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LOMBARDIA - REGION

DEC. 1945 - MAR. 1946

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REPORT OF ING. FRANCESCO LUCANTONIO ON THE
MILAN INTERURBAN STATE OFFICE

TRANSLATION BY FICRI & SELAN

3534

MILAN 18/12/45

Report of Ing. Francesco Lucantonio on the Milan interurban office

By order of the Allied Command communicated by your letter n° 59/18/1, I carried out an accurate enquiry on the functioning of personnel and plants of the interurban telephone service Milan. I will divide the work I have carried out in three parts: 1) Assignment and consistency of the personnel; 2) Functioning of services and plants; 3) proposals for higher efficiency of the interurban service

Assignment and consistency of the Personnel

The personnel of the Milan interurban office is divided as follows:

	Men	Women
Chief clerk	n° 1	
Switchboard operators { dir. pers; ^{switchboard} female operators	1 20	n° 21 141
Secretary's office		8
Technical personnel	6	
Accountancy	1	29
Acceptance	3	
Senior personnel	4	6

Not efficient to the effect of the functioning of the office because they are attached to other offices (Inspectorate, Amplifier, Allied Command, off for duty) number 36 persons. At present in Milan 34 ^{switchboard} ^{posts of work} on the 40 positions installed are functioning. Considering the double ^{shift} turn 8-22, the number of necessary personnel appears to be:

a) Double-turn a day	31x2=62 persons
b) Personnel at 04	10x2=20 " "
c) Transit personnel at the Stipel	5x2=10 " "
d) Per cent for absence or sickness (see following prospectus) 19% of total female-male operators	27
e) Per cent for weekly days off 100x52	14 persons
f) Substitutions for reflections	8
	353

Total 141 persons

The coefficient d) as from previous prospectus has been figured on the bases of line 2 of the following table which has been drawn for the three monthly period September-November.

September October November
leave-sickness leave-sick. leave-sickness

Assignment and consistence of the Personnel

The personnel of the Milan Interurban office is divided as follows:

	Men	Women
Chief clerk	n° 1	
Switchboard operators	dir.pers; ^{summing} 1	n° 21
	female operators 20	141
Secretary's office		8
Technical personnel	6	
Accountancy	1	29
Acceptance	3	
Senior personnel	4	0

Not efficient to the effect of the functioning of the office because they are attached to other offices (Inspectorate, Amplifier, Allied Command, off for duty) number 30 persons. At present in Milan 31 ^{posts of work} on the 40 positions installed are functioning. Considering the double turn 8-22, the number of necessary personnel appears to be:

- a) Double-turn a day ^{Shift} 31x2=62 persons
- b) Personnel at 04 10x2=20 " "
- c) Transit personnel at the Stipel 5x2=10 " "
- d) Per cent for absence or sickness (see following prospectus) 19% of total female-male operators 27
- e) Per cent for weekly days off 100x52 14 persons

f) Substitutions for reflections ³⁵⁵ 8

Total	141	persons
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The coefficient d) as from previous prospectus has been figured on the bases of line 2 of the following table which has been drawn for the three monthly period September-November.

	September	October	November
leave-sickness leave-sick. leave-sickness			
Directing and surveying pers.	173	31	101
Female operators	539	345	516
Secretary's office	31	34	62
Accountancy	170	53	115
Acceptance	8	2	10
Technical personnel	14	7	19
Senior personnel	25	28	5
			9
			2
			10

With the 141 female operators available it is therefore possible to bring on the services it is at present operating. As it is now habit followed by the principal telephone administration to intrust, to the max, two circuits for female operator, if it regards national circuits and one circuit if it regards international ones and considering the foreseen near increase of a number of circuits which may reach the number of 100, requirements for the switchboard female operators are as follows:

Daily double-turn 50x2=100

Personnel at the 24 and information+personnel for the preparing and stamping of the cards 16x2=32

Transit personnel at the STI+ 5x2=10

PEL

Percent for absences and sickness (19% Total female-male operators) 27

Percent for weekly days off 150x2 21

365

Substitutions for refectious 8

Total 194 persons

Therefore, in order the consistence of the switchboard operators personnel to be proportional to the need it is necessary to arrange for the employing of 50 new persons, having taken also into account of the creation of new surveying personnel (to be made among the best female operators) according to the right proposal of the Allied Command to have one surveying person for every 5-6 work-posts.

It seems to be proportional to the service-necessities the personnel employed in the accessory services (secretary's office, accountancy etc). As it regards the nightly turn (22-8) actually made by 26 telephone male operators divided in three turns of 17 persons each turn.

Taking into account the potential of the exchange (31 positions), plus the booking-calls and informations services, every female telephone operator is charged with three positions. (7+6 Circuits i.e. person). If, following the request of the female personnel, the afternoon turn will be over at 20 instead of 22, it will be necessary to increase the consistence of male personnel bringing the actual assignment of 26+3 to the new assignment of 48 male persons (nightly turn+acceptance)

It has been carried out an enquiry on the composition of the personnel according to the service age and age.

By this enquiry can be deducted the following percents on the switchboard operator-personnel (male and female):

31% is new-employed

21% has few service-age and consequently a little practice of the service (2 years); also for the fact that since August 43 to April 45 the interurban service functioned in a very reduced way.

50% is more than 26 years old.

The percent on the consistence of the personnel let easily see a not a

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 so much young age numerous personnel and therefore useful for the switch-
 board operation.

Besides that about a half personnel has a little
 service age to get a sufficient practice for the service.

It is thought advisable to let know the amount of the ~~same~~ pays re-
 ceived by the various categories of the personnel. On November, result
 ted the following prospectus of the total pays for each category.

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- 4 -

In order to let you have a chance to statistically value the matter, although the time assigned to us for the compilation of this short report was very little, the undersigned made a check on the outgoing traffic from Milan to Rome covering the months of September, October and the first twelve days of December, without the month of November, due to the remarkable interruptions in the service, caused by important reasons. Here below please see the attached scheme:

```

*****
Period of : Allies : Press : Total of : Total of : Total
Observation: : : : calls : out : cancelled : advices
*****
September(1: : : : : Papers :
circ 1/2 circ : : : : : have :
cuit used : 440 : 1950 : 7792 : already 4516 : 441
for outg. : : : : : been :
traffic : : : : : sent :
: : : : : to Rome :
*****
October(2 : : : : : :
cetts and 1/2 807 : 2100 : 15 592 : 219 : 4117 : 667
used for out : : : : :
traffic : : : : :
*****
December - : : : : :
12 dys( 2 : : : : : No :
cetts and 1/2 752 : 984 : 6375 : data: 1546 : 263
used for : : : : :
out traffic: : : : :
*****

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From the above prospectus you can draw the following statistical information:

- A) - Medium utilisation of a circuit for all the period considered :
Average
11 unities per hour for cct.
- B) - ~~MILAN~~ utilisation for the month of October :-
8,5 unities per hr for cct.
- C) - Average utilisation for the month of December(12 days)
9 unities per hour for cct
- D) - Percentages of Allied traffic and Press traffic on the total amount of traffic covering the period examined: -
24%
- E) - The same percentages as in para D covering the month of October:-
19%
- F) - For the month of December : -
28%
- G) - Percentages of cancelled calls for all the period of observation : -
34%
- H) - The same percentage for the month of October : -
27%
- I) - The same percentage for the month of December(12 days)
25%

3551

From the abovesaid statistical data it can be noted the low average utilisation of a circuit; but there are though to consider several causes which concur to create the above situation, as:

- a) - of the 3 ccts of the period September-October, or of the 5 ccts of December existing between Milan and Rome, one is being alternately

September (1)
 circ 1/2 circ : : : : have : : 441
 cuit used : 440 : : 1950 : 7792 : already : 4516 : :
 for outg. : : : : : been : : :
 traffic : : : : : sent : : :
 : : : : : to Rome : : :

 October(2 : : : : : : :
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 used for out : : : : : : :
 traffic : : : : : : :

 December : : : : : : :
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- a) - of the 3 ccts of the period September-October,or of the 5 ccts of December existing between Milan and Rome,one is being alternitavely utilised as incoming or outgoing,with reduced efficiency due to the promiscuous use.
 b) - The average utilisation index does not show the utilisation index during the peak hrs for the traffic,when,as previously reported,mit might be observed and index of unity-circuit between 13 and 14,with peaks to 15,16,17.That is due to two reasons:the lack in the number of ccts during the peak hours increases the waiting time and the number of cancelled

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- 3 -

Chief of the interurban service Lire : 12021
(33 years of service)

Director of the Switchboard Oper. service Lire : 10415
(19 years of service)

Telephone female operators Lire : 14938
(10 years of service)

Telephone female operators Lire : 11539
(1 year of service)

Clerk Lire : 9760

It can therefor be observed that the wages are on the inverse proportion with regards to the relative responsibilities and the hierarchy of a well organised society. It is not to be objected that for the nightly working telephone operators part of the amount of the wages is due to overtime. The undersigned engineer of the Azienda, having 8 years of service, being married with childrean, who has the direction and the responsibilities covering all the Piemonte and Lombardia State amplifiers Stations, who has been working 10 or 11 hrs a day, and whom the compilation of this report has been trusted to, was getting in the month of November, Lire 11.220, that's a pay which is 25% less than the telephone operators'.

* FUNCTIONING OF THE PLANTS.

The present interurban installation at Milan is formed with toll positions recovered from the war serious damage of Aug 43, which practically destroyed the Interurban Exchange. The positions were recovered, revisionned and mounted in the actual premises in order, to have an exchange available, even if so reduced, to meet the eventual future needs. The positions are of the old Standard type, and were constructed a twnty years ago. The number of positions actually installed is 40,31 of which covered by working ccts. Supposing that you want to reduce the number of ccts for operator, as pointed out in the first part of this report, having also in view the next increase in the number of the ccts (from 32 to 100), you would need 50 positions, plus 5 spare, or for special services. It is therefor to be remarked, first the deficiency in the quality of the plants, and second the scarcity of the plant itself.

The routing of a conversation booked at the 04 is carried out thru' an unnumbered single copy label, which is distributed from the 04s to the operators. There is not therefor any chance of checking up the matter in case of ~~making~~ loss of the labels, complaints or in case of that the commutation (swtb) personnel carry purposely away the labels of the already effected communications. I could ascertain myself the case of a very urgent call for Rome made at 8 hrs in the morning, and which at 17.00 hrs was not to be found.

Also for the incoming conversations apposite labels are to be compiled, so as to have the possibility of a check in case of complaints or losses of the Interurban exchange from which the calls started.

Generally speaking, the arrangement of the premises used for accessory swtb services, due to partial or total destruction of parts of the telephones building, can be of prejudice to the good working of the service. For instance, the premises of the accounts' Office are insufficient, and generally all the premises (secretary's office, undressing rooms, accounts' Office) are ubicated on different floors, and that causes waste of time and hinderances to the service. The systematical hearing service on the ccts has not been experienced

Clerk.....Lire : 9760

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Generally speaking, the arrangement of the premises used for accessory swtb services, due to partial or total destruction of parts of the telephones building, can be of prejudice to the good working of the service. For instance, the premises of the accounts' Office are insufficient, and generally all the premises (secretary's office, undressing rooms, accounts' Office) are ubicated on different floors, and that causes waste of time and hinderances to the service. The systematical hearing service on the ccts has not been experienced up to day, so that it results impossible an effective control of the functioning of the traffic, and on the ventual misuses and faults in the service, as well as a method to propose and suggest eventual improvements to better the switching service. The undersigned had the opportunity to remark, ~~for~~ on working days, from the register of the Exchange, handed by the director mfx, that the efficiency operator-circuit is of about 12-14 and in some cases reaches a maximum of 15-17.

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- 5 -

calls as a direct consequence, although we have in the peak hours, quite a good index of utilisation of the circuits; whilst in the periods of lesser traffic, though having good operators, because of the reduction of the demands for calls, the waiting time is reduced or annulled, but the average indexes of utilisation go down too. So as to avoid this inconvenience it would be necessary to proportionate the number of the ccts (considering the average index of utilisation of the ccts and the minimum time needed for the waiting) to the average ordinates of the traffic curve during the peak periods.

C) - The percentages due to the Qllies and to the Press traffic seem to represent a good deal of the total traffic. Respectively, for the previous paras d, e, f, the percentages are 24%, 19%, 28%.

PROPOSALS FOR A BETTER EFFICIENCY OF THE INTERURBAN SERVICE.

Further on the aforesaid observations and considerations, it looks to be quite clear that the deficiencies remarked in the complicated operation of the service, as regards the personnel and the Interurban Exchange, must be mostly imputed to the destructions caused by the war, both in the premises and to the plants in question. The undersigned feels it is his duty to point out that much has been done since May 45, if you just bear in mind that, starting from 13 ccts (situation at 25th April 45), we have established, amongst difficulties of any nature, for the only exchange of Milan a network of 82 ccts (civil) and about the same amount of military ones, and we have reconstituted the harmonic telegraphy network on about a hundred channels.

Much is still to be done, and the undersigned has deemed it opportune to sum up in a progressive order the proposals which, in his opinion, look to be the most idoneous for a better efficiency of the service, advising you although that a definite, fixed and rational organisation of the interurban services at Milan, will not be completed before we carry into effect the notorious project for the demolition and the reconstruction of the part of building in front of the Piazza degli Affari.

Any way, noticeable advantages may be obtained, apporting great IMPROVEMENTS to the service, with the following arrangements:

FOR THE PERSONNEL

- a) - Employment of 50 new female operators of an age from 18 up to 19 years, possibly aware of the French and English languages, and after a medical visit, so as to ascertain the specific requirements needed for the swtb service.
- b) - Modification of the actual retributions in force with the institution of a basic wage and a percentage bonus proportionate to the number of calls effected monthly, providing that a maximum number of two ccts be assigned to each operator. The retribution for instance could be as follows:

Basic wages.....	L.3000
Percentage for an operator having an efficiency of 16 conversations per hour per circuit (16 by 6 by 26 by 1).....	L.4992

L.7.992

There will therefore be a difference between two different operators on the basis of the hour efficiency and will be given the possibility to an operator having an hourly efficiency equal to 16 units for circuit (efficiency to be considered as good, to earn a retribution superior to the

PROPOSALS FOR A BETTER EFFICIENCY OF THE INTERURBAN SERVICE.

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Percentage for an operator having an efficiency of 16 conversations per hour per circuit (16 by 6 by 26 by 1).....L.4992

L.7.992

There will therefore be a difference between two different operators on the basis of the hour efficiency and will be given the possibility to an operator having an hourly efficiency equal to 16 unities for circuit (efficiency to be considered as good, to earn a retribution superior to the actual one. It will also result increased the interest of the operator to improve the functioning of the service, there will be put in the right light the worse, and generally will be reduced the wages of the idle people.

There is no doubt that such a retribution system supposes, in the actual moment of remarkable scarcity of ccts in respect of the needs of the traffic, a perfect organisation in the functioning of the cables and of the plants, because otherwise the eventual fault or hinderances of the service./.

would imputed to see : capacity of the operator.

c) equalizing of the wages of the personnel with regards to the duties effectively performed, respecting the principle ~~which~~ that the retritions must be proportionate to the responsibilities and to the hierarchical position held in the Azienda ; and therefor, for example, that the undersigned be granted a pay at least not inferior to that of a simple telephone operator.

FOR THE SERVICE AND THE PLANTS

- a) - Transformation of the actual booking single label system, with the adoption (which should be with characteristics uniform for all the Interurban Exchanges of the National Network) of a standardised form of label, which, besides the abovesaid characteristics, be in double copy, progressively numbered by printing and having the inferior sheet formed with carbon paper. It will therefor be avoided the waste of time and the service irregularities due to the need of making the copy by hand of the said label, which is necessary for the conservation in the Archives for three years, whilst the original is sent to the Stipel Concessionary in order to make the charge to the subscriber.
- b) - With reference to para a) : Institution of a proper service "Modello" so as to have a documentation of the sorting of the numbered labels from the collection centre to the line positions.
- c) - Conservation of the compilation of the incoming label it the aforesaid retribution system will be adopted.
- d) - Acceleration of the new mounting of another 20 positions on constructions at the FACE, so as to have at our disposal a sufficient number of toll positions in order to have two cotts assigned to each operator.
- e) - Acceleration of the mounting of 12 new booking positions and information, on construction by the Face, adopting a unique type of watch, with automatic timer, so as to have the acceptance time automatically printed on the label, in order to avoid deceitful interferences in the order of execution of the requests.
- f) - Institution of a hearing and control service on all the posts of operator. Such a service would be of a great psychological effect on the operators and should employ at least four control posts; on every post it should permanently be listening very clever personnel transcribing in an apposite book every irregularity of service registered.
- g) - Institution of a Traffic Office as in the other big Foreign Administration with the object to direct the interurban service and the technical one of the cable and amplifier stations. The above said office should develop its tasks above all: in the control of traffic of the interurban offices depending from the Zone (Torino, Milano, Genova); in the predisposition of the circuits according to the ~~statistical~~ statistical datum relative to the traffic necessities; in the control on the technical efficiency of plant exercise and maintenance for the carrying on of the traffic and for all the organizing activity of interurban service for the Zone. To the above office it would have to be put as director a technician who has been for many years as engeneer of cables and who has a good knowledge of the nature, the necessities and a good practice about the plants of the zone. Depending by him 4 technicians collaborating for the control service and inspections of the plant of the zone; 3 ladies for the statistic work of tabulation. Naturally the Traffic office of the zone should have to be organized and directed by a central office, which, leaving to the Traffic

interurban exchange label, which, besides the abovesaid characteristics, be in double copy, progressively numbered by printing and having the inferior sheet formed with carbon paper. It will therefore be avoided the waste of time and the service irregularities due to the need of making the copy by hand of the said label, which is necessary for the conservation in the Archives for three years, whilst the original is sent to the Stipel Concessionary in order to make the charge to the subscriber.

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- d) - Acceleration of the new mounting of another 20 positions on constructions at the FACE, so as to have at our disposal a sufficient number of toll positions in order to have two sets assigned to each operator.
- e) - Acceleration of the mounting of 12 new booking positions and information, on construction by the Face, adopting a unique type of watch, with automatic timber, so as to have the acceptance time automatically printed on the label, in order to avoid deceitful interferences in the order of execution of the requests.
- f) - Institution of a hearing and control service on all the posts of operator. Such a service would be of a great psychological effect on the operators and should employ at least four control posts; on every post it should permanently be listening very clever personnel transcribing in an apposite book every irregularity of service registered.
- g) - Institution of a Traffic Office as in the other big Foreign Administration with the object to direct the interurban service and the technical one of the cable and Amplifier stations. The above said office should develop its tasks above all in the control of traffic of the interurban offices depending from the Zone (Torino, Milano, Genova); in the predisposition of the circuits according to the statistical datum relative to the traffic necessities; in the control on the technical efficiency of plant exercise and maintenance for the carrying on of the traffic and for all the organizing activity of interurban service for the Zone. To the above office it would have to be put as director a technician who has been for many years as engineer of cables and who has a good knowledge of the nature, the necessities and a good practice about the plants of the zone. Depending by him, 4 technicians collaborating for the control service and inspections of the plant of the zone; 3 ladies for the statistic work of tabulation. Naturally the Traffic offices of the zone should have to be organized and directed by a central office, which, leaving to the Traffic offices all the tasks about the zone, coordinated the work for the international questions.

Eng. F. Lucantonio

Approval is given to the report of Eng. Lucantonio whose some proposals are already in act (double copy label, with one sheet covered with carbon paper; u.i.e type automatic registration; pre-booking of the labels; control of the lines) A mobile sanitary control has also been adopted, in order to reduce the absences for sickness.

Sgd Beldini
19.12.15

3847

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
APO 394

Tel. Milano 12781

26 January 1946

CMS/7

SUBJECT : Report on Azienda's Interurban Switchboard Milan.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub-CommissionR O M E

1. Major Hawker's report based on the traffic tickets collected over a period of days in August '45 and sent to Rome, showed the urgent need for reorganising the Milan Azienda's interurban operating procedure.

2. A study was carried out in December by Ing. Lucantonio, and those recommendations he made which were approved were adopted immediately.

Other recommendations which were not approved or were of a general character are incorporated either in my own or Ing. Lucantonio's original report, of which 3 copies of each are attached.

3. No copies of Ing. Lucantonio's report have been sent to the Ministry.

For the Chief Liaison Officer

*A.C. Holland*A.C. HOLLAND
Major R. Signals
Telecoms. Liaison Officer
N.W. Italy.

Director	<i>aml</i>
D/Director	<i>aml</i>
Chief Telecoms	
Chief Postal	
H.Q. Com. Sec.	
Asst. Chief Postal	
Censorship	
Chief Clerk	

*Wait transfer
Holler
26/1/46*

*Letter
Sent to
Hawker*

CROSS REFS	
FILE	<i>1146</i>

Date 29 JAN 1946

*File
11 Jan 46 32*

REPORT ON AZIENDA'S INTERURBAN SWITCHBOARD.1. PERSONNEL:

- (a) Barely sufficient for working 2.7 cets. per operator from 0800 - 2200 and 8 cets. per operator from 2200 - 0800.
- (b) 30% of the present personnel is new.
20% has done less than 2 years service.
- (c) 20 operators were authorized to be taken on in November. Only 3 have as yet been put to work.
- (d) As it is expected to increase the number of lines from the present 86 to at least 100 by the end of February when 20 new traffic positions and 12 new accepting positions will be installed, some 50 new operators will have to be trained ready for that date.

2. REGISTERING PROCEDURE:

- (a) Calls are registered on a single unnumbered ticket. No copy is kept and many tickets go astray during the course of a long delay.
To improve this, tickets are being printed and are due to go into operation in the 1st Zone shortly similar to those used for the Azienda's interurban board in Florence, a ~~sample~~ of which is attached.
- (b) The time a call is accepted is at the moment always filled in on the ticket by hand. The new F.A.C.E. acceptance positions will be installed with semi-automatic time-printers.

3. EQUIPMENT

- (a) The 40 positions now installed are over 20 years old and have been recovered from the bomb damage they suffered in August '43.
- (b) F.A.C.E. are being asked to speed up their deliveries of the new 20 position board.
- (c) 3 positions are in preparation to institute a monitoring service.
- (d) Before the war, trunk dialling existed on 18 cets. to Rome, 14 to Turin, 6 to Florence and 10 to Genoa.
Now, Milan's trunk dialling apparatus is at SIRT's for overhauling, and Genoa and Turin whose equipment is in order are about to recommence trunk dialling to each other.

It is expected that Azienda Milan will start up their own trunk dialling within 40 days if pressed.

A.C. Holland.
A.C. HOLLAND
Major R. Signals
Telecoms. Liaison Officer
N.W. Italy.

Mod. 89/3f - Paganò - Genova - 12-11-2000.000 - gr. 85

TETI		N° 241930		Data		Firma	
						Acc.	RT.
CONVERSAZIONE		1	2	3	D	DD	Ora
P		RICHIESTO N.°				RICHIEDENTE N.°	
Circuito							
Qualifica							
		Trasmessa ore effett. dalle alle				TASSA	
		Note					

Mod. 88/34 - Pagano - Genova - 12-41-200.000 - 27. 85

AZIENDA DI STATO		N° 241930		Data _____		Firma Acc. _____ Eff. _____	
CONVERSAZIONE P		1	2	3	0	00	Ora _____
Circuito		RICHIESTO N.°				RICHIEDENTE N.°	
Qualifica		Trasmessa ore _____ effett. dalle _____ alle _____				TASSA	
		Note _____					

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Now, Milan's trunk dialling apparatus is at SIRT's for overhauling and Genoa and Turin whose equipment is in order are about to recommence trunk dialling to each other.

It is expected that Azienda Milan will start up their own trunk dialling within 60 days if pressed.

A.C. Holland
A.C. HOLLAND
Major R. Signals
Telecoms. Liaison Officer
N.W. Italy.

0734

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

Mod. 89/81 - Firenze - Genova - 12-41-200.000 - gr. 85

TETI		N° 241929		Data		Firma	
						Acc.	Eff.
CONVERSAZIONE		1	2	3	4	5	
P		RICHIESTO		N.°		RICHIEDENTE	
Circuito							
Qualifica							
		Trasmessa ore		effett. dalle		alle	
		Nota					
						TASSA	

0733

Mod. 89/3f - Pagano - Genova - 12-41-200.000 - p. 85

AZIENDA DI STATO		N° 241929		Data		Firma	
				Ora		Acc.	Lib.
CONVERSAZIONE P		1	2	3	D	DD	
		RICHIESTO N.°				RICHIEDENTE N.°	
Circuito							
Qualifica							
		Transmessa ore effett. dalle alle					
		Note					
		TASSA					

0736

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

384
RELAZIONE SULL'UFFICIO STATALE
INTERURBANO DI MILANO

Milano 18/12/45

RELAZIONE dell'ing. Francesco Lucantonio SULL'UFFICIO INTERURBANO STATALE
DI MILANO

Per ordine del Comando Alleato, comunicatomi dalla S.V. con lettera n. 59/18/1, ho eseguito una accurata indagine sul funzionamento del personale e degli impianti dell'Ufficio telefonico Interurbano di Milano. Dividerò il lavoro compiuto in tre parti: assegno e consistenza del personale; funzionamento dei servizi e degli impianti; proposte per una maggiore efficienza del servizio interurbano.

ASSEGNO E CONSISTENZA DEL PERSONALE

Il personale dell'Ufficio Interurbano di Milano si divide come segue:

		<u>Uomini</u>	<u>Donne</u>
Capo Ufficio		n. 1	
	dirigenti-sorveglianti	" 1	n. 21
Commutazione	operatrici	" 26	" 141
		" =	" 8
Segreteria		" 1	" 29
Contabilità		" 6	" =
Personale Tecnico		" 3	" =
Accettazione		" 4	" 6
Personale subalterno			

Non efficienti agli effetti del funzionamento dell'Ufficio, perchè distaccate presso altri uffici (Ispettorato, Amplificatrice, Comando Alleato, in missione) n. 36 unità.

Attualmente a Milano si hanno funzionanti 31 posti di lavoro sulle 40 posizioni installate. Considerando il doppio turno 8-22, il numero di personale necessario risulta di :

a) - Doppio turno diurno	31x2 = 62 unità
b) - Personale allo 04	10x2 = 20 unità
c) - Personale transiti presso Stipel	5x2 = 10 unità
d) - Percentuale per assenze e malattie (vedi prospetto seguente) 19% del totale operatrici + operatori	27 unità
e) - Percentuale per libertà set- timanali $\frac{100 \times 52}{365}$	14 unità
f) - Sostituzioni per refezioni	8 unità
Totale	141 unità

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Il coefficiente d) di cui al precedente prospetto è stato calcolato in base alla riga n.2 della tabella seguente, rilevata per il trimestre Settembre-Novembre.

	Settembre		Ottobre		Novembre	
	cong.-Malattia		cong.Malatt.		cong.Malattia	
1) Dirigenti e sorveglianti	173	31	101	47	64	62
2) Operatrici	539	345	516	419	483	435
3) Segreteria	31	34	62	31	16	26
4) Contabilità	170	53	115	75	99	67
5) Accettazione	8	2	10	=	8	=
6) Personale tecnico	14	7	19	5	1	26
7) Personale subalterno	25	28	5	9	2	10

Con le 141 operatrici disponibili è perciò possibile espletare il servizio come viene effettuato attualmente. Ma poichè è prassi ormai seguita da tutte le principali Amministrazioni telefoniche di affidare, al massimo, due circuiti per operatrice, se trattasi di circuiti Nazionali, ed un circuito, se trattasi di circuiti internazionali, e tenuto conto del prevedibile prossimo incremento nel numero dei circuiti, i quali potranno raggiungere il numero di 100, si avrebbe, per il personale di commutazione femminile, il seguente fabbisogno:

- Doppio turno diurno	50x2 =	100
- Personale allo 04 e informazioni+personale per avviamento e timbratura cartellini	16x2 =	32
- Personale transiti presso Stipel	5x2 =	10
- Percentuale per assenze e malattia (19% totale operatrici+ oper.)		27
- Percentuale per libertà settimanali $\frac{150 \times 2}{365}$		21
- Sostituzioni per refezioni	<u>8</u>	
Totale		194 unità.

3889

Pertanto, affinchè la consistenza del personale di commutazione resti proporzionata al fabbisogno è necessario predisporre l'assunzione di 50

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nuove unità, avendo tenuto anche conto delle nuove nomine di sorveglianti (da farsi tra le migliori operatrici) resesi necessarie in seguito al giusto punto di vista del Comando Alleato di avere una sorvegliante ogni 5-6 posti di lavoro.

Sembra poi proporzionato alle reali necessità del servizio il personale impiegato nei servizi accessori (Segreteria, Contabilità ecc.).

Per quanto riguarda il turno notturno (22-8), si è rilevato che questo attualmente viene espletato da 26 telefonisti divisi in turni della consistenza di 17 unità per turno.

Tenendo presente la potenzialità della Centrale (31 posizioni), più i servizi di prenotazione e informazione, si ha un carico di posizioni per telefonista di circa 3. (7+8 circuiti per unità).

Se peraltro si vuole, in seguito alla richiesta del personale femminile, che il turno pomeridiano delle operatrici termini alle 20 anziché alle 22, è necessario aumentare la consistenza del personale maschile portando l'attuale assegno di 26+3 al nuovo assegno globale di 48 unità maschili (turno notturno+accettazione).

Si è compiuta poi una indagine sulla composizione del personale per anzianità di servizio e per età.

Dai dati rilevati possono dedursi i seguenti indici sul personale di commutazione (operatori e operatrici):

- il 31% è di nuova assunzione
- il 21% ha poca anzianità e quindi poca pratica di servizio (2 anni) -Anche per il fatto che dall'Agosto 43 all'Aprile 45 il servizio interurbano ha funzionato in modo ridottissimo.
- il 50% ha superato il 26° anno di età.

La statistica sulla consistenza del personale mette in evidenza una non eccessiva abbondanza di personale di età giovane e quindi fortemente redditizia ai fini della commutazione. D'altra parte circa la metà del personale ha poca anzianità per avere una pratica sufficientemente completa del servizio.

Si crede opportuno ancora mettere in luce il valore delle competenze percepite dalle varie categorie di personale. Così è risultato, nel mese di Novembre, il seguente prospetto del totale delle competenze per ciascuna categoria :

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Capo Uff. Iterurb. con 33 anni serv.	Dirig. Commutaz. con 19 anni serv.	Telefoniste con 10 anni serv.	Telefoniste con 1 anno anzianità	Com- messo
£ 12021	£.10415	£.14938	£.11538	9760

Si può quindi affermare che le paghe sono in proporzione inversa alle responsabilità rispettive, nonché alla gerarchia di un'azienda industriale bene organizzata. Nè è da obiettare che, nella paga dei telefonisti notturni, una parte è rappresentata da straordinari di notte. Il sottoscritto ingegnere dell'Azienda, con 8 anni di servizio, coniugato con prole, che ha la direzione e la responsabilità delle Stazioni Amplificatrici Statali del Piemonte e della Lombardia, con un periodo di lavoro giornaliero dalle 10 alle 11 ore, ed al quale è stata affidata la compilazione della presente relazione, ha percepito nello stesso mese di Novembre £. 11.220 quindi egli ha una paga complessiva inferiore del 25% a quella di un telefonista.-

FUNZIONAMENTO DELL'IMPIANTO

L'attuale impianto interurbano di Milano è formato da posizioni recuperate dal sinistro bellico dell'Agosto 1943, che praticamente distrusse la centrale interurbana. Le posizioni furono recuperate, revisionate e montate negli attuali locali onde disporre di una centrale, sia pur ridotta per far fronte alle eventuali future esigenze. Le posizioni sono del tipo Standard ormai antiquato e risalgono ad oltre 20 anni fa. Il numero di posizioni attualmente installate è di 40 di cui occupate da circuiti funzionanti 31. Se si volesse diminuire il numero di circuiti per operatrice, come è accennato nella parte prima della presente relazione, tenendo conto del prossimo incremento dei circuiti (da 82 a 100), sarebbero necessarie 50 posizioni + 5 di riserva e per i servizi speciali. E' da rilevare quindi, per prima, la deficienza quantitativa dell'impianto, aggravata, per di più dalla deficienza qualitativa testè ricordata.

Il meccanismo di funzionamento per l'effettuazione di una conversazione prenotata allo 04 avviene attraverso un cartellino non numerato ed in semplice copia, il quale viene distribuito dai posti 04 alle operatrici. Manca quindi la possibilità di controllo nel caso di smarrimento di cartellini, di contestazioni, o nel caso di dolosa asportazione da parte del personale di commutazione di cartellini rappresentativi di comunicazioni già effettuate. (Il sottoscritto ha potuto di persona accertare il caso di una prenotazione urgentissima per Roma fatta alle 8 del mattino e che alle 17 del pomeriggio più non si è trovata).

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Anche per le comunicazioni in arrivo vengono compilati gli appositi cartellini onde poter avere la possibilità di un riscontro nel caso di contestazioni o di smarrimento della Centrale Interurbana di partenza.

Le sistemazioni generali dei locali adibiti ai servizi accessori di commutazione, a causa della distruzione parziale o totale di tronchi dell'edificio dei telefoni, sono molto pregiudizievoli ai fini del buon andamento del servizio. I locali per esempio della Contabilità sono insufficienti e in genere tutti i locali (segreteria, spogliatoi, contabilità ecc.) sono ubicati in piani differenti, onde l'accesso e le comunicazioni fra gli stessi sono difficili e procurano perditempi ed inciampi al servizio.

Il servizio di ascolto sistematico sui circuiti non è praticato fino a tutt'oggi, per cui è impossibile un effettivo controllo dell'andamento del traffico e degli eventuali abusi e disservizi, nonché un metodo per proporre e suggerire eventuali accorgimenti per il miglioramento della commutazione.

Il sottoscritto ha potuto però rilevare, per i giorni feriali, dal Registro di Centrale, tenuto dalla dirigente di turno, il rendimento operatrice-circuito per alcune ore di punta, per esempio dalle 10 alle 12.- Detto rendimento si aggira sulle 12-14 unità ed in alcuni casi tocca il massimo di 15-17 unità.

Al fine peraltro di fornire la possibilità di una valutazione statistica, pur con il breve tempo assegnato per la compilazione della presente relazione, il sottoscritto ha compiuto una indagine sul traffico uscenta da Milano verso Roma per i mesi di Settembre, Ottobre e per i primi 12 giorni di Dicembre, avendo scartato il mese di Novembre, dato le notevoli interruzioni di servizio dovute a cause di forza maggiore. E' stato compilato pertanto l'allegato prospetto :

Periodo di osservazione	Alle- ati	Stan- pa	Totale comun.	Totale tran- siti uscenti	Totale ri- nunciate	Totale avvisi
Settembre (1 circ.+1/2 cir- cuito adibiti al traff.uscen- te	440	1950	7792	I documenti sono già sta- ti inviati a Roma	4516	441 <i>3836</i>
Ottobre (2 circ. +1/2 circ.adibiti al traffico uscente	807	12100	15592	219	4117	667
Dicembre-12 ^(giorni) (2circ.+1/2 circ. adibiti al traf- fico uscente	752	984	6375	Non si è rile- vato il dato	1546	263

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Da detto prospetto risultano i seguenti indici statistici:

- | | |
|--|-------------------------|
| a) indice di utilizzazione media di un circuito per tutto il periodo considerato | 11 unità-ora per circ. |
| b) indice di utilizzazione media per il mese di Ottobre | 8,5 unità-ora per circ. |
| c) indice di utilizzazione media per Dicembre (12 gg.) | 9 unità-ora per circ. |
| d) percentuale del traffico Alleato+ traffico Stampa sul totale traffico per tutto il periodo considerato. | 24% |
| e) la stessa percentuale di cui alla lettera d) per il mese di Ottobre | 19% |
| f) la stessa percentuale di cui alla lettera d) per il mese di Dicembre (12 giorni). | 28% |
| g) percentuale delle rinunciate sul traffico totale per tutto il periodo di osservazione | 34% |
| h) la stessa percentuale di cui alla lettera g) per il mese di Ottobre | 27% |
| i) la stessa percentuale di cui alla lettera g) per il mese di Dicembre (12 giorni) | 25% |

Dai dati statistici surriferiti si nota il basso indice di utilizzazione media per circuito; bisogna, peraltro, considerare parecchi fattori che vi concorrono e precisamente :

a) dei tre circuiti del periodo Settembre-Ottobre o dei cinque circuiti di Dicembre esistenti fra Milano e Roma, uno viene utilizzato alternativamente come entrante o uscente, quindi minor rendimento dovuto all'uso promiscuo.

b) L'indice di utilizzazione media non riflette l'indice di utilizzazione nei periodi di punta per il traffico, in cui, come si esposto precedentemente, si è potuto rilevare un indice di unità-circuito fra 12 e 14 con punte di 15, 17, 18. Ciò deriva dal duplice fenomeno: la carenza del numero dei circuiti nelle ore di punta, sulla direzione Milano-Roma, aumenta i tempi di attesa e il numero delle rinunciate con questi connesse, pur avendosi in quelle medesime ore di punta, discreti indici di utilizzazione della linea: nelle ore invece di minor

- 7 -

traffico, pur avendosi buone operatrici, per il diradarsi delle richieste, diminuiscono o si annullano i tempi di attesa, ma si abbassano altresì gli indici medi di utilizzazione. Per poter ovviare a questo inconveniente sarebbe necessario poter proporzionare il numero dei circuiti, (dato l'indice di utilizzazione media del circuito e il tempo minimo preteso per l'attesa) alle ordinate medie della curva del traffico nei periodi di punta.

c) sembrano incidere discretamente sul traffico totale le percentuali dovute agli Alleati e alla Stampa. Rispettivamente alle precedenti lettere d, e, f, le percentuali sono 24%, 19%, 28%.

PROPOSTE PER UNA MAGGIORE EFFICIENZA DEL SERVIZIO INTERURBANO.

In seguito alle precedenti constatazioni e considerazioni emerge evidente che le insufficienze riscontrate nel complesso esercizio costituito dal personale e dalla Centrale Interurbana devono in gran parte essere imputate alle distruzioni provocate dalla guerra sia nei locali, sia soprattutto negli impianti in questione. Il sottoscritto ha il dovere di rilevare che già molto è stato fatto dal Maggio '45 ad oggi solo se si pone mente al fatto che da 13 circuiti (situazione 25 Aprile 45) si è rimessa, tra difficoltà di ogni genere, in funzione, per la sola sede di Milano, una rete di 82 circuiti civili e altrettanti circa militari, nonché si è ricostituita la rete telegrafica armonica con un centinaio di canali.

Molto resta ancora da fare ed il sottoscritto ha creduto opportuno riassumere in ordine progressivo le proposte che, a suo giudizio, sembrano più idonee ad una maggiore efficienza del servizio, avvertendo peraltro che una definitiva, stabile e razionale sistemazione dei servizi interurbani a Milano non potrà essere completamente raggiunta se non quando si addiverrà al noto progetto di demolizione e ricostruzione del tratto di edificio prospiciente Piazza degli Affari.

In tutti i modi si potranno ottenere notevoli vantaggi, apportatori di sensibili migliorie per il servizio, con i seguenti accorgimenti:

3834

PER IL PERSONALE

a) predisposizione per l'assunzione di 50 nuove unità femminili di età da 18 a 19 anni, possibilmente a conoscenza delle lingue francese e inglese e previa visita medica onde accertare i requisiti specifici richiesti per il lavoro di commutazione.--

b) modifica delle attuali retribuzioni vigenti colla istituzione di una paga base e di un premio di cointeressenza proporzionale al numero delle conversazioni effettuate in un mese, semprechè, benin-

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teso, si assegni un numero massimo di due circuiti per operatrice. La retribuzione per esempio potrebbe essere così costituita :

Paga base	£. 3.000.=
Cointeressenza per una operatrice che abbia un rendimento orario di 16 conversazioni per circuito (16x6x2x26x1)	" <u>4.992.=</u>
Totale	£. 7.992.=

Si avrebbe così una differenza fra operatrice e operatrice in base al rendimento orario e si darebbe la possibilità ad una operatrice di rendimento orario pari a 16 unità per circuito (rendimento da considerarsi buono) di poter ricevere una retribuzione superiore all'attuale. Si stimolerebbe altresì l'interesse a ben fare della operatrice, si metterebbero in luce gli elementi meno provetti ed in genere si abbasserebbe la retribuzione dei più neghittosi.

Indubbiamente un tale sistema di retribuzione presuppone, nell'attuale momento di rilevante scarsità di circuiti rispetto alle necessità del traffico, una perfetta organizzazione dell'efficienza dei cavi e degli impianti, poichè altrimenti rimarrebbero imputati a scarsità di capacità dell'operatrice gli eventuali disservizi dell'impianto.

c) Adeguamento delle competenze del personale in rapporto alle mansioni effettivamente espletate, rispettando il principio giusto e morale che le retribuzioni devono essere proporzionate alle responsabilità e alla posizione gerarchica ricoperta nell'Azienda; e quindi, per esempio, che il sottoscritto possa percepire una retribuzione che almeno non sia inferiore a quella di un telefonista.

PER IL SERVIZIO E L'IMPIANTO

a) Trasformazione dell'attuale sistema di registrazione a cartellino unico, con l'adozione (la quale dovrebbe essere di uniformi caratteristiche in tutte le Centrali Interurbane della rete nazionale) di un modello standardizzato di cartellino, il quale, oltre alle attuali indicazioni, fosse in doppio esemplare, numerato con numerazione progressiva a stampa e carbonato su una delle facciate. Si eviterebbe così il dispendio e gli eventuali disservizi dovuti alla copia attualmente manuale del cartellino stesso, la quale serve per la conservazione in archivio per 3 anni, mentre l'originale è inviato alla Concessionaria Stipel per poter eseguire l'addebito all'abbonato.

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b) In connessione al punto a) istituzione di apposito "Modello" di servizio per poter avere una documentazione dello smistamento dei cartellini numerati dal centro di raccolta alle posizioni di linea.

c) Conservazione della compilazione del cartellino di arrivo se si istituirà il sistema di retribuzione come precedentemente illustrato.

d) Accelerazione del nuovo montaggio di altre 20 posizioni in costruzione presso la F.A.C.E., onde poter disporre di un numero sufficiente di posti di lavoro allo scopo di portare l'assegnazione di circuiti per operatrici a due.

e) Accelerazione del montaggio di 12 nuovi posti di prenotazione e informazione, in costruzione presso la F.A.C.E. introducendo l'adozione di un orologio unico, a timbratura automatica, onde poter segnare sul cartellino, automaticamente l'ora di accettazione, al fine di evitare dolose inframittenze nell'ordine di espletamento delle richieste.

f) Istituzione di un servizio di ascolto e controllo su tutti i posti di operatrice. Detto servizio, il quale sarebbe di grande effetto psicologico per le operatrici, dovrebbe impiegare almeno quattro posti di controllo; su ogni posto dovrebbe essere permanentemente in ascolto personale sceltissimo il quale dovrebbe trascrivere su apposito registro ogni irregolarità o disservizio rilevato.

g) Istituzione di un Ufficio Traffico, a somiglianza di quanto è praticato in altre grandi Amministrazioni Estere, col compito di presiedere sia al servizio interurbano che a quello tecnico dei cavi e delle Stazioni Amplificatrici. Detto Ufficio dovrebbe svolgere le sue mansioni prevalentemente: nel controllo del traffico degli uffici interurbani dipendenti dalla Zona (Torino, Milano, Genova); nella predisposizione di circuiti commisurati ai dati statistici relativi alle esigenze del traffico; nel controllo sull'efficienza tecnica dell'esercizio e della manutenzione dell'impianto ai fini dell'espletamento del traffico ed in genere in tutta l'azione di coordinamento e di inquadramento del servizio interurbano nell'ambito del distretto. A detto ufficio dovrebbe essere preposto un tecnico che già per molti anni abbia espletato funzioni di ingegnere della trasmissione e dei cavi e che conosca perfettamente la natura, le esigenze e le particolarità contingenti degli impianti del distretto. Alla dipendenza di detto tecnico dovrebbero essere disponibili: 4 tecnici collaboratori per il servizio di controllo e ispezione degli impianti del distretto

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- 10 -

e tre signorine per il servizio lavoro statistico di tabulazione. S'intende che gli Uffici del traffico della Zona dovrebbero essere coordinati e diretti da un ufficio centrale, il quale, lasciando decentrati agli Uffici Traffico della Zona tutti i poteri nell'ambito del distretto, coordinasse invece il lavoro per le questioni internazionali.

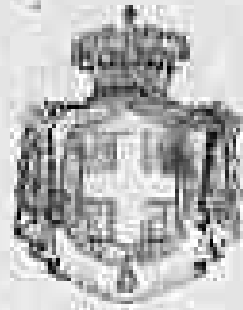
f/to Dr. Ing. F. Lucantonio

Visto : f/to Baldini 19/12/45

Approvo le conclusioni dell'ing. Lucantonio ed osservo che alcune delle sue proposte sono già in corso di attuazione (cartellino doppio carbonato e numerato; timbratura unica automatica; registrazione preventiva dei cartellini; controllo delle linee). E' stato altresì adottato il controllo sanitario volante allo scopo di diminuire le assenze per malattia.

f/to Baldini 19/12/45

3831



File i
T. 46.C Milano,
C.C.H.

141

Ministero delle Poste
e delle Telecomunicazioni

AZIENDA DI STATO PER I SERVIZI TELEFONICI

ISPETTORATO I.a ZONA Milano

//Sig. Ing. CARBONETTO
presso COMMISSIONE ALLEATA
Palazzo Montecatini-Stanza
N. 424 - M I L A N O

Pol. A.

Allegati

Prospetto al f. A.

OGGETTO

Ad evasione della sua richiesta Le ri-
metto il prospetto dei circuiti interurbani colle-
gati alla Centrale di Milano attivi alle date 27 e
28 corrente nonché l'elenco del personale in ser-
vizio alle date medesime facendo rilevare che per le
ultime assunte è stata indicata la data di ini-
zio del servizio.

Cordiali saluti

Carman

CROSS. REFS.	
FILE	b/twd.

3800

Date 11 LUG 1945

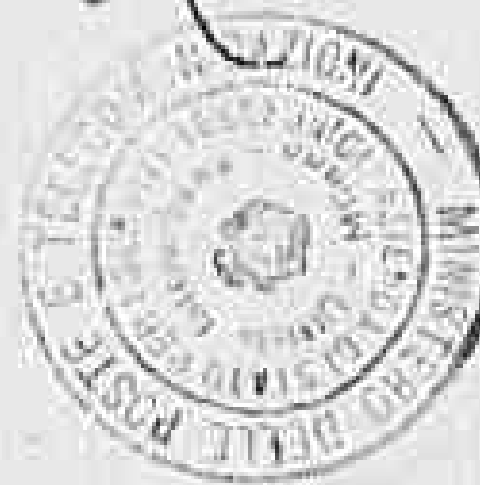
ELENCO DEI CIRCUITI INTERURBANI COLLEGATI ALLA CENTRALE
INTERURBANA DI MILANO AL 27 GIUGNO 1946.

==.==.==.==.==.

<u>Posto n. 1</u>	Lugano	I	.....	"	<u>Posto n. 23</u>	Padova	I
	"	2			<u>Posto n. 24</u>	"	2
		3					
<u>Posto n. 2</u>	Lugano	4			<u>Posto n. 25</u>	Verona	I
	"	5				"	2
	"	6				"	3
<u>Posto n. 3</u>	Lugano	7			<u>Posto n. 26</u>	Verona	7645
	"	8				"	7644
	"	9				Bolzano	I
<u>Posto n. 4</u>	Lugano	10			<u>Posto n. 27</u>	Parma	I
	"	11				"	2
	"	12				"	3
<u>Posto n. 5</u>	Zurigo	I			<u>Posto n. 28</u>	Reggio E. I	I
	"	2				Ancona	I
	"	3			<u>Posto n. 29</u>	Piacenza	I
		4				"	2
<u>Posto n. 6</u>	Zurigo	I				"	3
	Vienna	2			<u>Posto n; 30</u>	Piacenza	4
<u>Posto n. 7</u>	Parigi	I				"	5
	"	2				"	6
	"	3			<u>Posto n. 31</u>	Bologna	4
<u>Posto n. 8</u>	Londra	I				"	1
	"	2				"	2
<u>Posto n. 9</u>	Test	30			<u>Posto n. 32</u>	Bologna	3
<u>Posto n. 10</u>	.....				<u>Posto n. 33</u>	Venezia	3
<u>Posto n. 11</u>	.....					"	I
<u>Posto n. 12</u>	.....					"	2
<u>Posto n. 13</u>	Welfare				<u>Posto n. 34</u>	Firenze	2
<u>Posto n. 14</u>	.....					"	3
<u>Posto n. 15</u>	.....				<u>Posto n. 35</u>	Napoli	I
<u>Posto n. 16</u>	.....					Trieste	I
<u>Posto n. 17</u>	.....				<u>Posto n. 36</u>	Roma	8
<u>Posto n. 18</u>	.....					"	9
<u>Posto n. 19</u>	.....				<u>Posto n. 37</u>	Roma	5
<u>Posto n. 20</u>	.....					"	4
<u>Posto n. 21</u>	.....				<u>Posto n. 38</u>	Roma	3
<u>Posto n. 22</u>	.....					"	I
						Montec.	2
						"	6
					<u>Posto n; 39</u>	Roma	7
						"	

Alfornati Speciali

<u>Posto n. 40</u>	Genova	1	Genova	31
<u>Posto n. 41</u>	"	2	"	32
	"	3	Savona	I
<u>Posto n. 42</u>	Genova	4	"	2
	"	5	.....	.....
	"	6	.....	.....
<u>Posto n. 43</u>	Genova	7	.....	.....
	"	8	.....	.....
	"	9	.....	.....
<u>Posto n. 44</u>	Genova	IO	Torino	2
	"	II	"	4
	"	12	Torino	5
<u>Posto n. 45</u>	Genova	13	"	IO
	"	15	"	22
<u>Posto n. 46</u>	Genova	16	Torino	23
	"	17	"	24
	"	18	"	25
<u>Posto n. 47</u>	Genova	19	Torino	26
	"	20	"	27
	"	21	"	28
<u>Posto n. 48</u>	Genova	22	Torino	29
	"	24	"	30
<u>Posto n. 49</u>	Genova	25	"	31
	"	26	Torino	32
	"	27	"	33
<u>Posto n. 50</u>	Genova	28	"	34
	"	45	Torino	35
<u>Posto n. 51</u>	Genova	29	"	36
	"	30	"	37
			Torino	38
			"	39
			"	40
			Torino	41
			"	42
			"	43


Il Capo dell'Ufficio

PERSONALE DELL'UFFICIO INTERURBANO DI MILANO

Dirigente	di	Commutazione
"	"	"
"	"	"
"	"	"
"	"	"

[illegible][illegible]

	telef.	tab.B.
Feletti Bo' Maria	"	"
Ferrari Cesare	"	"
Fontana Coniglioni Angela	"	"
Franchini Secco Augusta	"	"
Gabucci Anita	"	"
Gavazzoni Ravedone Arcangela	"	"
Gazzola Attilia	"	"
Giordano Maria	"	"
Girelli Rosina ved. Vercesi	"	"
Guerrina Giovanni	"	"
Laffranchi Lazzaro Elena	"	"
Lazzaro Giovanna	"	"
Lindtner Emma	"	"
Locarni Carolina	"	"
Locarni Maria	"	"
Lodola Maria	"	"
Macaluso Enrica	"	"
Maestro Faga Maria	"	"
Maggi Maria	"	"
Mainetti Antonia	"	"
Maiocchi Carolina	"	"
Maiocchi Norma	"	"
Mandarini Flora	"	"
Mantoan Valentini Elvira	"	"
Martinenghi Giulia	"	"
Mondina Guasti Diva	"	"
Montanari Enes	"	"
Omazzi Laura	"	"
Pacini Ernesto	"	"
Pezzoli Pierina	"	"
Pollini Sofia	"	"
Polmini Caviglioli Maria	"	"
Realini Sacchetti Mirka	"	"
Rusticoni Moroni Pierina	"	"
Salvatore Domenico	"	"
Sartori Emilia	"	"
Savi Emilia	"	"
Savio Teresa	"	"
Scaltriti Scaltriti Rita	"	"
Sommariva Conti Elisa	"	"
Sportelli Maria	"	"
Tarani Milanesi Enrichetta	"	"
Tramballi Vetritti Margherita	"	"
Varrese Marianna	"	"

3826

Villa Villa Rosa
Zigliani Anita
Zongoli Picchi Maria

telef. tab.B.

" "
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Aldieri Ernesto
Bosio Giovanni
Cremaschi Mario
Parodi Edoardo
Priora Alberto

operaio meccanico tab.B.

" " "
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Cappetti Brega Fernanda
Forlani Valentino
Della Torre Attilio

commessa tab.B.
I commesso tab.B.
commesso tab.B.

Alfieri Gardel Vittorina
Dainotto Martinelli Carla
Fusai Clotilde
Mele Luigi
Mosconi Pierina
Oria Adriana
Pinzauti Lionella
Rancati Evelina
Roselli Gilardoni Caterina
Saggiani Renato
Sala Canobbio Amalia
Vercelli Carugati Giuditta

telef. quadro spec.

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Borghi Arnaldo

operaio quadro spec.

Bosi Brianzoni Giovannina

comm. quadro spec.

Achilli Bianca
Achilli Ernesta
Aggravi Dea
Alagio Marziana
Andrietti Irma
Annunziata Raffaele
Anzani Fernando
Armandola Maria
Armanino Rosa
Arpini Maria
Auriemma Biagio
Bacchione Giuseppe
Bardelli Maria Luigia
Beck Clara

telef. diurn.

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assunta il 22/5/46
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" " 24/9/45
" " 16/2/46
" " 24/5/46
" " 23/5/46
" " 1/9/45
" " 18/2/46

3825

	telef.	diurn.	
Benetti Francesca	"	"	
Beninati Sorecht Ilde	"	"	
Berto Dina	"	"	
Bianchi Molenghi Floriana	"	"	
Bianchi Maria	"	"	
Bianchi Matilde	"	"	
Bianda Anna	"	"	
Biffi Sironi Angela	"	"	
Biondi Giuseppe	"	"	assunto il 18/6/46
Birolini Villa Grazia	"	"	
Boido Olga	"	"	
Boninella Caterina	"	"	assunta il 16/2/46
Bonini Anna Maria	"	"	" " 22/5/46
Bonoldi Carla	"	"	" " 27/5/46
Borghi Ines	"	"	
Bottini Romana	"	"	
Bracciali Codara Angela	"	"	
Brambilla Luigia	"	"	" " 24/9/45
Broggini Antonietta	"	"	
Brugnoni Angela	"	"	
Bruschi Radaelli Anna	"	"	" " 1/11/45
Caccia Chiarina	"	"	" " 24/9/45
Cagnoli Angela	"	"	" " 16/2/46
Calegaro Gina	"	"	" " 24/5/46
Campanile Gustava	"	"	" " 22/5/46
Cardente Maria Luigia	"	"	" " 1/11/45
Carzaniga Eliana	"	"	" " 10/9/45
Casali Jolanda	"	"	" " 22/5/46
Casarini Luciana	"	"	" " 25/5/46
Castagna Frisinghelli Dorina	"	"	" " 25/5/46
Castoldi Anna Maria	"	"	" " 24/9/45
Catalani Giovan Battista	"	"	" " 10/9/45
Cattaneo Luciana	"	"	" " 10/9/45
Cavallari Roberto	"	"	" " 24/9/45
Cavalli Galvani Amalia	"	"	" " 25/5/46
Cavalli Marchi Assunta	"	"	" " 24/9/45
Centonza Domenico	"	"	" " 10/9/45
Cerutti Anna	"	"	" " 10/9/45
Cinquanta Francesco	"	"	" " 24/9/45
Colombo Aurelio	"	"	
Colombo Maria	"	"	
Comelli Francesca	"	"	
Contessi Arialda	"	"	
Crippa Carlotta	"	"	assunta il 1/9/45
Dal Canto Fosca	"	"	
Danese Valeria	"	"	
De Biasio Pierina	"	"	
Dei Cas Maria	"	"	assunto il 10/9/45
Della Foglia Francesco	"	"	" " 1/9/45
De Martini Carla	"	"	
Demolli Scaltriti Cristina	"	"	
Demolli Eugenia	"	"	

	telef.	diurn.	
De Pandis Mercedes	"	"	assunta 1/3/46
Devetach Marinella	"	"	
Dodesini Luigia	"	"	
Dogheria Francesca	"	"	
Dogheria Olga	"	"	
Domeneghetti Giancarlo	"	"	assunto il 10/9/45
Dorobelli Luigia	"	"	" " 1/9/45
Dozzi Achille	"	"	
Dradi Clara	"	"	" " 24/9/45
Dradi Luciana	"	"	" " 10/9/45
Durante Rosa	"	"	
Fabbri Manfredi Elisa	"	"	
Facin Gina	"	"	
Faini Enrica	"	"	
Farinelli Irene	"	"	assunta il 22/5/46
Faverzani Elena	"	"	" " 10/6/46
Ferri Bianca Maria	"	"	
Figà Agnese	"	"	
Fiordalise Monari Giuseppina	"	"	" " 1/3/46
Formento Nelide	"	"	
Formento Tersilla	"	"	" " 12/2/46
Fornaroli Alda	"	"	" " 1/11/45
Fraquelli Giovanni	"	"	" " 23/5/46
Franciolini Spartaco	"	"	" " 16/2/46
Frigerio Carla	"	"	" " 16/2/46
Frigerio Luciana	"	"	" " 24/5/46
Frigo Carlo	"	"	" " 1/9/45
Galliani Virgilio	"	"	
Garoffolo Migliacci Clara	"	"	" " 22/6/46
Gavioli Lidia	"	"	" " 12/6/46
Genovesi Enrica	"	"	" " 22/5/46
Geromel Elsa	"	"	
Ghisoni Bruna	"	"	
Girelli Bianca	"	"	
Giunchi Maria	"	"	3823" " 6/6/46
Golinelli Romano	"	"	" " 10/9/45
Gradara Antonio	"	"	
Grassi Colombo Maria	"	"	
Grattieri Angela	"	"	" " 23/5/46
Graziosi Graziella	"	"	" " 24/9/45
Grugnetti Giuseppe	"	"	
Huber Irmgard	"	"	" " 24/5/46
Incerti Ruspaggiari Liliana	"	"	
Jerse Sturz Angelina	"	"	" " 25/5/46
Lavè Anita	"	"	" " 31/5/46
Lavè Maria	"	"	
Lazzaroni Spera	"	"	
Leschanz Olimpia	"	"	
Librizzi Caprotti Carla	"	"	

	telef.	diurn.	assunta il	1/11/45
Macchiavelli Anna Maria	"	"	"	" 22/5/46
Maccotta Jole	"	"		
Madile Cavalloni Angelina	"	"	assunto il	10/9/45
Madonia Cesare	"	"	"	" 10/9/45
Maestrelli Elena	"	"	"	" 1/9/45
Magnaghi Luciano	"	"		
Manara Maria	"	"		
Marchi Eugenia	"	"	"	" 23/5/46
Marini Angelo	"	"		
Marsala Erminia	"	"	"	" 10/9/45
Marzi Teresa Maria	"	"		
Mascheroni Alessandrina	"	"	"	" 1/9/45
Massara Adriana	"	"		
Massari Lina	"	"	"	" 24/9/45
Meana Ambrogina	"	"	"	" 27/5/46
Meneghotto Silvana	"	"	"	" 16/2/46
Messina Rita	"	"		
Mettini Garrone Leopolda	"	"	"	" 24/5/46
Mezzadra Celestina	"	"		
Minerva Bossi Liliana	"	"	"	" 24/5/46
Molina Piera	"	"	"	" 16/2/46
Molteni Brice	"	"	"	" 1/6/46
Montanini Vittorio	"	"		
Morandi Brasca Onorina	"	"	"	" 22/5/46
Moro Carla	"	"	"	" 24/5/46
Motta Angelo	"	"	"	" 1/9/45
Musi Renato	"	"	"	" 24/5/46
Nasi Bianca	"	"		
Nicolich Costantini Giuseppina	"	"	"	" 23/5/46
Nosedà Renata	"	"	"	" 16/2/46
Oldrati Francesca	"	"	"	" 23/5/46
Orazi Maria	"	"		
Paga Patrizia	"	"	"	" 24/9/45
Pagani Letizia	"	"	"	" 24/9/45
Paladini Iride	"	"	"	" 10/9/45
Paladino Lola	"	"	"	
Pallavera Anna	"	"	"	" 23/5/46
Palma Lucia Carla	"	"	382	
Pancaro Lidia	"	"	"	" 15/12/45
Paoletti Aldo	"	"		
Papalia Caterina	"	"	"	" 22/5/46
Paravani Lidia	"	"	"	" 24/9/45
Paresce Franca	"	"		
Pazzaia Stefania	"	"	"	" 16/6/46
Pellegrini Iride Itala	"	"	"	" 23/5/46
Pennella Paolo	"	"	"	" 10/9/45
Perini Claudina	"	"	"	" 22/5/46
Perotta Renato	"	"		

	telef.	diurn.	
Peverè Giuseppina	"	"	assunto il 1/3/46
Pinto Ugo	"	"	
Pirrone Claretta	"	"	
Pomè Martinelli Luigia	"	"	assunta il 24/9/45
Pozzi Lidia	"	"	" " 24/5/46
Pozzi Mario	"	"	
Pozzi Nerina	"	"	" " 1/9/45
Prete Maria	"	"	" " 23/5/46
Prina Luigia	"	"	" " 22/5/46
Puleo Palma Maria	"	"	" " 22/5/46
Radice Amalia	"	"	" " 22/5/46
Raulli Rita	"	"	
Ravetta Armida	"	"	
Regali Clementina	"	"	" " 24/9/45
Reina Carla	"	"	" " 16/2/46
Ridella Giulia	"	"	" " 3/6/46
Ripamonti Rigamonti Bianca	"	"	" " 1/3/46
Riva Eufrazia	"	"	
Rizzardi Bruna	"	"	" " 22/5/46
Romagnani Edvige	"	"	" " 1/9/45
Rossi Emilio	"	"	" " 24/9/45
Rota Vittorina	"	"	" " 10/9/45
Samarati Antonia	"	"	
Sapone Conoetta	"	"	" " 23/5/46
Scaltriti Enzo	"	"	" " 1/9/45
Scardova Emilia	"	"	" " 24/9/45
Scotti Adriana	"	"	
Sementa Giuseppina	"	"	" " 22/5/46
Sesini Carla Fernanda	"	"	" " 22/5/46
Stefani Serena	"	"	
Tagliasacchi Elena	"	"	" " 28/9/45
Ubezio Franca	"	"	" " 16/2/46
Vacchini Anna	"	"	" " 10/6/46
Valle Olga	"	"	
Valsecchi Adele	"	"	
Vicini Giuseppina	"	"	" " 22/5/46
Volontè Rosa	"	"	
Wiedenhofer Olga ved. Silimbini	"	"	" " 23/5/46
Wiemer Amelia	"	"	
Zambelli Giulia	"	"	" " 24/9/45
Zampagna Carolina	"	"	" " 22/5/46
Zappa Rosalia	"	"	

Brega Maria
Cignoli Eugenia
Fusineri Luigi

Comm. diurn.

" "
" "

D'Abbenigno Oreste
Gruppi Teresa
Pellegatta Ferdinando
Torti Alessandro
Torti Primetta

Agente di fatica

" " "
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" " "
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Il Capo dell'Ufficio

[Handwritten signature]

Subject:- Unauthorized use of Civil Circuits by Military.

SIGNAL SECTION
ALLIED FORCE HEADQUARTERS

Tele: FREEDOM 948

X134

4 April 1946.

Allied Commission,
Communications Sub-Commission,
APO 394, US Army.

1. Reference is made to your letter of 25 March 1946
file T.46.38CS, subject as above.

2. It is anticipated that a directive will soon be published stipulating that military subscribers will be financially responsible for calls placed over civil long distance facilities.

3. In anticipation of this and in view of the fact that military facilities are available from Rome to Milan it is agreed that the Italian Administration may refuse to accept any international calls or calls to Milan originating from Military numbers.

[Signature]
Brigadier
Chief Signal Officer

Spoke Mary. Hansen.

Hansen has now scheme to stop all calls from military to civilian lines except where no military facilities. This will be introduced when all subs (mils) are on 2 groups, which should be ready in 1 to 2 weeks. Hansen will look after this.

8/4/46

CROSS. REFS.	38
FILE	D. W.
T 46	

Date: 8 APR 1946

Director	<i>[Signature]</i>
Deputy	<i>[Signature]</i>
Chief Telephone	
Chief Postal	
At Q Camps O	
Asst. Chief Postal	
Censorship	
Chief Clerk	

40

ALLIED FORCE HEADQUARTERS
Signal Section
APO 512

X134K

25 March 1946

SUBJECT: Unauthorized Use of Civil Circuits by Military.

TO : Allied Commission, Communications,
Sub-Commission, APO 394 US Army.

1. Reference is made to your letter to the CSO AFHQ
File T.46.37.CS, subject as above, dated 6 March 1946.

2. The matter of use of civil circuits by the mili-
tary is under consideration and it is anticipated that a
directive will be issued establishing responsibility for
payment on unauthorized calls.

For the Chief Signal Officer:

Director	
Chief of Staff	
Chief of Communications	
Chief of Public	
Chief of Coms O	
Asst Chief Public	
Censorship	
Chief Clerk	

CH. S.	37
FILE	E/wo
T.46	

Date 28 MAR 1946

E.E. Unlang
E.E. UNLANG
Major, Sig C
Wire Division

3819

39

HEADQUARTERS ALLIED COMMISSION

APO

394

Communications Sub-Commission

HHS/ee

T.46.38.CS

25 March 1946

SUBJECT: Unauthorized use of Civil Circuits by Military.

TO : CSO, AFHQ.

1. Reference is made to our letter of 6 March, 1946, T.46.37.CS.

2. Major Liddiard has suggested that, in so far as Rome is concerned, the Italian Administration refuse to accept any International calls or calls to Milan originating from Military numbers. This suggestion is acceptable to us and would no doubt result in some reduction in the present abusive use of civil circuits. However it is not a full solution and in addition it is not desired to implement any such instruction without your approval.

H.H. SCUDDER,
Col. Sig. C.
Director.

3818

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HNS/ec

T.46.37.CS

6 March 1946

SUBJECT: Unauthorised use of Civil Circuits by Military.

TO : CSO, AFHQ.

1. With the recent improvement in civilian long distance communications especially in international circuits the condition arises that Allied Military are utilising civilian lines.

2. This is the reverse of the problem that has plagued us in the past but it does constitute a real problem as it not only results in the facilities (which are inadequate for civil needs) being used by the military but results in a pecuniary loss to the Ministry of Posts and Telecommunications which is unjustified.

3. There is inclosed a copy of letter, dated Feb. 28, 1946 from Telecoms Liaison Officer N.W. Italy. The solution proposed therein which puts the onus of taking preventive measures on the Administration is not agreed with.

4. If calls are made from military telephones over civil circuits there seems to be no reason why the Administration is not justified in receiving payment for such calls from the military unit or individual to whom the military telephone is assigned and it would appear to be the responsibility of the Military Commander concerned to insure that payment is effected.

5. Your views would be appreciated.

H.H. SCOTT,
Col. Sig. C.
Director.

1 Inclosure: Copy of letter of 28 Feb. 1946

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
APO 394

Tel. Milano 12781

28 February 1946

CMS/7

SUBJECT : Military use of international civil lines.

TO : HEADQUARTERS ALLIED COMMISSION

att: Communications Sub Commission

R O M E

Further my CMS/7 of 7 February '46 to Inspector
1st Zone copy to you.

1. C.S.O. 2 District has raised the question of unauthorised military calls emanating from requisitioned numbers in the district getting through on civil internal lines on to civil international ccts.

2. As this problem is not merely a District one but affects all military personnel in the theater it is suggested that it be pointed out to the ministry that responsibility for payment for such calls cannot be accepted by the Military and that only calls put through from the Army long distance switchboards should be accepted, as these will have full approval of the military Commanders concerned.

3. In the specific case of the London-Milan cct. a foolproof control now exists for all unauthorised military calls put through from military numbers in Milan and a list of all these numbers in numerical order is now in the possession of the capo-turno. This does not however, stop calls by military personnel from military numbers in Bolzano or Rome unknown to the capo-turno, getting on to the London line.

4. Although a foolproof solution is difficult to arrive at it is felt that once the responsibility for non-acceptance of the calls has been placed upon the ministry, they will screen more closely their international ccts.

For the Chief Liaison Officer

C. Halland

CMS/7

SUBJECT : Military use of international civil lines.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission

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Further my CMS/7 of 7 February '46 to Inspector
1st Zone copy to you.

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4.Although a foolproof solution is difficult to arrive at it is felt that once the responsibility for non-acceptance of the calls has been placed upon the ministry, they will screen more closely their international ccts.

For the Chief Liaison Officer

A.C. Holland

A.C. HOLLAND
Major R. Signals
Telecoms. Liaison Officer
N.W. Italy

Copy to :

- C.S.O. 2 District.

Mr. Tolson	
Mr. E.A. Tamm	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Hendon	
Mr. Jones	
Mr. Mumford	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

36

4 MAR 1946

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HHS/ec

T.46.35.CS

1st March 1946

SUBJECT: Ing. Corio

TO : AC Liaison Group, Milan
Att: Maj. Holland.

1. Reference is made to your letter of 25 Feb., 1946 and telephone conversation with you on Feb. 28th.

2. Until a change is made you should deal with Ing. Dani as representing the Administration in all question of C.E.M.

H.H. SCUDDER,
Col. Sig. C.
Director.

3815

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
APO 394

Tel. Milano 12781

25 February 1946

CMS/1

SUBJECT : Ing. Gorio.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission

R O M E

1. Ing. Gorio of the Ministry of P. & T. arrived in Milan a few days ago with a verbal brief to take over all C.E.M. Stores and coordinate their distribution.

2. He has been given no precise instructions as to his functions and powers and is consequently rather lost.

3. The need for some central organiser to deal with C.E.M. has been apparent for many months. Ing. Dani although a successful purveyor of C.E.M. has partisan views as to their distribution and it is a pity that Ing. Gorio has been nominated (a) so late (b) without instructions (c) without even a railway pass to enable him to do his quite essential travelling.

For the Chief Liaison Officer

A.C. Holland.
A.C. HOLLAND
Major R. Signals
Telecoms. Liaison Officer
N.W. Italy.

Chief	
Chief	
Chief	
Chief	
Chief	
Chief	
Chief	
Chief	
Chief	
Chief	

FILE	
T.46	

Date 26 FEB 1946

38.4
called

Boxer
26/2

34

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
APO 394

Tel. Milano 12781

9 February 1946

CMS/7

SUBJECT : My report on Azienda's interurban Switchboard Milan
dated 26 January '46.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission

R O M E

1. Sub para D of para 3 stated that Genoa and Turin
were ready to start trunk dialling to each other.

2. This is not true.

SIRTI are still at work on the Turin equipment which
should be ready in 30 days. They have not started work on
the Genoa equipment to date.

For the Chief Liaison Officer

A.C. Holland
A.C. HOLLAND
Major R. Signals
Telecoms. Liaison Officer
N.W. Italy.

CROSS REFS	
FILE T.46	RECEIVED

Date: 11 FEB 1946

Director	
Chief of Staff	<i>H. M.</i>
Chief of Operations	
Chief of Plans	
Chief of Communications	
Chief of Intelligence	
Chief of Logistics	
Chief of Administration	

33

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

COMMUNICATIONS DIVISION

DECEMBER MONTHLY REPORT -

C	FILE
146	

99 JAN 1946

Chief of Staff	W. H. H. H.
Chief of Communications	W. H. H. H.
Chief of Operations	W. H. H. H.
Chief of Logistics	W. H. H. H.
Chief of Intelligence	W. H. H. H.
Chief of Administration	W. H. H. H.

1. Appendix A. is this division's monthly report to Regional Commissioner Lombardia.

Appendix B. is a schedule of the Lombardia Regional Telegraph offices connected up to 31st December.

Appendix C. is a schedule of long distance telegraph ccts. working to Milan.

Appendix D. is a list of V.F. channels working through Milan.

Appendix E. is a schedule of Azienda di Stato telephone ccts. with Milan.

Appendix F. is a schedule of S.T.I.P.E.L. ccts.

2. Telephones:

(a) Meters. As the A.U.T. Milan still persisted in its attacks against the meter system after the Regional Commissioner's order of the 30th November, on the 7th December the Regional Legal officer sent a strong letter to the A.U.T. bringing to their notice Proclamation 1.

Regional orders confirming the meter system for Genoa and Turin were published on the 7th and 10th December respectively.

(b) East-West Route. The Milan terminal of the 1+3 Safar equipment for use on the over head pair Milan-Verona has been installed and will be in operation very shortly. A further pair along this route was extended from Brescia to Verona (thus making the second Milan-Verona cct.) when 2 District released a pair on the U.S. Army route Gardone to Verona. Azienda proposes installing Safar 1+3 also on this route thus bringing the Milan-Verona over head channels to 8. The Ministry ordered 4 sets of Safar 1+3 carrier equipment of which 1 alone has been delivered.

I suggest the Ministry, and Telecoms Officer Venezia be urged to give full priority to the extension of this route to Padova.

A visit was made to Parma and to obtain

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I suggest the Ministry, and Telecoms Officer Venezia be urged to give full priority to the extension of this route to Padova.

(c) Milan-Bologna O/H. A visit was made to Parma and Bologna and Ing. Trevisan now at Bologna was asked to obtain the following orders from the Ministry for completing 1 Telegraph and 1 Telephone cct. through from Milan to Bologna

./.

- 2 -

(i) Milan-Piedena ccts. exist.
 (ii) Piedena-Casalmaggiore. 1 telegraph pair exists, Circolo Parma to be ordered to put in 1 Telephone pair.
 (iii) Casalmaggiore-Parma. 1 telegraph pair exists, Circolo Parma to be ordered to use 1 of the 2 T.I.M.O. pairs *AVAILABLE*, rehabilitated by Circolo for this purpose.

(iv) Parma-Modena. One telephone pair built on Circolo route after permission from C.S.O. I of C. had been obtained. Circolo Parma to be ordered to build a second pair.

(v) Modena-Bologna. Phantom telegraph and telephone ccts. to be set up on pairs 3 and 4 of Army route via Castelmaggiore released to T.I.M.O.

Perhaps the Ministry could be asked to comply if they haven't already done so.

3. U.G. Cables.

(a) The S.I.R.T.I. is to be congratulated on achieving a troublefree month. Milan-Bologna was down for a 36 hours period only. Milan-Genoa had a similar break but this was repaired in 24 hours.

(b) Azienda Milan proposes to activate firstly 11 phantoms on the Milan-Bologna ccts. and then has produced a plan for bringing the whole Milan-Bologna stretch to full peacetime use. Sufficient Repeaters to complete this are ready or nearly so at the SIRTI's workshop set up to deal with captured stores near Milan. An expenditure of 24 million lire was authorised for this work on behalf of the Azienda at the rate of 3 millions a month for 8 months.

4. Telegraphs.

Tests of the Milan-Paris 12 channels V.F. via Modena commenced on the 28th December.

5. Piemonte and Liguria. Lack of personal transport prevented any direct supervision in these areas.
 It.Calda's report will follow.

3811

For Regional Commissioner

A.C. Holland

A.C. HOLLAND M.B.E. M.C.
 Major R. Signals
 Communications Officer

Circolo Parma to be ordered to use for this purpose.

(iv) Parma-Modena. One telephone pair built on Circolo route after permission from C.S.O. I of C. had been obtained. Circolo Parma to be ordered to build a second pair.

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It.Calda's report will follow.

3811

For Regional Commissioner

Ed. C. Holland.

A.C. HOLLAND M.B.E. M.C.
Major R. Signals
Communications Officer
N.W. Italy.

31st December 1945

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

COMMUNICATIONS DIVISION

MONTHLY REPORT FOR DECEMBER

1. TELEPHONES

a) A Milan-London set. was opened on the 7th Dec. through Switzerland. Government calls only are at present allowed as tariffs have yet to be agreed on.

b) The chief transmission engineer of the Azienda dello Stato in Milan, Ing. Pepe was dismissed after the Azienda's espionage commission in Rome had found him guilty of serious collaborationism.

2. TELEGRAPHS

On Xmas eve a total of 64,000 telegrams (nearly double normal traffic) was dealt with in the Milan office, maximum delay to Rome that day being 8 hours.

3. ROYAL SIGNALS

Civilian organization known as MARESE has been organized to take over the maintenance of all army over head routes. Signals are cutting down their own staff drastically.

31st December 1945

A.C. Holland.
A.C. HOLLAND M.B.E. M.C.
Major R. Signals
Communications Officer
N.W. Italy.

3920

Appendix BT E L E G R A P H S

Lombardia Region

PROVINCES	Number of offices connected								
	Before the war	31 May	30 June	31 July	31 Aug.	30 Sept.	31 Oct.	30 Nov.	31 Dec.
arese	93	93	93	93	93	93	93	93	93
Como	192	192	192	192	192	192	192	192	192
Sondrio	41	41	41	41	41	41	41	41	41
Milano	136	12	56	110	127	132	135	136	136
Bergamo	94	82	84	90	90	94	94	94	94
Brescia	191	8	50	69	93	99	131	137	138
Pavia	85	56	56	75	79	79	81	81	84
Cremona	53	1	3	9	9	16	16	21	32
Mantova	150	1	4	33	49	54	54	56	64

0772

Appendix B

T E L E G R A P H S

Lombardia Region

Number of offices connected

Before the war	31 May	30 June	31 July	31 Aug.	30 Sept.	31 Oct.	30 Nov.	31 Dec.
93	93	93	93	93	93	93	93	93
192	192	192	192	192	192	192	192	192
41	41	41	41	41	41	41	41	41
136	12	56	110	127	132	135	136	136
94	82	64	90	90	94	94	94	94
191	8	50	69	93	99	131	137	138
85	56	56	75	79	79	81	81	84
53	1	3	9	9	16	16	21	32
150	1	4	33	49	54	54	56	64

T E L E G R A P H S

[illegible]

T E L E G R A P H S

[illegible]

Appendix D

(1)

U.G. CABLE COES. ON THE 31st DECEMBER 1945

System 110 T.G. Roma-Milano Pairs 307/507 (II)			
Channel	Circuit	Destination	System
1 } 2 }	Not handed over by Rome		
3	Milano-Roma	Italcable	Baudot
4	Milano-Roma-Catania	Telegraph	"
5	Milano-Roma-Bari	"	"
6	Torino-Roma (+c.4 Mi-To)	"	Teleprinter
7	Milano-Roma	"	Wheatstone
8	Milano-Roma	"	
9	Genova-Roma (+c.12 Mi-Ge)	"	
10	Genova-Roma (+c.5 Mi-Ge)	"	
11	Brescia-Milano-Roma	"	Hughes
12	Roma-Berna (+c.10 Mi-Zu)	Telegraph	
13	Milano-Roma	"	Baudot
14	Milano-Napoli-Palermo	"	"
15	Roma-Torino (+c.1 Mi-To)	"	
16	Service Milan is asking Rome to use	channel as further	Teleprinter set
17	Service	307	Milan-Rome.
18	Roma-Parigi	"	

(2)

System 118 T.G. Milano-Torino Pairs 319/519 (III°)			
Channel	Circuit	Destination	System
1	Roma-Torino (+c.15 Mi-Ro)	Telegraph	
2	Parigi-Torino (+c.11 Mi-Zu)	"	
3	Milano-Torino	"	Teleprinter
4	Torino-Roma (+c.6 Mi-Ro)	"	
5	Genova-Torino (+c.9 Mi-Ge)	"	
6	Genova-Torino (+c.10 Mi-Ge)	"	
7	Torino-Zurigo (+c.6 Mi-Zu)	"	
8	Milano-Torino	Italcable	Baudot
9	Bologna-Torino (+c.3 Mi-Bo)	Telegraph	
10	Bologna-Torino (+c.11 Mi-Bo)	"	
11	Torino-Trieste (109/10)	"	
12	<i>not used will investigate</i>		

3500

(3)

System 117 T.G. Genova-Milano Pairs 354/554 (II°)

Channel	Circuit	Destination	System
1	Milano-Genova	Telegraph	Teleprinter
2	Milano-Genova	"	Wheatstone
3	Genova-Firenze	"	
4	Milano-Genova	Italcable	
5	Genova-Roma (+c.10 Mi-Ro)	Telegraph	
6	Genova-Verona (+c.13 Mi-Bo)	"	
7	Genova-Zurigo (+c.4 Mi-Zu)	"	
8	Genova-Zurigo (+c.5 Mi-Zu)	"	
9	Genova-Torino (+c.5 Mi-To)	"	
10	Genova-Torino (+c.6 Mi-To)	"	
11	Bologna-Genova (+c.2 Mi-Bo)	"	
12	Genova-Roma (+c.9 Mi-Bo)	"	
13	Genova-Venezia (+c.14 Mi-Bo)	"	
14	Genova-Trieste (+c.15 Mi-Bo)	"	
15	Genova-Parigi (+c.9 Mi-Zu)	"	
16	Genova-Napoli	"	
17	} not used will investigate		
18			

3505

(4)

System 109 T.G. Milano-Bologna Pairs 317/517 (II)

Channel	Circuit	Destination	System
1	Bologna-Milano	Telegraph	Baudot
2	Bologna-Genova (+c.11 Mi-Ge)	"	"
3	Bologna-Torino (+c.9 Mi-To)	"	Baudot
4	Milano-Trieste	"	"
5	Milano-Venezia	"	Teleprinter
6	Milano-Verona	"	not used
7	Bologna-Milano	"	Baudot
8	Bologna-Milano (Firenze)	"	not used
9	Bologna-Milano	"	"
10	Torino-Trieste (113/11)	"	"
11	Torino-Napoli	"	"
12	Genova-Firenze	"	Teleprinter
13	Milano-Bolzano	"	"
14	Genova-Venezia (+c.13 Mi-Ge)	"	"
15	Genova-Trieste (+ c.14 Mi-Ge)	"	"
16	Genova-Napoli	"	"
17	Milano-Venezia	Italcable	"
18	<i>Service</i>		3864

(5)

System 1001 T.G. Milano-Zurigo Pairs 305/505			
Channel	Circuit	Destination	System
1	Zurigo-Milano transm.	Telegraph	Teleprinter
2	Milano-Zurigo recev.	"	"
3	Milano-Ginevra	"	"
4	Milano-Zurigo	Service	
5	Genova-Zurigo (+c.8 Mi-Ge)	Telegraph	
6	Torino-Zurigo (+c.7 To-Mi)	"	
7	Roma-Parigi	"	
8	Milano-Parigi	"	
9	Genova-Parigi (+c.15 Mi-Ge)	"	
10	Berna-Roma (+c.12 Mi-Ro)	"	
11	Parigi-Torino (+c.2 Mi-To)	"	
12			

3803

(b)

System 1002 T.G. Milano-It. Genis-Parigi
Pairs 305-6/505-6

Channel	Circuit	Destination	System
	12 Channels V.F. ready Milan-Paris		
1	Milano-Parigi -yet not in service <i>Started 4.1.46.</i>	Telegraph	Baudot

3802

Appendix ETELEPHONES - AZIENDA DI STATO31.12.45

	lines
✓ Milano - Torino	22
✓ Milano - Genova	27
Milano - Roma	5
Milano - Bologna	4
Milano - Firenze	2
Milano - Padova	2
Milano - Venezia	2
Milano - Piacenza	3
Milano - Parma	1
Milano - Zurigo	3
Milano - Lugano	10
Milano - Parigi	2
Milano - Napoli	1
Milano - Verona	2

3801

Appendix F.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

TELEPHONES

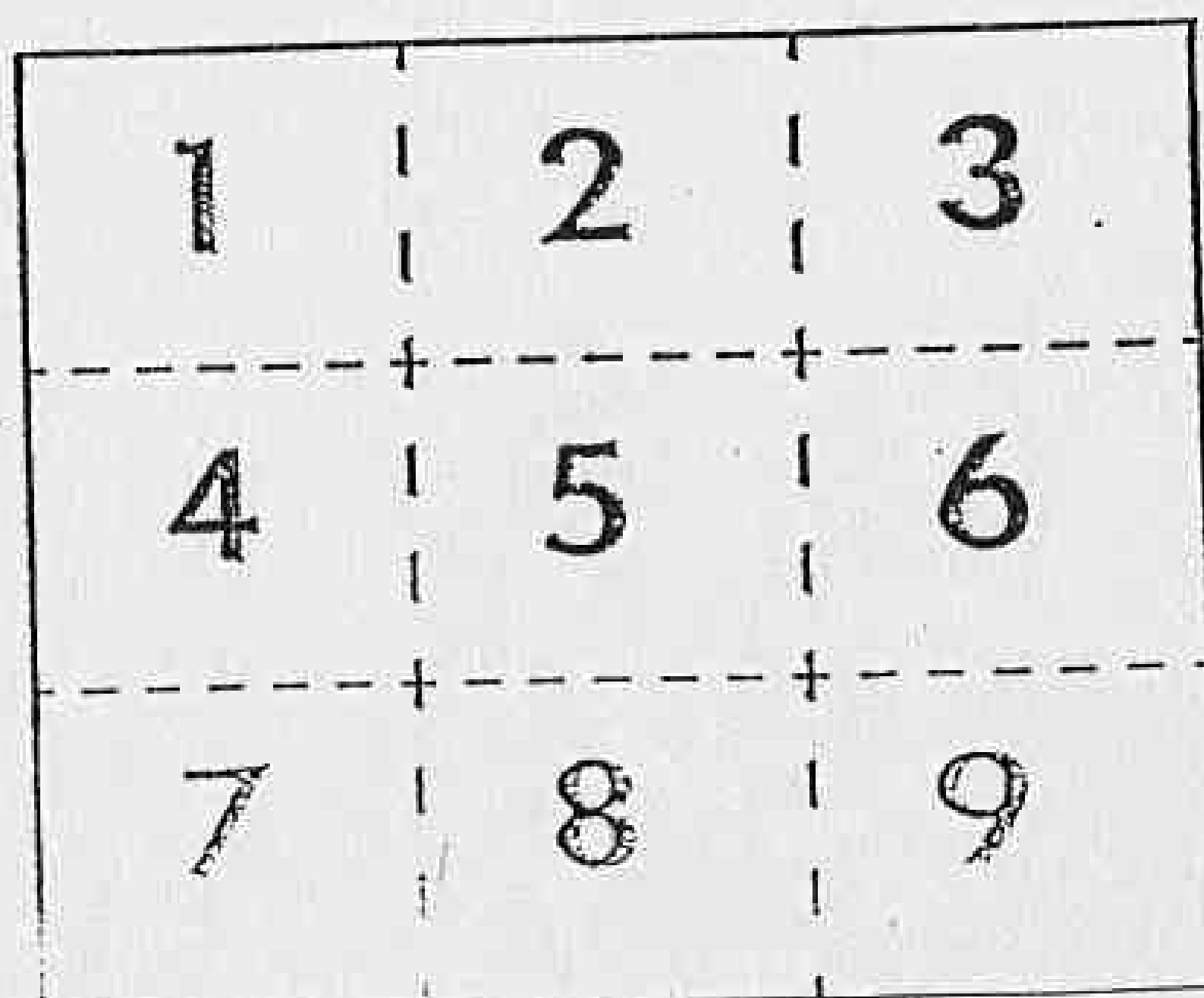
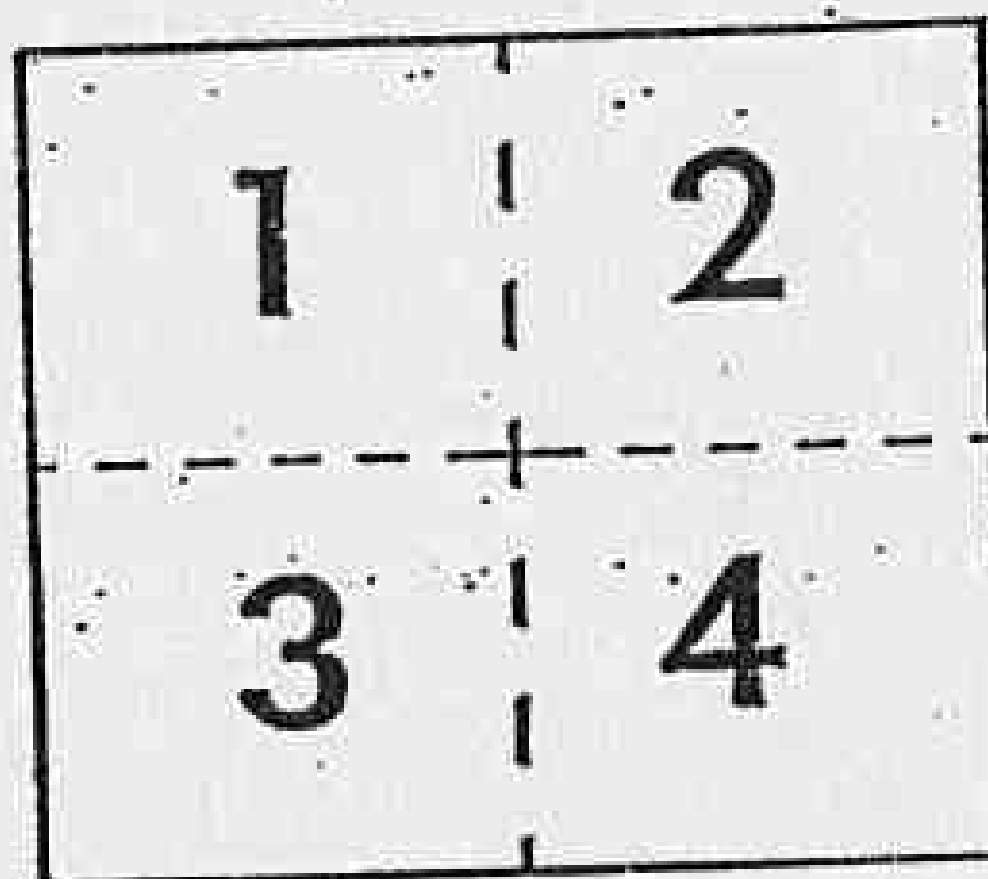
S.T.I.P.E.L.

31.12.45

3860

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



[illegible]

[illegible]

[illegible]

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

[illegible]

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
APO 394

31

Tel-Milano 12781

8th January 1945

CMS/1

SUBJECT : Dialling out on Milan Line.

TO : ADJUTANT

1. The Rome-Milan A.C. line is now equipped with dialling out facilities at each terminal.

This means that anyone using the line can now do so from outside the Montecatini Building by dialling 13483 on the Milan automatic system.

2. It is suggested you publish the above in the daily Bulletin.

A.C. Holland

A.C. HOLLAND M.B.E. M.C.
Major R. Signals
Telecoms. Liaison Officer
N.W. Italy.

Copy to: HQ. ALLIED COMMISSION
→ att: Communications Su-Commission

Director	
Deputy Director	<i>Holland</i>
Chief of Staff	<i>CH</i>
Chief Postal	<i>W.H.C.</i>
Chief of Coms	
Asst Chief Postal	
Communications	
Chief Clerk	

CROSS REFS	
FILE	<i>10</i>
T. 46	

3799

Date 10 GEN 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

46
31
20 December 1945

TO : Ministero della Guerra
Dir. 2, Sez. 2 Lavori
Direzione Generale del Genio

Herewith bills from S.T.I.P.E.L. dated 8.9.1945 N.DE/ST
and from T.E.T.I. dated 6.8.1945 No. 8344.

H.H. SCUDDER
Col. Sig. C.
Director.

3798

File

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

30

Tel. Milano 12781.

28 September 1945.

CMS/11

To : Headquarters A.C.
att: Communications Sub Commission.

1. I attach a letter received from C.S.O. 5 Army refusing to verify use of STIPEL circuits in the Gardone Area.

2. It is felt that C.S.O. 5th Army is unaware of C.S.O. I of C's amendment to the original AFHQ Signal instruction of the 16th October 44 by which amendment all C.S.O.'s were instructed to verify, irrespective of whether the province had been handed back or not, that facilities, in fact been used.

3. Attached ^{also} is original copy of STIPEL letter stating line facilities given to 5th Army. Perhaps the fact that letter states lines were requisitioned on 1st May whereas the ~~true~~ ^{date} is sometime later may have influenced the C.S.O. in his refusal to verify, though it is felt the matter could have been thrashed out with the Brescia STIPEL director at Gardone before 5th Army left.

For Regional Commissioner.

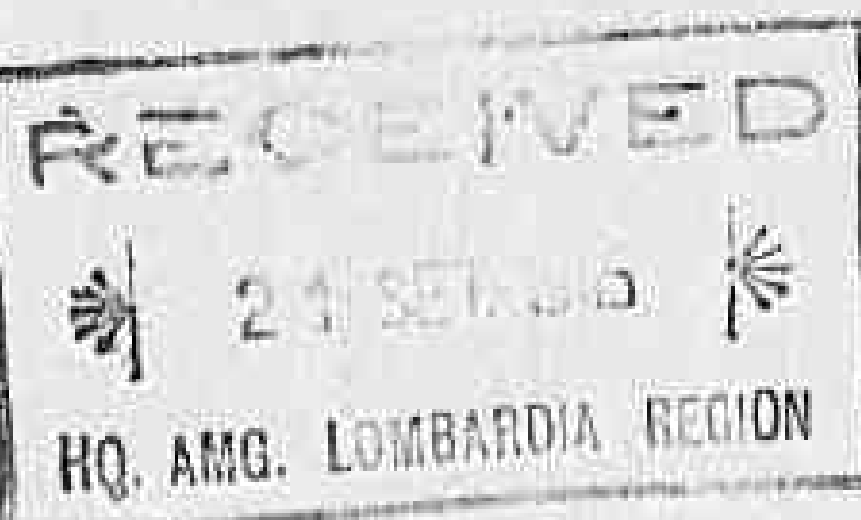
A.C. Holland.

A.C. HOLLAND.

Rajor R. Signal **3797**
Communications Officer.

Director	<i>md</i>
Deputy Director	
Chief Executive	
Chief Postal	
H. Q. Camp O	
Asst Chief Postal	
Conservation	
Chief Clerk	

FILE	By
1.46	
Date	1 OCT. 1945



HEADQUARTERS FIFTH ARMY
OFFICE OF THE SIGNAL OFFICER
AFC 464 US ARMY

Communicating

AAB/MLW/rwt

11 September 1945

SUBJECT: Requisition of Interurban Wire Circuits.

TO: Headquarters Allied Military Government
Lombardia Region, AFC 394, US Army

1. This headquarters is unable to verify the inclosed statement of requisitioned circuits submitted by G.T.I.F.S.I.

2. According to Allied Force Headquarters Signal Instructions, Section IV, Para 4a, dated 16 October 1944, entitled "Acknowledgment of Facilities and Services Furnished the Allied Forces", states: "Accounting for wire facilities and services will commence as of the date a province is returned to Italian government control and concessionary companies will submit monthly statements beginning as of that date, to the responsible or senior Signal Officer in the area. Certain areas not returned to the Italian Government control but rear of the forward boundary of Italian Government control, will commence accounting as of the date the remainder of the province, in which the area is located, is returned to Italian Government control."

3. It has not been deemed necessary at any time by this headquarters due to the provisions of this signal instruction quoted in paragraph 2 to keep such records and it would seem that this statement by G.T.I.F.S.I. had been submitted prematurely.

FOR THE SIGNAL OFFICER:

Daniel K. Chisholm
DANIEL K. CHISHOLM
Lt Col, Signal Corps
Executive Officer

Incl: Statement of Requisitioned
Interurban Circuits.

3796

S.T.I.P.E.L.
Societa Telefonica Interregionale
Piemontese e Lombarda

Brescia 8/9/1945

Sede Sociale e Direzione Generale: Torino
Via Confienza 10 - Casella Postale 497

N. DE/ST

OGGETTO: CIRCUITI INTERURBANI REQUISITI DAL COMANDO ALLEATO

Palificazione Brescia-Salo

Periodo di regolazione

17703 - Brescia - Vestone, da Brescia a Salo	dall'1/5 al 28/8/1945
17704 - Brescia - Vestone, da Brescia a Salo	" 1/5 " 28/8/1945
17291 - Brescia - Salo - virtuale dei circuiti	" 1/5 " 28/8/1945
17703/17704	" 1/5 " tuttora
17248 - Brescia - Salo - supervirtuale	" 1/5 " "
17699 - Brescia - Salo -	" 1/5 " "
17702 - Brescia - Salo - virtuale dei circuiti	" 1/5 " "
17290/17699	" 1/5 " 28/9/1945
17705 - Salo - Vestone - virtuale dei circuiti	" 1/5 " 28/9/1945
17703/17704	" 1/5 " 28/8/1945
17643 - Salo - Vestone (da Salo a Vebarno)	" 1/5 " 28/8/1945
17621 - Vestone - Ponte Caffare	

Palificazione Brescia - Verona e circoscrizioni

17179 - Brescia - Bedizzole	" 8/6 " tuttora
17273 - Brescia - Verona	" 1/5 " "
17345 - Brescia - Desenzano	" 1/5 " 27/6/1945
17346 - Brescia - Desenzano	" 1/5 " 27/6/1945
17266 - Brescia - Desenzano - virtuale dei circuiti	" 1/5 " 27/6/1945
17346/17345	" 1/5 " tuttora
17476 - Desenzano - Ghedi - tratto Desenzano-Lonato	" 1/5 " "
17477 - Desenzano - Salo	" 1/5 " "
17558 - Brescia - Mantova - da Brescia-Lonato	" 1/5 " "
17277 - Brescia - Mantova -	" 1/5 " "
17256 - Brescia - Castiglione - virtuale dei	" 1/5 " "
circuiti 17277/17558	" 1/5 " 5/9/1945
17493 - Desenzano - Peschiera - non ancora attivata per uso Stipel	

Palificazione Brescia - Ghedi

17268 - Brescia - Ghedi	" 26/5 " tuttora
17269 - Brescia - Ghedi	" 26/5 " 28/8/1945
17270 - Brescia - Ghedi - virtuale dei circuiti	" 26/5 " tuttora
17268/17269	" 26/5 " "
17271 - Brescia - Ghedi	" 26/5 " "
17195 - Brescia - Ghedi - virtuale dei circuiti	" 26/5 " "
17163/17271	

S.T.I.P.E.L. Segue : lora CIRCUITI INTERURBAN REQUISITI DAL
COMANDO ALLEATO

7.

Requisizione Brescia MilanoPeriodo di requisizione

17202 - Brescia - Chiari	dall'1/5 al 7/7/1945
17281 - Brescia - Milano	" 1/5 " 7/7/1945
17355 - Brescia - Bergamo	" 1/5 " 25/7/1945
17835 - Brescia - Milano	" 1/5 " 25/7/1945
17913 - Brescia - Milano	" 1/5 " 25/7/1945
17828 - Brescia - Torino (solo tratto Brescia-Milano)	" 1/5 " 15/8/1945
17833 - Brescia - Milano	" 1/5 " 15/8/1945
17258 - Brescia - Chiari (circuito diretto Brescia-Milano)	" 23/7 " tuttora
17834 - Chiari - Milano	

REQUISIZIONE COPPIE CAVO RETE
URBANA DI SALO'

Copie principali in cavo requisite dalla Centrale
di Salo all'armadio L-A di Gardone Riviera:
Copie no. 28 di Km. 3.421 ciascuna

" 1/6 " tuttora

Copie secondarie dagli armadi I-A all'I-B in
Gardone Riviera:
Copie no. 50 di Km. 0.788 ciascuna

" 1/6 " tuttora

NOTE:

Il cavo in Salo e state riparate dal
Comando Alleato.-

ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION

REGIONAL ORDER No. 12

WHEREAS it is necessary to confirm the operation in this Region of the meter system of telephone tariffs already introduced by order of Allied Military Government in Milan, Turin and Genoa in accordance with the following Ministerial

Decrees :

- 26th March 1945 - published in Supplement to Gazzetta Ufficiale No. 39 of the 31st March 1945.
- 26th March 1945 - published in Gazzetta Ufficiale No. 45 of 14th April 1945.
- 31st August 1945 - published in Gazzetta Ufficiale No. 108 of 8th September 1945.

NOW, I, A.N. HANCOCK, Colonel, Regional Commissioner, Allied Military Government, hereby order as follows :-

Institution of the meter system of Telephone Tariffs.

The institution of the meter system of Telephone Tariffs is hereby confirmed for the city of MILAN upon the terms and conditions set out in the above mentioned Decrees with effect from the 1st July 1945.

This order becomes operative in this Region on the date of its publication therein.

A.N. HANCOCK

Colonel

Regional Commissioner

Dated

introduced by order of Allied Military Government in Milan,
Turin and Genoa in accordance with the following Ministerial
Decrees :

- 26th March 1945 - published in Supplement to Gazzetta
Ufficiale No. 39 of the 31st March 1945.
26th March 1945 - published in Gazzetta Ufficiale No. 45
of 14th April 1945.
31st August 1945 - published in Gazzetta Ufficiale No. 108
of 8th September 1945.

NOW, I, A.N. MANCOCHI, Colonel, Regional Commissioner,
Allied Military Government, hereby order as follows :-

Institution of the meter system of Telephone Tariffs.

The institution of the meter system of Telephone Tariffs
is hereby confirmed for the city of MILAN upon the terms
and conditions set out in the above mentioned Decrees with
effect from the 1st July 1945.

This order becomes operative in this Region on the date of
its publication therein.

Dated

A.N. MANCOCHI

Colonel

Regional Commissioner

3734

D/Director

Chief Telecons

Chief Postal

Chief Coms

Chief Postal

Chief

Chief

FILE
T.46

B/Fwd.

501C 1945

HEADQUARTERS
LOMBARDIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

C.M.S. - 1

20th. Nov. 1945

SUBJECT: Closing down Piemonte Regional Telecommunications Division -

TO: Deputy - Regional Commissioner Piemonte Region
HQ - A.C. att. Communications S/C

1) - Whereas the shortage of AMG telecons Officers excludes the possibility of there being a permanent officer at Piemonte, commencing 20/11/45 all questions dealing with Telecons in the region will be dealt with by the Telecons Officer N.W. Italy at Milan.

2) - The Telecons Office Piemonte will thus close down as from the above date and all relevant files will be entrusted to the archives Officer.

3) - A circular letter dealing in detail with the above transfer will follow.

A.C. Holland
A.C. HOLLAND Maj. - R. Sigs.
Communications Officer
N.W. Italy
HQ - AMG Lombardia Region
APO 394

Director	<i>W.H.</i>
D/D-Editor	<i>W.H.</i>
Chief Telecoms	
Chief Postal	
Chief Coms G.	
Asst Chief Postal	
Censorship	
Chief Clerk	

FILE	T.46
------	------

3793

23 NOV 1945

ACH/BD

HEADQUARTERS
LOMBARDIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

C.M.S. - 1

20th. Nov. 1945

TO : Regional Commissioner Piemonte Region
Provincial Commissioner : Torino

(att. Director P.E.)
Alessandria " "
Asti " "
Aosta " "
Cuneo " "
Novara " "
Vercelli " "

For Information only
HQ - AC. att. Communications Sub Commission
Direzione STIPEL - Torino
Azienda Stato Servizi Telefonici - Torino
" " " Milano
Circolo Costruzioni Telegrafiche e telefoniche - Torino
" " " Alessandria

1) Tutta la corrispondenza indirizzata precedentemente al :
Communications Officer - Piemonte Region, deve ora essere indirizzata:

Major A.C. HOLLAND - R. Sigs.
Communications Officer
North West Italy
H.Q. - AMG Lombardia Region
APO 394
Telefono: Milano 12781

" " 12641 interno 21913792

2) - L'Azienda dello Stato deve comunicare con l'ufficiale per il N.W. Italy tramite l'Ispettorato 1^a Zona - Milano.
3) - I Circoli Costruzioni Telegrafiche e telefoniche di Torino e Alessandria devono inviare ogni mese un dettagliato rapporto dimostrante:

- Nº complessivo degli uffici telegrafici di ogni Provincia collegati prima della guerra.
- Nº complessivo degli uffici collegati alla fine del mese in questione.
- Nº degli uffici collegati durante il mese.

Questo rapporto deve pervenire a Milano entro il 30 di ogni mese.

4) - I direttori Provinciali Poste e telegrafi devono rendersi conto che è impossibile poter ottenere l'intero fabbisogno di

No information only

HQ - AC. att. Communications Sub Commission
 Direzione STIPER - Torino
 Azienda Stato Servizi Telefonici - Torino
 " " " Milano
 Circolo Costruzioni Telegrafiche e telefoniche - Torino
 " " " Alessandria

1) Tutta la corrispondenza indirizzata precedentemente al :
 Communications Officer - Piemonte Region, deve ora essere indirizzata:

Major A.C. HOLLAND - R. Sigs.
 Communications Officer
 North West Italy
 H.Q. - ANG Lombardia Region
 APO 394
 Telefono: Milano 12761
 " 12641 interno 21913792

2) - L'Azienda dello Stato deve comunicare con l'ufficiale per il N.W. Italy tramite l'Ispettorato 1^a Zona - Milano.

3) - I Circoli Costruzioni Telegrafiche e telefoniche di Torino e Alessandria devono inviare ogni mese un dettagliato rapporto dimostrante:

- a) N° complessivo degli uffici telegrafici di ogni Provincia collegati prima della guerra.
- b) N° complessivo degli uffici collegati alla fine del mese in questione.
- c) N° degli uffici collegati durante il mese.

Questo rapporto deve pervenire a Milano entro il 30 di ogni mese.

4) - I direttori Provinciali Poste e telegrafi devono rendersi conto che è impossibile poter ottenere l'intero fabbisogno di carbone per riscaldare gli uffici telegrafici per tutto l'inverno.

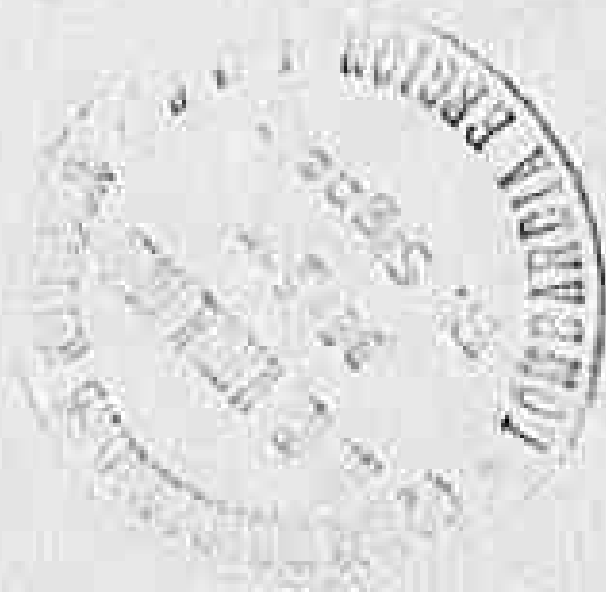
E' stata spedita una lettera a tutti i Commissari Provinciali per la legna dicendo di assegnare legna in modo da accordarsi con le domande dei direttori Provinciali.

./.

Le autorizzazioni per le spese d'acquisto di legna, stufe a legna, stufe elettriche (dove esista l'energia elettrica sufficiente), devono essere indirizzate come al Para 1) e saranno senz'altro accettate.

A.C. Holland.

A.C. HOLLAND Maj. R.Sigs.
Communications Officer
N.W. Italy
HQ - AMG Lombardia Region
APO 394



3791

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HFM/eg

27

T.46.27.03

13th October 1945.

Subject : Telephotographic transmission.

To : A.M.G. Piedmonte Region
(Att. Capt. Collyer).

Reference your FR/COMBUN of the 25th August 1945.

1. The Italian Government has been consulted and has sent the attached reply.
2. Under the circumstances, authority should not be given at present.

H.H. SCUDER
Lt.Col.Sig.C.
Director.

Enclosures : Previous correspondence.
Copy of letter 6th Oct. from
Italian Government.

3738



Mod. 167

6 OTT 1945

Roma

194

26

Ministero delle Poste
e delle Telecomunicazioni
ISPETTORATO GEN. TRAFFICO
TELEGRAFICO RADIOTELEGR.

COMMISSIONE ALLEATA
POSTS AND TELECOMMUNICA-
TIONS SUB-COMMISSION
APO 394 ROMA

Sevizio Gen. III
Tel. N. 679 620-9450-2
Allegato TRE

Respett. al f. A.
del

Oggetto: Servizio fototelegrafico

In riferimento alla nota N. T.46.23.CS del
19 settembre scorso, si partecipa che la domanda
della Società Editrice Torinese relativa all'eser-
cizio della propria stazione fototelegrafica non
può essere accolta, date le difficoltose condizioni
del traffico telefonico che non consentono, almeno
per il momento, il ripristino del servizio fotote-
legrafico.

Si rendono gli allegati.

Il DIRETTORE GENERALE

Director

U/Director

Chief Telegrams

Chief Postal

H Q Coms Q.

Capt. Chief Postal

Inspector

Chief Clerk

GROUP REFS	
FILE	By fwd.
1.46	

Date 12 OTT 1945

3789

Cg)

24/9/45.

Majpr Hawker,

Only at about 6 p.m. to day I was able to get in touch with Milan. Maj. Holland was not there but I spoke to Capt. Gigli who informed me that they have already had instructions from the C.S.O. but, at any event, Maj. Holland was leaving by plane for Rome to-morrow and we would be able to take the matter up again with him.

Gigli
3788

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

~~137~~
125

Tel. Milano 12781

14 September 1945

CMS/2

SUBJECT : East- West routes.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission

1. I enclose a brief report on the progress of the East - West route.

2. The Milan - Bologna overhead route progresses as follows:-

(a) 1 Telegraph line Milan-Parma now exists with the possibility of another in 10 days time.

(b) The C.S.O. L. of C's decision to allow Parma Circolo to build on the Circolo's route between Parma and Modena is still awaited.

For Regional Commissioner

A.C. Holland.

A.C. HOLLAND
Major R. Signals.
Communications Officer.

follow
Holland will forward full report 26/9/45

3787

sent

Director	
Deputy Director	
Chief Telecoms	
Chief Postal	
Asst Chief Postal	
Chief Clerk	

May 11/45 - file follow up 2(b)

CHIEF REFS.	
FILE	T 46
Date	17 SET. 1945

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

Report on Recce made 11.9.45., to establish
Brescia - Verona ccts.

1. C.S.O. letter 2590 X giving "B" group on the Circolo Ferrovia route as spare between Peschiera - Verona is now out of date as this group once made spare by 5th Army has been snapped up by 88 Div., who will not release until they clear out in about 1 month and when not only B group but also A, C and D should be spare between Desenzano and Verona.

2. German Carrier Pair Gardone - Verona now spare runs as follows:

Gardone - Salo' - Padenghe - Lonato - Pozzolengo
Salianze - Sommacampagna - Casone - Verona.

Brescia Circolo is arranging to tie one of the 2 Milan - Desenzano bronze pairs on at the road -over- railway crossing east of Lonato and thus make one Milan - Verona bronze pair ready for Capt. GIGLI's V.F. or carrier programme.

3. Two STIPEL - TELVE pairs Brescia - Verona appear to be freed. These run partly along the road and partly along the railway. TELVE was unable to say whether these were freed or not ~~and~~ though the lines officer Verona was certain they were not requisitioned.

If these lines are actually free then the STIPEL - TELVE link up is at last assured and STIPEL can work 1 + 5 carrier on them. 3786

A.C. Holland.
A.C. HOLLAND.
Major R. Signals
Communications Officer.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HTWM/cg.

24

T.46.24.CS

10th September 1945.

Subject : West-East route - North Italy.
To : Regional Commissioner, Lombardia
(Att: Maj. Ayre).

Reference Memo No. CMS/3 of the 7th September
from Maj. Holland to HQ.AG. (copy to you).

1.-Contents of above memo seem reasonable, so far as
West - East route to Verona is concerned.

2.-If you agree wire should be used Verona east-
wards, kindly arrange.

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

3785

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

FILE	B/Fwd.
T46	

123A

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

Tel. Milano 12781.

CMS/3

SUBJECT : West - East Route.

TO : ✓ A.C. Rome
att: Communications Sub Commission.
Provincial Commissioner Venice
att: Major Ayre Regional Telecomm. Officer.

FILE	B/Fwd.
T46	

1. Further Para 3 Sub-para B of my August Report
it is now clear that sufficient ccts., GARDONE - DESENZANO -
PESCHIERA - VERONA are to be released quickly to enable
the Milan - Verona section of the East - West Route to be
continued as far as Verona without any building on the
part of Verona Circolo.

2. As Verona Circolo had enough Bronze to build 3784
pairs Desenzano - Verona but not enough for Verona - Padua
it is suggested that they be now instructed to use all
their bronze for building Eastwards.

For Regional Commissioner.

A.C. HOLLAND.
Major. R. Signals.
Communications Officer.

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

looks
OIL -
pls instruct -

(23)

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications sub-Commission

HTWM/epc

T.46.2308

1st September, 1945

SUBJECT: Picture Transmission

TO: Under-Secretary of State for P.T.

1. Please see attached application.
2. This HQ. should be informed of your views on the matter.

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

Incl: Application of 24th July, 1945

3783

File

see 26

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
COMMUNICATIONS DIVISION

PVC/ED

Director	
Deputy Dir.	
Chief Telecoms	
Chief Postal	
H Q. Coms O.	
Asst Chief Postal	
Censorship	
Chief Clerk	
25th August 1945	

PR/COMMUN/

SUBJECT : Telephotographic transmission
TO : Director Communications Sub-Commission
Allied Commission
FROM : Communications Officer

- 1) - The attached is an application to set up a Belin System receiving station and a portable transmitter by the Società Editrice Torinese of Turin.
- 2) - Will you please say whether this may be agreed and if so under what terms.

CROSS. REFS.	
FILE	B/fwd.
<i>twb</i>	

Date _____

Italian officer sent
to Gen. *Hobbs*

P. V. Collyer capt.
P.V. COLLYER Capt 82
Regional
Communications Officer

set POW + U Sec
P.W. W. REGION HQ.
SUBJECT: Petitioner ask for permission to set up a Telephotographic Station.

The undersigned S.E.T. Corso Valdocco 2 Turin, through their Extra-ordinary Comma. and Legal Representative avv. A. Paces, wishing to set working as soon as possible their station for receiving and transmitting pictures by wire (Belin system) beg the A.N.G. to grant said authorization, in order to obtain the renewal of the concession from the Post and Telegraph Administration.

Enclosed copy of letter of said Administration III Dept, also copy of the concession act expired Dec.31,1943 never renewed owing to the war.

Please read
wants to set up a Telephotographic
station to receive & transmit pictures
by wire.

3781

From the Post & Telegraph Administration

To the S.E.T.

Subject: Authorization for Telephotographie station.

To obtain renewal of Required concession, the S.E.T. are asked to apply to AMG to be authorized to set up their telephotographic station.

Said authorization shall be transmitted to our office to give the matter further action.

Awaiting for a reply

The Temp. Prov. Director
(A. DE PACE)

3780

AGREEMENT

Between the ministry of Transport - General Post and Telegraph Direction - and the Turin paper "Gazzetta del Popolo", legally represented by their Administrative Director dr. Aldo Cimatti, as to the establishment and working of a receiving phototelegraphic station and the working of a portable transmitting phototelegraphic apparatus.

Enclosed copy of original document stating in full all laws, by laws and decrees pertaining to the legal agreement between Ministry of Transport and "Gazzetta del Popolo".

Translated by Dott. Rostan/in

3779

Translation by L. G. Liardi.

To: Ing. Mario Fano
Sottosegretario di Stato,
R o m e.

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

CROSS.
REFS.
FILE
7.46
B/Pwd.

Date 23/8/45.

1. I am forwarding a list of the telephone material and V.F. material which is in the Verona stores.

That list was handed to me by Col. Keith.

It seems that not all the material that is in the Verona stores is included in the list.

Part of the material is damaged beyond repair and part, instead, is usable or usable with small repairs.

2. Limiting ourselves to consider the needs of the V.F. telegraphy, and bearing in mind the Cartocci plan, I believe that the following improvements of the existing installations can be taken into consideration at once.

a) with Olap 12/220 equipment:

- I - Channels 13-18 to Venice to complete the 112 telegraph system;
II - Channels 1-6, in double, to Trento to activate communications with Verona and Bolzano.

b) with Olap 24/130 equipment;

- I - Channels 1-6 and 7-12 to Florence for telegraph communications on 107;
II - Channels 1-6 to Florence for telegraph communications on 106;
III - Channels 13-18 to Milan to complete the system with Switzerland.

c) with Face equipment:

- I - Channels 1-6 (to be completed with channels 7-12 to be ordered from the Face) to Bologna as a supplement Bologna-Milan;
II - Channels 1-6 to Bologna for telegraph 107 (to be completed with channels 7-12 to be ordered from the Face);
III - Channels 1-6 to Rome for telegraph 106.

d) The frame of the generators for Florence will be found probably at Verona; one generator could be that being repaired by Grugnola and Solari. The other must be provided.

e) With the equipment probably available at Verona, we will not have a good system for the duplicating on the Rome-Naples unless we use, for Rome as for Naples, the channels 1-6 and 7-12 of 24/130 Olap type.

2.

As at Naples and Rome the repeater stations are Standard, the feeders at 24/130 are alright, but we would then have Olap and Face V.F. equipment. As a general line this could be considered inconvenient, but in the present circumstances I believe it could be overcome.

We have not even a good arrangement in Turin, where it is necessary to increase to 18 the 118 telegraph system, and install at least 12 channels for the communications with France. There is, in fact, available only Olap equipment whilst that repeater station is all of Standard material.

3. If only from a general point of view the programme, now indicated, should be approved, we could without going any further select the material of Verona and arrange to have the good part installed and have sent to Milan the other to be repaired.

(S.gd) Antonio Gigli

Milad, 21st August 1945.

3777

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

Translate

Tel. Milano 12731

22 August 1945

CMS/1A

SUBJECT : Report by Capt. GICLI.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission

I enclose a copy of the report made to Dr. Pano
by Capt GICLI with suggestions for the use of the V.F.
equipment now lying in the Verona repeater station and
due to be handed over to the Italian Government.

For Regional Commissioner

A.C. Holland

A.C. HOLLAND

Major R. Signals
Communications Officer.

mhl

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

3776

CROSS-REFS	.....
FILE	.....
T.46	.....

23 AUG 1945

All'Ing. Mario FANO
Sottosegretario di Stato
ROMA

1° - Trasmetto un elenco del materiale telefonico e per telegrafia armonica che si trova nei magazzini di Verona.

Detto elenco mi è stato consegnato dal Col. Keits.-

Pare che non tutto il materiale che si trova là sia compreso nell'elenco.

Parte del materiale è irrimediabilmente danneggiato e parte invece è senz'altro utilizzabile o utilizzabile con piccole riparazioni.

2° - Limitandomi a considerare i bisogni della telegrafia armonica, e tenendo presente il piano Cartocci, penso che i seguenti miglioramenti alle installazioni esistenti possono essere presi subito in considerazione.

a) con apparecchiature Olap 12/220 :

I - canali 13 - 18 a Venezia per completare il sistema sul 112 Tg;
II - canali 1 - 6, in doppio, a Trento per attivare comunicazioni con Verona e Bolzano.

b) con apparecchiature Olap 24/130:

I - canali 1 - 6 o 7 - 12 a Firenze per comunicazioni su 107 Tg;
II - canali 1 - 6 a Firenze per comunicazioni su 106 Tg;
III - canali 13 - 18 a Milano per completare sistema con Svizzera.

c) con apparecchiature Faces:

3775

I - canali 1 - 6 (da completare con canali 7 - 12 da ordinare alla Ditta) a Bologna per supplemento Bologna - Milano;
II - canali 1 - 6 a Bologna per 107 Tg (da completare con canali 7 - 12 da ordinare alla Ditta);
III - canali 1 - 6 a Roma per 106 Tg.

./.

- 2

d) il telaio dei generatori per Firenze si troverà probabilmente a Verona; un generatore può essere quello in riparazione da Gragnola e Solari. L'altro è da provvedere.

e) Con le apparecchiature verosimilmente disponibili a Verona, non si ha una buona sistemazione per la duplicazione sul Roma-Napoli a meno di non adoperare, sia per Roma sia per Napoli, i canali 1 - 6 e 7 - 12 del tipo Olap 24/130.

Poichè a Napoli e Roma le amplificatrici sono Standard le alimentazioni a 24/130 vanno bene, ma si vorrebbe ad avere apparecchiature in armonica Face e Olap. In linea di principio questo può essere considerato un inconveniente, ma nelle attuali circostanze a me pare che potrebbe essere superato.

Non si ha nemmeno una buona sistemazione di Torino, laddove è necessario portare a 18 il sistema sul 118 Tg, ed installare almeno 12 canali per le comunicazioni con la Francia. Sono infatti disponibili soltanto apparecchiature Olap mentre quella amplificatrice è tutta con materiale Standard.

3° - Se anche soltanto in linea di massima venisse approvato il programma ora indicato, si potrebbe senz'altro sollecitare il materiale di Verona e provvedere a far installare quello buono e portare a Milano per essere riparato l'altro.

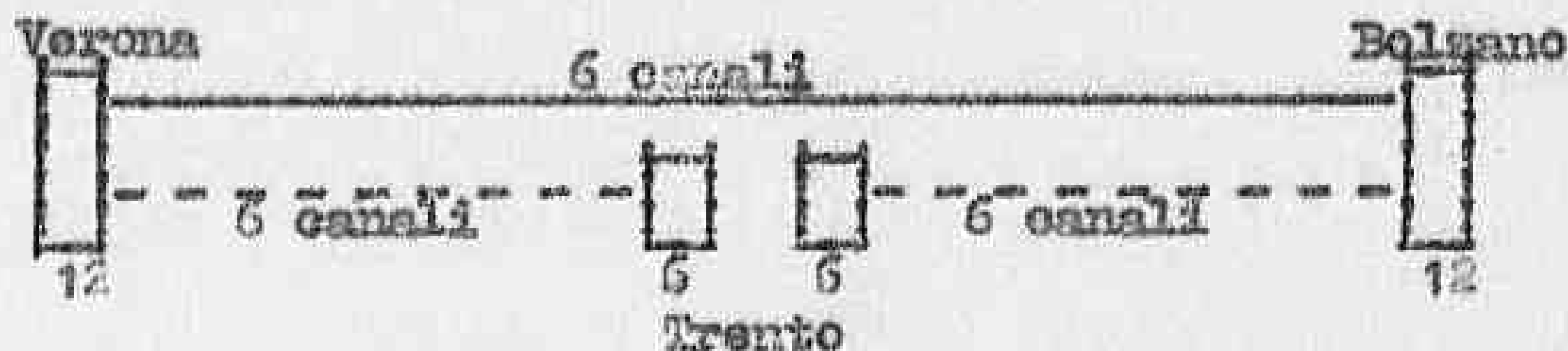
Autenti fil.

Milano 21 agosto 1945

3774

Allegato - par. 2° a)

Comunicazioni Verona-Trento-Bolzano

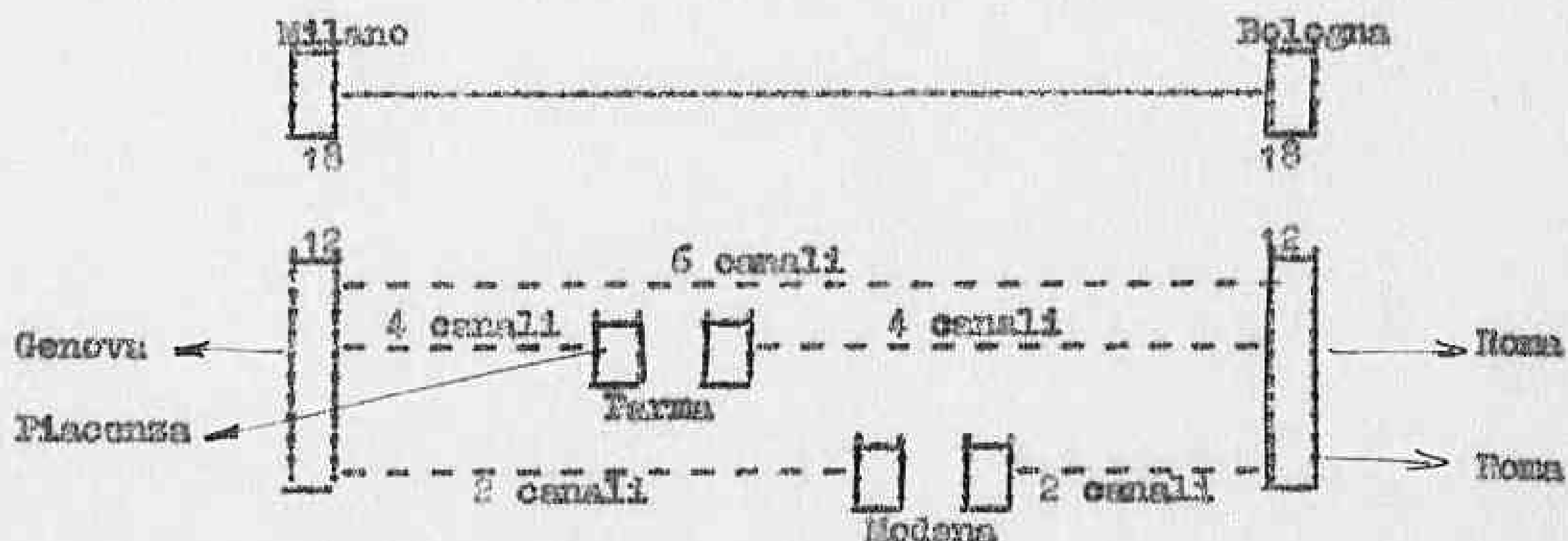


collegamenti esistenti:

collegamenti proposti:

Allegato - par. 2° c)

Comunicazioni Milano-Bologna



A Milano il sistema a 12 è già disponibile;

3773

A Bologna i canali 1-6 sono disponibili a Verona, mentre i canali 7-12 sono da ordinare.

to be ordered

Per Parma e Modena i canali 1-6 sono disponibili fra il materiale di Verona, ma occorrerebbe provvedere ai generatori elettronici (può provvedere Istituto Sperimentale).

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

20

Tel. Milano 12781

7 August 1945

CMS/ 1 A

SUBJECT : S + D Apparatus.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission.

Ref conversation Lt.Col. Millar- Cumming in which the former stated that 12 apparatus S + D might be available for use in Northern Italy.

The attached is a proposal by Capt. Gigli for the utilisation of this apparatus.

For Regional Commissioner

G. W. Cumming
G.W. CUMMING
Lt.Col. R. Signals
Communications Officer.

Copy to : HQ. Piemonte Region (att. Communications Officer)
HQ. Liguria Region (" " ")
HQ. Venezia Region (" " ")

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

3772

C. OSS. P. FS.	
FILE T.46	B/fwd.

9 AUG 1945

PROPOSTE PER LA UTILIZZAZIONE DEI 12 APPARECCHI S+D

1°) - La maggiore deficienza di comunicazioni che attualmente si riscontra è quella fra il Nord e la Toscana. Sembra pertanto opportuna utilizzare 4 apparecchiature per attivare le seguenti comunicazioni, utilizzando il cavo Teti :

- 1 - Genova - Spezia
- 2 - Genova - Lucca
- 3 - Lucca - Firenze
- 4 - Genova - Livorno

2°) - Nella zona Piemontese-Lombarda le comunicazioni interessanti possono essere :

- 5 - Torino - Alessandria
- 6 - Milano - Parma

entrambi utilizzanti il cavo nazionale.

(Quanto sopra nell'ipotesi di attivare 2 comunicazioni Milano-Alessandria e Genova-Alessandria mediante apparecchiature super-audio con terminale a S. Giuliano e prolungamento in D.C. verso Alessandria come già proposto).

3°) - Nella zona Emilia-Veneto possono essere utili le seguenti comunicazioni :

- 7 - Bologna - Modena
- 8 - Bologna - Padova
- 9 - Padova - Venezia
- 10 - Venezia - Udine
- 11 - Bologna - Rimini
- 12 - Bologna - Ancona

(Quanto sopra nell'ipotesi che si possano attivare in altro modo comunicazioni Bologna-Firenze).

3771

320

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HTWM/epc

T.46.11.CS

6th August, 1945

SUBJECT: Report from Capt. Gigli
TO: Under-Secretary of State for P.T.

Herewith report from Capt. Gigli for Dr. Fano.

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

Incl: One report

File

TRANSLATION BY SELAN.

to:

Ing. Mario Fano

Under Secretary of State for Posts and Telecommunications

18

I hereunder forward a consolidated report on a visit carried out between the 31st July and the 1st Aug. at Brescia and Verona.

BRESCIA. Telegraphs That office has suffered only slight damages, because of aerial bombardments; part of them have already been repaired. Though the main part of the glasses are missing, and this fact is cause of great disease, especially for the workshop. The terrace covering the premises of the workshop and of the battery hall is damaged, and the rain is therefore dropping inside. The G.C., which has repeatedly requested to do something about it, is doing nothing as usual.

The telegraph Office is in perfect order; there are several Baudots (all for overhead lines), various Hugues, of which one for Harmonic, three teletypes and the usual Morse apparatus.

Lack of personnel is regretted; there should be another 20 men more.

Circolo. The Circolo of Brescia covers with its jurisdiction the Provinces of Brescia, Cremona, Bergamo, Sondrio and Lecco area, in the Province of Como. North of the Milano-Brescia railway line, the situation is absolutely normal, and the reactivation is practically of the 100%; but South of such line the reactivation work is not very well ahead, because of lack of transport.

The Circolo of Brescia boasted very rich depots, which have now been almost completely pillaged by the Germans. There is now lack of Cadmium Copper wire, as well as iron wire. There is a noticeable amount of poles. In the plain the damages to the purlifications have been caused by aerial bombardments, and by thefts of the bronze parts. I think however that there was not vigilance enough.

The Circolo has worked up to now especially for reactivation of railway lines. The Director, Comm. Giacalone (more administrative than technical Director) is well accepted by the personnel; he knows very well how to behave himself in his relation with the local Authorities. He usually succeeds in overcoming the temporary difficulties. He has worked with full satisfaction of the Allied Military Government and of the Railway Signals.

VERONA. Telegraphs. The Office is in perfect order. There are only Hugues and Morses, besides 14 teletypes. Two of them will be sent up to Bolzano, and another two will be kept as a spare: 10 will remain at Verona, and they will be largely sufficient for activating all the foreseen VF communications. Verona is now linked up with Brescia by 2 wires: The 1421 (rural party line) and the 249, which will have to be extended

Original
sent to
Fano

Hoch.
4/8

File in No. 146

to Milan. As hereunder indicated, Verona is also connected by an earthed antenna circuit on the wave loop with Vicenza, and with Trento by a Hughes communication on cable. It is also in connection with Mantova.

Circolo. The Circolo exercises its jurisdiction all over the Provinces of Verona, Mantova, Vicenza (and roughly also Belluno); part of the Trento province has been recently attached to Bolzano. The situation is fair enough in the province of Vicenza and generally in the mountain part, whilst it is very bad in the remaining part controlled by the Circolo, as it appears evident, considering the very few links activated with Verona. Lack of transport. Damages caused by aerial bombardments and thefts. The bronze and iron wire is missing as usual. There is a bad lack of insulators.

Ing. Trevisani is there as a propulsory element, but the lack of means of transportation greatly limits his activity. Until now the Circolo's activity was being handicapped by the fact that, because of the presence of numerous Allied Commands in the Verona-Garda area, most of the pole lines were requisitioned for military use. Such a situation is now rapidly bettering.

Amplifier. It is installed in a bunker constructed on a bulwark near the Porta Nuova Station. Italian or British personnel are now substituting the Germans. It is a war installation, but it was made with the cleverness characteristic of the Germans. There are no batteries; the feeding is coming from rectifier groups. There are also, in case of emergency, two big Diesel groups. One of them is actually dismantled, and according to the Sirti personnel, available. In a section apart there are the carrier frequency telephony on overhead lines. There is a 15 channel system and two 8 channel type AEG. The 15 channel system seems to be the same already installed on the Feltre-Belluno stretch, and therefore obviously Italian property. This system is now in operation with Gardone; it is presumed that it will not be any more necessary within a short time. The abovementioned stretch is still in the hands of German personnel, who seem to be working alright. The VF equipment is ready; we are awaiting that Bologna be ready too.

Line Milano-Brescia-Verona-Padua. The situation of the line is the following:

- a) * between Milano and Brescia two loops (7644 and 7645 via Crema are complete: they will be temporarily activated, as hereunder mentioned:
- b) * between Brescia and Peschiera (which forms the boundaries of the Circolo of Brescia) as it has already been said in the previous reports, the Circolo has prepared the pole line on the left side all along the railway, and is laying down ex-novo two loops, making use of some wire which has been released (or which is going to be released from Milano). They shall be ready in two weeks.
- c) * between Peschiera and ~~Verona~~ Verona, nothing has been done for the present.

The polification on the right side (having Brescia at the back) is now being utilized as shown in the attached

sketch.

The polification on the left side (on the trunk Peschiera-Verona) seems to be belonging to the Railways; this line has one pole only and is in bad conditions, so that the Railways are not making use of it, at least for the present.

The best solution for completing the two loops up to Verona would be to obtain the release of a square (group of four wires with twist system) from the Allies.

This does not look to be an easy thing, but it is not impossible, having also in view the fact that the aforementioned 4 squares are limited to the trunk Verona-Desenzano (and from there they go on towards Gardone). Therefore, if those Commands will be demobilized, it should not be impossible to obtain the abovementioned loops.

On the trunk Verona-Padova, via Vicenza, the situation is very bad; on a certain section of line the Germans have taken away even the poles. For laying down the two loops it is necessary to reconstruct everything. ex-novo.

Incidentally it is to be pointed out that the Railways, backed by the Allied Commands, have been making use of the PT Administration polifications, as they were their property.

Although we recognize that the reactivation of the railway service has to be considered of the greatest importance, and that the Circolo is partially responsible of the above desoleasant situation with its usual absence, I think that a more sincere collaboration would have resulted very useful. Temporary utilization of the loops, no. 76⁴⁴ and 76⁴⁵.

The loop no. 76⁴⁴ will be made use of for extending to Brescia a VF communication coming from Rome. We shall be able in this way to re-open a Rome-Brescia link, via Milano, especially in order to free Milano from too many transits. (I believe it is in your knowledge that Milano is in a very bad situation, because of lack of personnel) Bresca is on the other side linked up with Verona, Mantova, Cremona, Trento, Bergamo and Sondrio, and can therefore channel a great deal of traffic. Southwards.

The activation should be made for a first period with Hagues, and successively with Daudots.

General Remarks. The Circoli of Brescia and Verona, as well as all the Circoli of Northern Italy, have not received from the Ministry any detailed instruction (and not even general, as to whether they must behave themselves with regards to the technical criteriums to be adopted for the reactivation of the polifications. This must urgently be done.

It is also considered opportune to issue simple and clear instructions concerning the administrative operations: the work is being executed mostly on pending accounts; does your Ministry agree on this point?

All the Circoli, as well as the Telegraph Offices, affirm that they have sent reports whatabouts the respective situations: I could not swear that this information is exact. Any way, it seems that the Ministry has not provided to issue any directives, as to the way how to overcome several difficulties and efficiencies of material and of personnel, and so on.

I remarked that the Allied Commands and the Allied

Military Government do not interfere with the Circoli's action, but rather prefer to leave them completely free to carry out all the necessary operations.

Northern Italy has received a very little part of the vehicles recently distributed, which had been supplied from Allied sources. It is to be pointed out that, if this seems to be logical when applied to some Circoli (Milano-Torino) in some others the damages have not been inferior to those of several zones of Southern and Central Italy.

Out of the 11 trucks which will be assigned for Lombardia-Piemonte and Liguria ~~area~~ area, 6 will have to go to the Circoli; that is not much, if you consider the conditions of the polifications of the Circoli at Brescia, Alessandria and Genoa.

In some Provinces (Cremona and Imperia) the reactivation of the telegraph service is still schematic, because of lack of means of transportation.

Recovery of equipment. For recovery of equipment built by the Germans, but belonging to the Italian Administration (see the above indicated 13 channels) and which are now being used by the Allies, all the steps have to be taken in Rome.

Perhaps, putting forward the question now, we could even obtain the release, in due time, of the German equipment, or ex-German property. (which is now war booty) as i.e. the two AEG systems, and, above all, the 12 channel system, now in operation between Milano and Verona (on the ex-German polification all along the autostrada) which could be of much use for the transversal communications (East-West)

Signature
Captain Gigli.

3766

Col. Millar.

Please forward the enclosed
report to Dolt Jans.

G. W. Cuming
1 HCL

2 Aug 51



3765

Director	
Chief of Staff	
Chief of Comms	
Chief of Post	
Chief of Cons	
Asst Chief of Post	
Censorship	
Chief Clerk	

HEADQUARTERS
ALLIED MILITARY GOVERNMENT

B/fwd

T.40

27 AUG 1945

Tel. Milano 12781.
Ext. 2191.

20 July 1945.

CME/1.

SUBJECT : Communications in the event of
civil disturbances.

TO : Deputy Regional Commissioner.

Ref. instructions from Deputy Regional Commissioner
to Major HOLLAND.

1. I gather that two things are required.

(a). Some means whereby Regional Headquarters can
keep in touch with Provincial capitals in the event of civil
disturbances;

(b). Some means of addressing crowds - advising them
to remain calm and go to their homes and so forth.

2. As regard (a). Wireless has been suggested in case
other means of communications fail. Wireless sets can proba-
bly be obtained from Italian Army or captured German sources.
These, however, have a speech range of only 10-20 miles and
for distances greater than that, Morse is used, necessitating
skilled operators. Signals have insufficient personnel to pro-
vide these, and we would have to find them.

It would be necessary to apply to AFHQ for an assign-
ment of sets, and for a frequency allotment for use in our net.

In my opinion wireless is unnecessary. I called a
meeting recently of the heads of the State and Stripel telephones
and Post Office telegraphs together with G.I.S. and trade
union representatives. I obtained a signed statement that
even though there should be a strike of operators, sufficient
personnel will remain on duty to provide and maintain Allied
communications.

Tel. Milano 12781.
Ext. 2191.

CMS/1.

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civil disturbances.

TO : Deputy Regional Commissioner.

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to Major HOLLAND.

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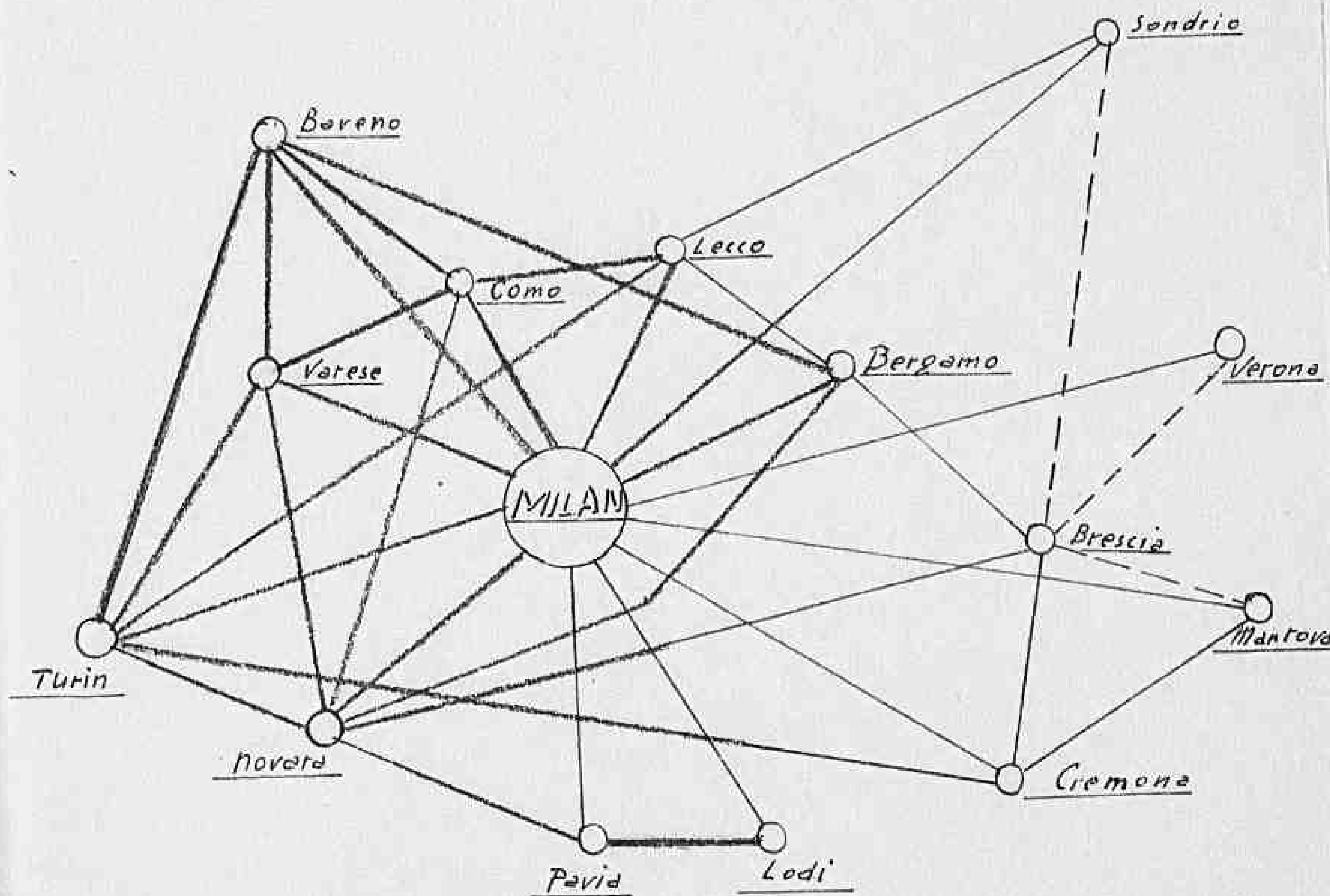
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These, however, have a speech range of only 10 - 20 miles and
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and Post Office telegraphs together with G.I.M. and trade
union representatives. I obtained a signed statement that
even though there should be a strike of operators, sufficient
personnel will remain on duty to provide and maintain Allied
communications.

I attach a sketch diagram of the civil telephone con-
nections in Lombardia, with a few telegraph lines where there
is no telephone line, but there is also a substantial telegraph
network covering the same area as the telephones and carried
on separate poles. There are so many alternative ways of getting
through that even if some sabotage of lines should take place,
it is extremely unlikely that it will be so systematic as to
disrupt everything. The danger points are the telegraph and

CIVIL COMMUNICATIONS

Telephone lines : { _____ underground
_____ overhead

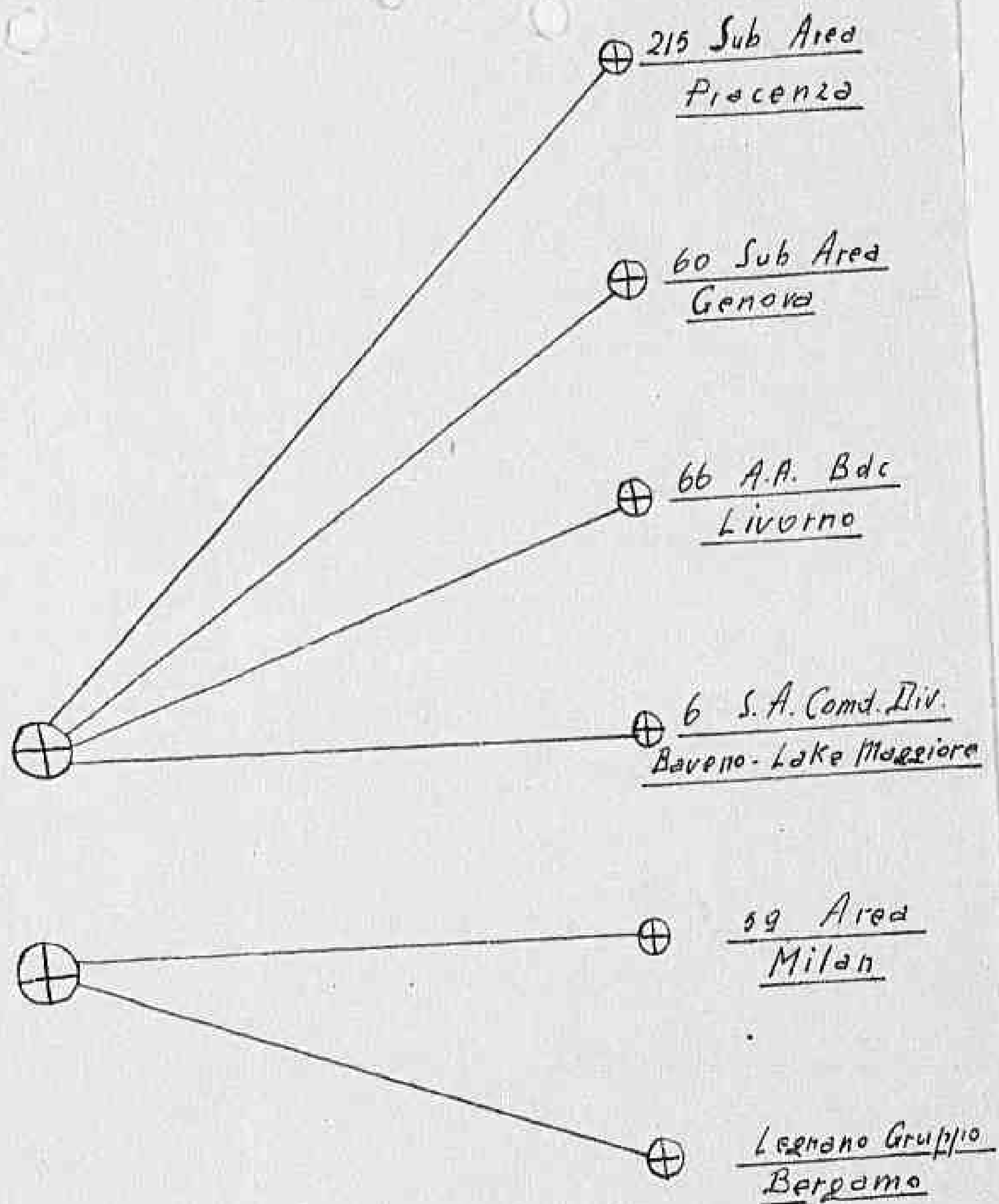
Telegraph lines : _____

3763

For Information.
Copy.

2 DIST. WIRELESS

2 Dist.
MONZA



2762

For Information
tcb-

116

HEADQUARTERS ALLIED COMMISSION
Communications Sub-Commission
APO 394 HTWM/ec

T.46. .CS

10, July 1945

SUBJECT: Communications Milano-Verona-Padova.

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

1. Please see report from Capt. Gigli.
2. As regards para 2 (a), it has already been decided by this HQ to use the SAPAR DS3/42 A and B systems in Milan to provide the Milano-Verona-Padova circuits.

H. H. SCUDDER,
Lt. Col. Sgs. O.
Director.

Enclosure:

Copy of report

Copy to Lt. Col. Cumming, Lombardia Region.

3781

F. U.

COPY

15

Translation by C. Gagliardi.

2nd July 1945.

TO: MINISTERO DELLA MARINA - ROME
and for information
to A.C.-Communications Sub-Commission.
R o m e.

Ref. No. S/15.1/32829.

Subject: Circuits for the Italian Navy.

By the Allied Commission, we have been acquainted of the request, made by Comandante Vaccarisi of the Telecomms Office of your Ministry, for an exclusive telephone and telegraph circuit Rome-Genoa and Rome-Venice.

The Allied Commission points out to us that the present very alarming shortage of circuits makes it rather inappropriate the exclusive assignment of one of these to single concerns which, certainly, would not fully utilize its capacity. It has, therefore, requested us to contact you for the purpose of establishing the eventual modalities of transmission of your telegrams, so as to guarantee the most speedy receipt of same.

We must, for this purpose, underline the necessity to subject the requests in question to agreements to be reached through your Telecomms Offices so as to study, with a uniform criterion, the various requests of the different concerns and Ministries, making up rational programmes and trying to adequate the use of the circuits to the single necessities and in accordance to the means available.

We would be very grateful if, in that direction, you would facilitate our work avoiding, on the part of the Allies, the usual replies which sound as a criticism to our disorganization which, within the limits of possibility, we would like to avoid.

U. S. of S.

3760

H. Col. Canning
Lombardia Region

114

HEADQUARTERS ALLIED COMMISSION
AFO 394
Communications Sub-Commission

WHG/epc

T.46/14/08

1st July, 1945

SUBJECT: Telegraph Traffic Rome - Milan

TO: Under-Secretary of State of P.T.

1. As you requested, arrangements have been made with the Dispatch Office of this Headquarters for the acceptance each day for transmission by the A.C. Air Courier to Milan of a small bag containing the telegrams which for the moment are in excess of the capacity of the operators of the Rome - Milan Telegraph circuits.

2. The bag should be addressed in printed characters as follows:

Telegrams

To: Message Centre
A.M.C. Lombardia Region
(to be handed to Milan Civil Postal Office)

It should be delivered to the Dispatch Office at this Headquarters (Corporations Building), Via Molise entrance) at 8.15 A.M. In the event of any difficulty the messenger conveying this bag should ask for Major Birch.

3. Telecommunications Officer, Lombardia Region will make standing arrangements for the Milan Post Office to send to Regional Headquarters to collect this bag each day.

4. This is to be regarded as a purely exceptional measure and telegraph transmission for all traffic must be provided for as soon as possible as there are 18 telegraph channels to Milan.

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

File
Copies to: Dispatch Office (Major Birch)
Message Centre Lombardia Region
Telecommunications Officer Lombardia Region.

13

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission HWTM/ee

29th June, 45

T.46.13.CS

SUBJECT: Report of Capt. Gigli.

TO : Under Secretary of State for Posts and Telecomms.

1. A report is enclosed from Capt. Gigli.
2. It is regretted that the fact was overlooked that he wished a copy to be sent to you.

H.H. SCUDDER,
Lt.Col. Sgs.C.
Director.

Incl: One Report.

File

3758

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

*for duplication
as soon as possible
28/6*

Tel. Milano 12481.
Ext. 2191.

15 June 1945.

CMS/2.

SUBJECT : MILAN COMMUNICATION MATERIAL POTENTIAL.

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission

Herewith two copies of a report by Captain
Gigli. Will you please forward one copy to Dott. Fano.

For Regional Commissioner.

G. W. Cumming

G.W. CUMMING.
Lt-Col. R. Signals.
Communications Officer.

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

*= Col. Miller
lets discuss this part of mail
g show some writing on Gigli's request
change of status -*

3757 fwd.
46
18 JUL 1945

A S.E. Mario FANO
Sottosegretario di Stato alle PP.TT.
R O M A

Trasmetto le seguenti notizie raccolte presso varie Ditte di Milano sulla disponibilità di apparecchi e strumenti per telecomunicazioni.

1° - Apparecchiature per telefonia e telegrafia armonica.

- Nell'allegato A sono indicate le apparecchiature telefoniche Bacchini;
- Nell'allegato B sono indicate le apparecchiature telefoniche Safar;
- Nell'allegato C sono indicate le apparecchiature per telegrafia armonica;
- Nell'allegato D sono raccolte alcune notizie sulla disponibilità di ponti radio.

Le disponibilità immediate o prossime sono, in taluni casi, notevoli.

Le possibilità di fabbricazione sono molto maggiori, tenendo presente che tutte le ditte interessate alle fabbricazioni suddette avevano notevoli reparti destinati alla fabbricazione di apparati per usi bellici. C'è in qualche caso da domandarsi se i costruttori dello stesso tipo di apparecchio non siano già troppi: tipico è il caso delle apparecchiature per telefonia a f.v. del tipo NK (1+5), che vengono costruite dalla Olap, dalla Safar e dalla Bacchini ed ora anche dalla Lesa. La Perego, che già ne costruiva, sembra sia per il momento fuori causa.

Anche nei riguardi delle altre apparecchiature la capacità di produzione è tale che potrebbe essere possibile una saturazione del mercato, tenuto conto del fatto che le distruzioni in A.I. sono minime e che molte apparecchiature trafugate si stanno ritrovando. Da molti punti di vista sembrerebbe opportuna una certa specializzazione e ripartizione di compiti.

Mentre Safar e Bacchini sono molto desiderosi di ricevere ordini, soprattutto per il materiale pronto o rapidamente approntabile (in taluni casi questo è materiale già approntato per le FF.AA.), la Olap e la Face non sono dello stesso parere ed anzi

./.

- 2 -

alla Sirti mi hanno senz'altro detto che non hanno nessun desiderio di fornire precise informazioni.

Dalla Olap, dopo essermi incontrato anche con l'Ing. Vecellio, ho avuto soltanto i pochi dati relativi alla telegrafia armonica riportati nell'allegato C.

Aggiungo, per completezza, che la Lesa sta procedendo alla costruzione di 50 terminali di apparecchiature a f.v. del tipo MK, di cui la descrizione Le fu già consegnata.

Sarebbe comunque utile, per ragioni di carattere generale, che l'Azienda e le Società concessionarie elaborassero un programma, anche non del tutto definitivo, che valesse ad orientare la produzione, almeno di quelle Ditte, che si sono venute a trovare in una posizione delicata dovendo contrarre la propria attività o modificarla.

Tutte le Ditte su indicate sono in grado di fabbricare apparecchiature per telegrafia armonica di vario tipo: la Face, la Olap e la Safar del tipo normale a canali multipli (sino a 18); la Safar ha in esperimento un tipo con 24 canali). Le stesse Ditte ed in più la Bacchini possono costruire monofoniche e apparecchi per telegrafia super audio.

Oltre le due Ditte Face ed Olap del gruppo Sirti, anche Bacchini e Safar potrebbero costruire (ed in parte già lo fanno) amplificatori a due e quattro fili, pannelli di chiamata e quanto altro può occorrere per riequipaggiare le amplificatrici del cavo nazionale. Molte altre Ditte del resto potrebbero essere chiamate per qualche fornitura particolare di apparecchi e strumenti di misura per lo stesso scopo.

2° - Accumulatori.

Tutte le ditte produttrici di accumulatori nella zona Milanese (Tudor, Hensemberger, Scaini, Marelli) sono in perfetta efficienza ed in grado di fornire accumulatori di qualsiasi tipo di normale produzione.

Si sono chieste offerte per i tipi ed i quantitativi indicati nella lista di primo aiuto, ma ritengo che sarebbe preferibile chiedere offerte per i tipi ed i quantitativi effettivamente necessari.

3° - Gruppi generatori

3755

Le ditte costruttrici di materiale elettrico sono per lo più in ordine. Poiché la fabbricazione di questi gruppi (come dei gruppi elettrogeni di riserva) richiede un certo tempo e forse of

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Fre qualche difficoltà l'approvvigionamento di alcuni materiali, converrebbe non perdere tempo nell'inoltro e richieste precise.

4° - Raddrizzatori.

Le ditte fabbricanti di raddrizzatori sono a Torino (Westinghouse e Selox): per quanto si sa sono in grado di funzionare. Andando a Torino assumerò informazioni precise.

5° - Strumenti di misura.

La C.G.S., Bacchini ed altre ditte minori sono in efficienza e perfettamente in grado di fornire apparecchi di misura ed in particolare semplici strumenti da quadro che mancano in tanti uffici telegrafici ed amplificatrici dell'Italia del Sud.

Anche in questo caso occorrerebbero ordini precisi.

6° - Filo di bronzo.

Da informazioni assunte non risulta che vi siano presso le trafilerie, quantitativi di filo di bronzo da 3 e 2 mm. di notevole entità. Vi è invece la possibilità di far trafilare rotami a prezzi decisamente inferiori di quelli di Napoli (si parla di £/Kg. 15+20, ed anche tenuto conto dei recenti aumenti dei salari certamente a meno delle 90 £/Kg. di Napoli).

A Milano e nella zona vi sono piccole trafilerie che adottano forni elettrici (con una capacità produttiva giornaliera di 1 tonn.); si eviterebbe così la difficoltà del carbone, altrimenti insormontabile. Poiché almeno una cinquantina di tonnellate di rottami sono disponibili in Toscana e forse anche al treve, in poco più di due mesi si potrebbe avere il filo di bronzo che non abbonda. Sola difficoltà, non insormontabile, quella del trasporto sin qui dei rottami. Non è escluso che rottami si possano trovare anche in Alta Italia.

7° - Per il filo di ferro.

Sto vedendo, ma la situazione sembra più difficile.

8° - Attrezzatura varia, sia per officine telegrafiche, sia per guardafili.

Ritengo si possono trovare, salvo poche eccezioni, tutti gli utensili ed attrezzi di cui Circoli ed Officine telegrafiche sono, nel sud sforzate. Occorrono anche in questo caso elenchi precisi.

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9° - In linea generale, sarebbe molto utile se venissero subito passati ordini. E' pur vero che l'ordinazione di apparecchiature pronte non è risolutiva, poichè ordinare senza un piano preordinato può servire essenzialmente a far fuori apparecchiature destinate ad usi diversi (alcune delle apparecchiature di Bacchini erano destinate ad usi militari e la fioritura di ponti radio trova la sua spiegazione nel desiderio di utilizzare apparati ad onde corte già militari). Evidentemente nella discussione dei prezzi si può tener conto di questo fatto.

Più utile sarebbe poter impegnare le Ditte con un programma di lavoro di ^{quelli} respiro: ciò permetterebbe loro di attrezzarsi, trasformando in misura adeguata i reparti sinora destinati a fabbricazioni di guerra ed in particolare ad approntare un programma delle materie prime e dei semi lavorati, che inevitabilmente potrà occorrere di importare una volta utilizzate le non inesauribili scorte esistenti.

Tutto questo considerato pur non essendo ancora precisamente noto quanto si potrà recuperare (tenuto ^{conto} che non si potrà ritrovare più di quelle che c'era e che non sia andato certamente distrutto) a me parrebbe giunto il momento che la famosa Commissione R.E.T.T. uscisse dal limbo delle sue elucubrazioni (o eventualmente l'Azienda con le Società concessionarie, ed il servizio VI, ciascuno per la sua parte) provvedesse a quel piano di riordino della rete di cui tanto si è parlato senza nulla concludere.

Milano, 14 giugno 1945

Aut. Fil.

3753

Allegato ABACCHINIA) - APPARECCHIATURE PER TELEFONIA A F.V. SU LINEE AEREE

1°.- Tipo MK (tipo Bacchini TOV 51) (1+5)

5 comunicazioni su bande da 57,6 a 142 kHz

n.40 complessi (80 terminali): in stato di avanzata costruzione; il tempo di consegna sarà precisato.

disponibili filtri, sia terminali sia per derivazioni AF/HF semplici e doppi.

2°.- Tipo TOV 31 (1+3)

3 comunicazioni nella banda da 6,6 a 28,2 kHz

n. 1 complesso (2 terminali) in costruzione avanzata

n. 1 complesso (2 terminali) 1 mese

3°.- Amplificatore intermedio per sistema 1+3: pronto a magazzino

4°.- Tipo TOV 11 (1+1) 1

1 comunicazione nella banda da 4,4 a 10,4 kHz

4 complessi (8 terminali)

2 complessi (4 terminali)

28 complessi (56 terminali)

pronti a magazzino

1 mese

in avanzata costruz.

B) - APPARECCHIATURE PER TELEFONIA ORDINARIA SU LINEA AEREA5°.- 32 amplificatori a 2 fili di tipo campale: pronti a magazzino
(si ritiene si tratti di amplificatori ex militari)C) - APPARECCHIATURE TELEFONICHE PER CIRCUITI IN CAVO

6°.- Tipo TOV 11 CP (tipo portatile : alimentazione in c.a.)

2 comunicazioni nella banda da 300 a 5.400 Hz

4 complessi (8 terminali)

12 complessi (24 terminali)

1 mese

3 mesi

7°.- Amplificatori per circuiti a 4 fili

(per amplificatrici SIEMENS)

n.16

n. 3 con forchetta (tipo emergenza)

pronti a magazzino

pronti a magazzino

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segue all. A)

- 8°.- Convertitori di chiamata 500/20
Telaio con 18 convertitori pronti a magazzino
- 9°.- Convertitori di chiamata 20/20
n. 6 pronti a magazzino
- 10°.- Forchette : n. 18 pronte a magazzino
- 11°.- Amplificatori a 4 fili: tipo a pentodi
(per amplificatrici Siemens e Standard)
n. 100 data di consegna da
 precisare
- 12°.- Amplificatori a 2 fili : n. 100 idem

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allegato B

S A F A RA) - APPARECCHIATURE PER TELEFONIA A F.V. SU LINEE AEREE

- 1°.- Tipo MK (tipo Safar DR1) (1+5)
 - 5 canali su banda da 57 a 147 kHz
 - n. 1 complesso (2 terminali) in 10 giorni
 - n. 40 complessi (80 terminali) in 6-8 mesi
- 2°.- Tipo MK (tipo Safar DR1/B) (1+5)
 - 5 canali su banda da 57 a 147 kHz, ma con frequenze portanti (sfalsate (rispetto al Capo 1°)
 - n. 40 complessi (80 terminali) in 8 mesi
- 3°.- Tipo Safar DR2 (1+5)
 - 5 canali su banda da 21 a 51 kHz
 - n. 20 complessi (40 terminali) in 6-8 mesi
- 4°.- Tipo Safar D51/RA (1+1)
 - 1 canale (4,7 e 13,5 kHz)
 - n. 2 complessi (4 terminali) in 10 giorni
- 5°.- Tipo Safar D52 (1+2)
 - 2 canali sulla banda da 4 a 19,4 kHz
 - n. 20 complessi (40 terminali) in 6-8 mesi
- 6°.- Tipo Safar D53/42/A (1+3)
 - 3 canali sulla gamma da 4,1 a 28,5 kHz
 - n. 1 complesso (2 terminali) in 20 giorni
 - n. 2 complessi (4 terminali) in 60 giorni
 - n. 7 complessi (14 terminali) in 90-100 giorni
 - n. 9 complessi (18 terminali) in 6-8 mesi
- 7°.- Tipo Safar D53/42/B (1+3)
 - 3 canali sulla banda da 10,1 a 30,1 kHz
 - n. 1 complesso (2 terminali) in 20 giorni
 - n. 3 complessi (6 terminali) in 90-100 giorni
 - n. 3 complessi (6 terminali) in 6-8 mesi
- 8°.- Un amplificatore intermedio per Safar D53/42/A: in 60 giorni

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se ne allegato B)B) - APPARECCHIATURE PER TELEFONIA IN CAVO

9°.- Amplificatori per circuiti a 4 fili conformi alle norme del C.C.I.F.
n. 200

in 6 mesi

10°.- Convertitori di chiamata 500/20
n. 100

in 6 mesi

11°.- Amplificatori per circuiti a 2 fili conformi alle norme del C.C.I.F.
n. 50

in 6 mesi

12°.- Convertitori di chiamata 20/20
n. 50

in 6 mesi

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alligato CAPPARECCHIATURE PER TELEGRAFIA ARMONICAA) - OLAP

1 telaio con 1 canale :	1140 Hz (6° canale)	materiale pronto
1 telaio con 2 canali :	(12° e 13° canale)	" "
1 telaio con 1 canale :	(12° canale)	" "
2 telai con 2 canali :	(12° e 13° canale)	" "
9 pannelli filtri telegrafici per le frequenze:		
2 per	1380 Hz	
2 "	1500 "	
1 "	1620 "	
1 "	1740 "	
1 "	2340 "	
2 "	2460 "	
2 pannelli telegrafici trasmettitori e ricevitori		" "
2 terminali per telegrafia superaudio		" "

B) - BACCHINI

1 complesso (2 terminali) per telegrafia superaudio	materiale pronto
frequenza portante 4000 Hz	
1 complesso (2 terminali) per telegrafia superaudio	materiale pronto
frequenza portante 3540 Hz	
4 complessi (8 terminali) come sopra	consegna da precisare.
2 complessi (4 terminali): monofonica	materiale pronto
frequenza portante 1500 Hz	
6 complessi (12 terminali) come sopra	consegna da precisare

C) - FACE

1 sistema a 18 canali	quasi pronto
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D) - SAFAR

1 sistema a 24 canali	in esperimento
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allegato D)PONTI RADIOA) - MARELLI

Ponte radio Milano-Roma : la Ditta desidera riprendere i lavori.

Ponte radio Milano-Torino: per R.A.I.

1 canale telefonico (normale banda C.C.I.F.)

1 canale musicale (a larga banda)

di prossima sperimentazione

B) - MASTINI

Ponti radio per l'attuazione di una vera rete di comunicazioni radiotelefoniche nella valle Padana: sembra che poco sia stato effettivamente costruito.

C) - SAFAR

Ponti radio con 1 canale telefonico ed eventualmente 1 canale telegrafico.

Tipo DS1/UC: portata 200 Km

1 complesso in 90 giorni

Tipo DS1/UCM: portata 50 km circa

45 complessi con consegne scalari da 5 a 12 mesi

(presumibilmente si tratta di apparecchiature ex militari e di dubbia efficacia per un servizio commerciale)

D) - A.R.T. (Impianti elettrici ed apparecchiature elettriche-Via V. Monti, 33 Milano)

Ponte radio, a modulazione di frequenza con 10 canali telefonici. Non risulta vi siano parti costruite, si tratta quindi essenzialmente di un bel progetto. 1/1

E) - BACCHINI

Ponti radio : pronto a fornirne, utilizzando evidentemente apparecchiature ex militari.

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Translation by C. Giardi.

REPORT OF CAPT. GIGLI.

TO: H.E. Mario Fano,
Under Secretary of State for PP.TT.,
R o m e.

I herewith give the following details, obtained from the various firms in Milan, on the availability of telecommunication equipment and instruments.

1. Telephone and V.F. telegraphy apparatus.

In the attachment "A" - Bacchini telephone equipment.

In the attachment "B" - Safar telephone equipment.

In the attachment "C" - V.F. telegraph equipment.

In the attachment "D" - Some details on the availability of radio bridges.

The immediate or near future availability of supplies is, in some cases, noteworthy.

The manufacturing possibilities are far greater, bearing in mind that all the interested firms had noteworthy sections of their factories equipped for producing apparatus for war purposes. There is, in some cases, the question if the manufacturers of the same type of apparatus are not already too many: typical is the case of V.F. telephone equipment of the MK (1+5) type, which is being constructed by the Olap, Safar and Bacchini firms, and now also by the Lesa firm. The Perego firm, which was also manufacturing same, seems for the present out of the question.

Also as regards the other equipment, the capacity of production is such that there could be a possibility of the market becoming saturated, taking into consideration that the destruction in Northern Italy is very small, and that much of the equipment removed is being found. From many points of view, it would seem advisable a certain specialization and division of the work.

Whilst Safar and Bacchini are very eager to obtain orders, especially for the material ready, or that could be

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rapidly made ready (in some cases this concerns materials already prepared for the Army), the Olap and the Face are not of the same idea and the Sirti even said that they have no intention to supply precise information.

From the Olap, after having also met Ing. Vecellio, I obtained only the few details relative to the V.F. telegraph materials, as per attachment "C".

I add, to complete, that the Lesa is constructing 50 carrier frequency terminals of the MK type, the description of which has already been given to you.

It would, however, be useful, for general reasons, that the Azienda and the Concessionary Companies prepare a program, if not altogether definite, which would serve to guide the production at least for those firms which have found themselves in a delicate position, having to curtail or alter their activity.

All the abovementioned firms are in position to manufacture various types of V.F. telegraph equipment: the Face, Olap and Safar multi channel normal type (up to 18 channels - the Safar is experimenting on a 24 channel type). The same firms as also the Bacchini can manufacture "monofoniche" and super audio telegraph apparatus.

Apart from the two firms Face and Olap of the Sirti group, also Bacchini and Safar could construct (and in part are also doing so) two and four wire amplifiers, call panels and all that would be necessary to re-equip the amplifiers of the national cable. Many other firms could, however, be called on for some other particular supplies of apparatus and measuring instruments for the same purpose.

2. ACCUMULATORS.

All the firms manufacturers of accumulators in the Milan area (Tudor, Hensemberger, Scain, Marelli) are in perfect working order and in position to supply any type of normal production accumulators.

Offers have been requested for the types and quantities given in the "first help" list, but I believe it would be better to seek offers for the types and quantities exactly required.

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3. GENERATING GROUPS.

The firms, manufacturers of electrical materials are, in the most cases, in order. As the construction of these groups (as of the emergency electric generating groups) takes a certain time, and perhaps some difficulty exists for the supply

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of some materials, it would be advisable not to lose time in forwarding precise requests.

4. RECTIFIERS.

The firms manufacturing rectifiers are in Turin (Westinghouse and Selox); of what is known, they are in position to work. Going to Turin I will obtain exact information.

5. MEASURING INSTRUMENTS.

The C.G.S., Bacchini and other firms are working and in perfect conditions to supply measuring instruments and, in particular, ordinary panel instruments of which many Southern Italy telegraph offices and amplifying stations are without.

Also in this case precise orders are necessary.

6. BRONZE WIRE.

From information received, it does not appear that there are any noteworthy quantities of 3 and 2 mm. bronze wire at the factories. There is, instead, the possibility of having wire made from salvage at decisively lower prices ~~prices~~ than those of Naples (prices mentioned are of Lire 15+20 per Kg. and, also taking into account the recent increase in salaries, certainly at less than the Lire 90 per Kg. of Naples).

At Milan and in that area there are small manufacturers which use electric ovens (with a daily production capacity of 1 ton); thus would be avoided the problem of coal, otherwise unsurmountable. As at least about 50 tons of scrap bronze are available in Tuscany, and perhaps also elsewhere, in a little more than two months the bronze wire, which is not plentiful, could be obtained. The only difficulty, not unsurmountable, however, that of the transport to Milan of the scrap. It is not excluded that scrap could also be found in Northern Italy.

7. IRON WIRE.

I am looking into this, but the situation seems difficult.

8. VARIOUS EQUIPMENT For telegraph workshops as also for linemen.

I believe that, with a few exceptions, all the tools and implements of which the Circoli and telegraph workshops of Southern Italy are without, could be found. Precise lists are, also in this case, necessary.

9. In general, it would be advisable if orders were immediately passed. It is true that the order for apparatus ready is not resolving, as to order without a prearranged plan can serve essentially to make out apparatus made for different uses (some of the Bacchini equipment was made for military use, and the abundance of radio bridges finds its explanation in the desire to use ex military short wave apparatus)/ Evidently, in discussing

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the prices this fact can be taken into account.

More satisfactory it would be to bind the firms with a program of work spread over a certain time; that would enable them to equip themselves, transforming, in an adequate measure, the sections up to the present used for the manufacture of war materials and, in particular, to prepare a program of raw and semi-worked materials, which, unavoidably, would need to be imported once the present supplies are exhausted.

Having considered all this, though it is not yet exactly known how much will be recuperated (taking also into account that not more than what was there will be found and what has not certainly been destroyed) to me seems that the moment has arrived for the famous R.R.T.T. Commission to come out from the limbo of its lucubrations (or, eventually, the Azienda with the Concessionary Companies, and the Servizio VI, each for their part) and arrange that plan to re-organize the network of which so much has been said, but nothing done.

Milan, 14th June 1945.

(S.gd) Antonio Gigli.

3743

"A".B A C C H I N I.A) - Carrier frequency telephone equipment for overhead lines.

1. - MK type (Bacchini TOV 51 type) (1+5).
5 communications on bands from 57.6 to 142 kHz.
No.40 sets (80 terminals); in an advanced stage of construction; the time of delivery will be notified;
filters available, terminal and also for AF/BF branches, single and double.
2. - TOV 31 type (1+3).
3 communications on bands from 6.6. to 28.2 kHz.
No.1 set (2 terminals); in an advanced stage of construction.
1 set (2 terminals); delivery in 1 month.
3. - Intermediate amplifier for 1+3 system: ready, in store.
4. - TOV 11 type (1+1)1.
1 Communication on the band of from 4.4 to 10.4 kHz.
4 sets (8 terminals): ready.
2 " (4 terminals): delivery in 1 month.
28 " (56 terminals): in advanced stage of construction.

B) - Equipment for ordinary telephony on overhead lines.

5. - 32 two wire field type amplifiers: ready, in store
(believed to be ex military amplifiers).

C) - Telephone equipment for cable circuits.

6. - TOV 11 CP type (portable type; alternate current feed).
2 communications on the band of from 300 to 5.400 Hz.
4 sets (8 terminals): ready in 1 month.
12 sets (24 terminals): ready in 3 months.
7. - Amplifiers for 4 wire circuits
(for Siemens amplifiers).
16: ready, in store
3: with fork: ready, in store.
8. - 500/20 call converters.
Rack of 18 converters: ready, in store.
9. - 20/20 call converters.
6: ready, in store
10. - Forks: No.18: ready, in store.
11. - Four wire amplifiers;
pentode type (for Siemens and Standard amplifiers)
100 : date of delivery to be notified.

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3742

"B"S A F A R.A) - V.F. telephone equipment for overhead lines.

1. - MK type (Safar DR1 type) (1+5).
5 channels on the band of from 57 to 147 kHz.
1 set (2 terminals): ready in 10 days.
40 sets (80 terminals): ready in 6-8 days.
2. - MK type (Safar DR1/B type) (1+5).
5 channels on the band of from 57 to 147 kHz, but
with carrier frequencies (out of phase as regards
item No.1)
40 sets (80 terminals): delivery in 8 months.
3. - Safar type DR2 (1+5).
5 channels on the band of from 21 to 51 kHz.
20 sets (40 terminals): delivery in 6-8 months.
4. - Safar type D51/RA (1+1).
1 channel (4.7 and 13.5 kHz).
2 sets (4 terminals): delivery in 10 days.
5. - Safar type D52 (1+2).
2 channels on the band of from 4 to 19.4 kHz.
20 sets (40 terminals): delivery in 6 to 8 months.
6. - Safar type D53/42/A (1+3).
3 channels on the band of from 4.1 to 28.5 kHz.
1 set (2 terminals): delivery in 20 days.
2 sets (4 terminals): delivery in 60 days.
7 sets (14 terminals): delivery in 90-100 days.
9 " (18 terminals): delivery in 6-8 months.
7. - Safar type D53/42/B (1+3).
3 channels on the band of from 10.1 to 30.1 kHz.
1 set (2 terminals): delivery in 20 days.
3 sets (6 terminals): delivery in 90-100 days.
3 " (6 terminals): delivery in 6 to 8 months.
8. - 1 intermediate amplifier for Safar D53/42/A,
in 60 days.

B) - Telephone equipment on cable.

9. - Amplifiers for 4 wire circuits in accordance to the
C.C.I.F. rules.
No.200: delivery in 6 months
10. - Call converters 500/20.
No.100 : delivery in 6 months.

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11. - Amplifiers for 2wire circuits in accordance to the
C.O.I.F. rules.
No.50: delivery in 6 months.
12. - Call converters 20/20
No.50 : delivery in 6 months.

10. - Call converters 20/20.
No.100 : delivery in 6 months.
9. - Amplifiers for 4 wire circuits in accordance to the
C.O.I.F. rules.
No.200: delivery in 6 months.
8. - Telephone equipment on cable.

"Q"V.F. TELEGRAPH EQUIPMENT.A) - OLAP.

1 rack with 1 channel : 1140 Hz (6th channel): material ready.

1 " " 2 " : (12th and 13th channels) " "

1 " " 1 " : (12th channel) " "

2 " " 2 " : (12th and 13th channels) " "

9 telegraph filter panels for the frequencies of:

2 for 1380 Hz

2 " 1500 "

1 " 1620 "

1 " 1740 "

1 " 2340 "

2 " 2460 "

2 telegraph transmitting and receiving panels : ready.

2 superaudio telegraph terminals: ready.

B) - BACCHINI.

1 set (2 terminals) for superaudio telegraphy, carrier frequency 4000 Hz. - ready.

1 set (2 terminals) for superaudio telegraphy, carrier frequency 3540 Hz : ready.

4 sets (8 terminals), as above : delivery to be notified.

2 sets (4 terminals) "monofonica", carrier frequency 1500 Hz: ready.

6 sets (12 terminals), as above: time of delivery to be notified.

C) - FACE.

1 18 channel system : nearly ready.

D) - SAFAR.

1 24 channel system : experimental.

"D"RADIO BRIDGES.A) - MARELLI.

Milan-Rome radio bridge : the firm desires to start on the work again.

Milan-Turin radio bridge: for the R.A.I.

1 telephone channel (normal band C.C.I.F.)

1 musical channel (wide band)

will be tried out soon.

B) - MASTINI.

Radio bridges for the creation of a real network of radio-telephone communications in the Padana valley: it seems that very little has been effectively constructed.

C) - SAFAR.

Radio bridges with 1 telephone channel and, eventually, 1 telegraph channel.

Type DSL/UC: 200 Kms. range.

1 set in 90 days.

Type DSL/UCM: range of about 50 Kms.

45 sets with deliveries over 5 to 12 months.

(presumably it is ex military apparatus and rather doubtful for a commercial service).

D) - A.R.T. (Electric installations and electric apparatus - Via V. Monti, 33 - Milan).

Radio bridge, with frequency modulator with 10 telephone channels. It does not appear that any parts have been constructed and, therefore, is it, essentially, a beautiful project.

E) - BACCHINI.

Radio bridges : they are ready to supply, evidently using ex military apparatus.

HTWM/epc
|||

ALCOM LOMBARDIA FOR CUMMING

ROUTINE

536

25 JUNE 1945

IN CLEAR PD

REFERENCE MY TARE FOUR SIX PD ONE ZERO OF TWENTY ONE JUNE SUBJECT

MILAN VERONA ROUTES PD

PAREN TO ALCOM LOMBARDIA FOR CUMMING FROM HQ ALCOM CITE ACCN PAREN

GIGLI SUGGESTS USE OF TWENTY TONS WIRE FROM MILAN AND RECONDITIONING

OF TWENTY TONS SCRAP FROM FLORENCE IN MILAN PD

SUGGEST YOU HAVE QUICK RECCE MADE AND ONE PAIR ERECTED CMA OR

SUITABLE PAIR FOR CARRIER REPAIRED USING MILAN WIRE PD

PROB ABLY POSSIBLE REPLACE MILAN STOCK LATER

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COMMUNICATIONS S/C

555

File T.46

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HTWM/epc

110

21st. June, 1945

T.46.10CS

SUBJECT: East-West Communications, N. Italy
TO: Regional Commissioner, Lombardia Region
Att: Lt. Col. Cumming

Reference your CMS/2 of 15th June, 1945.

1. The repair of wires for carrier working between Milano and Verona would be extremely useful. Would you kindly therefore make detailed surveys, as you have suggested.
2. Is it the case that the particular S.A.F.A.R. 1 - 3 telephone carrier equipment in mind requires 4 wires?
3. It is unlikely that so much wire as 37 tons will be available for one route and it is desired if possible to avoid this expenditure.
4. Perhaps therefore if this amount is found to be necessary for 4 wires working the difficulty can be got over by using 2 wires 60 KC (or over) equipments on the two sections Milano Brescia and Brescia Verona. Is there no two wires 2 channel carrier equipment anywhere in the area (e.g. in the factories).

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

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File

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

9

Tel. Milano 12481.
Ext. 2191.

15 June 1945.

CMS/2.

SUBJECT : EAST AND WEST COMMUNICATIONS

TO : HEADQUARTERS ALLIED COMMISSION
att: Communications Sub Commission.

Ref. your T.35 C.S. of 10 June. para 3.

Herewith two copies of a report on the East -
West possibilities.

For Regional Commissioner.

G. W. Cumming
G. W. CUMMING.
Lt-Col. R. Signals.
Communications Officer.

3736

Communication East - West

1. An improvement in telegraph communication between East and West, connecting Milan to Verona, or further to Padova, could be effected by means of a carrier system as used during the German occupation.

2. ROUTES.

a. Between Milan and Brescia there are four pole routes:-

(1). The Circolo route along railway.

This main route was badly damaged and long stretches of copper wire are missing altogether. From Milan to Treviglio, poles are now complete and a few wires have been replaced. From Treviglio to Brescia (Brescia Circolo), the route is under repair, but the many river crossings constitute a difficulty. Two telegraph wires for railway use have been patched through with field cable.

(2). Ferrovie route.

Following the general line of the railway, but at distances up to half a mile from it.

One pair only, with an additional pair for local use Milan - Treviglio. Used for carrier by the Ferrovie and the Germans. Ferrovie are repairing the route and preparing the terminal equipment.

(3). German route;

(Italian material) along the auto - strada. (On right of the road Milan - Bergamo, on left Bergamo - Brescia.) Repaired by Fifth Army for 12-channel system Milano - Verona.

(4). Stipel route.

Along autostrada, (on left of road to Bergamo, thereafter on right). Built originally for autostrada service. Consists of one pair for carrier, with a second pair for auto-strada service, plus short stretches of other pairs for local use. STIPEL are repairing.

b. Between Brescia and Verona there are four routes.

(1). Two Circolo.

One on each side of railway. Badly damaged.

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b. Between Brescia and Verona there are four routes.

(1). Two Circolo.

One on each side of railway. Badly damaged particularly near Desenzano. A few railway circuits have been put through using the route on the left (North) Brescia - Peschiera, and on right from there to Verona. The reason for the switch-over was to use the bits least damaged. This will be straightened out in due course.

(2). Two German routes.

Each one pair, for carrier. These were badly damaged. Present condition is unknown, but one is thought to be used for extensions of the Army carrier. (para 2 a (3)).

3. EQUIPMENT.

The only carrier equipment immediately available is 1+3 (Safar and Bacchini). With two pairs, these could provide two physical and six carrier circuits, with the possible addition of a phantom. One of the carrier channels, or the two physicals would be used for Milano - Verona telegraph harmonica.

With this equipment, the frequency band (4.4 to 28 Kc/s) is such that one could have two super-radio telegraph circuits Milan - Brescia, Brescia Verona, in addition to two superposed on the low band, or use the single wires for telegraphs in composite circuits.

Alternatively, the two pairs could be used with H.F. equipment type MK (above 60 Kc/s) to provide local circuits, if considered desirable by STIPEL or TELVE.

4. CONSIDERATIONS REGARDING THE ROUTES.

a. Milan - Brescia. section.
None immediately available.

(1). Circolo route (1).

Poles in position. Wires require a lot of sorting out, but the route seems adaptable for the required circuits.

(2). Ferrovia route (2).

An additional pair of wires could be put on the route, but it is problematic whether the Italian apparatus would work satisfactorily with the Ferrovia system on the same route.

(3). German route (3).
Same objections.

(4). STIPEL route (4).

The pair already there is available but putting on a second pair will be difficult. The auto-strada pair is on top, with the carrier pair and the stretches of local pairs underneath. It would be necessary to re-wire the route throughout.

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b. BRESCIA - VERONA.

- (1). Circolo routes.
Either is adaptable.

- (2). German routes.
Condition not known exactly, but if

there is anything on them already, the objection in 4 a (2). applies.

c. Recommendation.

The best solution appears to be the use of the Circolo route Milan - Brescia and Brescia - Verona. Whichever route is chosen, it will be necessary to put two pairs into the proper condition. The Circolo routes normally carry long-distance copper circuits which could be adapted. The distances involved on the railway route are Milano - Brescia 80 Km, Brescia - Verona 65 Km. For two pairs the requirements would be 600 Km, i.e. 37 tons 3m/m copper wire.

Since the carrier equipment discussed can work over 300 Km of 3 m/m copper, it would be possible to work Milan - Verona over copper weld.

5. It is possible that at some future date the ex-German route 2 a(3) with the Army 12-channel system may revert to civil use. This would give 20 Milano - Verona circuits - not considered too many as there was always a shortage of circuits between these places. The alternative routing would be a useful reserve.

6. The use of 1+3 equipments only have been discussed as that is what is available. Also, there is the advantage that they can be used Milan - Verona or one each Milan - Verona and Milan - Padova, similarly to the system used by the Azienda Rome - Perugia - Firenze.

7. If the general principle of the above recommendations are considered possible, a detailed survey of each of the routes mentioned in para 2 can be made, but I think that Circolo will be best even from the incomplete information at hand.

16 June 1945.

G. W. Cumming 3734
G. W. CUMMING.
Lt-Col. R. Signals.
Communications Officer.

Communication East - West

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Following the general line of the railway, but at distances up to half a mile from it.

One pair only, with an additional pair for local use Milan - Treviglio. Used for carrier by the Ferrovie and the Germans. Ferrovie are repairing the route and preparing the terminal equipment.

(3). German route;

(Italian material) along the auto - strada. (On right of the road Milan - Bergamo, on left Bergamo - Brescia.) Repaired by Fifth Army for 12-channel system Milano - Verona.

(4). Stipel route.

Along autostrada, (on left of road 793 Bergamo, thereafter on right). Built originally for autostrada service. Consists of one pair for carrier, with a second pair for autostrada service, plus short stretches of other pairs for local use. STIPEL are repairing.

b. Between Brescia and Verona there are four routes.

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-2-

(2). Two German routes.

Each one pair, for carrier. These were badly damaged. Present condition is unknown, but one is thought to be used for extension of the Army carrier. (para 2 a (3)).

3. EQUIPMENT.

The only carrier equipment immediately available is 1+3 (Sefar and Paschini). With two pairs, these could provide two physical and six carrier circuits, with the possible addition of a phantom. One of the carrier channels, or the two physicals could be used for Milano - Verona telegraph harmonics.

With this equipment, the frequency band (4.4 to 28 Kc/s) is such that one could have two super-radio telegraph circuits Milan - Brescia, Brescia Verona, in addition to two superposed on the low band, or use the single wires for telegraphs in composite circuits.

Alternatively, the two pairs could be used with H.F. equipment type MK (above 60 Kc/s) to provide local circuits, if considered desirable by STIPPL or GMLVZ.

4. CONSIDERATIONS REGARDING THE ROUTES.a. Milan - Brescia. section.
Non immediately available.(1). Circolo route (1).

Poles in position. Wires require a lot of sorting out, but the route seems adaptable for the required circuits.

(2). Ferrovia route (2).

An additional pair of wires could be put on the route, but it is problematic whether the Italian apparatus would work satisfactorily with the Ferrovia system on the same route.

(3). German route (3).
Same objections.(4). STIPPL route (4).

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5. It is possible that at some future date the ex-German route 2 a(3) with the Army 12-channel system may revert to civil use. This would give 20 Milano - Verona circuits - not considered too many as there was always a shortage of circuits between these places. The alternative routing would be a useful reserve.

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7. If the general principle of the above recommendations are considered possible, a detailed survey of each of the routes mentioned in para 2 can be made, but I think that Circolo will be best even from the incomplete information at hand.

16 June 1945.

C. W. CUMMINGS.

Lt-Col. R. Signals.

Communications Officer.

46 mm 3732

18

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HTWL/epc

1st June, 1945

Dear Cumming,
29th May. Thanks very much for your No. CMS/11 of

I have taken up your para. re 2001b line
with Ayre.

Bologna has two telephone lines to Firenze
which has two to Rome. Firenze has also a line to Siena
which has one to Rome.

Shortly, we shall have one Padova - Bologna
circuit.

Kind regards,

Yours Sincerely,

TO: Lt. Col. Cumming
Lombardia Region

3731

HTWM/epo
47

ALCOM LOMBARDIA REGION FOR CUMMING

8936

1 JUNE 1945

ROUTINE

IN CLEAR PD

HAS GIGLI BEEN TAKEN ON REGION STRENGTH YET PD

PAREN TO ALCOM LOMBARDIA REGION FOR CUMMING FROM HQ ALCOM CITEACCMN PAREN

MUST BE DONE BEFORE FOURTEENTH JUNE

COMMUNICATIONS S/C.

555

3730
file
T. 46

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO 394

16

Tel. Milano 12481
Ext. 2191

21 May 1945

CMS/2.

SUBJECT: TELEGRAPH LINES RE-ACTIVATED
TO: COMMUNICATIONS SUB COMMISSION A.C.

1. Herewith three rough diagrams, which may interest you, giving the telegraph line situation.
2. You will notice that MILAN and TURIN show the lines now working, while that for GENOA shows ^{all} the principal lines but only those specified below the diagram are working.
3. A copy of Turin and Genoa diagrams will be sent to COLLYER.

For the Regional Commissioner.

G.W. Cumming
G.W. CUMMING
Lt.-Col. R. Signal.
Communications Officer.

Director	
D/Director	<i>Seen</i>
Chief of Coms	<i>Not</i>

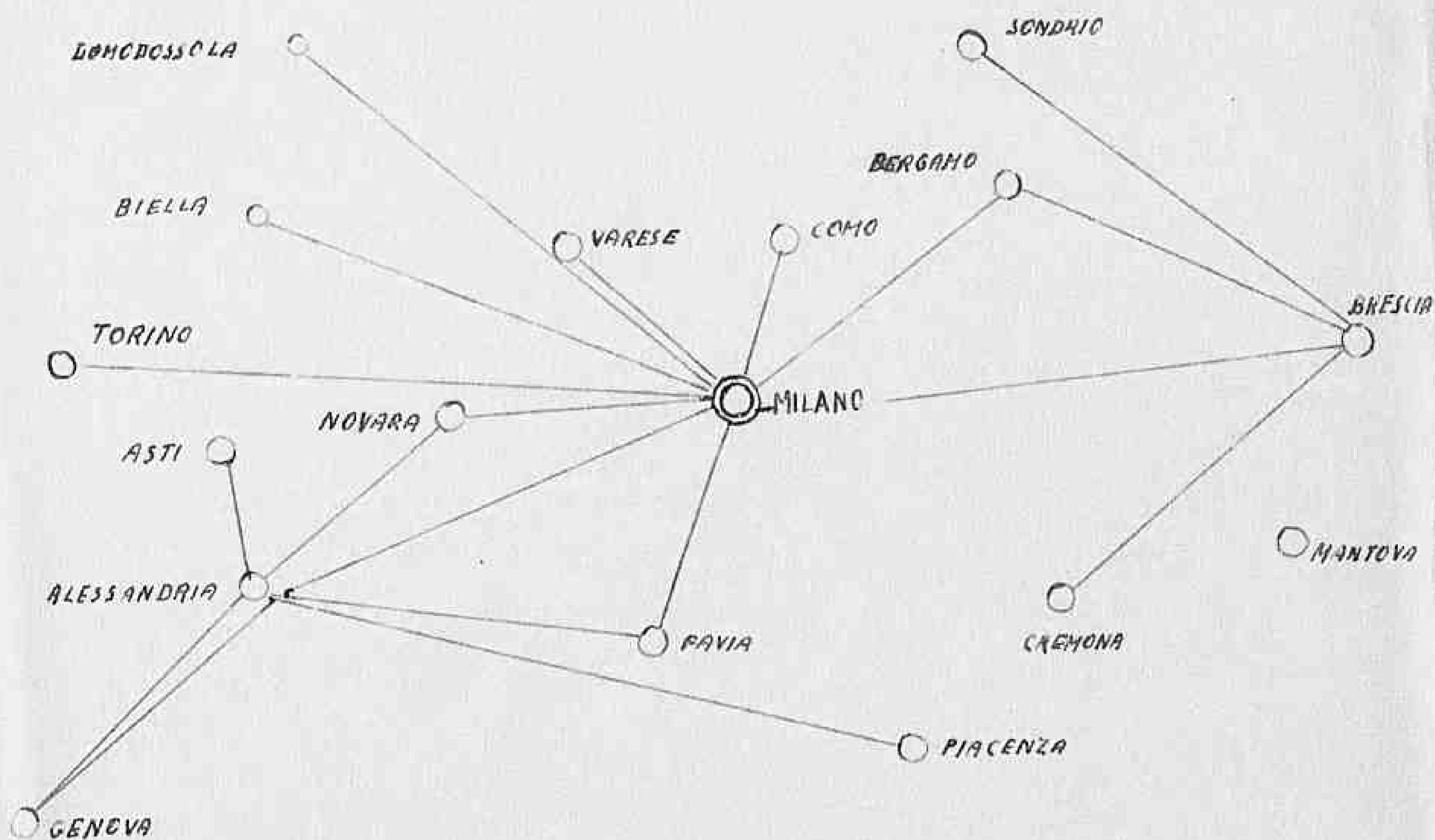
CROSS. REFS.	
FILE	B/lwd.
T. 46	

24 MAY 1945

3729

CIRCOLO COSTRUZIONI T.T. MILANO

FILI TELEGRAFICI ATTIVI IN LOMBARDIA



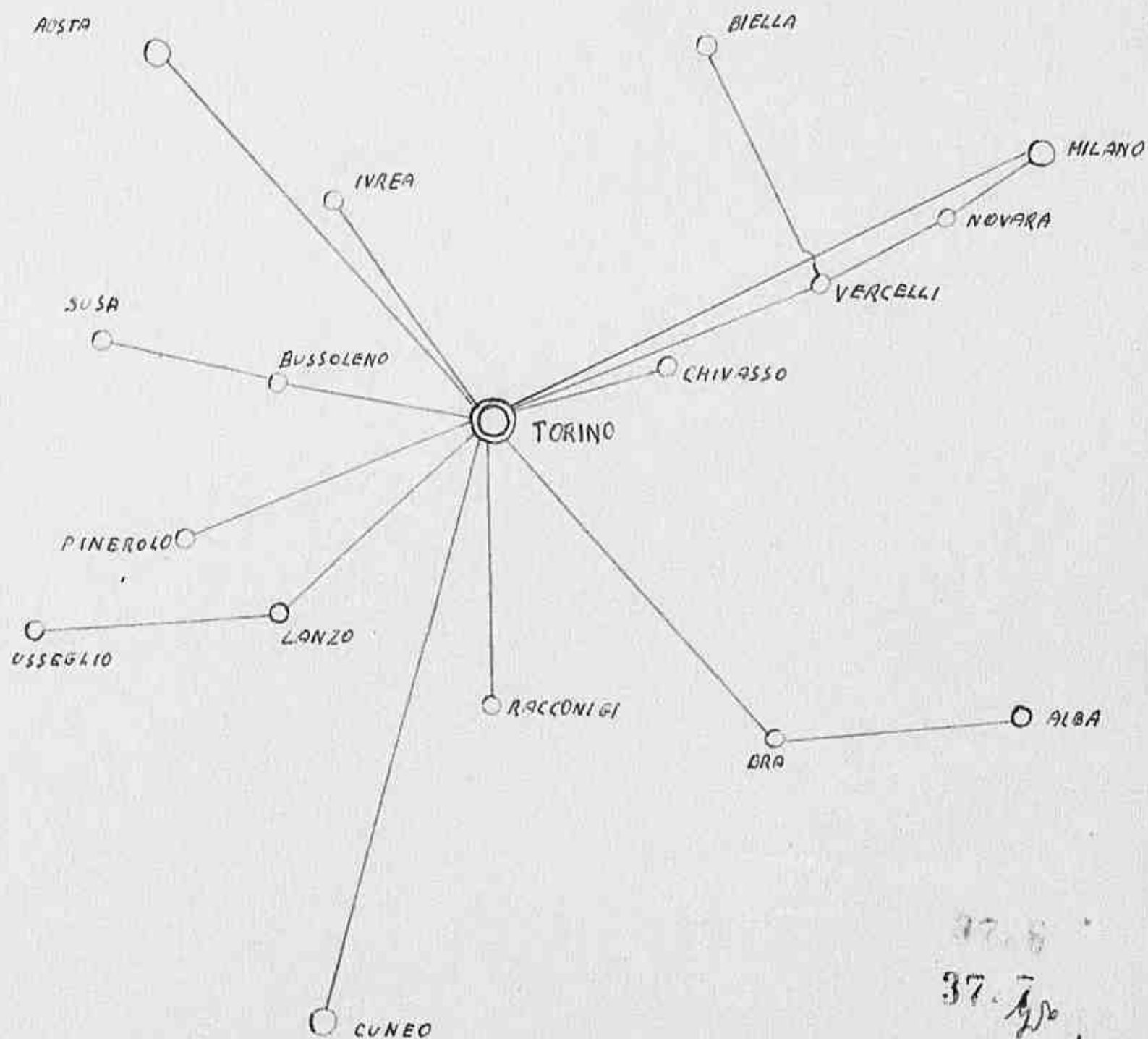
3728

2/5
2/3

(2)

CIRCOLO COSTRUZIONI T.T. TORINO

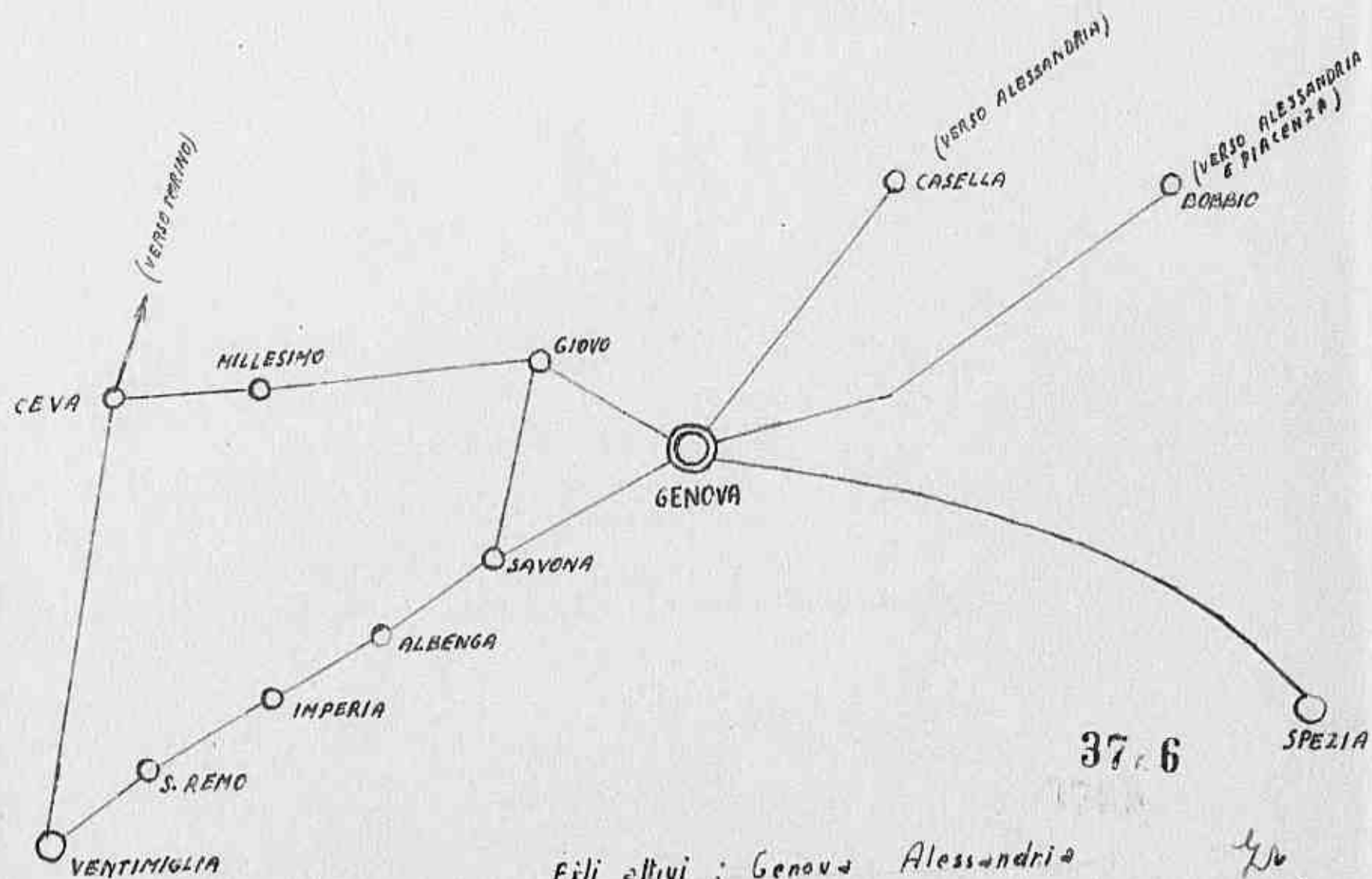
FILI TELEGRAFICI RIATTIVATI

37.8
37.7
21/5

(3)

CIRCOLO COSTRUZIONI T.T. GENOVA

PALIFICAZIONI PRINCIPALI



Fili attivi : Genova Alessandria
 " Milano
 " Savona

40
 21/5

15

VOICE FREQUENCY TELEGRAPH
LIST OF AVAILABLE EQUIPMENT

(as reported by Major Ogden on 22 May Excludes equipment in Stores)

Station	Type of Equipment	No of frequency Generators	Systems	Remarks
MESTRE	Siemens	2	1 - 18 1 - 12	Generators Ok/ Channel equipment (badly damaged)
TRIESTE	"	2	1 - 12	OK.
MILANO	"	2	1 - 18	OK.
GENOVA	F A C E	2	2 - 6 1 - 18	OK. Being installed.
VERONA	Siemens	2	2 - 18 3 - 12	OK. OK.
BOLZANO	"	2	2 - 12	OK.
FORTEZZA	"	2	3 - 12 1 - 9 2 German Military Systems.	OK. OK. OK.

Notes: (1) Arranged with Major Ogden to send up an 18 - channel System from Rome for installation in Bologna.

(2) Major Ogden agreed that if we could get installers other than from SIRTII we could go ahead installing V.F. telegraphs in Torino. He will arrange with SIRTII to instal repeaters.

Lombardia file
T 4785

RELAZIONE SULLO STATO ATTUALE DEI PRINCIPALI FASCI DI LINEE TELEGRAFICHE E TELEFONICHE.

SITUAZIONE DEL PERSONAL DIPENDENTE DAL CIRCOLO COSTRUZIONI T.T. E FABBISOGNO DI MATERIALI E MEZZI.

STATO DELLE LINEE

1°) LINEA MILANO CABINA ORTICA-TREVIGLIO (su ferrovia)

Questa linea, lunga Km. 26, a pali accoppiati armata con 5 traverse a otto posti e comprendente 44 fili di cui 16 telefonici (8 circuiti) e telegrafici è stata molto danneggiata da bombardamenti e mitragliamenti. Inoltre il Comando Tedesco ha demolito 17 fili di bronzo e cioè 46 circuiti telefonici (12 fili) e 5 telegrafici prelevando il materiale. Nessun filo è in ordine.

Per il ripristino occorre 100 pali di m. 8,50, 100 traverse di ferro ad 8 posti, 500 bracci di ferro didotti, 1500 isolatori, 2.11 300 di filo di bronzo m/m. 3 e 2.11 90 di fili di ferro m/m. 3, Kg. 300 di filo rame stagnato per legature e Kg. 200 di fili di ferro m/m. 2 pure per legature.

Per quanto riguarda il lavoro, due squadre di 8 persone potrebbero completarlo in circa due mesi. Naturalmente la riparazione avverrà gradualmente, in maniera da dare la precedenza ai circuiti più importanti che potranno ristabilirsi in un paio di settimane.

2°) LINEA DA MILANO CABINA ROGGERO A CREMA (fuori ferrovia)

Lunga Km. 39, a pali accoppiati con 3 traverse di ferro ad 8 posti e 20 fili di cui 14 telefonici (7 circuiti) e 6 filibtelegrafici. Questa linea non ha subita che lievi mitragliamenti ma è stata già riparata. Presso Crema mancano peraltro complessivamente 4 Km. di filo di bronzo su 2 circuiti telefonici asportati dai tedeschi e che verranno subito messi in opera. La linea è attiva.

3°) LINEA MILANO CABINA ROGGERO - PIACENZA (su ferrovia) lunga Km. 66.

A pali accoppiati con 3 traverse in ferro a 8 posti, comprendente 34 fili tutti telegrafici. Linea in gran parte distrutta da bombardamenti e mitragliamenti, quindi danneggiata da molti furti di filo di bronzo. Si propone di sistemare, in un primo tempo, 10 fili fino a Piacenza per i bisogni più urgenti, per il fatto che esistendo parallela, fuori sede ferroviaria, e nella parte opposta una linea di cui si era iniziata la costruzione e della quale esiste solo la palificazione e l'armamento; si ritiene conveniente di completare poi

Copy in File T. 14

- 2 -

questa linea con la posa di tutti i fili previsti (da 2 a 27 secondo le tratte), tutti telegrafici. Un solo filo con Lodi funziona.
 Intanto per questo lavoro dei 10 fili occorrono n° 200 pali di m. 7.50 e Kg 200 di filo ferro m/m. 2 per legature.
 Per quanto riguarda il lavoro, 2 squadre di 8 persone potrebbero completarlo in 15 giorni.

4°) LINEA CODOGNO - CREMONA (su ferrovia)

Di Km. 28, a palificazione accoppiata con bracci curvi e 16 fili tutti telegrafici.

Questa linea si innesta alla stazione di Codogno alla ~~prezente~~ precedente, e stata molto danneggiata da bombardamenti e mitragliamenti, distrutta sul Ponte di Pizzighettone sull'Adda. I fili non funzionano.

Per la riparazione occorre approssimativamente 60 pali di m. 7,50 e Q.li 10 di filo ferro m/m. 3.
 Una squadra di 8 persone impieghera 20 giorni di lavoro per la riparazione.

5°) LINEA MILANO CABINA PORTA GENOVA - GAGGIANO - PAVIA (su ferrovia sino a Gaggiasso, fuori oltre)

Lunga Km 43, a pali accoppiati e 3 traverse con 24 fili dei quali 8 (4 circuiti) telefonici.

Questa linea e stata molto danneggiata da bombardamenti e mitragliamenti specie nel tratto da Milano a Gaggiasso e vi sono stati operati molti furti di filo. Funziona un solo filo con Pavia.

Per la riparazione occorrono approssimativamente 100 pali di m. 8.50 e Q.li 50 di filo ferro m/m 3 e Q.li 60 di filo bronzo pure di m/m 3.
 Una squadra di 8 persone impieghera approssimativamente giorni 40 per la esecuzione completa delle riparazioni, ma le comunicazioni verranno ristabilite gradualmente, le prime nel corso di una settimana.

6°) LINEA MILANO CABINA PORTA GENOVA - GAGGIANO - NOTARA (tutta su ferrovia)

Lunga Km 43 a pali accoppiati, con 2 traverse e 25 fili dei quali 8 (4 circuiti) telefonici.

Questa linea e stata molto danneggiata da bombardamenti e mitragliamenti in quasi tutto il percorso e distrutta sul Ponte Vicino tra Abbiategrasso e Vigevano. Inoltre i Tedeschi hanno demolito 4 fili telegrafici di bronzo. Non funziona alcun filo.

Per la riparazione occorrono i seguenti materiali:- n° 120 pali di m. 7,50 Q.li 30 di filo di ferro m/m 3 e Q.li 130 di filo di bronzo m/m 3.
 Una squadra di 8 persone impieghera 2 mesi per la riparazione completa ^{37,63}
 sempre ristabilendo gradualmente i fili.

7°) LINEA MILANO CABINA VERCELLI - RHO - COMO (tutta fuori ferrovia)

Lunga Km 49 a pali accoppiati con 3 traverse. Vi erano posati 32 fili ma per le demolizioni operate dai tedeschi (16 fili di bronzo) e per quelle dovute eseguire da Circolo al fine di difenderli dai furti operativi su larga scala sono ora rimasti 6 fili.

Negli ultimi giorni vi sono stati operati guasti da sparatorie in più punti.

- 3 -

Funziona un filo con Como.

In una settimana una squadra di 8 persone ristabilirà i circuiti in un secondo tempo si porrà mano al ripristino della linea.

8°) LINEA MILANO CASSINA PORTA GARIBOLDI - NHO (tutta su ferrovia)

Lunga Km 13 a pali accoppiati con 7 traverse di ferro ad 8 posti con 52 fili di cui 4 telefonici (2 circuiti).

Linea molto danneggiata dai bombardamenti e mitragliamenti specie presso Certosa. Alcuni fili sono già attivi.

Occorre filo (circa 20 kg di filo di ferro n° 3).

Una squadra di 8 persone potrà riparare la linea in 10 giorni. Naturalmente si darà la precedenza ai circuiti più importanti.

9°) LINEA RHO - NOVARA (tutta su ferrovia)

Lunga Km 36 a pali accoppiati con 3 traverse ad 8 fori e 24 fili di cui 4 telefonici (2 circuiti).

Questa linea è stata molto danneggiata per bombardamenti e mitragliamenti. Nessun filo funziona.

Per la riparazione occorrono circa 2 kg di filo ferro n° 3 e 10 kg di filo di bronzo n° 3 ed il lavoro di una squadra di 8 persone per 25 giorni. Si darà sempre la precedenza ai circuiti più importanti.

10°) LINEA NOVARA - DOMODOSSOLA (su ferrovia)

Lunga Km 90, a pali accoppiati con una media di 18 fili tutti telegrafici.

Questa linea è stata in parte danneggiata da mitragliamenti. Da Gravellona a Domodossola molti furti di filo di bronzo. Funziona qualche filo con uffici intermedi sulla tratta. Per la riparazione occorreranno 2 kg di filo bronzo n° 3. Una squadra di 8 persone impiegheranno un mese per il ripristino.

11°) LINEA RHO - GALLARATE - ARONA GRAVELLONA TOCE

Lunga Km 85 su ferrovia fino ad Arona fuori ferrovia oltre.

La linea è a pali accoppiati fino ad Arona, a pali semplici con telai oltre. I fili sono 14 tutti telegrafici.

Questa linea è stata molto danneggiata nel primo tratto sino ad Arona ed ha i fili spezzati e distrutti in vari punti, inoltre è stata distrutta sul ponte Ticino presso Sesto Calende. Basteranno 2 kg di filo di ferro n° 3 ed una squadra di 8 persone per 3 settimane. Alcuni fili già sono in ordine.

12°) LINEA MILANO - MONZA - LEGGO

In gran parte su ferrovia, lunga Km 46 con pali accoppiati e 17 fili. La linea è stata danneggiata da bombardamenti e mitragliamenti sempre riparati ed attualmente ha molti fili rotti per sparatorie.

Altre linee come la Gallarate - Varese e la Novara - Arona hanno subito danni non molto rilevanti e verranno riparate sollecitamente.

SITUAZIONE DEL PERSONALE ADDETTO ALLE LINEE

Direttore Principale e Direttori Aggiunti

- 4 -

Agenti (Capisquadra, Guardafili, Ausiliari ecc)

residenti in Milano
in altre residenze

No 14
" 78

operai specializzati

" 38

È ^{clear} ovvio che non tutti i 92 Agenti possono essere adibiti ai lavori e si può ^{sum} contare al massimo su 68 unità attive che unite ai 38 operai formano un complesso di 103 Agenti ^{available for} addetti alle riparazioni con quali si potranno costituire al massimo 15 squadre di 7 persone.

MEZZI

È necessario mettere in condizione il Circolo di trasportare rapidamente materiali ed Agenti sui posti di lavoro e per questo occorrono:

- 4 camion da 25 ai 35 q.li di portata
- una piccola macchina per il dislocamento rapido dei funzionari ^{charged with} preposti alla dirigenza e sorveglianza dei lavori.
- 10 biciclette, dato che ^{q. also} le 8 già in possesso di questo circolo sono insufficienti, ^{sufficient} nonché un congruo numero di copertoni e camere d'aria per biciclette.

MATERIALI

Il Circolo può disporre per ora della quantità di pali occorrente per le prime riparazioni e del filo di bronzo, che ha avuto l'accoglienza di sottrarre ai tedeschi dato che pochi giorni dopo l'8 settembre 1943 provvide ad occultarne in vari depositi fuori Milano oltre 600 q.li. Difetta di filo ferro a/m 3, del quale anzi è assolutamente sprovvisto di filo di ferro per legature. Risulta da informazioni che l'Ufficio Approvvigionamenti delle FF.SS deve collaudarne una partita per conto del ANM delle P.T. presso una Stabilimento di Lecco Naturalmente è necessario provvedere il Circolo dei fondi occorrenti sui vari capitoli per l'esecuzione dei lavori

3701

Direttore delle Costruzioni T.T.

Subject:- Statement re lines, Personnel,
Transport, & Stores
Circolo Milan.

Headquarters
Adv Telecomm Board
AIRM/7

7 MAY 45

LINE.

1. Milano Cabina Ottica - Provino (on rail)

This line is double pole one 28 kms long with five 8-pin arms. It has 44 wires of which 16 are telephone (8 cts) and was considerably damaged by bombing and gunfire. Moreover, the German Command has demolished 17 bronze wires consisting of 12 telephone and 5 telegraph wires, for the sake of the material. For the repair, requirements are:-

100 poles of 8 metres height.

100 iron 8-pin arms.

800 spindles.

1500 insulators

30 tons 3mm bronze wire

9 " " iron "

300 kgs of tinned copper wire for binding in.

200 " " 2mm pure iron " "

As regards the work, two squads of 8 men will be able to complete it in about 2 months. Naturally repairs will be gradual in such a way as to give precedence to the most important circuits which can be re-established in about two weeks.

2. Milano Cabina Rogoredo to Crema (away from rail).
Of length 39 kms, this double pole route has 3 iron 8-pin arms and 20 wires of which 14 are telephone (7 cts) and 6 telegraph. This line has only suffered from light gun fire and has already been repaired. Near Crema 4 pairs of bronze wire are required for 2 telephone cts taken away by the Germans and which can be quickly restored. The line is working.

3. Milano Cabina Rogoredo - Piacenza (on rail) length 37.20 kms.
This double pole route with three 8-pin arms has 34 wires all telegraph. The line has been largely ~~destroyed~~ destroyed by heavy bombing and firing and afterwards damaged by theft of bronze wire. It is proposed to erect 10 wires up to Piacenza for the more urgent needs because of the fact that there exists parallel and opposite, away from the railway a line which had been begun but of which only the poles and arms were finished.

Arrangements can then be made for the erection of all of

1. Milano Cabina Office - Treviglio (on rail)

This line is double pole one 28 kms long with five 8-pin arms. It has 44 wires of which 16 are telephone (8 cots) and was considerably damaged by bombing and gunfire. Moreover, the German Command has demolished 17 bronze wires consisting of 12 telephone and 5 telegraph wires, for the sake of the material. For the repair, requirements are:-

- 100 poles of 8 metres height.
- 100 iron 8-pin arms.
- 800 spindles.
- 1500 insulators
- 30 tons 3mm bronze wire
- 2 " " iron
- 300 Kgs of trimmed copper wire for binding in.
- 200 " " 6mm pure iron " " "

As regards the work, two squads of 8 men will be able to complete it in about 2 months. Naturally repairs will be gradual in such a way as to give precedence to the most important circuits which can be re-established in about two weeks.

2. Milano Cabina Rogoredo to Crema (on rail)

Of length 39 kms, this double pole route has 3 iron 8-pin arms and 20 wires of which 14 are telephone (7 cots) and 6 telegraph. This line has only suffered from light gun fire and has already been repaired. Near Crema 4 pairs of bronze wire are required for 2 telephone cots taken away by the Germans and which can be quickly restored. The line is working.

3. Milano Cabina Rogoredo - Piacenza (on rail) ^{37.30} kms.

This double pole route with three 8-pin arms has 14 wires all telegraph. The line has been largely ~~destroyed~~ destroyed by heavy bombing and firing and afterwards damaged by theft of bronze wire.

It is proposed to erect 10 wires up to Piacenza for the more urgent needs because of the fact that there exists parallel and opposite, away from the railway a line which had been begun but of which only the poles and arms were finished.

Arrangements can then be made for the erection of all of the wires previously existing (from 24 to 27 depending on the part of the route concerned).

Only one wire is in working order with Lodi.

For the restoration of the 10 wires, there are needed

200 poles of 7.5 metres height and 200 Kgs of 2mm iron wire for binding in.

As regards the work, 6 squads of 8 men will complete in a fortnight.

- 2 -

4. Codogno - Cremona (on rail)

This double pole route, 20 kms long, has swan-neck spindles and 16 wires all telegraph.

This line begins at Codogno station from the preceding line and was badly damaged by bombing and gunfire, also destroyed on the bridge of Pizzighettone on the Adda. The wires are not functioning.

For the repair, are necessary roughly 60 poles of 7.5 metres height and one ton of 3mm iron wire.

One squad of 8 men will take 3 weeks for the repair.

5. Milano Cabina Iorta Genova - Caggiano - Farvia (on rail up to Caggiano, away from it beyond that).

Of length 43 kms, it has double poles and 3 arms with 24 wires of which 8 (4 ccts) are telephone.

This line is badly damaged by bombing and shooting especially in the section from Milano to Caggiano and there have been many thefts of wire. One wire works, to Favia.

For the repairs are needed roughly 100 poles of 8.5 metres and 5 tons of 3mm iron wire, also 5 tons of pure 3mm bronze

A squad of 8 will require roughly 40 days for the completion of repairs but communications will be ^{be} established gradually, the first in the course of a week.

6. Milano Cabina Porta Genova - Caggiano - Notara (all on rail)

This is a double pole route 43 kms long with 2 arms and 25 wires of which 8 (4 ccts) are telephone.

This line has been badly damaged by bombs and bullets for nearly all of its length, and destroyed on Ponte Ticino from Abbiategrasso to Vigevano.

In addition the Germans have demolished 4 bronze telegraph wires.

No wires are working.

The following materials are needed for the repairs:- 120 poles of 7.5 metres in height, 3 tons of 3mm iron wire, and 13 tons of 3mm bronze wire.

A squad of 8 will take 2 months for the complete repair but restoring wires gradually.

7. Milano Cabina Vercellese - Rho - Como (all wires away from rail).

Of length 49 kms, this double pole route has 3 arms, ^{there} were 32 wires, but recoveries by the Germans (16 bronze wires) and by the Circolo, (to prevent large scale thefts) leave only 6 wires. In the last few days, gunfire has caused many faults.

One wire works to Como.

In a week, a squad of 8 will restore a few circuits. The line will be restored soon afterwards.

8. Milano Cabina Porta Garibaldi - Rho (all on rail).

This line has double poles with 7 iron 6-pin arms

One squad of 8 men will take 3 weeks for the repair.

5. Milano Cabina Porta Genova - Gaggiano - Parvia (on rail up to Gaggiano, away from it beyond that.)

Of length 43 kms, it has double poles and 3 arms with 24 wires of which 8 (4 ccts) are telephone.

This line is badly damaged by bombing and shooting especially in the section from Milano to Gaggiano and there have been many thefts of wire. One wire works, to Pavia.

For the repairs are needed roughly 100 poles of 8.5 metres and 5 tons of 3mm iron wire, also 5 tons of pure 3mm bronze.

A squad of 8 will require roughly 40 days for the completion of repairs but communications will be established gradually, the first in the course of a week.

6. Milano Cabina Porta Genova - Gaggiano - Rotara (all on rail)

This is a double pole route 43 kms long with 2 arms and 25 wires of which 8 (4 ccts) are telephone.

This line has been badly damaged by bombs and bullets for nearly all of its length, and destroyed on Ponte Ticino from Abbiategrasso to Vigevano.

In addition the Germans have demolished 4 bronze telegraph wires. No wires are working.

The following materials are needed for the repairs:- 120 poles of 7.5 metres in height, 3 tons of 3mm iron wire, and 13 tons of 3mm bronze wire.

A squad of 8 will take 2 months for the complete repair but restoring wires gradually.

7. Milano Cabina Vercellese - Rho - Como (all wires away from rail).

Of length 49 kms, this double pole route has 3 arms. There were 12 wires, but recoveries by the Germans (16 bronze wires) and by the Circolo, (to prevent large scale thefts) leave only 6 wires. In the last few days, gunfire has caused many faults.

One wire works to Como.

In a week, a squad of 8 will restore a few circuits. The line will be restored soon afterwards.

8. Milano Cabina Porta Garibaldi - Rho (all on rail).

This route, 13 kms long has double poles with 7 iron 8-pin arms with 52 wires of which 4 are telephone wires (4 ccts). It is badly damaged by bombing and bullets especially near Certosa.

A few wires are already working.

Wire is required (about 2 tons of 3mm iron wire).

A squad of 8 can repair the line in 10 days. Naturally the most important circuits will have precedence.

- 3 -

9. Rho - Novara (all on rail)

Of length 36 kms, this double pole route has three 8 pair arms and 24 wires of which 4 are telephone (2 ccts). The line was badly damaged by bombing etc., No wires are working.

For the repair are needed about 1 1/2 tons of 3mm iron wire; 1 ton of bronze 3mm wire, and the work of a squad of 8 for 25 days.

Precedence will be given to the most important circuits.

10. Novara - Domodossola (on rail).

Of length 50 kms, this double pole route has an average of 18 wires all telegraph. It has been partly damaged by bombing etc., From Gravelona to Domodossola there have been many thefts of bronze wire. Some wires to intermediate offices on route are working.

For the repairs, 5 tons of 3mm bronze wire are required. Two squads of 8 will take a month for the repair.

11. Rho - Gallarate - Arona Gravelona Toco.

This route of length 85 kms is on rail to Arona then away from it. It has double poles to Arona and then single poles with racks. There are 14 wires all telegraph.

This line has been badly damaged in the first section to Arona and has wires damaged and destroyed at various points; moreover it was destroyed on Ticino bridge near Sesto Calende. There are needed 1 1/2 tons of 3mm iron wire and a squad of 8 for 3 weeks. A few of the wires are already in order.

12. Milano - Monza - Lecco.

Largely on rail, 46 kms in length, this double pole route has an average of 17 wires. The line has been damaged by bombing etc., always repaired, but now has many wires broken by gunfire.

Other lines like Gallarate - Varese and Novara Arona have not suffered much damage and will be repaired when required.

Statement of personnel concerned with lines.

Principal Director and Asst. Directors

5

Agents (Capisqualia, Guardafili, Ausiliari etc.)

17

Resident in Milano

In other Residences.

..

..

..

..

..

..

..

78

Specialised Workmen

..

..

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..

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..

..

38

It is clear that not all the 92 agents can be used for the work and a maximum of 62 active units can be counted upon which, along with 38 workmen, form a complete group of 100 Agents available for

Of length 90 kms, this double pole route has an average of 10 wires all telegraph. It has been partly damaged by bombing etc., from Gravellona to Domodossola there have been many thefts of bronze wire.

Some wires to intermediate offices on route are working. For the repairs, 5 tons of 3mm bronze wire are required. Two squads of 8 will take a month for the repair.

11. Rho - Gallarate - Arona Gravellona Toce.

This route of length 85 kms is on rail to Arona then away from it. It has double poles to Arona and then single poles with racks. There are 14 wires all telegraph.

This line has been badly damaged in the first section to Arona and has wires damaged and destroyed at various points; moreover it was destroyed on Ticino bridge near Sesto Calende. There are needed 1 1/2 tons of 3mm iron wire and a squad of 6 for 3 weeks. A few of the wires are already in order.

12. Milano - Monza - Lecco.

Largely on rail, 46 kms in length, this double pole route has an average of 17 wires. The line has been damaged by bombing etc., always repaired, but now has many wires broken by gunfire.

Other lines like Gallarate - Varese and Novara Arona have not suffered much damage and will be repaired when required.

Statement of personnel concerned with lines.

Principal Director and Asst. Directors
Agents (Capisqualia, Guardafili, Ausiliari etc.) 97 1/2
Resident in Milano

In other Residences.	..	..	..	..	78
Specialised Workmen	..	..	..	..	38

It is clear that not all the 92 agents can be used for the work and a maximum of 68 active units can be counted upon which, along with 38 workmen, form a complete group of 106 Agents available for repairs with which can be formed a maximum of 15 squads of 7 men.

.....Sheet 4

Transport

It is necessary to quickly put the Circolo into a position of being able to rapidly transport material and Agents to the place of work and for this are required:-

4 trucks of 2 to 3 tons capacity

A small car for the rapid conveyance of functionaries charged with the direction and supervision of the work.

10 bicycles, allowing for the fact that 8 are already in possession of the Circolo are insufficient, and also a large enough number of tyres and inner tubes.

Materials.

The Circolo holds now sufficient poles and bronze wire for the first repairs which have been hidden from the Germans a few days after 18 Sep 43 in various depots outside Milan (about 60 tons).

Insufficient iron 3mm wire of which a supply of iron wire for binding is essential. The Ufficio Approvvigionementi of the PT.55 must test part of an order of the ADM of the PT in a factory at Lecco.

Naturally the Circolo will have to be provided with the necessary funds at the various centres for the execution of the work.

/GSC

Director C.T.T.

3717

MILANO ERCOLO

1. ROVANA - MILANO ~~3~~ ~~4~~ ~~5~~ ~~6~~ ~~7~~ ~~8~~ ~~9~~ ~~10~~ ~~11~~ ~~12~~ ~~13~~ ~~14~~ ~~15~~ ~~16~~ ~~17~~ ~~18~~ ~~19~~ ~~20~~ ~~21~~ ~~22~~ ~~23~~ ~~24~~ ~~25~~ ~~26~~ ~~27~~ ~~28~~ ~~29~~ ~~30~~ ~~31~~ ~~32~~ ~~33~~ ~~34~~ ~~35~~ ~~36~~ ~~37~~ ~~38~~ ~~39~~ ~~40~~ ~~41~~ ~~42~~ ~~43~~ ~~44~~ ~~45~~ ~~46~~ ~~47~~ ~~48~~ ~~49~~ ~~50~~ ~~51~~ ~~52~~ ~~53~~ ~~54~~ ~~55~~ ~~56~~ ~~57~~ ~~58~~ ~~59~~ ~~60~~ ~~61~~ ~~62~~ ~~63~~ ~~64~~ ~~65~~ ~~66~~ ~~67~~ ~~68~~ ~~69~~ ~~70~~ ~~71~~ ~~72~~ ~~73~~ ~~74~~ ~~75~~ ~~76~~ ~~77~~ ~~78~~ ~~79~~ ~~80~~ ~~81~~ ~~82~~ ~~83~~ ~~84~~ ~~85~~ ~~86~~ ~~87~~ ~~88~~ ~~89~~ ~~90~~ ~~91~~ ~~92~~ ~~93~~ ~~94~~ ~~95~~ ~~96~~ ~~97~~ ~~98~~ ~~99~~ ~~100~~ ~~101~~ ~~102~~ ~~103~~ ~~104~~ ~~105~~ ~~106~~ ~~107~~ ~~108~~ ~~109~~ ~~110~~ ~~111~~ ~~112~~ ~~113~~ ~~114~~ ~~115~~ ~~116~~ ~~117~~ ~~118~~ ~~119~~ ~~120~~ ~~121~~ ~~122~~ ~~123~~ ~~124~~ ~~125~~ ~~126~~ ~~127~~ ~~128~~ ~~129~~ ~~130~~ ~~131~~ ~~132~~ ~~133~~ ~~134~~ ~~135~~ ~~136~~ ~~137~~ ~~138~~ 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HTWM/epc

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STW/epc

Damage. (Dec. 1943)Information supplied verbally by Prof. Angelini

1. Torino: Vanchiglia (5400 lines) was completely destroyed. Scheme had been arranged to partly replace it.
2. Milano: (a) State inter-urban operated State lines plus STIPEL Long Distance lines.
 Stipel inter-urban took Provincial lines mainly.
 These boards plus the Centro exchange plus a special service board (time, etc.) plus amplifier station in the same building which was severely damaged. All boards were badly damaged.
 Auto plant OK.
 (b) Volta exchange (5,900 lines) severely damaged but now almost OK.
 (c) In Milano area, the Germans removed many of the amplifiers but the Italians tried to hide carrier equipment.
3. Treviso: Town is almost flat - was German Hq. Exchange building and equipment badly damaged.
4. Rimini: Exchange building and equipment, and amplifier equipment completely destroyed.
5. Bologna: Exchange, inter-urban board, and amplifier station all badly damaged.
6. Parma and Piacenza:
 No damage in Dec. 1943, but towns have been so much bombed that damage is expected.

LT. Col. Millar

New file Regim 11

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