

ACC 10000/147/289 P41.c ^{Folio} 181-270 POSTAL SECTION - MAIL TRAIN SERVICES (c)

JUNE - SEPT. 1945

P. 41-C

181-270

Communication Sub-Commission

Postal Section

Mail Train Services

(C)

(June 1945 - September 1945)

10000 147-289

FILE COPIES

0110

Hand

(C)

(June 1945 - September 1945,

10000 147-289

MAIL TRAIN SERVICES

June 45
Sept. 45

CATALOGUE

MAIL TRAIN SERVICES

closed
with

~~AC~~
181

folios destroyed

265, 260	267	} Translation SCS Train circulars				
250	244		27, 26, 24	23	21	20 18 17
189						
186		MRS	cur	5-31.7		5-6-45
185		"	"	"		4-6-45
181		Tm	cur	430/36/Tm 1		5-6-45
182		Tm	cur	383/130/Tm 3		4-6-45
209		Tm	cur	AC/507/58/Tm 3		27-6-45
214		"	"	298/119/Tm 3		9-7-45

FILE P.44 (C) INDEX OF MOST IMPORTANT POLICESApplications for Additional Facilities.

183	6. 6.45	Fm Tn	- M.R.S. complaint postal vans not warranted by quantity of mail.
184	8. 6.45	To Tn	- General appeal for improved facilities and particularly for use Rome-Bologna mil. train through to Bologna.
194	11. 6.45	To MRS Fm Tn	- Request increased frequency Rome-Ferli'.
208	30. 6.45	Fm Tn	- Rome-Ferli' service by leave train thrice weekly approved from 2 July.
219	17. 7.45	To Min.	- Tn S.Cs. instructions that all requests for additional facilities be made through I.S.R..
225	25. 7.45	To G-4	- Appeal by Tn for use of mil. trains.
226	26. 7.45	To Min.	- New civil train Rome-Bologna.

Postal Vans Diversion to other Purposes.

161	6. 6.45	Fm Tn	- M.R.S. asked to agree to census.
193	12. 6.45	Fm Tn	- Request for specific details of shortages.
195	14. 6.45	To Min.	- Information as in 193.
202	25. 6.45	Fm Min.	- Vans 3215 and 3236 being altered to Pass Vans.
			- Vans 1240 and 6280 held at Caserta. Protest.
263	12. 9.45	To Tn	- Withdrawal of 12 Vans from Venice. Protest.

Application for Additional Facilities. (continued).

228	27. 7.45	To MRS	- Tn ask for use of freight trains as A.F.H.3. will not allow mil. pass trains to North to be used for civil mails.
230	28. 7.45	Fm G-5	- No civil mails by Medeo trains.
232	3. 8.45	To Tn	- Application for second van Rome-Naples.
240	11. 8.45	Fm Tn	- Second van Rome-Naples appd.
252	26. 8.45	To Tn	- Parcel post vans requested Rome-Naples, Rome-Palermo.
268	21. 9.45	Fm Tn	- 252 approved.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

CRM/ams

24th September 1945

P.41.270/CS

Subject: Additional Postal Sorting Vans.

To : Director General Posts and Telecommunications.

Further to this Office letter P.41.252/CS of 26th August 1945 addressed to Transportation Sub-Commission and copy to you referring to your letter n. 476221 of 24th August.

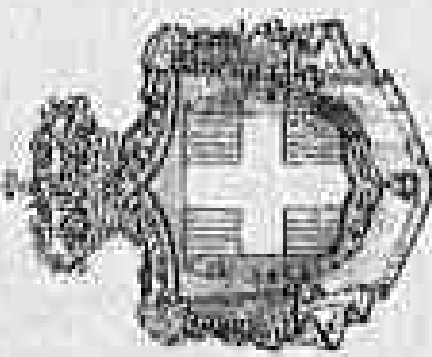
It has been agreed that a postal sorting van for parcel post may be attached to trains 1920-1921 and 1934-1935 Naples-Rome and Naples-Reggio, in addition to the regular postal van.

In no case will this concession be interpreted so as to mean that the 13 car limit for passenger trains can be exceeded.

Clyde Maddock
Capt
/s/ H.H. SCHLESER
Lt. Colonel, Sig.C.
Director.

CLASS	252
FILE	
41	

Date 30.9.45



Ministero delle Poste e delle Telecomunicazioni

ISPETT. GEN. LE MOV./TO POSTE
DIV. I SEZ. I

Roma, 22 SET 1945

Prot. N. 476746 8/4 IX

C. 42 POSTS AND TELECOMMUNICATIONS

Sub-Commission
Via Veneto R o m a
Particolare attenzione
Magg. Green

Risposta alla circ. 27
del 6 9 45

Oggetto: Servizio treni.

Si ringrazia della notizia data dell'istituzione della nuova comunicazione ferroviaria giornaliera tra Torino, Milano e Venezia e viceversa.

Con l'occasione, informasi che la stessa e' stata utilizzata al servizio postale con messaggeri tra Torino e Milano e con servizio di ambulante tra Milano e Venezia.

Il provvedimento sopraindicato e' stato integrato con l'*istituzione* di un ambulante Bologna-Verona-Venezia con i treni 66 e 65, coincidenti, a Verona, con i treni 187 e 182.-

L'utilizzazione delle nuove comunicazioni ferroviarie con servizi ambulant, migliorerà sensibilmente lo scambio delle comunicazioni postali tra le regioni al Sud di Bologna e quelle della Valle del Po, da e per il Veneto.

IL DIRETTORE GENERALE

[Signature]

Stampa di archiviazione con campo "FILE" e numero "41".

Prot. N. 476745 8/4 IX

C. A. POSTS AND TELECOMMUNICATIONS

Sub-Commission
Via Veneto R O M A
Particolare attenzione
Magg. Green

Risposta alla circ. 27
del 6 9 45

Oggetto: Servizio treni.

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Il provvedimento sopraindicato e' stato integrato con l'*istituzione* di un ambulante Bologna-Verona-Venezia con i treni 56 e 65, coincidenti, a Verona, con i treni 187 e 182.-

L'utilizzazione delle nuove comunicazioni ferroviarie con servizi ambulant, migliorerà sensibilmente lo scambio delle comunicazioni postali tra le regioni al Sud di Bologna e quelle della Valle del Po, da e per il Veneto.

IL DIRETTORE GENERALE



Date

TRANSLATION.

476746 8/4 IX

22nd September 1945

Subject: Train Services.

I thank you for the information of the institution of a new daily rail communication between Turin, Milan and Venice and viceversa.

On this occasion I inform you that the same has been used for postal services with messengers between Turin and Milan and with travelling sorting van between Milan and Venice.

The above provision has been implemented with the use of a travelling sorting van on the Bologna-Verona-Venezia line with the trains 66 and 65 coinciding at Verona with trains 137-132.

The use of the new rail communications with travelling services will noticeable improve to exchange of postal communications between the Regions South of Bologna and those in the Po Vally to and from Veneto Region.

FGM/ic

268

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel: 843238
Ref: AC/36/Tn 4

21 September 45

SUBJECT : Postal Sorting Vans.

TO : Communications Sub-Commission HQ AC

1. Reference your file P.41.252.CS of 26 August.
2. It has been agreed that a postal sorting van for parcel post may be handled on trains 1920-1921 and 1934-1935 Naples-Rome and Naples-Reggio, in addition to the regular postal van.
3. In no case will this concession be interpreted so as to mean that the 13 car limit for passenger trains can be ~~excluded~~.
EXCEDED

For Director

For Director

Copy to: Movements Rail Tn Sub-Comm.
I.S.R. - Bldg.
DMRS (Major London) C.S. 172.

FILED	219
41	

Date

8.0

Rome. 23 Aug. 45 $\frac{1}{2}$

The Director General

The Director General

The Director General

Telegram

Please confirm ~~that~~ this Office will see to supply postal van type UZ trains Turin Rome and viceversa ~~from~~ on date of actuation. In case of lack of travelling train Turin Bologna and Bologna Rome the service should be carried out in baggage van.

The Director General

Telegram

Following on actuation travelling train Rome Bologna and Bologna Turin with passenger daily train Rome Pisa Florence Bologna Piacenza Alessandria Turin and travelling train Rome Ancona Bologna on tuesdays, wednesdays, thursdays, fridays, and saturday shall observe following regulations of ~~forwarding~~ routing correspondence: to travelling ~~train~~ Rome Bologna and Bologna Turin mails for provinces in Tuscany on the coast and internal excluded those for Arezzo, Siena which southern services will give in transit Rome Ferrovia, , for Provinces Emilia, Liguria, Piemonte: despatches for Genoa will be unloaded at Voghera Station. For travelling train Rome Ancona Bologna provinces of Terni Perugia Abbruzzi Marche Romagne Lombardia Veneto. Despatches for Lombardia and Veneto shall be unloaded at Bologna then to continue first ~~of~~ on military train second on with present means except if can be continued onto Verona as soon as rail communications ~~are re-established~~ Milan Verona Venice are re-established. Provisionally the present organisation shall be maintained of ~~despatch~~ movement of despatches except justified exceptions. Postal Directorates shall communicate Postal Movements jurisdiction proposals useful~~ly~~ actuation and Postal Movements will ~~be maintained~~ pursue with their opinion to Technical Sections Turin Bologna Rome. In ~~the~~ direction North South despatches for Tuscany ~~shall be forwarded~~ from northern Provinces shall maintain present routing.

The Director General

P R O M E M O R I A Sig. MAGGIORE GREEN.

Per il regolare funzionamento dell'ambulante ROMA-ANCONA-BOLOGNA
è necessario sostituire il bagagliaio in composizione alla tradotta militare
ROMA-ANCONA-BOLOGNA con una carrozza postale a carrelli tipo UZ che sarebbe
data dal Deposito di BOLOGNA o di MILANO.

Roma 23 Agosto 1945

3-1

N^o _____

Monsieur,

Annexes N^o _____

J'ai l'honneur de vous transmettre le bulletin de
verification ci-joint, dressé par mon bureau _____

à la _____

charge de _____

au sujet de l'expédition du _____

et de vous

prier de vouloir bien me le renvoyer, dûment accepté.

Veuillez agréer, Monsieur, l'assurance de ma haute
considération.

P. Le Directeur Général

A la
Direction des Postes

à _____

C O P I A

===== T E L E G R A M M A =====

POSTMOV MILANO FERROVIA
et p.c. DIRPOSTEL MILANO
POSTE FERROVIA MILANO ROMA
UFFICIALE POSTALE REGIONALE MILANO

OREC.ASS. Ispostmov I/I N. 475429 8/4 VIII = Previ accordi autorita' ferro-
viarie con treni materiale Milano Roma aut treni viaggiatori Milano Alessan-
dria Bologna Roma trasferite Roma tre carrozze postali tipo U2 aut U13
indispensabili per attuazione servizi ambulantanti che avranno inizio venti-
cinque corrente.

DIRETTORE GENERALE
(F.to Musumeci 9

C O P I A

===== T E L E G R A M M A =====

PREC. ASS. CCC DA ROMA N. 1069180 0 22/8 00

DIRPOSTEL TORINO LIVORNO PISA FIRENZE ROMA
et p.c. POSTMOV TORINO MILANO VENEZIA
BOLOGNA FIRENZE ROMA NAPOLI PALERMO
REGGIO CALABRIA BARI=

Ispostmov I/I 475429 8/4 VIII punto Da ventiquattro corrente et in via
provvisoria dispongansi seguenti modificazioni turni servizi viaggianti due
punti Dirpostel Torino attuato ambulante Torino Piacenza I77/I78 prolungate
at Bologna treni 35 virgola 36 sezione composta due impiegati et due agenti
in vettura UI2 itinerario 280 Torino panto Dirpostel Roma attuato ambulante
Roma Milano I5I limitato Bologna treni 6 virgola 72I virgola 36 diviso 35
virgola 724 virgola 5 in itinerario 280 vettura UI2 torino punto sezione com-
posta tre impiegati et tre agenti punto Dirpostel Livorno servizio I15 soppres-
so punto Dirpostel Firenze turno I5 et servizio I15 soppressi Dirpostel
Pisa servizio I10 impiegati et servizio I11 agenti attuato Pisa Voghera et
viceversa aiuti ambulantanti I15 virgola I78 et I77 virgola I52 punto Sezione
~~XXXXXXXX~~ aiuto I5I retrocedera' Bologna giorno successivo arrivo Dirpostel
Firenze attuato servizio I11 impiegato Firenze Roma aiuto ambulante I52
virgola I5I con ritorno da Roma stesso giorno arrivo.

DIRETTORE GENERALE
(F.to Musumeci)

C O P I A

T E L E G R A M M A

PREC.ASS. AAA CCC DA ROMA IO64I80 O 22/8 ORE 00

DIRPOSTEL PAVIA

et p.c. POSTMOV GENOVA TORINO MILANO
DIRPOSTEL PISA

Ispostmov I/I N. 475429 8/4 VIII punto Seguito attuazione servizio ambulan-
ti Torino Bologna et Bologna Roma con treno viaggiatori giornaliero
Torino Bologna Roma est necessario provvedere servizio scambio stazione
Voghera ore 8 virgola 55 et ore 17 virgola 25 per trsbordo dispaeci da
Genova per ambulante Torino Piacenza et da ambulante Roma Bologna per
Genova punto Coadiuverranb trsbordo speciali et ordinari rispettiva-
mente un impiegato et agente Pisa ferrovia istituendi turni IIO et III
punto Pregasi confermare.

DIRETTORE GENERALE
(F.to Musumeci)

c o p i a

T E L E G R A M M A

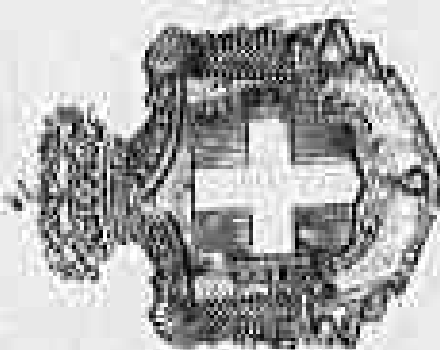
PREC.ASS. AAA CCC DA ROMA IO65I80 O 22/8 ORE 00/00

DIRPOSTEL BOLOGNA ANCONA ROMA

et p.c. POSTMOV BOLOGNA FIRENZE ROMA ANCONA BARI
MILANO TORINO VENEZIA NAPOLI REGGIO CALABR
PALERMO

Ispostmov I/I 475429 8/4 VIII Da venticinque corrente dispongasi in via
temporanea seguenti modificazioni servizi viaggianti due punti Dirpostel
Roma soppressi turno 4 et servizio IO4 punto Dirpostel Bologna soppressi
turnb 20 et servizio I20 virgola attuato ambulante 7I/72 Bologna Roma
treni 5IOI martedì et 5IO2 mercoledì virgola 467 mercoledì et 76 piu'
460 giovedì virgola 467 piu' 75 venerdì et 76 piu' 460 sabato virgola
5IOI domenica et 76 piu' 460 martedì punto Sezione composta tre impiegati
et due agenti punto Dirpostel Ancona attuato servizio IOO impiegato Ancona
Roma aiuto ambulante 7I et 72 punto Dirpostel Roma attuato servizio IOI
agente Roma Ancona aiuto ambulante 72/7I.

DIRETTORE GENERALE
(F.to Musumeci)



Ministero delle Poste e delle Telecomunicazioni

++ Copia

TELEGRAMMA

Prec; Ass.

POSTMOV TORINO FERROVIA

et p.c. Dirpostel Torino

Poste Ferrovia Torino Roma

Ufficiale Postale Regionale Liguria in Genova

Ispostmov I/I N. 475429 8/4 VIII punto Pregasi confermare
coèsto Ufficio provvederà fornire carrozza postale tipo
UZ treni Torino Roma et viceversa data loro attuazione punto
In difetto ambulant Torino Bologna et Bologna Roma dovrebbero
eseguire servizio in bagagliaio.

DIRETTORE GENERALE
(F.to Musumeci)

Copia

TELEGRAMMA

A TUTTE LE DIREZIONI P.T. AMMINISTRATE DAL

GOVERNO ITALIANO

et p.c. POSTMOV TORINO MILANO VENEZIA TRENTO BOLOGNA
FIRENZE PISA ROMA NAPOLI BARI REGGIO CALABRIA

CATANIA PALERMO

Ispostmov I/I N. 475429 8/4. VIII punto Seguito attuazione ambulante Roma
Bologna et Bologna Torino con treno viaggiatori giornaliero Roma Pisa Firenze
ze Bologna Piacenza Alessandria Torino et ambulante Roma Ancona Bologna
giorni martedì mercoledì giovedì venerdì et sabato dovranno osservarsi
seguenti norme istradamento corrispondenze due punti at ambulant Roma
Bologna et Bologna Torino corrispondenze per province Toscana Marittima
et interna escluse quelle per Arezzo virgola Siena che servizi meridionali
daranno transito Roma ferrovia virgola per province Emilia Liguria Piemonte
due punti dispaaci per Genova saranno scalati Voghera stazione punto At
ambulante Roma Ancona Bologna province Terni Perugia Abruzzi Marche Roma
gne Lombardia Veneto punto Dispaaci per Lombardia et Veneto dovranno soalar
Bologna per proseguire primi con tradotta militare secondari con mezzi
attuali salvo proseguirli Verona appena ristabilita comunicazione ferrovia
ria Milano Verona Venezia punto Dispaaci tranne giustificate eccezioni
attuale organizzazione movimento dispaaci giurisdizione proposte utili
punto Dirpostel comunicheranno Postmov giurisdizione proposte utili
attuazione et Postmov le proseguiranno con loro parere at Sezioni Tecniche
Torino Bologna Roma punto Senso Nord Sud dispaaci per Toscana da province
settentrionali manterranno avviamento attuale

DIRETTORE GENERALE

et p.c. Dirpostel Torino
Poste Ferrovia Torino Roma
Ufficiale Postale Regionale Liguria in Genova

Ispostmov I/I N. 475429 8/4 VIII punto Pregasi confermare
codesto Ufficio provvedera' fornire carrozza postale tipo
UZ treni Torino Roma et viceversa data loro attuazione punto
In difetto ambulanti Torino Bologna et Bologna Roma dovrebbero
eseguire servizio in bagagliaio.

DIRETTORE GENERALE
(F.to Musumeci)

COPIA---

TELEGRAMMA

A TUTTE LE DIREZIONI P.T. AMMINISTRATE DAL

GOVERNO ITALIANO

et p.c. POSTMOV TORINO MILANO VENEZIA TRENTO BOLOGNA
FIRENZE PISA ROMA NAPOLI BARI REGGIO CALABRIA

CATANIA PALERMO

Ispostmov I/I N. 475429 8/4 VIII punto Seguito attuazione ambulante Roma
Bologna et Bologna Torino con treno viaggiatori giornaliero Roma Pisa Firenze
ze Bologna Piacenza Alessandria Torino et ambulante Roma Ancona Bologna
giorni martedì mercoledì giovedì venerdì et sabato dovranno osservarsi
seguenti norme istradamento corrispondenze due appunti at ambulanti Roma
Bologna et Bologna Torino corrispondenze per province Toscana Marittima
et interna escluse quelle per Arezzo virgola Siena che servizi meridionali
daranno transito Roma ferrovia virgola per province Emilia Liguria Piemonte
due punti dispacci per Genova saranno scalati Voghera stazione punto At
ambulante Roma Ancona Bologna province Terni Perugia Abruzzi Marche Roma
gne Lombardia Veneto punto Dispacci per Lombardia et Veneto dovranno scalar
Bologna per proseguire primi con tradotta militare secondi con mezzi
attuali salvo proseguirli Verona appena ristabilita comunicazione ferrovia
ria Milano Verona Venezia punto Provvisoriamente dovrà essere mantenuta
attuale organizzazione movimento dispacci tranne giustificate eccezioni
punto Dirpostel comunicheranno Postmov giurisdizione proposte utili
attuazione et Postmov le proseguiranno con loro parere at Sezioni Tecniche
Torino Bologna Roma punto Senso Nord Sud dispacci per Toscana da province
setteentrionali manterranno avviamento attuale

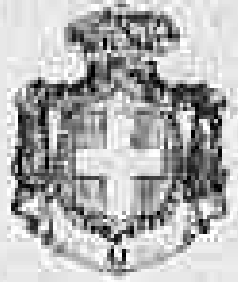
DIRETTORE GENERALE

7

Mod. 167

14 SET 1945

Roma 266/194

 3

*Ministero delle Poste
e delle Telecomunicazioni*

Ispett.Gen.M.P.

Servizio *Dir. I* *Dir. I*

Prot. N. **476423 8/I**

Allegati

Assessorato **AP.47.249.CS**

del **25.8.45**

OGGETTO Servizio postale sui treni

Si ringrazia di quanto comunicato con
la lettera sopra distinta, informando di
~~esser~~ disposto - d'accordo con le Ferrovie
di Stato - in conformità di quanto consiglia-
to al N. 2 della lettera a cui si risponde.

IL DIRETTORE GENERALE

[Signature]

CROSS
REF. **249**

FILE **11 3053**

Date _____

264

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

COLM/ans

P.41.262/US

12th September 1945

Subject: Bologna-Verona Daily Train Service.

To : Postal Officers Lombardia, Venezia Regions,
Under Secretary of State for Posts and Telecommunications.

Commencing Sept. 12th passenger train service
will be established between BOLOGNA and VERONA
operating on following schedule: -

BOLOGNA-VERONA
Daily

1130	(65)	VERONA	(66)	1500
1202		ISOLA DELLA SCALA		1428
1221		REGARA		1409
1250		OSTIGLIA		1345
1319		POGGIORUSCO		1317
1505	(65)	BOLOGNA	(66)	1125

COMPOSITION: 1 Baggage Van
1 Mail Van
7 Coaches
One compartment reserved for A.C. personnel.

~~For the Chief Commissioner~~

~~H. G. HATHORN~~
~~Major~~

For your information:

H. Shaddock
Capt
H. H. SCUDDER
Lt. Colonel, Sig. C.
Director.

Date:

MEMO

GML/ams

263

P.41.263/CS

Subject: Railway Postal Vans.

To : Transportation Sub-Commission
(Rail Division).Further to your AC/36/In.4 of 12th June 1945, and
your Train Service Circular No. 27 of 6th September 1945.

1. It has been reported by telegraph by the Director of the Post Office at Venezia Ferrovia that on the 9th Sept. 1945, 12 postal vans numbered as below were withdrawn by the local Command of Allied Forces and used on a train number 9020, despatched to Udine.

U.I.Z.	1303	6255	8255
	1311	6273	8130
U.I.Z.	1056	6411	8446
	6243	8254	8468

2. The withdrawal of these postal vans immediately before the commencement of the Venezia-Milano-Torino service has caused great difficulties in the local postal arrangements at Venezia and the above particulars are submitted as it would appear that in this case there are grounds for the return of at least some of the vans to the Postal authorities.

C. L. Waddock Capt

H. H. SCUDDER
Lt. Colonel, Sig. C.
Director.

12th September 1945

Copy to:

Postal Officer Venezia
Director General for Posts and Telecomms.

3211

Communications Sub-Commission
Extn. 444.18259
44



Mod. 107

7 SET. 1945

Roma

194

267

Ministero delle Poste
e delle Telecomunicazioni

Ispet. Gen. Mov. Post.

Servizio *Gen. I* *Gen. I*
Tel. N. 476262 8/9

Allegato

A.C.A. POSTS AND
Telecommunications

Subcommission V. *Dante* - Roma

Registrazione N. P.47.300
del 23/8/45

OGGETTO: Vagoni postali ferroviari.

Il provvedimento richiesto con la lettera
a riferimento alla Sottocommissione dei trasporti,
è già ¹⁹⁴atto, con evidente vantaggio del servizio;

Non è stato, peraltro, possibile rinunciare
all'utilizzazione del carro in composizione al
treno con orario libero, perché il volume del
corriere postale dal nord al sud di Italia è in
continuo aumento ed è veramente ingente; inoltre
il carro in composizione al treno *orario libero* è u-
tilizzato, nel viaggio Napoli Roma, per il traspor-
to dei sacchi pacchi proveniente dagli S.U.A.

IL DIRETTORE GENERALE

Dante

Date

TRANSLATION

N. 476262 8/9

7th Sept. 1945

Subject: Railway Postal Vans.

provision
The ~~proposed~~ *provision* which has been requested with above mentioned letter to Transportation Sub-Commission, is already into effect, with evident advantage of the service.

Anyhow it has been impossible to give up the use of the van attached to the train with the free timing because the amount of the mail from Northern to Southern Italy, is always increasing and it is really considerable; further more the van attached to the train with the free timing is used on the Rome-Naples trip for transport of the sacks of parcels in arrival from U.S.A.

2-19



Ministero delle Poste
e delle Telecomunicazioni
Ispett. Gen. Mov. Post

Lavori 1
Tel. N° 476110-8/9 1
Allegati 1

OGGETTO Carrozze postali.-

Mod. 167

7 SET. 1945

Roma 7 SET. 1945

Commissione Alleata Posts
and Telecommunications Sub
Commission - Via Veneto
ROMA

Poste
Ripartizione Venezia ferrovia
del

p.c.:

Col telegramma N° 5500, qui unito in
copia, l'Ufficio postale di Venezia ferrovia
segnala che le dodici carrozze postali ivi
elencate sono state ritirate dal locale Co-
mando delle Forze armate alleate.

Considerata la grave **penuria** di detto
materiale, in relazione alle necessità di que-
sti servizi, si rivolge viva preghiera a co-
desta Commissione affinché voglia disporre
per la più sollecita restituzione ai servizi
postali delle carrozze suddette, e di tutte
quelle altre comunque trattenute per usi
estranei alla posta.

Sarà gradito un cenno di assicurazione
al riguardo e si anticipano sentiti ringra-
ziamenti.

IL DIRETTORE GENERALE

3008

263

Det.

476110-8/9

(Copia Telegramma)

A-ROMA - VENEZIA 5500 57-⁹8.45 1150
POSTGEN ISPOMOV 1/1

ROMA

2126 LOCALE CDO FORZE ARMATE ALLEA=
TE RITIRARE SEGUENTI CARROZZE POSTALI IN
EFFICIENZA QUI GIACENTI PARTITE PER UDINE
TRENO 9020 GIORNO 9 CORRENTE - UIZ 1303-1311
UIZ 1056 - 6243 - 6255 - 6273 - 6411 - 8254-
8255 - 8430-8446-8468

DRE REGG. POSTE VENEZIA FERR.
F.TO P. POLETO

3007

TRANSLATION:

7th September 1945

n. 476110 8/9

Subject: Postal Vans.

With telegram n. 5500, copy of which is herewith attached, the Venezia Ferrovia Post Office informs us that the 12 postal vans listed here, have been withdrawn by the local Command of Allied Armed Forces.

Considering the serious scarcity of said material in relation to the necessity of such services, we ask your Commission to arrange that these vans returned quickly and also all others, which are being capt. for non postal uses.

Reference to the matter will be appreciated and we thank you before.

TELEGRAM: 476110 8/9

A - Rome-Venezie 5500 57-8/9-45 1150
Postgen ispmov 1/1

ROMA

2126 Local CDO Allied Armed Forces withdrawn postal vans in effloience here on hand departed for Udine train 9020, day 9th Sept. viz 1303 - 1311 viz 1056 - 6243 - 6255 - 6273 - 6411 - 8254 - 8255 - 8430 - 8446 - 8468

Dre. Regg. Poste Venezia Ferr.
P.to P. Poletto

2-68

14

 Mod. 167
 7 SET. 1945
 Roma 194

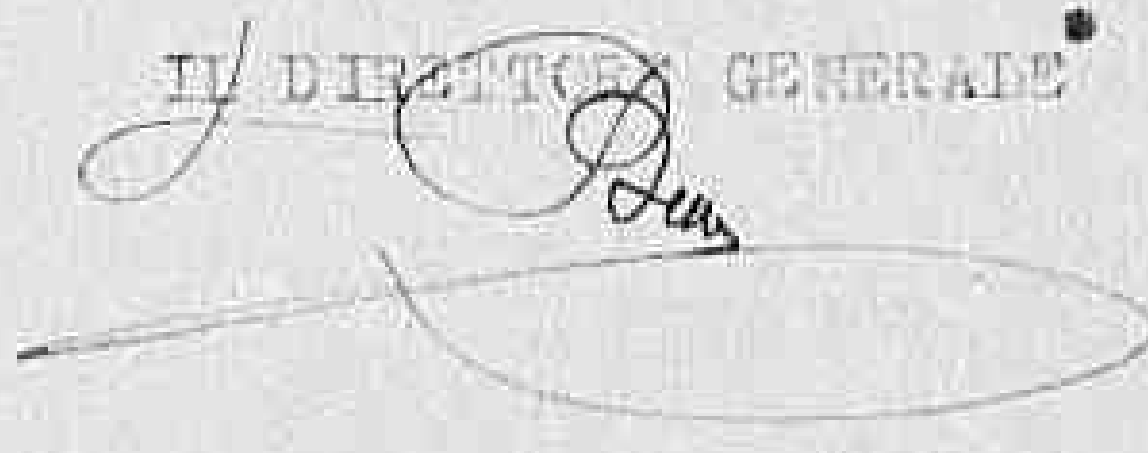
Ministero delle Poste
 e delle Telecomunicazioni
 ISEPET. GEN. NOV. POSTE

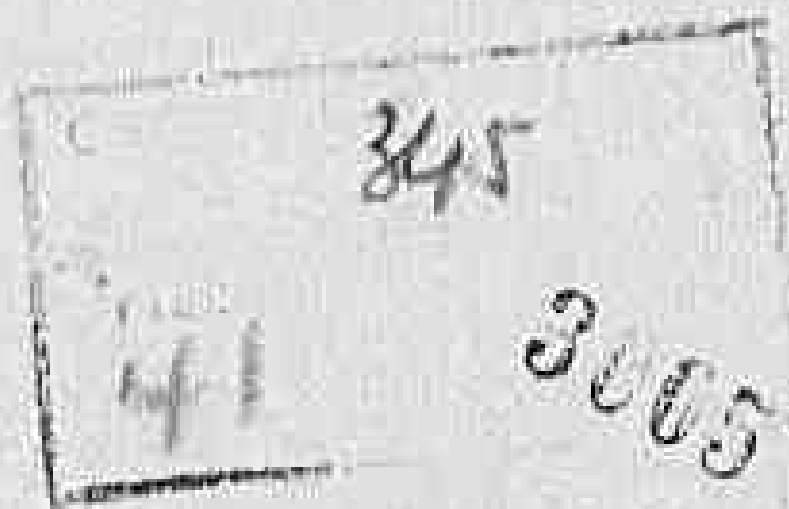
Per via Dir. I Dir. I
 Tel. N. 476260/-/2-R
 Allegate

ALLIED COMMISSION POST
 AND TELECOMMUNICATIONS SUB
 COMMISSION VIA VENETO
 ROMA
 Risposta al f. N. P.41.345/C S
 del 14 Agosto

OGGETTO: Vetture postali

"entre si ringrazia per la concessione di
 una seconda vettura postale con i treni viaggiatori
 sulla linea Roma Napoli, si ha il pregio di
 informare che detto servizio ha avuto inizio il
 14 agosto.

IL DIRETTORE GENERALE


F

 Data

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHE/ams

P.41.256/C9

6th September 1945

Subject: Venesia Region Local Train Services.

To : Under Secretary of State for Posts and Telecommunications.

Reference your 475912/1/2 of 1st September 1945.

1. It is not known what is the date or source of your information on the subject nor whether the conditions mentioned still apply.

2. If the information was given in a report by the Provincial Director he should be told to take up such matters with the Regional Postal Officer.

G.D. Shaddock Capt

/s/ H.H. SOUDER
Lt. Colonel, Sig. O.
Director.

Copy to:
Postal Officer Venesia Region
(with copy of 475912/1/2)

CLASS	255
REFS	
FILE	47
Date	3-10-45

7/27



Mod. 10

1 SET 1945

255

Roma

Ministero delle Poste
e delle Telecomunicazioni

Ispet. Gen. Mov. Post. // la COMMISSIONE ALLEATA
Post. and Telecommuni-

Service Gen. I Sec. I
Tel. V 47 5912/1/2

cations Sub. Commission
Via Veneto 7 Roma -

Allegati

OGGETTO Comunicazioni postali.

Da qualche settimana al treno operai - Venezia Sacile veniva agganciata una carrozza postale ove prestava servizio un messaggere il quale disimpegnava lo scambio dei dispacci da e per le stazioni della linea.

Senonchè, dal 23 Luglio u.s. il G.M.A. ha disposto che il predetto treno non faccia più servizio viaggiatori nè quello postale, ordinando l'esclusione della vettura postale.

Pregasi esaminare se, nell'interesse generale del servizio, non possa togliersi il dannoso divieto.

del tempo postale

F

41

Date

Tornerà gradito conoscere le determinazioni che saranno adottate.

IL DIRETTORE GENERALE



Translation

Sept. 1st 45

47 5912/1/2

SUBJECT: Postal Communications.

Since a few weeks a postal van on which a messenger ~~was on~~ duty carried out the exchange of despatches from and to the stations on the line was attached to the Venezia Sacile workers train.

But from July 23rd the GMA has arranged that such train should no longer ~~be used to~~ convey passengers or mail and has ordered the detachment of the postal van.

Please examine if in the general interest of the service such a harmful prohibition as regards the postal services, *may be lifted*
Please let us know the decisions you will take on the matter.

HEADQUARTERS
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 APO 394

28 August 1945

To: Communications Subcommittee, Hq. AC, Rome

Subject: Transportation of Mails

File No: RXII/Com/531

1. The following trains (both civilian and military) are used for the transportation of mails within and to and from Venezia Region:

- | | | | |
|----|--|---|---|
| a) | Venezia - Trieste (civilian) (daily except Sunday) | | |
| | (via Treviso and Udine) | | |
| b) | Verona - Rovigo | " | " |
| c) | Verona - Mantova | " | " |
| d) | Verona - Bolzano (military) | " | " |
| | (via Trento) | | |
| e) | Verona - Bologna (military) | | ? |
| f) | Verona - Milano | " | ? |

2. Until recently there has been no regular military train service between Venezia and Verona. However, with the establishment of a regular military train between such points permission has been requested of 13 Corps Movements for authority to attach a railway postal car to such train. Such train would also serve Padova and Vicenza.

3. Until such request is approved the transportation of mails between Verona and Venezia is being carried out by a daily (except Sunday) truck service.

4. There is a daily (except Monday) truck service between Bologna and Venezia (via Ferrara, Rovigo, and Padova).

5. Belluno is served by a tri-weekly truck service operating between Belluno and Treviso. It is probable that such service will have to continue until Belluno is connected with Treviso by electric trolley.

Director	
Officer	
Chief Telecoms	
Chief Postal	
Chief Coms O	
Chief Postal	
Chief	

Charles I. Turner
 CHARLES I. TURNER
 Major, AGD
 Communications Officer

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

253
WHG/ba

P.41.247.C3

22 August 1945

Dear Sleichner

Mail Service Bologna-Verona-Milan.

1. I understand from the Ministry that as from 9th August a postal wagon was attached to the Naples-Bologna-Verona-Milan military passenger train on the Bologna-Milan section of its run. Now the Ministry naturally wants the vehicle to be attached over the whole journey.
2. As the attachment of a civil postal van to this train was originally proposed by this Sub-Commission and the Transportation Sub-Commission and was flatly refused by AFHQ I am rather hesitant to raise the question as I fear that it might do harm to some local Movements Officer who has done us a good turn without proper authority.
3. Please give me any information you have on the matter both as regards the obtaining of the concession and the timing of the train between Bologna and Milan in both directions. It is essential that any developments of this kind should be reported immediately.

Yours sincerely

W.H. Green
Major

27 August '45

1. The train was arranged for by the Technical Movements Section of Milan (Italian)
2. Leaves Milan at 0200 hrs
Arrives Bologna at 0630 hrs
Leaves Bologna at 1830 hrs

28/8/45

7
6/1

CHIEF	
DEPT	
FILE	
41	

Date

George J. Sleichner

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

252
WHL/ea

P.41.252.03

26 August 1945

SUBJECT: Railway Postal Waggon. Request for increased provision for Parcel Post and other services Rome-Naples-Palermo.

TO : Transportation Sub-Commission

1. In the attached letter the Italian Post Office (which is experiencing serious difficulties at Naples in handling the growing parcel post service from the USA) asks for the regular provision on the Rome-Naples and Naples-Palermo train services of a special parcel post vehicle attached next to the postal sorting carriage.

2. The type of vehicle suggested would have intercommunication with the sorting carriage and so reduce the need for supervision. It would moreover permit bulky correspondence and mails to be accommodated outside the actual sorting carriage, where the work is now much impeded by congestion caused by such bulky items.

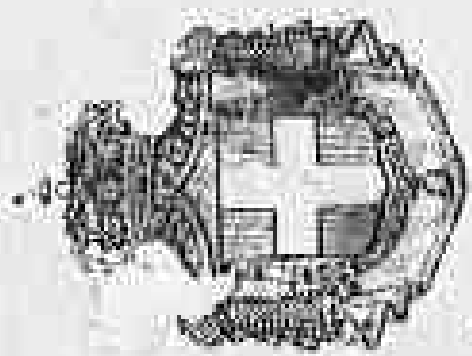
3. There is no doubt that the amount of traffic will be such as to justify the provision of these waggons and if there should be any surplus space, which is unlikely, it can quickly be utilised in connection with the resumption of some of the suspended services which the Post Office is being pressed from all sides to establish e.g. commercial and printed paper post, prisoner of war parcel service, extension of US parcel service beyond the cities now served.

H.H. SCUDER
Lt. Colonel, Sig.C.
Director.

1 Inc:
Copy of 476221 of 24 Aug & Translation

Copy to: Under Secretary of State for Posts and Telecomms.

270
262



Ministero delle Poste e delle Telecomunicazioni

ISPELTOARIO GENERALE DEL SERVIZIO POSTALE

Prot.N. 476221

Roma, 24 mag.

All'A.C. Posts and Telecommunications
Sub-Commissione
V.Veneto Roma

Oggetto: PACCHI-DONO DA U.S.A.

Com'e' noto, uno dei principali ostacoli per la sistemazione a Napoli del servizio in oggetto, e' quello della 'difficolta' di avere in carri occorrenti per la spedizione dei sacchi-pacchi diretti a Roma, Citta del Vaticano e Palermo.

Il mancato, tempestivo e celere inoltro di detti oggetti, genera la stasi di essi a Napoli, donde la necessita' di depositi sempre piu' vasti e la permanente minaccia di imbottigliamento.

Cio' stante, per uscire, da questo vicolo cieco, si e' pensato di proporre alle FF SS, per assicurare almeno un minimo giornaliero di mezzi - oltre s'intende, quelli eventuali disponibili ed utilizzati - a seconda delle circostanze e dei bisogni - sia messo a disposizione della posta, un numero di carri sufficienti a coprire un itinerario fisso e programmato, circolanti aggruppati alla vettura postale, sul percorso Napoli-Palermo-Napoli. Detto itinerario impone, al massimo sette veicoli.

Si e' prescelto il tipo di carro F.I. (intercomunicanti e provvisti di batterie e relativo impianto elettrico), perche' accoppiandolo alla postale, si ha un unico ambiente ed anche facilmente sorvegliabile.

L'itinerario chiesto e' il seguente:

Treno	1935	Napoli-Villa S. Giovanni
Corsa	19	Villa S. Giovanni - Messina
Treno merci	(?)	Messina - Palermo
"	(?)	Palermo - Messina
Corsa	10	Messina - Villa S. Giovanni
Treno	1934	Villa S. Giovanni - Napoli
"	80/780	Napoli - Roma
"	81/781	Roma - Napoli

In dipendenza di cio', si avrebbe la seguente situazione di mezzi postali, sui treni sopra indicati:

Treno 1935	-	1 vettura postale	-	1 carro F.I.
Corsa 19	i d e m	1 carro F.I.		
Treno merci	(?)	1 carro F.I.		
"	"	1 vettura postale	1	carro F.I.
Corsa 10	-	i d e m		
Treno 1934		2 vetture postali	1	carro F.I.
Treno 80/780				

All'A.C. Posts and Telecommunications
Sub-Commissione
V.Veneto Roma

Oggetto: PACCHI-DONO DA U.S.A.

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- L'itinerario chiesto e' il seguente:
- | | | |
|-------------|--------|-----------------------------|
| Treno | 1935 | Napoli-Villa S. Giovanni |
| Corsa | 19 | Villa S. Giovanni - Messina |
| Treno merci | (?) | Messina - Palermo |
| " | (?) | Palermo - Messina |
| Corsa | 10 | Messina - Villa S. Giovanni |
| Treno | 1934 | Villa S. Giovanni - Napoli |
| " | 80/780 | Napoli - Roma |
| " | 81/781 | Roma - Napoli |

In dipendenza di cio', si avrebbe la seguente situazione di mezzi postali, sui treni sopra indicati:

- | | | |
|--------------|---------|----------------------------------|
| Treno 1935 | - | 1 vettura postale - 1 carro F.I. |
| Corsa 19 | i d e m | 1 carro F.I. |
| Treno merci | (?) | 1 carro F.I. |
| " | " | 1 vettura postale 1 carro F.I. |
| Corsa 10 | - | i d e m |
| Treno 1934 | - | 2 vetture postali 1 carro F.I. |
| Treno 80/780 | - | i d e m |
| Treno 81/781 | - | |

Inoltre si raggiungerebbero i seguenti segmenti risultati:

41/0/0

Poiche' nella corsa Napoli-Roma (treno 780/80) la seconda vettura postale e' disponibile, con essa e col carro F.I. si inoltrerebbero sacchi-pacchi per Roma, per cui sarebbe assicurato, ogni giorno: 1 veicolo con sacchi-pacchi per Palermo

2 " " Roma

e, quindi, un inoltro di circa 1000 sacchi-pacchi al giorno.

Nella corsa di ritorno, da Palermo a Napoli, il carro F.I. sarebbe utilizzato per il trasporto di tutti gli effetti voluminosi e non urgenti, sgombrando, cosi, le vetture degli ambulanti.

In difetto di carri, nulla vieta che le FF SS utilizzino detti veicoli, per carichi destinati a Napoli, nell'attesa di un sollecito scarico cola, e riconsegna del veicolo alla posta, per la consueta utilizzazione di esso, nella susseguente corsa su Roma, col treno 80/780, previo carico durante la notte.

Nella corsa Roma - Napoli, poi, col treno 81/781, servirebbe a convogliare, assieme alla seconda postale, quando di voluminoso e stampe diretto a Napoli - Campania-Puglia e Basilicata, avvertendo che neppure la seconda postale, applicata al treno 81/781, e' ritenuta a soddisfare l'esigenza dei detti trasporti, che riceveranno un ulteriore incremento, colla prossima attuazione del servizio dei campioni e ~~utilizzazione~~ con l'estensione ad 1 Kg di peso, delle stampe non periodiche.

Le FF SS sono, di massima, favorevoli all'accettazione della proposta, ma nel dubbio che la competente Sub-Commission Alleata dei trasporti, possa opporre un diniego, si prega codesta Cn.Sub-Commission, sempre cosi' provvida di interessamento per i nostri servizi, di interporre il suo autorevole intervento per l'approvazione, che, fra l'altro, comporterebbe anche una notevole economia di personale e, quindi, di spesa, perche' l'intercomunicazione della postale, darebbe l'agio di diminuire il personale di scorta ai carri.-

IL DIRETTORE GENERALE



TRANSLATION

N. 476221

24th August 1945

Subject: Gift Parcels from U.S.A.

As you are aware one of the principal obstacles to the settlement at Naples of this service is the difficulty of obtaining the railway-waggons necessary to re-despatch the bags of parcels directed to Roma, Vatican City and Palermo.

The delayed and slow forwarding of these objects cause their lying on hand at Naples, hence the necessity of still larger stores and the permanent threat of a stand still therefore to avoid this bottleneck we have thought to propose to the State Railways, so to assure at least a minimum of daily means besides those eventually available and used according to the circumstances and needs, that a number of carriages sufficient to cover a fixed and scheduled route circulating in pairs attached with the postal van, on the Naples-Palermo-Naples route, we put at disposal of the mail. Such itinerary would engage 7 vehicles maximum.

The F.I. Carriage has been chosen (intercommunicating and supplied with generators and relative electric plant) because when attached to the postal waggon it makes with a combined vehicle and so facilitates supervision.

The itinerary asked for is the following:

Train	1935	Napoli-Villa S. Giovanni
Run	19	Villa S. Giovanni-Messina
Goods Train	(?)	Messina-Palermo
" "	(?)	Palermo-Messina
Run	10	Messina-Villa S. Giovanni
Train	1934	Villa S. Giovanni-Napoli
"	80/780	Napoli-Roma
"	81/781	Roma-Napoli

Consequently the following situation of postal means with the above mentioned trains would be obtained:

Train	1935	1 postal Waggon 1 carriage F.I.
Run	19	idem idem
Goods Train	(?)	1 carriage F.I.
" "	(?)	1 carriage F.I.
Run	10	1 postal waggon 1 carriage F.I.
Train	1934	idem idem
Train	80/780	2 postal waggons 1 carriage F.I.
Train	81/781	idem idem

Besides we would reach the following results: -

As on the Naples-Rome run (train 780/80) the second postal van is available with this means and with F.I. carriage we would forward the bags of parcels to Rome, and therefore 1 vehicle with bags of parcels for Palermo would be assured daily and 2 for Rome and therefore a forwarding of about 1000 bags of parcels per day.

.y.

./.

On the return trip, from Palermo to Naples the F.N. carriage would be used for the transport of all the bulky and non-urgent items, emptying thus the vans of the travelling P.O.

In case of lack of vans, nothing forbids the FF SS to use said vehicle for loads at destination to Naples, having agreed upon a quick unloading there a redelivery of the vehicle to the post, for the further use of it on the subsequent trip to Rome with train 80/780, with a previous loading overnight.

On the run from Rome to Naples, then train 81/781 would carry together with the second postal van all the bulky items and printed matter directed to Naples, Campania, Puglia and Basilicata, advising that not even the second postal applied to train 81/781 has managed to satisfy the exigencies of said transport, which will receive a further increase, with the near actuation of the sample service and with the extension to 1 Kg of weight of the non periodical printed matter.

The FF SS are on a general line, favourable to accept such proposal but in the doubt that the competent Transportation Sub-Commission may object we beg you who always show so much interest towards our services to interpose your authority for the approval which amongst other things would bring a considerable economy of personnel and therefore also of expense because the intercommunication of the postal would give grounds to diminish the personnel escorting the carriages.

2696

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

POS-311.12.55

25 August 1945

SUBJECT: Train Service - Bologna-Milan.

TO : Director, Communications Sub-Commission,
HQ ALCOM, APO 394, U. S. Army.

1. Reference your letter of 22 August 1945, file No. P.41.247/CS, subject above, the following information as requested is given.

2. This office was not cognizant of the fact that the Italian postal officials were seeking to obtain from the M.R.S. permission to despatch mails on the above train. In fact, this office was attempting to obtain the same permission through the regular channels - i.e. thru advanced AC HQ (Transportation Sub-Commission). The report when received that the Milan Post Office had obtained permission was as much a surprise to me as it was to you. However, as permission was received, regardless how it was obtained, was a move in the right direction, which meant discontinuing the unreliable truck service, this office made no attempt to intervene. From all reports the service is operating efficiently and no difficulties seem to be encountered.

3. Likewise, with the use of this service this office was able to send three small trucks to the Bologna Post Office, which was in need of transport for establishing connections with other provinces in Emilia Region.

4. The time schedule is that the service is daily, leaving Milan at night (2030) and arriving at Bologna the next day at (0630). Likewise a daily train leaves Bologna (1830) and arrives the next morning in Milan at (0500). A postal van is attached to each train, and the quantity of mail warrants one. For your information the following despatches are made on the

Train Service - Bologna-Milan, 25 August 1945 (cont'd)

Milan - Verona - Bologna route:- Belluno, Padova, Rovigo, Trento Ferr., Treviso, Trieste C.P., Udine Ferr., Venezia Ferr., Verona C., Verona Ferr., Vicenza Ferr., Ancona Ferr., Bologna Ferr., Firenze Ferr., Napoli Ferr., Pescara Ferr., Roma Ferr., Bari-Pescara 4, Bari C., Foggia C., Arezzo Ferr., Ferrara Ferr., Forlì, Lucca, Pistoia, Ravenna, Siena, Ascoli, Macerata, Pesaro, Roma Ferr., Sez. "G", Roma Risparmi, Roma Dne Gle, Napoli-Messina 103, Bologna A.D.

5. The Ministry of Communications has received all the details of the above service.

For the Regional Commissioner:


G. A. ALASIA,
Capt., AGD,
Regional Postal Officer.

2504

249

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/ana

P.41.249/CS

25th August 1945

Subject: Mail Train Services.

To : Under Secretary of State for Posts and Telecommunications.

With reference to the copies of telegrams (furnished by Sig. Bossi) concerning the establishment of Ambulante services to the North.

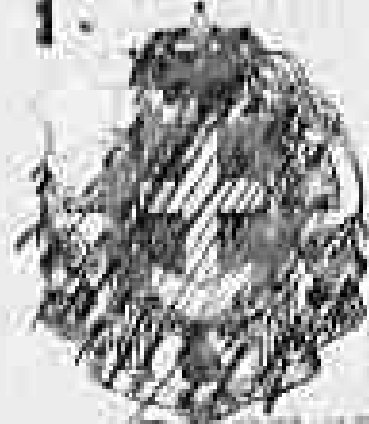
1. The Transportation Sub-Commission has been asked to support the proposal for the provision of a postal waggon instead of a baggage car on the Rome-Ancona-Bologna military train.

2. It is stated that there is to be a train three times weekly Bari-Ancona-Bologna with mail van attached. When this commences to operate the Rome-Falconara-Bologna train will terminate at Ancona. It should be possible to arrange for the Rome postal van to be attached at Ancona to the Bari-Bologna train.

8'
H. H. SCUDIER
Lt. Colonel, Sig. C.
Director.

File

CROSS	2663
FILE	
61	



MINISTERO DELLE COMUNICAZIONI

Direzione Generale delle Poste e dei Telegrafi

ISPRIT. GEN. NOV. POST.

Servizio Dir. I Sez. I

Prot. N° 475089 I/2 Allegati

Risposta al f. N° P. 41.237

del 10.8.45

Roma.

22 AGO 1945

U. S. A. POSTS AND TELECOMMUNICATIONS SUBCOMMISSION

Via Veneto

P. O. N. L.

OGGETTO: Inoltro della posta
al Nord.

Si ringrazia dell'interessamento di Cotesta C.A. presso la Sotto Commissione dei Trasporti, inteso a migliorare le comunicazioni postali da e per le provincie settentrionali d'Italia.

Avversari, tuttavia, riconoscono che le recenti notizie avute sulla stesso argomento, da gli organi periferici del Movimento postale e dalla Direzione Generale delle Ferrovie danno affidamento che le comunicazioni anzidette vadano sensibilmente e sollecitamente, migliorando.

Infatti è già stato concesso che una carrozza postale sia aggregata alla tradotta militare giornaliera Napoli Milano, nel tratto Bologna Verona Milano.

E' allo studio il provvedimento di assicurare tra breve la comunicazione ferroviaria Torino Milano Verona Venezia, a mezzo della quale potranno essere inoltrate da Bologna a Verona, con trasbordo in quello Scalo Ferroviario e proseguimento su Venezia, gli affetti postali per le provincie del Veneto orientale.

E' altresì allo studio il progetto di rendere quanto prima giornaliero il treno viaggiatori trisettimanale Roma Livorno Firenze Bologna, prolungandolo con deviazione su Piacenza e su Verona, fino a Torino fino a Milano.

Carrozze postali sono previste sulle nuove comunicazioni ferroviarie; per cui, a non lunga scadenza, la posta in partenza da Roma e quella convogliata a Roma dalle provincie meridionali, potrà essere istruita, per Ferrovia, ./..

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F

ed eliminato ogni laborioso e difficoltoso percorso su strada, a Torino, a Milano, a Venezia -

Rimarrà ancora per qualche tempo la necessità dell'utilizzazione dell'autoservizio Livorno - Genova per il trasporto della posta da e per le provincie della Toscana marittima e della Liguria; trasporto che sarà alleggerito di tutti gli effetti postali diretti in Piemonte -

Appena il programma ferroviario sopraindicato sarà attuato, si provvederà all'istituzione di servizi di ambulante (nei limiti della disponibilità delle carrozze postali) che contribuiranno ad accelerare sensibilmente il flusso delle corrispondenze tra il Nord ed il Sud. -

B
IL DIRETTORE GENERALE

TRANSLATION.

n. 476080 1/2

22nd August 1945

Subject: Forwarding of mail to the north.

We thank you for having interested Transportation Sub-Commission for the improvement of postal communications from and to the Northern Provinces.

However, it must be admitted that the news recently received concerning the same subject, from the postal Movement Branch Offices and the Railway General Directorate give us grounds to rely that the above communications are noticeable and quickly improving. So much so that it has already been granted that a postal van be attached to the daily Military train on the route Bologna-Verona-Milan.

A provision to insure in the near future a rail communications Torino-Milan-Verona-Venezia is under examination, by which means postal items for the southern Venezia Provinces may be forwarded from Bologna to Verona, with transfer to that railway station and continuing on to Venezia. A project to alter, as soon as possible, the thrice weekly passenger train Rome-Leghorn-Florence-Bologna into a daily train, extending it with a branch on Piacenza and Verona, up to Turin and Milan.

Postal vans are foreseen on the new railway communications, owing to which, in the near future, the mail departing from Rome and the mail forwarded to Rome from the Southern Provinces can be routed by rail and so avoiding even laborous and difficult journey by road, to Turin, Milan and Venice.

The necessity of using the Leghorn-Genoa motor service for the transport of mail for and from the provinces of Toscana on the Coast and of Liguria will still remain for some time: such transport will no longer carry postal items directed to Piemonte.

As soon as the above rail program will be put into operation, we will see to the institution of travelling services (in the limits of availability of postal vans) which will contribute to hasten considerably the flux of mails between North and South.

2531

247

HEADQUARTERS ALLIED COMMISSION
AFG 394
Communications Sub-Commission

WIR/bs

P.41.37.CS

22 August 1945

Dear Maria
Schiavini

Mail Service Bologna-Verona-Milan.

1. I understand from the Ministry that as from 9th August a postal wagon was attached to the Naples-Bologna-Verona-Milan military passenger train on the Bologna-Milan section of its run. Now the Ministry naturally wants the vehicle to be attached over the whole journey.

2. As the attachment of a civil postal van to this train was originally proposed by this Sub-Commission and the Transportation Sub-Commission and was flatly refused by AFM I am rather hesitant to raise the question as I fear that it might do harm to some local Movement Officer who has done us a good turn without proper authority.

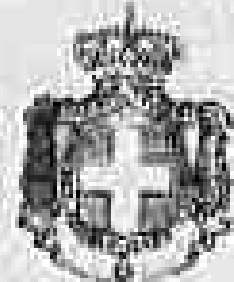
3. Please give me any information you have on the matter both as regards the obtaining of the concession and the timing of the train between Bologna and Milan in both directions. It is essential that any developments of this kind should be reported immediately.

Yours sincerely

WIR

251
91

Date _____



Mod. 107

*Ministero delle Poste
e delle Telecomunicazioni*

Ispett. Gen. Mov. Post
Servizio *GI* *LI*
Prot. N° 476104 I/2
Allegato

Roma 246 194

Al C.A. Poste and Tele-
communications - Sub Com-
missionary

Via Veneto - ROMA-

*Rapresentant f. N.**del*

OGGETTO: Comunicazioni postali Napoli - Milano.

Com'è già noto a cotesta C.A. è stato accor-
dato dal 9 corrente che alla tratta militare Na-
poli - Bologna - Verona - Milano sia agganciata
una carrozza postale nel tratto Bologna - Milano
per il trasporto degli effetti postali per la Lom-
bardia e da Milano per Bologna e oltre.

Allo scopo di migliorare ed accelerare le co-
municazioni postali tra l'Italia meridionale e
quella settentrionale prego vivamente cotesta C.
A. di interessare la Commissione Trasporti affin-
chè la carrozza postale sia agganciata al convo-
glio militare per l'intero percorso *2000* - Napo-
li e Napoli - Milano.

Si confida nell'efficace intervento di cotesta
C.A. e si porgono frattanto sentiti ringraziamen-
ti.

F 41

F

IL DIRETTORE GENERALE

Data

*15/10/41**[Signature]*

TRANSLATION

n. 476104 1/2

August 1945

Subject: Postal Communications Naples-Milan.

As your A.C. is already aware as from (th August it has been allowed to attach a postal van on the route Bologna-Milan to the military train Naples-Bologna-Verona-Milano, for the transport of postal items to Lombardia and from Milan to Bologna and further on.

With the scope of improving and hasten postal communications between Southern and Northern Italy please interest Transportation Sub-Commission so that the postal van be attached to the military train on the whole route Milan-Naples and Naples-Milan.

Trusting in your interest towards the matter etc.

File: It is dangerous to take up this
as AFHQ turned the proposal
down & probably wouldn't
like the local arrangement
Bologna - Milan. (see letters to
Slesher & Alasia).

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date/Time of Origin: AUG

Message Centre No: F/4320
Date Time Rec'd: AUG 181200B
Precedence: ROUTINE

FROM: ROMA
TO: ALCOM

UNCLASSIFIED.

TM2 MILANOCAP ALASIA UFFICIALE PG TALE REGIONALE MIA NO CTA PC POSTMOV MILANO
C APOSTA AND TELS SUBC VIA VENETO ROMA
ISPMI/I NR 4760945 1/2 PUNTO SEQUITO CORTESE CONCESSIONE COMPETENTE AUTORITA COMANDO
ALLIATO CON ORGANI FERROVIARI ITALIANI TRAINO VERICOLO POSTALE BOLOGNA VERONA MILANO
ET VICEVERSA CON TRADOTTA MILITARE NAPOLI MILANO ET CONSEGUENTE DISABILITAZIONE
AUTOMEZZI IN USO FINO NOVE CORRENTE VIRGOLA ISPETTORE MOVIMENTO POSTE MILANO
IN MISSIONE BOLOGNA ET SUCCESSIVAMENTE DIRETTORE POSTE BOLOGNA SOLLECITANO
INTERESSAMENTO POSTGEN PER OTTENERE CONCESSIONE TRASFERIMENTO DA MILANO AT BOLOGNA
CINQUE MOTO GUZZI INDISPENSABILI GARANTIRE SERVIZIO LINEA BOLOGNA MODENA REGGIO
PARMA ET ATTUAZIONE CONRSE TRISETTIMANALI TRA CAPOLUOGO ET UFFICI PROVINCIA
PUNTO PREGASI S V VIRGOLA OVE OCORRE VIRGOLA FARSI DARE DA ISPETTORE MASSARA
ULTERIORI CHIARIMENTI ET COMUNQUE ESAMINARE BENEVOLEMENTE POSSIBILITA ACCOGLIERE
RICHIESTA

DRE GLE MUSMECI

Director
D/Division
Chief Telecons
Chief Posta
in G. Coma O
Asst Chief Posta
Censorship
Chief Clerk

DIST

ACTION: Communications SC
File

C
R
F
44

F

Translate

Date

Translation

18 August 1945

Following on ~~xxxx~~ kindly concession competent authorities Allied Command with ~~railwayxargans~~ Italian Railway organisations transport postal vehicles Bologna Verona Milan and viceversa with military train Naples ~~Rxxxx~~ Milan and consequent disabilitation motor vehicles in use up till 9 inst, Inspector for Postal Movements Milan in mission to Bologna and successively Director Posts Bologna press interst of Postggn to obtain concession to transfer from Milan to Bologna 5 motorcycles Guzzi which are indispensable to guarantee service on line Bologna Modena Reggio Parma and ~~txx~~ for actuation thrice weekly trips between capital town and offices of the Province. Please wherev necessary obtain from Inspector ~~Massara~~ further details and anyhow examine benevolently possibility to grant request.

8.26

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

CHIEF/COMM

14th August 1945

P.41.95/CS

Subject: Postal Railway Vans.

To : Under Secretary of State for Posts and Telecommunications.

1. Reference our Memo P.47.310/CS dated 3rd August to Transportation Sub-Commission, a copy of which was sent to you.
2. We have been informed that an extra mail van to operate between Rome and Naples on the present civilian passenger train has now been authorised.
3. Please arrange the date of commencement with the I.S.R. direct, and inform us of the date of commencement.

(S)

H.H. SCUDER
Lt. Colonel, Sig. C.
Director.



243

HEADQUARTERS ALLIED COMMISSION
 AFJ 394
 Communications Sub-Commission

WHD/amm

P.41.243/CM

18th August 1945

Subject: Civil Train Service Rome-Bologna, Via Falconara.
 To : Under Secretary of State for Posts and Telecommunications.

In confirmation of recent telephone conversation
 I enclose a copy of Train Service Circular N. 21 giving
 details of the new service to Bologna.

WHL
 H.E. SUNDEN
 Lt. Colonel, Sig.C.
 Director.

Enc. :
 Copy to Train Service Circular N. 21

Copies to :
 Postal Officers Lombardia, Venetia Region and
 Bologna (Idelson).

File

CHASS	238
41	

Date _____

7



*Ministero delle Poste
e delle Telecomunicazioni*

11 AGO 1945

Mod. 107

Dir. Gen. Gov. - H.H.

1945

Chief Telecom. *SERV. Mov. Ufficio 2*

Chief Postal *ROMA*

H.Q. Com. C.A. Post And Tele

Chief Postal *communications Subcommission*

Censorship

Chief Clerk *ROMA*

Registrazione

1

1

475837 8/4

Oggetto: *Servizi di Posta per il Nord Italia*

Si trasmette per cognizione ed esame
l'acclusa nota N. *P* 41-229 CS del 30 luglio u.s.
della C.A. Sottocommissione per le Comunicazioni

Con riferimento a quanto indicato al N.4
della lettera sopracitata, si prega accertare
e riferire con cortese sollecitudine se *sia*
attualmente la possibilità di stabilire una
comunicazione postale regolare almeno trisetti-
manale tra Bologna e Milano o con treni derrate
o merci o di qualsiasi altra specie; in difetto
di comunicazioni ferroviarie, *se* questa Direzione
Generale disponga di automezzi *se* ausiliari per
i trasporti ferroviari da utilizzare per il
trasporto della posta da Bologna a Milano,
compresa possibilmente una sosta ed uno scambio

in una località intermedia, *quale persona.*

La portata dell'automezzo se a disposizione completa della posta o la quota di carico da rilasciare alla posta dovrebbe essere non inferiore a venti quintali.

Tornerà gradito un sollecito riferimento

IL DIRETTORE GENERALE

GROSS REFS	
FILE	
41	

Date _____

TRANSLATION

n. 475837

11th August 1945

Subject: Postal Services to Northern Italy.

The enclosed P.41.229 is herewith attached for information and examination.

Reference para 4 please ascertain and relate with kindly urgency if there is a possibility, at present, to establish a regular postal communication at least thrice weekly between Bologna and Milan either with goods trains or any other kind. In case of shortage of rail communications if your Commission has any subsidiary means available for the rail transport to use to convey the mail from Bologna to Milan, including if possible a stop and an exchange in a intermediary locality such as Verona.

The capacity of the motor vehicle if at complete disposal of the mail or the share of load which can given to the mail should not be inferior to 20 quintali.

Please give early reply.

THE GENERAL DIRECTOR

2.82

POM/ic

240

TRANSPORTATION SUB-COMMISSION, AD
(RAIL DIVISION)
c/o Transportation (Br) Main
C.I.F.

11 August 45

Tel. 643238
Ref. 45/56/En 1

SUBJECT : Mail Van Rome-Naples.

TO : Communications Sub-Commission, HQ AC

1. Reference your P. 17.310/CS of 5 August 1945.
2. The addition of an extra mail van to operate between Rome and Naples on the present civilian passenger trains has been authorized.
3. The postal Department can contact the ISR direct as to effective date.

Information major
for Director

Copy to: ISR - Bldg.
Movements Rail - Th S/C HQ AC

GROSS REFS.	2
FILE	41

Date

Director
D/Director
Chief Engineers
Chief Post
H. Q. Comms
Asst Chief
Censorship
Chief Clerk

TELEGRAMMA

di proprietà di *Eni* e *Eni* è l'unico che ha

Nome e cognome di chi ha fatto la fotocopia: _____

ca pp and tt subcommittee

[illegible]

not listed: Bonn 1944 - Julius-Eugenius von Arnim - G.O.

a rom 532T80 54 TF IO T8 slo per=

dirpostel verona et p c postmov venezia bologna poste ferrovia
verona venezia bologna ufficiale postale regionale delle venezie
venezia= c a pp att subcommission via veneto roma=

ispostmov I/I n 47595I I/2 alt eventualita attuazione trasporto
effetti postali da bologna a milano transito verona mezzo treni
merci militari virgola pregasi accertare e riferire se quota
parte dispaeci destinati provincie ferrovia udine treviso trieste
fiume potrebbero proseguire da verona con automezzo verona padova
venezia per successivo inoltre mezzi disposizione.

dre gle msumeci =

Fatevi correntisti postali.

MEDIANTE POSTAGIRO LORO ESEGUITI SENZA LIMITAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

PAGAMENTI E RISCOSSIONI IN TUTTE LE LOCALITÀ DEL
REGNO - FRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI.

TAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

Communications S/c

F3463

MOTIVAZIONE Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia. Le cause rimborsate in caso di errore od in seguito a ritardo o interruzione del destinatario. Il destinatario è incaricato di ricevere la ricevuta presentata dal fattorino e a riceverla in data e luogo della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a rimborsare in caso di ritardo della consegna.		Nota. 89 - (1911) 			
REDAZIONE E PRESENTAZIONE Ricevuto Del circuito N.		La rete si estende sul meridiano corrispondente al tempo medio dell'Europa Centrale e per telegrafi interni e con cavi posti esteri di seguito da una stazione all'altra. Per telegrammi telegrafici e radiotelegrafici, il primo numero dopo il punto del tempo di origine rappresenta quello del telegramma, il secondo quello della parola, ed altri, in data, l'ora e minuti della presentazione.			
QUALIFICA	DESTINAZIONE	PROVENIENZA	NUM. PAROLE	DATA DELLA PRESENTAZIONE Giorno e mese Ore e minuti	VIA E INDICAZIONI EVENTUALI D'UFFICIO
21 FRA					

1100270 Roma, 1941 - Istituto Poligrafico dello Stato - G. G.

a roma 532180 54 TF IO IB slo per=

dirpostel verona et p c postmov venezia bologna poste ferrovia
 verona venezia bologna ufficiale postale regionale delle venezie
 venezia= c a pp att subcommission via veneto roma=

lepostmov I/I n 47595I I/2 alt eventualita attuazione trasporto
 effetti postali da bologna a milano transito verona mezzo treni
 merci militari virgola pregasi accertare e riferire se quota
 parte diapaci destinati provincie ferrovia udine treviso trieste
 fiume potrebbero proseguire da verona con automezzo verona padova
 venezia per successivo inoltro mezzi disposizione.

dre gle musumeci=

Fatevi correntisti postali.

MEDIANTE

ESPOSIZIONE FONDI SEGUITI SENZA LIMITAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

PAGAMENTI E RISCOSSIONI IN TUTTE LE LOCALITA' DEL
 REGNO - FRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI
 IN TUTTE LE LOCALITA' DEL REGNO - FRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI

P41

0167

Declassified E.O. 12356 Section 3.3/NND No. 785015

8

TELEGRAMMA

N. 2770 di recapito Roma n° fattorino alle ore 11.45
*Sulla e diretta al fattorino per recapito. La fattoria romana non riceve
visti e non si può essere in contatto con la fattoria.*

ca pp and tt subcommission
via veneto roma

PCW/1c

238

TRANSPORTATION SUB-COMMISSION, AC
 (RAIL DIVISION)
 c/o Transportation (Br) Main
 D.M.F.

Tel. 643256
 Ref. AC/56/Tn 4

10 August 45

SUBJECT : Mail Van Taranto-North Italy.

✓ TO : Communication Sub-Commission HQ AC

1. Reference your memo P.44.274/63 of 8 August 45.
2. We have not been successful in obtaining permission from the military authorities to place a mail van on the Taranto-Milan Medloc trains for civilian mails.
3. The matter has been referred to the Traffic Sub-Committee of the Railway Board for final decision.

J. M. M. M. M.
 for Director

Now what we asked him

Taranto-Forti was the question

Copy to: Movements Rail Tn Sub-Commission HQ AC.

2879

CROSS. REFS.	234
FILE	B/Pwd.
41	

Date _____

Director	
D/Director	
Chief Telecoms	
Chief Postal	
H Q. Coms O.	
Asst Chief Posts	
Censorship	
Chief Clerk	



15

Mod. 107

*Ministero delle Poste
e delle Telecomunicazioni*

Isp. Gen. Mov. Poste

Lettera *Dir. 1* *Loc. 1*

Prot. N. 475782 8/4/VII

Allegati

Roma - 8 AGO 1945 194

*M.A. Poste And
Telecommunications
Subcommission*

Via Veneto R O M A

Risposta al f. N. P. 41/226.CS

del 26/7/45

OGGETTO: Orario treno Roma Bologna

Si è presa cognizione dell'orario del treno viaggiatori Roma Bologna, trasmesso ~~in~~ allegato al foglio a riferimento; e vi ringrazia del cortese invio.

IL DIRETTORE GENERALE

2978

GROSS REF.	
FILE	
41	

Date

Mod. 107



*Ministero delle Poste
e delle Telecomunicazioni*

Ispett. Gen. Mov. Post.

Sezione *Gen. I* *Sp. I*
Bot. N° 475420 8/4 VIII
Allegato

Roma: 1 AGO 1945 194

235

*M. G. A. Posts And
Telecommunications*
Subcommission- Via Veneto
ROMA

Rapporto all' N°
del

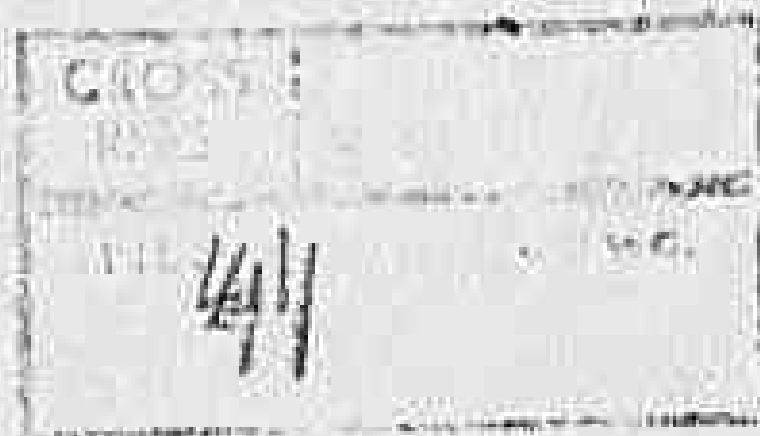
Oggetto: Treno militare Taranto-Ferli

Si fa riferimento alla lettera N. P.
41213/GS del 6.7. u.s. con preghiera di far
conoscere, se *finora* possibile, la periodici-
tà e l'orario della comunicazione in oggetto.

Ref. N.P. 41213/GS of 6 Aug. please let us know
if it is already possible, the periodicity
and timing of the Taranto-Ferli' train.

pl DIRETTORE GENERALE

Amir



2877

Date

234

MEMO

CHST/ams

P.41.234/OS

Subject: Postal Facilities - Southern Italy and the North.

To : Transportation Sub-Commission.

1. Reference your AC/36/Pn.4 dated 4th July 1945 to G-4 Mov. and Tr A.F.H.Q., copy to us, it is believed that a postal van has now been attached to the Taranto-Ferli' train.

2. Could you inform us of the timings of such trains, in order that we may inform the Ministry of Posts and Telecomms?

(Handwritten signature)

H.H. SCUDDER
Lt. Colonel, Sig.C.
Director.

3th August 1945

Communications Sub-Commission
Extn. 444.

2976

CHST	212-238
FILE	U/100
41	

Date.....

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.N.F.

PG.
133

Tel. 843238
Ref. AG/100/71/3/En 4

6 August 45

SUBJECT : Mail Vans Rome-Naples.

TO : DMS - Bldg. (attn. Major London).

1. Request is made to put an additional mail van on the Rome-Reggio civilian passenger train to operate daily in each direction between Rome and Naples only.
2. The present composition of this train is normally :
 - 8 coaches
 - 1 Baggage van
 - 1 Mail Van
3. It is understood if you permit an additional mail van to be added to the consist of these trains that the thirteen car limit will be observed at all times.

For the Chief Commissioner :

P.C. MATSON, Major

Copy to: Movements Rail Tn Sub-Comm. H: AC
" " Communications Sub-Comm. (ref. P.47.310/CS.)

GROSS	
NET	
TOTAL	
Fwd.	

F

41

MEMO232
WHG/ams

P.47.346/CS

Subject: Postal Railway Vans.

To : Transportation Sub-Commission.

1. The Ministry of Posts and Telecommunications asks that a second postal van be attached to trains 781 and 81, between Rome and Naples - one to be used for Naples and Naples transit; the other for Calabria and Sicily.

2. It is stated that a single vehicle is now insufficient to accommodate all the postal matter due to be sent by this service, and also that there is difficulty at Naples in carrying out the loading and unloading necessary in the time available.

3. The second vehicle on the Rome-Naples and vice versa train could be provided by conveying through to Rome the van used on trains 1935/1934 Reggio-Naples-Reggio.

4. If this proposal can be agreed it will probably be possible to discontinue the provision of a postal van on the freight train Rome to Naples which is now loaded Rome Termini and taken to Rome Tiburtina and affords a very slow and irregular service.

WHL
H. H. SCUDIER
Lt. Colonel, Sig. C.
Director.

28
3rd August 1945

Copy to:

Under Secretary of State for Posts and Telecommunications,
(ref. 475059.8/9).

Communications Sub-Commission
Extn. 444.

EX-103	
47	

Date

File



*Ministero delle Poste
e delle Telecomunicazioni*
Isp.to Gen.le Mov.to Postale

Telex *Da* 1° *Te.* 1°
Bot. N° 475604 8/9

Allegati

OGGETTO: Trasporti Ferroviari

Roma - 1 AGO 1945 - 194

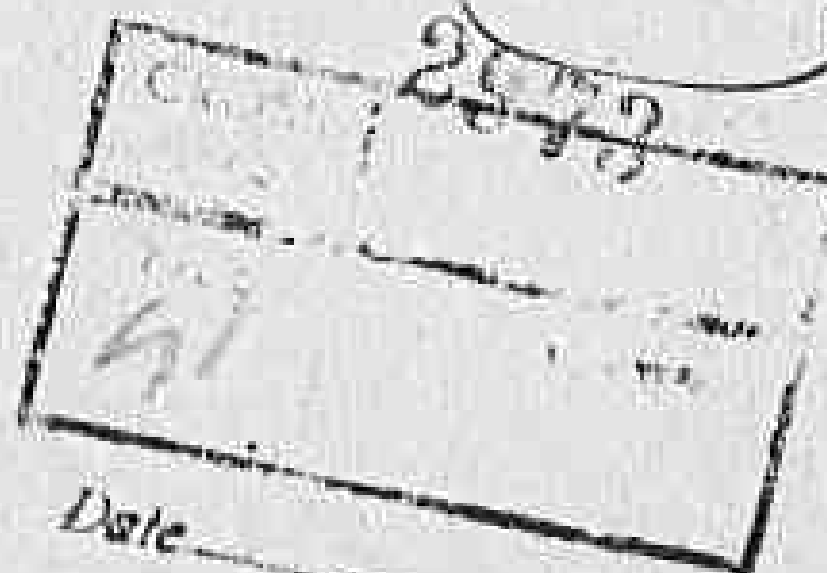
A.C.A.
Posts And Telecommunica-
tions Subcommittee

Via Veneto R O M A

Repostato *A.P.* 41.219.cs
del 17/7/945

Si ringrazia di quanto segnalato col foglio a riferimento, e si assicura che, per quanto possa occorrere nell'esecuzione del servizio dei trasporti ferroviari, la scrivente si atterrà alle norme in esse impartite.

IL DIRETTORE GENERALE



Date

P.41

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Communications S/r

2804

CJM/jjjr

G-5: 311.1

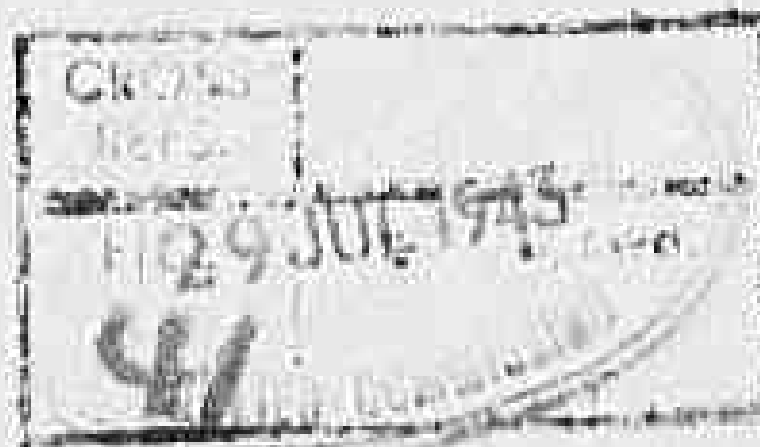
28 July 1945

SUBJECT: Mail Services.

TO : Headquarters, Allied Commission, APO 394

This Section is informed that no mail will be carried on trains travelling under the MEDLOC leave scheme as all available space is needed for personnel.

For the Assistant Chief of Staff, G-5:



Date _____

C. J. MACNAMARA
Major, P.C.

*copy sent to Transportation
30/July*

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

229

WHD/ann

Urgent

P.41.229/CS

30th July 1945

Subject: Train Services to North Italy - Postal Facilities.

To : Under Secretary of State for Posts and Telecommunications.

1. The efforts made by the Transportation Sub-Commission to obtain permission to forward civil mails by the military passenger trains to Milan have been unsuccessful.
2. The only alternative at the present time appears to be the use of freight services to Milan working on a fixed timetable.
3. It is realized that such a freight service could not replace the road services used to link the various provincial capitals from Bologna northwards but it might be useful as a relief to such road services for the bulk conveyance of mails etc. to Milan for distribution thence by rail services.
4. Will you please discuss the matter with the Italian State Railways and, if it appears to be a practicable proposition, furnish proposals and estimates of the weight of traffic involved. The matter should be treated as urgent so that the Transportation Sub-Commission can discuss the matter at a meeting to be held in the near future.
5. It is possible that it would be preferable to use the freight service only between Bologna and Milan.

WJH
for H.E. SCURRY
Lt. Colonel, Sig. C.
Director

Copies to:

Transportation Sub-Commission
Deputy Director M.R.S. Building
Postal Officer Emilia Region
Postal Officer Lombardia Region (for consideration of reversed service)

Ref. AC/36/En 4
of 27th July

ACP/af

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

27 July 45

Tel.: 343236

Ref.: AC/36/Tn.4

SUBJECT: Conveyance of Civilian Mails to the North.

TO : Deputy Director
M.R.S.
Building.

1. Although delivery of mails is desirable as a means of preventing disease and unrest, and for keeping people from unnecessary journeys, our attempts to obtain help through G4 (Mov & Tn) AFHQ have so far proved abortive.
2. Present connection with the North is maintained by out of Gate road vehicles, and until we can get a civilian passenger train service to Milan we feel bound to explore other prospects of rail movement. AFHQ has denied the use of the vans on the military passenger trains, and although we deplore the use of freight services for such traffic we would ask your sympathetic consideration in the matter.
3. We will ask Communications Sub-Commission to indicate their major difficulties, then submit the item for discussion at next traffic Sub-Committee.

For the Chief Commissioner:

A. C. PING
A.C. PING,
Major.

~~Copy to:~~ Communications Sub-Commission (Action)
Movements (Rail).

225	237
41	

Date:

HEADQUARTERS ALLIED COMMISSION
AND
Communications Sub-Commission

E.A. 226/01

26 July 1945

SUBJECT: Mail train Rome-Bologna.

TO : Under Secretary of State for Posts and Telecommunications.

1. Commencing Monday 30th July 1945 the civilian passenger train will be extended to Bologna and operate on the schedule shown on the attached paper.

2. The postal wagon will continue to be attached to this train.

WJH
H.R. BOUTIER
Lt. Colonel, Sig. C.
Director.

Copies to: Postal Offices, Emilia, Liguria, Lombardia, Venezia Regions
& Leghorn Customs.

FILE	41
------	----

Date

0179

227

ACP/af

TRANSPORTATION SUB-COMMISSION A.C.,
 (RAIL DIVISION)
 C/o Transportation (Br) Main,
 C.M.F.

Tel.: 843238

Ref.: AC/36/Th.4

SUBJECT: Carriage of Mail.TO : AFHQ 34 Nov & Th.

25 July 1945

1. Ref. is your letter Nov/3/378/9 - 17 July 45.

2. It is regretted that no facilities can be offered for the conveyance of civilian mails through to Milan on the military passenger trains, and the importance of this traffic in the eyes of CCG and AFHQ has been specially emphasised in letter from Communications Sub-Commission dated 18 July 45 (copy to you).

3. The use of freight services for the conveyance of mails is such an unreliable method of movement for valuable traffic, suffering irregularity of movement and having to be guarded all the time, that on long hauls it cannot be recommended. We are, of course, most anxious that box cars should not be used for traffic which can be conveyed by other more satisfactory means.

4. The most convenient way is, as you suggest, by attachment of postal vans to civilian passenger trains. If we could have relied on the support of AFHQ for the introduction of passenger trains this would be ideal, but unfortunately in spite of the recommendation of the Traffic Sub-Committee, the availability of the stock, the quantity of the tracks, and the obvious demand for the traffic, the introduction of civilian passenger service between Rome and Bologna has taken 2 months to achieve a tri-weekly service.

5. When such cases occur, we are bound to seek other means of preventing disease and unrest, and therefore asked for the addition of mail vans to military trains as a possible alternative.

6. Would it be possible for the matter to be re-considered, or could not the guards vans already on the military trains be used for civilian mail?

For the Chief Commissioner:

A. Lindberg, Jr. Col.
 O.B. LINDBERG, JR.,
 Chief, Liaison, H.Q.

Ref. is your letter Nos/3/378/9 - 17 July 45.

It is regretted that no facilities can be offered for the conveyance of civilian mails through to Milan on the military passenger trains, and the importance of this traffic in the eyes of OCS and AFHQ has been specially emphasised in letter from Communications Sub-Commission dated 18 July 45 (copy to you).

The use of freight services for the conveyance of mails is such an unreliable method of movement for valuable traffic, suffering irregularity of movement and having to be guarded all the time, that on long hauls it cannot be recommended. We are, of course, most anxious that box cars should not be used for traffic which can be conveyed by other more satisfactory means.

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Would it be possible for the matter to be re-considered, or could not the guards vans already on the military trains be used for civilian mail?

For the Chief Commissioner:

W. H. Lindsey, Jr. Col.

O. H. LINDBERGH,
Lieut Colonel, R.A.
Chief, Rail Division.

Copy to: M.R.S.

Communications Sub-Comm. ✓

Rev (Rail)

be letter to AFHQ

may have effect

14/45

Date



HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

224
WHG/ams

P.41.224/OS

26th July 1945

Subject: Postal Service Rome-Pisa-Florence.

To : Under Secretary of State for Posts and Telecommunications.

With reference to your 475447 of 20 July 1945.

1. The question of increasing the frequency of the Rome-Leghorn-Florence civil passenger train service from thrice weekly to six times a week has been discussed with the Transportation Sub-Commission which states that such an intensification of services is impracticable at present.

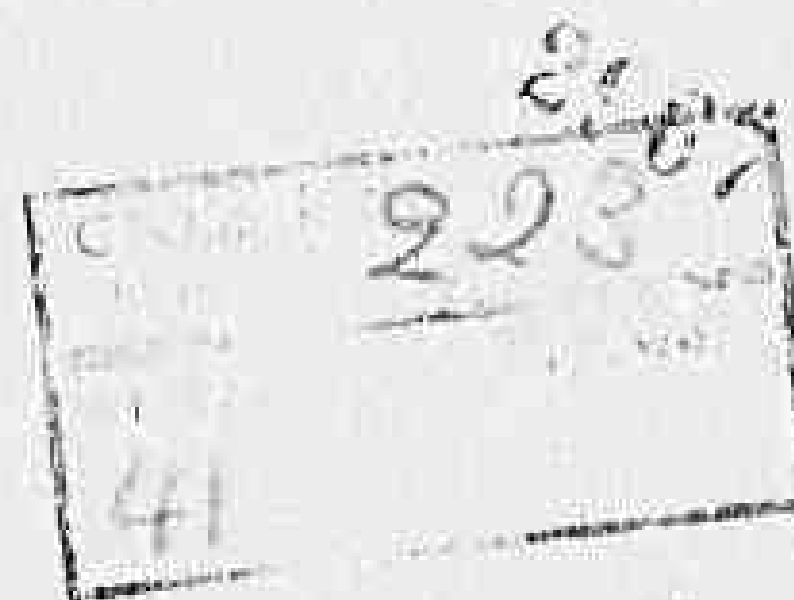
2. When the service is extended to Bologna no doubt you will have inspection made to insure that the best use is made of the two available routes and report further if the capacity of the vehicle on the civil train becomes insufficient.

3. Attention is drawn to P.41.219 of 17 July.

with
H.H. SCUDDER
Lt. Colonel, Sig.C.
Director.

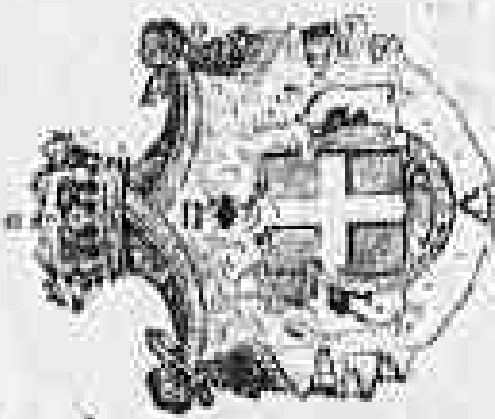
Copy to:

Transportation Sub-Commission
(with copy of 475447 and Translation).



Date

Mod. 175



Ministero delle Comunicazioni

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

20 LUG 1945

DIREZIONE GENERALE POSTE E TELEGRAFI

SPRITORIO GENERALE MOVIMENTO POSTALE
DIVISIONE I - SEZIONE 1

Roma, li.....

Alla Commissione Alleata
Posts and Telecommunications
Sub-Commission
via Veneto

Prot: 475447

R O M A

=====

Oggetto: Servizio postale Roma Pisa Firenze.

La stampa romana rivolge vive premure perché i quotidiani di questa città possano utilizzare il Servizio postale viaggiante col treno 6 ed inviare i propri esemplari nella Toscana Esterna, ed a Firenze pur non precisando se gli invii riflettano solamente le copie per gli abbonati od anche, com'è più probabile, i pacchi per i rivenditori.

La scrivente non può, allo stato delle cose, che restare indifferente di fronte al suaccennato desiderio sia perché, come è detto in precedenza, non è, neanche approssimativamente, precisato il peso ed il volume dei quotidiani romani che affluirebbero sulla carrozza del servizio trisettimanale del treno in parola, sia perché, con l'utilizzazione recente di detta carrozza al trasporto dei dispacci della Posta Militare, il carico consueto è venuto ad aumentare di due tonnellate a viaggio.

D'altronde, non devesi dimenticare che il treno 6 rappresenta l'unico mezzo di collegamento (attraverso l'auto Livorno Genova) di ogni sorta di invii fra Roma, la Toscana Esterna, la Liguria e il Piemonte; che rappresenta altresì il mezzo più sfruttato per inoltrare, a Firenze, oggetti voluminosi, pesanti, come provviste, stampati, ecc. destinati tanto a Firenze quanto a Siena e a Pistoia; ch'esso assumerà ancor più importanza allorchando sarà aperto all'esercizio (e messo a disposizione del pubblico) il tronco Firenze-Bologna, sicché tutto considerato chiesi di esaminare la possibilità di trasformare, in giornaliera, la comunicazione trisettimanale Roma Firenze di cui trattasi, fermo restando, se indispensabile, il collegamento, pure trisettimanale, di essa con l'auto Livorno-Genova.

L'intensificata frequenza delle comunicazioni Roma Livorno Pisa Firenze, oltre migliorare notevolmente %

Roma, li.....

Alla Commissione Alleata
Posts and Telecommunications
Sub-Commission
via Veneto

R O M A

=====

Prot; 475447

Oggetto: Servizio postale Roma Pisa Firenze.

La stampa romana rivolge vive premure perché i quotidiani di questa città possano utilizzare il Servizio postale viaggiante col treno 6 ed inviare i propri esemplari nella Toscana Esterna, ed a Firenze pur non precisando se gli invii riflettano solamente le copie per gli abbonati od anche, com'è più probabile, i pacchi per i rivenditori.

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L'intensificata frequenza delle comunicazioni Roma Livorno Pisa Firenze, oltre migliorare notevolmente

see 224 41

i rapporti postali fra la Toscana, il Lazio, il Meridionale e viceversa, consentirebbe una globale disponibilità di spazio e di carico, che oggi non esiste, per sfollare gli invii voluminosi (a carattere straordinario, occasionale) così da poter venire incontro al giusto desiderio della stampa romana, perche' e' pacifico che una carrozza postale (scrtata da nostro personale) dovrebbe esser posta nella composizione quotidiana dei treni 6 e 5 fra Roma Firenze e viceversa.

Cio' posto, si ha fiducia che codesta Commissione, compenetrata delle effettive necessita', esaminerà benevolmente la presente richiesta, in merito alla quale si attendono le cortesie decisioni.

IL DIRETTORE GENERALE



Date

26th July 1945

n. 475447

Subject: Postal Services Rome-Pisa-Florence.

The daily press has made strong pressure so that the daily newspapers of this City may make use of the postal service travelling on train 6 and send their specimens in external tuscany and to Florence; although it is not clear if such despatches concern only the copies for subscribers or also, as is more probably, parcels for the vendors.

At such state of affairs I cannot but remain indifferent to the above wish both because as is said previously the weight and amount of roman daily papers which would be sent to the van of the thrice weekly train in question is not detailed, and also because with the recent utilisation of said van for the transportation of despatches from the P. Militare, the usual load is now increased of two tons per trip. On the other hand it must not be forgotten that train 6 represents the only means of connection (through the motor service Leghorn-Genova) of every kind of despatches between Rome, external Tuscany, Liguria and Piemonte and it also represents the most used mean to forward to Florence bulky and heavy items such as supplies, printed matter etc. for Florence and Siena and Fisticia; that it will become still more important when the trunk line Florence-Bologna will be opened for operation (and put at disposal of the public) so considering all this, we ask you to consider the possibility to alter the thrice weekly communication Rome-Florence to a daily service, remaining always the same, if indispensable, the connection, be it thrice weekly, with the motor vehicle Leghorn-Genova.

The intensified frequency of the Rome-Leghorn-Pisa-Florence communications improving considerably postal relationship between Tuscany, Lazio and the South and vice versa, would allow a global availability of space and load which does not exist to day, to get of the bulk despatches (of extraordinary, occasional character right despatch of the urban press - because it is certain that one postal van (escorted by our personnel) should be attached to the daily formation of trains 6 and 5 between Rome-Florence and vice versa.

Therefore we hope that your Commission understanding this real necessity will examine favourably this request, of which we are awaiting your courteous decision.

62

Mod. 167

31



Roma 18 LUG 1946

292

Ministero delle Poste
e delle Telecomunicazioni
Ispett. Gen. M. Postale

Qu. I L. I
Ind. N. 474534
Allegati 8/9/

la Commissione Alleanza
Poste and Telecommu-
nications Sub Commis-
sion Via Veneto Roma

Registrazione A.P. - 41/203-05
del 26 giugno 1946

OGGETTO: Carrozze postali

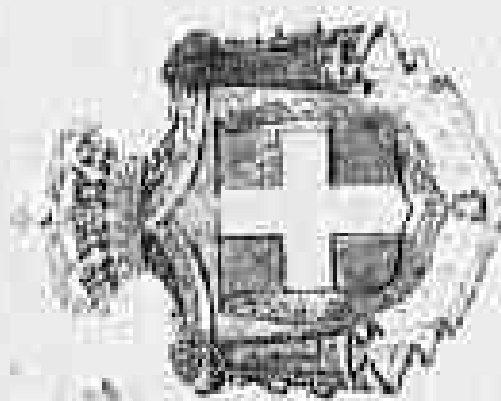
Si ringrazia per l'interessamento di
codesta On.le Commissione per quanto è indica-
to nella lettera sopra distinta e si confer-
ma che saranno segnalate, di volta in volta,
le necessità relative ai veicoli postali, con
la fiducia che la Sottocommissione dei traspor-
ti vorrà provvedere all'accoglimento.

IL DIRETTORE GENERALE

[Signature] 2264

F 41

See 203



Ministero delle Comunicazioni

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

N. 474586/474587 9/4

ISPEZZ. GEN. MIN. POSTE

Risp. al N. P. 41 145 CS

DIV. II SEZ. I

17 LUG 1945

OGGETTO: Servizio postale

=====

In relazione all'invito di cui al N. 2 della nota a cui si rispondesi elencano, di seguito, le condizioni alle quali le comuni =
ocazioni postali potrebbero svolgersi nel modo soddisfacente =

1) Assegnare agli istituendi treni giornalieri Ancona
Pari e Bari Ancona le fermate della durata massima di dieci minuti
nelle stazioni di Civitanova Marche, S. Benedetto del Tronto o Porto
di Ascoli, Giulianova, Pescara Centrale, S. Vito Chietino, Termoli,
Foggia, Barietta, Bari. Per le esigenze del servizio postale è indif-
ferente che i treni viaggino di giorno o di notte.

2) Assegnare, ai treni anzidetti, un veicolo (carrozza o
bagagliaio postale) per l'uso esclusivo della posta, in previsione
che il volume degli effetti postali sarà ragguardevole, e in previ-
sione di poter attuare, con gli stessi treni, un servizio giornaliere
ro di ambulante postale =

3) Gli istituendi treni giornalieri locali sul tratto di
linea Ancona = Pescara e viceversa, riuscirebbero di grande utilità
per lo scambio delle comunicazioni postali tra i paesi delle Mar-
che e degli Abruzzi, fra loro, e da e per le zone dell'Italia centra-
le e meridionale =

4) I due treni dovrebbero, possibilmente, viaggiare in
ore diurne =

Per le necessità della posta, le soste del convoglio si
prevedono della durata massima di cinque minuti nelle stazioni prin-
cipali (Civitanova, S. Benedetto, Giulianova,) e di due minuti negli
altri scali.

5) Dare tempestiva comunicazione dell'orario che sarà
stabilito per i convogli, almeno cinque giorni prima della loro
attuazione, perchè possano predisporre il movimento dei dispaesi
ed il servizio di procacciato.

././././

C.A.
Post and Telecommunications Subcommission
Via Veneto
ROMA



File. This is now and
as we have

OGGETTO: Servizio postale

17 LUG 1945

In relazione all'invito di cui al N. 2 della nota a cui si rispondesi elencano, di seguito, le condizioni alle quali le comuni = cezioni postali potrebbero svolgersi nel modo soddisfacente =

1) Assegnare agli istituendi treni giornalieri Ancona = Bari e Bari Ancona le fermate della durata massima di dieci minuti nelle stazioni di Civitanova Marche, S. Benedetto del Tronto o Porto di Ascoli, Giulianova, Pescara Centrale, S. Vito Chietino, Termoli, Foggia, Barletta, Bari. Per le esigenze del servizio postale è indispensabile che i treni vengano al giorno o di notte.

2) Assegnare, ai treni anzidetti, un veicolo (carrozza o bagagliaio postale) per l'uso esclusivo della posta, in previsione che il volume degli effetti postali sarà ragguardevole, e in previsione di poter attuare, con gli stessi treni, un servizio giornaliero di ambulante postale =

3) Gli istituendi treni giornalieri locali sul tratto di linea Ancona = Pescara e viceversa, riuscirebbero di grande utilità per lo scambio delle comunicazioni postali tra i paesi delle Marche e degli Abruzzi, fra loro, e da e per le zone dell'Italia centrale e meridionale =

4) I due treni dovrebbero, possibilmente, viaggiare in ore diurne =

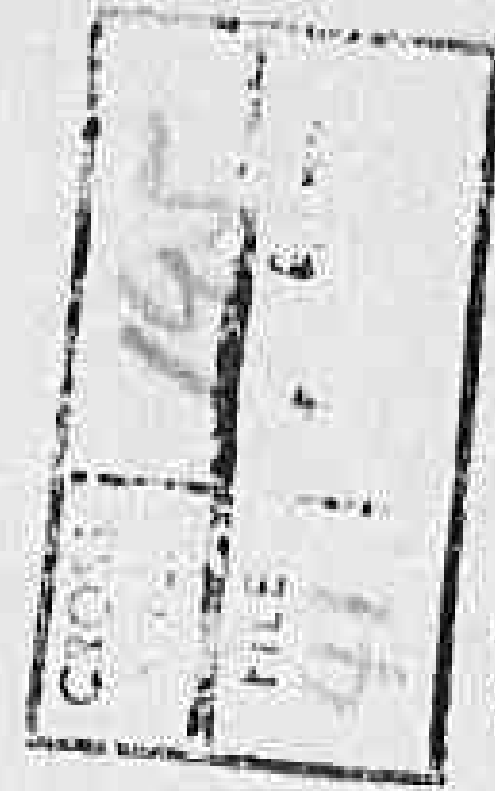
Per le necessità della posta, le soste dei convogli si prevedono della durata massima di cinque minuti nelle stazioni principali (Civitanova, S. Benedetto, Giulianova,) e di due minuti negli altri scali.

5) Dare tempestiva comunicazione dell'orario che sarà stabilito per i convogli, almeno cinque giorni prima della loro attuazione, perchè possano predisporre il movimento dei disacci ed il servizio di procacciato.

C.A.
Post and Telecommunications Subcommission
Via Veneto

ROMA

File. This is now out
of date as we have
authorised
Ministry to deal with I.R.



Date
15/7/45

6) I treni militari Roma-Torli sono, ora, utilizzati per l'inoltro della posta in Alta Italia tre volte alla settimana; pure tre volte alla settimana sono ~~sono~~ utilizzati i treni viaggia-tori Roma-Avicora; lo scambio delle corrispondenze su dette linee si svolge soddisfacentemente.

Ad ogni buon fine, copia della presente viene inviata anche ai nostri organi periferici del Movimento, per lo studio preliminare dell'organizzazione dello scambio dei disposti e dei servizi di provacciato.

IL DIRETTORE GENERALE



TRANSLATION

n. 474586/474587 9/4

SUBJECT: Postal Service.

Reference your request in para 2 of P.41.145 details are given of the conditions in which postal communications could operate satisfactorily:

1) Assign to the daily trains Ancona-Bari and Bari-Ancona, to be instituted, ~~halts of not more than~~ ^{halts of not more than} 10 minutes at the stations of Civitanova Marche, S. Benedetto del Tronto, o Porto di Ascoli, Giulianova, Pescara Centrale, S. Vito Chietino, Termoli, Foggia, Barletta, Bari ^{for} the exigencies of the postal service it is indifferent ~~if~~ ^{whether the} trains travel by night or in day time.

2) Assign to the above trains, a vehicle (a van or a postal luggage van) for the exclusive use of the mail, as it is foreseen that the amount of postal items will be considerable, and foreseeing the possibility of actuating on the same trains, a daily postal travelling service.

3) The local daily trains, to be instituted on the Ancona-Pescara e viceversa, would be very useful for the exchange of postal communications between the towns of Marche and Abruzzi, among themselves from and to areas in central and Southern Italy.

4) Both trains, if it were possible, should travel during the day:

For the mail necessity, the halts of the convoy are foreseen of 5 minutes at the utmost at the principal stations (Civitanova, S. Benedetto, Giulianova) and two minutes at other unloading points.

5) Communicate in time the time tables which will be established for the convoys at least 5 days before their actuation so that despatch movements and rail services may be previously arranged.

6) The Rome-Ancoli military trains are now used to forward the mail to Northern Italy three time a week; and also thrice weekly the Rome-Ancona passengers trains are used the exchange of mail on the above lines operates satisfactorily.

Anyway a copy of this letter is also being sent to our Movements branch Offices for the preliminary study of the organisation of exchange of despatches and of ^{station} services ~~at~~

THE GENERAL DIRECTOR.

MEMO

WTH/ma

220

P.41.220/OS

Subject: Civilian Postal Facilities on Military Trains.

To : Transportation Sub-Commission.

Reference your A.C./56/In 4 of 14th July to G-4 Nov and
The A.P.H.Q.

1. The interest taken in this matter is much appreciated.
2. As some indication of the present volume of postal traffic from the south to Malta, Lombardia and Venetia Regions details are given of the returns recently taken of correspondence received in the postal van on the Ross-Verdi military train: -

Arrival at Mgħi	Number of bags of mail
5 July	115
7 July	157
10 July	162

3. It will be seen that the traffic is increasing as was anticipated when the service commenced, and the volume and weight of mail will still further increase when the Italian Government can take advantage of authorities already given by G.C.S. and A.P.H.Q. for increases in the letter post weight limit and the restoration of services now suspended such as printed paper post, packets and a general parcel post service.

WTH
H.H. KUTNER
Lt. Colonel, Sig. Co.
Director.

Copy to:

G-4 Nov and The A.P.H.Q.
H.H.Q. - Bldg

Movements (Rail) To Sub-Commission

G-4 Nov and The A.P.H.Q. Liaison Officer C/o H.H.Q.

18th July 1943

Communications Sub-Commission
Extn. 444

CLERK	
FILE	
41	

D/C

File

HEADQUARTERS ALLIED COMMISSION
AFO 394
Communications Sub-Commission

219
WHG/ams

17th July 1945

P.44.219/CS

Subject: Rail Transport.

To : Under Secretary of State for Posts and Telecommunications.

1. It has been agreed with the Transportation Sub-Commission that (except where military trains are concerned) all questions relating to facilities for postal services on trains should be pursued by your administration with the Italian State Railways through Italian Government channels.

2. Questions relating to the use of military trains for civil postal purposes should continue to be submitted to the Transportation Sub-Commission through this Sub-Commission. There is, of course, no objection to such matters being discussed in the first place with the Italian State Railway officials.

WJH
H.H. SCUDIER
Lt. Colonel, Sig.C.
Director.

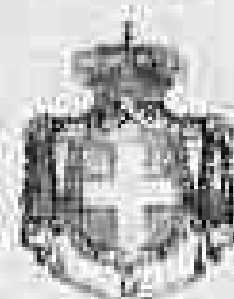
Copy to:
Transportation Sub-Commission
(ref. 298/128/ta 3 of 14th July 1945).

File

CROSS REFS.	
FILE	58
41	

Date

7



*Ministero delle Poste
e delle Telecomunicazioni*

Ispett. Gen. Mov. Postale

Servizio Per I. I.

Ref. N. 475200 1/2

Allegato

Roma 16 LUG 1946

C.A. Posts and Telecommunications

Subcommission- Via Veneto

ROMA

Reg. P. 41 199/65

25/6/45

Oggetto Servizio postale treno Roma-Forlì.

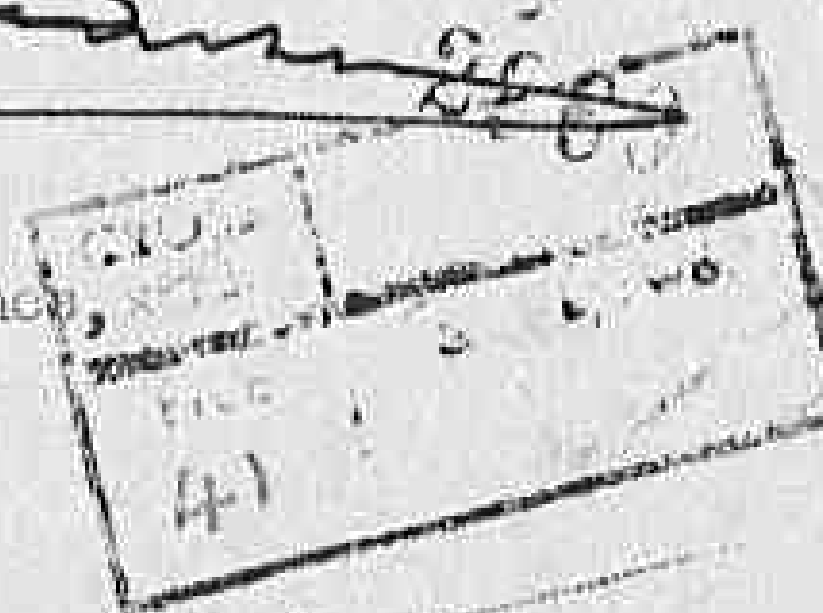
In riferimento al foglio sopra
distinto, si resta in attesa di conoscere
la data dalla quale sarà possibile di u-
sare di una comunicazione postale fer-
roviaria tra Roma e Bologna, tre giorni
via Firenze e tre giorni via Forlì.

Il servizio di ambulante con i
treni suddetti sarà attuato dopo un periodo
di esperimento con servizi di messaggeri;
ed avrà, all'atto della sua attuazione,
due distinti avviamenti di dispacci, in
relazione ai due itinerari.

Ref P. 41.199 we are awaiting to know on what date it will
be possible to make use of postal communications by rail,
between Rome and Bologna, three days via Florence
and three days via Forlì.

The travelling service with the
above trains will be operated
after an experimental period
with messenger services, and
will have, when actuated, annex
two separate forwarding of despatches
in relation to the two routes.

IL DIRETTORE GENERALE



Date

FD/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

218

Tel : 478704

14 July 1945

238/128/Tn 3

SUBJECT : Movement by Rail - Bidding Procedure

TO : Communications Sub-Commission

1. Reference P41.214/OS of 11 July it is agreed that demands for additional facilities for the postal services should be addressed to the I.S.R. through Italian Governmental Channels.
2. In the case of demands for facilities on military trains it will be necessary for the request to be addressed to this Sub-Commission for reference to the Military Authorities.

For the Director

J. W. Baker
J.W. BAKER, Lt.Col.

CROSS. REFS.	214-220
FILE P.41	B/Fwd.

Date: 16 July 1945

NCP/10

TRANSPORTATION SUB-COMMISSION, AD
(Rail Division)
c/o Transportation (Br) Main
C.E.S.

14 July 45

Ref. 845238
Ref. AC/36/Tn 4

SUBJECT: Civilian Postal Facilities.

TO: : 64 Nov & 31
ATTN:

1. Reference is to telephone conversation Baker-Millis Saturday 14 July 45.

2. We understand that the military passenger service at present operating between Taranto and Forlì is likely to be withdrawn in the near future in favour of a new military passenger train service four times weekly between Taranto and Milan, and that services between Naples and Milan four times weekly, and Rome and Milan three times weekly, are also under consideration.

3. We fully understand and appreciate the paramount necessity of ensuring the maximum number of military personnel being moved on these trains, but with the prospect of such services offering, we ask if some consideration can be given to the possibility of conveying civilian mails ~~on these trains~~.

4. As at home, postal distribution is best made when it is little and often, and these services would offer such satisfactory means of transport that the actual bulk would probably not be considerable. We cannot offer at the present time any satisfactory civilian passenger train movement, and the next best thing we have to consider under the "Idesene and Unrest" formula is enabling the people who are naturally anxious about relatives elsewhere to get some means of communicating, and to get a reply within a reasonable time.

5. Under the policy of Washington, there is a regular input of parcels traffic from America, and this has to be coped with by the very limited road vehicles, over bad roads. Postal facilities to the north by rail would be of great assistance.

6. We use to put civilian mail in a section of the 5th Army stores van from Rome to Igehorn, and if a corner of any military mail van, or one or two passenger compartments, could be set aside for civilian mail, we would be very grateful. There are a number of large size vans which could probably be used successfully by military and civil postal authorities.

7. In order that the postal authorities can be fully advised, and so that their co-operation in loading is maintained at the highest level, your decision in the matter as soon as possible would be helpful.

For the Chief Commissioner:

A.C. PING
A.C. PING, Major

Copy to: Communications 5/c-✓

MRS - Bldg.

(Encl) 5/3/0

1. Reference is to telephone conversation Baker-Willis Saturday 14 July 45.
2. We understand that the military passenger service at present operating between Toronto and Forti is likely to be withdrawn in the near future in favour of a new military passenger train service four times weekly between Toronto and Milan, and that services between Naples and Milan four times weekly, and Rome and Milan three times weekly, are also under consideration.
3. We fully understand and appreciate the paramount necessity of ensuring the maximum number of military personnel being moved on these trains, but with the prospect of such services offering, we ask if some consideration can be given to the possibility of conveying civilian mails ~~on these trains~~.
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6. We use to put civilian mail in a section of the 5th Army stores van from Rome to Leghorn, and if a corner of any military mail van, or one or two passenger compartments, could be set aside for civilian mail, we would be very grateful. There are a number of large size vans which could probably be used successfully by military and civil postal authorities.
7. In order that the postal authorities can be fully advised, and so that their co-operation in loading is maintained at the highest level, your decision in the matter as soon as possible would be helpful.

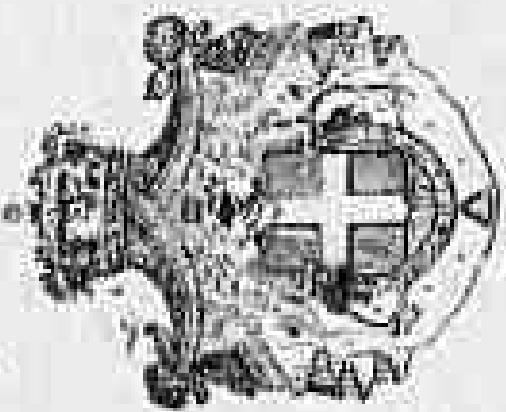
For the Chief Commissioner:

A.C. PING
A.C. PING, Major

Copy to: Communications 3/0 ✓
MRS - Bldg.
Movements (Rails) Tn 3/0
G4 Mov & Tn AFHQ Liaison Officer c/o MRS.

41

*Col. Appender,
Ping's part. He got info of train leaving for Leghorn Col.
Baker to acknowledge AFHQ immediately
16/7/45*



POSTE E DELLE TELECOMUNICAZIONI

Ministero delle Poste e delle Telecomunicazioni

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI
UFFICIO GENERALE MOVIMENTO POSTALE
DIVISIONE I - SEZIONE 1

Roma, li... 14 LUG 1945

Prot. No 475059 8/9

Risposta al foglio

No P.41.195CS del 24-6-45

Alla C.A. Posts and Telecommunica-
tions Subcommission

v. Veneto ROMA

Oggetto : Vetture postali.

Con riferimento a quanto chiesto al No 2 della nota a cui si risponde, informasi che sarebbe necessario di agganciare, ai treni 781 e 81 tra Roma e Napoli, due veicoli postali; in uno di essi sarebbe fatto il carico di tutti gli effetti postali per Napoli città' e Napoli transito; e, nell'altro, il carico degli effetti postali per le Calabrie e la Sicilia.

Un solo veicolo e' ormai insufficiente al trasporto di tutti gli effetti postali per il Meridionale; mentre nella sosta a Napoli, diminuita del tempo occorrente alla manovra ferroviaria, non vi e' tempo sufficiente allo scarico degli effetti che debbono scendere a Napoli, ed al carico di quelli che debbono, da Napoli, proseguire per la Calabria e la Sicilia.

Dopo la sospensione del treno 9015, la carrozza che veniva agganciata al rispettivo convoglio, nella stazione di Roma Termini, viene attualmente caricata a Roma Termini; indi fatta proseguire con mac-

Prot. No 475059 8/9

Risposta al foglio

No P.41.195CS del 24-6-45

Alla C.A. Posts and Telecommunica-
tions Subcommission

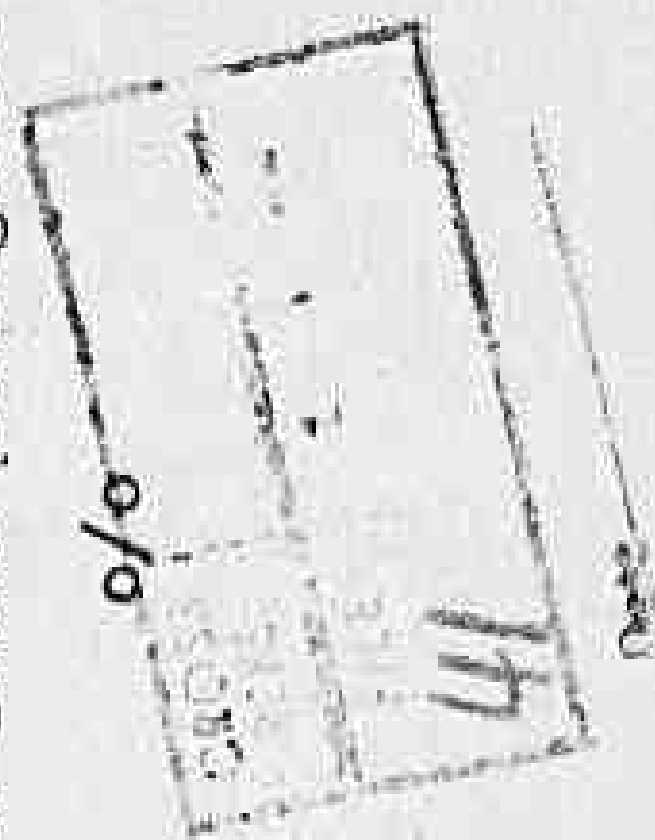
V. Veneto ROMA

Oggetto : Vetture postali.

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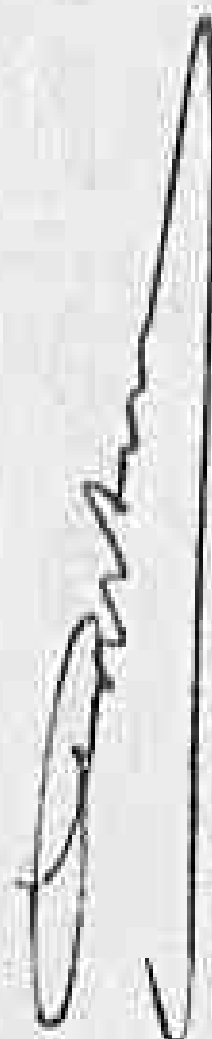
china di manovra a Roma Tiburtina, dove arriva intorno alle ore 15, per indi proseguire su Napoli, quando vi sia la possibilità' di agganciarla ad un treno merci; talvolta il giorno successivo, così da impiegare anche 48 ore per compiere il percorso da Roma a Napoli.

Appare quindi giustificata la richiesta di due veicoli postali con i treni 781 e 81; uno, destinato a Napoli, l'altro, in Sicilia; non potendo fare sicuro affidamento sulla comunicazione ferroviaria Roma Termini - Roma Tiburtina - Napoli a mezzo di treni merci.

Avvertesi che, per provvedere al secondo veicolo nel tratto Roma-Napoli e viceversa, sarà fatto proseguire, da Napoli a Roma, la carrozza postale già' in composizione ai treni 1935/1934 Napoli-Reggio-Napoli, e che, pertanto, non v'è bisogno dell'impiego di una carrozza postale, oltre quelle già' assegnate agli attuali itinerari.

Pregasi illustrare, alla Sottocommissione dei Trasporti, le giustificate cause della richiesta ed interporre i vostri buoni uffici affinché' sia accolta benevolmente.

IL DIRETTORE GENERALE



TRANSPORTATION

14th July 1945

n. 475059 8/9

SUBJECT: Postal Vans.

Reference to your enquiry in para 2 of E.41.195, we inform you that it would be necessary to attach two postal vans to trains 731 and 81 between Rome and Naples; one of these vans would be loaded with all the postal items for Naples city and Naples transit. The other van with all the postal items for Calabria and Sicily.

One vehicle only is now insufficient to transport all the postal items for the South; meanwhile, during the stop at Naples diminished by the time necessary for the trains shunting, there is not enough time to unload the items which must be sent from Naples to Calabria and Sicily.

After the suspension of train n. 9615, the van which was attached to the respective convey, in Rome Termini Station, is at present loaded at Vico Termini, and there is continues with a shunting engine to Roma Tiburtina where it arrives round about 3 o'clock, to continue later on for Naples when there is the possibility to attach it to a goods train - some times on the following day - this employing as much as 48 hrs to cover the distance from Rome to Naples postal.

The request for two vans on trains 731 and 81 appears, therefore, to be justified; one van directed to Naples, the other to Sicily; as we cannot count upon the rail communications of Rome-Termini-Rome-Tiburtina and Naples by means of goods train.

It is advised that, to provide the second vehicle on the Rome-Naples route and vice versa, from Naples to Rome, the postal van already attached to trains 1935/1934 Naples-Reggio-Naples will be made to continue; and that, therefore, there is no need for the use of a postal van, additional to those already allotted to the present itineraries.

Please, explain to transportation S/C the justified causes of such a request and use your good offices so that it be benevolently received.

255

DIREZIONE PROVINCIALE
LE POSTE E DEI TELEGRAFI
DI BOLOGNA

1000 hrs

13 July '45

Major Green :

1. Continuing our phone conversation in waiting, here are the details on the Forli-Bari mail train;

a. Began service 12 July '45

b. arrives

Tuesday 1050 hrs

Saturday 1050 "

departs

Wednesday 1030

Sunday 1030

a. In respect to the Forli-Rome line

arrives

Tuesday 0800 hrs

Thursday 0800 "

Saturday 0800 "

departs

Tuesday 1940 hrs

Thursday 1940 "

Sunday 1940 "

CROSS	
REF	
FILE	
41	

Date _____

George J. Sticher
1st Lt, Signal Corps
Regional Postal Center

DIREZIONE PROVINCIALE
D. LE POSTE E DEI TELEGRAFI
DI BOLOGNA

3. The Forlì-Bari train ^{in Forlì} arrived ^{on}
10 July with 4.5 quintali of mail
(15 sacks), The Forlì-Roma train;
^{arrived}

	^{arrived}	^{departed}
5 July	43.50 Q.li (145 sacks)	18 Q.li (62 sacks)
7 July	47.10 " (157 sacks)	
8 July	32	32 " (85 sacks)
10 July	48.5 " (162 sacks)	36 " (120 sacks)

George J. Stichter

George J. Stichter
1st Lt. Signal Corps
Regional Postal Officer

MEMO

WEG/ams

P.41.214/CS

Subject: Movement by Rail - Bidding Procedure.

To : Transportation Sub-Commission.

Reference 298/419/In 3 of 9th July.

1. This Sub-Commission has no comments to offer on the proposed instruction which would appear to be applicable to its activities only in so far as irregular and exceptional bulk movements of mails and stores are concerned. In such cases no reason is seen why the Italian Post Office should not act on the arrangement mentioned in para. 5(a) of your Draft Circular of 7th July.

2. What are your views, please, as to the most satisfactory procedure for the Post Office to:

(a) make demands for increased postal facilities on trains to meet growth of day to day traffic.

(b) obtain reliable information as to the availability of rail transport to permit it to consider the reestablishment of suspended postal services e.g. packets, parcels etc.?

It seems preferable that all such requests or enquiries should be put forward through the I.S.R. or Ministry of Communications with the possible exception of those affecting military trains.

H.H. SCUDDER
Lt. Colonel, S.M.C.
Director.

14th July 1945

Communications Sub-Commission
Extra. 444

CROSS REFS.	ADM 219
FILE	41
	By me.

- 218

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WIK/ams

P.41.213/CS

6th July 1945

Subject: Mail Vans on Military Trains Taranto-Forli'.

To : Under Secretary of State for Posts and Telecommunications.

1. The Transportation Sub-Commission has put forward proposals for the attachment of postal vans to a military train running several times a week from Taranto to Forli' and vice versa.

2. Definite information as regards timings, stops etc., is not yet available, but you will wish to warn the Movimento Sections concerned to be studying the problem with a view to the advantages to be gained by diversion of postal traffic from the Rome-Forli' train.

3. As regards the service from North to South it seems probable that when the service commences the greatest advantage would be secured if Offices in Lombardia, Emilia and Venezia concentrated correspondence for east coast provinces on Bologna, where despatches for the Provinces concerned could be formed.

WHL

H.H. SCUDDER
Lt. Colonel, Sig.C.
Director,

Copy to:

Transportation Sub-Commission
Postal Officers, Emilia, Lombardia, Liguria and Venezia Regions
Leghorn Commune.

FIG F

CROSS REFS.	
FILE	
41	

Date

212

ASST/AS

TRANSPORTATION SUB-COMMISSION 1.0.
(Civil Division)
c/o Transportation (By) Mail,
G.C.F.

Director	
D/ Director	
Chief Telecoms	
Chief Postal	
H L Jones O.	
Asst Chief Postal	
Censorship	4 July 1945
Chief Clerk	

Tel.: 843838

Ref.: AC/36/Pn.4

SUBJECT: Postal facilities, Southern Italy
and the North.

TO: G4 Roy and Tn
AFHQ

1. Pending the possibility of establishing through connection to the north for civilian passenger trains and mails, it would be very helpful if authority could be given for mail vans to be attached to the military trains operating between Taranto and Vercelli, with the hope of extension into Bologna at least when circumstances permit.
2. The matter has been discussed with HQ, and if your approval is forthcoming, there would be no operating difficulty involved, and it would enable the postal authorities to offer better and more direct service between North and South.
3. It would be appreciated if the matter could receive special attention in view of the desirability of promoting mail communications as a means of offsetting individual movement until satisfactory facilities can be made available for the latter.

For the Chief Communications

Anthony May
A.C.F.H.Q.,
Major.

Copy to: HQS (Major Wilson)
AFHQ G4 Roy and Tn Officer, c/o HQS
Movements Tn of Mail
Communications Sub-Comm.

2361

GROUP	2361
REF.	
FILE	

Date



3

Mod. 107

211

Roma - 5 LUG 1945 194

Ministero delle Poste
e delle Telecomunicazioni

Ispe. Gen. M.P.
Servizio I
Tel. N. 475060 I/5 M
Allegato

M. C.A. Posts And
Telecommunications
Subcommission
Via Veneto ROMA
Risp. del f. N. 192 GS
del 14.6.45

OGGETTO Servizio marittimo Napoli- Palermo

Si è presa cognizione dell'orario
del servizio marittimo Cagliari - Napoli -
Palermo trasmesso col foglio a riferimento.

Dall'esame dei tempi in esso indi-
cati si è, peraltro, rilevato esser più conve-
niente, per le comunicazioni postali da e
per la Sardegna ed il Continente, essendo più
conveniente avvalersi della linea di naviga-
zione, bisettimanale, Civitavecchia - Olbia.

Director	
D/Director	
Chief Telecoms	
Chief Postal	
H Q. Corsi O.	
Asst. Chief Postal	
Censorship	
Chief Clerk	
.....	
.....	

AL DIRETTORE GENERALE

Ch. 35	192
FILE	41

Date.....

Translation

Subject: Naples - Palermo sea-service.

We have taken due note of the timing of the Capriari - Naples - Palermo sea service, transmitted in your P41-192/CS.

Following on the examination of the timings we ~~have~~ believe it to be more convenient for the greater communication to & from Sardinia & the mainland to use the bi-weekly line Civita vecchia-Olbia

2849

210

HEADQUARTERS ALLIED COMMISSION
AIO 394
Communications Sub-Commission

WHG/ans

P.44.210/CS

3th July 1945

Subject: Mail Van on Rome-Norli' Train.

To : Under Secretary of State for Posts and Telecommunications.

1. It has now been agreed that as from 2th July the mail van will be attached to the Rome-Norli' military train on Mondays, Wednesdays and Saturdays.

2. No change has been made in the timings. (P.44.137/CS of 8th June refers).

W.H. Neen
for H.E. SOUVER
Lt. Colonel, Sig.C.
Director.

Copies:

Postal Officers Milan, Lombardian and Venesia Regions.

File

CROSS	
REF.	
41	

Date

2848

PGM/lc

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

208

30 June 45

Tel. 843238
Ref. AC/36/Tn 4

SUBJECT : Mail van Rome-Forlì.

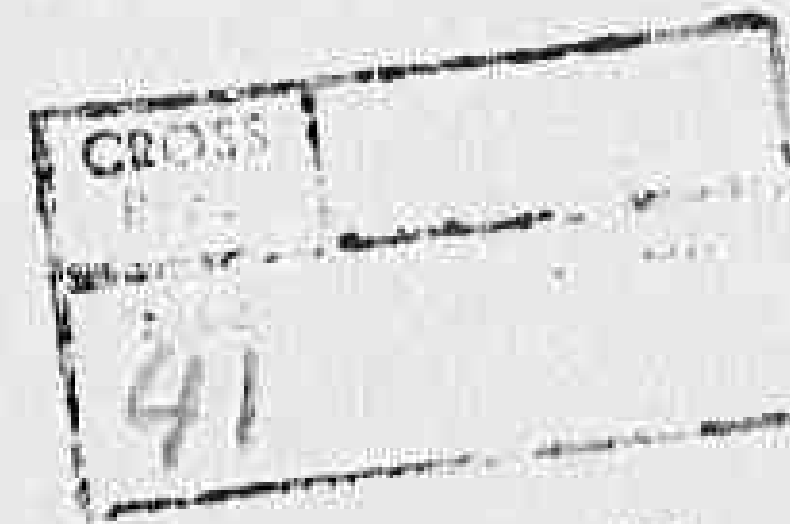
TO : Communications Sub-Commission HQ AC

1. Reference yours 8 June file P.41.184.C.S.
2. It has been agreed that commencing on 2 July a mail van will be attached to the Rome-Forlì leave train on Mondays-Wednesdays and Fridays.
3. No change has been made in the timings.

Plumaton major
for Director

Copy to: Movements L.O. c/o MRS
" Rail Tn S/C

*Phone
Bossi*



207

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/sms

P.41.207/C3

1st July 1945

Subject: Shipping Instruction No.15 Movement of Goods Coastwise
in Italy, and Sicily and between Italy and Sicily and
Sardinia.

To : Under Secretary of State for Posts and Telecommunications.

A copy of A.C. Shipping Instruction No.15 which may be of
interest is connected for your information.

with

H.H. SOUDER
Lt. Colonel, Sig. C.
Director.

1 Inc. : A.C. Shipping Instruction No.15 (Italian version).

F.C.

F

CROSS REF.	
FILE	Two
41	

Date.....

2046



*Ministero delle Poste
e delle Telecomunicazioni*
DIREZIONE GENERALE POSTE TELEGRAFI
ISPettorato Generale del Servizio Postale
Divisione 1. *Legge 1. 1945*
Let. V. 475060 1/5 M
Allegati

Roma

28 GIU. 1945

194

II C.A. Posts And
Telecommunications
Sub Commission
v.Veneto ROMA

Represented by N. P.41.192 CS
del 14-6-45

OGGETTO Servizio marittimo Napoli - Cagliari-
Palermo.

Si porge ricevuta della copia della
istruzione N. 13 per l'utilizzazione della
linea di navigazione Cagliari Napoli Palermo,
della Sotto Commissione dei Trasporti; e si
ringrazia del cortese invio.

Receipt is acknowledged of the copy of Instruction
No 13 for the use of the shipping on the Cagliari,
Napoli, Palermo, from the Transportation S/C; we thank you for having sent it.

IL DIRETTORE GENERALE

FILE	192-1
41	8, rwd.

Date

Col. Miller H. H.

Col. Brundage

To see, my latest information is that
M.A.S. intends to give us a Postal Van on the Forli
train 3 times a week as from now next information
is needed

203
PGW/AC

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238
Ref. AC/36/Tn 4

27 June 1945

SUBJECT : Civilian Mail Rome-Forli.

TO : MRS - Blag. (attn. Maj. Wilson)

1. Reference my letter of 11 June regarding mail service Rome-Forli.
2. The subject was temporarily held in abeyance with the expectation that a civilian passenger service would be established through to Bologna but since it appears this service will not be authorized for some time, it is requested that immediate consideration be given our original proposal for a mail van three days per week or space for 30 bags six days per week on your military train, Rome-Forli.
3. The subject has become of utmost importance and considerable pressure has been brought to bear on us from the Italian government through our Communications Sub-Commission.
4. Will you kindly give this your preferred attention as we do want to avoid if possible any unfavourable comment by the press regarding poor mail facilities between North and South Italy.

For the Chief Commissioner:

P.G. MATSON, Major

Copy to: Movement's L.O. c/o MRS - Blag.
" " " Rail Tn S/C
" " Communication S/C.

CHIEF	
RS	
41	

Date _____

203

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/ams

P.41.203/CS

26th June 1945

Subject: Mail Vans

To : Under Secretary of State for Posts and Telecommunications.

- 202 -

With reference to your 474534 of 25th June.

1. The question of the proposed conversion of two postal vans into passenger carriages has been referred to the Transportation Sub-Commission in the attached P.41.204/CS of 26th June.

2. As regards the employment of vans No. 1240 and 6282 I must refer you to paragraph 3 of AC/36/Pn4 of 12th June enclosed with my P.41.195/CS of 14th June makes it quite clear that the Transportation Sub-Commission cannot, in present circumstances, admit the prescriptive right of the Post Office to the sole use of these carriages but is quite prepared to raise with the Military Railway service any specific case where the postal service is suffering from lack of proper equipment.

WHG
H.H. SCUMER
Lt. Colonel, Sig.C.
Director.

Copy to:

Transportation Sub-Commission (inform. Major Watson).

2853

File

F

CROSS REFS.	222
FILE	By fwd.
41	

Date _____

Mod. 167



*Ministero delle Poste
e delle Telecomunicazioni*

Ispett. Gen. Mov. Postale

Arrivato: Via I No. I

Aut. 1.474534 - 2-9

Allegati

Roma, 25 GIU 1945 *202*

Commissione Alleata
Posts And. Telecomunications
SubCommission *C O M A*

Via Veneto
e p.c. Poste Roma Ferr.
(Rif. 2809-I/2-9.6.45)

Risposta al f. N°

Oggetto: Carrozze postali

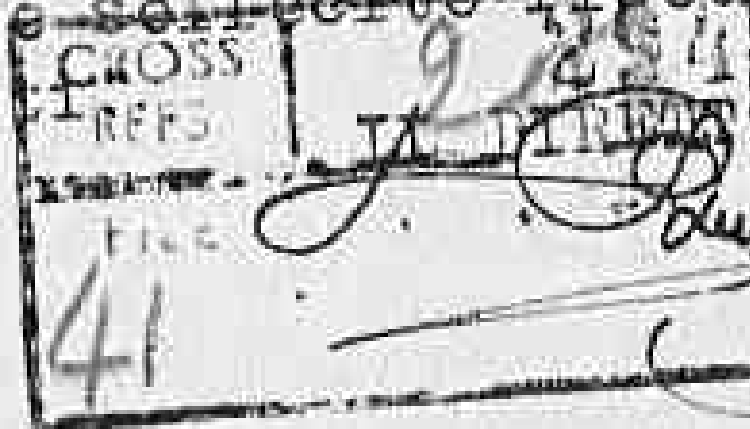
L'Ufficio postale di Roma Ferrovia ha riferito che le carrozze postali, distinte coi numeri 8215 e 8236, ad esso assegnate saranno prossimamente trasformate in vetture viaggiatori.

La scrivente osa sperare che il provvedimento non sarà mandato ad effetto, in considerazione delle ben note condizioni in cui trovasi il patrimonio rotabile delle carrozze postali, assolutamente insufficiente a fronteggiare la ripresa dei servizi postali viaggiatori.

Si prega, pertanto, codesta On. Commissione di intervenire presso la Sottocommissione dei Trasporti affinché decida della deliberazione presa.

Si prega, altresì, di esaminare la possibilità di far restituire, a questi servizi, le carrozze n. 1240 e 6282 che risultano partite per Caserta d'ordine del Comando Alleato; e disporre analogamente per tutte le altre che eventualmente fossero trattenute per servizi non dipendenti dalla Posta.

Sarà gradito cortese sollecito riscontro e si anticipano ringraziamenti.



IL DIRETTORE GENERALE

P.41

Date

Translation

25 June 1945

SUBJECT: Postal Vans.

The Rome Ferrovia P.O. has related that the postal vans No. 8215 and 8236, which had been assigned to them will in the near future be transformed into passenger carriages.

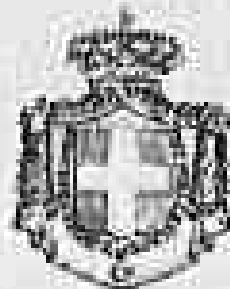
The writer hopes that such provision will not be carried out, considering the well known conditions of the postal vans, which are absolutely insufficient to face the re-establishment of the travelling postal services.

We therefore beg you to ~~tax~~ intervene with transportation sub-commission so that they do not carry out such a decision.

We also beg you to examine the possibility ~~of~~ to return to our service the vans no. 1240 and 6282 which result to have left for Caserta by order of the Allied Command; and to dispose in the same way for all other vans which eventually are held for services not depending from the Posts.

We thank you beforehand and would appreciate your kind acknowledgement.

25 JUN 1945



Mod. 107

231

Roma 28 GIU 1945 194

Ministero delle Poste
e delle Telecomunicazioni

Ispett. Gen. Mov. Postale

Servizio I D. I.

Prot. N. 474964 8/4/VI

Allegato

C.A.
POSTS AND TELECOMMUNICATIONS
SUBCOMMISSION

Via Veneto ROMA

Rispondeteci al N. C. 41.191.5

3/6/45

OGGETTO: Comunicazioni ferroviarie

Si è preso buona nota delle notizie
date a questa Direzione Centrale col foglio a
riferimento sull'attuazione di nuove comunica-
zioni ferroviarie; e si ringrazia per la cor-
tese comunicazione.

IL DIRETTORE GENERALE

CROSS REFD.	191
FILE	2940

Date _____

P.41



*Ministero delle Poste
e delle Telecomunicazioni*

Ispett. Gen. Mov. Postale

Sezione I *Sezione I*

Let. 1 474963 I/4/6

Allegato

Roma 194

C.A. PORTS AND.
TELECOMMUNICATIONS

SUBCOMMISSION

VIA VENETO ROMA

Registrazione P.4I.187 C.S.

del 1'8/6/44

OGGETTO Treno militare passeggeri Roma Forlì
Roma

Si porge ricevuta della nota a riferimento e si ringrazia della cortese comunicazione; ed in particolar modo per il fatto che la questione di accrescere la frequenza di veicoli postali ai treni in oggetto è sempre presente.

A tal proposito, ed in attesa di una soddisfacente soluzione, si fa presente che, data la formazione giornaliera, esclusa il sabato, dei treni Roma Forlì e Forlì Roma, essi si presenterebbero un vantaggio all'attuazione di un ufficio postale ambulante da proseguirsi a breve scadenza su Bologna = al quale sarebbe demandato l'incarico del carteggio di tutta la corrispondenza pronta a Roma fino alle ore 16 e la formazione dei dispacci per tutti i Capoluoghi del Nord. che si avviano su Forlì; mentre, in senso inverso, provvederebbe al carteggio della corrispondenza in partenza dalle regioni del Nord. per l'Italia Centrale e meridionale.

Si richiama l'attenzione di cotesto C.A. sul fatto che il treno Forlì Roma ~~oggi~~ ^{oggi} l'attuale orario, già stabilisce comunicazione giornaliera con i treni Roma Napoli; mentre una lieve

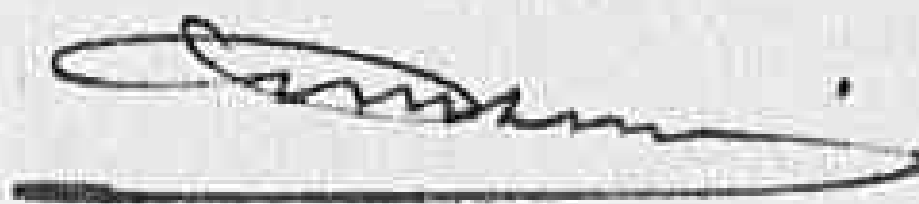
././.

P.41

modificazione di orario nell'arrivo del treno 784
e nella partenza del treno Roma Forlì, renderà pos-
sibile una prosecuzione giornaliera delle corri-
spondenze delle regioni meridionali per l'Italia
centrale e Settentrionale .

Tornerà gradito conoscere, pertanto, il parere
di *cotestà* C.A. sulla presente proposta .

IL DIRETTORE GENERALE



CAOS
FILE
41

Date _____

199

HEADQUARTERS ALLIED COMMISSION
AFO 394
Communications Sub-Commission

WHG/sms

P.41.199/OS

25th June 1945

Subject: Train Service Rome-Forli'

To : Under Secretary of State for Posts and Telecommunications.

With reference to your 474963 of 1/4/6

1. I am very hopeful that about 1st July it will be possible to obtain a train service with a postal van attached six days a week from Rome to Bologna - three days via Florence and three days via Forli'.

2. If this is introduced it will be very well worth considering your proposal to introduce ambulante working on these lines, but, I think it would be advisable to commence at the outset with ordinary mail van working until we gain a little experience of the running of these trains.

WHG

H.H. SOUDIER
Lt. Colonel, Sig.C.
Director.

File

F

CROSS REFS.	
FILE	41

Date

25.8



*Ministero delle Poste
e delle Telecomunicazioni*
Ispett. Gen. Mov. Postale

Sezione *Dir.* I *Div.* I
Set. A. 174956 1/2
Allegato

Roma

C.A. Posts and
Telecommunications
Subcommission

Via Veneto Roma
Risposta al N. A.C. /36
8-6-45

OGGETTO: Furgoni postali per Forlì

Si fa riferimento al foglio N.A.C./36
del 8-6.

1^a si ringrazia per il costante interessa-
mento di cotesta Sottocommissione alla quistione
in oggetto.

2^a la passata esperienza non puo' essere ~~invocata~~
~~invocata~~ per negare un provvedimento di grande
utilita'; in quanto nel periodo in cui fu ri-
scontrato poco transito ~~dei~~ effetti postali sui
treni Roma Forlì, non aveva avuto ancora inizio
l'istadamento per detta ^{linea} di tutta la corrispon-
denza per il Nord eccetto la Liguria ed il Pie-
monte.

Non riesce possibile indicare in modo certo
il numero dei sacchi postali da trasportare; es-
so e' variabile, in dipendenza della quantita' del
la corrispondenza; dell'invio di assicurate
voluminose, contenenti provviste di stampati per
la posta; dell'invio di stampati per Enti Sta-
tali, spedite dal Poligrafico e dal Provvedito-
rato dello Stato; comunque, all'incirca, si puo'
indicare che il peso medio degli effetti postali
che sarebbero spediti, nei tre giorni della setti-
mana, si aggira dai venti ai quaranta quintali.



0/02937

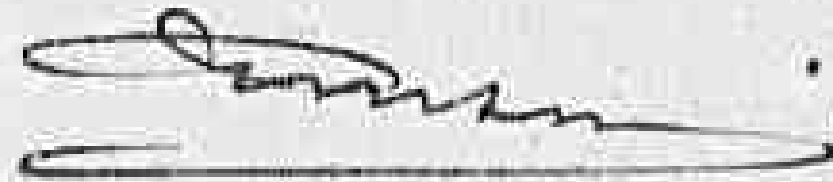
Date

See P 41/187/CS

Con l'occasione informasi che secondo agenti segnalazioni avute dall'ufficio di Roma ferrovia, il Comando della truppe Militare Roma-Forlì non avrebbe fatto questione di quantità di sacchi postali; ma avrebbe ^{opposto} assoluto divieto agli agenti postali di avvalersi del treno, a meno che non disponessero di apposito veicolo.

Così stando le cose, torna a rinnovarsi la preghiera per una sollecita, definitiva soluzione della questione.

IL DIRETTORE GENERALE



TRANSLATION

Subject: Postal Vans for Forli'.

Ref. N.A.O./36 of 6th June.

We thank your Commission for the constant interest it shews towards the question.

The experience had in the past cannot be called up to deny such a useful provision, as during the period in which small transit of postal items occurred on the Rome-Forli' trains the channelling on that line of all mails for the North, except Liguria and Piemonte had not yet started.

We cannot indicate precisely the number of bags to be transported; such number changes all the time, depending on the quantity of correspondence; of the despatch of voluminous insured items containing supplies of printed matter for the post; of the forwarding of printed matter for State Bodies despatched by the Poligrafico and by the Provveditorato of the State. Anyhow, we can estimate, approximately, that the average weight of Postal items which should be despatched on three days in the week, amounts, from 20 to 40 quintali. We inform you that accordingly to recent informations received from Rome Ferrovia P.O. the command of the Military train Rome-Forli' would not have raised the question of the quantity of mail bags, but have absolutely forbidden the Postal messengers to use the train, if they could not dispose of an apposit vehicle.

As this is the position we renew our request for a speedy and definite solution of this question.

29.6

197

HEADQUARTERS ALLIED COMMISSION
 APO 394
 Communications Sub-Commission

WIG/oa

CONFIDENTIAL

P. 41.197/CS

22 June 1945

Dear Allen, Alasia, Turner, Sleicher,

I understand that as a result of much agitation on our part and valuable support by the Transportation Sub-Commission people, we are almost certain to have from 1st July a daily train service (with postal van each day) from Rome to Bologna. It will operate three times a week via Florence and three times via Forlì.

I will let you have full details as soon as these are available.

Yours

WTH

CROSS	
REFS.	
FILE	41

Date

195

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/cms

P.41.195/CS

14th June 1945

Subject: Mail Vans

To : Under Secretary of State for Posts and Telecommunications.

With reference to my P.41.188/CS.

1. I enclose a copy of a further communication from the Transportation Sub-Commission on the subject of shortage of railway mail vans.
2. In any cases where you desire that action should be taken as suggested no doubt you will furnish full particulars.

*4 green
major*
for **A. H. SCURER**
Lt. Colonel, Sig. C.
Director.

1 Inc.

Copy of: AC/36/En 4 of 12th June

See 193

Copy to: Transportation Sub-Commission (inf. Major Matson).

CROSS REFS.	<i>2/83</i>
FILE	<i>B/fwd.</i>
<i>41</i>	

Date _____

File

194 PGM/10

TRANSPORTATION SUB-COMMISSION, AC
 (RAIL DIVISION)
 c/o Transportation (Br) Main
 C.M.F.

Rel. 843236
 Ref. AC/36/Tn 4

11 June 45

SUBJECT : Mail Van Rome-Ferri military passenger train.

TO : DMS - Bldg.

1. Reference your file Tn A.3(0)/26/41/-168 A.of 5 June 45.

2. It is difficult to estimate the exact amount of mail to be transported to Ferri on the military passenger train; however the present amount is 30 bags per day which naturally will increase rapidly.

3. A mail van three days per week is desirable so that proper protection can be given to valuables such as stamps, bonds and insured mails. However if it is not possible to authorize a mail van three days per week, space sufficient to handle 30 bags, six days per week in regular head end equipment would be accepted as an alternative.

4. At this time we wish to do all possible to assist in the prompt despatch of civil mails between North and South Italy, so any consideration you may give to this important matter will be appreciated.

5. Attached is a copy of a letter written by the Communications Sub-Commission to C-5 AFHQ for your information.

PH.124 For the Chief Commissioner :

P.C. MATSON, Major

283

Copy to: Movements L.O. c/o MRS - Bldg.
 " " Rail Tn Sub-Comm. HQ AC
 " " Communications Sub-Comm. file P.41.124.CS.

TO : DARS - Bldg.

1. Reference your file in A.3(0)/26/41/-163 A. of 5 June 45.
2. It is difficult to estimate the exact amount of mail to be transported to Berlin on the Military passenger train; however the present amount is 30 bags per day which naturally will increase rapidly.
3. A mail van three days per week is desirable so that proper protection can be given to valuables such as stamps, bonds and insured mails. However it is not possible to authorize a mail van three days per week, space sufficient to handle 30 bags, six days per week in regular head end equipment would be accepted as an alternative.
4. - At this time we wish to do all possible to assist in the prompt despatch of civil mails between North and South Italy, so any consideration you may give to this important matter will be appreciated.
5. Attached is a copy of a letter written by the Communications Sub-Commission to G-5 AFHQ for your information.

For the Chief Commissioner :

24(12)

P. G. WATSON, Major

Copy to: Movement's L.O. c/o HRS - Bldg.

" " Rail in Sub-Comm. HQ AC

" " Communications Sub-Comm. File P.41.184.CS.

CROSS REFS.	204
FILE	41

10012

0228

193

PGM/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238
Ref. AC/36/Tn 4

12 June 45

SUBJECT / Mail Vans

TO : Communications Sub-Commission HQ AC

1. It is requested that you report to us all specific cases of shortages of mail vans.
2. This subject has been handled with the Military Railway Service and they are willing to cooperate in seeing that sufficient mail vans are provided.
3. It must be realized that the general shortage of all types of cars makes it necessary to use mail vans for other purposes but any specific case, where the civil post is suffering due to the lack of proper equipment, should be brought to our attention so we can negotiate with MRS for relief.

Hamilton Major
Director

Director	
D/Director	
Chief Telecoms	
Chief Posts	
H Q Coms O	
Asst Chief Posts	
Censorship	
Chief Clerk	

CLASS.	263
FILE	B/Fwd.
P.41	
Date 14 JUL 1945	

0229

192

HEADQUARTERS ALLIED COMMISSION
AFO 394
Communications Sub-Commission

WIK/ams

P.41.192/CS

14th June 1945

Subject: Shipping Services Cagliari-Naples-Palermo

To : Under Secretary of State for Posts and Telecommunications.

The attached copy of A.C. Shipping Instruction No. 13 may be of interest to you.

W.H.

H.H. SCUDDER
Lt. Colonel, Sig. O.
Director.

1 Inc. : A.C. Shipping Instruction No. 13.

CROSS REFS.	205
FILE	41
B, fwd.	

211

2001

191
RAILROAD COMMISSION-TRANSPORTATION SUB-COMMISSION, AGO 394.
TRAIN SERVICE CIRCULAR No. 17. 3 June 1945.

By arrangement with ATR/MCS/AC/ISR following additions and alterations to ISR services are approved. ISR to arrange operation and advise dates and details to all concerned:

Commencing Tuesday 5 June 45
 new tri-weekly civilian passenger train service
LEGHORN - PISTOIA
 To run on Tuesdays, Thursdays and Saturdays.

Train No.	
TV 751	
0505	LEGHORN (CENTRAL)
0545	PISA
0623	LIVORNO
0713	ALTOPASCIO
0735	FESOLA
0801	MONTECATINI
0830	PISTOIA

Composition:-
 1 Baggage car
 2 Coaches.

Ref.: AG/100/50/248/m.4

Commencing Monday 4 June 45
 Daily passenger service
LEGHORN - CAMPIGLIA

Worker's train will be re-classified as a civilian passenger train. IRS workers will have preference as to accommodation available:

Train No.	
TV 5303	
1735	LIVORNO
1743	SEACIO
1753	GIANNICO
1759	MUGOLA RUTEM
1821	CULLE SALVETTI
1835	FANGELLA
1854	ORCIANO
1915	SANTA LUCE
1933	CASTELLINA M.
1943	VADA
2005	CASCINA
2018	BIBBONA
2027	BOLGHIERI
2046	CAMPIGLIA
2103	S. VINCENZO
2120	CAMPIGLIA

Ref.: AG/100/50/m.4

To run on Tuesdays, Thursdays and Saturdays.

Train No.
TV 751
0505
0545
0623
0713
0735
0801
0830

LEGHORN (CENTRAL)
PISA
LUCCA
ALTARESCIO
PISCIA
MONTecatini
PISTOIA

Train No.
TV 752
2030
1945
1902
1813
1800
1723
1700

Composition:-
1 Baggage Car
2 Coaches.

Ref.: AG/100/50/243/tn.4

Commencing Monday 4 June 45
Daily passenger service

LEGHORN - CAMETIGLIA

Worker' train will be re-classified as a
civilian passenger train. IR3 workers
will have preference as to accommodation
available:

Train No.
TV 5303

1735
1743
1753
1759
1821
1835
1854
1915
1933
1943
2005
2018
2027
2046
2103
2120

LIVORNO
STAGNO
GIUSTINCO
MUGOLA BERTI
COLLE SALVETTI
FARLITA
ORCIANO
SANTA LUCE
CASTELLINA M.
VADA
CERINA
BIBBONA
BOLGHERI
CANTAGNETO
S. VINCENZO
CAMETIGLIA

Train No.
TV 5304

0735
0724
0715
-
0656
0642
0625
0603
0545
0534
0515
0500
0451
0431
0416
0400

Ref.: AG/100/50/tn.4

2830

CROSS REF.	201
FILE	41
	8, 1 WD.

Date

Commencing Monday 4 June 1945
Daily passenger service

LEGNANO & LUCCA

Worker's train will be re-classified as a civilian passenger train. IHR workers will have preference as to accommodation available:

Train No.	Train No.
TV 2361	TV 2352
1730	0810
1740	0744
1806	0731
1820	0724
1830	0709
1835	0659
1840	0649
1850	0639
1900	0630

LEGNANO (CALABRONES)

TORREBLO
QUARANTOLA
PIA S. ROSSONE
S. GIULIANO
RIGOLI
RIPAPRATA
MONTUOLO
LUCCA

Ref.: AC/100/50/213/Tn.4

Note:- The present FOGGIA--GOTIA tri-weekly passenger Service has been extended to include Pescara.
Arrives PESCARA 1840 Departs 0615.

Ref.: AG/100/36/Tn.4

For the Chief Commissioner:

P.G. MATSON
Major.

P.41 - 191 /CS

From: Communications Sub-Commission.

To : R.G. Toscana Region (attn Postal Officer)

For information.

By Command of Rear Admiral STONE.

with
H.H. SCUDIER
Lt. Colonel, Sig.C.
Director.

Copy to: Under Secretary of State for Posts and Telecomms.

190

PGM/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238
Ref. AC/36/Tn 4

6 June 1945

SUBJECT : Mail Vans

TO : Communications Sub-Commission
HQ AC

1. Reference your letter 22 May file P 41.163.CS.
2. The subject of, the shortage of mail vans, has been handled with the Military Railway Service and it was suggested that a complete census be taken by the ISR of every mail van by number in Italy and for what purpose it is presently being used.
3. This census will give us something definite to work on and I am sure that the shortage of this class of equipment will be soon be overcome.

Stanton Major
Director

29.8

Copy to: Major Baister Bldg.
" " Movements Rail Tn Sub-Comm. HQ AC

CROSS. REFS.	161
FILE P.41	B/Fwd.

Date: 7 JUL 1945

HEADQUARTERS ALLIED COMMISSION
APO 594
Communications Sub-Commission

WEG/ams

188

P.41.188/CS

8th June 1945

Subject: Postal Rail Carriages

To : Under Secretary of State for Posts and Telecommunications.

Reference your 879349.8/9 of 19 May 1945 and previous correspondence on the subject.

The Transportation Sub-Commission in endeavouring to obtain the agreement of the Military Railway Service to a complete census being taken by Italian State Railways of the whereabouts and present usage of all postal carriages.

W.H. Green
Major
for H.H. SOUDER
Lt. Colonel, Sig. C.
Director.

2927

F 41

see 195

ALLIED FORCES
MILITARY RAILWAY SYSTEM
OFFICE OF TRANSPORT

APD 512
3 June 1945

SUBJECT: Military Passenger Train, West-Fairbairn.

1. Effective Sunday, 10 June 1945, schedules No. 2 and No. 3 will operate on the following timings:

			Sun-Mon-Tue-Wed-Thu-Fri		
0740	arr	FAIR	dep	1000	
0830	dep		arr	1100	
0830	arr	FAIR +	dep	1100	
0950	dep		arr	0140	
0950	arr	FAIR	dep	0157	
0950	dep		arr	0250	
0950	arr	FAIR +	dep	0300	
1257	dep		arr	0450	
1257	arr	FAIR	dep	0450	
1330	dep		arr	0630	
1330	arr	FAIR +	dep	0730	
1530	dep		arr	1000	

Sun-Mon-Tue-Wed-Thu-Fri

+ local halts, signal and etc

2. No other changes in schedules No. 2 and No. 3.

1.1.107/45

NOTE: Communications sub-station also

2. : central officers' office, Fairbairn, Glasgow, Canada Region.

For information.

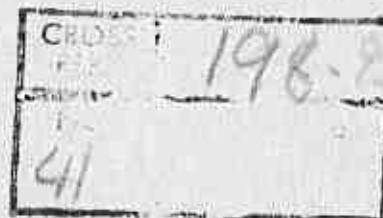
The question of increasing the frequency of the provision of a postal van on this service is already being pursued.

By Command of Rear Admiral Stone.

Copy to : Chief Secretary of State per 1.12.

W.H.R.
R.A. 100000
15, General, Sig. 1.
London.

187



20 Date
3 June 1945

MEMO

P. 1. 124.03

Mail Van Forli'

TO : Transportation Sub-Commission
 Mail Division (Att: Major Matson)

With reference to your AC/36/M 4 of 6th June.

1. I should be glad if you would pass to the M.R.S. for information the attached copy of our P. 1. 124 of 30th April to G-5 AFHQ which sets out the essential requirements for civil postal purposes. The needs of the postal service cannot be considered solely in the light of quantity of mail to be conveyed and the prime factors are frequency of service coupled with security for the conveyance of valuables.

2. From many Allied Agencies are received criticisms of the slow working of civil posts and evidence of the importance attached to the civil postal service, yet it is extremely difficult to obtain for the Italian Post Office the essential means on which reasonably rapid communications must depend.

3. So far as the use of military trains is concerned, this Sub-Commission has always tried to be reasonable in its requests and to compromise between the necessity for a frequent service and the known reluctance to convey a postal wagon for a light load. Whenever a satisfactory alternative has been offered (e.g. the use of a compartment on the Bari-Milano military passenger train in the early days, and more recently, the part use of a baggage van on the Reno-Loggion train) it has been gladly accepted.

4. There is no doubt that from a purely postal communications point of view, the Italian's request for a mail van daily on the Reno-Forli' run is fully justified, and the suggestion by this Sub-Commission that the van should be attached twice a week was merely an attempt to compromise. If the M.R.S. can suggest an alternative which will meet the requirements of para 3 a - d of P. 1. 124.03 in this case it would be welcomed.

5. The importance of the Reno-Forli' service lies in the fact that on it rests the newly opened postal service between South Italy and Emilia, Lombardy and Venetia, service from mail head being by road services. At the commencement this service has been restricted to 40 gram letters, but, in view of the commercial importance of the North, it will not be possible for long to maintain this limitation.

6. That the actual traffic will be in the next few weeks, it is extremely difficult to estimate as the service is only just becoming known to the public, and is likely to expand daily. At the moment the amount of ordinary correspondence for the three Regions reaching Reno Sorting Office daily, would fill about 30 mail bags and there are in addition a certain number of insured mails on hand. Despatches to the Regions concerned would also be picked up at places at which the train stops en route.

7. The Reno-Milano twice weekly civil train cannot conveniently be used for this service, as it would involve all the difficulties of transshipment, custody during waiting periods, and arrangements for further conveyance to Forli'.

8. Incidentally as soon as the train proceeds beyond Forli' as far as Bologna, it will be very desirable to use that place as the railhead, and so save the Forli'-Bologna mileage on the trunk road services.

1. Incl: Copy of P. 1. 124
 Copies to: G-5 (ref. 311-1 of 27 May 1945)
 Postal Officers, Milan, Venezia, Lombardy,
 Toscana Regions.
 Undersecretary of State for P. IT.

*with three
 copies*
 M.H. STUBBS, sig.C
 Lt. Colonel, sig.C
 Director.

extremely difficult to obtain for the Italian Post Office the conveyance of reasonably rapid communications must depend.

3. So far as the use of military trains is concerned, this Sub-Commission has always tried to be reasonable in its requests and to compromise between the necessity for a frequent service and the known reluctance to convey a postal wagon for a light load. Whenever a satisfactory alternative has been offered (e.g. the use of a compartment on the Bari-Naples military passenger train in the early days, and more recently, the part use of a baggage van on the Rome-Leghorn train) it has been gladly accepted.

4. There is no doubt that from a purely postal communications point of view, the Italian's request for a mail van daily on the Rome-Ferli run is fully justified, and the suggestion by this Sub-Commission that the van should be attached thrice a week was merely an attempt to compromise. If the P.R.C. can suggest an alternative which will meet the requirements of para 3 a - d of P.M.124.C3 in this case it would be welcome.

5. The importance of the Rome-Ferli service lies in the fact that on it rests the newly opened postal service between South Italy and Emilia, Lombardia and Venezia, as well as from rail head being by road services. At the commencement this service has been restricted to 40 gram letters, but, in view of the commercial importance of the North, it will not be possible for long to maintain this limitation.

6. What the actual traffic will be in the next few weeks, it is extremely difficult to estimate as the service is only just becoming known to the public, and is likely to expand daily. At the moment the amount of ordinary correspondence for the three Regions reaching Rome Sorting office daily, would fill about 30 mail bags and there are in addition a certain number of insured mails on hand. Despatches to the Regions concerned would also be picked up at places at which the train stops en route.

7. The Rome-Ancona thrice weekly civil train cannot conveniently be used for this service, as it would involve all the difficulties of transshipment, custody during waiting periods, and arrangements for further conveyance to Ferli.

8. Incidentally as soon as the train proceeds beyond Ferli as far as Bologna, it will be very desirable to use that place as the railhead, and so save the Ferli-Bologna mileage on the trunk road services.

1. Incl: Copy of P.M.124

Copies to: G-5 (ref. 311-1 of 27 May 1945)

Postal Officers, Emilia, Venezia, Lombardia,

Toscana Regions.

Undersecretary of State for P.R.

*with letter
re: 311-1*

H. H. SCUDLARK,

Lt. Colonel, SIG.C

Director.

Communications Sub-Commission

Ref: 4/4

CROSS REF.	194
FILE	4/4
JUN 1 1945	

208 June 1945

Date

PGM/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238
Ref. AC/36/Tn 4

6 June 1945

SUBJECT : Mail Van Forlì

TO : Communications Sub-Commission
(attention Major Green)

1. Reference telephone conversation 5 June pertaining to mail van on Rome-Forlì Military train.
2. Our application to MRS for a mail van three days per week has been returned to us with the following comment :
"From past experience it has been found that the amount of mail to be conveyed has not reached expectations and that on occasions there have been perhaps only six bags for one P.V. therefore it will be appreciated if you will state that there will be sufficient mail to justify the attachment of one postal van on these trains. Please also state approx. number of bags to be conveyed each trip so that suitable vehicles may be earmarked."
3. MRS also state that a mail van daily is requested by the ISR upon direct advice from the Italian Postal Department.
4. Will you kindly furnish the information requested so we may handle further with MRS.

Major Green
For Director

SUBJECT : Mail Van Forlì

TO : Communications Sub-Commission
(attention Major Green)

1. Reference telephone conversation 5 June pertaining to mail van on Rome-Forlì Military train.
2. Our application to MRS for a mail van three days per week has been returned to us with the following comment :
"From past experience it has been found that the amount of mail to be conveyed has not reached expectations and that on occasions there have been perhaps only six bags for one P.V. therefore it will be appreciated if you will state that there will be sufficient mail to justify the attachment of one postal van on these trains. Please also state approx. number of bags to be conveyed each trip so that suitable vehicles may be earmarked."
3. MRS also state that a mail van daily is requested by the ISR upon direct advice from the Italian Postal Department.
4. Will you kindly furnish the information requested so we may handle further with MRS.

Major Green
For Director

CROSS. REFS.	
FILE	B/Fwd.
P.41	

Date 7 JUL 1945

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