and under subsidy where necessary, so that the Government should be interested in speedy recovery.

18. The question of rehabilitation is, however, linked in many cases with the lack of rolling stock and the shortage of materials needed for reconstruction. We cannot permit the use of essential materials on repair of lines which have no current importance, and therefore the employees of such lines are likely to remain unemployed unless they can get themselves absorbed in the State Railway machine.

19. It is our considered opinion that if the Government proceed with a plan for the speedy recovery of railways as the essential means of linking productive areas, then the railways will not only be able to hold all their own existing employees, but give additional employment both directly and indirectly as they develop.

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20. The obvious plan is to follow on the lines we have adopted, to schedule lines for repair which can either give employment to lignite mines, cement factories and the like, or serve the productive factories at the other end where those materials can be used to the full.

J. A. Long may
Chief,
Rail Division.

Copy to MRS.

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APPENDIX "A"

Ext. 376

HEADQUARTERS ALLIED COMMISSION

MET/eh

APO 394

TRANSPORTATION SUB-COMMISSION

Phone 489081

430/52/Tn 1

6 July 1945

SUBJECT: Rail Construction Priorities

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission and M.R.S. auspices. Construction under M.R.S. control takes precedence over AC commitments. The list is revised monthly and issued the first week of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

2. M.R.S. commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
71		Gemona - Pontebba - Villach	15-7-45
88/188		Trieste - Cervignano - Udine	15-7-45
71		Venice - Treviso - Udine - Gemona, permanent bridges	15-7-45
53		Vicenza - Mestre	15-7-45
65/59		Bologna - Alessandria	31-7-45
69		Verona - Brenner - Innsbruck	31-7-45
66		Portezza - S. Candido - Villach	31-7-45

3. Allied Commission commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
1	69	Bologna - Verona	Uncertain
1	219	Pisa - Empoli - Florence	15-10-45
1	65	Orte - Civitavecchia (perm. reconstr.)	30-10-45
1	65	Rio Torto - Viaduct	30-8-45
1	246	Genoa - Genoa	15-8-45
1	242	Alba - Cuneo	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	Priv. Rly.	Lauria Viaduct	--
1	Priv. Rly.	Terni - Todi - Perugia	30-10-45
1	244	Bastia - Ellera	30-9-45
1	Priv. Rly.	Ellera - Pietrafitta	30-8-45
1	Priv. Rly.	Cancello - Benevento	4-7-45
1	65	Pc River Bridge Piacenza (temp. repairs)	15-3-45
1	65	Florence - Arezzo	30-3-46

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88/186		Trieste - Cervignano - Udine	15-7-45
71		Venice - Treviso - Udine - Gemona, permanent bridges	15-7-45
53		Vicenza - Mestre	15-7-45
65/59		Bologna - Alessandria	31-7-45
69		Verona - Brenner - Innsbruck	31-7-45
66		Fortezza - S. Candido - Villach	31-7-45

3. Allied Commission commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
1	69	Bologna - Verona	Uncertain
1	219	Pisa - Empoli - Florence	15-10-45
1	65	Orte - Chiusi (perm. reconstruct.)	30-10-45
1	65	Rio Torto - Viaduct	30-8-45
1	246	Giulianova - Orano	15-8-45
1	242	Albano - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	Priv. Rly.	Lauria Viaduct	30-10-45
1	Priv. Rly.	Terni - Todi - Perugia	30-9-45
1	244	Bastia - Ellera	30-8-45
1	Priv. Rly.	Ellera - Pietrafitta	4-7-45
1	Priv. Rly.	Cancello - Benevento	15-2-45
1	65	Po River Bridge Piacenza (temp. repairs)	30-3-46
1	65	Florence - Arezzo	31-7-45
1	65	Genoa - Ventimiglia	Uncertain
1	65	Florence - Bologna	Uncertain
1	Permanent Bridge	Over River Ostiglia	15-9-45
2	281	Avellino - Benevento	30-9-45
2	294	Avellino - Rocchetta	15-7-45
2	291	Torre Annunziata - Cancello	30-8-45
2	Viaduct	Ofanto	30-7-45
2	88	Pescara - Chieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scale	15-7-45
2	88	Rome - Avezzano	28-2-46
2	50	Spezia - Genoa	Uncertain
2	50	Viareggio-La Spezia	Uncertain

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-2-

Priority	No. of Line	Section of Line	Target Date
2	50	Dispensa River Bridge	Uncertain
2	279	Ferrazzano Tunnel (Campobasso)	Uncertain
3	W/Shops	Cagliari	30-7-45
3	260	Rome - Ciampino - Albano	15-7-45
3	Loco Depot	Livorno Centrale	30-8-45
3	Loco Depot	Rome Smistamento	30-7-45
3	* 220	Chiusi - Sinalunga - Empoli	30-2-46
3	Central Station	Civitavecchia	15-9-45
3	Loco Round House	Rome, S. Lorenzo	30-7-45
3	Warehouse	Rome, Tiburtina	30-7-45
3	Yard	Rome Smistamento	30-7-45
3	Priv. Rly.	P. San Giorgio - Anagnina	30-7-45
3	* 279	Campobasso - Benevento	--
3	Various Bldgs.	Naples	30-9-45
3	Priv. Rly.	Antrodoto - Aquila	30-8-45
3	Bridge	Torre Annunziata - Castellammare	15-11-45
3	258	Cecchina - Velletri	Uncertain
3			Uncertain

Deferred 90 Permanent Rome - Ceprano

repair, second track

Deferred 90 Permanent Cassino - Caserta

repair, second track

NOTE *Line 220 (Chiusi - Sinalunga - Empoli) and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress.

For the Chief Commissioner:

M. P. THOMAS, Colonel
Deputy Director

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Bari

* 220
 Central Station
 Loco Round House
 Warehouse
 Yard
 Priv. Rly.
 * 279
 Various Bldgs.
 Priv. Rly.
 Bridge
 253

Chiusi - Sinalunga - Empoli
 Civitavecchia
 Rome, S. Lorenzo
 Rome, Tiburtina
 Rome, S. Sebastiano
 P. San Giorgio - Anagnina
 Campobasso - Benevento
 Naples
 Anagnina - Roma
 Torre Annunziata - Castellammare
 Giugliano - Velletri
 Rome - Ceperano
 Cassino - Caserta

Deferred 90 Permanent
 repair, second
 track
 Deferred 90 Permanent
 repair, second
 track

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For the Chief Commissioner:

M. T. THOMAS, Colonel
 Deputy Director

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Bari
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 Ancona
 Rome
 Florence
 Leghorn

APPENDIX 'B'

SITUATION OF RAILWAY PERSONNEL OF IIR.

	AT 30 JUNE 1939			AT 30 APRIL 1945			TOTAL
	Regular roster	Non regular roster	TOTAL	Regular roster	Non regular roster	Not utilized	
GENERAL DIRECTION	8324	899	9223	4972	746	423	6041
COMD. OF TOSINO	11413	1598	13011				
MILANO	12536	2437	14973				
VERGATA	10277	1732	12010				
TURIN	5092	1497	6589				
GENOVA	7797	1061	8858				
BOLOGNA	9231	1560	10791				
FLORIN	11309	1857	13166	9368	8246	533	18415
ANCONA	5383	687	6070	4763	4517	130	9410
ROMA	8935	2036	10971	8232	7424	122	15068
NAPOLI	10137	1108	11245	8999	6692	296	15983
BARI	5432	524	5956	4898	5109	167	10124
PERDIO	4538	840	5378	3998	3173	117	7248
PALERMO	7696	973	8669	6276	4789	310	11681
CATANZAR	1150	378	1528	1036	633	82	1751
TOTALS OF COMPARTMENTS	110988	17269	128257	47834	41021	1735	90590
GENERAL TOTAL	119312	18748	138060	52706	4767	2193	96631

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Number of IIR personnel at 30 June 1939 - 200,256 officers and

6 copies
 Appendix B
 NUMERICAL SITUATION OF THE RAILWAY PERSONNEL of S.S.R.

	Situation at 30 June 1939		Situation at 30 April 1945		Total
	Regular roster	Non regular roster	Regular roster	Non regular roster	
GENERAL DIRECTION	8324	899	9223	4872	423
Comp.to TORINO	11.413	1598	13.011		
MILANO	12.536	2437	14.973		
VENEZIA	10.277	1.733	12.010		
TRIESTE	5.099	1.197	6.296		
GENOVA	7.797	1.061	8.858		
BOLOGNA	9.231	1.560	10.791		
FIRENZE	11.309	1.857	13.166		
ANCONA	5.388	587	6.075		
ROMA	8.935	2.036	10.971		
NAPOLI	10.137	1.108	11.245		
BARI	5.432	534	5.966		
REGGIO C.	4.588	810	5.398		
PALERMO	7.696	973	8.669		
CAGLIARI	1.150	278	1.428		
TOTALE COMP.ti	110.988	17.869	128.857	41.834	41.021
GENERAL TOTAL	119.312	18.768	138.080	52.706	41.767
					2158
					96.631
					90.590
					1735
					41021
					633
					1086
					6574
					3958
					4858
					5692
					7494
					4617
					8514
					533
					18.415
					15.868
					9.510
					15.983
					10.134
					7.248
					11.681
					1.751

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S.S.R.
 Situation of the personnel at 30 June 45. N°200.256 Officers and agents.

MINISTRY OF TRANSPORTS

ISPETT. GEN. DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE.

30 June 1945

NOTE FOR TN. SUB-COMMISSION LIAISON OFFICE

Number of agents in service

Privately Owned Railways 17,500 1939 1940 1941 1942
10,575 19,697 13,780

Extra-urban Railways 8,291 8,530 8,930 9,275

We have'tnt yet accurate informations about personnel in North Italy - Figures for 1945 are given as an estimate considering that, as a whole, lives in operation represents about 70% in respect to 1941.

For the owned Railways, for which circulation has been interrupted owing to war damages and according to news so far received, the personnel situation is the following:

1. Siena-Montecatini and Arezzo-Sinalunga Railways have definitely dismissed their regular roster personnel with exception of watchmen *added* to the plaints maintenance, besides, day-workers.
2. Arezzo-Fossato Railway has temporary suspended from service its personnel, but it has already requested on authorization for the total dismissing the same and supposedly relative operations are now being effected.
3. Sangritana, Penne-Pescara and Spoleto-Norcia Railways are supposed to have only suspended from service their personnel having not, so far, proceeded to any dismissal.
4. Ostellato-Porto Garibaldi, Rimini-S.Marino and Ferrara-Godigoro Railways, still in A.M.G. territory, are resulting to have dismissed their personnel; for Ferrara-Godigoro Railway has already re-employed part of it for restoration works for a not so far reopening.

Problem of war-damaged owned Railways personnel could be brought to a solution in the following ways:

For those Railways for which reopening is not judged short by this Administration there is no other mean that firing all personnel (excepted watchmen for plaints and materials) - like any other damaged industries when destruction by war events of factories forbids to go on with the works.

For other Railways for which reopening is judged short by the administration regular roster and ordinary personnel should be kept in service while extraordinary personnel should be dismissed for the time being and re-employed at resuming of operations.

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Signed DE CUPIS

Signor Gori.
ISR Liaison Officer.

Please ascertain the estimated number of railway employees both ISR and private railways for the year 1939, and at the present time.

I believe it has been the policy of the ISR to continue to employ railway staff even if their previous posts are not now available owing to war conditions, but I also understand this does not apply to the Private railways, who have in some cases dismissed their staff where no work exists.

Please also obtain information as to the intentions of the ISR to employ and recruit staff in the future.

I have been asked to give some information in respect of the prospects of unemployment within the ranks of railway staffs as a result of the war, and would appreciate such information as the ISR and Gen Inspectorate are able to give in order that some picture may be given.

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POINT 2°

ISR Administration further traffic reduction has reduced his personnel number, and had to dismiss part of it, not in regular roster, as pensioned re-utilized, women, extraordinary of age less of 18 years, personnel working by contract, and subsidiary engaged after the September 8th, 1943, besides, it is, in examination by special Commissions the position of the officials and agents whom have had fascist activity and for which they have been already dispensed by the service. All the remnant personnel, even if in some place, it results still exuberant to the present needs, is kept on duty in order to cover the empty places that will be verified on the next future, and to ensure the service on the eventuality of a next traffic increase.

POINT 3°

On base the ISR personnel status, the personnel in regular roster is engaged in the following manners:

Further public competition, for study titles, and examinations, of the Ministries of the Armed Forces for the not commissioned Officers, that through a special law, have title after 12 years of service, to the civil employ.

For choice of the National association-Mutilateds and Invalids of War, through a special law, when the ISR Administration need to cover places available for wounded people.

The personnel not in regular roster is recruited by individual or collective experiments or for titles choice.

Valentini

POINT 4°

Officials and agents dismissed for political reasons (Northern Italy excluded)
(for defascistization)

282

2192

COMMENTS

The personnel at present on duty is especially in some branches exuberant to the present needs.

The economic treatment, even the last increase (Decree L.13/3/45/ N°116/) is still inadequate in regard to life expense, and therefore the personnel is in continuous movement to get a new salaries increase.

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places that will be verified on the next future, and to ensure
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salaries increase.

2. July 1945

Agoni

Ext. C13

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 222/1/Tn.2

22 June 1945

SUBJECT: Estimates of Unemployed Workers.

TO : Rail Division (Attn. Col. Lindberg)
Roads Division (Attn. Mr. Gross).

1. Reference is to attached ES/14.04 of 16 June 1945.
2. We are concerned with Para 1. A. (v) and A. (vi).
3. Please submit to this office present unemployment census pertinent to the projects stipulated reference letter as well as to other projects which are contemplated by your division. Special attention should be given to production of coal and installations affecting fuel and power applicable to transport rehabilitation.


CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

2191

C O P Y

Tel. 406

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
PRODUCTION DIVISION

DLA:lrw

Ref. ES/14.04

16 June 1945

SUBJECT: Estimates of Unemployed Workers.

TO : Agriculture Sub-Commission
Industry "
Food "
Transportation "
Commerce "
P. W. & U. "

1. It has obviously become necessary to urge the Italian Government to take more active steps in the preparation of plans for dealing with the increasing number of unemployed in the country. In order to do this, a closer estimate of the numbers involved or likely to be involved, than is at present available, is required. Sub-Commissions to which this memorandum is addressed are therefore asked to prepare estimates of the present and future numbers of unemployed workers in the various fields of employment with which they are concerned, basing the estimates on the following two assumptions:

- A. (i) An availability of only 50 percent of the normal requirement in fertilizers.
(ii) An availability on only 25 percent of the normal requirements in coal and coke.
(iii) A dependence on indigenous resources other than coal and coke, for iron and steel.
(iv) An availability of 50 percent of normal requirements in raw materials for textiles.
(v) An availability of 20 percent of normal rail transport facilities.
(vi) An availability of 33 percent of the

2190

- 2 -

normal road transport lift.

- B. An increase in availability of A(i) and (iv) to 75 percent and of A(ii), (v) and (vi) to 50 percent.

2. It should be possible on the foregoing assumptions for Sub-Commissions to make an approximate calculation of the numbers who will be unemployed in each field. Figures should be based on the census of 1936 which are to be found in Civil Affairs Handbook on Italy, Section 9 - Labor.

- A. Works which would increase the indigenous supply of Italy's basic needs immediately. (An example of this would be the repair of the railway connections to the Valdarno Lignite mines or works which would lead to a greater measure of land cultivation, thus an increase in the production of food and textile fibers.)
- B. Works which will ultimately lead to a greater production of wealth. (An example of this would be the construction of roads, etc. into timber producing areas, development of timber ship building industry for coastal traffic, the conversion of various heating processes in industry from a fuel origin to an electric power origin, etc.)
- C. Works which are necessary to prevent disease and unrest, such as housing schemes and the draining of malarial areas.
- D. Works of a desirable character which would absorb unemployed such as road and bridges construction and similar public works.

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D. L. ANDERSON
Brigadier
Deputy Vice-President

Copy to:
Labor S/C

CRR/en

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 513

Ref. 222/2/Tn.2
27 June 1945

SUBJECT: Estimates of Unemployed Workers.

TO : Brigadier D. L. Anderson
Deputy Vice President, Economic Section,
Production Division.

1. Reference is to your ES/14.04 of 16 June 1945.
2. We are directly concerned with Para 1.A. (v) and A. (vi).

3. Roads Division have no figures on status of employment and no planning has been instituted regarding highway projects other than materials and equipment for road maintenance. We suggest that this would fall jointly into the provinces of Labor Sub-Commission and Public Works & Utilities Sub-Commission.

4. As regards Railway reconstruction, this question has been turned over to Rail Division in order that they may correlate the information with I.S.R. and upon completion of this report copy will be forwarded to you.

For the Director.

CHARLIE RYAN
TRANSPORTATION
Planning Staff

2188

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:
Rail Division
(Attn. Lt.Col. Lindberg)

SUBJECT: Estimates of Unemployed Workers.

TO : Brigadier D. L. Anderson
Deputy Vice President, Economic Section,
Production Division.

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For the Director.

CHARLIE RYAN
TRANSPORTATION
Planning Staff

2188

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:

Rail Division
(Attn. Lt. Col. Lindberg)

— Roads Division
— (Attn. Mr. Gross)

HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

27+/9

AC/4014/4/1.

WEB/pa.
13 Jan 45.

SUBJECT : Liberation of Provincial Capitals.
TO : Transportation Sub-Commission.

1. Reference your AC/274/Tn of 11 Jan 45, the attached letter should secure the desired information from provinces still under AMG.
2. The Italian Government can and should secure the information from their prefects in respect of Italian Government territory.

Incls.

 2187
W. E. BEHRENS,
Colonel,
Deputy Chief Legal Advisor.

HEADQUARTERS ALLIED COMMISSION
AIO 394
LEGAL SUB-COMMISSION

WEB/pa.
13 Jan 45.

AC/4014/4/L.

SUBJECT : Liberation of Provincial Capitals.

TO : Regional Commissioners (Attn: Regional Legal Officers) :-

LACIO-UMBRIA	Region
ABRUZZI-MARCHE	"
TOSCANA	"
EMILIA	"

1. In the case of all provinces which are now under AMG, Transportation Sub-Commission is anxious to obtain the respective dates upon which the provincial capital was "liberated" and Military Government began.
2. It is appreciated that there is no legal fixed date of such liberation and that in some case e. g. Florence it may be difficult to answer the question asked.
3. Nevertheless, would you please, in the light of the facts as known to you, ascertain and inform Transportation Sub-Commission, copy to this Sub-Commission, the date of liberation of all provincial capitals in your Region which are still under AMG.

By command of Rear Admiral Stone :

W. E. BIERRETS
W. E. BIERRETS,
Colonel,
Deputy Chief Legal Advisor.

Copy to Transportation Sub-Commission.

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274/8

ACP/ic

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

Tel: 843238
Our Reference: AC/274/Tn

11 January, 1945.

TO : Legal Sub-Commission
HQ., AC.

SUBJECT : RDL N.85 dated 15 March 1944.

1. Reference is your letter 26 November 44.
2. Apparently for the purpose of assessing super-annuation and pension rights to ISR employees, the date of commencement of Allied Military Government control is required, such date of rule being that on which it began in Provincial Chief Towns.
3. Is such information available please?

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

218d



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

General Affairs and Personnel Service.

OGGETTO

MEMORANDUM

ALLEGATI N. _____

The law disposition, referred to in the letter dated 10 October 1944, file FAG/33/III/86262/1004 973/24 is the Lieutenant Law Decree n.237 dated 23 September 1944; which has been published on the Official Bulletin n.67, dated 12 October 1944. Said Decree extends the Royal Law Decree n.85, dated 13 March 1944, to the Kingdom's provinces which have been or are to be returned by the Allied Military Government to the Italian Administration after 26 March 1944.

The extension of the above said Royal Decree n.85 is effective, at each province, from the first monthly pension, from the date when the Province Chief Town began to be ruled by the Allied Military Government.
(See art. 1 of the above referred Law Decree n.237).

This is the reason, the I S R Administration needs to know the dates as requested by the above referred letter, instead of those resulting from the reply dated 29 November 1944.

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Attach

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Room 44

1 Tel. Cass.

ACP/aa

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Ref : AC/274/Tn

29 November 1944

SUBJECT : RDL No 85 dated 15 March 44

TO : Ministry of Communications

Rome -

Att. I.S.R. General Direction

1. In reply to your letter of 10 October (?) 1944 reference Pag/38/111/86.262. IGCA/972/24 you are no doubt aware that the decrees of the Italian Government are effective in Allied Military Government Territory from the date and from the date only upon which they are implemented in that territory by order of the Allied Commission. The Italian Government has no authority, during the continuance of the Allied Commission, to make or seek to make its decrees effective from an earlier date.

2. In all cases the effective date of a decree in a particular province can be obtained from the Prefect concerned. In many cases these dates are already known to you.

3. For your convenience, however, the following dates are given as the dates upon which RDL No 85 of 15 March 1944 was implemented in the provinces concerned:

ROMA	15 August 1944
LIVORNO	15 August 1944
FROSINONE	15 August 1944
CHITTI	12 August 1944
PESCARA	14 August 1944
L'AQUILA	14 August 1944
RIETI	17 August 1944
TERNI	14 August 1944
GROSSETO	25 August 1944
VITERBO	11 Sept. 1944
ASCOLI PICENO	11 Sept. 1944
MACERATA	2 Sept. 1944
ANCONA	6 Nov. 1944
SIENA	20 Sept. 1944
LIVORNO	15 Sept. 1944
PESARO	6 Nov. 1944
PERUGIA	28 Oct. 1944

2183

1. In reply to your letter of 10 October (?) 1944 reference Pag/38/111/86.262. IOCA/972/24 you are no doubt aware that the decrees of the Italian Government are effective in Allied Military Government Territory from the date and from the date only upon which they are implemented in that territory by order of the Allied Commission. The Italian Government has no authority, during the continuance of the Allied Commission, to make or seek to make its decrees effective from an earlier date.

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3. For your convenience, however, the following dates are given as the dates upon which RDL No 85 of 15 March 1944 was implemented in the provinces concerned:

ROMA	15 August 1944
LIVORNO	15 August 1944
FROSINONE	15 August 1944
CHIETI	12 August 1944
PESCARA	14 August 1944
L'AQUILA	14 August 1944
Rieti	17 August 1944
TERNI	14 August 1944
GROSSETO	25 August 1944
VITERBO	11 Sept. 1944
ASCOLI PICENO	11 Sept. 1944
MACERATA	2 Sept. 1944
ANCONA	6 Nov. 1944
SIENA	20 Sept. 1944
LIVORNO	15 Sept. 1944
PESARO	6 Nov. 1944
FIRENZE	26 Oct. 1944
PISA	1 Nov. 1944
LUCCA	9 Nov. 1944
PISTOIA	11 Nov. 1944
AREZZO and PERUGIA -	

The dates are believed to be 21 Oct. and 23 Aug. respectively but these should be confirmed with the Prefects.

ad
D.S. ADAMS,
Colonel, C.E.
Director, Inis/C.

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HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

WEB/pa.
26 Nov 44.

AC/4014/4/L.

SUBJECT : RDL No. 85 dated 15 March 1944.

TO : Transportation Sub-Commission.

Reference your AC/Tn/274 of 18 Nov 44 it is suggested that you
reply to the Ministry of Communications as follows :-

"1. In reply to your letter of 10 October (?) 1944 reference
Pag/38/111/86.262. ICCA/973/24 you are no doubt aware that the decrees
of the Italian Government are effective in Allied Military Government
Territory from the date and from the date only upon which they are imple-
mented in that territory by order of the Allied Commission. The Italian
Government has no authority, during the continuance of the Allied Commission,
to make or seek to make its decrees effective from an earlier date.

2. In all cases the effective date of a decree in a particular
province can be obtained from the Prefect concerned. In many cases these
dates are already known to you.

3. For your convenience, however, the following dates are given as
the dates upon which RDL No. 85 of 15 March 1944 was implemented in the
provinces concerned :

ROMA	15 August 1944
LITTORIA	15 August 1944
FROSINONE	15 August 1944
CHIETI	12 August 1944
PESCARA	14 August 1944
L'AQUILA	14 August 1944
RIETI	17 August 1944
TERNI	14 August 1944
GROSSETO	25 August 1944
VITERBO	11 Sept 1944
ASCOLI PICENO	11 Sept 1944
MACERATA	2 Sept 1944
ANCONA	6 Nov 1944
SIENA	20 Sept 1944
LIVORNO	15 Sept 1944
PESARO	6 Nov 1944
FIRENZE	28 Oct 1944

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./.

PISA 1 Nov 1944
LUCCA 9 Nov 1944
PISTOIA 11 Nov 1944
AREZZO and PERUGIA - The dates are believed to be 21 Oct and 23 August respectively but these should be confirmed with the Prefects. /

W. E. Behrens

W. E. BEHRENS,
Colonel,
Deputy Chief Legal Advisor.

274/4

Tel: 478701
Our Ref: AC/274/Tn

18 November 1944.

My dear Minister,

SUBJECT: Personnel required for
Rehabilitation of Railways

1. It is desired to know and establish priorities for the Italian railway technicians who may be at present prisoners of war of the Allies.
2. It is appreciated that at the moment there are shortages of certain personnel and a surplus of others, but if Italian Railways are to be able to return to normal at any early date, the quick return of specialist personnel would be desirable.
3. Please therefore advise me of your short and long term requirements, category by category, and if there are selected men especially needed and their location is known, this information should also be supplied.

Yours very truly,

Signed DSA 2180

D.S. ADAMS
Colonel, C.B.
Director, Tn.Sub.Comm.

H.E. Gerabona
Minister of Communications
Renc.

Translation
Ministry of Communications
I S R Direction General
PAG Service

Rome

10 NOV 1944

PAG/38/III/973/24/86.262/ICCA

1276/24

Subject:
Information request

To Allied Commission

R o m e

While we are awaiting for the acknowledgement of our letter, same file, dated 10 Oct. 1944, we beg you to communicate also for the Perugia Province the exact date on which Military Government's Administration started.

The Director General
signed Di Raimondo

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MINISTERO DELLE COMUNICAZIONI
 FERROVIE DELLO STATO - DIREZIONE GENERALE
 (1) Servizio Personale
 ed Affari Generali

OGGETTO. Richiesta notizia

Alla COMMISSIONE ALLEATA
R O M A

Mentre si resta in attesa di un cortese cenno di riscontro alla lettera pari numero del 10 ottobre c.a., si prega di far conoscere anche per la provincia di Perugia la data precisa in cui ha avuto inizio l'Amministrazione del Governo Militare Alleato.

IL DIRETTORE GENERALE

Adi. Raimondo
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m.b.

(1) Servizio.

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 1/2 L.

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

274/1
Rome 10 ottobre 944
PAG/38/III/86.262/ICCA/973/24

To Allied Control Commission - R O M E

1 - As it is known, the pension benefits, whereof the Royal Decree (R.D.L.), dated 13 March 1944, n.85, and which will be granted according to the modalities fixed by a legislative measure in progress of publication, should be extended to the other kingdom's Provinces.

2 - In order to be able to carry out such extension, we would like to know the date from which the Administration of the Allied Military Government was started in each Chief Town of the following Provinces:

LITTORIA, FROSINONE, ROMA, CHIETI, PESCARA, L'AQUILA, RIETI, TERNI, GROSSETO, VITERBO, ASCOLI PICENO, MACERATA, ANCONA, AREZZO, SIENA, LIVORNO, PESARO, FIRENZE, PISA, LUCCA, PISTOIA. ~~PERUGIA~~

THE DIRECTOR GENERAL

f° Lo Cighe

2177

Servizio Personale
ed Affari Generali

Roma, 30 Ottobre 1944

PAG/38/ 111/ 86.262/ICCA-973/24

Alla Commissione Alleata

--- R O M A ---

Per poter estendere alle altre Province del Regno i benefici sulle pensioni previsti dal R.D.L. 13.3.1944 n.85, secondo le modalità fissate da un provvedimento legislativo di prossima pubblicazione, si gradirà conoscere la data precisa in cui ha avuto inizio in ciascun Capoluogo delle Province sottoindicate l'Amministrazione del Governo Militare Alleato: LITTORIA, TROSIMONE, ROMA, CHIETI, PESCARA, L'AQUILA, RIETI, TERNI, GROSSETO, VITERBO, ASCOLI PICENO, MACERATA, ANCONA, AREZZO, SIENA, LIVORNO, PESARO, FIRENZE, PISA, LUCCA, PISTOIA.

P. IL DIRETTORE GENERALE

fº Lo Cigno

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