

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

RAIL TRAILS

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

10000/148/980
Oct '45

PGM/ic

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

20 October 45

Tel: 843238
Ref: AC/36/1/Tn 4

SUBJECT : Gift parcel distribution by mail.

✓ TO : Movements Rail
Tn Sub-Comm. HQ AC

1. Reference yours 10 October file 279/34/Tn 3.
2. The proposed arrangement for gift parcel distribution has been checked by this Division with the ISR and the scheme is approved as outlined.

Arthur May
for Chief
Rail Division

Copy to: Communications Sub-Comm.
(your P.23.227/C.S. Oct. 8)

1887

CFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

10 October 1945

279/34/Tn.3.

SUBJECT : USA Gift parcel scheme to Italy, provisions for
delivery on introduction of service through Italy.

TO : Rail Division (Tn.4.)

1. Attached papers from Communications Sub-Commission are forwarded.
2. So far as movement is concerned it will be seen that this is an Italian Government responsibility through the Italian State Railways, if road transport is desired, then this will have to be arranged by the Italian Government through ENAC or Ufficio Autotrasporti.
3. Will you please inform this office your approval or otherwise of the plan for rail movement.

For the Director

C.P. Constable
C.P. CONSTABLE,
Major, R.E.

Copy to : Communications Sub-Commission - Your P.23.227/C2,
dated 8 Oct. refers.

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MEMO

EARLY PLEASE

CHM/ams

P.23.227/CS

379/32

Subject: U.S.A. Gift Parcel Scheme to Italy
Provisions for delivery on Introduction of Service
through Italy.

To : Transportation Sub-Commission (Rail). ✓

1. Consideration is being given to proposals to introduce at an early date an extension of the U.S.A. gift parcel scheme to whole of Italy (except Venezia Giulia and Udine) with an increase in the limit of weight to 5 kilograms.

2. Questions of accommodation at the Port and in Sorting Offices; increased allocation of petrol for motor vehicle services; sorting by U.S. Postal authorities into Provincial Divisions are all receiving attention in separate papers.

3. The plan for rail transportation services has been prepared by technical Officials of the Railway Administration in agreement with the Ministry for Transportation. The plan, a copy of which is attached, avoids the utilisation of military trains and generally necessitates the provision of extra vans for the conveyance of sealed bags of parcels on existing civilian services.

4. The scheme as will be seen has been prepared to the extent of exact detail and it would be appreciated if you could examine the proposals early and inform me if the arrangements can be authorised.

C. J. Shaddock
Capt

H. E. SCUDIER
x Lt. Colonel, Sig. C.
Director.

25th October 1945

Communications Sub-Commission
Extn. 444.

Mr
1883/10

TRANSLATION~~XXXXXXXXXX~~~~XXXX XXXXXXXXXXXX~~PLAN FOR THE TRANSPORTATION OF PARCELS IN ARRIVAL
FROM U.S.A.Southern Italy.

- 1) Parcel on rings from Naples to Paola (Cosenza) S. Sufania (Catanzaro) and Reggio Calabria. Complementary daily means attached to train 1935 for transport of sealed bags directed to their respective Capital Towns.
- 2) A FI baggage van is foreseen attached to the Rome train 1935 for the delivery of loose parcels to the localities on the Naples to Reggio Calabria line whose station mail porter have the possibility to be present at the train's arrival. N.B. As the arrival of parcels at Naples will be in the best hypothesis every 10 days and train 1935 instead is daily it is presumed that only the baggage van on service will be enough to dispose the parcels for Calabria. In such case the parcel carriage for the transportation of closed bags will not be set up. Both the carriage as well as the baggage van shall be escorted by two messengers.
- 3) Parcel carriage from Naples to Benevento Foggia and Bari with trains 3239 and 3205 and 1791 for the forwarding of closed bags to the Puglia Capital Towns. The bags for Lecce Province shall be unloaded at Bari for further forwarding the next morning with train 3701. N.B. For the further forwarding of loose parcels from the above Puglia Capital Towns to localities with station mail porters service linked up to the Bari, Lecce line the employment of a FI baggage van attached to train 3701 from Bari to Lecce and 1394 from Bari to Foggia is foreseen.
- 4) Carriage from Naples to Taranto attached to trains 3239/3205/1791/2321 which operates every day with parcel bags for Potenza Brindisi Taranto.
The parcel bags for Potenza which shall be unloaded at Taranto will return with train 320 in the carriage of the travelling S.O.; those for Brindisi will continue on the local train.
A subsidiary line means to the transport in para 4 is not foreseen as it is thought that the normal means are sufficient.
- 5) The parcel bags for Salerno will be forwarded on 3975 by normal means.
- 6) Parcel bags for Caserta will be forwarded from Naples on Train 3921 by normal means.

Note: Telegraphed to P.T. Directorates at Taranto, Cosenza, Catanzaro, Reggio Calabria to ascertain if as it is thought the line service of the Jonian network from Taranto to Reggio Calabria, may be as it is presumed in the postal carriage of the travelling S.O. Taranto-Catanzaro 73 and Catanzaro-Reggio Calabria 104. We have received an affirmative reply on 10th September.

TRANSLATION.

Gift

Second Meeting at Villa Patrizi for re-organization of transport of parcels
incoming from U.S.A.

1) Daily parcel carriage from Naples to Bologna (via Rome-Leghorn-Florence) with parcel addressed to Bologna, Emilia, and Romagna attached to the food-stuffs train 558220, 8733, 3301, 3863, 3196, 7316.

Departure from Naples 8.9 at 15.52 hrs; arrival at Bologna at 13.37 hrs of the third day after departure, at Leghorn the escorting personnel shall be changed. Prior to approval of FRS Bologna Movement Section the possibility of continuing the carriage up till Piacenza will be examined with a Bologna Agents as experts; if not, Bologna Perovini will see to the continuance of parcels in Emilia and Romagna with the means at disposal.

2) Daily parcel carriage Naples-Florence (via Rome) with the same food stuffs train as in para 1 whose parcel bags are for Grosseto, Leghorn, Pisa, Apuania, Pistoia, Lucca, Florence. The parcel bags for Grosseto, Leghorn, Pisa, will be delivered at the respective railway stations, those for Lucca and Apuania, will be unloaded at Pisa, those for Pistoia at Florence. The escorting personnel with change at Leghorn.

3) Daily parcel carriage Naples-Rome (in addition to the one already operating for the transport of parcel bags addressed to Rome City and Vatican City) on train 1920 for the forwarding of parcel bags addressed to the provinces of Siena, Arezzo, Viterbo, Rieti, Terni and Perugia.

a) The parcels bags for Siena and Arezzo will continue from Rome three times per week on the passengers train in the baggage van assigned to the postal service.

b) The parcel bags for Terni with the carriage of the travelling S.O. Rome-Bologna 72 attached to train 76 or 5102.

c) The parcel bags for Viterbo, with the daily Rome-Viterbo train, in charge to the messenger.

d) The parcel bags for Perugia as in letter b) up till Foligno and then the Foligno-Bastia train and by motorcar Bastia-Perugia prior to confirmation of the Perugia Directorate (to whom we have telegraphed) that the motorvehicle Bastia-Perugia has the capacity and space necessary for the transport. If not, the employment of extraordinary means will be necessary.

e) The parcel bags for Rieti and Aquila will be forwarded with the motorvehicles of S.F.A. which following on the future restriction of the itinerary of the motorvehicles Rome-Chieti-Pescara and the Rome-Chieti-Aquila one, will be running every day except holidays.

4) Thrice weekly parcel carriage Naples-Ancona on train 8239 8205 1894 4320 with parcel bags for Cambrasso (Scalo Terni) for Pescara; for Teramo (Scalo Giulia Nova) for Ascoli (Scalo S. Benedetto) for Macerata (Scalo Civita Nova) for Pesaro and for Ancona. From the respective stations they will continue to the capital town with the present motor means. It is necessary that Service IV III and I provide from now to fit the relative services of exchange as the parcel bags must be unloaded during the stop-over over 15 minutes established for trains 1894 and 4320 with which also the exchange of despatches must be carried out. It is pointed out that the transport of parcels (in arrival from U.S.A. has been organized considering that the despatchment takes place at Naples and that at Naples the sorting of all incoming parcels takes place.

1.4/

That trains in use are those operating at present and available at the time of the meeting; considering that other vehicles cannot be assigned in addition to the normal ~~composition~~ composition of the convoys of other vehicles to the direct passenger-trains which are all already blocked in the composition.

It has to be foreseen that the plan may be improved following on the new rail communications which at present are being studied by the Railway General Directorate.

Lastly the greatest difficulties shall be met for the transport of parcel bags from the railway stations to the capital towns with the motor vehicles put at disposal. Anyhow if necessary other trips on purpose will be done with extraordinary means if necessary.

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED MILITARY GOVERNMENT
 PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Parcels traffic (groupage and collettame) ^{REV.} R 135
 20 MAY 42

TO: H.Q. A.C.
 (TPCN S.C.)

274/33
John 26474

1. receipt of your signal NR 7404 of 13 May is acknowledged but detailed info. (per para. 3) has not yet arrived. *M* May this be forwarded, please?
2. instructions received here by I.S.R. say "present system to be discontinued" but as present system is essential for distribution of rationed foods by C.A.F. I have permitted continuance of it temporarily.

Bue Boddy
 E. W. BODDY, CAPT.
 TPCN OFFR. A.C.
 REGGIO CAL. DIV. I.S.R.

*and forwarded
 have checked*

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

FD/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478701

27 May 1945

279/31/Tn.3.

SUBJECT : Groupage Traffic

TO : Rail Division (Tn.4.)

- (30)
1. Reference your AC/268/TN.4. of 25 May '45 if the I.S.R. consider Kg.500 to be a more appropriate limit of weight for Groupage traffic this HQ is prepared to authorise this figure.
 2. It is understood that the figure of Kg.500 applies only to Groupage by Goods train.

C.R. Northington
C.R. NORTINGTON,
Major.

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ACP/ic

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

279/30

Tel. 343238
 Ref. AC/268/Tn 4

25 May 1945

SUBJECT : Groupage Traffic.

TO : Movements (Rail)
 Tn Sub-Comm. HQ AC

⑪

1. Reference is your 279/17/Tn 3.
2. ISR seek authority to increase individual weight of packages to 500 kilos in order to ensure full use of facilities.
3. This Division has no comment to offer, and matter is one for you to say. Agents, of course, enjoy ability to load to any weight within the confines of the car they bid for.

acbmymg

Chief,
 Rail Division.

*ISR say that both cost of
 train & don make this
 the smaller commercial unit
 I see no objection. PD*

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FD/ele

HEADQUARTERS ALLIED COMMISSION
APO 324
Transportation Sub-Commission

23 May 1945

Tel : 478701

279/29/Tn 3

SUBJECT : Groupage Service

TO : Associazione fra gli Spedizioneri
Via del Bufalo 135, Rome

1. Reference meeting at this HQ on 10 May '45, the question of permitting the carriage of small parcels of perishable foodstuffs by passenger train has been considered with the High Commissioner for Food.
2. It has been decided that, for the present, neither rationed or non rationed foodstuffs may be despatched by Groupage Service on either passenger or goods train.
3. Will you please advise your members of this decision.

C.R. Worthington
C.R. WORTHINGTON
Major

Copy to : Economic Section
Food Sub-Commission
Rail Division (Tn 4)
Planning Staff

1878

INTER OFFICE MEMO

KJC/s1

19 May 45

279/28

Tel: 466

Ref: 51-2/164/FOOD

SUBJECT: Movement by Rail of Foodstuffs in Small Consignments

FROM : Food Sub-Commission

TO : Hq. AC Transportation Sub-Commission
(Attn: Lt. Col. Baker) *(21)**22/5*

1. Refer your letter 279/21/Tn3.

2. Both the High Commissioner for Food and the Food Sub-Commission agree that "grande vitesse" transportation for perishable foods in small consignments would be of no public benefit at the present time and might provide a loophole for privileged groups to evade governmental control.

W. J. Legg, Maj.

W. J. LEGG
Colonel
Director, Food Sub-Commission

Copy to:

High Commissioner for Food
(Attn: Mr. Storoni)

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/elc

TRANSLATION

279/27

SUBJECT : Rail Traffic for commodity
in small quantity

TO : Food Sub-Commission
and for attention
Tn Sub-Commission
Rome

1. Referring to your letter of the 5 inst.
2. We agree with you that despatching of parcels not superior to Kg. 50, with passenger's train of rationed or not rationed commodities does not benefit the problem of transports.
3. In order to avoid any breaking of the existing regulations we state our opinion to be against it.

THE HIGH COMMISSIONER



1876



Ministero dell'Agricoltura e delle Foreste

DIREZIONE GENERALE DELL'ALIMENTAZIONE

MU/mg

Spett.le
 Roma, 17 MAG 1970
 Alla COMMISSIONE ALIMENTATA
 Sottocommissione Alimentazione
 ROMA

OGGETTO Traffico per ferrovia di merci in piccole spedizioni

e per conoscenza:

Sottocommissione Trasporti

1. Rispondiamo alla Vostra del 5 corrente.
2. Siamo con Voi d'accordo che le spedizioni a grande velocità (treni passeggeri) di pacchi del peso non superiore a 50 Kg. e contenenti generi alimentari razionati o non razionati non portino alcun vantaggio al problema dei trasporti.
3. Onde evitare evasioni alla disciplina vigente e favoritismi, esprimiamo parere sfavorevole.

L'ALTO COMMISSARIO

[Signature]

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12/16
279/2604

TO: DIRECTOR, FBI (100-441111)
FROM: SAC, NEW YORK (100-100000)
SUBJECT: [Illegible]

IT IS THE POLICY OF THE FBI TO MAINTAIN THE
CONFIDENTIALITY OF INFORMATION RECEIVED FROM
SOURCES WHOSE DISCLOSURE COULD BE DETRIMENTAL
TO THE NATIONAL DEFENSE. IT IS THE POLICY OF
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NATIONAL DEFENSE.

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NEW YORK

NICHOLAS SIGNARO
SAC, NEW YORK
Asst. Adjutant

MINISTRY OF TRANSPORTS
ISR GENERAL INSPECTORATE
MOVEMENTS DEPT.

Ross, 6 May 1945
M.321/13090/M.310/176

To: Tn B/Commission A.C.
Rail Division

SUBJECT: Groupage traffic.

1. Reference is made to your letter AG/268/Tn 4 dated 3 May ult.
2. We are of the opinion that forwarding agents should be denied the allocation of groupage wagons at least until ISR groupage traffic is re-established.
3. Having now re-established said ISR groupage traffic, we have no objection that also the forwarding agents be authorized to despatch groupage under present arrangements governing civilian freight traffic.
4. We have noticed that, for the time being, high-speed consignments, to be carried by passenger train, are not to be accepted, while only following items can be despatched as baggage; personal belongings, films, propaganda material, vital documents.
5. It is understood that the wagons for groupage traffic must not be bid by the despatching stations, while the groupage wagons must be registered upon corresponding XB form.
6. We agree on what is said under para 7, first sub-para of your a/u letter.
Our programme views one only groupage wagon daily (excluding on Sundays) over the most important routes, while over the remaining routes one groupage wagon by-weekly or tri-weekly will cover the requirements.
7. The new arrangements (low-speed groupage traffic and baggage traffic) will become effective on the 12th inst.

The Chief of the Dept.
STONDI

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Major Robertson

CP/10

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

11 May 1945

Tel. BA3238
Ref. AC/258/Tn 4

SUBJECT : Groupage Traffic.

TO : I.S.R. - Bldg.

1. Your letter M.321/13090/M.330/176 of 6 May is noted.

2. It must be pointed out, however, that under the existing Bidding procedure, Forwarding Agents are receiving wagon allocations based on previous applications, and to deny them facilities for which they have waited nearly three weeks would seem quite unfair to the Agents themselves and their clients.

3. It is felt that the Agents, who in normal times bring much traffic to rail, might well work happily with the Railway Organisation rather than as an opposition Organisation, and possibly a meeting between ISR and the Association of Forwarding Agents might clear the air considerably.

4. There seems to be no apparent reason why the Agents themselves should not entirely give up Bidding for wagons, and that the ISR as the operating Company should not only afford facilities for the acceptance and forwarding of Agency traffic, but also bid for such wagons as can be intelligently anticipated as necessary for Agency P.V. traffic.

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5. It is noted you intend to introduce the scheme as from 12 May, but this is such short notice that we shall find it hard to advise our Officers in the field of the arrangements made.

P. Robertson
Director

TO : I.S.R. - Blg.

1. Your letter M.321/13090/M.330/176 of 5 May is noted.
2. It must be pointed out, however, that under the existing Bidding procedure, Forwarding Agents are receiving wagon allocations based on previous applications, and to deny them facilities for which they have waited nearly three weeks would seem quite unfair to the Agents themselves and their clients.
3. It is felt that the Agents, who in normal times bring much traffic to rail, might well work happily with the Railway Organisation rather than as an opposition Organisation, and possibly a meeting between ISR and the Association of Forwarding Agents might clear the air considerably.
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P. A. Robinson
Director

✓ Copy to Major Watlington, Rail (moves)

0189

/fd

TRANSLATION

MINISTRY OF TRANSPORT
STATE RAILWAYS
Movement Branch

Rome, 30 April 1945
M-522/12679/204

To : Movement Branches

Subject : High-speed and low speed consignments of
groupage traffic and luggages.

On May the 12th in the Compartments of Reggio Calabria, Bari, Naples and Rome it will be re-established according to the amount and to the procedures which will be mentioned here below the acceptance of low-speed groupage traffic, which is also permitted from Sicily to the Mainland and viceversa.

Acceptance of mentioned transports will be limited to a daily forwarding of a weight not superior to 100 Kilos despatched by the same consignor to the same consignee, and addressed exclusively to the terminal station of the distance fixed by the program of mixed traffic which must be circulated, according to the enclosed prospectus.

It is specified that despatches, addressed to Stations on the line, or located beyond the Stations of arrival of each mixed car, will not be accepted.

Exception is made for transports for Sicily, which can always be accepted for all the places of the Island, provided if they are respecting the mentioned limits of weight and quantity.

Thus all mixed cars, considered in the enclosed program will assume the characteristics of the local mixed cars and will be despatched only when the quantity of the accepted goods will 1874 guarantee a good utilization of the car; if not they will not be utilized time by time.

It is never admitted the institution of supplementary mixed wagons, on the contrary it must be strictly observed the program, not only in regard of the distance fixed for each local mixed traffic, but also for what concerns its daily or periodical operation.

Thus each Movement Branch will regularize the acceptance of mentioned transports so that it may be balanced with the despatches operated with the mixed wagons fixed in the program. If necessary it may be established for the periodical mixed traffic, fixed days of acceptance, so that it may be avoided that with the

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All Branches will inform this Department of the days which have been fixed for the operation of periodical mixed traffic, and will consider that Sundays must be excluded from the daily traffic.

The 1st and the 10th of each month the Movement Branches, reference to this circular, will send to this Main Office a prospectus in which it will be indicated in quintals the amount of stuffs which have been loaded, the utilization of each mixed wagon (specifying its number) during the precedent fortnight, as well as all the mixed wagons which have been suppressed owing to lack of transports.

At the same date the following procedures will be observed for all the forwardings of luggage and for high-speed consignments:

I. FORWARDINGS OF LUGGAGE

1. Acceptance will be limited to the following items: personal belongings of the passenger and of his family; films; propaganda material; professional instruments.
2. Forwardings will not be superior to 50 kilos each.
3. Acceptance will be subordinated to the presentation of the ticket valid for the station of arrival of the forwarding (this is not applied for films and propaganda material).
4. The total amount of luggage-forwardings which will be daily accepted by each station for whatever place, will be limited by the Movement Branches according to these procedures:
 - very important stations, as Rome, Naples, etc. 500 Kos.
 - important stations, as Palermo, Catania, Messina, Reggio C. Bari, etc. - 400 Kos.
 - other stations of medium importance - 200 Kos.
 - all the remaining stations - 100 Kos.

II. HIGH-SPEED GROUPAGE CONSIGNMENTS

1. Acceptance will be limited to the following items:

- perishable fruits and vegetables;
- milk-foods;
- fresh cheeses;
- fresh fish;
- poultry;
- venison;
- leaven;
- fresh flowers;
- medicines;
- stuffs of State Monopoly.

2. The same consignor will not daily despatch to the same consignee more than one consignment of 50 Kilos.

3. In accordance with what has been already fixed for the luggage forwardings, each Movement Branch will establish the

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- milk-focals;
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- poultry;
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- leaven;
- fresh flowers;
- medicines;
- stuffs of State Monopoly.

2. The same consignor will not daily despatch to the same consignee more than one consignment of 50 Kilos.

3. In accordance with what has been already fixed for the luggage forwardings, each Movement Branch will establish the total quantity of the forwardings which will be accepted daily, with the same criterium adopted for luggages.

III. PROCEDURES CONCERNING EITHER LUGGAGE-FORWARDINGS OR HIGH-SPEED CONSIGNMENTS

It is clear that all the stations, especially those of arrival, which have been seriously damaged by war and have not premises to store parcels, will be excluded from operating luggage-services and high-speed consignments.

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Each Branch will communicate the names of these stations to the others with the prescribed address VI.

All high-speed and luggage consignments, accepted inside each Compartment, will be forwarded with local trains, if existing, in order to reduce the space availability of luggage-vans of long distance trains.

We confirm you this by cable and we will transmit copy of the issued dispositions.

The Chief of Movement Branch
(sgd. Biondi)

Copy to : -Chief Compartments
 Commercial and Traffic Sections
 Palermo-Reggio C.-Naples-Bari-Rome
 -Movement Branches and Chief Compartments
 Florence-Ancona
 -Commerce and Traffic Department

MINISTRY OF TRANSPORTS
STATE RAILWAYS
General Department

Rome 7 May 1945
M/321/13120/332/01.67

To : Movement Branches

Subject : Groupage Traffic

Pursuant our instructions issued in the circular M/322/12879/204 of April the 30th, about the partial reoperation of low-speed consignments of groupage traffic it is obvious that no special authorization must be requested to the Allied Authorities for the cars necessary to form local mixed trains, considered in the program attached to the mentioned circular.

Thus the stations which are operating local mixed trains will take care to register those consignments in the form XB specifying the total weight of the despatched freight.

To these mixed wagons it will be applied the labels concerning despatches on behalf of privates (double green bar), according to the note No.8, 1945, and it will be written on them all the particulars of the circular of each Branch in order to authorize the transport.

The charge for these labels (10 liras) will be accredited on current account in the accounting summary with the indications of all the details of the mixed wagon to which they have been applied. Same authorization will be written on the labels owing to the necessary controls.

LUGGAGE FORWARDINGS

As partial modification of what has been mentioned in para 2 of the mentioned circular all items for which acceptance is permitted are the following:

- personal belonging of the passenger and his family
- films
- statal documents
- propaganda material.

HIGH-SPEED GROUPAGE CONSIGNMENTS

The acceptance mentioned at pag.3 of said circular is suspended until further notice.

We beg you to issue the necessary instructions and confirm us.

The Chief of Movement

01951

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The acceptance mentioned at pag.3 of said circular is suspended until further notice.

We beg you to issue the necessary instructions and confirm us.

The Chief of Movement
(sgd. Biondi)

Amendments of the prospectus enclosed at the
Circular M.322/12879/704 of April the 30th/1945

Compartment	Distances	Period of operation	Remarks
Reggio Cal.	Reggio C.- Catania	triweekly	freight for beyond Messina towards Catania and beyond
Reggio Cal.	Reggio C.- Palermo	"	freight for beyond Messina towards Palermo and beyond

1867

Enclosure to letter
M/323/12873/204

PROGRAM OF LOCAL MIXED WAGONS WHICH MUST BE OPERATED FROM THE
BELOW MENTIONED STATION FROM THE 12th MAY 1945

Compartment	Line	Period of operation	Remarks
ROME	Rome S.L.-Messina " -Bari " -Naples	Daily " "	Freight for Sicily, existing a groupage service in the Island
NAPLES	Naples C.le-Rome S.L. " - Taranto " - Bari " - Messina " - Reggio C. By-weekly	Daily By-weekly Tri-weekly " By-weekly	Goods for Sicily
REGGIO C.	Reggio C.- Bari " - Catania " - Palermo " - Catanzaro " - Cosenza " - Naples C. Cosenza-Taranto Cosenza-Reggio C. Catanzaro-Taranto " -Reggio C.	Tri-weekly " " By-weekly " " " " " "	Goods for Catania and Goods for Palermo and beyond
BARI	Bari-Naples Cle. Bari-Reggio C. Bari-Rome S.L. " -Catania " -Messina Taranto-Cosenza Taranto-Catanzaro Taranto-Naples C. Barletta-Potenza Potenza-Barletta	Tri-weekly " Daily Tri-weekly " By-weekly " " Tri-weekly "	Freights for Catania and beyond Freights for Sicily and beyond
PALERMO	Messina-Bari " -Rome S.L. " -Naples C.	Tri-weekly Daily Tri-weekly	Goods from Sicily

service in the Island

" - Naples

NAPLES

Naples C.le-Rome S.L.	Daily	
" - Taranto	By-weekly	
" - Bari	Tri-weekly	Goods for Sicily
" - Messina	"	
" - Reggio C.	By-weekly	

REGGIO C.

Reggio C. - Bari	Tri-weekly	
" - Catania	"	Goods for Catania and
" - Palermo	"	Goods for Palermo and
" - Catanzaro	By-weekly	beyond
" - Cosenza	"	
" - Naples C.	"	
Cosenza-Taranto	"	
Cosenza-Reggio C.	"	
Catanzaro-Taranto	"	
" - Reggio C.	"	

BARI

Bari-Naples Cle.	Tri-weekly	
Bari-Reggio C.	"	
Bari-Rome S.L.	Daily	Freights for Catania and
" - Catania	Tri-weekly	beyond
" - Messina	"	
Taranto-Cosenza	By-weekly	Freights for Sicily and
Taranto-Catanzaro	"	beyond
Taranto-Naples C.	"	
Barletta-Potenza	Tri-weekly	
Potenza-Barletta	"	

PALERMO

Messina-Bari	Tri-weekly	Goods from Sicily
" - Rome S.L.	Daily	
" - Naples C.	Tri-weekly	
Palermo-Reggio C.	"	
Catania-Bari	"	
" - Reggio C.	"	

BEST COPY POSSIBLE

104111

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BRANCH OF THE TEXAS ARCHIVES
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RESEARCH AND DEVELOPMENT

The following information is being furnished to you for your information.

It is requested that you keep this information confidential.

Very truly yours,

John F. Kennedy

President of the United States

Washington, D.C.

Enclosure

100-100000

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Enclosure

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Enclosure

100-100000

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Very truly yours,

John F. Kennedy

MINISTERO DEI TRASPORTI
Ferrovie dello Stato
Direzione Generale

Roma, 14 maggio 1945

M. 322/17120/332/01.67

OGGETTO:

Trasporti a collet-

tore -

SEZIONI MOVIMENTI
E P. C. CAPI COMPARTEMENTI
SEZIONI COMMERCIALI E DEL TRAFFICO
ROMA-RAVENNA-VERONA-BOLOGNA-PIACENZA
P. C. SEZIONI MOVIMENTI E CAPI COMPARTIMENTI
VERONA-RAVENNA-BOLOGNA-PIACENZA
SERVIZIO COMMERCIALI E DEL TRAFFICO
S. B. D. A.

Facendo seguito alle disposizioni impartite con la Circolare N. 322/12879/204 del 30 aprile s. s., circa la parziale ripresa del servizio merci a P. V. in collettore è ovvio che i carichi occorrenti per la manutenzione dei misti locali previsti dal programma allegato alla Circolare anzidetta non devono venga richiesta nessuna speciale autorizzazione all' Autorità Aliante.

Peraltro, le stazioni che mettono in circolazione i misti locali di cui trattasi dovranno provvedere per la loro registrazione nella seconda parte del modulo XI indicando il peso complessivo delle merci caricate.

A queste cariche miste dovranno essere applicate le etichette per i trasporti in conto privato (doppia barra verde) previste dall'ordine di servizio N° 8 - 1945 - riportando su di esse gli estremi della Circolare di ogni Sezione agli effetti dell'autorizzazione al trasporto.

L'importo di tali etichette (L. 10) dovrà essere accreditato in conto corrente nel visante contabile con l'indicazione di bitti gli estremi del conto misto al quale farne applicare. Analoga annotazione dovrà essere praticata sulla matrice della etichetta per i necessari controlli.

SERIZIONI A. BASALLO

A parziale modificazione la quale dato a pagina 2 della citata Circolare le cose emesse all'esecuzione sono le seguenti:

- oggetti per uso personale e denestio del viaggiatore e della sua famiglia;
- pellicole cinematografiche;
- documenti statali;
- materiale di propaganda.

1863

TRASPORTI A COLLETTORI A. C. V. CON ACCREDITAMENTO

L'esecuzione di cui è parola a pagina 3 della ripetuta Circola-

Faendo seguito alle disposizioni impartite con la Circolare N. 322/12879/204 del 30 aprile s.m. circa la parziale ripresa dei servizi merci a P.V. in collettiva è stato deciso che i carichi appartenenti per la loro natura dei misti locali previsti dal programma allegato alla Circolare anzidetta non occorre venga richiesto nessuna speciale autorizzazione alle Autorità Alleate.

Peraltro, le sezioni che restano in circolazione i misti locali ai cui trattasi dovranno provvedere per la loro registrazione nella seconda parte del modulo A3 indicando il peso complessivo delle merci caricate.

A questi carichi misti dovranno essere applicate le etichette per i trasporti in conto privato (doppia barra verde) previste dall'ordine di servizio N°8 - 1945 - riportando su di esse gli estremi della Circolare di ogni Sezione agli effetti dell'autorizzazione al trasporto.

L'importo di tali etichette (s.m.) dovrà essere accreditato in conto corrente nel riassunto contabile con l'indicazione di tutti gli estremi del conto misto al quale furono applicate. Analoga annotazione dovrà essere praticata sulla cartella della richiesta per il necessario, non trolli.

SEZIONI A. MACALLO

A parziale modificazione di quanto detto a pagina 2 della Circolare le cose summe all'autorizzazione sono le seguenti:

- oggetti per uso personale o domestico del viaggiatore o della sua famiglia;
- piccole cinematografiche;
- documenti statali;
- materiale di propaganda.

1869

TRASPORTI A COLLETTIVA A. G.V. CON ACCELERAMENTO

L'autorizzazione di cui è parola a pagina 3 della ripetuta Circolare, è sospesa fino nuovo avviso.

Pregasi impartire le disposizioni dal caso e conformate.

IL CAPO DEL SERVIZIO MOVIMENTO

P/lo BIONDI

Errata corrige al prospetto allegato alla Circolare M. 322
del 30/4/45.

Compartimento	Percorrenze	Periodo di effettuazione	Annotazioni
Reggio Calabria	Reggio Cal. Catania	trisettimanale	mercoledì per oltre settimana verso Catania ed oltre
Reggio Calabria	Reggio Cal. Palermo		Mercoledì per oltre settimana verso Palermo ed oltre

Allegato alla lettera n. 12/12873/204

PROGRAMMA DEI LUOGHI MAREGGIANTI DA ROTTURE IN CIRCOLAZIONE DALLA SOE-
TOINDICATE STABILITA' E ROTTURE DAL CORSO 12. MARZO 1945.

Compartimento	Per la S. I.	Periodo di effettuazione	Annuncio
ROMA	Roma S. I. - Messina	giornaliero	Merci per la Sicilia esistente servizio a collottame nell'interno dell'isola.
	Roma S. I. - Bari Roma S. I. - Napoli	" "	
NAPOLI	Napoli S. I. - Roma S. I.	giornaliero	
	Napoli S. I. - Taranto	bisettimanale	
	Napoli S. I. - Bari	trimestrale	
	Napoli S. I. - Messina	"	
	Napoli S. I. - Reggio C.	bisettimanale	merci per la Sicilia
REGGIO C.	Reggio C. - Bari	trimestrale	
	Reggio C. - Catania	"	merci per Catania ed oltre
	Reggio C. - Palermo	"	merci per Palermo ed oltre.
	Reggio C. - Catanzaro	bisettimanale	
	Reggio C. - Cosenza	"	
	Reggio C. - Napoli C.	"	
	Cosenza - Taranto	"	
	Cosenza - Reggio C.	"	
BARI	Catanzaro - Taranto	"	
	Catanzaro - Reggio C.	"	
	Bari - Napoli C. I.	trimestrale	
	Bari - Reggio C.	"	
	Bari - Roma S. I.	giornaliero	1881
	Bari - Catania	trimestrale	merci per Catania ed oltre
	Bari - Messina	"	merci per la Sicilia.
	Taranto - Cosenza	"	
	Taranto - Catanzaro	bisettimanale	
	Taranto - Napoli C.	"	
POTENZA	Potenza - Potenza	trimestrale	
	Potenza - Bari	"	

NAPOLI	Roma S. - Bari	"		
	Roma S. - Napoli	"		
	Napoli C. 10 - Roma S. 1	giornaliero		
	Napoli S. 10 - Taranto	bisettimanale		
	Napoli C. 10 - Bari	trisettimanale		
REGGIO C.	Napoli C. 10 - Messina	"		
	Napoli C. 10 - Reggio C.	bisettimanale		mercoledì per la Sicilia
	Reggio C. - Bari	trisettimanale		
	Reggio C. - Catania	"		mercoledì per Catania ed oltre
	Reggio C. - Palermo	"		mercoledì per Palermo ed oltre.
	Reggio C. - Catanzaro	"		
	Reggio C. - Cosenza	"		
	Reggio C. - Napoli C.	bisettimanale		
	Cosenza - Taranto	"		
	Cosenza - Reggio C.	"		
BARI	Catanzaro - Taranto	"		
	Catanzaro - Reggio C.	"		
	Bari - Napoli C. 10	trisettimanale		
	Bari - Reggio C.	"		
	Bari - Roma S. 1	giornaliero		1881
	Bari - Catania	trisettimanale		mercoledì per Catania ed oltre
	Bari - Messina	"		mercoledì per la Sicilia
	Taranto - Cosenza	"		
	Taranto - Catanzaro	bisettimanale		
	Taranto - Napoli C.	"		
PALERMO	Barletta - Potenza	trisettimanale		
	Potenza - Barletta	"		
	Messina - Bari	trisettimanale		
	Messina - Roma S. 1	giornaliero		
	Messina - Napoli C.	trisettimanale		
	Palermo - Reggio C.	"		
	Catania - Bari	"		
	Catania - Reggio C.	"		

CRS/elc

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission

Tel : 478764

5 May 1945

273/24/Tn 3

SUBJECT : Groupage

TO : AC Transportation Officer Rome

1. Reference your TBC/RS/4 dated 4 May '45.
2. The general groupage question is in hand with Rail Division, Food Sub-Commission and the F.M.A. and for your information copies of correspondence are attached herewith but are not for discussion at the moment. Immediately a decision is reached a general instruction will be issued to all Transportation Officers in the field.

By Command of Rear Admiral STONE

J. E. BAYNE, Lt. Col.

Copy to : Rail Division (Tn 4)

1830

A.C. TRANSPORTATION OFFICER
ROME DIVISION

Date 4 May 1945

Ref: Tsc/RD/4

SUBJECT: GroupageTO: Transportation Sub Commission H.Q. A.C. 279/23
(20)

1. Reference your letter 279/20/Tn/5 dated 2 May 1945 with regard to wastage of wagons allocated for groupage traffic.
2. This position has been apparent for some time past and the primary reasons are that the forwarding agents are all in competition with each other, and as under the present system of bidding their requests have to be made at least a fortnight in advance they naturally anticipate what traffic ~~will~~ they hope will be forthcoming assuming there is a regular flow of traffic for Sicily (practically all groupage traffic is for Sicily)
3. The following alternative solution might be considered to overcome the difficulty:

(a) That the agents submit each week a combined request for so many wagons and arrange amongst themselves the priority of loading.

(b) That authority be given to the I.S.R. to provide a regular number of wagons each week, and the agents to act as feeders, in other words to go out and get the traffic, charging the overhead expenses over & above the regulation freight charges. If necessary the I.S.R. can grant them a commission on traffic obtained. This should be a certain measure safeguard against excessive charges as the public would have the option of taking their goods direct to the Railway & paying only the authorised rates. I am not aware if this system would cut across any agreements which the agents have with the railway.

4. As the position stands at ~~this~~ the present I cannot see the agents acting to any extent to the recommendation given in your letter of 2 May & the Transportation Officer will still be in the unenviable position of having to decide which applications are to be accepted or declined.

E. J. Dean

Capt.



*I see no reason why agents cannot look
parcels for movement after 15 days and
bid for the tonnage loaded.*

FD 4/5

1858

ACP/ic

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

3 May 1945

Tel. 843235
Ref. AC/266/Tm 4

SUBJECT : Groupage Traffic .

TO : General di Raimondo
Director General
I.S.R.

1. Reference to your letter N.321/12085/330.14/176, of 7th April 1945.

2. Your proposals for re-establishment of Groupage traffic have been carefully examined, but it is felt there is a point which should be made clear. It was not the desire not the intention of AG that the authorized Forwarding Agents, who have years of experience behind them in such business, should be prevented from carrying out the movement of small class traffic by railway. In fact, any refusal in that respect would be likely to divert their trade through road channels, which might not be satisfactory from a railway angle in years to come.

3. It was, however, desired to ensure that the Railway had the same opportunity of forwarding small traffic as the Agents, and by the ISR introducing a satisfactory scheme, any attempt by the Agents to overcharge because of the monopoly they have been enjoying will be automatically broken.

4. In giving general approval to the ISR scheme, therefore, it is desired to indicate that the Forwarding Agents should be allowed to carry on their legitimate carrying by rail.

5. There are certain points in paragraph-9 of your letter which cannot be applied at the present time, and it is felt, therefore, that for the time being arrangements should only be made in respect of the following:-

- a) The forwarding under ISR auspices of Petite Vitesse Groupage Traffic between the points set out in your statement.

ment.

TO : General di Raimondo
Director General
I.S.R.

0215

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

1. Reference to your letter 3.321/12085/330.14/176, of 7th April 1945.

2. Your proposals for re-establishment of Groupage traffic have been carefully examined, but it is felt there is a point which should be made clear. It was not the desire not the intention of AG that the authorized Forwarding Agents, who have years of experience behind them in such business, should be prevented from carrying out the movement of small class traffic by railway. In fact, any refusal in that respect would be likely to divert their trade through road channels, which might not be satisfactory from a railway angle in years to come.

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4. In giving general approval to the ISR scheme, therefore, it is desired to indicate that the Forwarding Agents should be allowed to carry on their legitimate carrying by rail.

5. There are certain points in paragraph 9 of your letter which cannot be applied at the present time, and it is felt, therefore, that for the time being arrangements should only be made in respect of the following:-

- a) The forwarding under ISR auspices of Petite Vitesse Groupage Traffic between the points set out in your statement.
- b) The conveyance of passenger's personal baggage, films, State documents and propaganda, by long distance passenger train.

Please advise me the date on which it is intended to introduce the scheme.

6. For clarification of those concerned, it is stated that ISR will not be required to bid for movement between the points indicated

././

02161

= 2 =

in your letter. All loading stations must, however, include details of all despatches by freight service on forms XB.

7. No breakdown of consignments need be given, but only gross weight of traffic loaded per wagon. Despatches should be made in complete wagon loads only, and in view of the acute wagon shortage, wagons must at the moment be restricted to one per destination.

8. On receipt of information from you as to instructions being given and date of operation, our Officers in the Field will be so advised.

Director

1850

JMA/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 473704

3 May 1945

273/21/Yn.3.

SUBJECT : Movement by rail of foodstuffs
in small consignments.TO : Food Sub-Commission

1. This Sub-Commission is arranging for Italian State Railways to re-establish, on a restricted scale, Petite Vitesse (slow freight) services in order that the general public may have some facility for the conveyance by rail of consignments, less than complete wagon loads.

2. In submitting their proposals for Petite Vitesse services, which have been agreed, the Italian State Railways sought authority for Grande Vitesse (passenger train) traffic. They proposed that maximum weight per consignment be restricted to 50 kilos and that commodities to be accepted as Grande Vitesse traffic should be :-
extremely perishable vegetables and fruit, dairy products, fresh cheeses, fresh fish, poultry, game, leaven, fresh flowers, medicines and monopoly articles.

3. If such a service were introduced it seems obvious it would be used to the advantage of individuals only and not for the benefit of the population as a whole.

4. Our view is that we have not yet reached the stage when transportation can be provided for luxury articles, and before we consider the matter further we would welcome the views of Food Sub-Commission. Perhaps you would like also to obtain the views of the High Commissioner for Food.

For the Director.

1855

J.W. BAKER, Lt. Col.

273/21/10.3.

3 May 1945

SUBJECT : Movement by rail of foodstuffs
in small consignments.

TO : Food Sub-Commission

1. This Sub-Commission is arranging for Italian State Railways to re-establish, on a restricted scale, Petite Vitesse (slow freight) services in order that the general public may have some facility for the conveyance by rail of consignments, less than complete wagon loads.
2. In submitting their proposals for Petite Vitesse services, which have been agreed, the Italian State Railways sought authority for Grande Vitesse (passenger train) traffic. They proposed that maximum weight per consignment be restricted to 50 kilos and that commodities to be accepted as Grande Vitesse traffic should be :-
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3. If such a service were introduced it seems obvious it would be used to the advantage of individuals only and not for the benefit of the population as a whole.
4. Our view is that we have not yet reached the stage when transportation can be provided for luxury articles, and before we consider the matter further we would welcome the views of Food Sub-Commission. Perhaps you would like also to obtain the views of the High Commissioner for Food.

For the Director.

1855

W. Barker
J.W. BAKER, Lt. Col.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

2 May 1945

Tel : 478704

273/20/Tn 3

SUBJECT : Groupage Traffic

TO : Capt. E.W. Dean,
AC Transportation Officer
c/o Capo Compartimento,
67 Via Regina Elena, Rome

1. Reference this HQ letter 279/19/Tn 3 dated 2 May '45, addressed to Associazione fra gli Spedizionieri, Rome, copy to you.
2. The following are numbers of bids for which Consignors failed to load :-
19-25 March Bids Nos. RD 513, 518, 552, 556, 557, 558, 585 and 586
Total 88 tons
26 Mar-1 April Bids Nos. RD 640 and 647 Total 75 tons.
2 - 8 April Bids Nos. RD 727, 729, 736 and 737
Total 62 tons
3. The main failures were on the part of I.N.T., A.T.A.S. and Gondrand.
4. Please keep these instances in mind when screening future bids.

By Command of Rear Admiral STONE

1854

M.J. STAFF, Colonel

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JMB/mb

Tele : 478704

2 May 1945

279/19/Tn.3.

SUBJECT : Groupage Traffic

TO : Associazione fra gli Spedizionieri,
Via del Bufale. 133
Rome.

1. Reference your letter 363 dated 9 April '45.
2. Further study has been made of railway returns covering the three weeks 19 March to 8 April '45. The following are details of Groupage tonnage authorized and programmed but which was not loaded in Rome owing to absence of freight :-

period 19 - 25 March	To Palermo	-	15 tons
	" Catania	-	20 "
	" Naples	-	20 "
	" Bari	-	20 "
	" Reggio	-	10 "
" 26 March - 1 April	" Messina	-	15 "
	" Catania	-	60 "
" 2 - 8 April	" Messina	-	31 "
	" Catania	-	15 "
	" Naples	-	13 "

3. During the three weeks in question 225 tons rail capacity was wasted because of failure to load. This capacity could well have been used by other bidders.
4. It is evident that various Agents are submitting rail bids in anticipation of traffic. It is strongly recommended that Members of your association should review their bids in the light of past experience and, where necessary, combine traffic to avoid waste of transportation.

for the Chief Commissioner.

1853
W. J. SNEY
Colonel.

Copy to : A.C. Transportation Officer,
c/o Capo Compartimento, 67 Via Regina Elena, Rome.

JWB/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 475704

279/17/TN 3

SUBJECT : Groupage Traffic and
Petite Retraite Services

TO : Rail Division (TN 4)

30 April 1945

1. Reference your AC/365/TN 4 dated 26 April '45.

2. The proposals of I.S.R. have been studied and it would seem they have misconstrued our desire to see the revival of Petite Retraite services on a restricted scale. It is essential it be made clear to I.S.R. that it was never contemplated by this sub-commission that the operation of groupage traffic would be transferred from forwarding agents to the I.S.R. We wished to see I.S.R. offering to the general public facilities for the conveyance of small consignments, i.e. less than wagon loads. Their proposals would seem to provide the facilities desired.

3. Groupage Traffic is the normal business of Forwarding Agents and any bids submitted must continue to receive consideration. The re-introduction of P.V. services will automatically break any monopoly by Forwarding Agents and will mean traffic is again handled on a competitive basis.

4. Since these services will become a regular feature, I.S.R. will not be required to bid for movement. All loading stations must, however, include details of all despatches on forms XB. This for statistical purposes only. No breakdown of consignments need be given but only gross weight of traffic loaded per wagon. Despatches should be made in complete wagon loads only and, in view of the acute wagon shortage, a restriction of one wagon per destination must be imposed.

5. We are discussing with Road Sub-Commission the question of commodities mentioned para 10(e) of I.S.P. letter. Meantime it is agreed authority should be given as indicated in your para 5.

For Chief Movements Division

1539

J.W. BAKER, Lt.Col.

SUBJECT: Through Traffic and
Petite Petition Services

TO: Rail Division (Tn 4)

Reference your AC/265/Tn 4 dated 26 April 45.

1. The proposals of I.S.R. have been studied and it would seem they have misconstrued our desire to see the revival of petite vitesse services on a restricted scale. It is essential it be made clear to I.S.R. that it was never contemplated by this sub-commission that the operation of groups of traffic would be transferred from forwarding agents to the I.S.R. We wished to see I.S.R. offering to the general public facilities for the conveyance of small consignments, i.e. less than wagon loads. Their proposals would seem to provide the facilities desired.
2. Through traffic is the normal business of forwarding agents and any bids submitted must continue to receive consideration. The re-introduction of P.V. services will automatically break any monopoly by forwarding agents and will mean traffic is again handled on a competitive basis.
3. Since these services will become a regular feature, I.S.R. will not be required to bid for movement. All loading stations must, however, include details of all despatches on forms 18. This for statistical purposes only. No breakdown of consignments need be given but only gross weight of traffic loaded per wagon. Despatches should be made in complete wagon loads only and, in view of the acute wagon shortage, a restriction of one wagon per destination must be imposed.
4. We are discussing with your sub-commission the question of commodities mentioned para 10(a) of I.S.R. letter. Meantime it is agreed authority should be given as indicated in your para 5.

For Chief Movement Division

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

1859

0 2 2 3

ACP/av

INTER-OFFICE MINUTES

Ref: AC/266/Tn 4

SUBJECT : Groupage traffic.

TO : Movements Division, Rail Branch

1. Attached hereto is a list of the proposals of the I.S.R. for the operation of active Vitesse Groupage traffic between selected points.

2. The M.R.S. has no basic objection, and it rests with your Division to decide of arrangements for the wagons required to be included within the present loading procedure or not. When this is decided, the I.S.R. can be told to go ahead and organise themselves for the acceptance of groupage traffic.

3. It will also be noted from paragraph 9 onwards the I.S.R. desire to establish a limited amount of Group Vitesse Traffic by passenger train. We cannot take exception to the conveyance of passenger's baggage within a reasonable weight restriction, and the speedy conveyance of films and propaganda is also recommended.

4. Under paragraph 10, particulars of the type of small Group Vitesse traffic are given. This would presumably call for the provision of an additional luggage van to each existing long distance passenger train.

5. You will possibly wish to investigate with Road Sub-Commission the proposals for movement of commodities which are in short supply, and for those items which can only be termed luxury articles, such as extremely perishable soft fruit, fresh flowers, etc. In the meantime, it is therefore suggested that the I.S.R. be given authority to issue instructions for the forwarding of Petite Vitesse Groupage traffic, and the conveyance of passenger's personal baggage, films, State documents and propaganda, by long distance passenger train.

gaining may 1851

Chief,
Rail Division

1. Attached hereto is a list of the proposals of the I.S.R. for the operation of Petite Vitesses Groupage traffic between selected points.

2. The I.S.R. has no basic objection, and it meets with your Division to decide or arrange for the wagons required to be included within the present billing procedure or not. When this is decided, the I.S.R. can be told to go ahead and organize themselves for the acceptance of Groupage traffic.

3. It will also be noted from paragraph 9 onwards the I.S.R. desire to establish a limited amount of Grande Vitesses traffic by passenger train. We cannot take exception to the conveyance of passenger's baggage within a reasonable weight restriction, and the speedy conveyance of films and propaganda is also recommended.

4. Under paragraph 10, particulars of the type of small Grande Vitesses traffic are given. This would presumably call for the provision of an additional luggage van to each existing long distance passenger train.

5. You will possibly wish to investigate with Road Sub-Commission the proposals for movement of commodities which are in short supply, and for these items which can only be turned in luxury articles, such as extremely perishable soft fruit, fresh flowers, etc. In the meantime, it is therefore suggested that the I.S.R. be given authority to issue instructions for the forwarding of Petite Vitesses Groupage traffic, and the conveyance of passenger's personal baggage, films, State documents and propaganda, by long distance passenger train.

L. Aubrey May 1851
Chief,
Rail Division

Transp. Sub-Commission (Rail Div.)

26 April 1948

Tel. 640258

Copy to: I.S.R.

Major Howes,

A.F.H.Q. (G-4 Mov. & Trn) Liaison Officer, c/o M.H.S.

02251

7 April 1945
H.326/12085/330.14/176

TO: THE S/COMMISSIONER A.C.
RAIL DIVISION.
279/14

SUBJECT: Groupage Traffic.

1. With reference, to your letter 10/268/Tn 4 dated 9 March ult., we beg to send herewith enclosed our programme for the operation of groupage traffic.
2. Above programme views only a restricted number of commodities between the most important centers and only local groupage traffic has been considered; in other words, no groupage traffic in connection with road haulage transports, nor groupage traffic destined to stations outside the sections shown in attached prospect will be operated, the latter restriction not to be enforced in Sicily where groupage traffic is already being moved.
3. The groupage wagons to be put into service only when ^{the} quantity of the commodities to be carried is sufficient to secure a good utilization of the wagons; whenever this condition will not be complied with, the service should be cancelled.
4. To enable the largest possible number of consignments to avail themselves of the low-speed groupage traffic, only one consignment from the same consignor to the same consignee, for a maximum weight of 100 Mos., would be granted daily.
5. To secure that the greatest volume of said low-speed groupage traffic be moved through IRR administration and at the same time, to protect the public from the speculation of private forwarding agents who endeavour to monopolize above traffic at their own benefit, it would be necessary that the allocation of wagons for carriage of commodities belonging to various consignors, covered by one only consignment note, were no longer granted by your Compartmental Representatives, on the itineraries covered by IRR groupage traffic shown in attached prospect.
6. As it results from your loading programme No 374/143 Tn 3 dated 30 March 1945, groupage traffic, is being presently authorized in favour of Instituto Nazionale Trasporti and also in favour of the Firm of Pire & Gendreau, forwarding agents.
7. In order to better meet the requirements of the public, we also suggest that the movement of luggage as well as high-speed groupage traffic, to be operated by passenger trains, be allowed also beyond the compartmental boundaries.
8. In order to prevent abnormal increase of a/m luggage and high-speed traffic, we suggest following restrictions on both weight and type of the commodities:
 - a) Luggage traffic, to be accepted only with following restrictions:
 - (a) Commodities accepted as luggage:
 - personal belongings of the passenger or his family's.
 - film reels and propaganda material for IS.
 - instruments and professional equipment.
 - (b) to designate commodities as luggage, the passenger must produce also his own rail ticket valid for the same station requested for the luggage; film reels and propaganda material for IS, to be exempted from above restriction.

3. The grounds are to be put into service only when a quantity of the commodities to be carried is sufficient to ensure a good utilization of the service; whenever this condition will not be complied with, the service should be cancelled.
4. To ensure the largest possible number of consignments to avail themselves of the low-speed service, only one consignment, from the date consignment to the date of departure, for a maximum weight of 100 Nos., would be granted daily.
5. To secure that the greatest volume of said low-speed freight traffic be moved through the station and at the same time, to protect the public from the circulation of private forwarding agents who endeavour to monopolize share business at their own benefit, it shall be necessary that the allocation of wagons for carriage of commodities belonging to various consignors, covered by one only consignment note, were no longer granted by your departmental representatives, in the Italian section covered by 138 freight traffic shown in attached prospect.
6. As it results from your lettering programme 10371/143 Tr 3 dated 30 March 1945, freight traffic, it being presently authorized in favour of Tevere to Northern Europe and also in favour of the Firm of Piva & C. and, forwarding agents.
7. In order to better meet the requirements of the public, we also suggest that the movement of freight as well as high-speed freight traffic, to be operated by passenger trains, be allowed also beyond the compartmental boundaries.
8. In order to prevent abnormal increase of a/m luggage and high-speed freight, we suggest following restrictions on both weight and type of the commodities:
9. Luggage traffic, to be accepted only with following restrictions:
 - (a) Commodities accepted as luggage:
 - personal belongings of the passenger or his family's.
 - film reels and propaganda material for do.
 - instruments and professional equipment.
 - (b) To dispatch commodities as luggage, the passenger must produce also his own valid ticket valid for the same station, requested for the luggage; film reels and propaganda material for do. to be exempted from above restriction.
 - (c) the maximum weight of each consignment not to exceed 50 Nos.
 - (d) the maximum weight of luggage to be handled daily by the stations not to exceed following figures:
 - Rome, Napoli, Bari, Reggio C., Messina, Catania, Palermo, 500 Nos.
 - stations of middle importance: 200 Nos.
 - other stations (small): 100 Nos.

850

1.1.1.

10. Through high-speed traffic, to be operated by long-distance passenger trains, with following restrictions:

(a) Commodities accepted as high-speed traffic; extremely perishable vegetables and fruits; dairy products; fresh cheese; fresh fish; poultry; game; leaves; fresh flowers; medicines; monopoly articles.

(b) Maximum weight which can be despatched daily from the same consignee to the same consignee: 50 tons.

(c) Maximum weight which can be handled daily by the station: same as under para 9 sub d; above.

11. We await that S/Commissioner's decision.

Sgt. G. DI ZALUCHIO
Director General.

1879

VIRORO	Napoli C. la-Roma S. I.	Giornaliero	Merci per la Sicilia.
	Napoli C. la-Catania	Trisettimanale	
	Napoli C. la-Palermo	Trisettimanale	
	Napoli C. la-Messina	"	
	Napoli C. la-Reggio C.	Trisettimanale	
RUBRIC	Reggio C. - Bari	Trisettimanale	Merci per Catania ed altre " " Palermo " "
	Reggio C. - Catania	"	
	Reggio C. - Palermo	"	
	Reggio C. - Catania	Trisettimanale	
	Reggio C. - Messina	"	
	Reggio C. - Napoli C.	"	
	Catania - Taranto	"	
	Catania - Reggio C.	"	
	Catania - Taranto	"	
	Catania - Reggio C.	"	
RUBRIC	Bari-Napoli C. la	Trisettimanale	Merci per Catania ed altre " " la Sicilia.
	Bari-Reggio C.	"	
	Bari-Roma S. I.	Giornaliero	
	Bari-Catania	Trisettimanale	
	Bari-Messina	"	
	Taranto-Catania	Trisettimanale	
	Taranto-Catania	"	
	Taranto-Napoli C.	"	
	Barletta-Potenza	Trisettimanale	
	Potenza-Barletta	"	
RUBRIC	Messina-Bari	Trisettimanale	Merci dalla Sicilia. " " "
	Messina-Roma S. I.	Giornaliero	
	Messina-Napoli C. la	Trisettimanale	
	Palermo-Reggio C.	"	
	Catania-Bari	"	

1848

G B/gS

July 9 12 Refuse

Rome 9 April 1945
Tele: 681940

Ref: 363

TO : Transportation Sub-Commission
Movements Division
(Rail)

R O M E
SUBJECT: Rail Groupage from Palermo-Messina-Catania-
Reggio Calabria to Rome.

We received your letter 279/12/Tn.3. Tele: 476704 dated April the 1st and we thank you very much.

Reference to pp. 3 of the above mentioned letter, we point out that the un-utilization of the wagons which were assigned during the week 19-25 March for Palermo and Catania, must be substantiated to the fact that in the precedent week, wagons were assigned for two weeks owing to a temporary suspension of wagons for the groupage operation and to the modifications in the procedures for applications, which were communicated by the Allied Authorities to the Italian Government.

Therefore all freights were loaded in bulk during the week-period 11/18 March, not thinking that in next week applications would have been accepted as it happened.

In any way this Association confirms that when allocations of wagons will be regularized and it will be known the procedures which must be followed for the traffic Rome-Sicily, it will, it will never happen again the inconvenients which occurred, while for the traffic Sicily-Rome there will always be freights to be loaded in order to utilize all the allocated cars.

We would appreciate very much.

THE PRESIDENT
(Dott. Bonifacio D'Amore)

1847

ASSOCIAZIONE FRA GLI SPEDIZIONIERI

SEDE SOCIALE: ROMA

VIA DEL BUFALO 133 - TELEFONO 681.940

Prot. N. 363

Roma, 9 APR 1945

Spett. TRANSPORTATION SUB-COMMISSION
Movements Division - Rail
R C M A

OGGETTO : Gruppo ferroviario RA: FALERNO-MESSINA-CATANIA-REGGIO CA-
LABRIA per ROMA.

E' pervenuta la nota Tele: 478704 279/12/Th.3 del 1° aprile c.a. e vivamente si ringrazia per le assicurazioni con la stessa data.

Per quanto riguarda il contenuto del punto 3 della lettera su citata, si fa presente che la mancata utilizzazione dei vagoni assegnati nella settimana 19-25 marzo c.a. con destinazione Palermo e Catania dev'essere attribuita al fatto che nella settimana precedente vennero assegnati vagoni riferentisi a due periodi e ciò causato prima da una temporanea sospensione di vagoni per il servizio gruppo e poi dalla variazione apportata nella procedura delle richieste, emanata dall'Autorità Alleata e quella Italiana.

Si è verificato pertanto che le merci in giacenza vennero globalmente caricate nella settimana 11/18 marzo, non prevedendo che, nella settimana successiva le richieste avessero nuovamente corso come viceversa si è verificato.

In ogni modo questa Associazione conferma una volta assicura la regolarità delle assegnazioni dei vagoni e conoscendo la procedura da seguire per quanto concerne il traffico Roma-Sicilia i casi lamentati non si avranno più a verificare, mentre per quanto riguarda il traffico Sicilia-Roma la continua disponibilità di merci da sicuro affidamento di copertura di carico, con l'integrale utilizzazione dei carri concessi.

1846
Nel mentre si rimane in attesa di cortesi notizie, si ringrazia in anticipo, inviando distinti ossequi.

IL PRESIDENTE

(P. Bonifacio (l'Amore))

0 2 3 2

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

JTB/afh

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

12

Tele : 478704

1 April 1945

279/12/Ta.3

SUBJECT : Groupage Service, Sicily-Rome.

TO : Associazione fra gli Spedizionieri,
Via del Bufalo, 133
Rome.

11

1. reference your letter Prot. N. 350 dated 26 March '45.
2. The question of groupage traffic and general small parcels traffic by rail is now under consideration. Decision will be advised to all concerned as soon as possible.
3. It has been noticed that various forwarding Agents have been advertising groupage services to various destinations in Sicily and on the mainland of Italy. Bids have been accepted for wagons, but not in all cases have these wagons been loaded. Two recent instances were during period 19-25 March '45, when two groupage wagons from Rome-Ostia to Palermo and Catania were authorized. These wagons were not loaded and the reason given was "no goods ready".
4. The failure to utilize wagons constitutes a serious waste of transportation and this alone has necessitated further consideration of the whole question.

[Signature]
L. Col.
M.B. THOMAS, Colonel
Deputy Director,
Transportation Sub-Commission

Copy to : AC, Transportation Officer,
c/o I.R., Capo Compartimento, Rome.
Rail Division, Transportation Sub-Commission
(with copy translation of letter Prot. No. 350 dated 26 March '45).

1845

T R A N S L A T I O N

/ele

3/9/11

Association between "Forwarding Agents - Rome

TO : Transportation S/O - Rail Section - Movement

SUBJECT : Groupage by rail from Palermo - Messina - Catania - Reggio Calabria for Rome

The above mentioned Association begs to submit to the consideration of the Tn S/O Rail Section, the possibility of obtaining for the associated forwarding Agents, a certain number of wagons weekly, "en groupage traffic", in order to satisfy the numerous requests both from merchants and civilians aiming to despatch their goods in small quantity, from and to Sicily, Calabria and Rome, now impossible to them, on account of the prohibition to transport limited freights.

This requested assignation of wagons, besides giving the possibility to start anew a service which would in a way alleviate the actual difficulty of traffic, would certainly stimulate new activity to the class of forwarding agents and consequently to the class of employees and dependents, who since long time strives against fatal slackness.

The above mentioned "association" has the possibility to assure the Transportation Sub-Commission that all wagons assigned to the associated firms will be fully utilized for the whole capacity both in weight as in volume so that the assignation will not prove electory to the purpose of rational utilization.

On this subject, opportunity is taken to call the attention of the Transportation Sub-Commission that members of the association of Messina, Palermo and Rome have lately bided for wagons to the S/O Transportation Sub-Commission Palermo, but always with negative result.

Hoping to see this memorandum taken into favourable consideration.

With best thanks we remain

Faithfully yours

ASSOCIAZIONE FRA GLI SPEDIZIONIERI

SEDE SOCIALE: ROMA

VIA DEL BUFALO 133 - TELEFONO 681.940

Prot. N. 350

Roma, 28 MAR 1945

On. TRANSPORTATION SUB-COMMISSION
Rail Section - Movements
S. C. N. S.

OGGETTO: Groupage ferroviario da: L'ASPRO-LESSINA-CATANIA-REGGIO CA-
LABRIA per ROMA.

Questa Associazione Nazionale si pregia interessare codesta On. Sottocommissione dei Trasporti - Servizio Ferroviario - affinché si possa in ogni la possibilità di concedere alle Aziende di spedizioni associate l'assegnazione settimanale di vagoni da adibire a trasporti di merci in groupage dalle stazioni mittenti in oggetto a destinazione Roma, in modo da poter soddisfare le numerose richieste che le categorie commerciali ed i privati avanzano agli spedizionieri della Sicilia, della Calabria e di Roma per l'effettuazione di piccole spedizioni o di non consentite per il loro peso limitato.

L'assegnazione richiesta oltre che dare la possibilità di ripristinare servizi che allevierebbero le attuali difficoltà di comunicazione, darebbe modo alla categoria rappresentata da questa Associazione Nazionale di riprendere in parte una attività da tempo cessata, con tutte le benefiche conseguenze relative anche nel settore delle industrie dipendenti dalle stesse aziende.

Questa Associazione è in grado di poter assicurare codesta On. Sottocommissione che i vagoni assegnati alle ditte associate saranno integralmente utilizzati per la loro capacità sia in peso che in volume e che conseguentemente l'assegnazione non sarà aleatoria ai fini della loro razionale utilizzazione.

Con l'occasione si segnala che diverse Aziende di spedizioni associate di Lessina, Catania, Palermo e Roma hanno direttamente avanzato richieste di assegnazioni di vagoni alla Sottocommissione dell'A.C. di Palermo, ma sempre con esito negativo.

Nella fiducia di favorevole considerazione, si ringrazia in anticipo rimanendo a disposizione per ogni ulteriore chiarimento che si desiderasse sull'argomento in trattazione.

Con osservanza

Il Presidente

(Prof. Nicola d'Amore)



JWB/mab

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

26 March 1945

tele : 478704

279/10/Tn.3.

SUBJECT : Inter-Divisional parcels traffic.

TO : Regional Commissioner, Southern Region
(attn. Regional Transportation Officer)

1. Reference this HQ. letter 279/31/Tn.3., dated 17 February and conversation (Col. Thomas - Maj. Bowers) 23 March '45.
2. The question of movement of small parcels traffic by rail was discussed at the meeting of the Traffic Sub-Committee of Allied Railway Board on 3 March '45.
3. The I.S.R. were invited to examine the matter carefully and to submit their proposals for the movement of this traffic. If the proposals of I.S.R. are approved a general instruction regarding operation will be issued to all concerned.

By Command of Rear Admiral STONE.

M.B. Thomas
Lt. Col.
M.B. THOMAS, Col.
Deputy Director,
Transportation Sub-Commission.

CRW/elc

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

279/8/Tn 3

4 March 1945

SUBJECT : Rail movement of small packages.

TO : Transportation Sub-Commission,
Rail Division

1.

Reference your AC/268/Tn 4 dated 29 Dec '44 and enclosed correspondence from AC Transportation Rep at Reggio regarding movement of Groupage traffic.

2.

In view of the decisions taken at the Traffic Sub-Committee meeting of the 3rd March, please keep this Branch advised of developments in order that no time may be lost in putting into operation any scheme submitted by the I.S.R. which is found to be satisfactory.

3.

General Di Raimondo has been informed in writing that the question of the movement of smalls is actively in hand with the I.S.R. and that it is hoped that within a short period of time it will be possible to regularise the entire movement.

[Signature]
MERRITT H. TAYLOR
Director, Transportation Sub-Commission

1841

CRW/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

4 March 1945

279/7/Tn 3

SUBJECT : Freight Transport Smalls

TO : Generale Di Raimondo,
Direttore Generale delle
Ferrovie dello Stato
Ministero dei Trasporti

1. With reference to your M 321/10953/330/14 176/
ICCA/2980/28 dated 27 Feb '45.

2. The general question of movement of Smalls
Traffic was discussed at the Traffic Sub-
Committee meeting held on 3 March '45.

3. The I.S.R. were asked to prepare and submit
proposals regarding the movement of Smalls
between main stations stating how the
movement could best be effected.

4. Directly a decision has been reached it is
intended that a joint instruction be issued
to all concerned.

18/45

[Signature]
for *[Signature]* H.C.C.

MERRITT H. TAYLOR
Director, Transportation Sub-Commission

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
C.M.F.

279/6

SUBJECT:

Inter Divisional parcels traffic.

TO:

Transportation Sub-Commission
Movement Division - HQ. - A.C. -
APO. 394 C.M.F.

Phone: Naples 50050 Ex. 12
Clerks " Ex. 4
Movements " Ex. 11

Our Ref. I3/Rail/286
Date: 28/2/1945

Your Ref. 279/3I/Tn 3
Date: 17/2/1945

- I. While the question of allowing Inter-Divisional parcels traffic is under consideration, it is desired to point out another instance in which we have been able to help traders.
2. Privately owned tarpaulins coming up from Reggio have in the past been returned by baggage car in quantities of 6 or 8 as available.
3. These cannot be returned by any other method short of a car load and as we have put a stop to acceptance of inter divisional parcels traffic (other than A.C.) pending your decision, tarpaulins are being held up at present, as well as other parcels, and it is hoped that an early decision will be arrived at.

For the Regional Commissioner:



Major
(V.R. Bowers)

1839

VR/ma

Rome 27 FEB 1945

M.321/10953/330/14.173/Bua/2880/28

279/25

Subject:
Freight transports
(smalls)

To: Allied Commission
Transportation Sub-Commission
Building

1. The Italian Committee for Petrol (Comitato Italiano Petroli) pointed out to this Administration the troubles that they have to face in the supply of petrol, used for farm-machines, for tools-machines (assigned to tradesmen) and for fishing-boats, due to the existing limitation in the dispatching of smalls (daily consignments at "accelerated fast goods" up to 50 Kg., in the range of each Compartimento)
- 2) Also the "Società Montecatini" have, for the same reasons, pressed again, so that the consignment of sulphide and silicate of sodium, used for agriculture, be accepted for dispatching, in a weight over the prescribed one, with a maximum of 3 or 4 quintali for each consignment.
- 3) For similar cases, we asked your Commission to approve some exception to the rules in force for smalls, on behalf of very urgent movements being essential for the country-life, but our requests were never accepted.
- 4) However, we are under the impression that the present traffic situation could permit in some case of ascertained and urgent necessity - a more liberal policy for smalls movements.

We deem therefore convenient to submit the matter again to your consideration, to get if possible a favourable decision.

The Director General

X1839

1. The Italian Committee for Petrol (Comitato Italiano Petroli) pointed out to this Administration the troubles that they have to face in the supply of petrol, used for farm-machines, for tools-machines (assigned to tradesmen) and for fishing-boats, due to the existing limitation in the dispatching of smalls (daily consignments at "accelerated fast goods" up to 50 Kg., in the range of each Compartimento).

2) Also the "Societa Montecatini" have, for the same reasons, pressed again, so that the consignment for sulphide and silicate of sodium, used for agricultura, be accepted for dispatching, in a weight over the prescribed one, with a maximum of 3 or 4 quintali for each consignment.

3) For similar cases, we asked your Commission to approve some exception to the rules in force for smalls, on behalf of very urgent movements being essential for the country-life, but our requests were never accepted.

4) However, we are under the impression that the present traffic situation could permit in some case of ascertained and urgent necessity - a more liberal policy for smalls movements.

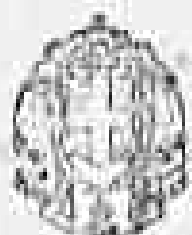
We deem therefore convenient to submit the matter again to your consideration, to get if possible a favourable decision.

The Director General

F.to D. MONTENAPOLI

cb Na 27/2

1839



IL MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 27 FEB 1945

M. 321/10953/330/14.176

Dir. 2980/28

ALLA COMMISSIONE ALLEATA
Sotto Commissione Trasporti

S E D E

OGGETTO

Trasporti in collettame -

1 - Il Comitato Italiano Petroli si è rivolto a questa Sede per prospettare le difficoltà che incontra a provvedere al rifornimento del petrolio destinato alla alimentazione delle macchine agricole, di quelle utensili per l'artigianato e dei motopescherecci, in seguito alla limitazione in atto nell'accettazione dei trasporti in collettame (spedizioni giornaliere a G.V.A. di non oltre 50 Kg. effettuate nell'ambito di ciascun Compartimento). -

2 - Anche la Società Montecatini, per le stesse ragioni è tornata ad insistere affinché le spedizioni di solfito di sodio e di silicato di sodio destinato all'agricoltura possano essere accettate per un peso superiore a quello prescritto, con un massimo di 3/4 quintali per spedizione. -

3 - In altre analoghe occasioni questa Sede ebbe a rivolgersi a codesta Commissione per richiedere il benestare nella concessione di qualche deroga alle vigenti limitazioni sul servizio a collettame, in favore di trasporti di carattere urgente o di estrema utilità per la vita del Paese, ma l'esito è sempre stato negativo. -

4 - Si ritiene peraltro che le attuali condizioni del traffico potrebbero consentire - in qualche caso di riconosciuta ed inderogabile necessità - una maggiore larghezza nell'accettazione dei trasporti in collettame e pertanto si reputa opportuno sottoporre nuovamente la questione a codesta Commissione per una possibile favorevole decisione. -

IL DIRETTORE GENERALE

Luigi Raimondo

1837

0242

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

ACI/10

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
c/o Transportation Increment
C.S.H.

29/4

Tel. 343213
Ref. AC/258/Tn 4

19 February 45

TO : Movements
Tn Sub-Commission, AC.

SUBJECT : Signer Minutoli Renato - Luggage to Sicily.

1. This is an application for the conveyance of personal luggage as CV by passenger train from Rome to Palermo. The ISR regard the traffic as Visto, which is forbidden in weight of over 30 kilos and beyond Divisional boundaries at the present time.

2. Will you please accept and deal with to conclusion.

C.F. LISBERG
Lt. Col. R.S.,
Chief, Rail Division.

Copy to ISR (ref. M232/406/34.)
Servizio Movimento
Bldg.

1836

2/13

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma,

M.232/406/34

P R O M E M O R I A
per la Commissione Alleata
Sottocommissione Trasporti

R O M A

Il signor MINUTOLI Renato, Primo Procuratore delle Imposte a Palermo, ferito in un bombardamento e sfollato a Roma, trovandosi attualmente a Tropea per cure, ha domandata l'autorizzazione per poter spedire a G.V. con acceleramento, da Roma a Tropea, due casse indumenti di cui egli ha urgente necessità.

Si prega di accordare autorizzazione.

IL CAPO DEL SERVIZIO MOVIMENTO
Lucy

CRS/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

17 February 1945

Tele : 478704

279/32/rn.3.

SUBJECT : Inter Divisional Parcels Traffic

TO : Regional Commissioner, Southern Region
(Attn. Regional Tptn. officer)

1. Reference your 13/204/ dated 12 Feb. '45.
2. The general question of collective forwarding by Agencies and the independent movement of small parcels, baggage etc. is at present actively under consideration. Directly a decision is reached an instruction to all concerned including the I.S.R. will be issued.

By Command of Rear Admiral STONE.

WYS
for
MEREDITH H. TAYLOR
Director, Transportation Sub-Commission

Copy to file 279/rn.3.

1834

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
C. M. I.

279/2

1/12

SUBJECT: Inter divisional parcels traffic

Phone: Naples 50050 Ex. 12
Clerks " Ex. 4
Movements " Ex. 11

T.O.: Transportation Sub-Commission
Movements Division -
H.Q. A.C. PO 594 C.M.I.

Our Ref.: 13/204
Date: 12 Febr. 45

Your Ref.:
Date:

1. Reference attached copies of corres. evidence on the a/s subject.
2. Applicants for permission to ship packages by baggage outside this division are on the increase, being referred to this office by Movement Section I.S.R. and Capo Stazione Naples Centrale.
3. Your decision last fall was inter-divisional parcels traffic could not be permitted on account of likelihood of abuses.
4. My scheme of authorizing parcels up to 50 kgs in weight of A.C. traffic was eventually approved and now worked well except that applications are not now received for A.C. traffic.
5. The kind of applications we receive are logical and deserving ones and receive sympathetic consideration. They consist of medical supplies, printed forms, personal effects of transferred carabinieri and other officials, currency, and religious books for colleges.
6. We now receive about one applicant every day, usually for between five and ten packages.
7. It is recommended that further consideration be given to the subject of ~~also~~ allowing the I.S.R. to authorize the carriage of parcels up to 50 kgs in baggage cars, between divisions in Southern Region, at their discretion and subject to whatever limitations are considered necessary.
8. May an early decision be given on this subject please?
9. Copy of present permit attached.

For the Regional Commissioner :

V.B. Bowara

Major
(V.B. Bowara)

VB/tu.

1833

701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

COPY

SUBJECT: Less-than-car load
A.C.C. lots

TO : Capo Compartimento
Ing. Morandi
Naples Division I.S.R.

Sig. Novelli
Hq. Southern Region A.C.C.

Director
Transportation Sub-Commission
Hq. A.C.C. PO 394 C.M.F.

Rome-Roma W. Italy.

To Sub-Commission Representative
A.C.C.
Naples Division

Ref: AGTa/Na 64
Date: 13 Oct. 1934

1. I have had several enquiries for the shipment of less-than-car load lots of A.C.C. goods to points in other Divisions.
2. On account of the extreme shortage of cars we do not wish to utilize a car for a small shipment and I think it is feasible to ship it by ~~train~~ ^{baggage car}, provided that each parcel bears an A.C.C. label signed only by Novelli and specially authorized by me, as special ~~into~~ ^{traffic}.
3. Could all station-masters concerned be instructed to accept and forward such shipments between Divisions in conformity to the above regulations, with effect from Monday 16 Oct. 34.

Major
(V.R. Bowers)

0.247

Declassified E.O. 12356 Section 3.3/NND No. 735421

SPECIAL
ACC TRAFFIC

AUTHORIZED No. *[Signature]* Major A.C.

Permesso

Da

Al

Via

No. Vagone

Contenuto

Mittente

Ricevitore

Data

Autorizzato

Naples Central

BARI

Benevento

BAGGAGE CAR

PERSONAL EFFECTS

TRAIN 7815 14 Feb 44

[Signature]



TRAC 100 M/ 104

H.Q. 1st RAILWAY GRAND DIVISION
Military Railway Service
Naples

COPY

To Sub-Commission Representative
A.C.C.
Naples Division

SUBJECT: Less-than-car load ACC lots.

Ref: ACC/Ty/It/13/76
Date: 16 Oct. 44

TO : Ing. Morandi
Capo Compartimento
Naples Division EST

Sig. Pavelli
Hq. AC. Southern Region

Major Blair
Divisional Supt. A.C.C.
Regio Division A.C.C.
care Rev. Re 110

for Inf: Movement W: Italy

Director Transportation Sub-Comm.
Hq. A.C.C. APO 394 G.M.F.

Capt. Hall
Divisional Supt. A.C.C.
Dati Division
care Rev. R. Italy.

1. Ref. my ACC/Ty/It 64 13 Oct. 44 on the above subject.
2. I enclose sample of labels to be attached to A.C.C. parcel authorized by me to be sent by Passenger train to points outside this Division.
3. This will only apply to A.C.C. goods conforming in weight to the existing regulations. No civilian parcel will under any circumstances be included in this arrangement.
This is only intended to assist in forwarding small A.C.C. parcels for which an entire car cannot be supplied, and which otherwise could not be moved.
4. May all concerned be instructed to deal with and forward these parcels as desired please.

Major
(V.R. Bowers)

1831

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

EWD/3m

5 November 44

Tele: 478701

AC Tr/268319

SUBJECT : Less than car loads AC Traffic

TO : Major Blair, c/o Mov. Reggio
Capt. Hall, c/o Mov. East Italy.

1. Reference introduction of acceptance of small AC parcels by passenger trains vide Tr. Sub-Commission Rep. Naples letter ACC/Tr/HA/13/76 dated 16 Oct. 44
2. In order to regularise the practice to cover the whole of the Southern Region territory, please arrange for a similar system to be operated insofar as your division is concerned.
3. Please acknowledge receipt sending to this HQ., for information copy of the instruction issued.

(ED)

For D.B. AMMS,
Colonel, C.E.,
Director T.M.S.C.

Copy to : Major Bowers
Tr. SO Rep. c/o Southern Region.

1850

ACP/ic

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

279/1

Tel: 483238
Our Reference: AC/258/Tn

29 December 44.

TO : Movements
To Sub-Commission

28/

SUBJECT : Parcel Lots Railroad Wagons (Groupages).

1. The attached communication raises the question of "collective forwarding by Agencies, who would combine together small lot traffic, and then bid for a car load.
2. It is felt that the movement of parcels traffic is always open to abuse, and to extend to Agencies what is denied to the Railway itself is likely to lead to further difficulties.
3. On the other hand, the claims of the small merchant cannot be permanently ignored if trade is to be restored.
4. It is understood that traffic is already passing between Rome and Sicily, but the suggestion that the same cars be used in the return, thus ensuring movement whether bid for or not is open to comment.

1827

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

1828

Janey 225000 Railways
wafes

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: CARLOADS MISC.

REF: REG. 1/6/

REGGIO CAL.

23 DEC 44

TO: H.Q. A.C.
TH SUB-COM
A.P.C. 394

1. Attached is letter from the Firm G.uffe of Messina asking that bids be accepted for movement of carlots of package freight from that firm to the Società Anonima di Trasporti Fratelli Gondras of Rome.
2. So far as the railway is concerned it would be a carload lot with no inconvenience to them.
3. If the suggestion meets with your approval, bids will be submitted in the usual way and included in the lists forwarded for your consideration.
4. Please advise what is your reaction to the suggestion.

W. F. Blair
W. F. BLAIR, MAJOR
DIV. SUPT. TH SUB-COM

COPY: 4. SUPAG MESSINA.

GIOVANNI ZUFFO - MESSINA

CASA DI SPEDIZIONI

Case alleate: ZUFFO & C., Trento, Bolzano, Merano, Fortezza, Brennero
GOTTARDI & HAINDL, Innsbruck

R^{to}

DA CITTA' RISPONDERE

Telegrammi: ZUFFO
Telefoni: 1605-10584-11153
C. P. C. Messina N. 33

C.C. Postale N. 161870



MILAZZO

AGENZIA DI CITTA' FF. SS.
Piazza Stazione - Telef. 115

AGENZIA REGGIO CALABRIA
Via Brancati, 12 - Telef. 2172

SERVIZIO SPECIALE PER LE DERRATE

BARCELLONA P. G.
PATTI
CAPO D'ORLANDO
PALERMO tel. 17636
CATANIA tel. 15838
PATERNÒ tel. 40
LENTINI
MAZARA DEL VALLO
GIOIA TAURO
ROSARNO
ROSSANO CAL.

Messina, Dicembre 21st 1944

Via S. Maria Annunziata, 121-123
Via Casale Bariletti, 121-123

EXPRESS LETTER
IN DUPLICATION

To The Honourable

MAJOR BLAIR

Head of the A.C. R/R Movement Division

REGGIO CAL.

Dear Sir,

Subject: PARCEL LOTS RAILROAD WAGGONS (GROUPAGES)

Messrs Pratelli Condrand, leading transportation and forwarding firm in Rome, with agencies throughout Italy for whose account I act as their correspondent in the territories of Reggio Cal. and Messina, have been granted a weekly Railroad Groupage wagon for the transportation of small parcel lots of merchandises from different consignors of Rome to be delivered to their customers at Reggio and the Calabrien coast as well as for goods to be transhipped from Reggio to Messina and province's clients.

It would be of immense benefit to the small traders established in Sicily, Reggio Cal. and Calabrien coast, if such parcel lots waggon on their return trip from Reggio to Rome could load parcel lots good for their account. 1824

The purpose of my letter is to amplify and illustrate the importance of this request, that is to have those weekly waggon accept goods on their return trips.

Such a service would greatly benefit the small traders, who at present are being hampered to carry small business, because in first place of the high cost of transportation, if these small parcels were to be sent through private trucks and secondly of their difficulty in finding freight space in those private trucks that generally are utilised for the owners enterprises and therefore refuse

Telegrammi: 2UFFO
 Telefoni: 1505-10584 11153
 C. P. C. Messina N. 33
 C. C. Postale N. 16-1870



MILAZZO
 AGENZIA DI CITTÀ FF. SS.
 Piazza Stazione - Telef. 115

AGENZIA REGGIO CALABRIA
 Via Brancati, 12 - Telef. 2172

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BARCELLONA P. G.
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 CATANIA Tel. 15838
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 ROSARNO
 ROSSANO CAL.

EXPRESS LETTER
 IN DUTCH

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Le spedizioni si effettuano sempre a tariffa speciale ed a responsabilità limitata (Art. 416 del Codice di Commercio) e sono quindi subordinate alle Condizioni delle Società Ferrovie e di Navigazione utilizzate per i trasporti. I trasporti vengono assunti senza responsabilità per i rischi di guerra e proibizioni eventuali di esportazione. I miei prezzi si intendono validi per immediata applicazione e salvo variazione di tariffa. Foro competente Messina.

0 2 5 4

CASA DI SPEDIZIONE
GIOVANNI ZUFFO
MESSINA

Biglietto lettera del December 21st 1944

regardless the price they would be willing to pay.

The situation as it stands now puts the small merchant out of any possibility of doing business with their Rome clientele.

I feel certain that Your Honourable Command will give the matter that consideration which it deserves so to assist the small helpless merchants, by granting my firm permission to collect from them those small parcel lots of merchandises to be forwarded by those same cars, being employed for the same purpose, on their return trips to Rome.

The Consignor on those cars will be represented by my firm GIOVANNI ZUFFO, Reggio, while the Consignee will be the SOCIETA' NAZIONALE DI TRASPORTI FRATELLI CONERANQ-Rome, who in turn would receive a complete list showing the consignors and the consignees of the parcel lots goods being loaded on the waggons.

Similar service could be established in the Pugliese territory, between Reggio and Bari and viceversa, the consignors and the consignees being the same firms.

Your consideration to the above, will extremely oblige us acting for account of the interested parties.

Faithfull yours

GIOVANNI ZUFFO



02551

TRANSPORTATION SUB COMMISSION REPRESENTATIVE
RCME DIVISION

28/
28/

DATE 19th December 1944

SUBJECT: Transport of Groupage.

Recently bids have been submitted by the Firm of GOND RAND for the conveyance of mixed goods (groupage) to their representatives in Sicily (Palermo, Messina and Catania) Up to now the bids have been accepted.

Applications are now being received from other Forwarding Agents, (PIVA and messrs PIETRO & TOCCACELLI) for similar consignments to Sicily.

Gondrand is a well known firm with branches in England, France etc, but the others are not known by me although they may be equally important in this country.

"Groupage" is a form of transport well known in the railway world, whereby these Agents collect together small consignments sufficient to form a wagon load, but as these requests are growing I think the question is one for consideration as regards future action.

J.W. Dean
CAPT.



I suggest the question is brought up at the Sub-Commission Meeting Monday
OK
24/12

To Transportation Sub-Commission (Rail)
H.Q., A.C.

1828

0 2 5 6