RAPALSKA MEJA / *THE RAPALLO BORDER*

Mrouce cajta

Zgodovinska pot »Mrouce cajta«

"Mrouce cajta" History Trail



PROJEKT MROUCE CAJTA

Spomladi leta 2019 se je v Podbrdu začel izvajati projekt Mrouce cajta, ki je nastal kot rezultat večletne dejavnosti lokalnih društev ter njihovega spremljanja kulturnega, turističnega in bivalnega utripa Podbrda. Pri tem je dozorelo spoznanje, da je najmočnejši potencial v kraju njegova dediščina, pri čemer gre za vsebine, ki so za to okolje značilne, posebne, drugačne in celo unikatne. Vključuje tudi dediščino, ki na trdih temeljih tradicije živi, se razvija v sodobnih oblikah in je privlačna za današnji čas. Izvedene aktivnosti to bogastvo trajnostno umeščajo v prostor in ga z namenom dviga kakovosti življenja ponujajo vsem generacijam lokalnega prebivalstva, vključno ranljivim skupinam, obiskovalcem pa kot razpršeni turistični produkt.
Turisti in naključni obiskovalci naj bi ga spoznali kot kraj z najdaljšim železniškim predorom v Sloveniji, kot kraj s tekstilno tradicijo ter kot zibelko gorskega teka in maratona. Vse to naj bi domačine, ki imajo veliko občutka za sprejemanje in spoštovanje dediščinskega bogastva, spodbudilo k zavedanju, da gre za ohranjanje lokalne identitete in za prenos znanja med generacijami.
Spoštovani domačini, dragi obiskovalci, naj vam bo zbiranje mrouc po Podbrdu v veselje in sprostitev!

Uroš Brežan,
župan Občine Tolmin

april 2020

"MROUCE CAJTA" PROJECT

The "Mrouce cajta" project, launched in spring 2019, is the result of activities undertaken over several years by local associations that have been following the cultural, tourism, and residential pulse in Podbrdo. They have realized that the heritage of this settlement is its strongest potential, combining what is typical, special, different and even unique for this environment. This includes the heritage that thrives on the solid foundations of tradition, developing in modern forms and appealing to today's tastes. The activities that have been carried out place this treasure in the environment, and offer it to all the generations of local inhabitants, including vulnerable groups, and to visitors as a diverse tourism product, in order to raise their quality of life. Tourists and random visitors should get to know Podbrdo as a place with the longest railway tunnel in Slovenia, as a place with a textile tradition, and as the birthplace of mountain running and marathons. All of this should encourage the locals, who have a strong feeling for accepting and respecting their rich heritage, to understand that it is all about keeping alive their local identity and transferring knowledge between generations. Dear locals and visitors, have fun and find relief in collecting "mrouce" (i.e. tiny bits) in Podbrdo!

Uroš Brežan,
The Mayor of Tolmin Municipality

April 2020

Projekt

Zgodovinska pot »Mrouce cajta«

Zgodovinska pot v okviru projekta »Mrouce cajta« (narečno »Drobtinice časa«) nas po Podbrdu vodi skozi čas po prvi svetovni vojni (1918–1947), ko je po obronkih grebenov na njegovi severni, vzhodni in južni strani potekala rapalska meja med Kraljevino Srbov, Hrvatov in Slovencev ter Kraljevino Italijo.

Nastanek Podbrda

Naselje Podbrdo, ki leži v naravnem zaključku doline reke Bače, je nastalo v 16. stoletju in je posledica procesa kolonizacije kmetov iz Južne Tirolske, ki so jih sem naselili oglejski patriarhi.
Priseljenci so najprej poselili višje ležeče sončne terase nad dolino. Manjša vas Bača pri Podbrdu je pod imenom Binchinuel omenjena v urbarju že leta 1377, medtem ko se v dolini ležeče naselje prvič omenja šele dve stoletji kasneje. Grofje so v te kraje naseljevali predvsem kmečko prebivalstvo s svojih posesti ob Dravi, največ iz Pustriške doline iz kraja Innichen (danes San Candido). Oba kraja, Innichen in Podbrdo, sta stoletja kasneje delila podobno usodo, saj sta po prvi svetovni vojni pripadla Italiji. Nemško govoreče prebivalstvo se je do 19. stoletja večinoma sloveniziralo in svoj jezik ohranilo le še v obliki starega dialekta. Samo ime kraja Podbrdo najdemo na avstrijskih kartah prvič zapisano v 19. stoletju. Lahko ga skoraj dobesedno prevedemo iz prvotno nemškega imena Untereck (unter = pod, Eck = narečno vrh). Do leta 1926 so tudi Italijani uporabljali ime »Podberdo«, potem pa so v skladu s fašistično reformo slovenskih ledinskih,

Project

"Mrouce cajta" History Trail

Part of the "Mrouce cajta" project (a dialect phrase meaning tiny bits of time), the history trail guides us through the settlement of Podbrdo during the period 1918-1947 after WWI, when the Rapallo border between the Kingdom of Serbs, Croats and Slovenes and the Kingdom of Italy ran along the ridges on its northern, eastern and southern sides.

The Establishment of Podbrdo

The settlement of Podbrdo, which lies at the end of the Bača river valley, was founded in the 16th century, as a result of the colonisation of farmers from the Southern Tyrol, who were settled here by the Patriarchs of Aquileia.
The settlers first moved into the higher-located sunny terraces above the valley. The small village of Bača pri Podbrdu was already mentioned in the medieval land register as Binchinuel in 1377, while the settlement, located in the valley, was not mentioned until two centuries later. The Patriarchs mainly settled these areas with a rural population from their estates along the Drava river, mostly from the Puster Valley, from the town of Innichen/San Candido. Centuries later, both Innichen and Podbrdo shared a similar fate, as they both fell under Italy after WWI.
The German-speaking population was mostly 'Slovenised' until the 19th century, and retained their own language only in the form of an old dialect.
The very name of Podbrdo was first written down on Austrian maps in the 19th century. It can be translated almost literally from the original German name Untereck, meaning "under the hill". The Italians also used the name "Podberdo" until 1926, but then they

krajevnih in osebnih imen kraj preimenovali v Piedicolle (Piedi = vznožje, colle = hrib).

renamed the settlement to Piedicolle (Piedi = foot, colle = hill) in accordance with the Fascist



Slika 1: Pogled na staro cesto iz Podbrda na Petrovo Brdo med prvo svetovno vojno. V ozadju sedlo Vrh Bače – kasnejši maloobmejni prehod preko rapalske meje. Vir: Muzej novejše zgodovine Slovenije

Photo 1: View of the old road from Podbrdo to Petrovo Brdo during WWI, with the saddle of Vrh Bače, later the local Rapallo border crossing, in the background. Source: The National Museum of Contemporary History

Zemljepisna umeščenost kraja

Podbrdo je utesnjeno med gore Črna prst, Kobla, Soriška planina in Porezen, čez katere vodita dva naravna prehoda – Vrh Bače in Petrovo Brdo. Prvi prehod je omogočal neposreden stik Bohinja s Posočjem, čezenj je že v železni dobi potekala stara tovorniška pot. Zaradi živine, ki so jo Bohinjci prodajali v Posočje, se je sedla kasneje prijel nemški izraz Pass Rindsloch, ki so ga Italijani prevedli v Govejo škrbino (Forcella di Bove). Z odprtjem Bohinjske proge in dograditvijo ceste Bohinjska Bistrica – Sorica – Petrovo

reform of Slovenian field, place and personal names.

The Geographical Location of the Settlement

Podbrdo is surrounded by the mountains Črna prst, Kobla, Soriška planina and Porezen, which can be crossed by two natural passes: Vrh Bače and Petrovo Brdo. The first of these passes enabled Bohinj to have a direct contact with the Posočje region; even in the Iron Age, an old cargo trail led over it. Because of the cattle that the people in Bohinj sold to the

Brdo je stari prehod Vrh Bače izgubil pomen in je danes le še planinska pot.
Tudi čez Petrovo Brdo, sedlo med porečjem Bače in Selške Sore oziroma Soče in Save, je v železni dobi tekla povezava med Tolminom in Škofjo Loko. Cesto, kakršno imamo danes, so zgradili Italijani leta 1940, prejšnja, ki je tekla severneje po pobočju, pa je nastala šele v času gradnje Bohinjske železnice. Sedlo Vrh Bače je bilo v času rapalske meje za prelazom Vršič drugi urejeni mejni prehod v Julijskih Alpah, drugje v visokih gorah meje legalno ni bilo mogoče prečkati.

Posočje area, the saddle was later known under its German name Pass Rindsloch, which the Italians translated to Forcella di Bove, meaning a "beef pass". With the opening of the Bohinj railway line and the completion of the road Bohinjska Bistrica-Sorica-Petrovo Brdo, the old pass of Vrh Bače lost its significance, and is only a mountain trail today. During the time of the Rapallo border, the saddle of Vrh Bače was the second border crossing point in the Julian Alps, right after the Vršič pass, and the border could not legally be crossed anywhere else. Petrovo Brdo, a wider saddle between the Bača



Slika 2: Transportne enote Avstro-Ogrske pri Podbrdu med prvo svetovno vojno.
Vir: Muzej novejše zgodovine Slovenije

Photo 2: Austro-Hungarian transportation corps near Podbrdo during WWI. Source: The National Museum of Contemporary History

Nova železniška proga, ki je bila druga povezava Dunaja s Trstom, je tako v Podbrdo kot tudi v celo dolino prinesla novo življenje, status pomembne železniške postaje, upravičila pa je tudi predvideno

and Selška Sora river basin and the Soča and Sava river basin, also connected the towns of Tolmin and Škofja Loka in the Iron Age. The road that we have today was built by the

vojaško strateško vlogo. Podbrdo je bilo v času prve svetovne vojne z železniško in cestno povezavo, vojaško bolnišnico in skladišči eno izmed oskrbnih vozlišč soške fronte.

Konec prve svetovne vojne in določitev meje

Po umiku avstro-ogrske vojske z italijanskega bojišča in podpisu mirovne pogodbe 3. novembra 1918 je Italija v skladu z določili mirovnega sporazuma pričela zasedati ozemlje ter pri Sorici posegla čez predvideno demarkacijsko črto na Petrovem Brdu.

Italians in 1940; the old one, which went further to the north of the slope, was built during the construction of the Bohinj railway. The new railway line, which was the second connection between Vienna and Trieste, brought new life and the status of an important railway station to both Podbrdo and the entire valley, and also justified the expected strategic military role. During WWI, Podbrdo, with its railway and road connection, military hospital and warehouses, was one of the supply centres of the Soška fronta, more widely known outside Slovenia as the Isonzo Front, between Austro-Hungary and Italy.







Slika 3: Mejnik rapalske meje na Petrovem Brdu. Foto: Karla Kofol
Slika 4: Gradnja mejnikov v Julijskih Alpah. Vir: Lungo della Patria
Slika 5: Poslopje in okolica železniške postaje Podbrdo pred širitvijo v 30. letih. Vir: Goriški muzej

Photo 3: The Rapallo border stone in Petrovo Brdo. Photo: Karla Kofol
Photo 4: The construction of the border stones in the Julian Alps. Source: Lungo della Patria
Photo 5: The building and surroundings of Podbrdo railway station before its enlargement in the 1930s.
Source: The Regional Museum Goriški muzej

V Podbrdo je italijanska vojska prišla med 9. in 19. novembrom 1918. Kar dve leti sta morali preteči, preden sta kraljevini podpisali Rapalsko pogodbo o razmejitvi. Z njo sta začrtali potek meje, ki je predvideval tudi nekatere popravke. Tako so zaselki Sorice in Danj naknadno pripadli Jugoslaviji, Italijani pa so se od tam umaknili šele poleti 1921.
Rapalsko mejo so na terenu dokončno določili leta 1924 in jo označili z mejniki. Podbrdo je tedaj postalo obmejno središče nove italijanske oblasti, železniška postaja pa zadnja postaja v Italiji. Bohinjska Bistrica na drugi strani predora je bila prva v Kraljevini SHS.

The End of WWI and the Drawing-Up of the Border

After the Austro-Hungarian troops withdrew from the Italian battlefield and the armistice was signed on 3 November 1918, Italy began to occupy the territory in accordance with the terms of the peace agreement; however it also crossed the foreseen demarcation line on Petrovo Brdo, thus also occupying the village of Sorica.
The Italian army arrived at Podbrdo between 9 and 19 November 1918. As many as two years had to pass for the kingdoms to sign the Treaty of Rapallo. The treaty defined the border, while also expecting some adjustments. The hamlets of Sorica and Danje thus later fell under Yugoslavia, and the Italians withdrew from the



Slika 6: Druženje planincev iz Jugoslavije in italijanskih finančnih stražnikov na Črni prsti. Vir: Cveto Zgaga

Photo 6: A get-together of mountaineers fromYugoslavia and the Italian Financial Guards on Črna prst. Source: Cveto Zgaga

Prehajanje meje v gorah

Rapalska meja je vplivala tudi na turizem in planinstvo, saj je presekala nekdanje planinske poti. Trajalo je več let, preden sta kraljevini sredi dvajsetih let podpisali sporazum o turističnem prometu v gorah. V praksi pa se je planinarjenje na območju mejnega pasu zaradi birokracije in zavlačevanja začelo bolj množično odvijati šele v 30. letih.

Vsem članom CAI (Club Alpino Italiano) in SPD (Slovensko planinsko društvo), ki so vložili prošnjo za enoletno dovolilnico, je bilo s tem omogočeno v mejnem pasu prosto gibanje, obvezno pa so se morali zglasiti pri mejnih organih pri prestopu meje in ob vrnitvi, da so jim vanjo vpisali datum. V nasprotnem je planinec tvegal, da bo obtožen ilegalnega prehoda meje. Dovolilnice so veljale le za visokogorje, in sicer od Tromeje (Peč) do Porezna. Južneje od Porezna turistični prehod meje v smislu planinstva ni bil dovoljen.

Razvoj Podbrda med obema vojnama

Podbrdo – zgornji del

Zgornji in najstarejši del Podbrda je nastal ob sotočju manjših potokov Batave, Kacenpoha in Milpoha z reko Bačo. Cerkev svetega Nikolaja, ki predstavlja osrednji del naselja, se omenja že leta 1588. Današnjo podobo je cerkev dobila v 18. stoletju, od leta 1848 pa je tu tudi sedež župnije Podbrdo (pred tem je bil v vasi Rut). Večina starih hiš je iz poznega 18. stoletja in s cerkvijo predstavljajo zaključen ambient naselja.

Ob cerkvi najdemo nekdanji kmečki dvorec

area during the summer of 1921.
The Rapallo border was finally fixed on the ground in 1924 and identified with border stones. At that time, Podbrdo became the frontier centre of the new Italian authorities, and its railway station the last one in Italy, and Bohinjska Bistrica, at the other end of the tunnel, was the first station in the Kingdom of Serbs, Croats and Slovenes.

Crossing the Border in the Mountains

The Rapallo border also affected both tourism and mountaineering, as it cut the former mountain trails. It took several years for the Kingdoms to finally sign an agreement on tourism in the mountains in the middle of the 1920s. Due to bureaucracy and time-wasting, mountaineering near the border on a larger scale only began in the 1930s.

All the members of the Italian Alpine Club CAI (Club Alpino Italiano) and the Slovenian Mountaineering Society SPD (Slovensko planinsko društvo) who applied for a one-year permit were allowed to move freely in the border zone, but they had to report to the border authorities when crossing the border and on their return for them to enter the dates on the permit. Otherwise the mountaineers could be accused of illegal border crossing.
The permits were only applicable for the uplands, i.e. from the triple border between Slovenia, Italy and Austria to Porezen, thus including the whole Julian Alps as a cross-border mountaineering area. It was not permitted to cross the border as a tourist in a mountaineering sense further south than Porezen.



Slika 7: Osrednji del Podbrda s cerkvijo na razglednici iz medvojnega obdobja. V ozadju prvotna cesta na Petrovo Brdo.
Vir: Tolminski muzej

Photo 7: Central Podbrdo and its church, on a postcard from the interwar period, with the original road to Petrovo Brdo in the background. Source: Tolmin Museum

(naslov Podbrdo 18), ki je znan pod imenom Jakovkna hiša. To je večnadstropna stavba s poslikavami iz druge polovice 18. in začetka 19. stoletja. Najstarejša poslikava ima letnico 1758. Hiša je vpisana v register kulturne dediščine in je bila obnovljena leta 2003. V njej se nahajata Turistično informacijski center in manjši muzej, v katerem se lahko seznanimo z razstavo, posvečeno zgodovinski poselitvi kraja ter obdobju med obema vojnama.
Na čas gradnje Bohinjske železnice spominja spomenik ponesrečenim graditeljem na pokopališču za cerkvijo. Pri gradnji predora je sodelovalo več kot 2.000 delavcev, 55 se jih je med gradnjo smrtno ponesrečilo. V Podbrdu je spominsko obeležje 12 ponesrečenim, 43 imen pa je vklesanih na

The Development of Podbrdo during the Wars

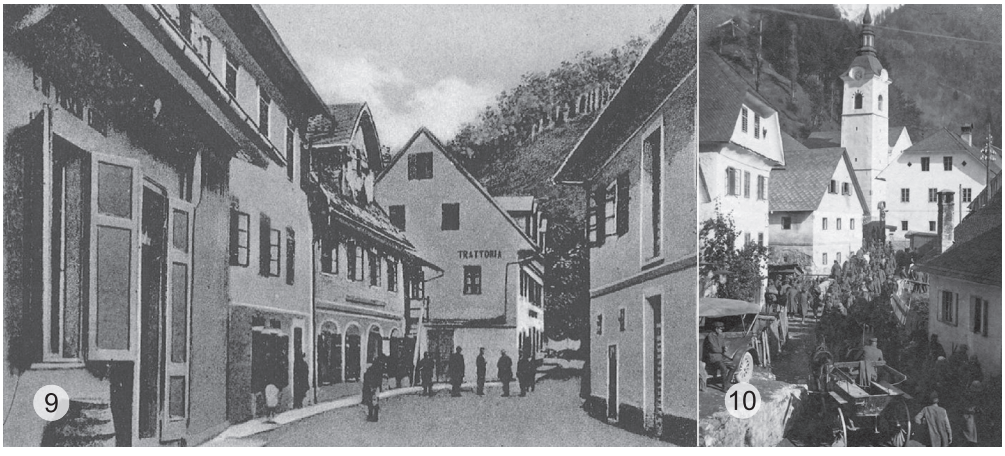
Upper Podbrdo

The upper and the oldest part of Podbrdo formed at the confluence of three small streams Batava, Kacenpoh and Milpoh, and the Bača river. The Church of St Nicholas, representing the central part of the settlement, was mentioned as early as 1588. Its current appearance dates from the 18th century. Since 1848 it has also represented the headquarters of the Podbrdo parish (previously in the village of Rut). Most of the old houses originate from the late 18th century and, together with the church, form an enclosed area of the settlement.
A former country manor (at Podbrdo 18), known as Jakovka's house (Jakovkna hiša),



Slika 8: Praznik svetega obhajila v Podbrdu leta 1928. Poleg župnika so prisotni tudi orožniki v slavnostni uniformi (karabinjerji). V ozadju so na oknih izobešene italijanske zastave.
Vir: Tolminski muzej

Photo 8: Celebration of First Holy Communion in Podbrdo in 1928. Besides the priest, there are also gendarmerie members in ceremonial uniforms (Carabinieri). Italian flags are displayed in the windows in the background.
Source: Tolmin Museum



Slika 9: Osrednja ulica Podbrda na razglednici iz medvojnega obdobja.
Vir: Tolminski muzej
Slika 10: Italijanski vojni ujetniki med prvo svetovno vojno v Podbrdu pri cerkvi.
Vir: Mrouce cajta

Photo 9: The central street of Podbrdo on a postcard from the interwar period.
Source: Tolmin Museum
Photo 10: Italian prisoners of war during WWI in Podbrdo next to the church.
Source: Mrouce cajta

obeležju v Bohinjski Bistrici.
Cesto, po kateri se danes iz Podbrda peljemo na Petrovo Brdo, je Italija zgradila leta 1940. Prvotna cesta iz časa gradnje Bohinjske železnice se je s Petrovega Brda spustila po severni strani doline ter Podbrdo dosegla ob desnem bregu Bače. Skozi ozek trg med cerkvijo sv. Nikolaja in Jakovkno hišo je tako moral tudi ves cestni vojaški transport v času prve svetovne vojne.

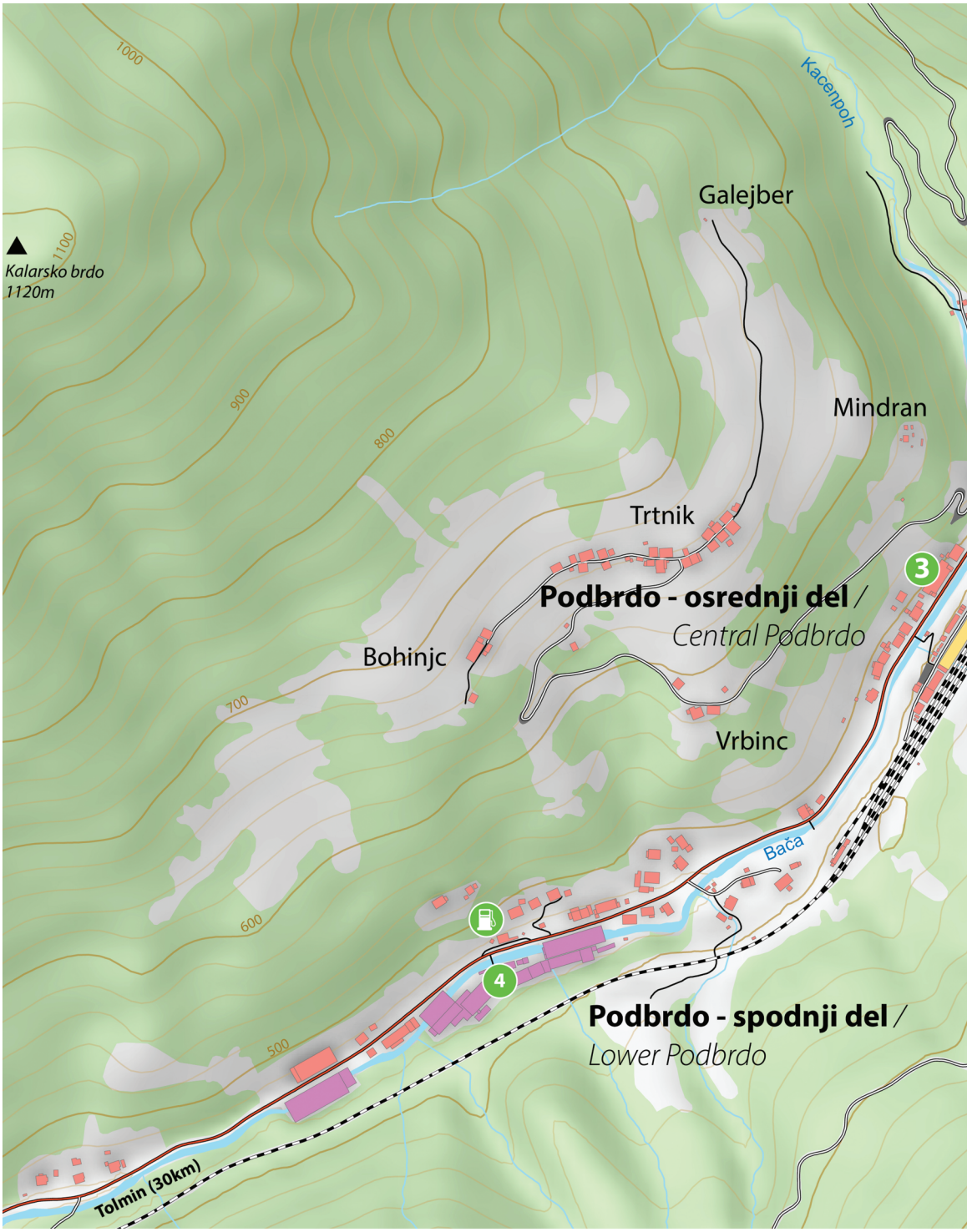
stands by the church. This is a multi-storey building with wall paintings from the second half of the 18th century and the beginning of the 19th century. The oldest painting dates back to 1758. The house is listed in the Register of Cultural Heritage, and was restored in 2003. It houses the Tourist Information Centre and a museum with an exhibition dedicated to the settlement of this area and the interwar period.





Slika 11: Železnica in južni portal najdaljšega železniškega tunela v Sloveniji.
Vir: Tolminski muzej
Slika 12: Barvna razglednica železniške postaje Podbrdo ob otvoritvi.
Vir: Tolminski muzej

Photo 11: The railway and the southern end of the longest railway tunnel in Slovenia.
Source: Tolmin Museum
Photo 12: A coloured postcard of the opening of Podbrdo railway station.
Source: Tolmin Museum


1000
1100
Kalarsko brdo
1120m
900
800
700
600
500
Kacenpoh
Galejber
Mindran
Trtnik
Podbrdo - osrednji del /
Central Podbrdo
Bohinjc
Vrbinc
Bača
Podbrdo - spodnji del /
Lower Podbrdo
Tolmin (30km)
3
4


Železniki (22km)
Petrobrški potok
TIC /
Tourist information office
Železniški predor / Railway tunnel
Podbrdo - zgornji del /
Upper Podbrdo
Podbrdo
(515)
Mindran
Pigel
Batava
Žel. postaja /
Railway station
600
Batava
700
Legenda
Legend
1 Cerkev sv. Nikolaja / Church of St. Nicholas
2 Vojašnica finančne straže / Financial guards barracks
3 Postaja orožnikov / Gendarmerie station
4 Vojašnica Tarabocchia / Tarabocchia army barracks
i TIC Podbrdo / Tourist information office

Podbrdo – osrednji del

Pol kilometra nižje je z gradnjo Bohinjske železnice pričel nastajati nov del Podbrda (Trtnik). Postajno območje se nahaja ob južnem vhodu v železniški predor pod Koblo, ki ga je med 1901 in 1906 zgradilo podjetje Ceconi. Predor je s 6327 metri najdaljši železniški predor, ki je v celoti na območju Slovenije. Prvotno so v predoru uredili dvotirno železniško progo, a so leta 1938 zaradi upada prometa italijanske železnice odstranile en tir. Po trasi drugega tira se od takrat dalje iz predora odvaja voda.

Najstarejša in prva stavba tega dela je železniška postaja Podbrdo, ki so jo zgradili na skoraj kilometer dolgi, nasipni uravnavi nad levim bregom Bače. Vsa postajna poslopja so bila zasnovana tipsko iz rezanega kamna. Postaja je svojo prvo širitev doživela zgolj deset let po pričetku obratovanja, saj so zaradi vojaških potreb v času prve svetovne vojne namestili dodatne tire.

Medvojno obdobje je Podbrdu prineslo strm upad železniškega prometa. Kljub temu so Italijani zaradi številnih mejnih služb postajno poslopje še razširili, prenovili in mu dodali nove stavbe. Iz tistega obdobja je tipska betonska ograja, ki jo najdemo ob vseh postajah italijanskih železnic.

Na postaji so se poleg železničarskega osebja nahajali še finančniki, orožniki in cariniki ter pripadniki fašistične železničarske in mejne milice. Del poslopja je bil namenjen fašistični organizaciji Dopolavoro, ki je skrbela za politični nadzor prostočasnih aktivnosti odraslega prebivalstva ter dopolnjevala mladinsko fašistično organizacijo Balila.

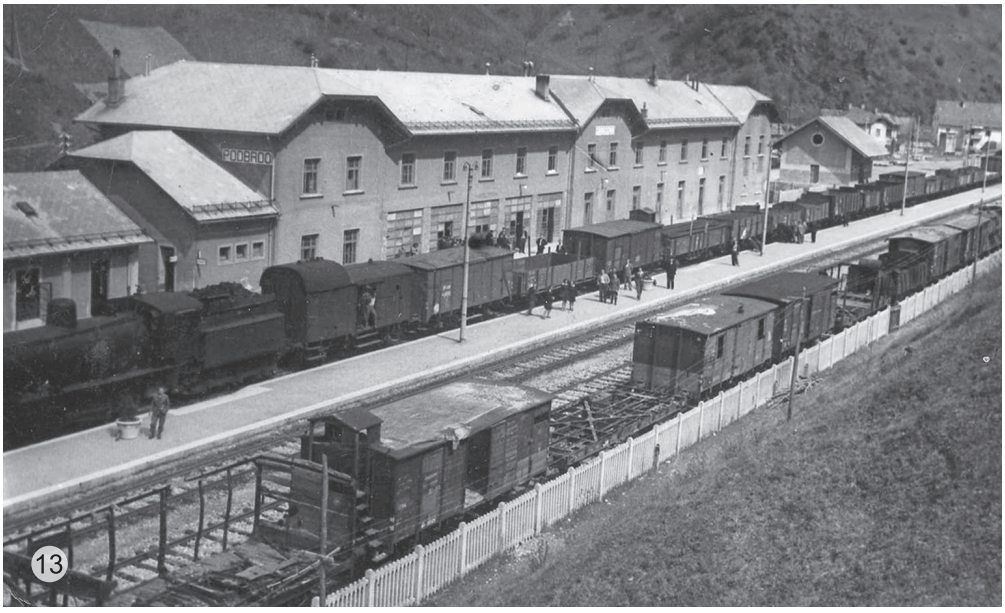
A monument to workmen who were killed was put up in the cemetery behind the church, acting as a reminder of the construction of the Bohinj railway. More than 2,000 workers participated in the construction of the tunnel, and 55 of them were killed while building it. There is a memorial to 12 of them in Podbrdo, and 43 names are carved in a memorial in Bohinjska Bistrica.

The road that takes us from Podbrdo to Petrovo Brdo today was built by the Italians in 1940, right before their attack on Yugoslavia. The original road from the period of the construction of the Bohinj railway descended from Petrovo Brdo down the northern side of the valley and reached Podbrdo along the right bank of the Bača river. During WWI, any kind of military road transport had to go through the narrow square between the Church of St Nicholas and Jakovka's house.

Central Podbrdo

Half a kilometre lower, a new part of Podbrdo (Trtnik) began to develop with the building of the Bohinj railway. The station area is situated at the southern entrance to the railway tunnel under Kobla, which was built by the Ceconi company in 1901-1906. At 6,327 metres, this is the longest railway tunnel in Slovenia. Originally a double-track line was laid in the tunnel, but due to a decrease in traffic the Italian railways removed one track in 1938. From then on, the line of the second track was used to drain water from the tunnel.

The first and the oldest building in this part of the town is Podbrdo railway station, which was built on an almost 1 km long embankment above the left bank of the Bača river. All the station buildings were of a standard type made from cut stone. Only ten years after it began operating, the station was enlarged for the first



Slika 13: Razširjeno postajno poslopje po drugi svetovni vojni. Vir: Tolminski muzej

Photo 13: The enlarged station building after WWII. Source: Tolmin Museum

Prost dostop na postajno območje ni bil možen. Poleg nadzornega bunkerja ob portalu predora so Italijani zgradili še manjši bunker, ki je nadziral dostop po cesti. Poleg tehtnice vagonov so zaradi vloge Podbrda kot končne postaje Italijani zgradili tudi veliko obračališče za lokomotive. Lokalna posebnost: po drugi svetovni vojni so si domačini po odstranitvi obračalne rampe v velikem okroglem betonskem bazenu uredili kopališče. Po par desetletjih je bil bazen zasut z gradbenim materialom. Na njegovem mestu se sedaj nahaja športno igrišče, nanj pa še spominja lokalno ime Na bazenu.

Podbrdo – spodnji del

Če je srednji del Podbrda zaznamovala železnica, je spodnji del ob reki Bači zaznamovala gradnja italijanske vojske. Ob koncu prve svetovne vojne še neposeljen del

time because additional tracks were laid for military needs during WWI.
During the interwar period, rail traffic in Podbrdo was significantly reduced. Even so the Italians further enlarged the station building, renovating it and adding new buildings due to the numerous border corps. The standard concrete fence, found at all stations on the Italian railways, originates in that period. Besides the railway staff, Financial Guards, Carabinieri, customs officials, and members of the Fascist railway and Frontier Militia were also positioned at the station. Part of the building was dedicated to the Dopolavoro Fascist organisation, which was in charge of the political control of leisure and recreational activities for adults, and complemented the Fascist youth organisation, known as Balila, Free access to the station area was not possible. Next to the control bunker at the tunnel portal, the Italians also built a smaller bunker to

pod zaselkom Trtnik je vojska izkoristila za gradnjo vojašnice. V letih 1931–1933 so tam zgradili vojašnico Tarabocchia. Vojašnica je bila sprva namenjena stotniji alpincev, a so se v njej kmalu naselili tudi pripadniki drugih enot.
Vojašnica je zgrajena povsem na robu struge, do nje pa vodi most. Zaradi pomanjkanja prostora so morali posebej urediti strugo ter skoraj pol kilometra ceste skozi Podbrdo. Poslopje poveljstva je obzidano z rezanim kamnom, ki stavbi še daje prvotno podobo. Ker je italijanska vojska za transport oskrbe gorskih območij uporabljala predvsem mule, so nižje ob cesti zgradili še hleve. Vojašnica Tarrabochia je ena izmed redkih italijanskih vojašnic, ki je ohranjena v skoraj prvotni podobi. V njej je od leta 1955 delovala tekstilna tovarna Bača, ki je v šestdesetih letih svojega obstoja kompleks razširila zgolj z nekaterimi industrijskimi stavbami ter na mestu hleva zgradila skladišče.
S takšnimi industrijskimi projekti je povojna Jugoslavija želela pospešiti industrializacijo manjših krajev na podeželju. Podbrdu je prinesla večje število služb in poskrbela za povečanje števila prebivalstva, a na račun odseljevanja iz manjših zaselkov Baške doline. Nekdaj obdelane kmetijske in pašne površine, ki so s številnimi manjšimi zaselki sestavljale bogato kulturno zapuščino višinske kolonizacije, so danes že zaraščene z gozdom. S tem se je spremenila tudi socialna sestava prebivalstva. Število kmečkega prebivalstva je strmo upadalo, nastajajoč delavski razred pa je iskal naselitev v Podbrdu.
Kljub temu da je tovarna Bača preživela osamosvojitev Slovenije, spremembo

control access by road. Besides a weighing machine for rail carriages, the Italians also built a large turntable for locomotives because of Podbrdo's role as the terminus. After WWII, the locals made a swimming pool in its large round concrete basin. Several decades later the pool was filled with construction material. Today, a sports ground stands in its place, and the name "Na bazenu", meaning "at the pool", still reminds us of it.

Lower Podbrdo

If the central part of Podbrdo was marked by the railway, the lower part along the Bača river was marked by the construction projects of the Italian army. They built barracks below the hamlet of Trtnik, which was not yet inhabited at the end of WWI. Tarabocchia Barracks were built there during 1931-1933. They were originally intended for a company of the Alpini, but were soon also inhabited by members of other units.
The barracks are built at the very edge of the riverbed, and a bridge must be crossed to get there. Due to the lack of space, the riverbed and almost 0.5 km of the road through Podbrdo had to be particularly adjusted. The commander's building is enclosed with cut stone, keeping the original appearance of the building to this day. Because the Italian army mostly used mules to supply the mountain areas, stables were also built down the road. Tarabocchia is one of the few Italian barracks that has retained almost all of its original appearance. From 1955, the Bača Textile Factory operated in the building. During the sixty years of its existence, it enlarged the structure only with a couple of industrial buildings, and a warehouse was built where the stable once stood.
With this type of industrial project, post-war Yugoslavia tried to speed up the

političnega sistema in izgubo skupnega jugoslovanskega tržišča, pa ni uspela konkurirati globalnemu trgu in je z letom 2005 zaprla svoja vrata. S tem se je Podbrdo prvič po prihodu železnice, ki je prinesla stoletje gospodarske in prebivalstvene rasti, soočilo s pomanjkanja služb, upadom storitvenih dejavnosti in izseljevanjem mlajšega prebivalstva.

Mejne in vojaške službe na rapalski meji

Poveljstvo radiovezistov

Prvo novo stavbo je italijanska vojska namenila vojaškim radiovezistom. Brezžični sistem radijskih zvez na celotnem mejnem območju je vojska sicer vzpostavila šele v letih pred drugo svetovno vojno, sprva pa je bil namenjen le neposredni komunikaciji poveljstva v Podbrdu s poveljstvom XI. armadnega zbora v Vidmu. Modernizacija italijanske vojske je bila počasna, saj so radijske postaje na območju Podbrda leta 1940 imeli le na Možicu, Petrovem Brdu in Poreznu, vsaka pa je tehtala kar sto kilogramov.

Radiovezisti v Podbrdu so bili povezani s Kalom, Bačo pri Podbrdu, logističnim središčem Kovce, Vrhom Bače, vojašnico Slatnik, Možicem, Lajnarjem, Kupom, Petrovim Brdom in meddržavnim mejnim prehodom Petrovo Brdo. Tik pred vojno so zgradili tudi linije Rodica, Matajurski vrh, Črna Prst in Petrovo Brdo – Robarjev grič – Pohoški Kup – Porezen.

Kljub temu da fotofoniko pri Alpskem zidu največkrat omenjamo kot način komunikacije med posameznimi utrdbami, so v Podbrdu uporabljali optično komunikacijo tudi med Rodico in topniško

industrialisation of smaller towns in the countryside. It created more jobs in Podbrdo and an increase in population, but at a cost: people began to move out of the smaller hamlets in the Bača valley. The once cultivated agricultural and grazing lands, which represented a rich cultural heritage of highland colonisation with numerous hamlets, are already covered by forest today. Thus the social demographics also changed. The number of farmers has decreased significantly, and the evolving working class began to settle in Podbrdo.

Despite the fact that the Bača factory survived Slovenia's Independence, the change of the political system, and the loss of the common Yugoslav market, it was not able to compete on the global market and closed its doors in 2005. At that moment Podbrdo was faced with a lack of jobs, a decrease in services and the emigration of the younger population for the first time since the arrival of the railway, which brought a century of economic and demographic growth.

Border and Military Corps at the Rapallo Border

The Command of the Signal Unit

The first new building by the Italian army was intended for the Signal Unit. A wireless radio communication system for the entire border area was set up by the army only a couple of years before WWII, and it was originally intended for direct communication of the command in Podbrdo with the command of the XI Army Corps in Udine. The modernisation of the Italian army was slow, because in 1940 the only radio stations in the area of Podbrdo were on Možic, Petrovo Brdo and Porezen, and each weighed as much as one hundred kilograms.

baterijo na Kalarskem Brdu ter Lajnarjem in Petrovim Brdom.
Drugače kot z brezžičnim sistemom pa je bilo tedaj z omrežjem telefonskih in telegrafskih linij, ki je bilo že neprimerno bolje razvejano.

(Fašistična) mejna milica

Fašistični prevzem oblasti leta 1922 in njegovo prodiranje v vse obstoječe državne službe je prinesel spremembe tudi pri mejnem nadzoru. Fašistična stranka je sprva svoje člane pozvala, naj znotraj obstoječih državnih služb organizirajo oddelke, ki bi bili zvesti stranki in izvajali nadzor nad ostalimi. Dodatni zapleti in želja po samostojnem poveljevanju so leta 1925 privedli do ustanovitve Prostovoljne milice za narodno obrambo (MVSN). MVSN so sestavljale različne milice – tudi mejna milica (Milizia Confinaria). Njeni oddelki so želeli enake pristojnosti in naloge kot finančna straža, po letu 1925 so gradili svoje stražnice (casermette) ter jih umestili v prostor tako, da so izkoristili vrzeli med vojašnicami finančne straže. Organizacijsko so se zgledovali po Rimskem cesarstvu in uvedli njegovo izrazoslovje. Najmanjša enota je bila oddelek, več oddelkov je sestavljalo manipolo, nato centurio, kohorto ter legijo.
Zadnja reorganizacija je bila izvedena v letu 1939, ko je Podbrdo imelo lastno manipolo z oddelkom Petrovo Brdo. Stržišče je imelo svoj oddelek, ki je sodil v manipolo Rut, obe pa v centurijo Grahovo ob Bači in kohorto Tolmin, kjer je bilo takrat po novem poveljstvo legije za celotno rapalsko mejo.

Namestitev mejne milice

Kljub pomembnosti kraja Podbrdo v

The Signal Unit in Podbrdo was connected to Kal, Bača pri Podbrdu, the Kovce logistical centre, Vrh Bače, Slatnik barracks, Možic, Lajnar, Kup, Petrovo Brdo and the Petrovo Brdo international border crossing. Just before the war, the Rodica, Matajurski vrh, Črna prst and Petrovo Brdo-Robarjev grič-Pohoški Kup-Porezen lines were also set up.
Despite the fact that the "photophone" is mostly mentioned as a means of communication between individual fortifications of the Alpine Wall, optical communication was also used in Podbrdo between Rodica and the artillery battery on Kalarsko Brdo, Lajnar and Petrovo Brdo. Unlike the wireless system, the network of telephone and telegraph lines was significantly better developed at that time.

(Fascist) Frontier Militia

After the Fascist takeover of power in 1922 and its spread to all existing civil services, changes were also made to the border control. At first, the Fascist party urged its members to organize divisions within the existing civil services that would be loyal to the party and control the others. Additional complications and the desire for an independent command then led to the establishment of the Voluntary Militia for National Security (Milizia Volontaria per la Sicurezza Nazionale or MVSN, commonly called the Blackshirts) in 1925. Similarly to the Financial Guard and the Carabinieri, the MVSN was integrated into the army. The MVSN consisted of several special militias, including the Frontier Militia (Milizia Confinaria). Its squads wanted the same jurisdictions and tasks as the Financial Guard; after 1925, they built their own guardhouses (casermette) and positioned them in such a way that they filled the gaps between the

medvojnem času ni imelo svoje stavbe fašistične mejne milice. Zgradili so jo bližje meji, na Petrovem Brdu. Mejni miličniki, ki so bili del črnosrajčnikov, so v Podbrdu najemali prostore v župnišču, neposredno ob cerkvi sv. Nikolaja.

Kraljevi finančni stražniki

Finančni stražniki (Regia Guardia di Finanza – RGF) so preprečevali tihotapljenje blaga in ljudi čez mejo. Območje Podbrda je sodilo pod stotnijo finančne straže Gorica, ki se je dalje delila na tenenze (poveljeval jim je tenente oz. poročnik) Gorica, Tolmin in Podbrdo. Slednja je imela poveljstvo v Podbrdu, delila pa se je na brigade kot najmanjše enote. Te so bile v Stržišču, Bači pri Podbrdu, Podbrdu, Petrovem Brdu in Grahovem ob Bači.

Namestitev finančnikov stražnikov

Od vseh brigad sta z letom 1922 imeli zgrajeni vojašnici le tisti v Stržišču in Bači pri Podbrdu. Preostali finančni stražniki so najverjetneje najemali prostore v zasebnih hišah, kar je bila redna praksa finančne straže ter priložnost za dodaten zaslužek lokalnega prebivalstva.
Zraven šole v Podbrdu je bilo med prvo svetovno vojno postavljenih več lesenih barak za namestitev vojaštva. Te so izkoristili italijanski vojaki, ki so se v njih namestili novembra 1918. Zemljišče južno od šole je leta 1929 odkupila finančna straža in zgradila pritlično leseno stavbo, v kateri je imela poveljstvo. Od leta 1922 so imeli finančniki tudi vojašnico v Bači pri Podbrdu, od koder so skrbeli za maloobmejni prehod Vrh Bače.
Italija je leta 1941, še pred napadom na Jugoslavijo, na mestu prejšnje lesene stavbe

Financial Guard barracks. In terms of organisation, the MVSN imitated the Roman Empire and introduced its terminology. The smallest unit was a detachment, several detachments formed a manipolo (maniple/platoon), then a centuria (centuria/company), a coorte (cohort/battalion) and a legione (legion/regiment).
The last reorganisation took place in 1939, when Podbrdo had its own manipolo with the Petrovo Brdo detachment. Stržišče had its own detachment, controlled by the Rut manipolo, both controlled by the Grahovo ob Bači centuria and the Tolmin coorte where the new command of the legion for the entire Rapallo border was located at that time.

Stationing of the Frontier Militia

Despite its importance, Podbrdo did not have its own Fascist Frontier Militia building during the interwar period. It was built closer to the border, on Petrovo Brdo. The Frontier Militia, part of the Blackshirts, rented space in the rectory next to the Church of St Nicholas in Podbrdo .

Royal Financial Guard

Regia guardia di finanza – RGF or the Financial Guard prevented the smuggling of goods and people across the border. The Podbrdo area was part of the Gorizia Financial Guard Company which was divided into Gorizia, Tolmin and Podbrdo ˝tenenze˝ (commanded by the tenente or Lieutenant). The Podbrdo tenenza was headquartered in Podbrdo and further divided into detachments as the smallest unit. These were located in Stržišče, Bača pri Podbrdu, Podbrdo, Petrovo Brdo and Grahovo ob Bači.

zgradila tudi eno tedaj najsodobnejših vojašnic finančne straže. Poimenovali so jo po padlem finančniku Raffaellu Diversi. Po vojni so v tej vojašnici uredili dom upokojencev. Leta 1980 so zgradbo popolnoma podrli. Na njenem mestu in mestu šole danes stoji Dom starejših občanov.

Kraljevi orožniki

Kraljevi orožniki (Corpo Carabinieri Reali – CCRR) so v času rapalske meje nadzorovali izdajanje potnih listin, dovoljenj za prehod meje, maloobmejnih izkaznic in kontrolo osebnih dokumentov na mednarodnih mejnih prehodih. Finančniki so vzporedno z njimi preprečevali tihotapljenje blaga in ljudi preko mejne črte. Tako orožniki kot finančniki so bili civilisti, zaposleni v kraljevi vojski ter so bili zavezani vojaški hierarhiji in imeli predpisan način obnašanja.

Namestitev kraljevih orožnikov

Leta 1930 so pod železniško postajo zgradili večjo stavbo, v katero so namestili službi orožnikov in javne varnosti (kvestura). Slednja je bila predhodnica današnje italijanske policije. V kleti stavbe so bile zaporniške celice, ki so bile pred in v času druge svetovne vojne namenjene tudi zapiranju domačinov, ki jih je fašistična oblast zaradi njihovega domoljubja od tu pošiljala v kazensko konfinacijo. Konfinacija je bila prisilna preselitev v druge kraje Italije, kjer so bili ljudje po več let odrezani od lokalnega okolja ter tako za oblast neškodljivi.
Stavbo orožnikov so po drugi svetovni vojni preuredili v večstanovanjsko bivalno hišo, ki ima še vedno prvotno podobo.

Stationing of the Financial Guard

As of 1922, only the detachments in Stržišče and Bača pri Podbrdu had their own barracks. The remainder of the Financial Guard probably rented spaces in private houses, which was standard practice in the Financial Guard and enabled local residents to earn extra money. During WWI several wooden barracks were built next to the school in Podbrdo. Italian soldiers used these as their lodgings from November 1918. In 1929 the Financial Guard bought the property south of the school and constructed a one-storey wooden building, which they then used as their headquarters. After 1922 the Financial Guard also had barracks in Bača pri Podbrdu, from where they controlled the local border crossing, Vrh Bače. Before the attack on Yugoslavia in 1941, Italy built one of the most advanced barracks of the Financial Guard up to that date on the property of the previous wooden building. They named it after a fallen member of the Financial Guard, Rafaello Diversi.
After the war the barracks was redesigned as a retirement home. In 1980 the building was completely demolished. A nursing home was built in its place and the place of the school, which stands there to this day.

Gendarmerie

Corpo carabinieri reali – CCRR or the Royal Carabineers Corps, also known as the Gendarmerie and Carabinieri, controlled the issuing of passports, border crossing permits and local crossing cards, as well as checking personal documents at the international border crossing points during the Rapallo border period. In parallel with them, the Financial Guard prevented smuggling of goods and people across the border. The Gendarmerie and the Financial Guard were civilians in the

Italijanska kraljeva vojska

Italijanska kraljeva vojska (Regio Esercito) je od prihoda na naše ozemlje novembra 1918 do sredine leta 1921 vzdrževala bojno moč enot, ki so živele raztresene po hišah, državnih zgradbah in začasnih naseljih ob demarkacijski črti. Vojašnica je bila le v Tolminu, kjer so že pred letom 1921 obnovili staro avstrijsko kasarno.

Z ureditvijo mejnega vprašanja in povojno demobilizacijo je število vojaštva v Podbrdu zelo upadlo. Za obrambo Italije v času miru je bil pristojen korpus alpincev, kar je spričo gorskega terena razumljivo. Leta 1921 so zato v Tolminu ustanovili 9. polk alpincev. V njem so vojaško obveznost služili tudi številni Slovenci.

Leta 1927 je Podbrdo postalo del XI. armadnega zbora s sedežem v Vidmu. Poleg alpincev sta bili na tem območju nameščeni tudi dve vojaški diviziji Re in Isonzo. Obe sta danes znani po tem, da sta v času druge svetovne vojne nadzorovali okupirano ozemlje Ljubljanske pokrajine.

Med letom 1931, ko je Italija začela graditi obrambni sistem Alpskega zidu, in letom 1936, ko so prve utrdbe Alpskega zidu prešle v uporabo, se je pokazala potreba po dodatnem vojaštvu, ki bi v utrdbah nadomestilo alpince in prevzelo upravljanje obrambnega sistema. Nastajanje novega korpusa mejne straže (*Guardia alla Frontiera – GAF*) je bil proces, ki se je zaključil leta 1937, ko je postal GAF samostojni vojaški korpus, enak alpincem.

Vanj so vključili pehotne, topniške in inženirske enote. Ker je obrambni pas potekal v gorskem okolju, so vanj želeli novačiti predvsem nabornike iz krajev v Alpah. Nasprotovanja alpincev so pripeljala

service of the royal army, and had to observe the military hierarchy, as well as the prescribed code of conduct.

Stationing of the Gendarmerie

In 1930 a larger building was constructed below the train station for the Gendarmerie and the Public Security Offices (questura). The Public Security Offices were a predecessor of today's Italian police. Prison cells were located in the building's basement, which were, among other things, used for the imprisonment of local residents in interwar period and especially during WWII. Due to their patriotism they were sent to prison confinement by the Fascist authority; confinement was an involuntary resettlement in other parts of Italy where people were cut from their local environment for several years, thus rendering them harmless to the authorities.

After WWII the Gendarmerie building was redesigned as an apartment building, retaining its original image to this day.

Royal Italian Army

From its arrival in November 1918 until the middle of 1921, the Regio Esercito or the Royal Italian Army maintained the power of the military units which were scattered among the houses, state buildings and temporary lodgings along the demarcation line. The only barracks was located in Tolmin, where they renovated an old Austrian casern even before 1921.

The number of military forces in Podbrdo decreased drastically with the final settlement of the border issue and demobilization after the war. In peacetime the Alpini managed the Italian defence, which is understandable due to the mountainous terrain. In 1921 the 9th Alpini Regiment was founded in Tolmin. Numerous Slovenes were called to serve in it as

do tega, da so pri mejni straži vojaški rok služili predvsem obvezniki z Apeninov in ostalih goratih območij Italije. Podobnost pripadnikov enot GAF z alpinci je bila tudi pri uniformi. Značilni klobuk alpincev s peresom so »gafovci« prevzeli v svoji različici brez peresa ter zaradi tega pridobili vzdevek »vdove«.

Namestitev vojaštva

Pred napadom na Jugoslavijo leta 1941 so bile enote GAF v gorati okolici nad Podbrdom nameščene v kar desetih vojašnicah ter upravljale z osmimi obrambnimi skupinami utrdb, dvema gorskima žičnicama in baterijo topništva.



Slika 14: Uničen mejnik rapalske meje danes. Foto: Grega Žorž
Photo 14: A destroyed Rapallo border stone. Photo: Grega Žorž

military conscripts.
In 1927 Podbrdo became part of the 11th Army corps with headquarters in Udine. Besides the Alpini, two infantry divisions were also stationed in this area, Re and Isonzo. Today they are both known as the occupying authorities of the Ljubljana region during WWII.
Between 1931, when Italy began to build the Alpine wall defence system, and 1936, when the first Alpine wall fortifications began to be used, a need for additional military forces emerged that would replace the Alpini and take over the management of the defence system. The establishment of the new border guard corps (Guardia alla Frontiera – GAF) was a process that ended in 1937, when the GAF became an independent corps, equal to the Alpini.
It included infantry, artillery and engineering units. Since the defence belt was located in the mountain area, they began drafting conscripts particularly from the towns in the Alps. The objections of the Alpini meant that conscripts primarily from the Apennines and other Italian mountain areas carried out their compulsory military service in the border guard. The GAF border guard and the Alpini were also similar in their uniforms. The characteristic hat of the Alpini with a feather was emulated by the GAF guard in their own version without the feather, which earned them the nickname ˝widows˝.

Stationing of the Military

Before the invasion of Yugoslavia in 1941 the GAF units were stationed in the mountainous area above Podbrdo in as many as ten barracks, and they commanded eight defence groups of fortifications, two ropeways and one artillery battery.

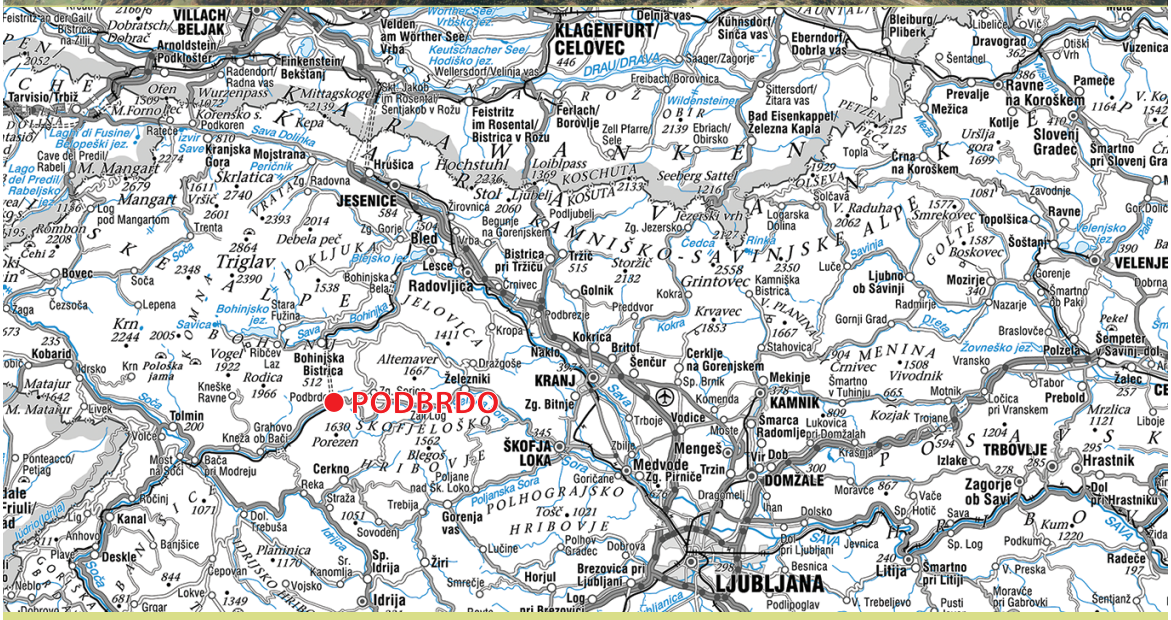
Pričujoči vodnik po zgodovini Podbrda, s poudarkom na prvi polovici 20. stoletja, priča o dinamičnem času gospodarskega razvoja, ki je z gradnjo cest in železnice naš kraj postavil na zemljevid Evrope, a hkrati prinesel tudi okupacijo in razmejitev, ki je Podbrdo dodelila Italiji. S tem so bile pretrgane tisočletne vezi prebivalcev ob obeh straneh nove rapalske meje, naš kraj pa je prvič v zgodovini prišel pod oblast nam tuje države. Skoraj tri desetletja dolgo obdobje vladavine Italije zaznamujejo številni ostanki obmejnih in vojaških gradenj ter še vedno živ spomin na potujčevanje, razvrednotenje pravic, zaničevanje manjšine in fašizem. Ni bilo dovolj spremeniti zgolj imen domačinov, tudi naš kraj je moral dobiti povsem novo, nam neznano ime. V grenak opomin ga še vedno prebiramo v tuji literaturi, kjer lahko zgolj v opombah preberemo »danes Podbrdo«, kot da ga ne bi tako imenovali že stoletja.
V zgibanki, vodniku in spletnih vsebinah smo pripravili širok nabor vsebin in opisov lokacij, ki obiskovalca popeljejo skozi prelomne dogodke našega kraja, vse od nastanka do ponovne vrnitve k matični domovini po drugi svetovni vojni. Življenje v naših krajih je bilo vedno trdo in težko, a vendar smo obstali in preko naše naravne in kulturne dediščine predstavljamo svojo zgodbo.

Jožef Dakskobler,
TD Podbrdo

This guide to the history of Podbrdo, with its emphasis on the first half of the 20th century, is a demonstration of a dynamic period of economic development which, thanks to the construction of the roads and railway, put our area on the map of Europe, although at the same time it also brought occupation and delimitation, with Podbrdo falling under Italian rule. This is the reason why the millennial ties of the inhabitants along both sides of the new Rapallo border were broken, and Podbrdo for the first time in history fell under the authority of a foreign country. Italy's almost three-decade-long rule in this area is marked by numerous remains of frontier and military constructions, and a still-living memory of denationalization, devaluation of rights, contempt of minorities, and fascism. It was not enough to only change the names of the locals; our settlement had to get an entirely new name, foreign to us. As a bitter reminder, it can still be found in foreign literature, where we can read "today's Podbrdo" in the footnotes, as if it had not already been called by this name for centuries.
This leaflet, the guide and the website include a wide collection of content and location descriptions that take the visitor through key events in Podbrdo's history, ranging from its establishment to its return to its homeland after WWII. Life in this area has always been rough and tough, but we continue to exist and to tell our story through our natural and cultural heritage.

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