

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

785017

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10000/109/1477

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10000/109/1447

GS INSTNS, NO. 2 DISTRICT
FEB. 1944

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CONFIDENTIAL

By 2 District CL
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10 Feb 44

ALL RAIL STAFF INSTRUCTION NO 6

TRAIN GUARDS

1 The guarding of pilferable stores in transit remains a serious commitment, and, as far as resources permit, area commands will continue to meet demands from movements for train gds.

2 It remains the responsibility of movement control to notify the area HQ concerned when pilferable stores are in transit and to give as full details as possible of date and time of start, final destination, and approximate length of time the gds will be in transit.

3 Further guards are found or lost remain the responsibility of area commands. The following is the recommended order of priorities for the finding of gds:-

Class I

W.P.I stores
Guns in open trucks
Ord Clothing, in open or even sealed trucks
Mail
J.V.'s, owing to their pilferable fittings
Small arms

Class II

Unit stores, which should normally be guarded by unit's own personnel
Guns in sealed trucks
Tires

Class III

General control
Anything light in open trucks

Sealed trucks will not require to be guarded except classifications shown above.

4 The size of the gds depends upon the size and character of the movement. Generally will be 1/100 ton 6 ft. (at present shortage of type may necessitate a reduction of this figure).

5 Attached at appx 1 is a specimen copy of orders which are being issued by HQ's through movement channels.

6 Attached at appx 2 is a specimen copy of orders for train gds which will be issued by HQ's to train gds commands at the point of departure. These orders are now being distributed through movement channels.

7 The above orders are now being distributed in type. The matter of train gds is being raised at the District Command conference, and area commands are then requested to make any suggestions which they may have as to amendment or improvement of these orders as it is intended to print them shortly.

7. Whether guards are found or not, the responsibility of area guards, following in the recommended order of priority for the finding of goods:-

Class I

Waste stores
Supplies in open trucks
Open clothing, in open or even sealed trucks
Mail
CP's, owing to their pilferable fittings
Ball bags

Class II

Unit stores, which should normally be guarded by unit's own personnel
Supplies in sealed trucks
Tires

Class III

Canned petrol
Anything light in open trucks

Sealed trucks will not require to be guarded except classifications shown above.

4. The size of the ad depends upon the size and character of the reduction of this figure). (at present shortage of the way necessitate a

5. Attached at annex is a specimen copy of orders which are being issued to HVO's through movement channels.

6. Attached at annex B is a specimen copy of orders for train goods which will be issued by HVO's to train goods at the point of departure. These orders are being distributed through movement channels.

7. The above orders are now being distributed in type. The matter of goods is being raised at the District Goods conference, and area goods are then requested to make any suggestions which they may have as to improvement of these orders as it is intended to print them when finally agreed.

8. Services of HVO 2 District will ensure that reports and installations of their service which are for inclusion in the distribution list of this instruction are included in these reports.

Lieutenant Colonel,
General Staff.

[Handwritten signature]

TRAIN GUARD - INSTRUCTIONS FOR R.R. CO.

TRAIN GUARD

1. When a train yard is mounted on wagon or a complete train from your station, the guard order will report to you for orders.
2. You will check that he has adequate rations for the journey, and show him the wagon he is to guard, and his accommodation.
3. You will hand him a Train Guard Sheet in duplicate (see specimen attached), and keep one copy yourself, which he will sign.
4. You will make certain that he understands the duties on the train guard sheet, and that he has a copy of 'Orders for Grain Guards' (see attached).

GUARDS IN TRANSIT

5. When a train or wagon arrives at your station with an armed military guard, the guard order will have orders to report to you on arrival.
6. If the traffic is in transit, you will find out when it can continue its journey, and, if time allows, arrange with the guard order for the guard to go to the Transit Camp in relays to get a hot meal. If no Transit Camp is available you will arrange with your Sub-area Comdr or local C.O. Troops to give such facilities at the nearest convenient O's mess.
7. If transit time at your station is too short for notice as in para 6, you will arrange to give the guard order facilities for making tea for his men (a petrol can in a sheltered place is all that is required).

DISMOUNTING GUARDS

8. If the traffic terminates at your station, the guard order will have instructions not to dismount his guard until instructed to do so by you.
9. If your yard is already under general guard, you will dismount the guard at once, and point the wagon out to the station guard for special attention.
10. If your yard is not already guarded, you will not dismount the guard until the wagons are handed over to the consignee.
11. When you dismount the guard, you will sign one of the guard order's copies of Train Guard Sheet and return it to him as a receipt, certifying that the consignment of wagons has been received without visible sign of pilferage.
12. If there are visible signs of pilferage (e.g. seals broken or cases opened) you will endorse on the back of both copies of the Train Guard Sheet a short description of the damage or loss, signed with the guard order, and both you and he will sign both copies. This statement will then be incorporated as evidence in your pilferage report.

4. You will also certify that he understands the duties on the train guard sheet, and that he has a copy of 'Orders for Train Guards' (see attached).

GUARD IN TRANSIT

5. When a train or wagon arrives at your station with an Allied Military Guard, the guard commander will have orders to report to you on arrival.
6. If the traffic is in transit, you will find out when it can continue its journey, and, if time allows, arrange with the guard commander for the guard to go to the Transit Camp in relays as set a last year. If no Transit Camp is available you will arrange with your Sub-area Commander or local C.C. troops to give such facilities at the nearest convenient O.C. mess.
7. If transit time at your station is too short for action as in para 6, you will arrange to give the guard commander facilities for making tea for his men (a patrol can in a sheltered place in all that is required).

DISMOUNTING TRAINS

8. If the traffic terminates at your station, the guard commander will have instructions not to dismount his guard until instructed to do so by you.
9. If your yard is already under general guard, you will dismount the 5274 guard at once, and point the wagons out to the station guard for special attention.
10. If your yard is not already guarded, you will not dismount the guard until the wagons are handed over to the consignee.
11. When you dismount the guard, you will sign one of the guard commander's copies of Train Guard Sheet and return it to him as a receipt, certifying that the consignment of wagons has been received without visible sign of pilferage.
12. If there are visible signs of pilferage (e.g. seals broken or cases opened) you will endorse on the back of both copies of the Train Guard Sheet a short description of the damage or loss, agreed with the guard commander, and both you and he will sign both copies. This statement will then be incorporated as evidence in your pilferage report.
13. Your copies of Train Guard Sheet will be filed for reference in into order on two files, originating and receipted Train Guard Sheets, and will be available to the S.I.D. or any other authorized person who wishes to investigate any cases of pilferage.

ORDERS FOR TRAIN BLINDS.

1. REPORTING.

The Guard Commander will report to the HTO before mounting.

2. TRAIN CHASE PROCEDURES.

The HTO will give him 3 copies of Train Guard Sheets, showing what wagons are to be guarded and where and to whom they are to be delivered. The triplicate to HTO will be signed by the Guard Commander and returned to the Headquarters HTO as a receipt for the sheets.

3. TRAIN IN LINE IN TRAINING.

One sentry will be posted to watch the left side and on the right side of the train so that when it runs slowly anyone attempting to board will be seen. Any unauthorized person seen to board the train will be put under arrest when the train stops and handed over to the HTO at the first station reached. If this can be apprehended in any other way, guards are authorized to shoot.

Guard Commander will report to HTO at any major stop in transit.

4. TRAIN WHEN IN LINE IN TRAINING.

The guard will patrol the train on either side and will prevent anyone from boarding or alighting with the train. The guard will give, however, instructions with the railway personnel in the execution of their duty, which consists of ensuring the train is kept on rails, the safety of the load to travel, and of uncoupling and coupling wagons, but gives no right to open locked wagons and moving their contents. A close watch should however be kept against persons by railway personnel. Railway employees are in possession of special passes, and in case of difficulty can be identified by the HTO or the HTO Staff.

5. TRAINING.

The HTO will be responsible for the training of the guard in the use of the train and in the use of the train.

6. TRAINING.

On arrival at destination the Guard Commander will hand the two copies of the train guard sheets to the HTO, who will retain one and sign the other as a return to the Guard Commander as a receipt. In the case of any incident on the train, the HTO or the HTO Staff will be observed on arrival. HTO and Guard Commander will undertake an agreed statement on both copies of the Train Guard Sheet.

7. TRAINING.

The Guard Commander will transmit the Guard only on orders from the HTO at destination.

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Two sentry will be posted to watch the left side and one the right side of the train so that when it runs slowly anyone attempting to board will be seen. Any unauthorized person so seen to board the train will be put under arrest when the train stops and handed over to the FTO at the first station reached. If children cannot be apprehended in any other way, guards are authorized to shoot.

Guard Comdr will report to FTO at any major stop in transit.

FOOTNOTES

The guard will patrol the train on either side and will prevent anyone from boarding or departing with the train. The guard will, however, interfere with the railway personnel in the execution of their duty, which consists of checking the train numbers and labels, the safety of the load to travel, and of uncoupling and coupling engines, but gives no right to open locked weapons and examine their contents. A close watch should however be kept against pilferage by railway personnel. Railway employees are in possession of special passes, and in case of difficulty can be identified by the FTO or his staff.

FOOTNOTES

There will be no smoking or use of petrol or ammunition trains. Carried will be responsible for enforcing this order.

FOOTNOTES

On arrival at destination the Guard Comdr will hand the two copies of the Train Guard Sheet to the FTO, who will retain one and sign the other in relation to the Guard Comdr as a receipt. In the case of any incident on board, or any change or pilferage observed on arrival, FTO and Guard Comdr will endorse an agreed statement on both copies of the Train Guard Sheet.

7. IF SOLICITING THE FTO

The Guard Comdr will transmit the Guard only on orders from the FTO at destination.

8. RETURNING AND ACKNOWLEDGMENT

The FTO has instructions, after the guard has disembarked, to arrange for a hot meal at the nearest Transit Camp (or a night's accommodation if the journey has exceeded 8 hours), and earliest return by train thereafter.

9. RETURN TO BASE

The Guard Comdr will ensure as far as lies in his power that he and his guard return to barracks as soon as possible after disembarking.

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TRAIN GUARD SHEET

ORIGINATING STATION.....

SERIAL NO.....

TRAIN NO.	DATE	WAGON NOS	CONTENTS	DISTINATION

Signed.....

R.T.O.....

To be recd at destination.

Wagons received without visible signs of pilferage.

Idet :-
COPY NO:

Signed.....

R.T.O.....

- 1. Despatching R.T.O.
- 2. Train Guard.
- 3. R.T.O. at Destination.

TRAIN GUARD SHEET

ORIGINATING STATION.....

SERIAL NO.....

5272

TRAIN NO.	DATE	WAGON NOS	CONTENTS	DISTINATION

R.T.O.

to be reaccepted at destination.

7. Tablets received without visible signs of pillage.

10

Copy Note:

1. Despatching P.T.O.
2. Train Guard.
3. P.T.O. at Destination.

Slated.....

27.0.....

TRAFFIC GUARDED

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STREET NO. ON TVT

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TRAIN NO. DATE	WAGON NOS	CONTENTS	DESTINATION

Stigund.....

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To be reaccepted at destination.

Wagons received without visible signs of pilferage.

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Copy Nos:

1. Despatching H.T.O.
2. Train Guard.
3. S.T.O. at Destination.

Signatures

E. coli

