

ACC 10000/148/230 322/A

TRANSFER OF RAILWAYS PERSONNEL VENEZIA GIULIA

Sept. 1945 - Jan. 1946

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

Tel. 376

Ref. AC/322/21/Tn.1

4 January 1946

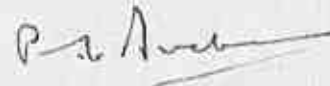
TO: D.M.R.S.

SUBJECT: Transfer of Railway Personnel - Venezia Giulia.

Reference your Tn. A. 1/203 of 10 November 1945.

The question you raised has been discussed with
Displaced Persons Sub-Commission and Political Adviser
at this HQ; it has also been referred unofficially to the
Italian Government.

The general consensus of opinion is that any large-scale
exchange of nationals, such as is visualized in this proposed
interchange of railway personnel, would at this stage be
politically undesirable, pending a decision on the future
political status of the area involved.


P.D.G. Buchanan
Colonel
Director

CC: Rail Division

4798

RTZ/Lml

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

Tel. 843209
Ref. AC/111/In4

15 November 1945

SUBJECT : Transfer of Railway Personnel Between
Zone 'A' and Zone 'B', Venezia Giulia.

TO : Director, Transportation Sub-Commission.

1. Attached is complete file on Transfer of Railway Personnel
Between Zone 'A' and Zone 'B', Venezia Giulia. This file is comprised of:

- a. Letter from the Director, Military Railway Service,
10 November 1945;
- b. Copy of letter from D. D. Th. 1 November 1945;
- c. Copy of letter from the Yugoslav Authorities, sub-
mitted to the Joint Operating Committee;
- d. Copy of Minutes 6 and 7 of the Joint Operating
Committee's Meeting held in Trieste 7 September.

2. As indicated in the attached correspondence, AMG 13th Corps
has agreed in principle to the proposal to allow movement from Italy, or
Zone 'A' to Zone 'B' as a reciprocation to the present movement of Italian
nationals out of Zone 'B'.

3. As this exchange of personnel may have political repercussion
at a later date, it is recommended that a committee be set up with member-
ship of a Yugoslav Delegation, Italian Government and AMG, to set up rules
and regulations and machinery for the screening of all personnel desiring
exchange as between Zone 'A' and Zone 'B'. The Repatriation Sub-Commission
and Political Section should also be consulted, or better, the matter turned
over to them for further handling.

4. Perhaps, a conference with the Minister of Transports, La Malfa,
might be advisable.

4797

R. P. Moss
R. P. MOSS
Chief, Rail Division

Attachment: As stated above.

1 2 8 1
Tel. ROME 843191/5 (Firebox)
9349
EXT

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

Tn.A.1/203.
10 NOV '45.

Subject: Transfer of Railway Personnel
Between Zone 'A' and Zone 'B'
Venezia Giulia.

TO:- Transportation Sub-Commission, A.C.
(Rail Section),
Ministry of Communications,
Rome.

With reference to conversation (Brig Waghorn - Mr. Moss)
on the above subject:-

1. I am forwarding herewith a copy of a letter from D.D.Tn, Trieste on the above subject, and also a copy of a letter from the Yugoslav authorities submitted to the Joint Operating Committee. I am also forwarding copies of Minutes 6 & 7 of the Joint Operating Committee's Meeting. The other minutes referred to in the above letter from D.D.Tn, Trieste provide no additional information on the subject.

2. The attached documents give the facts of the case as seen by both parties concerned, and it is noted that A.M.G., 13 Corps agree in principle to the proposal to allow movement from Italy or Zone 'A' to Zone 'B' as a corollary to the present movement of Italian nationals out of Zone 'B'.

It is noted that the personnel concerned are referred to as Yugoslav nationals. This would appear to be a misnomer and I think a more accurate definition would be "Those persons of Croat or Slav origin originally employed on Railways in Zone 'B' and desirous of returning". This is the definition used in Minute 7 of the Joint Operating Committee's Meeting.

3. As the return of such personnel may have political repercussions it is requested you take the matter up with the branch of A.C. concerned.

4. Assuming the transfer is agreed would you then please take the matter up with the I.S.R. and obtain a list from them of the personnel concerned and submit it to this Office for forwarding to the Chairman, Joint Operating Committee.

5. The matter has, you will note, been under discussion for some considerable time and I would ask you to press for very early action.

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R. D. Waghorn
Brigadier,
Director, Military Railway Service,
(R.D. Waghorn.) Italy.

Copy:- D.D.Tn, Trieste (your TNT/6/5 or
1 Nov 45 refers).

4796

Subject:- Jugoslav Nationals Employed on the I.S.R.

Headquarters
Transportation
TRIESTE
Ref:- TNT/6/5
1 November 45

D.Tn.,

1. The Yugoslav authorities have requested that facilities should be provided for Yugoslav nationals now employed on the I.S.R. in Italy proper to return to VENEZIA GUILLIA, Zone 'B' and Jugoslavia. This has been agreed by A.M.G. 13 Corps in principle as a corollary to the movement of Italian nationals out of Zone 'B' which is now proceeding slowly.

2. It is now considered that the I.S.R. should release persons desirous of returning to Jugoslavia held territory and that Compartimenti should now be circularised to discover the names and other details of such persons.

3. It is suggested that the names of any applicants with details as to family and trades should be forwarded to this headquarters to be passed on to the Yugoslav authorities through the medium of the Joint Operating Committee.

4. A copy of the Yugoslav letter on this subject is attached for your information. Minutes 6,7,18,30 and 57 of the Joint Operating Committee also refer.

5. As this matter has been under discussion which has delayed it some time now it is suggested that I.S.R. should be asked to take action to produce the necessary information as rapidly as possible.

(Sgd) C.H. Barnett.
Colonel,
D.D.Tn.

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(Sgd) C.H. Barnett.
Colonel,
D.D.Fn.

Copy.

Subject:- Transfer of Railway personnel from Italy.

According to para 7 minutes of the meeting held on the 15th Sept 45, dealing with transfer of rail personnel of Yugoslav nationality from Italy into Zones A and B, Committee considers that this question should be discussed from the following point of view.

Italian State Railways with intention to italianize by force all railway personnel of Yugoslav nationality had right from 1922 begun with transferring them from area which is now represented by Zones A and B to the far distant places such as Milano, Genova, Bologna, Napoli and all up to Calabria, Reggio and Sicily with intention that these men would be there assimilated and thus lose the resisting power against Fascism.

On the contrary the Fascists were sent to Zones A and B who did not know the language of the country, so that the people were forced, because of them to learn a foreign language on its own soil, just because the official language was Italian. However Italian personnel transferred to this area did not wish and dare to learn and speak the native language.

Now after 25 years of torture and bloody struggle the people in Zone A and B demand with full right to be able to speak in their native tongue in administration - with the railway men - on its own soil.

Therefore it is necessary to transfer all the personnel of Yugoslav nationality into Zones A and B who wish so; because as being born there, they know, both languages (Sloven-Croatian and Italian) and are not Fascists.

The manipulation about transfer should be as short as possible i.e. General Direction of Italian State Railways should through their Official newspapers announce, that all railwaymen of Yugoslav nationality scattered all over Italy, who wish to be transferred to Zones A and B should apply through their compartments. Each Compartemento FS will at once transfer concerned personnel to corresponding Sections in Zones A and B, i.e. those from Gorizia area, to the post of that area's line; those from Istra, Postumia and St Pietro Del Carso areas to the posts of that area's lines, i.e. in Zone A and those regardless of their birth-place - in Zones A or B whose duty in Zones A and B cannot be divided and the post of their unit is in Zone A, such as engine and train personnel making service from Trieste, Gorizia and Pola on the lines in Zone B, as long as it is not necessary for the units at Fiume, Divaccia and Postumia and I.E.S. personnel as far as it is common to both Zones A and B.

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By transferring of these personnel from Italy into Zone A or B, the existing unemployment in Italy would be relaxed.

We wish to point out, that we are prepared to accept into Zone B even that personnel, born on territory of Zone A which in Zone A is not necessary.

For RLY CO-ORD COMMITTEE VUJA, 792

JOINT OPERATING COMMITTEE FOR
RAILWAYS IN VENEZIA GIULIA

Extract From:

Minutes of First Meeting held
at TRIESTE 7 September 1945

Minute 6. Transfer of Railway Personnel Between Zone 'A' and Zone 'B'

Machinery for transfer of personnel from Zone 'A' to Zone 'B' and vice versa was the subject of considerable discussion. The Allied side asked how the Yugoslav side proposed to arrange in practice the transfer from Zone 'B' to Zone 'A' of those FS (Italian State Railway) personnel who might wish to do so. The Yugoslav representatives stated that every railwayman making written application (to be sent to the Yugoslav Military Railway Inspectorate at FIUME) to be transferred from Zone 'B' to Zone 'A' would be transferred according to date of application and in the following priority order of grade: traffic, permanent way, steam traction, electric traction. The Committee agreed that, in order not to disturb the efficiency of the service, movement of personnel should not be permitted until replacement, or release without replacement, were possible: disciplinary action would have to be taken against personnel wilfully leaving their posts.

Minute 7. Transfer of Personnel Between Zone 'B' and Italy.

The Yugoslav side stated their view that transfer of Italian personnel from Zone 'B' to ITALY proper should not be permitted unless transfer were open equally to railwaymen of former Croatia and Slovene nationality who might now wish to move from ITALY and SICILY to Zone 'B'. The Allied side stated they were not at present able to discuss the subject, which was therefore deferred.

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