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INTERNATIONAL TRAINS
OCT. 1945 - FEB. 1946

IPC/ele

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

Tel : 478701

441/77/In 3

21 February 1946

SUBJECT : Movement of Cardinal Innitzer's Party -
Rome to Vienna - 27 February 1946

TO : Mgr. Sottile
Vice Movements Service Chief
I.S.R.

1. The undermentioned, departed Vienna at 2125 hrs on
13 February '46 in a special coach for Rome.

Cardinal INNITZER (Primate of Austria)
Rev. Dr. WEINRACHER (Secretary)
Archbishop NEBROP HABOZIAN
Rev. Dr. INGLIZIAN (Secretary)
Rev. HEINRICH KIRFEL
Father GARO (French Army Chaplain)
Father GIBSON (HQ Vienna Area) (in charge of
travelling arrangements)
Bishop PAWLKOWSKI (Graz)

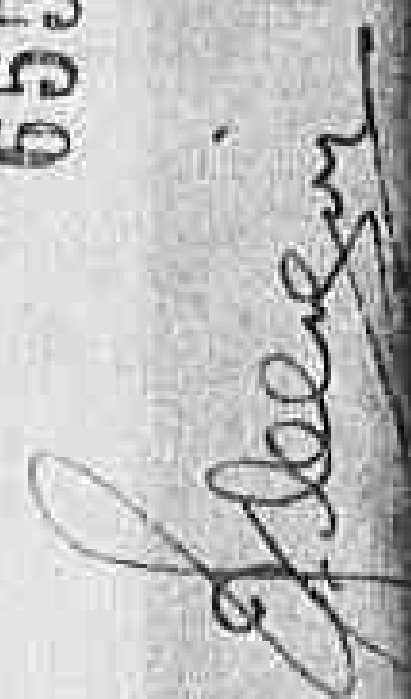
2. It is understood that the coach is now garaged at
Rome Termini Station.

3. The Cardinal and his party wish to return to Vienna
in this coach attached to the combined military and
civilian passenger train departing Rome at 2100 hrs.
on Wednesday 27 February '46 to Villach.

4. The Movements Division, Allied Commission, Austria,
will arrange for the onward service from Villach.

For the Director

6558



1. The undormentioned, departed Vienna at 2125 hrs on 13 February '46 in a special coach for Rome.
 Cardinal INNITZER (Primate of Austria)
 Rev. Dr. WEINBACHER (Secretary)
 Archbishop MESROP HABOZIAN
 Rev. Dr. INGLIZIAN (Secretary)
 Rev. HEINRICH KIRFEL
 Father GARO (French Army Chaplain)
 Father GIBSON (HQ Vienna Area) (in charge of travelling arrangements)
 Bishop PAWLKOWSKI (Graz)
2. It is understood that the coach is now garaged at Rome Termini Station.
3. The Cardinal and his party wish to return to Vienna in this coach attached to the combined military and civilian passenger train departing Rome at 2100 hrs. on Wednesday 27 February '46 to Villach.
4. The Movements Division, Allied Commission, Austria, will arrange for the onward service from Villach.

For the Director

6553

I. P. Clinging

I. P. CLINGING,
 Captain, R.E.

Copy to : Movements Division, Allied Commission, Austria
 (Attn. Major J.R.C. Walker)
 Rail Division (Tn 4) —
 (Attn. Capt. Jeffreys)

ECITO (ORMOA) ITALY
c/o H.Q. ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
G. H. F.

379/38

16 January 1946.

Tel: 843.458.

I/H.

Ref: G - 126.

Subject: Journey of Italian Diplomatic Mission to Barcelona.

To: Engineer Biondi,
Italian State Railways.

Copies to: M. R. S. - Lt. Col. London.
Transportation Sub Commission
(Rail Division) - Major Watson.
Cie Wagons-Lits - Signor Benini.

1. Reference letter BT/220545/513 of the 12th January from Wagons-Lits Company to you in connection with the journey of Italian Diplomats from Rome to Barcelona.
2. In view of the fact that the civilian services will not be able to operate by line "50" through Pisa and La Spezia by January 29, and because R.S.S. cannot authorize additional sleeping cars being attached to the Swiss Tour train "400", authority has been given for the operation of an additional special train on the date mentioned.
3. Please arrange with Wagons-Lits Company as to the exact timings, and it is presumed you will make this train up to full tonnage in order to take advantage of locomotive power.
4. Please say what final arrangements are made.

*File with
information
trapped*

Parting
R. H. L. PHILLIPS,
Divisional Officer,
ECITO/ORMOA ITALY. 6557

BOLTO (ORMOA) ITALY
o/c d.c. ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
C. M. F.

9th January, 1946.

Ref: G - 126.

Tel: 843.458.

Subject: Journey of Spanish and French Bishops to Rome.

To: Engineer Biondi,
Italian State Railways.

Copy to: Transportation and Shipping Sub Commission.
A.C. (Rail Division). ✓

M. R. S. - Major London.

Wagons-Lits/Cook - Signor Benini.

1. Reference letter BT/36/485 of the 4th January from Wagons-Lits to you.

2. It will not be possible for four supplementary sleeping cars and a dining car to be attached to the Military train operating between Milan and Rome, but the Military Railway Service agrees to the operating of a special train in each direction to meet the needs for transporting the 88 persons travelling to Rome for elevation to cardinalship.

3. Please let me know the arrangements you make for operating special trains in each direction, and authority is given you *by me* to make these trains to full strength by the addition of other coaches which can be used for ordinary civilian passenger purposes, in order that full advantage may be taken of the locomotives employed.

for acting 6556
R. W. D. FELLOWS,
Divisional Officer,
BOLTO/ORMOA ITALY.

PCN/62

379/36

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

7 February 1946

Tel.: 843238

Ref.: AC/379/Tue 4

SUBJECT: Simplex-Orient Express.

TO : E.C.I.T.O. (OMMOA) MDG

1. Reference yours Ry-460 of 30 January 1946.

2. The proposed timings of the extended service to operate between Milan and Rome on completion of the Genoa-La Spezia line is as follows:-

1900	MILAN	0900
2240	GENOA	0515
2315		0340
1650	ROME	1030

3. The existing passenger service Rome-Milan Via Pisa and Florence will continue to operate.

P. G. MATSON
MAJOR T.A. 6575

Per Director.

Feb. 7, 1946

1. dep. 1900 hrs. Milan arr. 0900 hrs.
 arr. 2240 " dep. 0515 hrs.
 dep. 2315 " arr. 0340 hrs.
 arr. 1650 " Rome dep. 1030 hrs.
2. Yes, it will continue to operate.

Luberti

6574



ECITO (ORMOA) ITALY
c/o H.Q. ALLIED COMMISSION
(Transportation & Shipping Sub-Commission)
C. M. F.

30 January 1946.

ACP/ch.

Telegrams : ALCOM ROMA CITE ACTPT for ECITO ORMOA.

Telephone : 843.458.

Reference : BY - 460.

✓ Subject : Simplon - Orient Express.

To : Allied Commission,
Transportation Sub-Commission (Rail Div.)

1. Can you please furnish proposed timings of the amended service to operate between Milan and Rome on completion of the Genoa - La Spezia line.
2. Will the existing passenger service Rome - Milan via Pisa and Florence also continue to operate?

acting
R. W. L. FELLOWES,
Divisional Officer
ECITO (ORMOA) ITALY.

6553

U R G E N T W I R E

7 GEN 1946
TRANSPORTATION
~~COMMUNICATIONS~~ 54

From D.G. I.S.R.

To Allied Commission - Rome - Via Veneto

PAC/33564/*Tea* 4808/28

Following our wire of 2nd January, we inform you that inauguration Simplon Orient Express train will take place in the evening of 9 inst., namely just after the arrival of train. This because foreign railways delegates have to leave Milan in the morning of 10 January.

The Director General

Sgd. Di Raimondo

Na.7/1/cm;

652



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

TELEGRAMMA URGENTE

Stazione di _____

12-100

12-100

DISPACCIO DI SERVIZIO (in partenza, in arrivo o in transito)

RICEVUTO da _____	il _____	ore _____	TRASMESSO a _____	il _____	ore _____
per Circuito N. _____	dati impiegato _____	104 _____	per Circuito N. _____	dell'impiegato _____	104 _____
Indicazioni d'urgenza e categoria	DESTINAZIONE	PROVENIENZA	NUMERO	DATA DELLA PRESENTAZIONE giorno _____ mese _____ ore _____ minuti _____	
				7 GEN 1946	

MINISTERO
DELLE
COMUNICAZIONI

Ferrovie dello Stato

RICEVUTA
DEL
DISPACCIO

N. _____

da _____

a _____

DATA

il _____ 19 _____

Anno _____

ora _____

Stema

COMMISSIONE ALLEATA

PAF. 33564/ma 4808/28 ROMA Via Veneto

Seguito telegramma 2 gennaio informasi che
cerimonia inaugurazione treno Sempione Oriente
Espresso è anticipata sera nove corrente subito
dopo arrivo treno
doventando delegati ferrovie estere lasciare
Milano mattino giorno dieci.

DIRETTORE GENERALE FERROVIE STATO

Ugo Hammit

TRANSLATION

AS/fl

To : Allied Commission--

For inauguration Train Sempione Orient Express we
invite the Allied Commission to assist ceremony 1000 hours
Thursday 10 January at Capo Compartimento Ferrovie Stato Mi-
lano P.D. Please cable Capo Compartimento Milano names of
delegates and eventual request hotel accommodations.
General Director I.S.R. Di Raimondo.

6551

ECITO (ORMOA) ITALY
c/o H.Q. ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
C.M.F.

Ref. RV - 460.

27 December 1945.

Tel. 843.458.

Subject: SIMFLON ORIENT express commencing 8 January.

Reference signal 20 December 1945.

First sentence should read "commencing 8 January".

It was decided at Lugano that first train would leave

Paris on 8 January if service was only thrice weekly.

Understand Director General I.S.R. is inviting representatives of French and Swiss Railways to a function at

Milan on 9 January to mark the reopening of the service.

R.L. Fellowes

R.L. FELLOWES,
Divisional Officer,
ECITO, ORMOA ITALY.

Signal to: ORMOA/ECITO c/o British Military Mission to Belgium, Brussels.
Mov BAS PARIS,
Mov Liaison Officer c/o Military Attache Bernes.

Copies to: M.R.S.
Transportation Sub Commission, Rail Division.
I.S.R.

Tel. ROME 843191/5 (Firebox)
EXT 74

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

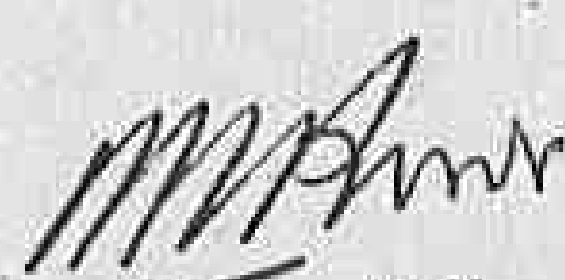
Subject:- Crossing of Frontier Stations.

Tr.A. 1/227.

4 Dec 45.

To:- Director General,
I.S.R.

1. With reference to your PAS/11/179087/Loca F231/4, dated 20 Nov 45 and H.Q. Allied Commission (Public Safety Sub Commission) letter AG/14080/6/13 dated 30 Nov 45 (copy to you).
2. Will you please supply direct to H.Q. Allied Commission (Public Safety Sub Commission) the information requested in their letter.


Lt. Col. R.E.
for Brigadier.
Director of Military Railway Service.
(K.L. PROSSER).

Copy to:- Tn. Sub Commission,
H.Q. Allied Commission. ✓
Public Safety Sub Commission,
H.Q. Allied Commission.

6549

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 478800

AC/14080/6/ES

30 November 1945

SUBJECT : Crossing of Frontier Stations.

TO : Transportation (Br) Main,
C.M.F.

1. Reference your Tn.A. 1/227 of 21 Nov. 45 and enclosed letter from the Italian Ministry of Transport ref. PAB/11/179037/IOCA F234/1.

2. All persons wishing to cross the Italo-Austrian Frontier for whatever reason must be in possession of authority to do so from Allied Commission Austria. An Italian passport alone is not sufficient authority.

3. It is requested that this office be given the following details re the persons concerned.

- a) Name
- b) Christian Names
- c) Date and Place of Birth
- d) Nationality
- e) No. of identity card or passport
- f) Particulars as to duty to be performed in Austria and approximate distance within the frontier which applicant will have to travel.

4. On receipt of the above information this office will refer the whole question to the authorities in Austria and will notify you of their decision as soon as possible.

Copy to Transportation S/C,
HQ. A.C. ✓
Director General, ISR,
Ministry of Transports.

h. Willmetts / *cmdr*
JOHN W. CHAPMAN
Colonel, JAGD
Director.

WT/as

GOVT

379/26

Ministry of Transports,
I.S.R. Direction General,
P.A.G. Service.

Rome : 20 Nov 1945.
PAG/11/179087/IGGA P234/4.

Subject:- Personnel at Frontier Stations.

To:- Military Railway Service
Building

1. We have been requested to issue instructions so that our agents, residing near the confine border, may cross, for duty reasons, the frontier stations of Brennero and Tarvisio.
2. Please, let us know whether to cross said stations is sufficient to have the Royal passport issued for service by the Ministry of Foreign Affairs, or is it necessary a special pass issued by Allied Authorities.
3. In case this special pass should be required, please advise how many photographs and what other documents are to be submitted, as well as the issuing Authorities.

(signed) Director General.
Di Raimondo.

No. 20/XI/cn.

6547

POB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

3 September 1945

Tele : Ext. 514

AC/612A/102/Fn.3.

SUBJECT : Civilian travel to destinations outside Italy

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

Reference our AC/612A/55/Fn.3. of 20 August, and your acknowledgment of 30 August, in which it was stated that the points raised were under study and that an AFHQ decision would be forwarded.

It is noted that the question of civil passengers for the U.K. was discussed at the Mediterranean Shipping Board Meeting held on 30 October (see Minute 2483).

The immediate prospects of shipping being available to U.K. from this theatre are not good. Further, it has not been possible to evacuate any civilians to U.K. since the original request was made. The proposal to return civilians by air did not materialize.

Arrangements are now being made to re-institute a modified Simpson-Orient-Express Train Service. This will run from Milan to Paris with through connection in Italy from Rome and Venice and with connection from Paris to England. It is suggested that this service could be used to repatriate civilians on a limited scale from Italy to England.

Any repatriation by these means would have to be closely controlled and it is proposed that a civilian agency such as Regatta-Lite-Cook would be suitable for making the routine arrangements. In this connection a copy is attached of a letter received from the Chief of the Italian Agency of the Regatta-Lite-Cook Company, indicating their willingness to undertake the arrangements for repatriation by rail.

It is considered that priorities would have to be established for various categories of passengers and it is suggested that the British Consulates could allot these priorities.

The introduction of services to England by rail or sea for the numerous English and other civilians now in Italy is important and your views on the above proposals are requested in order that an organized system for dealing with applications for repatriation can be introduced as early as possible.

1.

2.

3.

4.

5.

6.

7.

1. Reference our AC/6124/55/Tn.3, of 20 August, and your acknowledged letter of 30 August, in which it was stated that the points raised were under study and that an AFM decision would be forwarded.
2. It is noted that the question of civil passengers for the U.K. was discussed at the Mediterranean Shipping Board Meeting held on 30 October (see Minute 2483).
3. The immediate prospects of shipping being available to U.K. from this theatre are not good. Further, it has not been possible to evacuate any civilians to U.K. since the original request was made. The proposal to return civilians by air did not materialize.
4. Arrangements are now being made to re-institute a modified Simplot-Orient-Express India Service. This will run from Milan to Paris with through connection in Italy from Rome and Venice and with connection from Paris to England. It is suggested that this service could be used to repatriate civilians on a limited scale from Italy to England.
5. Any repatriation by these means would have to be closely controlled and it is proposed that a civilian Agency such as Wagons-Lits-Cook could be suitable for making the routine arrangements. In this connection a copy is attached of a letter received from the Chief of the Italian Agency of the Wagons-Lits-Cook Company, indicating their willingness to undertake the arrangements for repatriation by rail.
6. It is considered that priorities would have to be established for various categories of passengers and it is suggested that the British Embassies or Consulates could allot these priorities.
7. The introduction of services to England by rail or sea for the numerous English and other civilians now in Italy is important and your views on the above proposals are requested in order that an organized system for dealing with applications for repatriation can be introduced as early as possible.

P. G. Newman
D.D.G. BERMAN,
Colonel,
Director.

Copy to : G-4 (Mov & Trn) AFEC
Movements Division (Ref Branch)
Rail Division (Tn.4.)
ECITC (GRACA) Rome

379/24

RB/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, AG
(RAIL DIV 113)
c/o Transportation (Tr) Main
C.R.F.

6 December 49

Tel: 8.3230
Ref: 40/579/Tn 4

SUBJECT : Simplon Orient Express.

TO : Italian State Railway
Building

1. Reference your L.210/499/19/1 of 3 December.
2. It has been agreed by ASH that operation of the Simplon-Orient-Express may be instituted as of 7 January three times per week between Paris and Milan with through sleeping coaches to Rome and Venice.
3. Detailed timings between Milan and Rome-Venice will follow shortly.

[P. G. MATTEO
For Director

Copy to: Distr 444g
CHRA
Movements Rail Tr 3/0

6543

379/23 200/10

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

29 November 45

Tel: 843258/
Ref: AC/379/En 4

SUBJECT : International train service.

TO : Mr & En ARHQ (Attn. Lt. Col. Willis).

1. Reference yours Nov. 5/312/9 of 20 November 45.

2. Our opinion is that there should be a fixed allotment of space as between military and civilian passengers. If the military allotment was not fully reserved, say by 48 hours prior to departure of train then the space could be sold to civilians.

3. Being that Wagon-Lits have offices in all important centers it is our desire that they should act as the booking agency for civilians.

4. If at any time we consider that the policy for movement of civilians needed adjustment we could handle the subject with Wagon-Lits.

For the Chief Commissioner :

P. C. MITCHELL,
Major T.C.

Copy to: MILITARY (C.M.F.) Bldg.
Movements Rail En Sub-Commission

Transport

Subject: International Train Services.

To : Transportation Sub Commission
HQ Allied Commission.

Q(Movements)
GHQ CMP
Tel: Freedom 320

Nov 3/312/9

20 Nov 45

Copy to: DMRS Italy.

1. With the institution of the through sleeping car from MILAN to PARIS on 21 Nov it may be said that through International services from ITALY will have recommenced. As you are aware, passengers will for the time being, be restricted to the Military and to a limited number of civilians sponsored by the Italian Government.
2. The question has now been raised as to the procedure for arranging actual bookings. It is not proposed that there should be a fixed allotment for Military passengers, at least until it is possible to assess the probable numbers travelling, and for the time being all military bookings will be arranged through this office with the central booking agency. As it is expected that the majority of the passengers will be civilian and as it is necessary that they should all be sponsored, it is suggested that, at any rate initially until some of the present restrictions on travel are lifted, you should maintain the central booking agency to receive and screen applications and pass them on to the Wagons-Lits Company. May we please have your comments?

A.M. Willis

A.M. WILLIS, Lt-Col.
for Brigadier,
DQMG (Mov & Tn).

6543

OGGETTO: Servizio Treno Internazionale.

2 (Movimento)
CHQ. CMF.

ALLA : Sotto-Commissione Trasporti AC.,

S S D E

Copia alla Direzione del Servizio
Militare Ferroviario Italia.

Nov. 3/312/9.
dal 20 Nov. 1945.

1. Con l'istituzione di un servizio Internazionale con vagone letto da Milano a Parigi dal giorno 21 Novembre si può dire che si deve avere un servizio internazionale dall'Italia. Come sarete stato informato per la possibilità di viaggiare in detta vettura viene ad essere limitata ai militari ed a un numero limitato di civili che lavorino per il Governo Italiano.

2. La materia ha ora raggiunto una fase tale da mettere una procedura onde coordinare l'attuale forma di prenotazione. Non viene proposto che vi debba essere un'assegnazione fissa di posti per i viaggiatori militari, almeno fino a quando sia possibile emettere biglietti di viaggio per il probabile numero di viaggiatori partenti, e per detto scopo sarà disposto che tutte le prenotazioni per i militari vengano fatte attraverso un'agenzia centrale. Presumendo che la maggior parte dei passeggeri siano dei civili è necessario che questi debbano essere muniti di un documento speciale rilasciato dalle Autorità Governative, ritenendo che per la quota iniziale fino a che le restrizioni non siano tolte, voi dovrete mantenere la prenotazione presso un'Agenzia Centrale, per ricevere ed esaminare le singole richieste e per passarle alla Compagnia dei Wagoni Letto. Potremo avere per cortesia la vostra opinione in proposito?

A.M. Willis Lt. Col.
Per il Brigadiere. 652

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

Tel. 843203
Ref. AC/379/Tn4

27 November 1945

SUBJECT : International Trains.

TO : Director, Transportation Sub-Commission.

1. A meeting is to be held at Nice, France, 8th December between representatives of the Italian and French Governments to discuss agreements between Italian and French Railways for the restoration of international service on the Ventimiglia-Menton railway line. Matters to be discussed concern personnel, inauguration of train services, custom houses and passport controls. Major G. S. Barnes (Br) is nominated to be the representative of the Rail Division of Allied Commission to attend this conference.

2. Listed below are representatives of the Italian Government nominated to attend the conference. These representatives will travel by rail between Rome and Ventimiglia and by road between Ventimiglia and Nice. It is requested that orders be obtained from AFHQ for these persons to travel by rail between Rome and Nice.

By Sleeper

Ing. Cirillo Mario
Ing. Cappellini Mario
Ing. Masini Vittorio
Ing. Celli Sofocle

Dott. Laloni Nicola
Dott. Martano Giovanni

Ing. Randa Bruno
Cav. Testa Venceslao

ISR Personnel

Mov. Service

Commercial Service

Works Service

1st. Representative Comm. Crudele Sante
2nd. " " Dott. De Luca Davide

FINANCE MINISTRY
General Direction
Custom House

1st. Representative Comm. Gargiulo Attilio

Inter. Ministry

1. A meeting is to be held at Nice, France, 8th December between representatives of the Italian and French Governments to discuss agreements between Italian and French Railways for the restoration of international service on the Ventimiglia-Fentone railway line. Matters to be discussed concern personnel, inauguration of train services, custom houses and passport controls. Major G. S. Barnes (Br) is nominated to be the representative of the Rail Division of Allied Commission to attend this conference.

2. Listed below are representatives of the Italian Government nominated to attend the conference. These representatives will travel by rail between Rome and Ventimiglia and by road between Ventimiglia and Nice. It is requested that orders be obtained from AFHQ for these persons to travel by rail between Rome and Nice.

By Sleeper

Ing. Cirillo Mario
Ing. Cappellini Mario
Ing. Masini Vittorio
Ing. Celli Sofocle

Dott. Laloni Nicola
Dott. Martano Giovanni

Ing. Renda Bruno
Cav. Testa Venceslao

ISR Personnel

Mov. Service

Commercial Service
"

Works Service 65
"

FINANCE MINISTRY
General Direction
Custom House

1st. Representative Comm. Crudele Sante
2nd. " " Dott. De Luca Davide

1st. Representative Comm. Gargiulo Attilio Inter. Ministry

Costa SanSeverino Edoardo Foreign Ministry

R. P. MOSS
Chief, Rail Division

◆ BY SLEEPER

ISR PERSONNEL

Ing. CIRILLO Mario
 " CAPPELLINI Mario
 " MASINI Vittorio
 " CELLI Sofocle

Mov. Service

Dott. LALONI Nicola
 " MARTANO Giovanni

Commercial Service
 " "

Ing. RENDA Bruno
 Cav. TESTA Venceslao

Works Service
 " "

		<u>FINANCE MINISTRY</u>
1st Representative Comm. CRUDELE Sante		General Direction
2nd " Dott. DE LUCA Davide		Custom House
1st Representative Comm. GARGIULO Attilio		Enter. Ministry
COSTA SANSEVERINO Edoardo		Foreign Ministry

MEETING TO BE HELD THE 8th DECEMBER 1945 AT NICE.

DISCUSSION.

Agreements between Italian and French Railways and concerned custom houses and public Safety Officials, for international restoration service on Ventimiglia passage, according to the present possibility of the railway line.

(Matters concerning personnel - trains institution, - custom house and passport controls. etc.

Tel. ROME 843191/5 (Firebox)
EXT. 9302

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

Subject : International Railway Traffic.

Tn.A.3(0) 26/56

20 November '45

To : Director General,
I.S.R.

Info : Tn. Sub-Commission, A.C.
Rail Division.

When you propose to hold meetings regarding the above at any place, or send representatives to attend meetings called by any other railway administration, regarding international traffic matters, please arrange to give previous notice to Tn. Sub-Commission A.C. (Rail Division) and this Headquarters.

Such notice should include the Agenda, date and place of the meeting, so that representatives from A.C., AFHQ, or DMRS can be in attendance.

This procedure will ensure that the maximum assistance is given you in your dealings with other national administrations on matters affecting international railway working, and should assist in arriving at quick decisions.

R. Lapina Lt Col

Brigadier,
Director,

Military Railway Service .

6578

ALLIED FORCE HEADQUARTERS
Mov & Tn

SUBJECT : Responsibility of ISR on International
Railway Matters

(Mov 1/6)D/5

Tele FREEDOM 395

TO : Director,
Military Railway Service

17 Nov 45

1. The following is issued in order to clarify the responsibilities which may be undertaken by the ISR in regard to international railway matters, such as international trains and wagon exchange.
2. The ISR are not in a position to negotiate with outside railway administrations. Their position is quite different from that of other railway administrations such as the SNCF or Swiss authorities who have complete control over all traffic which they move. The ISR are obliged to move military traffic as first priority and are not aware of the future military requirements. They cannot therefore come to any final agreement on matters such as international trains, wagon exchanges etc, unless confirmation has been obtained from the military authorities in ITALY. Without such confirmation the ISR, in any negotiations they may undertake, will find themselves in an equivocal position and unfortunate circumstances may arise whereby the military authorities may have to step in and overrule agreements made.
3. It is necessary therefore for the ISR to give previous notice to the following authorities - AG, DEIRS - of any meetings which they may wish to hold or attend with other railway administrations concerning international traffic. When making such proposals the agenda and date of the meeting should be given so that representatives from AG, DEIRS or AFHQ can be in attendance.
4. The above procedure will enable the maximum assistance to be given to the ISR in regard to their dealings with other national administrations on matters affecting international railway working and should assist in arriving at quick decisions.

A. M. Milne
A. M. MILNE,
Colonel,
for Brigadier,
DOME (Mov & Tn).

TLE/dw

Copy to: Allied Commission
(for Transportation Sub-Commission)

8577

for sig 9/11

379/18

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSIONTel. 843233
Ref. AG/379/TM4ACP/lml
8 November 1945Doctor Ugo La Malfa,
Minister of Transports,
Rome.

My dear Dr. La Malfa:

I am sending you a copy of Italia Nuova dated 8 November 1945, wherein Ing. Bianchi of the North West Delegation has made an announcement as to the introduction of the Simplon Orient Express.

You will doubtless have received the report of your representatives of the ECITO Conference in Brussels, when the question of International Services was discussed, and Ing. Biondi of Headquarters IIR was also present at a meeting at AFHQ on the subject.

It is most undesirable that local officials make press statements on subjects which are still under discussion and investigation, and it is suggested that on such important matters, any announcement should come from IIR Headquarters, and then only when definite agreements have been reached.

Very truly yours,

P. D. G. BUCHANAN, Col.
Director

6538

Per "IDEALIA ROMA" non risponde.

L'ORIENT EXPRESS ATTRAVERSO L'IDEALIA
entrerà in funzione entro l'anno.

Milano, 1 (notte)

Il Conducente straordinario della Ferrovie dello Stato per l'alta Italia, Ing. Bianchi, ha dichiarato che entro l'anno si apre la rete di trasporto in efficienza l'Orient Express linea Parigi, Milano, Trieste via Napoli con nuova vettura per uomo. Attualmente sono in funzione quattro coppie giornaliere sulla linea Milano-Geneva alimentate da cinque coppie, pure giornaliere, provenienti da tutte le regioni d'Italia.

6575

AS/fl

From the

"ITALIA NUOVA"
=====

November 2, 1945

WITHIN THE YEAR THE ORIENT EXPRESS

WILL RUN THROUGH ITALY

Milan 1

The State Railway Commissar for North Italy Mr. Bianchi, has stated that within the year the Orient Express line Paris, Milan, Triest, via Sempione, with a coach for Rome, will probably be reoperated. At present there are four sets of trains running on the Milan-Calais, receiving traffic from five sets of trains from all the Regions of Italy.

379/17

Ministry of Transports
 I.S.R. Direction General
 Commercial and Traffic Service

Rome 18 NOV. 1945
 N° C.313/9/7ca 7181/5
 Ref. AC/379/Tn.4 dated 31 Oct.45

Subject:
 Tickets for travels on
 international through service

Transportation Sub-Commission AC.
 (Rail Division)
 C/o Transportation (Mr) Main, CMF.
R o m e

Replying to your letter above referred to, we inform you that passenger and luggage charges in force before the war and shown on the respective Italian-Swiss and Italian-French (via Switzerland) tariffs, cannot be applied in case a civilian passenger service is re-established on the route Rome - Domo-dossola - Chiasso - Paris via Switzerland.

It will be necessary to take new agreements with the Railway administrations concerned, in order to bring up to date prices and charges of transports and payment of traffic products. It is hoped that these agreements will be taken in the ECITO meeting to be held at Lugano on 22 November. It is not felt that the pre-war issue of tickets valid for some international routes (exclusively French or Swiss-French routes) to be chosen by the passengers could be granted again. As for the routes covering the Italian territory only, it will be arranged to chose, as usually, the routes mostly run by the international traffic or those run by through services, with the purpose of avoiding difficulties to the international passengers.

The traffic will be charged on respect of the longest
 ./.

158

2/18/12 route shown on the travel tickets, so that also the shorter routes eventually run shall be covered.

Director General

F.to DI RAMONDO

633



MINISTERO DEI TRASPORTI
DELL'ECONOMICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO COMMERCIALE E DEL TRAFFICO

Roma, li 16 NOV 1945 Anno 193

N° C.313/9/qua 7181/5

A/ N° AC/379/Tn.4 del 31 Ottobre 1945

OGGETTO

Biglietti per viaggi in
servizio diretto interna-
zionale.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti (Ferrovie)
TRANSPORTATION SUB-COMMISSION A.C.
(Rail Division)
C/o Transportation (Br) Mail, C.M.F.

R O M A

In risposta alla lettera sopra citata, s'informa che i prezzi viaggiatori e bagagli in vigore prima della guerra, figuranti nelle rispettive tariffe italo-svizzera e italo-francese via Svizzera, non sono applicabili nel caso di ripristino di un servizio civile passeggeri Roma - Domodossola / Chiasso - Parigi via Svizzera.

Occorreranno nuovi accordi con le Amministrazioni ferroviarie interessate, per l'aggiornamento dei prezzi e delle condizioni di trasporto e di liquidazione dei prodotti. Si spera prendere tali accordi alla riunione fissata dall' E.C.I.T.O. a Lugano per il 22 corrente.

Non è affatto probabile che possano conferinarsi le facilitazioni offerte anteguerra dai biglietti valevoli per più vie internazionali facoltative (vie esclusivamente francesi oppure vie svizzero- francesi) e scelta del viaggiatore. Per ciò che concerne gli istradamenti relativi al solo percorso

Biglietti per viaggi in
servizio diretto interna-
zionale.

TRANSPORTATION SUB-COMMISSION A.C.
(Rail Division)

C/o Transportation (Br) Main, C.M.F.

R O M A

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Cocorreranno nuovi accordi con le Amministrazioni ferroviarie interessate, per l'aggiornamento dei prezzi e delle condizioni di trasporto e di liquidazione dei profitti. Si spera prendere tali accordi alla riunione fissata dall' E.C.I.T.O. a Lugano per il 22 corrente.

Non è affatto probabile che possano conferirsi le facilitazioni offerte anteguerra dai biglietti valevoli per più vie internazionali facoltative (vie esclusivamente francesi oppure vie svizzero- francesi) a scelta del viaggiatore. Per ciò che concerne gli itineramenti relativi al solo percorso italiano, si sceglieranno, come d'uso, le vie più frequentate dal pubblico internazionale o quelle seguite dalle carrozze dirette, in modo di evitare difficoltà al viaggiatore internazionale. La tassazione sarà fatta per la via più lunga indicata sul biglietto di viaggio, in modo di coprire la via più

1438 Tip-Litografia I.F. Sonavi, eventualmente percorribili.

IL DIRETTORE GENERALE

Luigi Raimondo

+

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ACP/PDGB/lrv

Ref. AC/379/Tn 4

9 November 1945

Doctor Ugo La Malfa,
Minister of Transporte,
Rome.

Dear Dr. La Malfa:

I am sending you an extract from Italia Nuova dated 2 November 1945, wherein Ing. Bianchi of the North West Delegation has made an announcement as to the introduction of the Simplon Orient Express.

You will doubtless have received the report of your representatives at the ECITO Conference in Brussels, when the question of International Services was discussed, and Ing. Biondi of Headquarters ISR was also present at a meeting at AFHQ on the subject.

I am sure you will agree that it is undesirable for local officials to make press statements on subjects which are still under discussion and investigation, and it is suggested that on such important matters, any announcement should come from your office or ISR Headquarters, and then only when definite agreements have been reached.

Very truly yours,

P. B. Buchanan

P.B.G. BUCHANAN, Colonel
Director

ca "ITALIA NUOVA" newspaper.

L'ORIENT EXPRESS ATTRAVERSO L'ITALIA
entrerà in funzione entro l'anno.

Milano, 1 (notte)

Il Commissario straordinario delle Ferrovie dello Stato per l'alta Italia, Ing. Bianchi, ha dichiarato che entro l'anno si spera di rimettere in efficienza L'Orient Express linea Parigi, Milano, Trieste Via Scapione con annesse vetture per Roma. Attualmente sono in funzione quattro coppie giornaliere sulla linea Milano-Calcina alimentate da cinque coppie, pure giornaliere, provenienti da tutte le regioni d'Italia.

379/14

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 7745 RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

A. P. O. 512
31 October 1945

531-AD

SUBJECT: Opening Railroad Overpasses with Bordering Nations.

TO: Allied Commission
Rome, Italy
ATTENTION: Mr. R. P. Moss

Herewith letter received from Director General Di Raimondo of the Italian State Railways relative to interchange of equipment between Italy and bordering nations.

As this would appear to be a matter coming under your jurisdiction, papers are referred to you for necessary attention.

1 Incl
ISR ltr atd
18 Oct 45.

E. F. Barnes
E. F. BARNES
Colonel, TC
Deputy Director

6520

U r g e n t

Ministry of Transports
I S R P A G Service

Rome, 18 OCT. 1945

PAG 22/138837/Deca/6766/44

Subject: opening of overpasses
bordering with ex-belligerent
Nations -

to Military Railway Service
R o m e

for information: to Foreign Office
Direction General EE.CC Affairs

R o m e

- 1) Before the war the two regulations RIV and RIG, for reciprocal use and exchange of rolling stock, were in force between the Italian Railways and those of the most of bordering Nations, all members of the "Unione Internazionale dei carri RIV" (International Rail cars Union) and of the Unione Internazionale carrozze e Bagagliai RIG (International Coaches and Luggage Vans Union) -
- 2) The ISR were responsible for vehicles received at border overpasses, where these vehicles resulted to be registered on the exchange forms and regularly checked in connection with the personnel of the bordering railway. The relative statements were consigned by the bordering railway's representative.
- 3) Due to the recent war events, the a/m regulations RIV and RIG have not been in force on respect of those nations being at *war with Italy*, however, for the States who did not extend their occupation on our international stations located on the border (France and Austria), it would be convenient that these regulations be provisionally reinforced, after necessary agreements with the concerned foreign railways.
- 4) The area occupied by Marshal Tito's forces is in a different position, chiefly after the instructions given by your HQ through letter Tn (F) 2/39 dated 1st Sept. 1945. The bordering stations of Piddicolle, Postumia and Fiume are located there. As it does not appear by whom or on whose behalf these stations are operated,

*transferred
a little*

CSG

- 1) Before the war the two regulations RIV and RIG, for reciprocal use and exchange of rolling stock, were in force between the Italian Railways and those of the most of bordering Nations, all members of the "Unione Internazionale dei carri RIV" (International Rail cars Union) and of the Unione Internazionale carrozze e Bagagliai RIG (International Coaches and Luggage Vans Union) -
- 2) The ISR were responsible for vehicles received at border overpasses, where these vehicles resulted to be registered on the exchange forms and regularly checked in connection with the personnel of the bordering railway. The relative statements were countersigned by the bordering railway's representative.
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- 4) The area occupied by Marshal Tito's forces is in a different position, chiefly after the instructions given by your HQ through letter Tn (F) 2/39 dated 1st Sept. 1945. The bordering stations of Piadicolle, Postumia and Fiume are located there. As it does not appear by whom or on whose behalf these stations are operated, we are unable to issue instructions to the same. There ~~are~~ ^{is} the ISR cannot be responsible for the equipment to and from the above stations.

./.

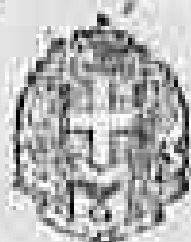
ca ng 12/10

*transferred
a little*

- 5) As a matter of fact, with the present operational conditions, it could happen that foreign wagons bound to Yugoslavia be abusively re-stencilled IDZ by Yugoslav agents.
- 6) Due to the above reasons and in view of the present rehabilitation of traffic it is essential and urgent to give the bordering plants instructions on the matter referred above.
- Please let us know upon which administrative technical and financial conditions the exchange of equipment through the Italian-French and Italian Austrian borders should be made; chiefly, we would appreciate to know the procedure to be followed for the overpasses on the Italian Yugoslav border, awaiting that RIV and RIC regulations be put again in force as in the past time.

Director General

Di Raimondo



MINISTERO
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO P.A.C.

Roma,

18

URGENTE

N. PAG. 22/138837/6766/44

Al N.

del

MILITARY RAILWAY SERVICE
C.M.F.

OGGETTO

ROMA

Apertura dei transiti
di confine con gli Stati
ex belligeranti.

e p.c.
MINISTERO DEGLI AFFARI ESTERI
Direzione Generale degli Affari EE.e CC.

ALLEGATI N.

ROMA

1- Prima dello stato di guerra testè cessato, fra le ferrovie italiane e quelle della maggior parte degli stati europei e quindi anche quelle degli stati confinanti, tutti aderenti all'"Unione Internazionale dei carri R I V" ed all'"Unione internazionale carrozze e bagagliai R I C" erano in vigore i due regolamenti RIV e RIC per il reciproco uso e lo scambio dei veicoli.

2- Le Ferrovie dello Stato assumevano la responsabilità dei veicoli ricevuti ai transiti di confine allorchè detti veicoli risultavano scritturati sui moduli dello scambio veicoli e regolarmente spuntati in contraddittorio col personale della ferrovia confinante. I relativi elaborati erano pure controfirmati dal rappresentante della ferrovia stessa.

3- A causa delle recenti contingenze belliche detti regolamenti RIV e RIC sono rimasti sospesi nei confronti di queglii Stati coi quali l'Italia è stata in guerra; tuttavia per gli Stati che non hanno esteso la loro occupazione sulle nostre stazioni internazionali di confine (Francia e Austria), sarebbe conveniente che i detti regolamenti RIV e RIC fossero provvisoriamente ripristinati,

previ necessari accordi con le ferrovie estere interessate.

4- Diverso è il caso della zona occupata dal Maresciallo Tito specialmente dopo la disposizione impartita da codesta Direzione M R S con nota TnT(F)2/39 del 1° settembre 1945. In detta zona si trovano le antiche stazioni di transito di Piedicolle, Postumia G. e Fiume.

Non risultando da chi e per conto di chi dette stazioni sono esercitate, questa Amministrazione si trova nell'impossibilità di impartire ordini o istruzioni alle stazioni stesse.

Pertanto le F.S.italiane non possono assumere alcuna responsabilità per il materiale rotabile che entra od esce dai transiti anzidetti.

5- Infatti nell'attuale condizione di servizio potrebbe, ad esempio, darsi il caso che da parte degli agenti Jugoslavi vengano sconsigliatamente rimarcati I.D.Z.carri esteri inoltrati verso la Jugoslavia.

6- Per le considerazioni su esposte e data l'attuale ripresa dei traffici è necessario ed urgente dare ai dipendenti impianti di confine le disposizioni in merito alla questione prospettata.

Pregasi quindi voler far conoscere in base a quali condizioni amministrative tecniche e finanziarie si dovrà effettuare lo scambio dei veicoli attraverso i valichi del confine italo-austriaco ed italo-francese e specialmente le modalità da seguire per i valichi del confine italo-iugoslavo in attesa che siano rimessi in vigore i regolamenti del RIV e del RIC come per il passato.

IL DIRETTORE GENERALE

Ugo Raimondo

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ACP/PDGB/lrv

Ref. AC/379/Tn 4

9 November 1945

Doctor Ugo La Malfa,
Minister of Transports,
Rome.

Dear Dr. La Malfa:

I am sending you an extract from Italia Nuova dated 2 November 1945, wherein Ing. Bianchi of the North West Delegation has made an announcement as to the introduction of the Simplon Orient Express.

You will doubtless have received the report of your representatives at the ECITO Conference in Brussels, when the question of International Services was discussed, and Ing. Biondi of Headquarters ISR was also present at a meeting at AFHQ on the subject.

I am sure you will agree that it is undesirable for local officials to make press statements on subjects which are still under discussion and investigation, and it is suggested that on such important matters, any announcement should come from your office or ISR Headquarters, and then only when definite agreements have been reached.

Very truly yours,



P.D.G. BUCHANAN, Colonel
Director

6523

AS/EL

From the

"ITALIA NUOVA"

November 2, 1945

WITHIN THE YEAR THE ORIENT EXPRESS
WILL RUN THROUGH ITALYMilan 1

The State Railway Commissar for North Italy Mr. Bianchi, has stated that within the year the Orient Express line Paris, Milan, Triest, via Sempione, with a coach for Rome, will probably be reoperated. At present there are four sets of trains running on the Milan-Calais, receiving traffic from five sets of trains from all the Regions of Italy.

6520

L'ORIENT EXPRESS ARRIVERA' L'ITALIA
entro l'anno in funzione entro l'anno.

Milano, 1 (notte)

Il Commissario straordinario delle Ferrovie dello Stato per l'alta Italia, Ing. Bianchi, ha dichiarato che entro l'anno si opera di riattivare in efficienza L'Orient Express linea Parigi, Milano, Trieste Via Scapione con enorme vetture per Roma. Attualmente sono in funzione quattro coppie giornaliere sulla linea Milano-Gesio alimentate da cinque coppie, pure giorniere, provenienti da tutte le regioni d'Italia.

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AOP/1ml

379/12

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

Tel. 843288
Ref. AG/379/Tn4

31 October 1945

SUBJECT : International Traffic Through Bookings Paris-Rome.

TO : Italian State Railways
Attention: Ing. Biondi.

1. In the event of the introduction of a civilian passenger service which would afford the facilities for travel between Paris and Rome (at present via Domodossola), it is desired to know whether the booked through rates which were applicable before the war, offering travel by various routes would still be applicable.

2. As far as we know, the availability of travel from Domodossola to Rome was limited to routes via Alessandria-Genoa, or Arona-Milan-Bologna-Florence-Chiusi, and these routes are at present not opened to through traffic.

3. The desirability of booking through traffic from Paris to Rome is obvious, and the point is raised as to whether tickets originally routed via Florence-Chiusi would be accepted without surcharge for travel via Pisa or via Ancona.

Alfred May
for Director

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0502

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

407/1a1

373/11

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
5 TRANSPORTATION (RR) MAIN, C. M. V.

20 October 1945

Tel. 843555
Ref. AC/379/Tm4

SUBJECT : International Trains - Journey of Peruvian and
Brazilian Missions - 24 October 1945.

TO : Italian State Railways,
Attention: Ing. Biondi.

1. Reference is your Memorandum M.235/412/25/212 of 20 October
1945. The following final arrangements are agreed:-

A special train consisting of:

- (a) Two sleepers with the diplomatic missions
who are proceeding to Spain, enroute for
Peru and Brazil;
- (b) A baggage car type 80000, which will operate
as far as Chiasso, where baggage transfer
will be made into a baggage van with electric
heating connections;
- (c) The sleeper withdrawn from the ordinary passenger
service, Rome-Milan;
- (d) Two additional sleepers permitted as a special
case to make up a satisfactory train load and
thus make full use of available engine power.

2. This special train to run in the revised timing of trains 4,
783, 36, and 118 as far as Milan; the two special sleepers and baggage
van to be worked to Chiasso by special extension of train 4123-Milan-Chino.

3. The normal passenger train will run on this date as a special train,
30 minutes later than the usual train timings throughout.

Alfing ma
for Director

Copy to: MRS- Major London
Sig. Benini, Nagon Lits.
Economic Section, Cal. Walton

Memorandum for Maj. Ping.

20 October 1945
M.233/412/25/215

In order to ameliorate running of present passenger train Rome-Milan, effective 22 October said train will have new timings, departing before, and will have new number 4 instead of 6 between Rome and Pisa. On 24 October said train will be utilized for movement of diplomatic missions from Rome to Milan.

Train will consist of one baggage van, two sleepers for the diplomatic missions, ordinary Rome-Milan sleeper, and an additional sleeper for that voyage only.

For ordinary passengers will be worked additional train at 30' distance from the other, of which we enclose timings.

On 26 October will be arranged for forwarding from Milan to Chiasso baggage van and the two sleepers for the diplomatic missions with train 4122.

The Chief of Tn. Dept.
Sgd. Biondi

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RESTRICTED

1266

OCT 6/1115A

G/231

OCT 6/2000A

ROUTINE

ACTPT MILAN SIGNED HARRIS FOR FISKE

HA GLOOM CITE ACTPT INFO MEMORANDUM AND FIRE ARMS AND ARCHIVES FOR BELL

RESTRICTED.

Special train for ministry of interior departs BRESCIA 1600 hours IX (?)
October.

DIST

ACTION : IN EC(2)

INFO : CHIEF COMMISSIONER
ECCH SEC (2)
N & PA
FILE (2)
FLOAT

RESTRICTED

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OCT 1945

0.505

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

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

ROMA D.G. 20 Ottobre 1945
N. M 233/412/25/215.

Al N. _____ del _____

OGGETTO: Appunto per il Sigg. Magg. PING.

Premesso che dal 22 p.v. per migliorare la marcia dell'attuale treno viaggiatori Roma - Milano questo sarà anticipato in partenza da Roma ed assumerà nuovo orario e numero 4 anziché 6 da Roma a Pisa, il giorno 24 corrente detto treno sarà utilizzato da Roma a Milano per missioni diplomatiche.

Il treno sarà composto di bagagliaio e due carrozze letti dei diplomatici, carrozza letti ordinaria ed un'altra carrozza letti sussidiaria per il solo giorno 24.

Per viaggiatori ordinari sarà effettuato supplementare a seguito 30 minuti di distanza dall'originario, del quale si allega ^{pure} l'orario.

Per il giorno 26 sarà disposto il proseguimento da Milano a Chiasso con treno 4122 del bagagliaio e delle due carrozze letti dei diplomatici.

IL CAPO SERVIZIO MOVIMENTO.

COMPAGNIA INTERNAZIONALE DELLE CARROZZE CON LETTI E DEI CONDIZIONI TRENI ESPRESSI EUROPEI

DIREZIONE PER L'ITALIA

CENTRALINO TELEFONICO 850-941

N° 4874/D.E.

Servizi sussidiari

ROMA, il 20 Ottobre 1945
VIA NIZZA, 12B

Servizio Movimento
Direzione Generale - Ferrovie dello Stato
R O M A

Questa Compagnia deve inviare da Roma a Milano
una carrozza-letti.

Si richiede che anzichè fuori servizio tale
carrozza venga inoltrata in servizio quale seconda sussidiaria
col tr. 6 Bis del 24 corrente.

Si gradirà conferma.

P. IL RAPPRESENTANTE
IL DIRETTORE

379/6

-ORARIO TRENI 4bis/723bis/36bis/116bis.ROMA-MILANO
- PER VIAGGIATORI ORDINARI.-

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Roma Tni		tr.4bis	p. 16.50 del 24/10.			
Grosseto a.	21.15		" 21.45	"	"	"
Livorno "	3.05		" 3.25	"	25	"
P i s a "	4.05		" 4.10	"	"	"
Firenze "	6.50	tr.723bis	" 7.11	"	"	"
Prato "	7.44		" 7.45	"	"	"
Bologna "	11.30	tr.36bis	" 12.30	"	"	"
Piacenza "	16.50	tr.116bis	" 17.40	"	"	"
Milano "	18.55		-----			

.=. .=.

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37 9/7

- ORARIO TRENI 4/723/36/116. ROMA - MILANO. -
PER DIPLOMATICI.

Roma Tni		tr. 4	p. 16.20 del 24/10.
Crosseto	a. 20.45		" 21.15 " " "
Livorno	" 2.35		" 3.55 " 25/ "
P i s a	" 3.35		" 3.40 " " "
Firenze	" 6.20	tr. 723	" 6.41 " " "
Prato	" 7.14		" 7.15 " " "
Bologna	" 11.00	Tr. 36	" 12.00 " " "
Piacenza	" 16.20	tr. 116	" 17.10 " " "
Milano	" 18.25		-----

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6516

COMPAGNIA INTERNAZIONALE DELLE CARROZZE CON LETTI
E DEI GRANDI TRENI ESPRESSI EUROPEI

SERVIZIO CENTRALE AGENZIE ITALIANE
PIAZZA ESQUILINO, 12
ROMA

URGENTE.

ROMA, 22 Ottobre, 1945.

N. 220509/165.

Oggetto: Viaggio Missioni Diplomatiche
Italiane al Peru' e Brasile

On. Direzione Generale delle
Ferrovie dello Stato,

ROMA.

A seguito del foglio N°220509/130 del 17 corrente si
ha il pregio di comunicare di aver ora ricevuto dalla nostra
Rappresentanza di Basilea il seguente telegramma:

"FOURGON 1287 POURRA CIRCULER SUILEMENT
"CHIASSO CERBERE STOP FAITES NECESSAIRE
"FOURNITURE FOURGON PAR CHEMINS DE FER
"ITALIENS TRANSBORDIEMENT BAGAGES SE FERA
"CHIASSO"

Date che il predetto furgone bagaglie del Parco svizzero
della scrivente Compagnia sarà messo a disposizione delle
Missioni Diplomatiche Italiane da Chiasso sino a Cerbère, si
prega cedere On. Direzione Generale di voler considerare la
possibilità di voler concedere per la tratta Roma-Chiasso
un carro bagaglie del tipo "80000".

Nella fiducia, ringraziando, con distinte essequie.

IL CAPO DELLE AGENZIE ITALIANE
(R. BENINI)

TRANSLATION

Subject: Journey of the Italian Diplomatic
Missions to Peru & Brazil

Following up our letter N°220509/130 dated 17th inst.
we beg to inform you that we have now received from our Basle
Representative the following telegram:

"BAGGAGE VAN 1287 WILL BE RUN CHIASSO CERBERE
"ONLY STOP DO NEEDFUL ITALIAN RAILWAYS TO SUPPLY
"BAGGAGE VAN TRANSFER BAGGAGES WILL BE MADE CHIASSO"

In view of the fact that the above mentioned baggage-
van will be put at the disposal of the Italian Missions
from Chiasso up to Cerbere, we beg you to kindly consider
the possibility of supplying one baggage van type "80000"
for the journey: Rome-Chiasso.

Thanking you,

LE CHIEF DES AGENCES ITALIENNES
(E. BENINI)



TRANSPORTATION SUB-COMMISSION, NO
(SAIL SERVICE)
c/o Transportation (Dr) Main
O.H.S.

Ref: 045230
Ref: 04/10/1947/27

13 October 43

SUBJECT: Shipping Our Train to Spain.

Re: Signor Bianchi
Chief Movement Services
Italian State Railways

Authority is given for operation of the Milan train in two portions on date of journey.
First portion to consist of two through sleepers, bringing our men sleeper normally in train to Milan. You can, if desired, use an extra sleeper on this one date only to give train a reasonable consist.

Advise me findings please.

Also operate train in through Milan to Chicago on date in question to connect.

Copy to: Major London WRS

W. H. H. H.
L.O. H.H.H., Major

652

Telefono: 480943-484000

Telegrams: Wagocook - Roma

COMPAGNIA INTERNAZIONALE
DELLECARROZZE CON LETTI
E DEI GRANDI TRENI ESPRESSI EUROPEI

WAGONS-LITS/COOK

ORGANIZZAZIONE MONDIALE DI VIAGGI

N° 11/3/138.
da citarsi nella rispostaDIREZIONE PER L'ITALIA
SERVIZIO CENTRALE AGENZIE ITALIANE

Piazza Esquilino, 12

Roma, 18th October, 1945.

Dear Major Ping,

Further to my letter of the 17th inst. I beg to thank you for your phonic communication in connection with railway connection between Trieste and Chiasso and beg to give you hereunder copy of the telegram that I have sent accordingly to my Headquarters in Paris:

"TRIESTE VENISE PREVOYEZ 6 HEURES ET
"DAMI VENISE MILAN 7 HEURES TROIS QUARTS
"MILAN CHIASSO UNE HEURE STOP FAITES
"NOUS SAVOIR A QUELLE HEURE VOUS
"DESIRERIEZ REMISE VOITURES CHIASSO
"DANS LES DEUX SENS STOP TRIESTE
"CHIASSO PREMIERE LIRE 1020
"TROISIEME 404"

Thanking you again, I beg to remain,

Very faithfully yours,

(R. BENINI)
attachMajor Ping,
Transportation Sub-Commission, A.C.R O M E.

I think you'd better make it "International Trains"

349/2

Con distinte considerazioni,

IL CAPO DELLE AGENZIE ITALIANE
(R. BENTINI)

attach

TRANSLATION

Subject: Journey of Italian Diplomatic
Mission to Peru & Brazil

Following up our letter N° 220509/92 dated 8th inst. we beg to inform you that 2 sleeping-cars and one baggage-van (the latter too belonging to the Sleeping-car Company) will arrive at Chiasso at 21.35 of the 18th inst.

We beg you to kindly consider the possibility that the above rolling stock be ready at the Rome Termini Station (for loading the baggages) at 8.00 of the 24th inst.

We thank you for having granted that the above mentioned sleeping-cars and the baggage van be attached to train N° 36 of the 24th inst. which, as communicated by phone, will be split up in two sections, our section leaving always at 18.00 of the said day.

We thank you, too, for having confirmed that the above rolling stock will be attached to train 4122 of the 26th inst. which will be run up to Chiasso.

We beg to give hereunder the time table fixed by the Railways Administrations concerned for the journey: Chiasso-Port Bou:

26/10/45 = Chiasso	dep.	11.44
Luzern	arr.	15.44
Aten	"	16.41
Berne	"	17.53
Geneva	"	20.26
27/10/45 = Geneva	dep.	17.15
28/10/45 Lyons	arr.	0.15
Carbère	dep.	12.00
Port Bou	arr.	13.20

We take this occasion of informing you that in addition to the above mentioned rolling stock the following:
one ordinary sleeping-car Rome-Milan
one subsidiary sleeping-car Rome-Milan
will be attached to train N° 36 section leaving Rome at 18.00 of the 24th inst. *just as you have informed us*

LE CHIEF DES AGENCES ITALIENNES

COMPAGNIA INTERNAZIONALE DELLE CARROZZE CON LETTI
E DEI GRANDI TRENI ESPRESSI EUROPEI

SERVIZIO CENTRALE AGENZIE ITALIANE
PIAZZA ESQUILINO, 12
ROMA

N. 220509/130.

ROMA, 17 Ottobre, 1945.

Viaggio Missioni Diplomatiche
Italiane in Perù e Brasile

On. Direzione Generale delle
Ferrovie dello Stato,

R C M A.

A seguito del foglio N° 220509/92 dell'8 corrente relativo al viaggio in oggetto si ha il pregio di comunicare che le 2 carrozze con letti e il carro bagaglio (anche quest'ultima della scrivente Compagnia) verranno rimessi a Chiasso alle ore 21.13 del 18 corrente. Si prega codesta On. Direzione di voler considerare la possibilità che il materiale venga fatto trovare alla Stazione di Roma Termini alle ore 8.30 del 24 corrente onde poter procedere al carico dei bagagli.

Si ringrazia sentitamente codesta On. Amministrazione per aver concesso che le suddette due carrozze con letti ed il carro bagaglio vengano messi in composizione al treno 36 del 24 corrente che, come telefonicamente comunicato, verrà sdoppiato tra Roma e Milano fermo restando la partenza per la ore 18.00 del detto giorno.

Si ringrazia, altresì, per aver dato assicurazione che il materiale di cui trattasi sarà fatto proseguire fino a Chiasso col treno 4122 del 26 corrente.

Si ha il pregio di trascrivere qui di seguito l'orario fissato dalle Amministrazioni ferroviarie interessate per la tratta: CHIASSO-PORT BOU:

26/10/45	= Chiasso	partenza	ore 11.44
	Lucerna	arrivo	" 15.44
	Olten	"	" 16.41
	Berna	"	" 17.53
	Ginevra	"	" 20.26
27/10/45	= Ginevra	partenza	" 17.15
28/10/45	= Biene	arrivo	" 0.15
	Carbère	"	" 12.00
	Port Bou	"	" 13.20

Con l'occasione s'informa che al predette treno, oltre al materiale di cui sopra, verranno aggiunte: la carrozza-letti ordinaria Roma-Milano ed un'altra carrozza letti in servizio sussidiario sempre per le stesse percorse, così come è anche indicato.

Indirizzo Telegrafico: VAGOSCAI - ROMA - Telefono N. 48043

Tel. Radiomobili: Roma - 5000, 51-41

COMPAGNIA INTERNAZIONALE DELLE CARROZZE CON LETTI
E DEI GRANDI TRENI ESPRESSI EUROPEI

SERVIZIO CENTRALE AGENZIE ITALIANE
PIAZZA ESQUILINO, 12
ROMA

N. 220510/118.

ROMA, 11 Ottobre, 1945.

Oggetto: Viaggio Delegazione Italiana
alla Conferenza Internazionale
del Lavoro a Parigi.

On. Direzione Generale delle
Ferrovie dello Stato,

R O M A.

A seguito della comunicazione telefonica odierna si ha il
pregio di confermare che il viaggio della Delegazione in oggetto
avrà inizio da Roma alle ore 18 del 13 corrente per Milano e
Chiasso. La Delegazione in questione proseguirà da quest'ultima
stazione col treno delle 11,44 del 15 corrente e arriverà a
Parigi la mattina del 16.10 alle ore 6,50.

Si prega pertanto codesta On. Direzione di voler cortesemente
impartire le necessarie istruzioni perchè il treno N°4122 del
15 corrente in partenza da Milano alle ore 6,55 venga fatto pro-
seguire sino a Chiasso ove avverrà il trasbordo dei viaggiatori
dalla carrozza con letti italiana alla carrozza con letti svizzera
loro assegnata per il tratto Chiasso - Parigi.

Ringraziando sentitamente, con profonde ossequio.

IL CAPO DELLE AGENZIE ITALIANE
(R. BINI)

TRANSLATION

Subject: Journey of the Italian Delegation
to the Labour Conference in Paris

Following up our phonic conversation of the day we beg to
confirm that the above Delegation will leave Rome at 18.00 of the
13th inst. for Milan and Chiasso. The party in question will leave
Chiasso on the 15th inst. by the 11.44 train and will arrive in
Paris at 6,50 of the 16th inst.

In view of the above we beg you to kindly give the necessary
instruction as to ensure that train n° 4122 leaving Milan at 6,55
of the 15th inst. be run up to Chiasso where passengers will leave
the Italian and get on the Swiss sleeping car put at their disposal

for the journey from Chiasso to Paris.

Thanking you,

LE CHEF DES AGENCES ITALIENNES
(R. BENINI)

0517