

ACC AC36/TW4 10000/H8/2023 CIVILIAN MAIL PAID
APR 1945 - FEB. 1946

2023 CIVILIAN MAIL TRAIN FACILITIES
APR 1945 - FEB 1946

Subject :- Mail Vans.

Military Railway Service,
C.M.F.
Tele : Firebox 9313.
Tn;A.3(0)/24/12.
13 February 1946.

To : Q (Nov),
G.H.Q., C.M.F.

1. The attached letter from Transportation & Shipping Sub-Commission A.C. is passed to you for information and necessary action.
2. Will you please enable this H.Q. to reply.

1553

Hulton Capt., R.E.
for Brigadier.
Director, Military Railway Service.

Copy to:- Tn. Sub-Commission (Your AC/36/Tn.4. dated 13 Feb refers).

36/271
POM/afTRANSPORTATION & SHIPPING SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843238

13 February 1946

Ref.: AC/36/Tn.4

SUBJECT: Mail Vans.TO : D.M.R.S.I. Bldg.

1. The I.R.R. reports that on a number of occasions recently, Postal Vans provided by the I.R.R. for carriage of gift parcels from Naples have been taken by the R.T.C. notwithstanding the protests made by the Post Office representatives.

2. Will you kindly look into this and alleviate the situation if possible.

For Director.

1502

M E M O

CHST/ams

P.41.334/GS

Subject: Postal Vans.

To : Transportation Sub-Commission (Rail Division). ✓

1. A complaint has been received from Ministry of Posts and Telecomms that on a number of occasions recently postal vans provided by the I.S.R. for carriage of gift parcels from Naples have been taken by the R.T.O. Naples for use in military trains, notwithstanding the protests of the Post Office representatives.

2. In view of the terms of your AC/36/Tn.4 dated 6th November can steps be taken to prevent a recurrence of this practice.

Colin Thompson
Captain

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

Copy to:

Ministry of Posts and Telecommunications.
(ref. your 795710/7957118/7NA dated 29th January).

Communications Sub-Commission
Extn. 444.

1501

M E M O

CHST/ams

P.41.329/GS

Subject: Postal Vans.

To : Transportation Sub-Commission (Rail Division). ✓

1. Information has been received from the Ministry of Posts and Telecommunications that postal vans Nos. 1307, 1317, 1318, and 1327 are at present being used by the American authorities to make up a daily military train from Rome to Milan, and that postal van No. 1302 is in the station of Castel-Maggiore, on the Bolzano-Florence line, apparently being used as billet and office by a South African Company of railway construction engineers.

2. May steps be taken to secure the return of these vans to the civilian authorities.

Colin Thompson
Captain

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

18th January 1946

Copies to:

Ministry of Posts and Telecommunications.
(ref. your 795309 8/9 dated 17th January)
Major Ping
ECITO/ORMOA

Communications Sub-Commission
Extn. 444.

1500

PGH/ic

TRANSPORTATION & SHIPPING SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Rr) Main
C.M.F.

16 January 46

Tel: 843238
Ref: AC/36/Tn 4

SUBJECT : Mail Vans.

TO : Communications Sub-Commission
HQ AC

1. Reference yours P.41.321/CS of 21 December.
2. It is not possible to handle more than one mail van on the Bologna-Rome train between Bologna-Falconara as the train already has a total of 14 cars which is the limit for passenger trains south of Bologna.
3. Serious consideration is being given to the operation of a new daily Bari-Bologna service and when established the situation will be eased.
4. Future negotiations on the subject may be handled between the ISR and the postal department as the ISR are now empowered to deal direct with such problems.

For Director

Copy to : ISR - Hdg. (File E./221/136/60/2/ICCA/7899/22-14 January).

1439

I S R Movement Service

Rome 14 GEN 1946

M 221/1364/60/2/ICCA/1899/ 28

To Tn. and Shipping Sub Commission AC
Rail Division - C/o Tn.(Br) Main
C.M.F.
Building

1) With reference to letter dated 27 December 1945, concerning
a mail van.

2) The composition of trains 467 and 460 between Bologna and Falconara already totals 14 stocks. This is the maximum allowed by the Allied Military Railway Service and, therefore, we are unable to operate an additional mail van on these trains between Bologna and Falconara.

3) This could be done when the new scheduled service ¹⁵⁰² between Bologna and Bari, generally approved, will operate.

Director General

Di Raimondo

Ca ng 13/1



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO - DIREZIONE GENERALE

in Servizio Movimento

OGGETTO:

Roma, li 14 GEN 1946

194

N. M. 221/1364/60/23 Dec. 7899/28

Al N. _____ del _____

Sottocommissione Trasporti
e Carichi dell'A.C.
Divisione Ferroviaria C.O.
Trasporti (Br.) Main C.M.F.

S E D E

5745 - Tipo-Lito F. S. - Roma 5/1945

- 1° Riferimento lettera del 27-12 u.s. relativa carrozza postale.
- 2° La composizione dei treni 467 e 460 fra Bologna e Falconara è già di 14 veicoli, composizione massima ammessa dal servizio ferroviario militare alleato e pertanto non riesce possibile aggiungere ai treni suddetti un'altra carrozza postale fra Bologna e Falconara.
- 3° Tale provvedimento potrà adottarsi quando si attiverà la nuova comunicazione, prevista e di massima approvata, fra Bologna e Bari.

IL DIRETTORE GENERALE

1497

36/266

FBI/IC

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

Tel: 843298
Ref: AG/36/266

27 December 45

SUBJECT : Mail vans.

TO : Italian State Railways
Building

1. Post Office mails between Bologna and Bari are at present carried on a postal van on the Bologna-Rome train and transferred at Falcognara to a van on the Ancona-Bari train.
2. This means that although one van is available from Rome to Falcognara and another from Bari to Falcognara, all mails between Bologna and Falcognara have to be carried in a single van.
3. The Ministry of Posts and Telecommunications have stated that this one van is often insufficient to carry the mails between Bologna and Falcognara.
4. Would it be possible to attach an additional postal van to the Bologna-Falcognara train to carry the mails for Bari until such time as a direct train between Bologna and Bari is available?

P. G. MATSON
MAJOR T.O.
for Director

1193

36 264 44720

THE SECRETARY OF DEFENSE
(S. L. 1171-118)
o/o Transportation (Dr) Main
C. A. F.

12 December 45

To: SAC
Ref: 12/10/45 In

SUBJECT : Rail Facilities International trains.
RE : Communications Sub-Committee (Attn. Mr. Green)

1. Reference your 23 November File 1171-118.
2. The first of the mixed civil-military passenger trains will start running from 12 December 45 and from 12 Dec. 45 on per attached copy of working instruction 36 from AFM.
3. The civil portion of the train will include a rail car.
4. It must be definitely understood by the postal authorities that they must not cause any inconvenience or delay to this train as it will affect its efficient operation.
5. The same type of passenger train will be incorporated in the near future for international service such as England-Vienna-Moscow and England-Moscow-Moscow.
6. The handling of calls on the international services is a most important item and will be sponsored by this sub-committee as soon as the services are established.

P. G. S.
for Director

REASONABLE COPY WORKING INSTRUCTIONS.

Copy to: SAC Nov 1 In
CMA - Bldg
JFH -
Movements Mail In 4/C.

1495

M E M O

WHG/ams

P.41.307/CS

Subject: Mail Facilities by International Train Services.
To : Transportation Sub-Commission. ✓

Reference your AC/36/Tn 4 of 5th November 1945.

1. It can be stated that facilities for the conveyance of civil mails by the two trains mentioned will be very desirable. It is very difficult, however, at this stage to furnish any reasonably reliable estimate of the traffic requirements.
2. So far as the Rome-Venice-Trieste-Villach service is concerned, postal service from Italy to Trieste is in operation and any additional train service on the Rome-Trieste section would be well used. Postal service from Italy to Austria is not yet authorised but it is understood that international services with Austria are likely to be resumed soon. The Chief Postal Officer Austria was supplied on 4th November with details of the Italian foreign mail outlets which he may wish to utilize for his outgoing services and he was asked to state what facilities onward from Vienna exist for Italian mails to Eastern European countries.
3. Before the war mails from Italy to Albania, Jugo Slavia, Roumania, Bulgaria, Turkey, Syria, Irak and Iran were sent by the Simplon Orient train and despatches to these countries will again be warranted. It is probable that similar mails in transit from Great Britain, France and Switzerland would use this route.

W. H. Green
Major
for H.H.SCUDDER
Colonel, Sig.C.
Director.

13th November 1945

Communications Sub-Commission
Extn. 444

ACF/lml

36/252

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (ER) MAIN, C. M. F.

Tel. 843238/
Ref. AC/36/Tn4

5 November 1945

SUBJECT : International Mail Services.
TO : Communications Sub-Commission.

1. Reference is your letter P.41.295.08 of 29 October 1945.
2. It is possible that service will be introduced in the near future between Naples and Rome-Venice-Trieste-Villach and on to Vienna, and we have requested that a postal van be attached to this service.
3. There is some discussion at ECITO on the re-introduction of the Simplon-Orient Express and if you are interested in having civilian postal facilities resumed, it will be well for you to advise this Sub-Commission of your most urgent international demands, in order that every effort can be made to secure your priority requests.

A.C. PING, Major
for Director

1493

HEADQUARTERS ALLIED COMMISSION

APC 394
Communications Sub-Commission

P41.295.CS

29th October 45

SUBJECT: International Mail Services

TO : Transportation Sub-Commission.

In connection with the development of International Postal Services from Italy this Sub-Commission would like to be kept posted concerning any civil rail services opened from Italy to adjacent countries.

W.H. Green
major
for H.H. SCUDNER
Lt. Colonel, Sig.C.
Director.

1492

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

Tel.: 843235

6 Nov. 1945.

Ref.: AC/16/Th.4

SUBJECT: Mail Vans

TO : M.R.S. Bldg.

1. The Communications Sub-Commission is complaining about the use of Mail Vans by the Military Railway Service.
2. A heavy increase in civilian Mail is anticipated in the near future and it is requested that post office Vans be released by M.R.S. wherever it is at all possible.

For the Chief Commissioners

P. G. MATSON

MAJOR T.C.

P.G. MATSON,
Major.

1491

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

Tel.: 843238

Ref.: 40/36/Tn.4

6 Nov. 1945.

SUBJECT: Postal Vans.

TO : Communications Sub-Commission.

1. Reference yours P.41.301/33 of 1 Nov. and P.41.297.03 of 30 October.
2. The critical shortage of mail vans has been handed with the Military Railway Service.
3. It is agreed that they will release the few vans now in military service as soon as possible.
4. The provision of Mail Vans is now an I.S.R. responsibility therefore the Post Office can deal direct with the I.S.R.

P. G. MATSON
MAJOR T.C.
For Director.

149

MEMO

CHST/ams

P.41.301/CS

Subject: Railway Postal Vans.

To : Transportation Sub-Commission (Rail Division).

1. It has been reported by the Ministry of Posts and Telecommunications that Rome Ferrovia postal van n. 1317 left Rome on military train 3463 on 30th September. It is understood that the words "Baggage van" have been painted on it.

2. In view of the shortage of postal vans can steps be taken to return this van to the Italian Postal Authorities.

Colin Thompson
Captain

M. H. SCUDDER
Colonel,
Director.

1st November 1945

Copy to:
Ministry of Posts and Telecommunications
(ref. your 477110 dated 30th October).

Communications Sub-Commission
Extn. 444.

1489

36/857

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

P41-297-03

30 October 1945

SUBJECT: Postal Vans

TO : Transportation Sub Commission ✓

1. With reference to the attached letter 475317/8/9 of 24 October is it possible to have enquiries made as to the necessity for the withdrawal of the vehicle concerned from its normal functions.

2. Is the rolling stock position now such as to justify a general ban on the use of postal vans for other purposes please?

W.H. Green
Major
H.H. SCUDDER
Colonel, Sig.C.
Director.

Inc. Copy of 475317/8/9 of 24 Oct.

Copy to:
Director General Posts and Telecomms.

1488

Ministero delle Poste e delle Telecomunicazioni

36/256

24 Ottobre 45

N.475317/8/9

Alla Commissione Alleata
Posts and Telecomms S/C

OGGETTO: Carozza Postale N. 2043

L'Ufficio Postale di Milano Ferrovia ha comunicato che il 10 corrente e' stata vista, in composizione ad un treno speciale degli Alleati la carrozza Uy N.2043 attrezzata a stazione radio.

Stante la grave penuria di veicoli postali, si rivolge viva ~~preghiera~~ preghiera per la piu' sollecita restituzione della carrozza sopra indicata all'Ufficio Postale di Napoli Ferrovia, e di tutte le altre eventualmente trattenute per usi estranei alla posta, agli Uffici di deposito ai quali appartengono, i cui nominativi risultano indicati sui lungheroni e sulla cassa dei singoli veicoli.

Sara' gradita conferma.

IL DIRETTORE GENERALE

1087

AGP/lml

36/255

TRANSPORTATION SUB-COMMISSION, A. O.
(Rail Division)
* TRANSPORTATION (RR) MAIN, C. M. F.

Tel. 845238
Ref. AC/36/Tn4

29 October 1945

SUBJECT : Civilian Mail - Rail Facilities.

TO : Communications Sub-Commission.

1. Reference is to your letter P.41.291.C3 of 13 October 1945.
2. There appears to be no shortage of postal vans and we are not on strong ground in taking the matter further, without a definite statement that the shortage of the vans in question prevents the normal movement of civilian postal traffic.
3. If you have details where mis-use of postal vans causes difficulty in the movement of mail traffic, we will immediately take the matter up further.

Arthur M. G.
for Director

1186

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

30/354
18th October 45

P.41.291.CS

SUBJECT: Mail Vans

TO : Transportation Sub-Commission

1. With reference to my P.41.203 and 204 of 26 June concerning the proposed conversion of mail vans for passenger use.

2. I enclose correspondence from the Ministry Posts and Telecomms, from which it would appear that despite the protests on the subject the vans were actually fitted for passenger service but have not been so employed.

3. It would be appreciated if action could be taken to obtain the return of these vehicles to their proper use.

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

Inc.: Copies of letters 474534 8/9 and 477077 & Translation

Copies to:
Director General Posts and Telecomms (ref 474534 8/9 of 11 Oct)

1485

COPY

MINISTERO REALE ARMA E
SERVIZI TELECOMUNICAZIONIINTELL. GEN. NOV. POST.
Div. I Sez. I
Prot. n. 474534 3/9

OGGETTO: Carrozze Postali.

ESPRESSO

Con la lettera del 23/9 U.S. unita in copia, la Sezione Tecnica del Movimento Postale di Roma inviate per avere in restituzione le carrozze distinte coi numeri 8215 e 8236, di cui alla lettera R.41 - 203 - C.3 del 26-6 c.s. di codesta Commissione, dimostrandone l'assoluta necessit  per i dipendenti servizi.

Si rinnova la preghiera di voler provvedere al riguardo con la maggiore possibile sollecitudine e ci resta in attesa di un cortese cenno di assicurazione.

IL DIRETTORE GENERALE

11th October 1945

TRANSLATION

n. 474534 3/9

SUBJECT: Postal Vans.

With letter dated 23th September a copy of which is enclosed 1484 Technical Nov. Section Rome presses for the return of the vans bearing nos. 8215 and 8236, already mentioned in your letter 41 - 203 - C.3 of 26th September, proving that these vans are absolutely necessary for the dependent services.

We again ask you to take action concerning the matter as quickly as possible and we are awaiting your kind reference to the matter.

COPY

AMMINISTRAZIONE

P. IT.

TRAT. N. 477077

1.10.45

Roma 24/9/45

TRATT. GEN. NOV. POSTALE

DIV. I 232. I

OGGETTO: Carrozze Postali U.M. 5243 e 5256.

Informaci che in questo piazzale ferroviario, da oltre tre mesi, sono giacenti le carrozze in oggetto.

Per esecando a disposizione del Comando Alleato e attrezzate ad uso viaggiatori non sono state mai utilizzate per tale servizio.

In considerazione dell'inderogabile necessità di farle mettere in disposizione ai treni 1030 e 1039 per organizzare un conveniente servizio a sollievo dell'ambulante 151/152, si prega vivamente codesto Isp. Gen. di volersene interessare presso il Comando Alleato, affinché siano disattrezzate e restituite alla nostra Amministrazione.

Isp. Nov. Poste Rom. Ferrovia
P.to Agostini

TRANSLATIONN. 477071
1.10.45

25th September 1945

Subject: Postal Vans U.K. 6215 6336.

To inform you that at this railway yard since over 3 months the vans in question are on hand.

Although they are at disposal of the Allied Command and are fitted for passenger service they have never been employed for that service.

Considering the absolute necessity of attaching them on trains 1030 and 1039 for the organization of a convenient service in aid of the travelling SO 151/152, we beg your General Inspector to look after the matter with the Allied Command so that these vans be unfitted and returned to our Administration.

IS.ET. 127. POSTS ROMA PER OVIA
P.to Agostini

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

CHST/ams

22nd October 1945

P.41.293/CS

Subject: Railway Postal Vans.

To : Under Secretary of State for Posts and Telecommunications.

Reference your 476110-S/9 dated 7th September and
476793-S/9 dated 1st October.

1. We are advised that the 12 postal vans in the Uaine area have now been returned to civilian use. Instructions have also been issued that postal vehicles will be released for exclusive use by postal authorities in the train services laid down.

2. With regard to vans 8215 and 8236 information is required whether these vans are being used on civilian or military passenger trains.

3. With regard to van 8243, used by Allied troops as a billet, please inform us of the location of such van.

Corlin Thompson
Captain

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

Copy to: Transportation Sub-Commission (Rail Division).

1483

0 4 9 A

36-1252-10

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

Ref: 84335
Ref: 10/36/En 4

16 October 48

SUBJECT : Railway Postal Vans,
TO : Communications Sub-Commission
H. C.

Reference is your letter H. C. 276 of 2nd October 48.

1. We are advised that 12 postal vans in India area have been returned to civilian use, and assurance given to MTC in that area that position is now satisfactory.
2. Instructions have also been issued that postal vehicles will be released for exclusive use by the Postal authorities in the train services laid down.
3. In regard to vans 8215 and 8236, please say if they are running in civilian or military passenger trains, and also indicate locality of Postal Van 8243, used by Allied troops for a billet.

Anthony May 1948
for Director

04971

Tel. ROME 843151/5 (Firebox)
EXT 9213

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject : Railway Postal Vans. Tn.A.3(0)/26/50.
13 Oct 45.

To : Tn. Sub-Commsn.A.C.,
(Rail Division)
* Tn.(Br) Main, CMF.

Reference your AC/36/Tn4 of 9 Oct 45 and letter attached thereto.

1. Your letter of 14 Sep 45 giving details of 12 Postal Vans in UDINE area was taken up. The result is now that the whole of these have been returned to civilian use and assurance has been given to our MRS people at VENICE that the position is now satisfactory.
2. Regarding the remaining vehicles mentioned in Communications Sub-Commission's letter OGLM/ams - P.41.278/CS dated 2 Oct 45, will you please obtain further information regarding the vans in question -

- (a) Vans 8215 & 8236 - Are these in use on civilian or military passenger trains?
- (b) Where is Postal Van 8243 located?

On receipt of this information the matter will be taken up with those concerned.

3. Meanwhile instructions have been re-issued that Postal Vehicles will be released for ~~the~~ exclusive use by the Postal Authorities in the train services laid down 40


Major, RE.
for Brigadier,
Director, Military Railway Service.

Reference your AC/36/Tn4 of 9 Oct 45 and letter attached thereto.

1. Your letter of 14 Sep 45 giving details of 12 Postal Vans in UDINE area was taken up. The result is now that the whole of these have been returned to civilian use and assurance has been given to our MRS people at VENICE that the position is now satisfactory.
2. Regarding the remaining vehicles mentioned in Communications Sub-Commission's letter OGLM/ams - P.41.278/CS dated 2 Oct 45, will you please obtain further information regarding the vans in question -
 - (a) Vans 8215 & 8236 - Are these in use on civilian or military passenger trains?
 - (b) Where is Postal Van 8243 located?

On receipt of this information the matter will be taken up with those concerned.

3. Meanwhile instructions have been re-issued that Postal Vehicles will be released for ~~the~~ exclusive use by the Postal Authorities in the train services laid down 48.

W. T. ...
Major, RE.
for Brigadier,
Director, Military Railway Service.

0499

ACP/101

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (RM) MAIN, C. M. F.

Tel. 943238
Ref. AC/36/Tn4

9 October 1945

SUBJECT : Railway Postal Vans.

TO : Military Railway Service.

1. Attached hereto is a copy of a letter received from our Communications Sub-Commission, in connection with their desire to increase the postal facilities available for the civilian population. So far as Paragraph 3 is concerned, our letter to you of 14 September gave details of the despatch of 12 postal vans to Baine on train 9080 on the 9th of September 1945.

2. The distribution of mail in this country is one of considerable importance, and at the present time Communications Sub-Commission is being asked to consider the increase of parcel distribution. The matter is one which has considerable attention at high levels in America.

3. Please say what assistance can be given to assist in the handing over of essential postal vans for the movement of civilian traffic.

for Director

Attachment:

As stated above.

1480

MEMO

CHM/ams

P.41.273/CS

2nd October 1945

Subject: Request for Postal Sorting Carriages.

To : Transportation Sub-Commission (Rail).

1. With the continued development of postal services and the increase in quantity of mail despatched from Rome Ferrovia Post Office it is urgently necessary that postal vans should be made available for assignment to the following trains:-

1. Daily ordinary train Rome-Pisa.
2. Passenger Train Rome-Arezzo.
3. Passenger Train Rome-Pompeii.
4. In substitution of the railway truck at present used for postal matter on the "Free time table" train Rome-Naples.

2. The following particulars of six postal sorting carriages which are at present being used, other than by the Post Office, are submitted as instances of the conditions which prevent the early satisfactory development of postal services throughout Italy.

- (a) Postal Van 1347 left Rome on military train n. 3463 on 26th August 1945.
- (b) Postal Vans 8245 and 8236 used on passenger service trains although the Director General Posts and Telegraphs personally complained to the Italian State Railway Office about the matter.
- (c) Postal van 8243 used by Allied Troops and fitted with seats, furniture and wireless set as billet.
- (d) Postal van 1226 withdrawn by the Rialto Squad (Workshop) of Venice under orders of Allied Railway operating Unit. The van is damaged but still safe and usable.

3. In addition to these instances the withdrawal of 12 postal vans was reported to your Division in this office Memo P.41.263/CS of 12 September 45.

4. It is requested that early action may be taken to release postal vans to the fullest extent to meet the immediate needs of the Post Office services. Many of the postal vans on existing train services from Rome will also have to be withdrawn for repair of roofs before the rainy season commences and these vans will necessarily have to be substituted unless a complete failure of the despatches is to be allowed as a result.

5. Postal vans ordered to be released from irregular use should be transferred to the Rome Depot on consignment to the Rome Ferrovia Post Office.

Communications Sub-Commission
Extn. 444

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

TRANSPORTATION SUB-SECTION, AG
(RAIL DIVISION)
c/o Transportation (2-) Unit
C.A.F.

Tel: 843230
Ref: 10/56/Tu 4

2nd October 1945

SUBJECT: Civilian rail in military trains.

TO: Communications Sub-Section
Re Allied Operation

1. Reference your file 2.4.4.275/45 of 28 September.
2. I believe the time has come when we should discourage the handling of civilian mail on military trains due to the fact that all Italy is now fairly well served with civilian passenger trains which carry mail vans.
3. For example our train service circular No. 28 of 21 September authorized several services which will increase mail facilities such as:
 ROMA-BOLOGNA via FALCONE was increased from tri-weekly to daily and authority has been given for extension to Mondovì where connections can be made for Genoa-Turin and Milan.
 MILAN-ROME tri-weekly increased to daily and extended to Lecce.
 ROMA-FIRENZE - now local daily with connections at Pistoia for Florence.
 ROMA-GENOVA daily local.
 We now have also authorized daily instead of tri-weekly service Terzi-Bologna which should go into effect about 10 October.
4. It is suggested that all possibilities of using the new civilian services be exploited and we will be glad to give the handling of mail priority over passengers if present train consist does not permit the addition of an extra mail van.
5. Local and short distance mail vans should be used when possible to avoid using space on long distance trains for local mails.

For Director

Copy to: 1000 - 10/25.
" " 1000 "

10. **Considerations and Conclusion**
 10.12.16 Conclusion

1. Referenced your file 2,11,275/c of 28 September.
2. I believe the time has come when we should discontinue the handling of civilian mail on military trains due to the fact that all Italy is now fairly well served with civilian passenger trains which carry mail vans.
3. For example our train service circular No. 25 of 27 September authorized several services which will increase mail facilities such as:
ROMA-BOLOGNA via FLORENCE was increased from tri-weekly to daily and authority has been given for extension to Ancona via same connections can be made for Porto-Franco and Ancona.
MILAN-BOLOGNA tri-weekly increased to daily and extended to Ancona.
ROMA-BOLOGNA - now local daily with extensions at times for Florence.
ROMA-ANCONA daily local.
We now have also authorized daily instead of tri-weekly service Bologna which should go into effect about 10 October.
4. It is suggested that all possibilities of using two non-civilian services be exploited and we will be glad to give the handling of mail priority over passengers if present train consist does not permit the addition of an extra mail van.
5. Local and short distance mail vans should be used when possible to avoid using space on long distance trains for local mails.

$$\frac{\text{cov}(x, y)}{s_x} = \frac{11.78}{1.58} = 7.46$$

for electron

M E M O

WIG/oms

P.41.275/CS

Subject: Military Train Rome-Milan.

To : Transportation Sub-Commission ✓
(attn. Major Watson).

With reference to the attached translation of a telegram received from the Ministry of Posts and Telecommunications.

1. It would be appreciated if you would again endeavour to obtain formal permission for a civil postal van to be attached to this train in both directions.

2. In addition to ordinary correspondence the amount of printed matter and supplies ecc. due to be carried by the Post Office for its own services and those of other Government Departments is in excess of the capacity of the sorting carriages attached to the civil trains at present operating between North and South Italy.

*With keen
Major*
for H. H. SCUDMER
Lt. Colonel, Sig.C.
Director.

20th September 1945

1 Inc. : Translation of Telegram 1/1 n. 476939 3/9 of 26th September.

Copy to: Director General Posts and Telecommunications.

Communications Sub-Commission
Extn. 444.

1477

OFFICE TELEGRAM

26th September 1945.

n. 476939 8/9 RTO Rome Ferrovia has forbidden departure from Rome with Military train Naples-Rome-Bologna-Milan postal van which previously was attached to the same military train on Milan-Bologna trip and whose continuation to Rome had been disposed since 24th September. Owing to necessity to have the use of other postal vehicle besides the one attached to passenger train Rome-Bologna to give course considerable amount bulky postal items for Regions Northern Italy, please interpose your good offices with competent Bodies to obtain maintenance of carriage on military train on route Milan-Rome and viceversa on trains 5017/5011 Milan-Rome 5110/5116 Rome-Milan.

DIRECTOR GENERAL

1476

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome 26 Sept. 1945
Ref.m.223/304/3/451

TO : Tn. Sub-Commission AC.,
Rail Division
Bldg.

1. This is concerning the extension till Naples of the Mail Van now in service between Milan and Bologna with trains MEDLOC 5017/5016.
2. The technical section for Mail Movements of Bologna is requesting that the above mail van be kept in composition with those trains during the entire distance Milan-Naples and vice-versa.
3. Please favour us with your decisions.

Chief of Movement Service
Sgd.: B I O N D I

Tr/al/26/9/45.

1175

0506

 **MINISTERO DEI TRASPORTI**
FERROVIE-DELLO STATO - DIREZIONE GENERALE
Servizio Movimento

Roma, li 26 SET 1945 194
N. M.223/304/3/451
Al N. _____ del _____

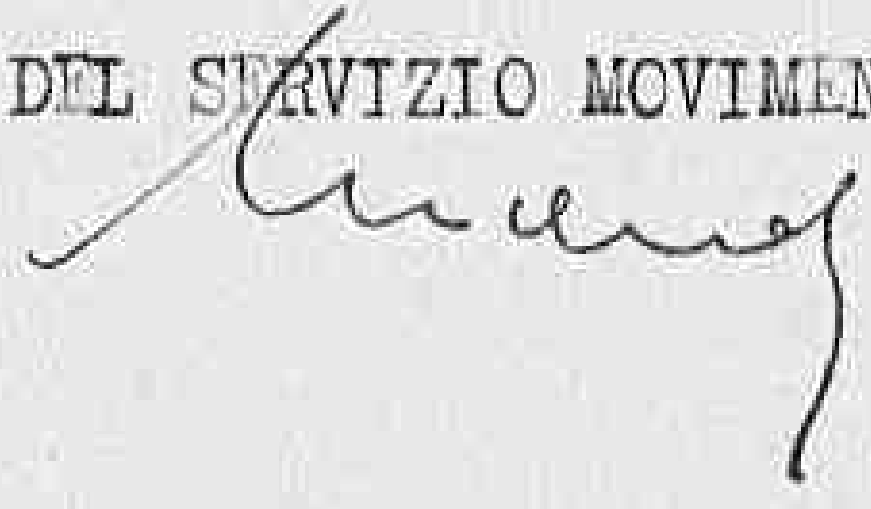
OGGETTO: _____

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

1793 - Tipo-Libro P. S. - Roma 5/1945

- 1 - Riguarda il proseguimento su Napoli della carrozza postale, attualmente in circolazione tra Milano e Bologna con i treni MEDLOC 5017/5016.
- 2 - La Sezione Tecnica Movimento Poste di Bologna chiede che detta carrozza postale sia mantenuta in composizione ai su citati treni per tutto il percorso Milano-Napoli e viceversa.
- 3 - Pregasi favorire decisioni al riguardo.

IL CAPO DEL SERVIZIO MOVIMENTO


1074

30/2/6
HCS/10

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

21 September 45

Tel: 64,32/8
Ref: AC/36/Tn 4

SUBJECT : Postal Sorting Vans.

TO : Communications Sub-Commission (Br) AG

1. Reference your file P.41.252.01 of 26 August.

2. It has been agreed that a postal sorting van for parcel post may be limited on trains 1930-1921 and 1936-1937 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 exceeded. *receded*

P. S. MATSON
MAJOR T.C.F.
For Director

Copy to: Movements Rail Tr Sub-Comm.
I.C.R. - Bldg.
2222 (Major London) C.R. 172.

1473

MEMORANDUM:

19 September 1945

TO: Major Matson, AC, Building

Reference your letter AC/36/Tn4 dated 18 September,
subject Railway Postal Sorting Van. Request is approved. CS 172

W. K. STEGALL
Lt., TC
774 RGD

Green
other
paper
matson

1472

0509

Subject : Railway Postal Vans.

Military Railway Service,
CMF

Tele: Wirebox 3313
Tr.A.3 (C) 26/50
15 September 45

To : 182 Rly Co Coy R.E. Venice.

Copy to : 1 Rly Co Group R.E. Trieste. (Info)

ALBON.

Reference attached copy of letter received from

Please investigate this matter and endeavour to
return these Postal Vans to civilian service.

Advise this HQ action taken.

14-COL R.E.
for Brigadier
Director, Military Railway Service.

Copy to : A.C. (Rail Division)

1471

36/243
FGM/

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

Tel: 843238
Ref: AC/36/Tn 4

18 September 45

SUBJECT : Railway Postal Sorting Van.

TO : DMRSI (Attn: Major London).

1. Permission is required to add a postal sorting van to the present cons 1st of trains 1920-19 21- Rome-Naples and 1934-1935 Naples-Reggio.
2. This additional van is required for the increased amount of parcel post coming into Naples for Palermo and Rome.
3. The present consist of the trains that will handle the additional van is ten cars.

For the Chief Commissioner :

P.G. MATSON,
Major T.C.

Copy to: Movements Rail Tn S/C.

1470

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/ba

26 August 1945

P.41.252.CS

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.

Colin Thompson
Captain

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

1 Inc:

Copy of 476221 of 24 Aug & Translation

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

1489

COPY

MINISTERO DELLE POSTE E DELLE TELECOMUNICAZIONI
Ispettorato Generale Movimento Postale

Prot. N. 476221

Roma, 24 August 1945

All' A.C. Poste and Telecommunications
Sub-Commissione
Via 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 i 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, che, 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 accoppiati alla vettura postale, sul percorso Napoli-Palermo-Napoli-Roma-Napoli. Detto itinerario impegnerebbe 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	idem idem
Treno merci	(?)	1 carro F.I.
"	(?)	1 carro F.I.
Corsa	10	1 vettura postale 1 carro F.I.
Treno	1934	idem idem
Treno	80/780	2 vetture postali 1 carro F.I.
Treno	81/781	idem idem

Inoltre si raggiungerebbero i seguenti risultati:

1468

Poiche' nella corsa Napoli-Roma (treno 780/30) 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 carico, nulla vieta che le FF SS utilizzino detto veicolo, per carichi destinati a Napoli, e nell'intesa di un sollecito scarico colla' e riconsegna del veicolo alla posta, per la conseguente utilizzazione di esso, nella susseguente corsa su Roma, col treno 80/780, previo carico durante la notte.

Nella corsa Roma-Napoli, poi, col treno 31/731, servirebbe a convogliare, assieme alla seconda postale, quanto di voluminoso e stampe diretto a Napoli-Campania-Puglia-Basilicata, avvertendo che neppure la seconda postale, applicata al treno 81/731, e' riuscita a soddisfare l'esigenza dei detti trasporti, che riceveranno un ulteriore incremento, colla prossima attuazione del servizio dei campioni e 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-Commissione Alleata dei trasporti, possa opporre un diniego, si prega codesta On. Sub-Commissione, 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.

1467

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, be 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.

On the return trip, from Palermo to Naples the F.I. 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 80/730, with a previous loading overnight.

On the run from Rome to Naples, then train 81/731 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 81/731 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 shew 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.

1485

ACP/lml

36/241

TRANSPORTATION SUB-COMMISSION, A. G.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843238
Ref. AG/56/Tn4

14 September 1945

SUBJECT : Railway Postal Vans.

TO : Military Railway Service.

1. Information has been received by the Director of the Post Office at Venezia Ferrovia that on 9 September 1945, 12 postal vans as set out below were withdrawn by the local Allied Forces and dispatched to Udine on a train number 9020:

U. I. Z.	1303	6255	8255
	1311	6273	8430
U. I. Z.	1056	6411	8446
	6845	8254	8468

2. The withdrawal of these postal vans immediately prior to the commencement of the daily service between Venice and Turin has caused considerable difficulty in the Venice Region, and it is asked that special efforts be made to insure that postal vans are made available at the earliest possible moment for operation on all long distance trains in order to speed up the distribution of the mail in Italy.

3. Regular distribution of mail greatly assists in postponing movement of the Italian people who are quite naturally anxious to have knowledge of their relatives throughout the country.

A.C. PING
A.C. PING, Major
for Director

Copy to: Regional Commissioner, Venezia Region
Movements Division, Rail Section
Comm. Sub-Comm.

1452

36/240

MEMO

CGLM/ams

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	8430
{	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. Maddock
Capt

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

12th September 1945

Copy to:

Postal Officer Venezia
Director General for Posts and Telecomms.

Communications Sub-Commission
Extn. 444.

1463

Subject: Civilian Mail

Allied Force Headqu Gen
G-4 (Mov & Tn)
Tel: Freedom 751

Mov 3/378/9

To : HQ Movements North
East ITALY

7 Aug 45

Copy to: AC Tn Sub Commission
Director Military Railway Services, ITALY

Your Mov 1/821 of 29 Jul 45 refers.

1. It is agreed that a five minute halt be allowed on both the north and southbound runs of the BOLOGNA-ROME leave trains to allow civilian mail to be put on and taken off at FAENZA.
2. To permit this amended timings as follows will come into effect forthwith:

Southbound Journey

FAENZA arr 1825
dep 1840

Northbound Journey

FAENZA arr 0814
dep 0825

Willis
A.M. WILLIS, Major,
for Brigadier,
DQMG (Mov & Tn).

1413

1402

36/238
101/10

TRANSPORTATION SUB-COMMISSION, AS
(RAIL DIVISION)
c/o Transportation (Mr) Main
C.R.P.

11 August 45

Ref. SA 233
Ref. 10/36/En 4

SUBJECT : Mail Van Ross-Hopkins.

TO : Communications Sub-Commission, EN 43

1. Reference your P.47.310/CS of 3 August 1945.
2. The addition of an extra mail van to operate between Ross and Hopkins on the present civilian passenger trains has been authorized.
3. The postal Department can contact the IRR direct as to effective date.

P. G. MATSON
MAJOR I.R.
for Director

Copy to: IRR - Hdg.
Newmonts Mail En 3/0 EN 43

1401

WLR

1500 - 9 August 1945

FROM: DMH

TO (FOR ACTION) Joint Railway Control, Naples
Joint Railway Control, Rome
Ing. Biondi, ISR

TO (FOR INFO) Major Matson, XC, Building

CONFIDENTIAL. JRC Rome arrange assign one (1) additional mail van to each set of the civilian passenger trains operating between Rome and Reggio. Extra mail van will operate between Rome and Naples only and the practice of carrying passengers in mail and baggage vans will be discontinued. All informed.
CS 75 signed London

H. H. HEADLEE
Captain, TC
774 RGD

36/236

FCM/1c

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

Tel. 343238 36
Ref. 100/74/3/In 4.

6 August 45

SUBJECT : Mail Vans Rome-Naples.

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

1. Request is made to put an additional mail van on the Rome-Baggio civilian passenger train to operate daily in each direction between Rome and Naples only.

2. The present composition of this train is normally :

3 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. G. HARRISON, Major

Copy to: Movements Rail Tr Sub-Comm. H: AC
" " Communications Sub-Comm. (ref. P.47.340/08.)

M B M O

WHL/enc

P.47.310/GS

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 Tergini and taken to Rome Tiburtina and affords a very slow and irregular service.

*WHL seen
mayor*
H. H. SCHUBERT
Lt. Colonel, Sig. O.
Director.

3rd August 1945

Copy to: Under Secretary of State for Posts and Telecommunications.
(ref. 475059.0/9).

Communications Sub-Commission
Extn. 441.

1400

36/234
RCW.TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.N.R.Tel. 843236
Ref. AC/36/Tn 4

10 August 45

SUBJECT : Mail Van Taranto-North Italy.TO : Communication Sub-Commission HQ AC

1. Reference your memo P.41.23/CS 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 Medico trains for civilian mails.
3. The matter has been referred to the Traffic Sub-Committee of the Railway Board for final decision.

P. G. MATSON
MAJOR T.C.
for Director

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

1479

M.E.M.O

CFST/ans

P.41.234/OS

Subject: Postal Facilities - Southern Italy and the North.

To : Transportation Sub-Commission. ✓

1. Reference your AG/56/In.A dated 4th July 1945 to G-4 Mov. and In A.P.H.Q., copy to us, it is believed that a postal van has now been attached to the Taranto-Ferri train. ?

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

Colin Thompson
Captain

✓ H.A. SCUDLER
Lt. Colonel, S.P.C.
Director.

28th August 1945

Communications Sub-Commission
Extn. 444.

1628

HEADQUARTERS ALLIED COMMISSION

APO

394

Communications Sub-Commission WHG/ec

P.41.237.CS

10th August, 1945

SUBJECT: Conveyance of Civil Mails to the North

TO : Transportation Sub-Commission.

Ref your AC/36/Tn 4 of 27 July.

1. The main difficulty of the civil Post Office at the present time is in providing a reasonable postal service from Southern and Central Italy to the Lombardia and Venezia Provinces.

2. The improvements in the train services from Rome to Bologna will give a reasonable service up to the latter point. From thence onwards however service towards Milan and Venice is by civilian road services which are inadequate and unsatisfactory. These road services will have to be maintained until such time as civil trains with mail accommodation are available to serve the Emilia Region Provincial capitals but if they could be relieved of the weight of mails, postal stores etc. for the Lombardia and Venezia Provinces it would be a big help.

3. In default of a passenger train service, could a Postal van be attached to a daily, or even thrice weekly, goods train running to a reasonably regular timing and giving a connection at (say) Verona for connection with civil train services to Venezia and at Milan for distribution by the civil train services in Lombardia? Perhaps it would make for simplicity of operating from a railway point of view if separate vans were used Bologna to Milan and Bologna to Verona and return three days a weeks each.

4. The amount of postal matter for the North would justify this provision. The introduction of several services is being deferred at present owing to transportation difficulties.

W.H. Green
Major
f. H. SCUDDER,
Col. Sig. C.
Director.

Copy:

TO: Under-Secretary of State
for PP.TT.

Subject: Carriage of Civilian Mail

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov 3/378/9

To : HQ AC(Tn Sub-Commission)

1 Aug 45

Copy to: DMRS

Reference your AC/36/Tn.4 of 25 Jul.

1. The urgent need for speedy restoration of civilian passenger and mail facilities throughout ITALY is thoroughly appreciated at this Headquarters, but for the present military maintenance and, in particular, redeployment programmes must have over-riding priority.
2. Skeleton rail trunk services which have been rehabilitated by military resources are, as you know, working to full capacity conveying in addition to military tonnages, essential civil supplies under the "disease and unrest" formula and are, in fact, heavily overbid.
3. This applies particularly to the only rail link at present existing with Northern ITALY, i.e. BOLOGNA - VERONA Section, and there is little prospect of a ROME - MILAN through service until the PO Bridge at PIACENZA is repaired. The estimated date for this is given as 15 Sep 45.
4. ^{van} Guard/space on MEDLOC trains to MILAN is at present less than adequate to meet the demands of the Army Postal Services and the larger proportion of APO traffic passes by freight trains.
5. It is regretted, therefore, that there is no alternative but to re-affirm that no space on MEDLOC trains can be allotted for the carriage of civilian mail.

W. J. G. G. G.
for Brigadier,
DMG (Mov & Tn).

1008

5/5.

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

CJM/111r

28 July 1945

G-5: 311.1

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:

C. J. MACNAMARA
Major, P.C.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/ams

Urgent

P.41.229/OS

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 free 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.

*with Green
major*

for H. H. SCUMMER
Lt. Colonel, Sig. O.
Director.

Copies to:

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

Ref. AQ/36/Tn 4
of 27th July

36/228

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

Tel.: 843238

27 July 45

Ref.: AG/36/Tn.4

SUBJECT: Conveyance of Civilian Mails to the North.

TO : Deputy Director
M.S.B.
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 (Nov & Tn) AFHQ have so far proved abortive.
2. Present connection with the North is maintained by out of date road vehicles, and until we can get a civilian passenger train service to Milan we feel bound to explore other prospects of mail 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 Commissioners

Acting May
A.C.F.B.G.,
Major.

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

11/5/45

05301

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHE/ams

P.41.224/CS

26th July 1945

Subject: Postal Service Rome-Fisa-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 Reno-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.

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

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

1463

COPY

MINISTERO DELLE COMUNICAZIONI
 Direzione Generale delle Poste e dei Telegrafi

Intendenza Generale Provinciale Postale
 Divisione 3 - Roma I

Roma 20 luglio 1945

Prov. 47547

Alla Commissione Alleata
 Poste e Telecomunicazioni
 Ufficio Anglo-Americano
 Via Veneto

A.C.E.A.

Oggetto: Servizio postale Roma-Livorno-Firenze.

In Roma, romana rivoli e vive presso perché i postali di questa città, quando utilizzano il Servizio postale via Santa del treno 6 ed inviare i pacchi essenziali nella Toscana Esterna, ed a Firenze per non precisando se gli inviati risultano soltanto 12 pacchi per gli abbonati ad anno, come è più probabile, i pacchi per i rivenditori.

La scrivente non può allo stato delle cose, che appare indifferente di fronte al susseguimento dell'ordine della parata, come è detto in precedenza, non è, neanche approssimativamente, ritenuto il peso ed il volume dei quotidiani che affluirebbero sulla carrozza del servizio bisettimanale del treno in parata, che perché con l'utilizzazione recente di detta carrozza al treno, del dispendio della posta di Roma, il carico consueto è venuto ad aumentare di due tonnellate a viaggio.

D'altronde non deve dimenticarsi che il treno 6 rappresenta l'unico mezzo di collegamento (attraverso l'auto Livorno-Roma) 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, stoffe, ecc. destinati tanto a Firenze, quanto a Siena o a Livorno; che esso assicura ancor più importanza all'ordine aperto all'occasione (e messo a disposizione del pubblico) il treno Livorno-Firenze, sicché tutto considerato, chiedasi di esaminare la possibilità di trasformare, in giornaliera, la comunicazione bisettimanale Roma-Firenze di cui trattasi, fermo restando, se indispensabile, il collegamento, pure bisettimanale, di Roma con l'auto Livorno-Roma.

L'intensificata frequenza delle comunicazioni Roma-Livorno-Firenze, oltre migliorare notevolmente i rapporti postali fra la Toscana, il Piemonte e viceversa, consentirebbe una globale disponibilità di spazio e di carico, che ogni ora esiste, per sfollare gli invii voluminosi (a carattere straordinario, occasionale) così da poter venire incontro al giusto bisogno della stampa romana perché è pacifico che una carrozza postale (scortata da nostro personale) dovrebbe essere posta nella composizione quotidiana del treno 6 e 7 fra Roma-Firenze e viceversa.

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

IL DIRETTORE GENERALE.

COPY

TRANSLATION

27th July 1945

n. 475447

Subject: Postal Services Rome-Florence.

The daily press has made strong pressure so that the daily newspapers of this city may make use of the postal services travelling on train 6 and send their newspapers in external tins 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 main 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 utilization of said van for the transportation of despatches from the 3. Military 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-Rome) 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 matters etc. for Florence and Siena and Pistoia; 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-Rome.

The intensified frequency of the Rome-Leghorn-Rome-Florence communications improving considerably postal relationships between Tuscany, Lazio and the Southland 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 desire of the roman 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.

14502

36/2226

AGF/af

TRANSPORTATION SUB-COMMISSION A.C.

(MAIL DIVISION)

C/o Transportation (Mr) Main,

C.R.F.

25 July 1945

Tel.: 943238

Ref.: AC/36/22.4

SUBJECT: Carriage of Mail.TO : AFHQ 04 Nov 45.

1. Ref. is your letter Nov/3/378/3 - 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 GCH and AFHQ has been specially emphasized 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 necessity of the track, 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?

Ref. in your letter Nov/3/370/9 - 17 July 45.

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For the Chief Commissioner

AL

G.H. JENNINGS,
Lieut Colonel, R.C.,
Chief, Rail Division.

Copy to: SAC,
Communications Sub-Comm.
Nov (Mail)

6771

Subject: Carriage section

Allied Force Headquarters
G-4 (Nov & Th)
Tel: Freedom 320

Nov 5/578/9

To : Transportation Sub Commission
Hq Allied Commission, ITALY.

17 Jul 45

1. Reference your letter AC/36/Th.4 of 4 Jul, the Military reinforcement passenger trains running between TARANTO and MONTE are being discontinued. A new service is being inaugurated between TARANTO and MILAN but the whole capacity on these trains is required for personnel travelling through to UK and it is regretted that space cannot be made available for the carriage of civilian mails.
2. It is suggested that civilian mail be conveyed in box cars on freight services, or where convenient in postal vans attached to the civilian passenger trains.

P. L. Jagger
P. L. JAGGER, Lt. Col.
For Brigadier,
DTC (Nov & Th).

1/3

MEMO

WHL/ams

P.41.220/CS

Subject: Civilian Postal Facilities on Military Trains.

To : Transportation Sub-Commission. ✓

Reference your A.C./36/Pn 4 of 14th July to G-4 Mov and Tn A.F.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 Emilia, Lombardia and Venetia Regions details are given of the returns recently taken of correspondence received in the postal van on the Rome-Ferli' military train: -

Arrival at Ferli'	Number of bags of mail
5 July	145
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 C.C.S. and A.F.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.

W.H. Green
for *major*
A.H. SCHMIDT
Lt. Colonel, Sig. C.
Director.

Copy to:

G-4 Mov and Tn A.F.H.Q.
E.R.S. - Bldg
Movements (Rail) Tn Sub-Commission
G-4 Mov and Tn A.F.H.Q. Liaison Officer C/o E.R.S.

10th July 1945

Communications Sub-Commission
Extn. 444.

BEST COPY POSSIBLE

364223

any/2m

CHIEF, JAMES H. HARRIS, JR.,
(Full Education)
o/a Transportation (or) Motor
C. H. H.

Vol. 36, 323
Ref. 36/34/m 4

14 July 45

SUBJECT: Civilian Postal Facilities.

TO : Mr. New & Co
FROM :

1. Reference is to telephone conversation between J. H. H. and J. H. H. on Saturday 11 July 45.

2. It is understood that the military passenger service is presently operating between Toronto and Seattle, to be withdrawn in the near future in favor of a new military passenger train service for those weekly between Toronto and Seattle, and that service between Seattle and other points weekly, and those and other points weekly, are also under consideration.

3. It is fully understood and appreciated the present necessity of providing the maximum number of military personnel being moved on these trains, but with the prospect of such services continuing, we are in some consideration can be given to the possibility of carrying civilian mail, ~~as follows:~~

4. As it has, postal distribution is best made when it is little and often, and when 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 service, and the last best thing we have to consider under the "Military and Marine" formula is making the people who are actually studying about civilian passengers to get some sense of communication, and to get a reply which is reasonable.

5. Under the policy of transportation, there is a regular supply of portable facilities from Seattle, and this has to be copied with the very limited road vehicles, over the roads. Postal facilities to the north by rail would be of great assistance.

6. We have to put civilian mail in a section of the 5th Army station train from Vancouver to Seattle, and if a carrier of any military mail was, we are at two passenger compartments, would be not make for civilian mail, we would be very grateful. There are a number of large cities where civilian mail could be used successfully by military and civil postal authorities.

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

For the Chief of Communications

Righting way

1. Information is to telephone communication between Illinois Saturday to July 15.
2. The understanding that the military personnel involved in present operations between American and British in Italy, to be withdrawn in the near future in favor of a new military personnel from the United States Army, Navy, Marine Corps and Air Force, and that personnel from the United States Army, Navy, Marine Corps and Air Force, from these units, are also being considered.
3. The fully understood and appreciated the present necessity of providing the maximum number of military personnel being used at these units, but with the prospect of such personnel offering, no risk if some consideration can be given to the possibility of increasing division units.
4. As at home, postal distribution is both more than it is likely and ahead, and these personnel would offer such satisfactory means of transport that the active bulk would probably not be considerable. In general, after at the present time any satisfactory division personnel from these units, and the need for doing so have to consider under the Chinese and Soviet Forces in making the people who are naturally anxious about the Chinese elements in get some sense of communication, and to get a reply within a reasonable time.
5. Under the policy of Washington, there is a number of people in traffic from Mexico, and this has to be covered with the very limited road vehicles, over the road. Postal facilities in the north of this would be at great assistance.
6. We are to put division units in a number of the 3rd Army units and from the 1st Army, and if a number of very military units, we can use the two personnel companies, could be set aside for division units, we would be very grateful. There are a number of large ships 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 cooperation in making is maintained at the highest level, your decision in the matter as soon as possible would be helpful.

Righting way.
J. S. LIND, Jr.

Copy to: Communications 2/3
JSC - (JSC)
Communications (JSC) 2/3
cc. Nov & Th 1951 Liaison Officer 2/3 rd.

For the Chief Communications

Subject: Passenger Train
Capacities.

G-4. Mov & Tn
Allied Force Headquarters
Tel No. Freedom 320

Mov 3/378/9

To : Director Military Railway
Service Italy.

11 Jul 45

Copy to: Transportation Sub Commission,
Hq Allied Commission.
Movements Liaison Officer,
Military Railway Service.
File Mov 3/348/13.

1. Reference Allied Commission Transportation Sub-Commission letter AC/36/Tn4 of 4 July, copy to you, regarding carriage of civilian mail on military passenger trains operating between TARANTO and FORLI. Will you please say the maximum number of coaches which it is possible to run on trains for this service, and whether a mail van is the equivalent, as regards tonnage, of a passenger coach.
2. This information would be very valuable as regards all lines over which military passenger trains operate. Can you please advise us?

AMW/fedo

W. Williams

A.M. WILLIAMS, Major,
for Brigadier,
D.Q.M.G. (MOV & Tn)

36/221
PGM/10TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

10 July 45

Tel. 843238
Ref. AC/36/Tn 4SUBJECT : Mail Vans.TO : ISE - BLAG.

1. Reference file M. 343/14935/14828/77/9/ICCA/5371/4.
2. The control of rolling stock still remains in the hands of the Military Railway Service and they do not want to release the control of Mail Vans to the Ministry of Posts and Telegraphs at this time.
3. This subject has been handled with MRS before and they state that if we can show any specific case where a mail van is short they will do all possible to furnish a van.

Christopher Meyer
For Director

Copy to: DMSX - BLAG.

Ministry of Transports
I.S.R. Direction General

Rome, July 8 1945
M 313/14933/14843/77/3/100A5371/HH

Subject: Mail vans

➔ To Directorate IRS
Building

copy to Tn. Sub Commission AC

R o m e

Direzione Generale Poste e Telegrafi

R o m a

- 1) The Direction of Mail and Telegraph advise that, as for the reoperation of post service in the areas of the Country handed over to Italian Government, they need that also the mail vans, now being used for other purposes, be put at their disposal. It is to be considered that the mail van pool was remarkably destroyed due to war events.
- 2) From news at hand it results that the Allied Forces are using, for several purposes, the following mail vans:
van Uy 2.042 used a foodstuff depot at Caserta station;
van Uy 2.043 coupled with the HQ train stopping at Rome Tiburtina on April 16;
van Uz 1.308 used as a workshop at Rome S. Lorenzo
vans 8215, 8214, 8236, 8431 at Rome Smistamento, equipped with benches for movement of civilian passengers.
- 3) We inform you of what above, begging you to examine the possibility to return the a/m vans to the Mail Administration.
- 4) Any communication from you on the matter, so that a reply be supplied to Mail Administration, will be appreciated.

The Director General

sgd *Marino*

1444

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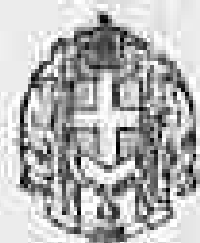
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1444

The Director General

sgd *M. Marin*

Cu ng 8/7



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 9 MAG. 1945 194 - A.

N. M.313/14933/14848/77/9/ma
6341/HH

Al N. del

Direzione Generale M R S
S E D E

OGGETTO
Veicoli postali.

per conoscenza

—Sottocommissione Alleata per i Trasporti

R O M A

Direzione Generale Poste e Telecomuni-
cazioni

R O M A

ALLEGATO N.

1) La Direzione Generale delle Poste e Telegrafi segnala che, con il ristabilimento dei servizi postali nel territorio restituito all'Amministrazione Italiana ha l'assoluta necessità di avere a sua disposizione anche le vetture postali che attualmente sono adibite ad altri usi, considerato la notevole distruzione che ha subito il parco delle carrozze postali in conseguenza delle operazioni belliche.

2) Da notizie pervenute risulterebbe che le Forze Alleate tengono impegnate per usi diversi, le seguenti carrozze postali: carrozza Uy 2.042 adibita a deposito viveri nella stazione di Caserta;

carrozza Uy 2.043 in composizione al treno Comando che il 18 aprile 1945 era giacente a Roma Tiburtina;

carrozza Uz 1.308 adibita ad uso Officina a Roma S.Lorenzo

carrozze 8215, 8214, 8236, 8431 a Roma Smistamento arredate con panche per il trasporto di civili.

3) Si segnala quanto sopra, con preghiera di esaminare la possibilità di restituire le carrozze anzidette all'Amministrazione proprietaria.

./.

A.B.

4 - Saranno gradite comunicazioni per poter rispondere alla
Amministrazione delle Poste.

IL DIRETTORE GENERALE

Maniz

HEADQUARTERS ALLIED COMMISSION
AFO 394
Communications Sub-Commission

WRC/ams

P.41.213/OS

6th July 1945

Subject: Mail Vans on Military Train 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.

W. H. Green
mayor
for H. H. SCUDDER
Lt. Colonel, Sig. O.
Director.

Copy to:

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

36/218

1972/02

TRANSPORTATION SERVICE A.C.P.
(SIS DIVISION)
1/0 Transportation (Dr) Main,
2,2,2.

4 July 1945

Tel: 243138

Ref: 43/36/24.4

SUBJECT: Postal Facilities, Southern Italy
and the North.

TO : 03 Rev and 12
AFHQ

1. Pending the possibility of establishing through connection to the north for civilian passenger trains and mails, it could be very helpful if authority could be given for mail vans to be attached to the military trains operating between Turin and Paris, with the hope of extension into Bologna at least when circumstances permit.

2. The matter has been discussed with MRB, 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 services between North and South.

3. It would be appreciated if the matter could receive special attention in view of the desirability of procuring mail communications as a means of affecting individual movement until satisfactory facilities can be made available for the matter.

For the Chief Commissioner

Arthur May
A.D.P.R.O.,
Major

Copy to: MRB (Major Wilson)
AFHQ 03 Rev and 12 Officer, c/o MRB
Coordinate To US Mail
Communications and Service

1411

36/217

POM/1a

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

30 June 45

Tel. 545212
 Ref. AG/16/Tn 4

SUBJECT : Mail van Rome-Ferli.

TO : Communications Sub-Commission HQ AG

1. Reference yours 2 June file 2.41.134.C.F.
2. It has been agreed that commencing on 2 July a mail van will be attached to the Rome-Ferli leave train on Mondays-Wednesdays and Fridays.
3. No change has been made in the timings.

Phyllis M. W.
 For Director

Copy to: Movement's L.O. c/o MRS
 Rail Tn 3/3

1440

Military Railway Service,
CMF.

Tele: Firebox 9313,
Tn.A.3(0)26/41 - 171A.
27 June 1945.

To:- Joint Hq. Control, ROME.

Copy to:- Supt. Transportation.
Tn. Sub. Comm., AC.
(Building).

1. It is understood that the mail van ROME - FORLI was cancelled on 25 June owing to Leave train on this day being maximum allowable composition - 13 vehicles.
2. Please ensure that this van is forwarded regularly in future. It will not be cancelled without the authority of this Headquarters.
3. Please arrange to attach civilian mail van to ROME - FORLI leave train 28 June and commencing 2 July to each ROME - FORLI leave train i.e. Mondays, Wednesdays and Fridays each week.

H. Hayward

Capt., R.E.
for Brigadier,

Director, Military Railway Service.

JK.

1439

Subject: - Civilian Mail ROME - FORLI.

To: - Transportation Sub. Comm.	Military Railway Service, CMF.
AC, (Rail Division)	Tele: Firebox 9513,
(Building).	Tn.A.3(0)/26/41 - 175A.
	<u>29 June 1945.</u>

Reference your AC/36/Tn.4 dated 27 June 1945.

Please see my Tn.A.3(0)/26/41 - 171A of 27 June '45 which presumably crossed with your a/m letter.

It is pointed out that the civilian mail van is authorised in both up and down directions.

R. A. Wilson

Major R.E.
for Brigadier,
Director, Military Railway Service.

JK.

1438

MEMO

P.41.204/CS

Subject: Mail Vans

To : Transportation Sub-Commission (attention Major Watson).

Reference your AC/36/In4 of 12th June.

1. I enclose copy and translation of a letter in which the Ministry of Posts and Telecommunications appeals against an alleged proposal to convert two postal vans into passenger coaches. In view of the fact that requirements for postal vans are likely to increase considerably in the near future as services to the north are extended and as postal facilities now suspended are restored it is hoped that any such conversion can be avoided.

2. The second point raised regarding the transfer of two vans to Caserta can presumably be dealt with only on the basis of para 3 of your AC/36/In4 and the Ministry will be informed accordingly.

W.H. Green
for H.H. SCUDDER
Lt. Colonel, Sig.C.
Director.

Copy to:

Under Secretary of State for Posts and Telecommunications
(reference P.41.195 of 14th June and 474534 of 25th June).

Communications Sub-Commission

26th June 1945

Ext. 444

1257
Memo
my a/c 36/204 takes care shortage
of all this. there is no van can
specific case of a van can
where there is then approved or
MRS. H. H. Green
whole question of two reply to this
in reply
Major
28 June 45

COPY

Roma 25 giugno 1945

MINISTERO DELLE POSTE E
DELLE TELECOMUNICAZIONI

Alla: Commissione Alleata
Posts and Telecommunications
Sub-Commission

R O M A

Ispett. Gen. Mov. Postale
Div. I Sez. I
Prot. No. 474534

Via Veneto
e p.c. Poste Roma Ferrovia
(Rif. 2809.1/2-9.6.45)

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 Sotto-Commissione dei Trasporti affinché receda dalla deliberazione presa.

Si prega altresì di esaminare la possibilità di far restituire a questi servizi le carrozze No. 1240 e 6232 che risultano partite per Caserta d'ordine del Comando Alleato; a disporre analogamente per tutte le altre che eventualmente fossero trattenuate per servizi non dipendenti dalla Posta.

Sarà gradito cortese sollecito riscontro e si anticipano ringraziamenti.

IL DIRETTORE GENERALE

Translation

25th 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 intervene with Transportation Sub-Commission so that they do not carry out such a decision.

We also beg you to examine the possibility to return to our service the vans No. 1240 and 6232 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.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HR/ans

P.41.205/CS

26th June 1945

Subject: Mail Vans

To : Under Secretary of State for Posts and Telecommunications.

With reference to your L74934 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.41.205/CS of 26th June.

2. As regards the employment of vans No. 1240 and 6282 I must refer you to paragraph 3 of AG/36/104 of 12th June enclosed with my P.41.195/CS of 14th June which 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.

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

Copy to:

Transportation Sub-Commission (Inform. Major Watson). ✓

1435

36/212

FCM/10

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

Tel. 843235
Ref. AG/36/In 4

27 June 1945

SUBJECT : Civilian Mail Rome-Ferri.

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

1. Reference my letter of 11 June regarding mail service Rome-Ferri.
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-Ferri.
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 - Bldg.
" " " Rail Tn S/C
" " Communication S/C.

1431

05581

Transportation
SC

RECEIVED

17 JUN 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/sms

HQ ^{Inf L}
P.41.195/OS

14th June 1945

Subject: Mail Vans
To : Under Secretary of State for Posts and Telecommunications.

With reference to my P.41.183/OS.

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.

W. H. Green
Major
for H. H. SCHMIDT
Lt. Colonel, Sig. O.
Director.

1 Inc.

Copy of: AG/36/An 4 of 12th June

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

1423

ALLIED FORCE
MILITARY RAILWAY SERVICE
JOINT RAILWAY CONTROL - NAPLES

12 JUNE 45

SUBJECT: POSTAL VANS, NAPLES COMPARTMENT

TO : DMRI, MRS, APO 512, ATTN: MAJOR S.E. LONDON

1. REFERENCE TO ATTACHED CORRESPONDENCE.

A. POSTAL VANS 6248, 4019 AND 1248 ARE IN SERVICE BETWEEN NAPLES AND BARI, VIA TARANTO ON TRAIN 1941.

B. POSTAL VANS 2058, 2052 AND 2050 ARE IN SERVICE BETWEEN NAPLES AND GIOIA TAURO, VIA SALERNO IN TRAIN 83.

C. POSTAL VAN 1067 IS IN SERVICE BETWEEN NAPLES AND BARI VIA FOGGIA IN TRAIN 815.

D. POSTAL VAN 8214 IS IN SERVICE FROM SALERNO TO SAPRI IN TRAIN 1957.

POSTAL VAN 1255 IS IN SERVICE BETWEEN NAPLES AND BRINDISI IN TRAIN 8235 AND IS USED BY THE MILITARY.

F. POSTAL VANS 8458 AND 7009 ARE IN RESERVE AT NAPLES CENTRAL.

GEORGE H CHAPMAN
CAPT., S.E.

1102

36/208

PGM/1c

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

Tel. 843238
Ref. AC/36/Tn 4

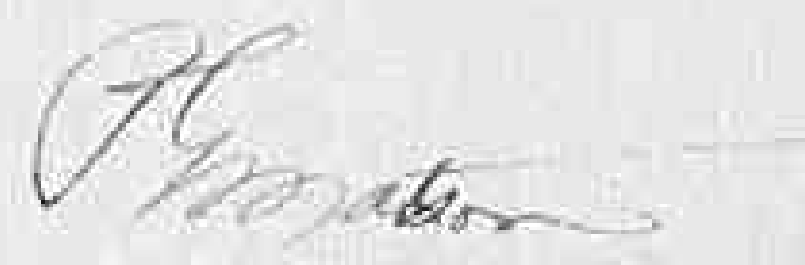
6 May 1945

SUBJECT : Postal Vans

TO : D.M.R.S.I. - Bldg.

1. The undersecretary of State for Posts and Telecommunications is disturbed about the shortage of postal vans.
2. It would be appreciated if the use of such vans for purposes other than mail could be relaxed.
3. Special mention is made of the shortage of mail vans at Naples where box cars have had to be used for mail services recently.

For the Chief Commissioner :


P.G. MATSON, Major

Copy to: Communications Sub-Comm. HQ AC (refers P.41-129 C.S.)

② IIR responsibility

36/207

PGW/1c

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

12 June 45

Tel. 843238
Ref. AC/36/Tn 4

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.

William Mayr
2cc Director

163

HEADQUARTERS ARABE COMMISSION
 304
 Communications Sub-Commission

2H/ans

7th June 1945

2 P.54.33

Subject: Postal Motor Services

To : Under Secretary of State for Posts and Telecommunications

with reference to P.16/336 of 16 May.

1. The present position regarding the proposed road services is as follows:

Route 1 Forlì to Venice

Transportation Sub-Commission has not yet been able to arrange the service but as a temporary expedient the Regional Commissioner is, with some considerable difficulty, providing a vehicle for this service. The Postal Officer Bologna has been asked to arrange with Venetian Region as regards operating details.

Route 2 Forlì to Milan

Transportation Sub-Commission has not yet been able to arrange this service but hopes to do so later this month. The present connection is by means of a contract service from Milan which is not at present operating very satisfactorily.

Route 3 Leghorn to Genova

A service with one vehicle was organized by Transportation from Leghorn to Genova on 5th June. Initial experience of the service is gaining; the vehicle will depart Leghorn at 7.00 a.m. Tuesdays, Thursdays and Saturdays; returning from Genova the following days.

Route 4 Genoa to Turin

This is unnecessary as train services are in operation.

2. Transportation Sub-Commission (Rails) has been asked to consider the possibility of increasing the frequency of the postal van on the Rome-Forlì train and extending it through to Bologna which may affect the working on Routes 1 and 2.

3. Reference paragraph (5) and (7) of P.16.336/CS. In view of the removal of the restrictions on travel to the places concerned the reporting of the names etc. of the guards and the provision of special permits will be unnecessary. The men will require the usual Post Office documents and any necessary permits to ride on military vehicles will be issued in the region from which a service operates.

4. It is recommended that you keep in touch with the Ministry of Communications with regard to proposals to sell vehicles to the Italian State Railways for the purpose of bridging gaps in railway services.

Copies to:

Transportation	Road Divn	
	Movements Divn	
	Rail Divn	✓
Postal Officers	Emilia	Region
	Liguria	"
	Lombardia	"
	Venezia	"
	Toscana	"

W. H. Green
major
 for H. H. SCUDDER
 Colonel, Sig. C.
 Director.

1428

0581

36/205
PGW/1c

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

11 June 45
Tel. 843238
Ref. AC/36/Tn 4

SUBJECT : Mail Van Rome-Ferli Military passenger train.

TO : DMRS -- 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 Ferli 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 G-5 AFHQ for your information.

For the Chief Commissioner :

P.G. MATSON, Major

Copy to: Movements L.O. c/o MRS - Bldg.
 " " Rail Tn Sub-Comm. HQ AC
 " " Communications Sub-Comm. file P.41.184.08.

Ref. 843238

Ref. AC/36/Tn 4

SUBJECT : Mail Van Rome-Ferli Military passenger train.

TO : DMRS -- Bldg.

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For the Chief Commissioner :

P.O. WATSON, Major

Copy to: Movements L.O. c/o MRS - Bldg.
" " Rail Tn Sub-Comm. HQ AC
" " Communications Sub-Comm. File P.41.184.08.

1427

36/204

RECOMMENDATIONS AND CONCLUSIONS

ASO 394

Communication Section Sub-Commission

6 April 1945

W.41.124.63

SUBJECT: Conveyance of Civil Mails by Military
Aircraft and Vehicles.

TO: SAC, A.F.H.Q.

1. In view of present developments a demand for the rapid extension of civil postal service into the newly liberated provinces can be forecast, and it will be very desirable that such facilities should be provided as soon as security permits. If a postal service of reasonable frequency and speed can be introduced at an early date, the problem of unnecessary movement of individuals and illicit conveyance of unexamined correspondence will be greatly diminished.

2. A civil postal service from Rome northwards will be mainly dependent on permission to make use of military trains for mails purposes and it would be very helpful a directive could be issued from A.F.H.Q. approving in principle the conveyance of civil mails and mail messengers by military trains where adequate civil transport facilities are not available. It is, of course, appreciated that normal mail train facilities cannot be expected at this stage of events, but it is thought that on the basis of such a directive it might be possible without unduly affecting the operation of military trains, to afford reasonable postal facilities.

3. The requirements of a wartime postal service are essentially different from the normal conveyance of goods and may be summarized as follows:

- (a) Frequency rather than large capacity
- (b) Intermediate stops at the most important places at points suitable for the prompt discharge and loading of consignments to be
- (c) Timings sufficiently stable to permit proper arrangements to be made for mail consumers' duties both on the train and at the authorized stopping places.
- (d) Reasonable security for the conveyance of valuables, such as stamp supplies, bonds and other items valued from time to time by provinces. The satisfactory operation of Post Office mail and financial services depends on the regular flow of insured mail of this type.
- (e) Arrangements for the treatment of Post Office personnel employed on mail messenger duties or a similar footing to railway workers in the matter of passes to travel on the trains and to proceed into northern areas. In large postal centers such as Rome it is very difficult to make proper arrangements for the operation of duty rosters and for emergency if traveling personnel have to be provided for under the ordinary civilian travel regulations.

142

speed can be achieved and illiate conveyance of unsecured correspondence will be greatly diminished.

2. A civil postal service from base operations will be mainly dependent on permission to make use of military trains for mail purposes and it would be very helpful a directive could be issued from A.P.F.S. approving in principle the conveyance of civil mails and mail passengers by military trains where adequate civil transport facilities are not available. It is, of course, apparent that normal mail train facilities cannot be expected at this stage of operations but it is thought that on the basis of such a directive it might be possible without unduly affecting the operation of military trains, to afford reasonable postal facilities.

3. The requirements of a wartime postal service are quantitatively different from the normal conveyance of goods and may be summarized as follows:

- (a) Frequency rather than large capacity
- (b) Intermediate stops at the most important places at points suitable for the prompt discharge and loading of despatches
- (c) Facilities sufficiently stable to permit proper arrangements to be made for mail containers, duties both on the train and at the authorized stopping places.
- (d) Reasonable security for the conveyance of valuables, such as stamp supplies, bonds and other certificates from bonds to the provinces. The satisfactory operation of Post Office mail and financial services depends on the regular flow of insured mail of this type.

(e) Arrangements for the treatment of Post Office personnel employed on mail passenger duties on a similar footing to railway workers in the matter of pay to travel on the train and to proceed into northern areas. In large postal centers such as London it is very difficult to make proper arrangements for the operation of duty rosters and for arrangements if travelling personnel have to be provided for under the ordinary civilian travel regulations. This has caused much inconvenience in these posts.

4. As stated in 3 (a), frequency rather than capacity is a primary consideration and on many services the part use of a baggage car for the mails and their escort (usually two men) would suffice. The main trunk services are however likely to justify the exclusive use of a rail van and in this connection it would be very helpful if it could be laid down that the special postal railway carriages (of which only a small number remain in usable condition) could be reserved for civil postal purposes.

././././

(2)

5. A general authority for the conveyance of civil mails and postal messengers by military road transport travelling with arms available would also be useful in certain circumstances although the postal system could not be developed on the basis of such transport.

FOR THE CHIEF COMMISSIONER

J. B. HENDERSON
Colonel,
Director.

1420

2.4.124.63

SUBJ: Mail Van Forli'

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

With reference to your AC/36/Tn 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.41.124 of 30th April to G-5 A.P.H.Q. 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-Mapes 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-Forli' 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 M.R.S. can suggest an alternative which will meet the requirements of para 3 and of P.41.124.63 in this case it would be welcomed.

5. The importance of the Rome-Forli' service lies in the fact that on it rests the newly opened postal service between South Italy and Emilia, Lombardia and Venetia, service from rail head being by road services. At the commencement this service has been restricted to 45 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 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.

L. J. W. Green

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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-Fortis 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 M.A.S. can suggest an alternative which will meet the requirements of para 3 a-d of P.41.124.03 in this case it would be welcomed.

5. The importance of the Rome-Berlin service lies in the fact that on it rests the newly opened postal service between South Italy and Emilia, Lombardina and Venezia; service from rail head being by road services. At the commencement this service has been restricted to 45 gram letters, but, in view of the controversial importance of the North, it will not be possible for long to maintain this limitation.

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7. The Rome-Arcana 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 Fieldt.

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 railroad, and so save the Forli' Bologna mileage on the trunk road service.

1. Incl. Copy of P. 12. 124

THAT, TO WIT: OF THE
 COPIES TO: 6-5 (Ref. 311.1 of 27 May 1966) (5466)

Postal Offices: Milano, Venezia, Lombardia,
Toscana Regions.

Undersecretary of State for P. W.

for M. K. Soudan,
Lt. Colonel, M.C.
Director.

W. H. Green
Mayor

COMMITTEES AND FORS S/C

14

8 June 1905

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

P.41.124.03

8 April 1945

SUBJECT: Conveyance of Civil Mails by Military Trains and Vehicles

TO : G-5, A.F.H.Q.

1. In view of present developments a demand for the rapid expansion of civil postal services into the newly liberated provinces can be foreseen, and it will be very desirable that such facilities should be provided as soon as Security permits. If a postal service of reasonable frequency and speed can be introduced at an early date, the problem of unnecessary movement of individuals and illicit conveyance of uncensored correspondence will be greatly diminished.

2. A civil postal service from Rome northwards will be mainly dependant on permission to make use of military trains for mails purposes and it would be very helpful if a directive could be issued from A.F.H.Q. approving in principle the conveyance of civil mails and mail messengers by military trains where adequate civil transport facilities are not available. It is, of course, appreciated that normal mail train facilities cannot be expected at this stage of events, but it is thought that on the basis of such a directive it might be possible, without unduly affecting the operation of military trains, to afford reasonable postal facilities.

3. The requirements of a wartime postal service are essentially different from the mere conveyance of goods and may be summarised as follows:

- (a) Frequency rather than large capacity
- (b) Intermediate stops at the most important places at points suitable for the prompt discharge and loading of despatches
- (c) Timings sufficiently stable to permit proper arrangements to be made for mail messengers' duties both on the train and at the authorised stopping places.
- (d) Reasonable security for the conveyance of valuables, such as stamp supplies, bonds and other carte valori from Rome to the Provinces. The satisfactory operation of Post Office mail and financial services depends on the regular flow of insured mail of this type.
- (e) Arrangements for the treatment of Post Office personnel employed on mail messenger duties on a similar footing to railway workers in the matter of passes to travel on the trains and to proceed into northern areas. In large postal centers such as Rome it is very difficult to make proper arrangements for the operation of duty rosters and for emergencies if travelling personnel have to be provided for under the ordinary civilian travel regulations. This has caused much inconvenience in the past.

4. As stated in 3 (a), frequency rather than capacity is a primary consideration and on many services the part use of a baggage car for the mails and their escort (normally two men) would suffice. The main trunk services are however likely to justify the exclusive use of a mail van and in this connection it would be very helpful if it could be laid down that the special postal railway carriages (of which only a small number remain in usable condition) could be reserved for civil postal purposes.

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5. A general authority for the conveyance of civil mails and postal messengers by military road transport travelling with space available would also be useful in certain circumstances although the postal system could not be developed on the basis of such transport.

FOR THE CHIEF COMMISSIONER

J. L. HENDERSON
Colonel,
Director.

Copy Wilson mls

Tel. ROME 8431915 (Ricevitori)
EXT. 9313

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (CMRSO)

Tn.A.3(0)/26/41-1 9A.

5 June 1945.

To:- Movement Section,
I.S.R.

Reference your M22/144/2202/36 dated 26 May 1945. Please note that all demands for civilian rail services other than I.S.R. employees' must and will be submitted to Transportation Sub. Commission, A.C. (Rail Division) c/o Tn.(Br) Main C.M.F.

Si fa riferimento alla vostra M22/144/2202/36 del 26/5/45. Si prega di prender nota che tutte le domande per servizi ferroviari per viaggiatori civili, esclusi quelli per agenti F.S., devono essere presentati alla SottoComm. Trasporti, A.C. (Sez. Ferrovie) presso Ente Centrale Trasporti (Britannico)/

R. A. Wilson

Major R.E.
for Brigadier,
Director, Military Railway Service.

Maggiore R.E.
per il Brigadiere
Direttore del Serv. Mil. Ferr.

Copy to:- Tn. Sub. Comm. A.C.,
(Rail Division) c/o
Tn. (Br) Main,
CMF. Your AC/35/Tn.4 refers.

1493

36/200

PGM/ic

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

6 June 1945

Tel. 843238
Ref. AG/35/Tn 4

SUBJECT : Mail Vans

TO : Communications Sub-Commission
HQ AG

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.

Phedon Major
For Director

Copy to: Major Baister Bldg.
" " Movement's Rail Tn Sub-Comm. HQ AG

1621

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

RACR/rm

P.41.163.CS

22nd May 1945.

SUBJECT: Location of Postal Vans.

TO : Transportation Sub-Commission, A.C.

1. It has come to light that a Postal Van No.1308 is at present situated in the Locomotive Depot at San Lorenzo, and is being used as a workshop by Allied Military.
2. As there is a shortage of postal vans for the Italian postal service is it please possible to find out whether the release of the above mentioned van can be obtained.

R. A. C. Routhy
lt. Col.
J. L. HENDERSON,
Colonel,
Director.

PGM/lc

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 Forli

TO : Communications Sub-Commission
(attention Major Green)

1. Reference telephone conversation 5 June pertaining to mail van on Rome-Forli 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.

Alphonse Morn
For Director

1419

SUBJECT : Mail Van Forli

TO : Communications Sub-Commission
(attention Major Green)

1. Reference telephone conversation 5 June pertaining to mail van on Rome-Forli 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.

Thompson
For Director

1419

36/107
 ALLIED FORCE
 MILITARY RAILWAY SERVICE ITALY
 OFFICE OF THE DIRECTOR (DNRSI)
 Tn.A.3(O)/26/41-168A.
 5 June 1945.

Subject:- Mail van ROME - FORLI.

To:- Transportation Sub. Comm. A.C.,
 (Rail Division) c/o Transportation
 (Br) Main, C.M.F.

Reference AG/36/Tn.4 dated 2 June 1945.

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.

The attached application has been received from the I.S.R. for the conveyance of the mail, from which it will be seen that their demand differs from the one submitted by you.

R.A. Wilson

Major R.E.
 for Brigadier,
 Director, Military Railway Service.

JK.

05761

To:-- Transportation Sub. Comm. A.C.,
(Rail Division) c/o Transportation
(Br) Main, C.M.F.

Reference AC/36/Tn.4 dated 2 June 1945.

(X) 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.

The attached application has been received from the I.S.R. for the conveyance of the mail, from which it will be seen that their demand differs from the one submitted by you.

JK.

R.A. Wilson

Major R.A.
for Brigadier,
Director, Military Railway Service.

1418

36/195

COPY

26 MAY 1945

FROM I.S.R. Movement Section ROME
TO 774th Rly. Grand Division
I.S.R. Movement Service.

M.22/144/2202/36 The Italian General Post Office ask that one mail van type UM be coupled to trains 5102 and 5101, on the days when they are operating, between ROME and FORLI. In case said mail van whould not be available one luggage van with post compartiment could be coupled to the above trains, for conveyance of mail in Northern Italy.

Please give authority.

Chief of Movement Section
Signed : Gemellaro.

1467

RGM/ag

36/495

TRANSPORTATION SUB-COMMISSION, A.C.,

(RAIL DIVISION)

C/o Transportation (Br) Main

C.V.F.

Tele : 843238
Our ref: AC/36/Tn.4

2 June 1945

TO : M.R.S. Bldg.

SUBJECT: Mail Van Rome - Forlì

1. The Civil post has increased to such an extent that it is desired to operate a Mail Van Mondays, Wednesdays and Fridays on the Rome-Forlì leave and reinforcement train.
2. At present a Mail Van leaves Rome on this train on Mondays only.

For the Chief Commissioner:

P.S. WATSON, Major.

1416

36/198

The composition of the Military train Rome-Forlì that leave here 1735 Mon-Wed. Fri. is stated time by time on dependance of the Militaries that must leave.

On medium, said train it is composed of a car page, and ten bogies coaches of 3rd class.

Besides, the Monday it carry also a mail Van and on Wednesday and Sunday a sleeping car for Forlì

Movement Service
BIONDI

1415

APPUNTO PER IL CAV.CORI

La composizione della tradotta militare Roma-Forlì (in partenza da Roma ore 17,35) viene stabilita di volta in volta dal R.T.O. a seconda del numero dei militari partenti.

In media essa è composta del bagagliaio e dieci carrozze di 3^a classe e carrelli.

Inoltre il lunedì porta in più una vettura postale per Pesaro e nei giorni di mercoledì e domenica una vettura letti per Forlì.

M. S. M.

36/194

PGM/ic

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

Tel. 843238
Ref. AC/36/Tn 4

26 May 1945

SUBJECT : Civilian Mail Rome-Arezzo.

TO : Communications Sub-Commission HQ AC

1. Arrangements have been made to handle a Mail Van on freight trains Rome-Arezzo sundays and wednesdays and Arezzo-Rome Mondays and thursdays.

2. It is intended that a tri-weekly civilian passenger service be established on or about 4 June and request has been made for a mail van on each train.

William M. Draper
For Director

1413

THE ROME BR317175 (Freight)

EXT 9313.

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Tn.A.3(0)/26/41.

23 May, '45.

Subject:- Civilian Mail - Rome - Arezzo.

To:- Tn. Sub. Comm., AC (Rail Division)
c/o Transportation (Br) Main, CMF. (Ref. AC/36/Tn.4 dated
Supt. Transportation. 22 May).
Joint Rly. Control, Rome.
Mov. L.O. (Building).

Owing to suspension of leave and reinforcement trains Rome - Arezzo civilian mail between the same points will now pass by freight service.

Joint Control please arrange for suitable van to be placed at Rome Termini by 1100 hours on Sundays and Wednesdays commencing 27 May till further notice, loaded van to go forward by first freight service to Arezzo, returning to Rome on Mondays and Thursdays.

W. Hayward

Capt., R.E.
for Brigadier,
Director, Military Railway Service.

JK.

1412

Ref: 478303

HEADQUARTERS ALLIED COMMISSION
APO 394

CNC/td

Transportation Sub-Commission

Our ref.: AC/26/7/Tn 3

15 May 1945

SUBJECT: Transport for Civil Postal Services

TO : HQ 15 Army Group for CAS
Communications Sub-Comm.
Road Division
Mov. Div - Rail ✓
Regional Commissioner Emilia Region

1. Ref my Signal 7573 of 14 May 1945 (not to Emilia Region).
2. It is desired to restore internal civil postal communication across Economic Line as early as possible.
3. Communications Sub-Commission (P.41-147.C8. of 14 May '45) states that approval to the resumption of postal communication has been given by Military Security (15 Army Group).
4. The intention is that civil post will be carried by rail to FORLI Railhead and from there moved by HT on the following routes:-

Route 1. FORLI to VENICE

FORLI
RAVENNA
FERRARA
ROVIGO
PALOVA
VENICE

Distance approx 150 Miles

Route 2. FORLI to MILAN

FORLI
BOLOGNA
MODENA
REGGIO
PARMA
PIACENZA
MILAN

Distance approx 200 Miles

1441

1. Ref my Signal 7573 of 14 May 1945 (not to Emilia Region).
2. It is desired to restore internal civil postal communication across Economic Line as early as possible.
3. Communications Sub-Commission (P.41.147.CS. of 14 May '45) states that approval to the resumption of postal communication has been given by Military Security (15 Army Group).

4. The intention is that civil post will be carried by rail to FORLI Railroad and from there moved by MT on the following routes:-

Route 1. FORLI to VENICE

FORLI
RAVENNA
STRAARA
ROVIGO
PADOVA
VENICE

Distance approx 150 Miles

Route 2. FORLI to MILAN

FORLI
BOLOGNA
MODENA
REGGIO
PARMA
PIACENZA
MILAN

Distance approx 200 Miles

Route 3. LEGHORN to GENOA

LEGHORN
PISA
MASSA
LA SPEZIA
GENOA

Distance approx 125 Miles

1411

Route 4. GENOA to TURIN

GENOA
ALESSANDRIA
ASTI
TURIN

Distance approx 120 Miles

5. Loading and Unloading.
Responsibility for supervising and loading of Trucks is that of Communications Sub-Commission who are requested to confirm arrangements made.

6. Escorts.
Communications Sub-Commission will make arrangements for uniformed escorts to accompany trucks and to be responsible for safeguarding and the correct collection and delivery of all loads.

7. Trucks.

(a) <u>Route 1.</u>	One Truck	) To operate regular service on alternate days
(b) <u>Route 2.</u>	Two Trucks	) To be provided under arrangements of Road Division from Unit under command A.C., M.T. Group, located at or near TORIL, for (a) and (b) and LEHORN for (c).
(c) <u>Route 3.</u>	One Truck	)

Note. Each truck is an American type 30 cwt chassis fitted with 2 ton body. Maximum load 2 Tons. It is therefore important that truck returns regularly to its base for maintenance etc. Driver of each truck is Italian (Army).

8. Subject to receipt of Authority from HQ 15 Army Group to operate trucks across Economic Line please will Road Division confirm date upon which they will have unit located at or near TORIL (anticipated 7/10 days) and be in a position to provide the 3 trucks to operate Routes 1 and 2. Please will Road Division also confirm date they can commence operating Route 3.

9. Route 4.
Please will 15 Army Group confirm that they can detail one truck from 1st Truck Bn., A.C. (now under their temporary command) to operate an alternate days from GENOA and state upon what date the service can commence.
Communications Sub-Commission have stated that rail communication is now available between GENOA and TURIN which can probably take care of Route 4. Please will 15 Army Group confirm.

10. Payment
Please will Communications Sub-Commission state to whom

To operate regular service on alternate days

Each truck is an American type 30 cwt chassis

Each truck is an American type 30 cwt chassis fitted with 2 Ton body. Maximum load 2 Tons. It is therefore important that truck returns regularly to its base for maintenance etc. Driver of each truck is Italian (Army).

8. Subject to receipt of Authority from HQ 15 Army Group to operate trucks across Economic Line please will Road Division confirm date upon which they will have unit located at or near FORLI (anticipated 7/10 days) and be in a position to provide the 3 trucks to operate Routes 1 and 2.

Please will Road Division also confirm data they can commence operating Route 3.

Route 4.

Please will 15 Army Group confirm that they can detail one truck from 1st Truck Bn., A.C. (now under their temporary command) to operate an alternate days from G3NOA and state upon what date the service can commence.

Communications Sub-Commission have stated that rail communication is now available between GENOA and TURIN which can probably take care of Route 4. Please will 15 Army Group confirm.

Prevention

Please will Communications Sub-Commission state to whom cost of transport is to be debited.

For the Chief Commissioner :

Copy to:-

Regional Commissioner Venezia Region
Lombardia " "
Piemonte " "
Liguria " "
Toscana " "

C. W. CHRISTENSEN
Lt. Colonel

36/191

PGM/lc

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

22 May 1943

Tel. 843238
 Ref. 40/36/Tn 4

SUBJECT : Civilian Mail - Rome-Arezzo.

TO : MRS (Blag). (Attention Major Wilson).

1. On account of the Rome-Arezzo leave train being cancelled from 25 May, will it be possible to handle a mail van on freight trains twice per week.
2. Mail at present leaves Rome on Wednesday and Sunday returning leaves Arezzo on Monday and Thursday.
3. It would be appreciated if approximately the same service could be arranged in connection with present freight services.

For the Chief Commissioner :

P.G. HATTON, Major

Copy to: Communications Sub-Comm. HQ AC
 " " Capt. Gray L.O. with MRS-Blag.
 " " Movement Rail Tn Sub-Comm. HQ AC

1410

36/190

MEMO

41.153.05

SUBJECT: Civil Mails on Trains.

TO : Transportation Sub-Commission
(Att: Major Ping)

Reference telephone conversation of this afternoon
(Major Ping - Lt. Col. Routh).

The Regional Postal Officer, Toscana Region, reports:-

"MRS E'MS Florence have no objections to a daily train
ROME FLORENCE. No difficulty for trains south possibly some
for those north bound due to lack of volume. Major BLAIR
has called or tried to call Major PING concerning same.
Must be cleared in ROME first".

R. a. c. Routh
J. L. HENDERSON
Colonel,
Director.

Communications S/C
Ext: 444

17th May 1945

1629

36/189

PGM/10

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

21 May 1945

Tel. 843238
Ref. AC/36/Tn 4

SUBJECT : Civilian Mail on Military Trains - Florence-Bologna.
TO : Communications Sub-Comm. HQ AC

1. Reference your file P.41 - 152/OS of 16 May 1945.
2. When thru service is established it will be possible to transport civilian mail in both directions daily.
3. If postal vans are not available space in other available equipment will be furnished.

Pherson
For Director *May*

1458

36/188

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

531.7 T

A.P.O. 512
19 May 1945

SUBJECT: Civilian Mail Between Florence and Bologna.

TO: AC Tn Sub-Commission,
Rail Division,
Building.
ATTENTION: Major Matson

1. Reference your letter AC/36/Tn 4, 18 May, above subject.

2. When through service is established, it will be possible to transport civilian mail daily in both directions. We may not be able to find postal vans, hence, the use of box cars will be necessary. At any rate, the transportation of civilian mail can be arranged.

FOR THE DIRECTOR:

S. E. London
S. E. LONDON
Major, T.C.
Supt. Transportation

147

36/187

PGM/10

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

Tel. 843238
Ref. AC/36/Tn 4

18 May 1945

SUBJECT : Civilian Mail on Military trains.

TO : DMRSI - Bldg.

1. As soon as the line is open thru between Florence and Bologna it is desired to ship approximately 5 tons of Italian civilian mail daily between these points in both directions.
2. Will you kindly examine the possibility of handling this mail and advise us what service you can offer.

For the Chief Commissioner :

P.G. MATSON, Major

1406

HQ.
TRAN
FRC
1

MEMO

RACR/bs

P.41.152/CS

Subject: Civil Mails on Trains.

To. : Transportation Sub-Commission. (att Major Ping)

Reference telephone conversation of this afternoon
(Major Ping-Lt. Col. Routh).

It is understood that the Florence to Bologna railway
line may be completed by 31 May 45.

May provision be made for mails to be conveyed on trains
travelling between Florence and Bologna (estimated weight 5 tons a day)
in both directions, please?

MRS and MOV at Florence have been consulted by the Regional
Postal Officer and raise no objections.

R. A. C. Routh
Lt. Col.
J. L. HENDERSON
Colonel,
Director.

Communications Sub-Commission
Extn 444

16th May, 1945

1403

MAY 151615Z

E/573
MAY 152025Z
ROUTINE

FIRENZE

COMMUNIC TILES SUBCOMMISSION VIA VENETO ROMA

IN CLEAR.

Civil passenger train with a mail car leaving FIRENZE 1745 arriving ROMA 0745 ROMA 1800 arriving G600 proposed to start 20 of May if cleared by all thrice weekly. Can handle this end with 2 days notice. If cleared suggest reroute mail FIRENZE PISTOLA and BOLOGNA via FIRENZE this should come to 5 tons or more a day and satisfy requirement for a daily train - A J ALLEN 1st Lt Cav.

DLT

ACTION: Communications S/C
INFO: A/President
Chief Commissioner
Sec Sec
Tn S/C 2
File 2
Post

36/184

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

15 May 1945

Tel. 843238
Ref. AC/36/Tn 4

SUBJECT : Civilian Mail on Military trains.

TO : Communications Sub-Comm. HQ AC

1. Reference yours P.41 CB., 6th May 1945.
2. Attached is a copy of MRS circular 531.7 T for your information.
3. Schedule of Rome-Forlì leave train is as follows :

Leaves Rome & Forlì

Sunday, Monday, Tuesday, Wednesday
Thursday, Friday.

Time beyond Jesi :

1940	Falconara	0300
1830	Pano	0420
1700	Pesaro	0600
1535	Rimini	0715
1400	Forlì	0900

4. Under the changed conditions it is possible that more mail service is desired than quoted in your request for only one daily bag beyond Jesi.
5. Will you kindly submit your full requirements on the Rome-Forlì train and am sure that your request will be favourably considered by the Military Railway Service.

Major
Dir. Director 403

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

RM/vp

Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director - Italy

A.P.O. 512
 9 May 1945

511.7 T

SUBJECT: Leave and Reinforcement Trains
 Rome - Forth - Rome -
 Rome - Arezzo - Rome -

TO : Joint Railway Control, Rome

ROME - FORTH - ROME Leave and Reinforcement Trains:

The schedule for this service will be as follows:- upon the
 introduction of the additional trains-FORTH to ROME Wed. 3 May -
 ROME to FORTH Thurs. 17 May - FORTH to ROME Fri. 18 May:-

SCHEDULE N.2

Day	Dest.	Time	Arrive	Day	Time	Type
SUN	FORTH	1400	ROME	MON	0615	LL
- MON	ROME	1735	FORTH	TUE	0900	LL
TUE	FORTH	1400	ROME	WED	0615	LL
- WED	ROME	1735	FORTH	THU	0900	LL
THU	FORTH	1400	ROME	FRI	0615	LL
- FRI	ROME	1735	FORTH	SAT	0900	LL

SCHEDULE N.3

- SUN	ROME	1735	FORTH	MON	0900	LR
MON	FORTH	1400	ROME	TUE	0615	LL
- TUE	ROME	1735	FORTH	WED	0900	LL
WED	FORTH	1400	ROME	THU	0615	LL
- THU	ROME	1735	FORTH	FRI	0900	LL
FRI	FORTH	1400	ROME	SAT	0615	RR

ROME - AREZZO - ROME Leave and Reinforcement Trains:-

Day	Dest.	Time	Arrive	Day	Time	Type
SUN	AREZZO	1400	ROME	MON	0615	LR
- MON	ROME	1735	AREZZO	TUE	0900	LL
TUE	AREZZO	1400	ROME	WED	0615	LL
- WED	ROME	1735	AREZZO	THU	0900	LL
THU	AREZZO	1400	ROME	FRI	0615	LL
- FRI	ROME	1735	AREZZO	SAT	0900	RR

Equipment departing ROME on Sundays (effective 13 May) will lay
 over at AREZZO until departure of LL Wednesdays.

SCHEDULE N.1 - will be as follows, effective 13 May 1945.

SUN	ROME	2130	AREZZO	MON	0615	LR
-----	------	------	--------	-----	------	----

the schedule for the introduction of the additional trains - FORLI to ROME Wed. 9 May - ROME to FORLI Thurs. 17 May - FORLI to ROME Fri. 18 May:-

SCHEDULE N.2

Day	Dep.	Time	Arrive	Day	Time	Type
SUN	FORLI	1400	ROME	MON	0615	LL
MON	ROME	1735	FORLI	TUE	0900	LL
TUE	FORLI	1400	ROME	WED	0615	LL
WED	ROME	1735	FORLI	THU	0900	LL
THU	FORLI	1400	ROME	FRI	0615	LL
FRI	ROME	1735	FORLI	SAT	0900	LL

SCHEDULE N.5

SUN	ROME	1735	FORLI	MON	0900	LR
MON	FORLI	1400	ROME	TUE	0615	LL
TUE	ROME	1735	FORLI	WED	0900	LL
WED	FORLI	1400	ROME	THU	0615	LL
THU	ROME	1735	FORLI	FRI	0900	LL
FRI	FORLI	1400	ROME	SAT	0615	ES

ROME - AREZZO - ROME Leave and Reinforcement Trains:-

	CANONICALS	EXPEDITIVE DATE
ES	AREZZO - ROME	MON 14 MAY 1945
LR	ROME - AREZZO	TUE 15 MAY 1945

Equipment departing ROME on Sundays (effective 13 May) will lay over at AREZZO until departure of LL Wednesdays.

SCHEDULE N.3 - will be as follows, effective 13 May 1945.

SUN	ROME	2130	AREZZO	MON	0615	LR
MON	AREZZO	2215	ROME	TUE	0700	LL
TUE	ROME	2130	AREZZO	FRI	0615	LL
FRI	AREZZO	1015	ROME	FRI	1900	ES
FRI	ROME	2130	AREZZO	SAT	0615	LR
SAT	AREZZO	1015	ROME	SAT	1900	ES

FOR THE DIRECTOR :

S.E. LONDON
Major, TC
Supt. Transportation

Maj. Rowen, LO bldg
DAD Tn 3 (O) Bldg
AD Tn 3 (M) Bldg.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/epc

6th May, 1945

P.41. .CS

SUBJECT: Forli Province and San Marino - Introduction
of Postal Services.

TO: Transportation Sub-Commission

Reference P.41.118.CS of 23rd April, 1945.

1. The following report has been received from the
Postal Officer Umbria - Marche Region.

"Have seen MRS and MOV Ancona. They have no objections
to weekly train going to Forli or our using leave
train to Forli. Can you clear same in Rome".

2. In these circumstances the Italian Ministry of Posts
and Telegraphs is being advised that the postal van on the
weekly service may be used through to Forli.

Will you please say whether the proposal in para (b)
of P.41.118.CS of 23rd April may also be put into effect and
give approximate timings for the service beyond Jesi.

3. With the early prospect of the opening of postal
services to the North of Italy there will be a strong need for
an increased frequency in the provision of a postal van on
the Rome - Forli service and no doubt this will be borne in
mind in planning future developments. (P.41.124.CS of 28th
April refers).

B. A. C. Routh Lt. Col.
J. L. HENDERSON
Colonel,
Director.

1401

Copy to: Regional Commissioner, Umbria-Marche Region
Att: Postal Officer
Regional Commissioner, Emilia Region
Att: Postal Officer

0598

36/182

PGM/1c

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

6 May 1945

Tel. 943238
Ref. AC/36/Tn 4

SUBJECT : Postal Vans

TO : P.M.R.S.I. - Bldg.

1. The undersecretary of State for Posts and Telecommunications is disturbed about the shortage of postal vans.
2. It would be appreciated if the use of such vans for purposes other than mail could be relaxed.
3. Special mention is made of the shortage of mail vans at Naples where box cars have had to be used for mail services recently.

Per the Chief Commissioner :

P.T. HANSEN, Major

Copy to: Communications Sub-Comm. HQ AC (refers P.41-129 C.S.)

*Copy of P.41-129
531.7 T mailed
to Major Hansen
13 May 1945*

1400

MEMO

WHG/ba

P.41.129/CS

Subject: Postal Railway Vans.

To : Transportation Sub-Commission. ✓

Reference P.41.98/CS of 23rd March 1945.

1. Enclosed is a copy of a further letter from the Ministry of Posts and Telecommunications relating to the diversion of postal railway vehicles to purposes other than the civil post.

2. It has been confirmed by the Ministry that despite the fact that there is a postal van on the daily passenger train Rome-Naples, the volume of traffic justifies the continued use of a van on the O L train.

W.H. Green
J.L. HENDERSON
Colonel,
Director.

1 Inc.:

Copy of 473290/8/9 of 13 April & Translation.

Copy to:

~~Under~~ Secretary of State for Posts and Telecomms.

Communications Sub-Commission
Extn 444

2 May, 1945

C O P Y

From: Ministero delle Poste
e delle Telecomunicazioni

13 April 1945

No. 473290/8/8

C.A. Post and Telecomms
Sub-Commission

Oggetto: Carozze Postali n.1240-1255.

Si fa seguito alla nota p.n. del 6 Marzo u.s. informando che le carrozze postali indicate in oggetto, del Deposito di Napoli, sono tuttora impegnate dalle Forze Alleate in composizione ai treni militari viaggianti sulla linea Napoli-Foggia-Bari, con i quali, come e' noto, sono stati soppressi il servizio dei viaggiatori e quello postale.

Si rinnova pertanto, viva preghiera di volersi interessare affinché i suddetti veicoli siano restituiti all'Ufficio Postale di Napoli Ferrovia, i quali li impiegherebbero, subito, per il trasporto della posta con i treni O.L. tra Napoli e Rome, con i quali, per mancanza di veicoli, gli effetti postali ed i messaggeri viaggiano in Carri Bestiame.

IL SOTTOSEGRETARIO DI STATO
(FANO)

T R A N S L A T I O N

Subject: Postal Vans N. 1240-1255.

Further to our letter, file as above, of 6 March 1945, we inform you that the postal vans under notice, belonging to the Naples Deposit, are still being used by the Allied Forces in composition of the military passenger train Naples-Foggia-Bari, by which, as you are aware, the civil passenger and postal services have been discontinued.

We beg you again, therefore, to interpose your good offices in order to obtain that the above vans be returned to the Naples Ferrovia P.O. which would use them, at once, for the transport of mail by O.L. trains Rome-Naples, by which trains, for lack of postal vans, the postal items and messengers travel in a cattle van.

THE UNDER SECRETARY OF STATE

1398

Transportation

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

215/26

P. 41.121/CS

Subject : Conveyance of Civil Mails by Military Trains and Vehicles.

To : G-5, A.P.H.C.

1. In view of present developments a demand for the rapid expansion of civil postal services into the newly liberated provinces can be foreseen, and it will be very desirable that such facilities should be provided as soon as Security permits. If a postal service of reasonable frequency and speed can be introduced at an early date, the problem of unnecessary movement of individuals and illicit conveyance of uncensored correspondence will be greatly diminished.

2. A civil postal service from Rome northwards will be mainly dependent on permission to make use of military trains for mails purposes and it would be very helpful if a directive could be issued from A.P.H.C. approving in principle the conveyance of civil mails and mail messengers by military trains where adequate civil transport facilities are not available. It is, of course, appreciated that normal rail train facilities cannot be expected at this stage of events, but it is thought that on the basis of such a directive it might be possible, without unduly affecting the operation of military trains, to afford reasonable postal facilities.

3. The requirements of a wartime postal service are essentially different from the mere conveyance of goods and may be summarized as follows:-

- (a) Frequency rather than large capacity
- (b) Intermediate stops at the most important places at points suitable for the prompt discharge and loading of despatches
- (c) Things sufficiently stable to permit proper arrangements to be made for mail messengers' duties both on the train and at the authorised stopping places.
- (d) Reasonable security for the conveyance of valuables, such as stamp supplies, Bonds and other carte valori from Rome to the Provinces. The satisfactory operation of Post Office mail and financial services depends on the regular flow of insured mail of this type.
- (e) Arrangements for the treatment of Post Office personnel employed on mail messenger duties on a similar footing to railway workers in the matter of passes to travel on the trains and to proceed into northern areas. In large postal centers such as Rome it is very difficult to make proper arrangements for the operation of duty rosters and for emergencies of travelling personnel have to be provided for under the ordinary civilian travel regulations. This has caused much inconvenience in the past.

P.41.124/CS of 20 April 1945

(Continued)

4. As stated in 3 (a), frequency rather than capacity is a primary consideration and on many services the part use of a baggage car for the mails and their escort (normally two men) would suffice. The main trunk services are however likely to justify the exclusive use of a mail van and in this connection it would be very helpful if it could be laid down that the special postal railway carriages (of which only a small number remain in usable condition) could be reserved for civil postal purposes.

5. A general authority for the conveyance of civil mails and postal messengers by military road transport travelling with orders available would also be useful in certain circumstances although the postal system could not be developed on the basis of such transport.

For the Chief Commissioner.

R. A. C. Kouth
R. A. C. KOUTH
Colonel,
Director.

Copies to:

Col, Mv & Tr, A.F.H.Q.
Transportation Sub-Commission.

36/179

HEADQUARTERS ALLIED COMMISSION
 APO 394
 Communications Sub-Commission

WHG/rm

29th April 1945.

P.28.23.CS

SUBJECT: Forli and San Marino.

TO : Regional Commissioner, Umbria - Marche Region.
 (attn: Postal Officer).

Reference P.28.21.CS of 23rd April 1945.

1. Please contact Captain Smith, the Transportation Sub-Commission's representative at Ancona, and discuss with him and the MRS advanced headquarters question of the use of military trains for civil postal purposes immediately to Forli and as soon as possible to Bologna.

2. A letter to be handed to Captain Smith is enclosed.

By Command of Rear Admiral Stone:

W.H. Green
major
 J.L. HENDERSON,
 Colonel,
 Director.

Enclosure: Letter to Captain Smith.

1395

Dear Ping,
 you may like to have the attached
 which I have sent to Lt Allen at Perugia
W.H. Green
major

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/rm

F.23.22.CS

29th April 1945.

Dear Captain Smith,

1. We are very anxious to extend civil postal services to Forli, Ravenna and Bologna Provinces and have already obtained the necessary authority so far as Forli Province and Bologna city are concerned. Moreover as it is generally recognised by all concerned that the restoration of postal communications does much to reduce unnecessary civilian travel and the illicit transmission of uncensored correspondence we expect considerable pressure for the restoration of postal services as far north as Security will permit.

2. The main difficulty, of course, lies in obtaining the means of conveyance for the mails and the mail messengers and in this we are and shall be for some time dependent on permission to use military trains from Rome northwards for civil mails purposes.

3. Your Sub-Commission has always been very helpful in obtaining such facilities for us and Major Ping suggests that it might help to speed things up if our representative and yourself could see the MRS Advanced Headquarters and endeavour to obtain their agreement to the use of certain military trains to Forli and as far beyond as possible. It is appreciated that any such agreement would need to be approved in Rome.

4. For your information I enclose a copy of a recent letter to AFHQ which sets out the general requirements of the civil postal service. So far as your area is concerned the immediate requirements would probably best be met by running a postal van through as far as possible several days a week so as to provide for the transmission of stamps, other valuables and bulk mails and for the use on other days of part of a baggage car or the capo treno's compartment for the conveyance of a mail messenger and a few bags of first class mail.

Yours Sincerely,

1394

Encl: Letter to AFHQ.

TO: Captain Smith.
Transportation Sub-Commission
Allied Commission,
ANCONA.

W.H. Green
Major

36/178
RUE/afTRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment
C.W.P.Tel.: 843238
Ref.: AC/36/Tn.4

24 April 1945

SUBJECT: Civilian Mail on Military Trains.TO: : Communication Sub-Commission.
(Attention Major Green)

1. Reference your letter file P.41.113/C.S. of 16 April.
2. M.R.B. has informed us that the Rome-Montecatini leave and reinforcement train will be discontinued as of 27 April.
3. On or about 29 April some further service will be inaugurated and as soon as details are known they will be forwarded to your Sub-Commission so that Mail services can be arranged on the new schedules.

Phonetic
Director.

over Sat 28.5.45
1945
T.S.
Rome
leg.
May 1945
San Marino
Civilian mail being handled
Major Green joined the info
by being May 2.11.45
plan

1393

WIRE

23 April 1945

FROM: DMRI

TO : Major Matson, AC, Building

Reference your file AC/36/Tn 4 dated 20 April. Schedule No. 6 (5 Army leave train) operating between Rome and Montecatini will be discontinued after 27 April, however, further service will be inaugurated on or about 29 April of which you will be informed.
CS 292 Signed London

H. H. Headlee

H. H. HEADLEE
Captain, TC
774 RGD
1040

1393

pg/af

36/175

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.S.F.

25 April 1945

Tel.: 843238

Ref.: AC/36/Tn.4

SUBJECT: Rome-Pesaro Mail Van.

TO : Hon. L.O. DEHS Bldg.
(Attention Major Howes)

1. Authority has been received from AFHQ to establish postal services in Forli province.
2. Permission is requested to operate the present Rome-Pesaro Mail Van ~~then~~ ^{thru} to Forli.
3. The Van ^{will} moves North on Sundays and South on Tuesdays on the leave and reinforcement train.

For the Chief Commissioner:

P.O. MATSON,
Major T.C.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHD/bo

P.44.146/CS

21 April 1945

SUBJECT : Mail Services Rome-Jesi.

TO : Under Secretary of State for Posts and Telecomms.

1. I am glad to inform you that it has been possible to obtain authority for the use for postal purposes of the Rome-Ferli military train subject to the following conditions which have been explained verbally to your representative:-

- a Only one postal messenger will be allowed to travel on the train.
- b He will travel with the mail in the Capo treno's compartment.
- c He will not be allowed to proceed beyond JESI.
- d Only four bags of mail will be conveyed in each direction. These will be from Rome:-

- (a) To Terni to be put out at Terni.
- (b) To Perugia to be put out at Foligno.
- (c) To Ancona to be put out at Jesi (two bags; one to include correspondence for Ancona and Pesaro, the other for Ascoli and Macerata).

2. At the outset no insured or registered letters will be sent by this service. Arrangements will no doubt be made to ensure that advantage is taken of the four bags of mail permitted to give the fairest possible service for the most urgent classes of correspondence for the six Provinces concerned.

3. The trains to be used are as follows:-

Depart JESI 2050	Sunday, Monday, Tuesday, Wednesday, Thursday.
Depart ROME 17.35	Sunday, Monday, Tuesday, Wednesday, Friday.

Approximate timings are as follows:-

↓	17.35	Rome	06.15	↑
	22.13	Terni	02.00	
	23.50	Foligno	00.42	
↓	03.09	Jesi	20.56	↑

139

4. This will mean that messengers will need to be supplied from Rome and Jesi offices as indicated below

Rome Messenger
Jesi Messenger

Leaving Rome Sundays and Tuesdays.
Leaving Jesi Sundays, Tuesdays and Thursdays.

5. The Postal Officer, ^{March-Umbria Reg} is making the necessary arrangements with the Ancona, Terni and Perugia Directorates on the assumption that the service will commence from both ends tomorrow Sunday 22nd April.

*W.H. New
Major*
J.L. HENDERSON
Colonel,
Director.

Copy to:
Transportation Sub-Commission. V

R.C. Marche-Umbria Region (attn Postal Officer).

M E M O -

URGENT

23 April 1945

P.41.118/CS

Subject : Forli Province and San Marino - Introduction of Postal Services.

To : Transportation Sub-Commission

Reference telephone conversation Major Green-Major Ping.

1. Authority has been given for the opening of postal services in Forli Province and the Republic of San Marino and the date fixed is 1st May.
2. It would be appreciated if the use of a military train to provide the necessary service from Rome could be arranged. The amount of correspondence for the area is not likely to be very great (say) one or two bags per day but there will be the usual arrears to clear and occasional despatches of stores.
3. The best arrangement would be
 - (a) to allow the weekly postal van on the Rome-Rimini train (which at present operates as far as Pesaro) to work through to Rimini, and
 - (b) to allow the Rome-Forli leave and reinforcement train to be used through to Forli instead of to JESI, under the arrangement detailed in your AG/36/Tn.4 of 19 April 1945. Permission would be needed to increase from four to five the number of bags permitted in the Capotreno's compartment.

W.H. Green
mayor
for J.L. HENDERSON
Colonel
Director

1388

MEMO

P.41.113/CS

WHG/bs

SUBJECT: Civilian Mail on Military Trains.

TO : Transportation Sub-Commission (attn Major Watson).

Reference your AC/36/Tm 4 of 13th April, 1945.

1. The present position as regards the civilian mail service is as follows:-

(a) Mails for Arezzo, Siena, Florence and Pistoia are sent by the Rome-Arezzo train Sunday and Wednesday. There is a postal van on this train. The Florence and Pistoia mails have to be taken from Arezzo to Florence by a Post Office road service which is difficult to maintain in service. The load varies considerably being up to 126 bags (including bags of Post Office stores; stamps, forms, etc.) on some occasions. On 15th April there were about 75 bags.

(b) Mails for Grosseto, Leghorn, Pisa and Lucca are conveyed in a baggage van on Monday and Thursdays in a baggage van on the Rome-Montecatini train. The mail for Grosseto is inloaded at that station.

The mail for Leghorn, Pisa and Lucca are unloaded at Leghorn. Authority was obtained to convey the mail to Pisa to that place but the arrangement could not be made effective because the train does not at present stop at a point suitable for the unloading of mails and for holding mails awaiting loadings. If the train could stop for a few minutes at Santa Rosari Station the Pisa mails (and possibly those for Lucca) could be dealt with there.

2. Under the proposals the Rome-Montecatini train would be used as follows:-

Mails for

Grosseto	to be unloaded at Grosseto
Leghorn	to be unloaded at Leghorn
Pisa	to be unloaded at Leghorn for onward conveyance by road unless suitable stops could be arranged at Pisa and possibly Lucca
Lucca	To be unloaded at Montecatini and to be taken by road to Florence
Florence	
Pistoia	

3. It will be seen that under the proposals, bulk of the mail work will be transferred from the Arezzo train on which it would then suffice if a suitable baggage van could be shared by the postal messengers. On the other hand, the load on the Montecatini train would be increased considerably varying up to say 150 bags and it is suggested that a postal van should be restored on this train. If this is not possible, however, at least half a big baggage van should normally suffice.

4. The reason why it is proposed to take the Florence mails to Montecatini instead of inloading at Leghorn for transfer to the Leghorn-Florence rail service are

by the Rome-Arezzo train Sunday and Wednesday. There is a postal van on this train. The Florence and Pistoia mails have to be taken from Arezzo to Florence by a Post Office road service which is difficult to maintain in service. The load varies considerably being up to 120 bags (including bags of Post Office stores; stamps, forms, etc.) on some occasions. On 15th April there were about 75 bags.

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Florence	
Pistoia	

3. It will be seen that under the proposals ^{the} bulk of the mail work will be transferred from the Arezzo train on which it would then suffice if a suitable baggage van could be shared by the postal messengers. On the other hand, the load on the Montecatini train would be increased considerably varying up to say 150 bags and it is suggested that a postal van should be restored on this train. If this is not possible, however, at least half a big baggage van should normally suffice.

4. The reason why it is proposed to take the Florence mails to Montecatini instead of unloading at Leghorn for transfer to the Leghorn-Florence rail service are

(a) The number of bags for Florence might cause delay if they had to be unloaded at Leghorn; if on the other hand the postal van were detached at Leghorn it would mean transferring the Pisa and Lucca mails to the main train.

(b) The service Leghorn-Florence is apparently by goods trains which do not work to a fixed schedule and considerable difficulty might be experienced in arranging messengers duties to safeguard the mails during the waiting period and in ensuring satisfactory connections in both directions.

Copies to: Under Secretary of State for PP.TT. *for J.L. HENDERSON, Col.*
R.C. Toscana Region (attn Postal Officer) *Director.*

Communications Sub-Commission
Extn 444
16 April, 1945.

36/171

PGH/a.

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

Tel.: 843238

20 April 1945

Ref.: 15/36/Ta.4

SUBJECT: Census of postal Vans.

TO : Communications Sub-Commission.

1. Reference yours P41-109/05 of April 12.
2. U.R.S. are not agreeable to having I.S.R. furnish a census of Postal Vans in forward areas.

W. J. ...
Director.

Subject: Inventory of
Postal Vans.

Military Railway Service,
CMF.
Tel: Firebox 13
Tn.A3(0)/19/4
17 Apr 45

TO: Tn.Sub-Comm., AC.
(Rail Division).--Blag.

Reference your AC/36/TN4 dated 17 Apr 45.

1. The allocation of postal vans is entirely an MRS responsibility as certain of these vans are required for military use.
2. The Under Secretary of State for Post should address his enquiries through The Ministry of Communications who have this information.
3. Please note that Major Howes is not an MRS officer, but is the Liaison Officer attached from G-4(Mov & Tn) AFHQ.

R.G. Wilson
Bray., R.E.
for Brigadier,
Director, Military Railway Service.

1385

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

453.5 T

A.P.O. 512
18 April 1945

SUBJECT: Inventory of Postal Vans - Florence Area

TO: AC Tn Sub-Commission, Rail Division, Building
ATTENTION: Major P. G. Matson

1. Reference your letter AC/36/Tn.4 of 17 April 45.
2. It is not desired to furnish the Italian post office department information regarding the number of postal vans in the Florence Area.

FOR THE DIRECTOR:

S. E. LONDON
Major, T.C.
Supt. Transportation

PGH/ag

36/168

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

Tele : 843238
Our ref: AC/36/Tn.4.

19 April 1945

TO : Communication Sub-Commission
(Attention Major Green)

SUBJECT: Carriage of Mail Rome-Jesi.

1. Reference ~~to~~ conversation recent date regarding above subject.
2. Permission has been granted for one postal clerk to travel in Capo Treno's compartment on the Rome-Forli leave and reinforcement train as follows:
Leave Jesi 2050 Sun Mon Tue Wed Thu
Leave Rome 1735 Sun Mon Tue Wed Fri
3. The postal clerk will carry four bags of mail, one each for Terni and Foligno, and two for Jesi. He is not granted permission to travel north of Jesi.

Director.

1393

SUBJECT: Carriage of Mail Rome-Jesi.

1. Reference ~~to~~ conversation recent date regarding above subject.
2. Permission has been granted for one postal clerk to travel in Capo Trenc's compartment on the Rome-Ferli leave and reinforcement train as follows:
Leave Jesi 2050 Sun Mon Tue Wed Thu
Leave Rome 1735 Sun Mon Tue Wed Fri
3. The postal clerk will carry four bags of mail, one each for Terni and Poligno, and two for Jesi. He is not granted permission to travel north of Jesi.

Director.

1393

Copy: 2 per office Ancona (Capo Trenc).

0618

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

Subject: Carriage of Mail
ROME-JESI

Allied Force Headquarters
G-4 Mov & Tn
Tel: Freedom 320

Mov 3/378/9

To : AC Tn Sub Commission
(Rail Division)

16 Apr 45

Copy to: Mov LO DMRS -
DMRS Rome -
Movements Central Italy -
Movements Rome Sub Area -
Postal (B)

1. Reference your application to the Movements Liaison Officer DMRS, authority is granted for one postal official to travel in the Capo Treno's compartment on the ROME-FORLI leave and reinforcement trains as under:

Leave JESI 2050 Sun Mon Tue Wed Thu
Leave ROME 1735 Sun Mon Tue Wed Fri

2. The postal official will carry four bags of mail, one each for Terni and Foligno, and two for Jesi. He is not granted permission to travel north of Jesi.

A.M. Willis
A.M. WILLIS, Major
for Brigadier,
DMG(Mov & Tn)

2913

1382

