

ACC AC 36/1/TN 4 10000/148/2024 MALES-IMPORT
DEC-1944-AUG-19

148/ 2024 MALES-IMPORTED FROM U.S.A.
DEC-1944-AUG 1946

Telephone: ROME 145



CHIEF DISPOSALS OFFICER (ITALY)
SURPLUS RES DIVISION
MINISTRY OF SUPPLY

BRITISH EMBASSY
ROME

A.P.O. C.M.F.

Our Ref: CDO/P/27

Your Ref:

10th August 1946

Transportation Sub Commission, A.C.
Rail Division
c/o Transportation Inc.
C.M.F.

Disposals - Vehicles located at
Magazzino Approvvigionamenti,
F.F.SS, Rome. Tiburtina.

Reference is made to your AC/MAT/36/1/TN.4
addressed to A.M.R.S., Italy, Rn. A.I.

Please submit declaration forms in respect
of the above mentioned vehicles in accordance with the
recognised procedure.

for CHIEF DISPOSALS OFFICER (ITALY)

cc. file
float

173

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

Tel.: 843238

14 February 1946

Ref.: AC/36/1/Tn.4

SUBJECT: Parcels from U.S.A.
in transit through Italy.

TO : I.S.R. Bldg.

1. Reference yours M.223/304/19/132 of 4 February.
2. There is no objection to the movement of gift parcels thru the ports of Genoa - Trieste and Venice for Austria - Yugoslavia and Czechoslovakia providing the receiving countries supply wagons for this movement as they do for other commodities as at present, Italian Railway stock should not be used for this purpose.
3. It must be understood that the movement of parcel traffic must conform to the regulations of each country; for example there is no parcel post service in Austria at present and Czechoslovakia traffic now moves thru Yugoslavia.
4. This is a matter that should be studied between the Ministry of Posts and the Ministry of Transport.

Per Director.

1524

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

P.23,332.CS

8th February 1946

SUBJECT: External parcels - Transit through Italy.

TO : Transportation and Shipping Sub-Commission (Rail Division)

Reference your AC/36/1/Tn 4 dated 6 February 46.

1. The question of transit of parcels through Italy had previously been raised by Great Britain and Switzerland in respect of parcel post to Jugo-Slavia. No estimate of the volume of traffic was given, but the British Post Office stated that traffic was expected to be slight. Enquiries in Milan and Trieste were made as to whether any objection was seen and it appeared there was none. It is believed that the Ministry of Posts and Telecomms has informed the British and Swiss Administrations that it will accept such parcels. The United States Administration has never put forward any proposals for such a service, but a number of parcels have arrived in Trieste by sea from America for Jugo-Slavia and have been forwarded to Lubiana on UNRRA trains.

2. The Austrian Administration at present only accepts letters up to a weight of 20 gr. They hope to raise this limit shortly, but it seems unlikely that any parcel post service will be inaugurated for some time.

3. Correspondence for Czecho-Slovakia is at present forwarded via Jugo-Slavia. When the Austrian Administration are able to raise their weight limit sufficiently correspondence for Czecho-Slovakia may be circulated via Austria.

4. It is not considered possible to formulate any estimate of the volume of traffic likely to result to Austria and Czecho-Slovakia. However, America is the only country operating a gift parcel service, and the only consignment of parcels from America to Transit Italy or Venezia Giulia was landed at Trieste in November last, totalling 1750 sacks. The traffic would probably not approach the volume of gift parcels from America for Italy.

Colin Thompson
Captain
H.H. SCUDDER
Colonel, Sig.C.
Director.

Copy to: Transportations S/C, HQ, AC
Movements Division

1523

IFC/elc

TRANSPORTATION & SHIPPING SUB COMMISSION

36/1/12

INTER OFFICE MEMORANDUM

9 February 1946

Tel : 478701

399/177/Tn 3

SUBJECT : Parcels to Austria-Jugoslavia-Czechoslovakia

TO : Rail Division (Tn 4)

1. Reference your AC/36/1/Tn 4 dated 6 February '46.
2. Commencing in February UNRRA supplies arriving for Austria, Jugoslavia, and Czechoslovakia, will be discharged and railed through the ports of Venice and Trieste.
3. The receiving countries will be sending their own rolling stock to these ports for collection.
4. It is therefore recommended that the Ministero delle Poste Telecomunicazioni suggests to these three countries that additional stock be sent to collect their respective parcels which could be addressed via these ports.
5. Italian rolling stock should not at the present time be allocated for the movement of this traffic.

For Chief Movements Division

I.F. Clinging
I.F. CLINGING,
Captain, R.E.

Copy to : Communications Sub-Commission

1522

FCM/as

TRANSPORTATION & SHIPPING SUB-COMMISSION AG

(RAIL DIVISION)

O/o Transportation (Br) Main,

C.M.F.

Tel.: 843238

6 February 1946

Ref.: AG/35/1/Ta.4

SUBJECT: Parcels to Austria-Tugolevia-Checoslovakia.

TO : Movements Division Tn. Sub-Comm. HQ AG.

1. The I.S.Z. have been approached by the Italian Embassy asking them to comment on the movement of parcels thru Genoa, Trieste, and Venice, for Austria-Tugolevia and Checoslovakia.

2. No indication is given of the amount, but if present quantities now coming into Italy is a fair forecast it would require at least some forty wagons per week to move this traffic.

3. In view of the difficulties now being experienced with parcels from the U.S. to Italy, the Rail Division feels that the receipt of additional parcels for other countries thru Italy should be temporarily discouraged.

4. Your comments are invited.

F. C. MATSON
MAJOR T.O.
For Chief,
Rail Division.

1521

Copy to: Communications Sub-Commission.

I.S.R. MOVEMENT SERVICE

Rome, 4 February 1946
Ref.: M.223/304/19/132.

/ SUBJECT: Parcels from U.S.A.
in transit through Italy.

TO : Tn. Sub-Commission AC
(Rail Division)
Bldg

1. The Italian Embassy at Washington has been requested by a few forwarding agents if the sending of U.S.A. parcels to Austria, Yugoslavia and Czechoslovakia may be routed through Genoa, Trieste and Venice.
2. Please inform us of your decision on the matter, so that we may give a definite answer to the above Embassy.

Chief of
Movement Service

Tr/al/4/2/46.

1520

 MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) SERVIZIO MOVIMENTO

OGGETTO Pacchi dall'America in
transito per l'Italia.

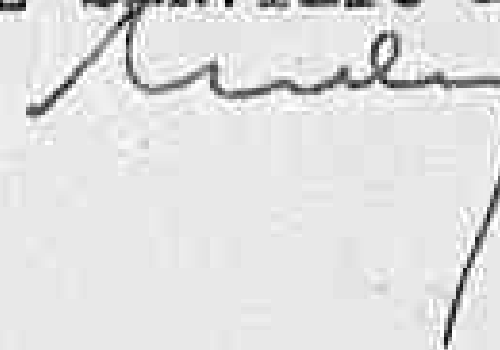
Roma, - 4 FEB 1946 194
N. M.223/C 1/19/132
Al N. del
Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

1 - La R. Ambasciata d'Italia a Washington, tramite il nostro Ministero degli Affari Esteri, informa che alcuni spedizionieri hanno richiesto se sia possibile far transitare attraverso Genova, Trieste e Venezia pacchi destinati all'Austria, alla Jugoslavia e alla Cecoslovacchia.

2 - Per poter dare a detta Ambasciata una esauriente risposta su tale richiesta, si prega far conoscere in merito la decisione di codesta Sottocommissione Trasporti.

IL CAPO DEL SERVIZIO MOVIMENTO



HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHD/cmm

8th December 1945

P.23.298/CS

Subject: Gift parcels from U.S.A.

To : Director General for Posts and Telecommunications.

Reference P.44.183/CS of 29th November (renumbered P.23.296/CS).

1. I enclose for your information a copy of a letter received from Col. Pennywick concerning action taken to secure for the use of the Naples Post Office during the Christmas pressure period the Fish Market.

2. It is thought that this action should go a long way towards solving the difficulties anticipated in accommodating the very heavy despatches already advised by the U.S. Post Office (50000 bags on one ship and 39000 bags on another).

3. As regards the derequisitioning of the G.I.I. premises you may wish to confirm that your Naples Directorate is taking action to secure the use of this accommodation.

4. No doubt you are keeping the Italian State Railways fully advised of the prospective requirements as regards railway transport from Naples.

W.H. Green
mayor
W.H. GREEN
Colonel, Sig.O.
Director.

Inc. :
Copy of C/1719

Copies to:
Chief Commissioner
U.S. Embassy
// Transportation Rail
C-5 : A.F.M.G.
Commissioner Naples Command A.M.G.

1519

0630
COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
APO 394

36/1/8
5 December 1945

C/1719

Subject: Gift Parcels from U.S.A.

To : HQ. A.C.
(Communications Sub-Commission).

1. With reference to your P.44.185/CS of 29th November the completion of the roof of the former Naples Fish Market is being pressed forward and, in case of necessity, the upper floor of this building will be held for temporary use by the Post Office for sorting parcels.

2. In the meantime the GIL premises, which are underneath the Italian main post office have been derequisitioned and handed back to the Italian authorities, so possibly this will solve the problem of a parcel sorting office.

J.A.C. PENNYQUICK
Colonel
Commissioner.

1828

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

36/11/77
Tel: 843238
Ref: AC/36/1/Tn 4

20 October 45

SUBJECT : Gift parcel distribution by mail.

TO : Movements Rail
Tn Sub-Comm. HQ AC

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

aut
for Chief
Rail Division

Copy to: Communications Sub-Comm.
(your P.23.227/C.S. Oct. 3

Tel: BL3238
Ref: AQ/36/1/Tn 4

20 October 45

SUBJECT : Gift parcel distribution by mail.

TO : Movements Rail
In Sub-Comm. HQ AG

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

Aut
for Chief
Rail Division

Copy to: Communications Sub-Comm.
(your P.23.227/C.S. Oct. 3

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

1517

PROGRAMMA di massima concordato con la ~~Posta~~ ^{Posta} per l'invio dei pacchi-dono dall'America alle province dell'Italia centro-meridionale.

- = Carro pacchi (PI e carro merci) da Napoli per Paola, S. Eufemia L. e Reggio Calabria con il treno 1935 (questo treno potrebbe fare anche il servizio di linea).
- = Carro pacchi o partita pacchi da Napoli per Salerno con il treno 3975.
- = Carro pacchi da Napoli per Benevento-Foggia e Bari (con partita pacchi per Lecce da scalarsi a Bari) con i treni 8239/8205/1791. I pacchi per Lecce da inoltrarsi con il treno 3701 nel PU o apposito carro.
- = Carro pacchi da Napoli per Taranto (con pacchi per Brindisi, Potenza e Taranto - quelli per Potenza da inviarsi a mezzo dell'ambulante del treno 825) da inoltrarsi con i treni 8239/8205/1791/2821.
- = Partita pacchi da Napoli per Cesena con il treno 3524.
- = Carro pacchi da Napoli per Bologna (con pacchi per Bologna, L'Emilia e la Romagna - esaminare la possibilità di far proseguire il carro da Bologna con i pacchi per Modena, Reggio N., Parma e Lucca) da inoltrarsi con i treni 83/8229/8738/8201/8863/8126/7316. (Carbide scorta postale a Livorno).
- = Carro pacchi da Napoli per Firenze (con pacchi per Grosseto, Livorno, Pisa - e treni devono scendere i pacchi per Grosseto - e Firenze) con i treni 83/8229/8738/8201/8863.
- = Carro scorta postale e Livorno).
- = Carro pacchi da Napoli per Roma, oltre quello attuale, (con pacchi per Arezzo, Grosseto, Siena, Livorno, Roma e Perugia) con il treno 1920.
- = Carro pacchi da Napoli per Bernini (Campanella), Pescara, Giulianova, (Taramo), S. Benedetto L. (Ascoli Piceno) e ancora con i treni 8239/8205/4895/4320.

lece da Bologna a Bari) con i treni 8239/8205/1791. I pacchi per Lecce da inoltrarsi con il treno 3701 nel DU o apposito carro.

= Carro pacchi da Napoli per Taranto (con pacchi per Brindisi, Potenza e Taranto - quelli per Potenza da inviarsi a mezzo dell'ambulance del treno 820) da inoltrarsi con i treni 8239/8205/1791/2821.

= Partita pacchi da Napoli per Augusta con il treno 3921.

= Carro pacchi da Napoli per Bologna (con pacchi per Bologna, L'Alila e la Romagna - esaminare la possibilità di far proseguire il carro da Bologna con i pacchi per Modena, Reggio E., Parma e Piacenza) da inoltrarsi con i treni 83/8220/5733/1301/8263/8156/1316. (Carro scorta postale a Livorno).

= Carro pacchi da Napoli per Firenze (con pacchi per Grosseto, Livorno, MPI - sa - a cui devono essere bollati i pacchi per Apuania - e Firenze) con i treni 33/8220/5733/1301/8263/8156/1316.

(Carro scorta postale a Livorno).

= Carro pacchi da Napoli per Roma, oltre quello attuale, (con pacchi per Arezzo, Grosseto, Livorno, Vi teruo, Roma e Perugia) con il treno 1920.

= Carro pacchi da Napoli per Terni (disponendo), Pescara, Sulmona (Tara-⁸²³⁹no), S. Benedetto L. (Ascoli Piceno) e Ancona con i treni 8205/1892/4320.

1516

Roma, 6 e 17 settembre 1945

CFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

10 October 1945

279/34/Tn.3.

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

TO : Rail Division (Tn.4.) ✓

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

For the Director



C.F. CONSTABLE,
Major, R.E.

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

1515

C o p y

M E M O

CGIM/ams

P.23.227/CS

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

To : Transportation Sub-Commission (Rail).

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

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

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

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

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

Communication Sub-Commission
Extn. 444

8th October 1945

1514

/mdr

TRANSLATION

PLAN FOR THE TRANSPORTATION OF PARCELS IN ARRIVAL
FROM U.S.A.

Southern Italy

1. Parcel carriage from Naples to Paola (Cosenza) S. Eufemia (Catanzaro) and Reggio Calabria. Complementary daily means attached to train 1935 for transport of sealed bags directed to their respective Capital Towns.
2. AFI baggage van is foreseen attached to the Rome train 1935 for the delivery of loose parcels to the localities on the Naples to Reggio Calabria line whose station mail porters have the possibility to be present at the train's arrival. N.B. As the arrival of parcels at Naples will be in the best hypothesis every 10 days and train 1935 instead is daily it is presumed that only the baggage van on service will be enough to dispose the parcels for Calabria. In such case the parcel carriage for the transportation of closed bags will not be set up. Both the carriage van shall be escorted by two messengers.
3. Parcel carriage from Naples to Benevento Foggia and Bari with trains 8239 and 8205 and 1791 for the forwarding of closed bags to the Puglia Capital Towns. The bags for Lecce Province shall be unloaded at Bari for further forwarding the next morning with train 3701. N.B. For the further forwarding of loose parcels from the above Puglia Capital Towns to localities with station mail porters serviced linked up to the Termoli, Bari, Lecce line the employment of a FI baggage van attached to train 3701 from Bari to Lecce and 1894 from Bari to Foggia is foreseen.
4. Carriage from Naples to Taranto attached to trains 8239/8205/7791/2821 which operates every day with parcel bags for Potenza Brindisi Taranto. The parcel bags for Potenza which shall be unloaded at Taranto will return with train 820 in the carriage of the travelling SO those for Brindisi will continue on the local train. A subsidiary line means to the transport in para 4 is not foreseen as it is thought that the normal means are sufficient.

- 2 -

- 5) The parcel bags for Salerno will be forwarded on 3975 by normal means.
- 6) Parcel bags for Caserta will be forwarded from Naples on Train 3921 by normal means.

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

1512

TRANSPORTATION

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

1) Daily parcel carriage from Naples to Bologna (via Rome-Leghorn-Florence) with parcel addressed to Bologna, Emilia, and Romagna attached to the food-stuffs train 558220, 8738, 8301, 8853, 8196, 7316.

Departure from Naples P.9 at 15,52 hrs; arrival at Bologna at 13,37 hrs of the third day after departure, at Leghorn the escorting personnel shall be changed. Prior to approval of FPSS Bologna Movement Section the possibility of continuing the carriage up till Piacenza will be examined with X Bologna Agents as escorts; if not, Bologna Ferrovia will see to the continuance of parcels in Emilia and Romagna with the means at disposal.

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

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

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

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

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

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

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

Section the possibility of continuing the carriage up till Firenze will be examined with K Bologna Agents as experts; if not, Bologna Ferrovie will see to the continuance of parcels in Emilia and Romagna with the means at disposal.

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

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

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

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

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

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

4) Thrice weekly parcel carriage Naples-Ancona on train 8239 8205 1894 4320 with parcel bags for Campobasso (Scalo Termoli) for Pescara for Teramo (Scalo Giulia Nova) for Ascoli (Scalo S. Benedetto) for Macerata (Scalo Civita Nova) for Pesaro and for Ancona. From the respective stations they will continue to the capital towns with the present motor means. It is necessary that Service IV III and I provide from now to fit the relative services of exchange as the parcel bags must

be unloaded during the stop-never over 15 minutes established for trains 1894 and 4320 with which also the exchange of despatches must be carried out. It is pointed out that the transport of parcels in arrival from U.S.A. has been organized considering that the disembarkation takes place at Naples and that at Naples the sorting of all incoming parcels takes place.

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

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

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

1510

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

October 5, 1945

URGENT

Paraphrase of telegram received by American Embassy, Rome, from
MILANO, October 2, 1945:

For the Allied Commission. RESTRICTED:

Subject: present status of question of extending present gift
parcel service to Italy.

Dept of State has informed (quoted that Italian Embassy in
Washington has learned informally from Italian Under-Secretary of Communica-
tions that extension of the present service to Italy is under discussion
with AC and that it was expected that weight limitation would be increased
as of Oct. 1st. Also understood that service would be extended to all
Italy under local Govt jurisdiction.

C-3, AFM has supplied the following information:

In cooperation with AC, Italian Minister of Posts and Telecommuni-
cations is working actively on scheme designed to make it possible to cope
with extension of gift parcel service. Main difficulties confronting him
are as follows:

1. Shortage of postal vans, infrequency of civilian trains to
various parts of Italy and general administrative difficulties.
2. Provision of suitable warehouse and accommodation for sorting
in port of Naples, near point of disembarkation in the port, near the
point of accommodation and adjacent to a railway siding. This is greatest
problem. Military authorities are giving assistance by providing buses.

AC is hopeful (C-3 states) that plan will be evolved in near future,
but it would be premature at this time to state or estimate date when service
could be extended to all Italy.

AFM would appreciate any information which AC can furnish,
through American Embassy, so that urgent reply may be made to Department
of State.

Delivered to Colonel Bensmore, AC.

RBA/

HIGH PRIORITY DISTRIBUTION

cc:

Action- Communications S/C
INFO Executive Commissioner's Office
Industry and Commerce Division:
Commerce S/C
Finance S/C
EEO, Economic Section

159

Q 36/1/+

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 512
21 December 1944

Subject: Civil Parcel Post from USA

To : CO, 701 Railway Grand Divn., APO 512
CO, 715 Railway Operating Bn., APO 512
CO, 719 Railway Operating Bn., APO 512

1. This headquarters has been informed of Civilian Parcel Post originating in the United States at the rate of twenty (20) tons per week effective 10th November. Parcels are addressed to Italian civilians at Rome, Vatican, Naples and Palermo.

2. The actual port of arrival of these parcels is indefinite, but it is probable that in the majority of cases final disembarkation and transfer to the Civil Post Office will be at Naples, however, mail may be unloaded at different ports; in any event, it is desired this headquarters be notified total tons of mail and destination and suitable equipment will be provided to transfer mail from port to final destination. Mail for Palermo unloaded on the mainland may be moved via sea to Palermo or via rail to Reggio-Calabria. Italian Postal Officials, Naples will notify what route mail will be dispatched to Palermo.

3. The date of the first arrival is not known but will possibly be fourth week in December.

4. For information and guidance.

For the Director:

H. H. Headlee

H. H. HEADLEE
LT., TC

Supt. of Car Service

cc - Lt. Col. Lindberg, Ch. Rail Sec.
Hq. Ry. Military Police
Ing. Moscatello
I.S.R., Capo Compartimento, Rome
I.S.R., Capo Compartimento, Naples

1538

36/1/3

WAG/DS

HEADQUARTERS
ALLIED COMMISSION
APO 194
Communications Sub-Commission

16 December 1944

In reply
refer to : P.23.43.03.

Subject : Parcel Post from U.S.A.

To : Under Secretary of State for Posts and Telecomms.

1. Please inform your Naples Directorate that the officer competent to deal with any necessary requests for additional railway facilities for conveying the parcel mails from Naples to Rome and possibly Palermo is Major V.R. Bowers of the Transportation Sub-Commission.

2. It is suggested that it would be advisable for a representative of the Directorate to make a preliminary visit to Major Bowers at the Headquarters of the 701 Railway Grand Division in Naples. (Tel 50050 Ex 12)

W. H. Green
Major

J.L. HENDERSON
Colonel
Director, Communications Sub-Commission

Copy to : Transportation Sub-Commission.

1507

36/1/2

ACP/10

TRANSPORTATION SUB-COMMISSION (AC)
 (Rail Section)
 C/o Transportation Increment,
 C. M. S.

Tel: 84307
 Our Reference: AC/74/Ts

14 December 1944

TO: Communications Sub-Commission

SUBJECT: Civil Parcel Post from USA.

1. Reference is to your letter of 2nd December 44.
2. As the whole project is somewhat definite as to date and requirements, there is very little this Sub-Commission can do at the moment, except to advise all concerned of your requirements.
3. In the circumstances, it is suggested that you arrange for the Postal authorities in Naples to contact this Sub-Commission's Officer, Major Bowers, who will contact both the Movements and MRS Officers in order to obtain the best possible service to meet your needs, so far as the Naples area is concerned.
4. Should the mail be expected at any other point, please contact us again as soon as the information is available, when the best will be done to meet your requirements.

AL
 G. D. LINDBERS
 Lt. Col. R. S., 1596
 Chief, Rail Section.

Copy to:

AFHQ Mov & Tr with enclos.
 Major Bowers " "
 MRS " "
 PBS, Naples Port " "

36/1/2

AGP/13

TRANSPORTATION SUB-COMMISSION(AG)
(Rail Section)
C/o Transportation Increment,
C. M. E.

Tel: 843207
Our Reference: AG/74/Tn

14 December 1944

TO: Communications Sub-Commission.

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AG
C. M. LINDBERG
Lt. Col. R. E., 1506
Chief, Rail Section.

Copy to:

AFHQ Mov & Tn with enclos.
Major Bowers " "
MNS " "
FBS, Naples Port " "

0647

12/12/44
Capt. [unclear]
There is no chance of a
regular service by sea yet
Naples - Palermo
An agreed post office will be
arranged for postal service
between the two cities
P.S. at Palermo
2 December 1944

VHG/bs

36/1/1

MEMO

In reply
referto : P.23.29/CS.

Subject : Civil Parcel Post from U.S.A. Rail Transport
requirements.

To : Transportation Sub-Commission.

1. On 10th November there was initiated in the U.S.A. the posting of gift parcels containing food, clothing etc. to residents in the cities of Rome, Vatican, Naples and Palermo.

2. These parcels will be forwarded in separate mails addressed to the four cities concerned.

3. The amount of such traffic is uncertain but the U.S. postal authorities estimate that it will average 1000 bags (say 20 tons) per week. Several week's postings may, of course, be received together, dependent on the incidence of shipping movements. The date of the first arrival is not known, but will possibly be about the third week in December.

4. The actual port of arrival of these mails is indefinite, but it is probable that in the majority of cases final disembarkation and transfer to the Civil Post Office will be at Naples, in which case the proposal is for the Post Battalion to unload and deliver to the Italian central Post Office.

5. The Italian Post Office will then be faced with the problem of forwarding the Rome, Vatican and Palermo mails to destination and, as there will be no officer of this Sub-Commission permanently stationed in Naples, it is desired to have a system that will enable the Post Office to make request direct to the local authority competent to provide necessary railway waggons of a suitable type, both for Rome and Palermo.

6. Apart from the normal consideration of avoiding delay in transmission, it is particularly desirable in this case that the transit mails should be forwarded from Naples as quickly as possible, because of lack of suitable storage

In reply
referto : P.23.29/33.

2 December 1944

Subject : Civil Parcel Post from U.S.A. Rail Transport
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P.23.29/CS.

2.12.44 -Continued-

space at that Office resulting from the destruction of the Port Post Office and the continued requisitioning of the Station Sorting Office.

7. As this type of mail is very susceptible to theft, it is essential that railway vehicles used for the service should be in good conditions and preferably the Post Office owned vehicles, some of which are apparently being used for other purposes.

8. If a regular service by sea from Naples to Palermo becomes available, and the vessels are suitable, it might be preferable to send to Palermo mails by that means, in which case the same question arises of making it possible for the Italian Post Office at Naples to make requests direct to the authority controlling the service.

highlighted

For Director, Communications Sub-Commission

Copy to : Postal Officer Lazio-Umbria Region.

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