

1627

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

785017

ACC

10000/109/1052

1628

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

785017

10000/109/1052

NO FOLDER, NO DATA
(1943 - 1947?)
JULY 1945 - MAR. 1946

1629

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

785017

5833/EC

MEMORANDUM FOR THE PRESIDENT

TO: THE PRESIDENT
FROM: [illegible]
SUBJECT: [illegible]

VENETIA GULLIA

TRANSFORMATION

1307-1323

1000/1059

THIS FOLDER

CONTAINS PAPERS

1630

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

785017

VEREZA, GUILIA

TRANS PORTATION

1307-1923

1000/1059

THIS FOLDER

CONTAINS 24000

1000/1059

1000/1059

1000/1059

1000/1059

Ex Com.

cc. Folios 1-3 ~~for info.~~

HS. 4/12

SPK
2/2/46

cro

We could take cognizance of complaints 90%

which are 7 months old. Tell V.P. Econ Sec so
C.S.O. can be
informed. HS. 5/12

HS. 4/12

SPK
5/2/46

b.

Ex. Com.

Sir, reference your memo 5 above, please see 6.6.6 note
opposite

HS. 4/12

HS. 7/12

I.

Ex Com. (Personal)

Send copies to G-5 and SOAD XIII Corps

EMG. 8/2

Sent 8/12 HS.

MEG

19.

Letter ab is submitted for signature,
forwarding to G-5 contents of 15 & 16.
Letter from T.F.A. ab 12 refers.

I do not know whether Ex. C. wishes
to write more about this to G-5 -
in this Corps they do not appear
to be taking an over-zealous view. 1323
HS 6/3.

1 6 3 2

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

785017

5833

21

ALCON ECONOMIC SECTION

28 March 1946

HEADQUARTERS XIII CORPS

ATHO

8151

20

SECRET

PARA ONE PD THE FOLLOWING SIGNAL WAS RECEIVED FROM THE AMERICAN
EMBASSY CMA BELGRADE CMA DATED TWO TWO MARCH ONE NINE FOUR SIX
CMA AND IS REPEATED TO YOU FOR YOUR REPRESENTATION TO JOINT
ECONOMIC COMMITTEE PD
QUOTE REQUEST YOU PASS FOLLOWING INFORMATION TO ARLE FOX HOW CUMEN
AND OTHERS INTERESTED CMA FREIGHT CARS ENTERING YUGOSLAVIA FROM
ITALY CMA ACCORDING TO A FOREIGN OFFICIAL IN BELGRADE CMA HAVE
THEIR NUMBERS CHANGED AND ARE TAKEN OVER BY THE YUGOSLAV RAILWAYS PD
EMBASSY HAS OFTEN NOTED DISCREPANCIES BETWEEN NUMBERS MANIFESTED
AND THOSE ON CARS BRINGING IN SUPPLIES FROM ITALY PD QUOTE

ROUTINE

Economic Section

Charles W. Walton
Colonel AG
Acting Vice President

G.J. Leone
CWO USA
Asst. Adjutant

550

881
29/3

(P.A. 11) (copy) 2/3/46

1322

8A 30/3
88

ALCON ECONOMIC SECTION

28 March 1946

HEADQUARTERS XIII CORPS

AEHQ

2151

20

SECRET

PARA ONE PD THE FOLLOWING SIGNAL WAS RECEIVED FROM THE AMERICAN
EMBASSY CMA BELGRADE CMA DATED TWO TWO MARCH ONE NINE FOUR SIX
CMA AND IS REPEATED TO YOU FOR YOUR REPRESENTATION TO JOINT
ECONOMIC COMMITTEE PD
NOTE REQUEST YOU PASS FOLLOWING INFORMATION TO ABLE FOX HOW QUEEN
AND OTHERS INTERESTED CEN FREIGHT CARS ENTERING YUGOSLAVIA FROM
ITALY CMA ACCORDING TO A FOREIGN OFFICIAL IN BELGRADE CMA HAVE
THEIR NUMBERS CHANGED AND ARE TAKEN OVER BY THE YUGOSLAV RAILWAYS PD
EMBASSY HAS OFTEN NOTED DISCREPANCIES BETWEEN NUMBERS MANIFESTED
AND THOSE ON CARS BRINGING IN SUPPLIES FROM ITALY PD NOTE

ROUTINE

Economic Section

Charles F. Walton
Colonel AG
Acting Vice President

G.J. Leone
CWO USA
Asst. Adjutant

550

1322

PA 30/3
E. R.

(M.B.) 11) (CSC) 29/3/46

1634

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

785017

E.C. Personal
Pass to Econ. Sec. To inform XII Corps in my 20
for representations to Joint Econ. Committee ans cc

Telegram from American Embassy, Belgrade, dated March 22.

"Request you pass following information to AFHQ and
others interested:

Freight cars entering Yugoslavia from Italy,
according to a foreign official in Belgrade,
have their numbers changed and are taken over
by the Yugoslav railways. Embassy has often
noted discrepancies between numbers manifested
and those on cars bringing in supplies from
Italy."

CSO

Action by Econ. Sec.

MS/2013

See F-21

1321

1635

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

785017

CONFIDENTIAL

18

Ref: 5839/18/10

6 March 1946

SUBJECT: Attempted sabotage.

TO : Allied Force Headquarters,
G-5 Section.

13

1. On 15 February 1946 the Ministry of Foreign Affairs sent this Headquarters a memorandum concerning an attempted act of sabotage on the railway tracks of the Trieste-Monfalcone line.

2. Attached is copy of a report on this matter from SCAO AM Venezia Giulia. This is forwarded for your information and any action which you think necessary.

For the Chief Commissioner,

N. W. HIND-SMITH

Brigadier,
Executive Commissioner.

15/16

see M.19

PA
1/3
2/3

1320

1638

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

785017

5833 ~~AI~~ #425 4071
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

13C/AMG/5/569

28 February 1946

SUBJECT: Attempted sabotage. MAR 4 1946

TO : Headquarters,
Allied Commission. ✓

ATTN : Executive Commissioner.

14
1. With reference to your letter 5833/14/EC dated 20 February 1946 and the enclosures from the Ministry of Foreign Affairs, I am attaching copy of a letter received from H.Q. 13 Corps and Appendix "A" to this letter giving the report on the explosive charges found under the inside track on the railway line MONFALCONE-TRIESTE.

2. It will be noted that the period of time that the charges had been in position is estimated at not less than 3 weeks and possibly very much longer.

H.P.R. Robertson
H.P.R. ROBERTSON,
Colonel,
Acting S.C.A.O.

Encls:

1319

1637
583398
16
COPY

CONFIDENTIAL

SUBJECT: Sabotage - Rlys.

HQ 15 Corps

5826/G

27 Feb 46

Tel Extn..129

AMC 13 Corps

Ref your 13C/AMC/5/193 dated 23 Feb.

1. Attached at appendix "A" to this letter is a report on explosive charges found under the inside up track on the rly line MONTALCONE - TRIESTE at map ref E. 688883 on 6 Jan 46.

Sources of info are:-

- (a) OC 5 Bomb Disposal Inco US att CM 13 Corps
- (b) Reps 1 Rly Op Co US.
- (c) Reps 112 Pro Coy CMP.

2. For your info, it was decided at the time of the incident that it was neither feasible or desirable to institute any further guards or patrols on the line under present conditions.

3. No further incidents of this nature have been reported.

Sgd ?????????? Major

for Brigadier,
General Staff.

1638

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

785017

COPY

CONFIDENTIAL

Apex "A" to 13 Corps
letter 5826/C dated
27 Feb 46.

Explosive Charges under Rly Line

MONTAIGNE-TRIESTE

Location. H 68883 UP track, inside rail.

Date found. 6 Jan 46.

Charge. (a) Four lumps plastic HE, each approx 6 lbs probably BRITISH manufacture, placed at 3 ft intervals in between sleepers, the whole connected by COMET fuze (BRITISH). No 37 detonators (probably AMERICAN) were inserted in each charge, the whole fired by a BRITISH Push mechanism E.3.6 (WD) Mk 1 placed directly ~~immediately~~ underneath the rail to be actuated by deflection of the latter under load.

(b) The main charges, detonators and firing mechanism were in poor condition, although the sacking wrapping had not rotted completely. Estimated that the charges had been in position for a period not less than 3 weeks, and possibly very much longer.

Detection. Mines were discovered by ITALIAN State Rly employees, removed by BRITISH Rly personnel and the site checked by a BRITISH Bomb Disposal offr.

Effect. NIL. The firing mechanism was not actuated, presumably owing to insufficient deflection of the rail above it. There was no damage to the permanent way.

Ref: 5833/14/80

20 February 1946

SUBJECT: Attempted Sabotage.

TO : SOAG AMB Venezia Giulia.

1. Please find attached copy of letter, 5/111 of 15 February 1946 from the Ministry of Foreign Affairs.
2. The Executive Commissioner would like to have a report on this matter at your early convenience.

For the Chief Commissioner,

B. SAMPSON

Brigadier
Executive Commissioner

See 7-17

Ministero degli Affari Esteri

Rough translation

5/111

Rome, February 15th, 1946

FEB 19 1946

Dear General Lush,

I am sending to you enclosed herewith a memorandum concerning an attempted act of sabotage of the railway tracks of the Trieste - Monfalcone line. As you will see from the memorandum, it can be presumed that the act of sabotage had the Allied convoys as its target.

Believe me, dear General Lush,

Very cordially yours

(sgd) R. PHONAS

Encl.

Brigadier M. S. LUSH
Executive Commissioner
Allied Commission
R O N E

See 14

Declassified E.O. 12356 Section 3.3/NND No. 785017

1640

1641

785017

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

Rough translation

5/111

Rome, February 15th, 1946

EFB 19 1946

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Believe me, dear General Lush,

Very cordially yours

(sgd) R. PHUMAS

Encl.

See 14

Brigadier W. S. LUSH
Executive Commissioner
Allied Commission
R O M E

(MISS S)

1312

Trasfero degli Affari Esteri

Shortly after 8 a.m. of Sunday, the 6th inst., some workmen of the State Railways engaged in the upkeep of a section of the railway line between Trieste and Monfalcone are reported to have found, whilst straightening the tracks, 4 mines carefully embedded under the track which is nearer to the shore, at a distance of about 600 meters on the Monfalcone side of the Duino station.

The mines, of pressure type, are said to have been carefully concealed by the rubble scattered along the track and to have weighed about 2 kgs each. The only visible part is described to have been the detonator point, located exactly under the rail, which was supposed, in the intention of the unknown criminals, to cause the deflagration of the mines which were fused to one another. Contrary to the practice which is usual in most cases, the engoblen should not have taken place immediately; the engine would have set the fuse alight and the explosion would have occurred in the middle of the convoy.

It was due to a fortuitous oversight of the criminals, who did not account exactly for the indeed minimal flexion of the rail at that point when the convoy was running over it, if the detonator did not function, thus preventing a very serious disaster.

Allied soldiers are reported to have been immediately summoned for the removal and were therefore in a position to ascertain the mechanical effectiveness of the mines and to satisfy themselves that they had been placed very recently.

Several passenger trains are said to have gone over the spot but a few hours previously as well as, shortly after midnight of the 5th inst., a long convoy carrying Allied troops going to Italy on leave.

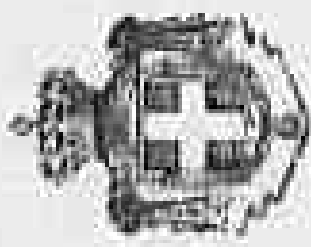
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Ministero degli Affari Esteri

IL SEGRETARIO GENERALE

ROMA, 15 FEB 1946

Caro Generale,

Le invio il qui accluso appunto contenente notizie circa un atto di sabotaggio tentato contro i binari ferroviari della linea Trieste-Monfalcone. Come potrà rilevarsi dall'accluso appunto, l'atto di sabotaggio potrebbe presu-
mersi diretto contro convogli alleati.

Mi creda, caro Generale, *molto cordiale*

M. SEGRETARIO GENERALE

F. P.

Brigadier M. S. LUSH
Executive Commissioner
Allied Commission

R.C.M.A.

1313

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

785017

1644

Ministero degli Affari Esteri
IL SEGRETARIO GENERALE

ROMA, 15 FEB 1946

Caro Generale,

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versi diretto contro convogli alleati.

Mi creda, caro Generale, molto cordiale

IL SEGRETARIO GENERALE
F. Rinaldi

Brigadier M. S. LUSH
Executive Commissioner
Allied Commission

ROMA

1313

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

785017

1645

785017

Poco dopo le ore 8 del mattino di domenica, 6 corrente, alcuni operai delle FF.SS. addetti alla manutenzione di un tratto della linea ferroviaria che porta da Trieste a Monfalcone, rettificando il binario avrebbero rinvenuto a circa 600 metri dopo la stazione di Duino, verso Monfalcone, quattro mine poste accuratamente sotto il binario dal lato del mare.

Le mine, del tipo a pressione, accuratamente celate dal pietrisco sparso lungo la rotaia, avrebbero avuto un peso di 2 Kg. circa ciascuna. L'unica parte visibile di esse sarebbe stata la punta del detonatore posto proprio sotto la suola della rotaia, che secondo i piani degli sconosciuti criminali avrebbe dovuto determinare lo scoppio degli ordigni esplosivi collegati fra loro da una miccia. A differenza poi di quanto di solito avviene, nel maggior numero di simili casi, l'esplosione non sarebbe stata immediata in quanto il locomotore, passando sopra, avrebbe determinata l'accensione della miccia, che ne avrebbe provocato lo scoppio a metà convoglio.

Una fortuita malaccortezza dei criminali, che non avrebbero tenuto esatto conto della quantità minima della flessione della rotaia in quel punto al passaggio di un convoglio, avrebbe impedito che il detonatore entrasse in azione, e che avrebbe avuto un disastro gravissimo.

Chiamati per la rimozione, sarebbero accorsi prontamente sul posto dei soldati alleati, che avrebbero così avuto l'agio di constatare la perfetta efficienza del materiale esplosivo e la recentissima posa degli ordigni.

Su quel medesimo punto, qualche ora prima sarebbero passati alcuni treni viaggiatori, mentre solamente poco dopo la mezzanotte del 5 corr. sul binario minato sarebbe passato un convoglio di soldati alleati diretti nella penisola per passarvi un periodo di licenza.

1312

1647

785017

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

Poco dopo le ore 8 del mattino di domenica, 6 correnti, alcuni operai delle FF.SS. addetti alla manutenzione di un tratto della linea ferroviaria che porta da Trieste a Monfalcone, rettificando il binario avrebbero rinvenuto a circa 600 metri dopo la stazione di Duino, verso Monfalcone, quattro mine poste accuratamente sotto il binario dal lato del mare.

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131

1648

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

785017

5833

91

Ec

91

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref. ES/14.7/0

14 February 1946

FEB 14 1946

3

My dear Mr. Minister,

With reference to your No. 15/02870/5, dated 28 January 1946.

The complaints mentioned in your letter have been referred to A.M.G. XIII Corps and AFHQ for information, and whatever action they deem appropriate.

Yours very truly,

HARLAN CLEVELAND
Acting Vice President

Doctor Alcide De Gasperi
The Minister of Foreign Affairs
Italian Government
R O M E

Copy to: Executive Commissioner

(MWH)

SPH
14/2/46

1311

FA
15/2

1649

Declassified E.O. 12356 Section 3.3/NND No. 785017

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

(8)

Ref: 5833/8/EC.

8 February 1946.

SUBJECT: VENEZIA GIULIA - Transportation.

TO : G-5, AFHQ.
SCAO, VENEZIA GIULIA.

①-③

The attached correspondence from the Ministry of Foreign Affairs is passed to you for information.

For the Chief Commissioner:

N. W. HIND-SMITH

Brigadier,
Executive Commissioner.

PA
9/2
C.B.

Incl.

1310

5833 EC 3
MINISTERO DELL' AF. I ESTERI

Rough translation

n. 15/02670/5

Rome, January 28th 1946

2
Dear Admiral Stone,

Several complaints have reached the Ministry for Transports from engine-crews on duty in the Trieste Railway Zone concerning the treatment meted out to them by the Yugoslav Military Authorities.

I am enclosing a memorandum which briefly summarizes the facts reported in said complaints, from which it emerges how often the Yugoslav Military Authorities, because of lack of technical knowledge or on account of ill-will towards the Italians, coerce the Italian train crews in behaving contrary to railway safety regulations, thereby endangering the safety of the passengers and of the rolling stock.

I should be very grateful to you, dear Admiral Stone, if you could convey the above information to the Allied Authorities in the Venezia Giulia for appropriate action.

Believe me,

Very sincerely your,

(signed) DE GASPERI

Encl.

Admiral Ellery W. STONE, U.S.R.N.
Chief Commissioner
Allied Commission
R O M E

E O DIST - 1 Feb.
ACTION - Econ Sec (2)
INFO - G. C.
" - E. C.

8 Feb

" GS AFHQ (2)
" DAO Venezia Giulia

See M.4.5.6.7.

J F.809

(MAJ H) 5/10/46
2/2/46

1309

MINISTERO DEGLI AFFARI ESTERI

MEMORANDUM FOR THE ALLIED COMMISSION

Date: 13 July 1945

Place: Zeboni

Engine: 728010

Train: O.L.

Parties involved: Engineer Nino Boldrini, Assistant Engineers Cellato and Rossolo.

Complaint: Threatened to be summarily executed because train had been stopped to carry out repairs. Forced to drive on.

Date: Middle of July 1945

Place: Cerreto

Parties involved: Assistant Engineers Guadrelli and Gamba.

Complaint: Threatened by Yugoslav delegate who made the motion to draw a gun when they enquired from him where they could have had their meals when on duty in Cerreto and Erpelle.

Date: End of June 1945

Place: Divaccia

Parties involved: Second Engineer Roberto Bossetti, Assistant Engineer Baldissaro.

Engine number: 626031

Complaint: Whilst inspecting brake connections of a train with 56 wagons to find a steam leakage which had dangerously lowered the pressure, Bossetti was threatened at gun point by a Slav Officer who forced them to drive on. Their remonstrations, through an interpreter, that a serious accident was likely to happen because of the impaired braking power, only provoked insults and renewed threats.

Date: November 2nd, 1945

Place: S. Pietro del Garso

Engine number: 626067

Train: 9222

Parties involved: Engineer Aurelio Persegani, Assistant Engineer Spiluttini.

Complaint: The departure had been flagged by the railway superintendent, and the train was gathering momentum when it was halted, at gun point, by a Slav officer. A discussion ensued between the Slav officer and the railway superintendent, who again flagged the train's departure.

1652

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

- 2 -

Date: 26th July 1945

Place: Fiume

Train: 5512

Parties involved: Engineer Francesco Mambrini, Assistant Engineer Aldo Candelani.

Complaint: A rail was bent whilst the engine was manouvering. A Slovene Political Commissioner accused Mambrini of sabotage and gave him in charge to a soldier, warning the latter that he would have forfeited his own life should Mambrini have run away. A substitute engineer (Carbonara) was obtained, Mambrini was taken to the railway station and kept there under detention.

Date: June 1945

Party involved: Engineer Larini

First complaint: On June 18th the Yugoslav Command of Divaccia forced him to drive on with defective brakes and a shortage of brake-men notwithstanding. The line has steep gradients and it was a foolhardy risk. On arrival at Cerreto the shunting operations, always with greatly defective brakes, took two hours instead of few minutes because of the interference of 4 or 5 Yugoslav soldiers who over-rode the expert personnel who should have directed the operations.

Second Complaint: On arrival at C. Lupagliano with train 8978, some time in June, Larini made a request for some more coal. The Station Delegate or Commandant argued that the coal had always sufficed and that he did not understand why more coal was needed in this instance. Upon being told that it was due to the lower calorific power of the brown coal which was being used, he retorted with an accusation of sabotage.

Third complaint: On the night of June 18th a train left Divaccia for Erpelle having, instead of a proper crew, an un-skilled worker as engineer and a coal-man as stoker. This was greatly resented by the travelling personnel who protested against such a practice, which endangers their safety.

Rome, January 15th, 1946.

1307

1653