

Declassified E.O. 12356 Section 3.3/NND No. 785020

Acc

10000 | 120 | 692

Declassified E.O. 12356 Section 3.3/NND No. 785020

10000 | 120 | 692

3 DLO/4 GUARDS

Oct. . Nov 1945

Tel Home 878000 x 878709.

 $\approx 7/10\%$.

FROM: HQ Train Guard Control, Italy.
TO: CINCPAC HONO 1510 NOV 1945
SUBJ: 55

1945

4

401

WOL 1000 hrs 29 Nov 45 to Train Guard Control, Italy closes at present location and re-opens same time and date at :-

46 Via Della Vittoria 08045, ROME
(060 Piazza Venezia).
AP: Italy 1/12-90 768683.

IP: 161.1/12-00 738669.

Telephone No: FO-T 86062.

and remains under op command HQ 2 AA Bde.

Figure 1

Cond. 40 Train Guard Control.

DISTRIBUTION.

HQ 2 AA Bde
1 AAA Regt RA.
51 AAA Regt RA.
55 AAA Regt RA.
30 AAA Regt RA.
53 AAA Regt RA.
47 AAA Co. B.
30 Som LI
0 Cn Coy
A Sec (Phys) S.I.E., CTP.
30 13 Corps
HQ 2 District
HQ 3 District
HQ R.A.A.C.
HQ 52 Area
HQ 54 Area
HQ 55 Area
HQ 56 Area
HQ 59 Area
HQ 61 Area
HQ 66 Army Area
HQ 217 Area
HQ 218 Special Area

1	Nov 6	TH A.P.H.Q.
1	1	Anty Sec A.P.H.Q.
1	1	Tro (Pr) A.P.H.Q.
1	1	Postal A.P.H.Q.
1	1	TH (Pr) A.P.H.Q.
1	1	DPRS
1	1	DD. En. Plvs (Pr)
1	1	Nov Rear 15 Corps
1	1	Nov North Italy
4	4	Nov DRINK
1	1	Nov TRIESON
1	1	Nov VENICE
1	1	Nov MILAN
1	1	Nov VERONA
1	1	Nov BOLOGNA
1	1	Nov RIVINI
1	1	Nov ANCONA
1	1	Nov ROME
1	1	Nov NAPLES
1	1	Nov BARI
1	1	Nov TARANTO
1	1	Nov VTA

259

Only Anti-Trust Control Committee
Joint Railway Control MAPES



Train Control.
Train Control.

DISTRIBUTION.

.....

269

250

27

MESSAGE FORM

FROM DISTANCE

27 A

Action

MMIA LO

28 NOV 1945 194

54 AREA 56 AREA

TO

Info

HQ 3 District.

MOV NAPLES MOV BARI

SD 123 (.) RESTRICTED (.) Further to this HQ GS 116 of 27 Nov NOT to all
(.) first (.) rd party 2 CAMP bde moves from present locn to under cond 54 AREA
for gd notice as follows (.) read A unit B str personnel/vehs C date of move
D present locn E destination (.)
A 6 bn B 600/45 C 30 Nov D S. BENEVENTO E BARI
A 5 bn B 100/45 C 2 Dec D GROTTAMARE E MONOPOLI
A HQ 2 CAMP bde B 130/65 C 2 Dec D GROTTAMARE E BARI
A 4 bn B 100/48 C 4 Dec D GROTTAMARE E BITONTO
second (.) balance 2 CAMP bde moves approx 8 Dec by rail to BARI area (.)
third (.) on arrival BARI 6 bn will relieve 13 and 22 LAA regts RA (.) fourth
(.) on relief 13 and 22 LAA regts will move forthwith under arrangements MOV
BARI to relieve 501 Inf gd bn in NAPLES (.) fifth (.) for 56 AREA (.)
on relief 504 Inf gd bn reports to under cond ITALIAN MINISTRY of WAR (.)
completion reports of reliefs will be signalled to this HQ

This message may be sent
as written by any means
Excl WIRELESS

Followed by

Copy to 1-A : 1 : MMIA LO : 1 : HQ 227 DIV : C(ops)

600

ITALIAN LO HQ 3 DISTRICT

8/ILO/114

26 Nov 45

Subject:- TREBISACCE Staging Area.

G (SD)

MMIA LO

MMIA LO
26 NOV 1945
File <u>4</u>
HQ 3 DISTRICT

Further my 8/ILO/114 dated 8 Nov 45.

Catanzaro Engr Sec of the Mil Territorial HQ
NAPLES report that the Staging Area at TREBI-
SACCE is no longer used by Allies.

As this duty has been established by HQ 3 Distr
with adm instr No 11, would you please consider
the possibility of abolishing the gd duty in
its respect.

The above provision is requested with the aim
to save personnel, who probably is no longer
required, and to make available huts there ~~XXXX~~
existing.

AU/AU

(M.A. ZIZZO) Lt Col
Chief ITALIAN LO

258

241593
MEDY V MURU NR 24/433/4 IMMEDIATE

DVR1-2

FROM 61 AREA 241810 A

TO DISTHREE - MMIALO ATT DISTHREE

INFO DISTWO - 218 SPECIAL AREA - NOV ANCONA - 15 TOWN MAJOR -

234 TOWN MAJOR - HQ TRAIN GD CONTROL ITALIAN GD BN -

55 HAA REGT

BT

3000/G . CONFIRMS CONVERSATION G II SD DISTHREE DURING 61 AREA

24 NOV . REF DISTHREE SD 58 OF 22 DISTWO SD 1/2681 OF 21 AND GH

SIG FX52776 OF 11 ALL SUBJECT CONC 507 ITALIAN GD BN .

IS NOT POSSIBLE ACCOMMODATE MORE TPS AT FALCONARA WHERE HQ AND 1

COY 507 BN LOCATED PROPOSE THAT BN SHOULD CONC IN HUTTED CAMP FORMERLY

OCCUPIED BY 11 IND RFT CAMP AT PINOCCHIO NEAR ANCONA S/507

PENDING SELECTION PERMANENT ACCN BY EMIA . AS HUTTED CAMP SCHEDULED

FOR DISMANLEMENT EARLY 1946 LOCN MUST BE REGARDED AS TEMPORARY ACCN .

HQ 507 BN INFORM THIS HQ THAT UNDER AUTHY COMANDO MILITARE

FERRITORIALE DI BOLOGNA LETTER OF 20 NOV INTENTION IS MOVE BN

SOONEST TO MODENA NOT REPEAT NOT ANCONA AS SHOWN IN GH SIG .

ITALIAN MINISRY OF WAR SIGNAL 18552/ORD OF 15 NOV REFERS .

507 BN REQUESTS ~~THREE~~ THEREFORE THAT 3 AND 4 COYS REMAIN AT FORLI

AND RIMINI PENDING MOVE OF REMAINDER TO MODENA . PENDING DECISION

WILL ARRANGE TO CONC BN HQ AND TWO LOCAL COYS AT PINOCCHIO .

REQUEST YOUR CONFIRMATION OF THESE ARRANGEMENTS

BT

SENT JM B K

RD NR 433/4 21XX 2010 NI AR K

GENERAL 257

26 NOV 1945

L

FROM DISTRICT

Action

TO

54 ABNA

Info

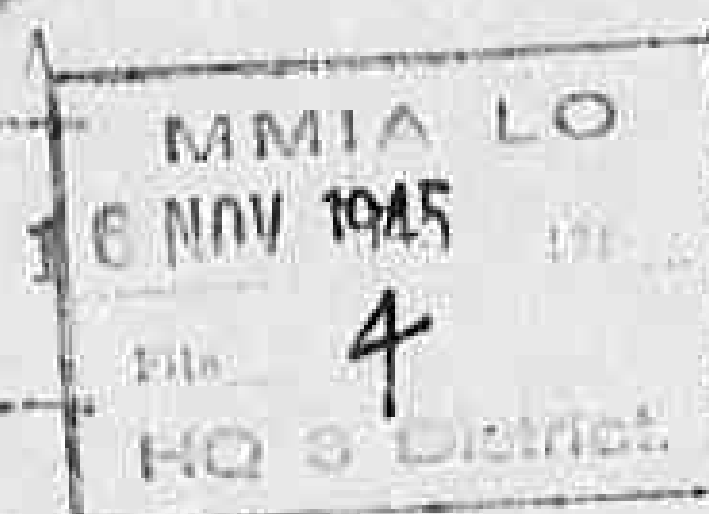
DISTWO MOV BARI NORTHMOVES

NO 5 (.) UNCLASSIFIED (.) ref CHQ CMF C 37947 of 15 nov (.) 514 LTI gd in str personnel 600 stores 40 tons will move period 19-25 nov by rail under arrangements MOV BARI from BARI to VERONA (.) on arrival remains under cond ITALIAN ministry of war

This message may be sent
as written by any means
incl WIRELESS

Sgds.....

Copy To: Q : MMIA LO : ILO



COMANDO DELLA 227^a DIVISIONE
- S.M. - Gen. Servini -

23

N° 02/5680/Ord. di prot.

Cava dei Tirreni, li 13 novembre 1945

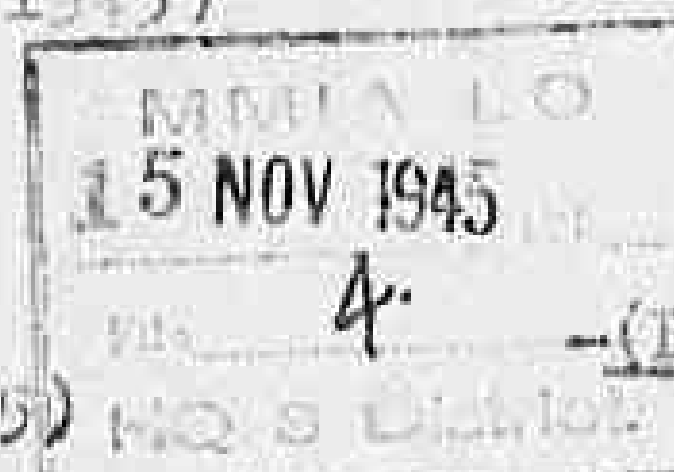
O G G E T T O: Assegnazione autovettura per 510 Battaglione Guardia.

AL COMANDO 711 (512 5184) RASGRUPPAMENTO
(seguito foglio 02/4983/Ord. del 9/11/1945)

B A R I

e, per conoscenza:

AL COMANDO STACCATO 27^a DIVISIONE
(seguito f° 02/4983/Ord. del 9/11/1945)



ALL'UFFICIO COLLEGAMENTO M.M.I.A.-3° DISTRICT
(seguito f° 02/4983/Ord. del 9/11/1945)

G.M.F.

Lo Stato Maggiore Regio Esercito con foglio
A6/1288/Serv. dell'8/11/1945 ha comunicato di aver
assegnato al 510 Battaglione Guardia una autovet-
tura da ritirare dal 1° Parco Veicoli Efficienti di
Roma.

Con l'assegnazione di tale autovettura van-
gono a cessare i motivi lamentati dal Comandante del
Battaglione con la sua lettera n. 699/Mtr/Comm. del
26/10/1945.

Questo Comando desidera conoscere la data in
cui verrà ritirata l'autovettura.

d'ordine
IL CAPO DI STATO MAGGIORE
(Magg. Ugo Scotto Lavina)



255

ARMY FORM C 2136 (Large)

MESSAGE FORM

Register No.

19

Call

Srl. No.

Priority

Transmission Instructions

evl 2

22

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM

(A)

510

IT. GD.

BU.

BA RI

Originator.

Date-Time of Origin.

13/11/45

For Action.

E. Q. TRAIN GUARD CONTROL ITALY

TO

(W) For Information (INFO)

M. N. I. A. 3 DISTRICT A

Message Instructions.

GR

divis

Originator's No.

124 riservato data 12 novembre riferimento T.G. 250 RESTRICTED

comunico quarta compagnia 510 brig. Pescara forse ufficiali 5 truppe

160 viaggio Pescara Bari bagaglio quintali 150 oltre autocarro quina

tali 35 necessitano 7 carri chinesi at un carro aperto

600

Originator's No.

124 riservato data 12 novembre riferimento T.G. 250 RESTRICTED

comunica quarta compagnia 510 atq. Pescara forse ufficiali 5 truppe

160 viaggio Pescara Bari bagaglio quintali 150 oltre autocarro quinte

tali 35 necessitano 7 carri chinesi at un carro aperto

254

This message may be sent
AS WRITTEN by any means
except

WIRELESS.

Signed.

If liable to be intercepted or to fall
into enemy hands this message must
be sent IN CIPHER.

Signed.

Originator's Instructions:
Degree of Priority.

Time System Op

THI or TOR

131040Z

Time Cleared

EDY V LROP NR 1983 QVZ2

FROM MNIA 141000A

TO MINISTRY OF WAR

INFO DISTRICT FOR MNIA LO

MNIA LO MILAN 217 AREA FOR MNIA LO 54 AREA FOR MNIA LO

SD3054 RESTRICTED

ONE. 4 COY501 ✓ QD BN 507 510 ✓ AND 525 ✓ *used Rpt.* COYNS WILL BE RELIEVED
OF ALL TRAIN GUARD COMMITMENTS BY 21 NOV 45 ON WHICH DATE THEY WILL
PASS TO YOUR COMMAND.

THE . WHEN RELIEVED COMPANIES WILL CONCENTRATE WITH PARENT UNIT AT
PRESENT LOCATIONS OF MN HQ'S. COMPANIES WILL MOVE IN PERIOD 15-25 NOV
UNDER ARRANGEMENTS TO BE MADE BY DISTRICTS AND AREAS CONCERNED.

THREE. MNIA LO DISTRICT TO CONFIRM DESTINATION FOR COY5 OF 525 CO BN
WITH MAPLES TERR HQ.

YMI 141715

SENT NR 1983 141000A EGP AR X

AL 1983

6 11 0000

1985

253

5 NOV 1945 LO

File 4 15 NOV 1945 149532
HQ 3 District.

MN, A LO

21

see serial 17.

MEY V LROP NR 1943 QVRS

FROM MMIA 141515

TO MINISTRY OF WAR

INFO MMIA LG MILAN

DISTRESS FOR MMIA LG

MMIA LG C/O 54 AREA

52 SUB- AREA FOR MMIA LG

SD3253 RESTRICTED

~~514~~ 514 GD BR PASSED TO YOUR COMMAND SEP 13 NOV 45. PLEASE CONFIRM
ACCN EXISTS AT VERONA FOR THIS BATTALION WHICH WILL BE ALLOTTED TO TIRE
NO NO 4. ON ARRIVAL THERE

THI 141715

SENT NR 1980 141757 MCP B1

RD NR 1001P

A E WOODS

1757

BBB

252

15 NOV 1945

MMIA LG
15 NOV 1945
File
HQ 3 District

*Previously
handed
Back*

MEDY V LGOF NR 1927 QVR :
FROM M M I A 141230A

TO AFHQ FOR GHQ CMF

MMIA LO TUSIN^R MMIA LO MILAN DISTHREE FOR MMIA LO
GR - BT

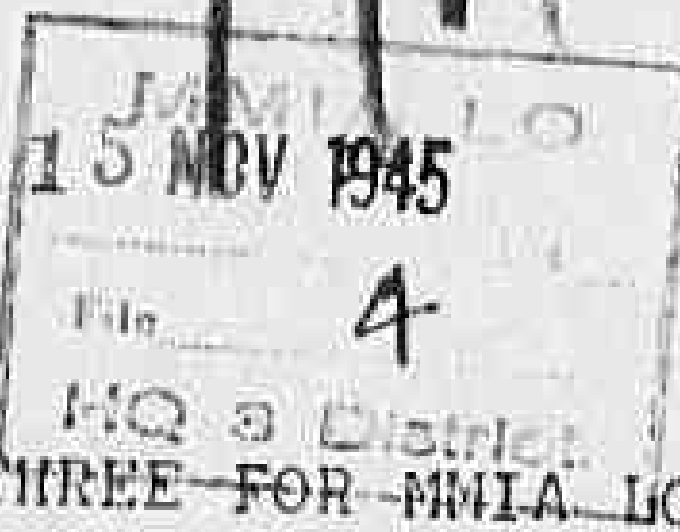
REF : SD.3052. UNCLASSIFIED.

RAIL MOVE REQUESTED FOR 1 GUARED COY STRENGTH 6 OFFRS
194 ORS T TONS STORESS FROM TURIN TO VITERBO DURING
PERIOD 19 NOV - 25 NOV

BT

ECW/AR/TKS/K

NR 1927 RD 1642/ 14 JKS AR



Declassified E.O. 12356 Section 3.3/NND No. 785020

591
149441

Distress for
MMIA LO

COMANDO DELLA 227 DIVISIONE

- S.M. - Sez. Servizi -
.....ITALIANI
18
M. I. T. I.

N° 02/4966/Ord. di prot. Cava dei Tirreni, li 9/11/1945

O G G E T T O : Trasporti - Reparti ITI-ITI (guardie).-

ALL' UFFICIO COLLEGAMENTO M.M.I.A. - 3° DISTRICT

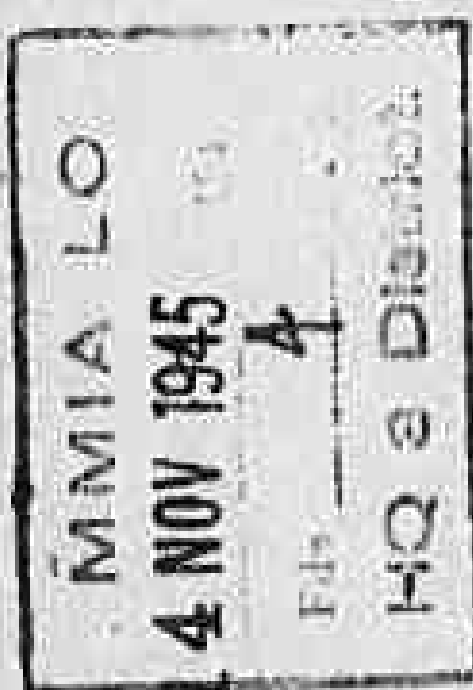
MMIA LO
14 NOV 1945
HQ e Distrib.

C.M.F.

Riferimento foglio n. 3 DIO/4 del 5 novembre 1945.

- 1°) - I reparti dipendenti sono stati da tempo informati della procedura per ottenere le sostituzioni dei mezzi di trasporto di provenienza italiana.
- 2°) - La lettera che il 510 Battaglione Guardie ha diretto all' HQ Train Guard Control non è stata ispirata da inopportuno criticismo, ma dalla necessità - sentita dal Comandante di Battaglione - di richiedere anche l'appoggio della Autorità alleata da cui dipende per l'impiego, allo scopo di risolvere nel più breve tempo possibile una situazione pregiudizievole per il servizio del reparto.
- 3°) - Sarà interessato da questo Comando lo Stato Maggiore Regio Esercito per l'assegnazione al Battaglione di una nuova autovettura. =

d'ordine



C.M.F.

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d'ordine
IL CAPO DI STATO MAGGIORE
-Magg. Ugo Scotto Levina-

250

17

MESSAGE FORM

FROM MMIA LO DISTHREE

Date/TOO 14 1140. A

TO HQ TRAIN GUARD CONTROL ROME

folio 16
Originator No 3DLO/553 (.) UNCLASSIFIED (.)

see folio 21.
folio 15.
The following is an extract from 525 (Italian) Gd Bn signal
Prot/1730/RA of 12 nov (.) quote (.) in reply to TG 250
from HQ train gd control herewith ~~xxxxxxxxxxxx~~ information
as requested in the above quoted signal (.) 1 coy 525 Gd Bn
from BRINDISI to AVELLINO str offrs 3 ORs 175 baggage 9 tons
(.) 2 Coy 525 Gd Bn from S.GIOVANNI to SALERNO str Offrs 5
ORs 178 baggage 8 tons (.) 4 Coy 525 Gd Bn from TARANTO
to SALERNO str Offrs 3 ORs 181 baggage 9 tons (.) unquote (.)

This message may be
sent by any means etc.

Degree of
Priority

THI

Small
Capt

ARMY FORM C 3130 (Large)

MESSAGE FORM

Register No. 207

Call MEDY ✓

Sgt. No.

Priority

Transmission Instructions

MEJE 207

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM
(A)

5250 BATTAGLIONE GUARDIE SALERNO

Originator

Date-Time of Origin
12/II/45

For Action

MMIA 3^o DISTROT = NAPOLI

TO

(R) For Information (INFO)

MMIA LO

14 NOV 1945

File

HQ 3 Division

13834

Message Instructions

GR

Originator's No.

Prov. 1730 RA Riferimento Foglio n° 10 250 Ristretto dell'H.Q.

Train Guard Control di Roma si comunicano dati richiesti per contrattamento 5250 Battaglione Guardie (a Salerno):

1^a Compagnie viaggio BRINDISI AVVENTINO Ufficiali tre militaritruppe 175 peso bagagli tonnellate 9 alt 2^a Compagnia viaggio

S. GIOVANNI SALERNO Ufficiali cinque militari truppe 173 peso bagagli

alt tonnellate otto alt 4^a Compagnia viaggio TARANTO SALERNO Ufficiali

tre militari truppe 181 bagagli peso tonnellate nove alt.

1^o GEN. COE. COMANDANTE:

S. VINCENZO BRATULLO-

12/II/45

14 NOV 1945

4

File

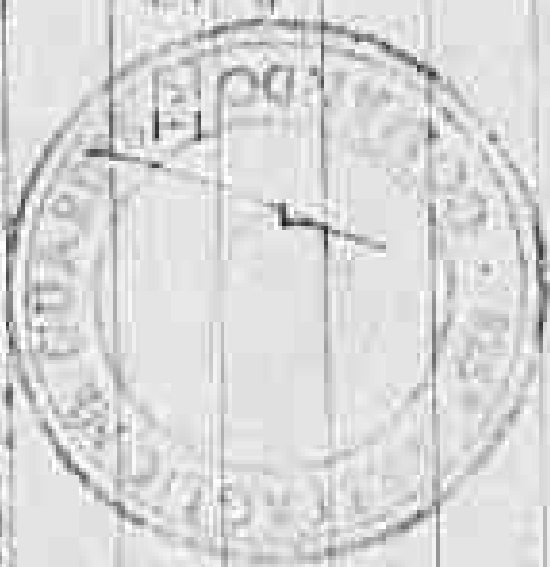
HQ 8 District

Originator's No.

Prot. 1730 RM. Riferimento foglio no 70 250 Ristrutto dell'H.Q.

Main Guard Control di Roma si comunicano dati richiesti per conferimento 525° Battaglione Guardia e Salerno:

1° Compagnia viaggio BRINDISI AVELLINO Ufficiali tre militari
truppa 175 peso bagagli tonnellate 9 alt 2° Compagnia viaggio
S. GIOVANNI SALERNO Ufficiali cinque militari truppa 178 peso bagagli
tonnellate otto alt 4° Compagnia viaggio TANTO SALERNO Ufficiali
tre militari truppa 181 bagagli peso tonnellate nove alt.



1° TEN. COL. COMANDANTE:

-Vincenzo Pretello-

[Signature]
17/11/45

243

This message may be sent
AS WRITTEN by any means
except WIRELESS.

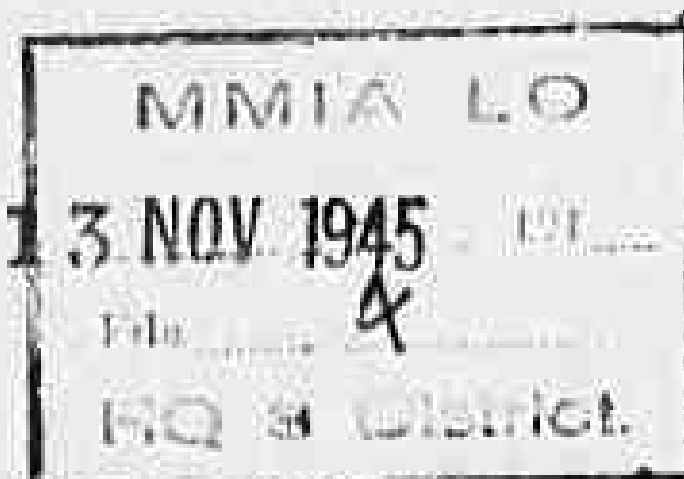
Signed,

If liable to be intercepted or to fall into
enemy hands this message must be sent IN
CIPHER.

Signed,

Originator's Instructions.
Degree of Priority.

Time	System	Op
THI or TOR 1300hrs		1820
Time Cleared		



MEDY V LROF NR928 IMPORTANT

QVR3

FROM HQ TRAIN GUARD CONTROL 10/1230A

TO (1) MMIA DISTWO - AFHQ CITE FHGDM - MMIA DISTHREE

BT

TO 250 RESTRICTED

THIS SIGNAL ADDRESSED FOR ACTION TO 4 COY 501 IT GD BN - 507 IT GD BN
510 IT GD BN - 525 IT GD BN

ALL ADDRESSES ARE DUE REVERSION COMMAND OF ITALIAN ARMY WEF 14 NOV
BUT PERMISSION HAS BEEN SOUGHT TO EXTEND THIS TO 21 NOV. UNITS WILL BE
RELIEVED SOONEST BY BRITISH PERSONNEL (A) 507 BN VIDE MY R/6/55/1 OF
13 OCT (B) REMAINDER VIDE MY R/2/AA/4 OF 25 OCT 45. ON RELIEF UNITS WILL
CONCENTRATE AS FOLLOWS 4/501 TRANI 507 BN ANCONA 510 BN BARI 525 BN
NAPLES. SIGNAL THIS HQ NUMBERS OF OFFICERS AND ORS AND WEIGHT OF BAGGAGE
TO BE MOVED FROM EACH OF PRESENT LOCATIONS TO CONCENTRATION AREAS

BT 10/1611A

SENT NR 928 10/181A/// 10/1810A CP BB K

RD NR 928 TOR 1810 CALLAM B

247

Declassified E.O. 12356 Section 3.3/NND No. 785020

0 MESSAGE FORM In lieu of G. 2136
FROM DESPATCH 091615 14

FOR ACTION

AMHQ FOR CMA

FOR INFORMATION

MMIA LO
10 NOV 1945
4
HQ 3 District

54 AREA

CG 942 (.) RESTRICTED (.) For G 3 (Ops) (.) Confirming conversation
LOHASE - BOUTASTON of the 9 Nov (.) 54. It is available to return
to Italian control on 13 Nov.

This message may be sent as
written by any means
incl wireless

Signed... *[Signature]*

*used
eff.*

COM TO: ITALIO 227 110
600

SUBJECT :- Command of Italian Gd Bas

LO LAND FORCES SUB COMM
AC (MMIA) 3 DISTRICT
Baseball 2
Ref 3DLO/4

9 Nov 45

LAND FORCES SUB COMM AC (MMIA, ROME)

Att letter R/6/A/417 dated 3 Nov 45
received from MMIA IO 54 AREA is forwarded to you for
information and action considered necessary.

EOD/ell

God
Capt
MMIA IO

MILITARY TERRITORIAL HQ NAPLES
'G'Branch - Op ,Org,Mob Sections

3/3325/Op

10 Nov 45

Subject:- Gd duty at Staging Area in CASTELLUCCIO, AMATO RIVER
and CROTONE Port.

ITALIAN LO 3 DISTRICT HQ

^ ^ ^ ^ ^ ^ ^ ^ ^ ^

1. 1st Ind. Bn of 60 Inf Regt S.I. inform that in this last period the staging Area in CASTELLUCCIO and AMATO RIVER are being no longer used by Allied because the traffic in those Areas has considerably diminished.

2. In as much as the said service was established by HQ 3 District -operative instructions No 11 - please kindly request 3 District to cancel the service in question.

3. Furthermore request 3 District to advise us whether the guard service in the port of CROTONE -at present 16 men of the said Bn are employed - is still to be carried out.

4. This is requested in order to save personnel that is employed for services that perhaps are no longer required.

Sgd (G. ROMANO) GOC

ITALIAN LO 3 DISTRICT HQ
BASEBALL 20

8/ILO/114

Subject:- As above.

8 Nov 45

MMIA LO
9 NOV 1945
LH. 4
HQ 3 District

MMIA LO
9 NOV 1945
LH. 4
HQ 3 District

G (SD)

last period the staging Area in CASTELLUCCIO and AMATO River are being no longer used by Allied because the traffic in those Areas has considerably diminished.

2. In as much as the said service was established by HQ District -operative instructions No 11 - please kindly request District to cancel the service in question.

3. Furthermore request District to advise us whether the guard service in the port of CROTONE -at present 16 men of the said Bn are employed - is still to be carried out.

4. This is requested in order to save personnel that is employed for services that perhaps are no longer required.

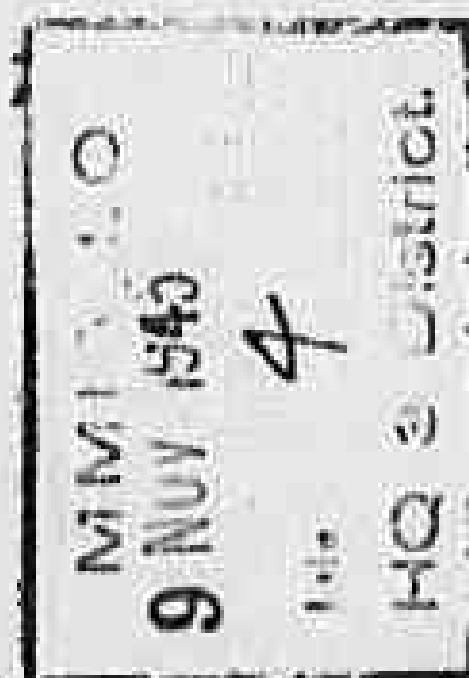
SGA (G. ROMANO) GOC

ITALIAN IO 3 DISTRICT HQ
BASEBALL 20

8/IL0/114

Subject:- As above.

8 Nov 45



G (SD)

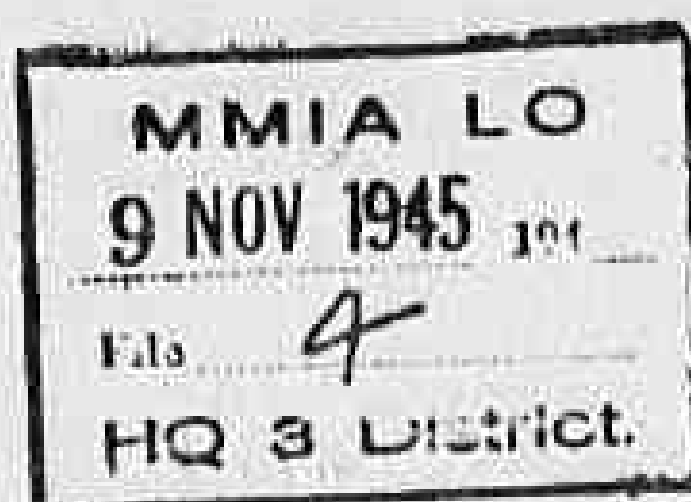
MMIA IO

246

(M.A. ZIZZO) Lt Col
Chief ITALIAN IO

Tel: Bari 13869

Subject:- Command



MMIA Liaison Office
Land Forces Sub Comm. A.C.,
C/o 54 Area C.M.F.

LO/4/SD

6 November 1945

MMIA LO 3 District

Attached correspondence is forwarded to you
for your information and action.

E.L. Mun. Mason
Capt. R.A.S.C.
for Senior LO
Eastern Italy

ELMM/ac

Copy to:- H.Q. Train Gd. Control (*your R/6/A/417 dated 3 Nov. 45 refers*)

folio 11A.

CONFIDENZIALE.

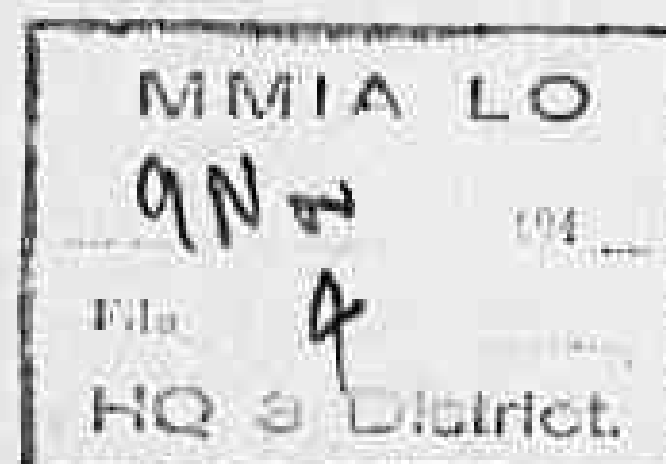
OGGETTO: Comando.

Tel: Roma 566212 ||A'

R/6/A/417

AL : M.M.I.A. I.O. 54 Area.

3 Nov. 45.



Il Comando del 510 Btg. Cd. It. e' continuamente pressato dal Vice Comando della 227 Div. e dal Comando Territoriale di Bari, affinche' destini Ufficiali e truppa per corsi d'istruzione, e trasferisca Ufficiali e Sottufficiali.

Siocome questo Reparto e' ancora sotto il nostro Comando-Operativo, io ho informato tale Comandante che Ufficiali e truppa non possono essere inviati a frequentare corsi. Non ho nulla in contrario che Ufficiali e Sottufficiali vengano trasferiti qualora essi siano oltre l'organico, e purché essi vengano rimpiazzati prima del loro ritiro.

Dunque, tenendo conto del fatto che il Comd. del 510 Btg. e' stato da me istruito in vista delle esigenze del servizio, siete pregato di far presente alle Superiori Autorita' questa situazione, affinche' queste non si ombrino circa il suo comportamento.

CMF
WHFR/RE

W.H.F. ROUTH, Ten.Col.
Comd. HQ. Train Guard Control.

Copia al: 510 Btg. Cd. It.

5 NOV 1945

244

(8) $\forall x \exists y (x \neq y)$

DISCUSSION

1, 51, 55, 76 Tm Regt Rn.
53 Lm Regt Rn.
503 Regt Rn.
47 AOC
HQ Train Servd Control, TLLV
Rn French T Co
H(SD) HQ
C.4 (Nov & Dec) HQ

[illegible]

Div
Div
Gen
Co.
Apt.
St.

556 OD Div
 30 3rd Lt
 0 Gen Coy
 RLY 271-Short Contl Committee
 2718
 DUTY Rlys (Br)
 RLY ROME
 Gen Information Bureau ROME
 13 LO ROME
 Nov 11
 Nov 13 Corps
 Nov 15 Italy
 Nov 17 Italy
 Nov 19 Italy
 Nov 21 RLY. NAPLES, ROME PLANTO
 Joint Rly Control Office
 NAPLES, RLY, ROME.
 RLY. LO 2 District
 " " 3 District
 RLY Sec (Rlys) 315 CTR.
 1 Rly Op & RY
 103, 104, 100 RLY Op Cays RE.
 RLY 00 Th Sub-Commission
 Senior Th Officer 10 NAPLES
 Rail Div RLS
 Rail Div RLS South
 Rail Div Athletic Base
 774 Guard Div
 RLY Guard Div
 774 " " "
 776 RLY Op Br
 778 " " "
 Town Major, RLY
 NAPLES
 ROME
 Mar Diary (2)
 2116

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: RAILWAY WORKING INSTRUCTION NO.14.

Tel: Rome 566212.

R/6/1000

30 Oct 45.

MMIA LO

8 NOV 1945

File

Lois 8
Ref above Railway Working Instruction published under this HQ
reference R/6/899 of even date.

Appendix "A" - Location Statement - is in the course of compilation
and copies will be fwd, as per original distribution, when published.

CMF.
FEP.

Lt. Col. R. Smith
Lt. Col.
Commanding HQ Train Guard Control.

Distribution:- As for R.W.I. No. 14.

RESTRICTED.
R/S/999
30 Oct 45.

HQ TRAIN GUARD CONTROL ITALY
8 NOV 1945
4
RAILWAY WORKING INSTRUCTION No. 14.

HQ Train Guard Control, Italy, Working Instruction No 13 is hereby cancelled and the following substituted.

see folio 9.

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3. Definitions.

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6. Special Guards
7. Static Guards
8. Calling Forward of Train Guards
9. Acceptance of Traffic
10. Sealing and Labelling
11. Handing over at Destination
12. Procedure for handover of Trains from British to American Control.
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17. Action by R.F.C.
18. Action by Train Guards
19. Action by Static Guards
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- "A" Location Statement
- "B" Reports and Returns
- "C" Standing Orders for Train Guards
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- see folio 9.

6. Special Guards
7. Static Guards
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SUMMARY.

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- "B" Reports and Returns
- "C" Standing Orders for Train Guards
- "D" Standing Orders for Static Guards
- "E" Standing Orders for Station Duty H.C.Os
- "F" Civilian Rail Travel Pass.
- "G" Railway Working Report
- "H" Weekly Strength Return
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- "J" Census of Stores

- see joining.

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INFORMATION.

1. AUTHORITY.

Command of all Units doing duty as Train and Railway Guards on all British operated and controlled railway lines in Italy is vested in the Commander, Train Guard Control, Italy.

HQ Train Guard Control, Italy, is under Operational Command GHQ CME, in respect of all Train and Railway Static Guards working in Italy.

The working and command of Special Mail Guards is not affected by this order. Otherwise this order includes all Train and Railway Static Guards, except US Military Police Guard Companies, who remain under the Operational Command of the Director, Military Railway Service, Italy. These US Military Police Companies will continue to be responsible for the guarding of military traffic in the Rome marshalling yards of Ostiense and Trastevere and on the sections of the line between Rome - Leghorn, Leghorn-Florence.

2. COMMENT.

Such troops as may from time to time be made available.

3. DEFINITIONS.

(a) Military Traffic is defined as being the movement of stores and supplies for and on behalf of American and British Services, Army, Navy and Air Force traffic originating from a civil contractor destined for a military consignee.

(b) Civil Traffic. Traffic authorised for rail movement by HQ Allied Commission or their Italian authorised representatives.

(c) R.F.O. The term R.F.O. will be deemed to include British, American and Italian R.F.O.s and their representatives.

4. INTENTION.

To guard all trains conveying Military Traffic on the Railways as listed in Appendix "A" and to provide Static Guards at the Marshalling Yards also detailed in Appendix "A".

Except by special arrangement guards will not be provided on trains consisting entirely of civilian traffic or one comprising civilian traffic plus non-pilferable military stores.

5. METHOD.

guarding of military traffic in the Rome marshalling yards of Ostiense and Trastevere and on the sections of the line between Rome - Leghorn, Leghorn-Florence.

2. COMMAND.

Such troops as may from time to time be made available.

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- (b) Civil Traffic. Traffic authorized for rail movement by HQ Allied Commission or their Italian authorized representatives.
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4. INTENTION.

To guard all trains conveying Military Traffic on the Railways as listed in Appendix "A" and to provide Static Guards at the Marshalling Yards also detailed in Appendix "A".

Except by special arrangement guards will not be provided on trains consisting entirely of civilian traffic or one comprising civilian traffic plus non-pilferable military stores.

5. METHOD.

A minimum armed guard of three men will be provided on all military freight trains excepting trains consisting entirely of coal or salvage in open wagons running between places named in Appendix "A".

The decision whether or not to provide a guard for any given train will always rest with the RTO. RTOs will however use their discretion in calling forward guards for trains consisting of non-pilferable stores.

6. SPECIAL GUARDS.

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- (a) Special guards may be provided by the loading service to guard priority stores. In those cases where the consignor is unable to find personnel for these guards he should request the Area or Sub-Area to provide Guard Units/Sub-Units will NOT be responsible for the protection of such specially guarded wagons. The individual numbers of the wagons so guarded will, however, be included on GHP Form 20.
- (b) Train guards will afford every assistance to special guards escorting animals in transit particularly when they are being watered at halts, but the former will not be responsible for losses which may occur.

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SPECIAL GUARDS (Cont)

(c) 157 Rly 53 L/A Regt RA are responsible for the guarding of rail on the following sections of the line in accordance with instructions issued by A.P.O.

BARI - CERVARO - NAPLES
NAPLES - ROME
ROME - ANCONA - RIMINI
ROME - AREZZO
ROME - FLORENCE

7. STATIC GUARDS.

Continuous guard will be kept by Static Guards on the marshalling yards listed in Appendix "A". The area to be guarded will be clearly defined by Det Comds in consultation with RTOs. Sketches showing these areas, signed and dated by both RTOs and Det Comds, will be posted on Det detail boards.

8. CALLING FORWARD OF TRAIN GUARDS.

(a) RTOs are responsible for calling forward guards to guard military freight trains starting from their station. Station Duty NCOs will ensure that close liaison is maintained with RTOs, Mil Rly Service, ISK and Det Comds in order that the latter may receive the maximum notice in advance of the probable time at which the guard will be required. The Tr Cd next for duty will always be standing by ready for duty.

(b) RTOs are responsible for the compilation of the railway portion of CWP 20 (Combined Checker's Sheet and Train Guard Trip Report) in triplicate, indicating those specific wagons which need special attention by reason of the highly extractive nature of their contents. In entering particulars of wagons on these forms, details regarding the first wagon will be entered in the first column and no spaces will be left blank. A line must be drawn across the form directly under the number of the last wagon.

CWP 20 will be disposed of as follows :-

Original (by hand of Tr Cd) to RTO at destination.

Duplicate (by hand of Tr Cd) to his Det Comd on return.

Tripllicate retained by RTO at departure station.

(c) As soon as the train has been marshalled, the Train Guard Commander together with the RTO will inspect the train. When not otherwise engaged in checking an incoming train, the Station Duty NCO will also be present. Special attention will be paid to the condition of wagons, their sealing and labelling.

END OF TRAFFIC.

Continuous guard will be kept by Static Guards on the marshalling yards listed in Appendix "A". The area to be guarded will be clearly defined by Det Comds in consultation with RTOs. Sketches showing these areas, signed and dated by both RTOs and Det Comds, will be posted on Det detail boards.

8. CALLING FORWARD OF TRAIN GUARDS.

(a) RTOs are responsible for calling forward guards to guard military freight trains starting from their station. Station Duty NCOs will ensure that close liaison is maintained with RTOs, Mil Rly Service, ISR and Det Comds in order that the latter may receive the maximum notice in advance of the probable time at which the guard will be required. The Tr Gd next for duty will always be standing by ready for duty.

(b) RTOs are responsible for the completion of the railway portion of CMF 20 (Combined Checker's Sheet and Train Guard Trip Report) in triplicate, indicating those specific wagons which need special attention by reason of the highly attractive nature of their contents. In entering particulars of wagons on these forms, details regarding the first wagon will be entered in the first column and no spaces will be left blank. A line must be drawn across the form directly under the number of the last wagon.

CMF 20 will be disposed of as follows :-

Original (by hand of Tr Gd) to RTO at destination.

Duplicate (by hand of Tr Gd) to his Det Comd on return.

Triplicates retained by RTO at departure station.

(c) As soon as the train has been marshalled, the Train Guard Commander together with the RTO will inspect the train. When not otherwise engaged in checking an incoming train, the Station Duty NCO will also be present. Special attention will be paid to the condition of wagons, their sealing and labelling.

9. ACCEPTANCE OF TRAFFIC.

(a) Box Wagons which are damaged or have not been properly sealed on both sides vide para 10 will NOT be accepted unless the exigencies of railway operating necessities.

(b) Unlabelled or unsealed AG, UNRA and civilian wagons will NOT be accepted by Train Guards. If they are attached to a train the guard will not be responsible for the safety of the contents.

(c) The above facts and any other observations noted at the time will be recorded at para 4 of the Train Guard Trip Report (CMF 20). Such observations will be signed by the RTO, Stationmaster or Station Duty NCO of the departure station and the Train Guard Commander. NO additions will be made thereafter to this paragraph.

Until this is done wagons will NOT be deemed to have been accepted by the Train Guard.

10. SEALING AND LABELLING.

(a) Responsibility for Labelling and Sealing.

- (i) Military Traffic. Correct labelling and sealing of wagons is the responsibility of the loading service.
- (ii) Allied Commission Traffic. Correct labelling and sealing of wagons is the responsibility of the I.S.R. Stationmasters.
- (iii) The Consignor is responsible that Ventilators are secured from the inside, failing which they will be sealed.
- (iv) Re-sealing of Traffic. If a seal is found to be broken the RTD is responsible for :-
 - (i) Re-sealing the wagon and endorsing the wagon label :
Re-sealed at New Seal No. Date
 - (ii) Advising the Station Duty NCO.
 - (iii) Advising his local Mov HQ.

(b) Method of sealing.

- (i) British Military Traffic. "Seals, Railway Wagon", of 5 m.m. gauge wire or "Checkles - Wagon Sealing" will be used. The 5 m.m. wire, when used, will be twisted with the special Tommy bar and the ends sheared off.

In addition "Seals, Metal", commonly known as Acme Seals, will be used, the numbers of the seals being inserted on the wagon label.

- (ii) U.S. Traffic. Nuts and Bolts or 5 mm wire will be used.
- (iii) A.C. Traffic. 6 mm wire or special I.S.R. lead impressed seal.
- (iv) M.H.I.A. Traffic. "Seals, Railway Wagon", 5mm wire will be used.

- (c) Loading Services are responsible for holding adequate stocks of "Seals, Rly. Wagon" and "Seals, Metal". In addition small emergency supplies will be held by RTDs.

(d) Types of Labels.

- (i) British Labels. The standard label for British Traffic is A.P. W 5153 which is printed to indicate service and commodity as follows :-

Red.	Vertical stripe - Arm
Green.	Vertical stripe - Ord.
Brown.	Vertical stripe - RM.
Buff.	Vertical stripe - Tn.
Blue.	Vertical stripe - Sups.
Yellow and Black.	Vertical stripe - POL.
Blue Diagonal.	- R.M.
	- RM.

(b) Method of sealing.

(i) British Military Traffic. "Seals, Railway Wagon", of 5 mm. Gauge wire or "Chuckles - Wagon Sealing" will be used. The 5 mm. wire, when used, will be twisted with the special Tommy bar and the ends sheared off.

In addition "Seals, Metal", commonly known as Acme Seals, will be used, the numbers of the seals being inserted on the wagon label.

(ii) U.S. Traffic. Nuts and Bolts or 5 mm wire will be used.

(iii) A.C. Traffic. 5 mm wire or special I.S.R. lead impressed seal.

(iv) M.M.I.A. Traffic. "Seals, Railway Wagon", 5mm wire will be used.

(c) Loading Services are responsible for holding adequate stocks of "Seals, Rly. Wagon" and "Seals, Metal". In addition small emergency supplies will be held by RTOs.

(d) Types of Labels.

(i) British Labels. The standard label for British Traffic is A.F. W 5156 which is printed to indicate service and commodity as follows :-

Red.	Vertical stripe - Arm
Green.	Vertical stripe - Ord.
Brown.	Vertical stripe - RE.
Buff.	Vertical stripe - In.
Blue.	Vertical stripe - Sups.
Yellow and Black.	Vertical stripe - POL.
Blue Diagonal.	- RAH.
Dark Blue Border.	- RH.
Plain White.	- Misc.
White with Black vertical stripe	- Backloading.
	WILL NOT BE USED.

(ii) U.S. Army Labels. The standard American label is designed in 240 some form as the British label but printed on coloured paper. There is no distinctive marking for commodities, but the commodity loaded is marked in the bottom right hand corner of the label.

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(iii) A.C. Labels. The label to be used for A.C. sponsored and approved civilian traffic will have a Green diagonal bar. A second type of label with Red diagonal bar issued under same conditions will be used for Railway service traffic. Labels are serially numbered.

(iv) M.M.I.A. Labels. M.M.I.A. labels are plain white in black type with a Red and Green band down the right hand side.

(v) A.C. Food Traffic. Use of code to indicate contents of Rail Wagons. The following will be used by all A.C. Warehouses and Consignments Agrarian handling A.C. Supplies.

CODE TO BE USED TO INDICATE CONTENTS OF RAIL WAGONS.

BB.....	Lard.
CC.....	M & V.
DD.....	Flour.
EE.....	Sicovits.
FF.....	Soup, Dry.
GG.....	Milk, Evap or Condensed.
HH.....	Milk powder.
II.....	Cheese.
JJ.....	Meat.
KK.....	Dried Vegetables.
LL.....	Sugar.
MM.....	Soap.
NN.....	Coffee.
OO.....	Fish.

11. HANDING OVER AT DESTINATION.

- (a) At destination station the Ir Gd Comd will report arrival to R.T.O.
- (b) R.T.O. will give the Ir Gd Comd a receipt on C.M.F. Form 20 for all wagons handed over, after inspecting them to ensure that seals are intact and that no apparent pilferage has occurred. This will be countersigned by the Station Duty N.C.O. whenever the latter is located at such station.
- (c) The Ir Gd Comd is not deemed to have handed over his train until he has obtained a clearance signature from the R.T.O.

12. PROCEDURE FOR HAND OVER OF TRAINS FROM BRITISH TO AMERICAN CONTROL.

The following procedure will be adopted for the handover of wagons from Train or Static Guards under American Control to Train or Static Guards under British Control and vice versa:-

The Guard Comd. will work as a

CODE TO BE USED TO INDICATE CONTENTS OF WAGON.

BB.....	Lard.
CC.....	M & V.
DD.....	Flour.
EE.....	Biscuits.
GG.....	Soup, Dried.
HH.....	Milk, Evap or Condensed.
JJ.....	Milk powdered.
KK.....	Cheese.
LL.....	Meat.
MM.....	Dried Vegetables.
NN.....	Sugar.
PP.....	Soap.
RR.....	Coffee.
SS.....	Fish.

11. HANDING OVER AT DESTINATION.

- (a) At destination station the Tr Gd Comd will report arrival to R.T.O.
- (b) R.T.O. will give the Tr Gd Comd a receipt on C.M.F. Form 20 for all wagons handed over, after inspecting them to ensure that seals are intact and that no apparent pilferage has occurred. This will be countersigned by the Station Duty W.C.O. whenever the latter is located at such station.
- (c) The Tr Gd Comd is not deemed to have handed over his train until he has obtained a clearance signature from the R.T.O.

12. PROCEDURE FOR HAND OVER OF TRAINS FROM BRITISH TO AMERICAN CONTROL.

The following procedure will be adopted for the handover of wagons from Train or Static Guards under American Control to Train or Static Guards under British Control and vice versa:-

- (a) British R.T.O. and American Train Guard Comd. will work as a team in the matter of train inspections.
- (b) Trains and/or wagons will not be handed over unless they have been jointly inspected by American and British Representatives, together with the Train Guard Commander.
- (c) Following the joint inspection called for in (b) above an identical copy of C.M.F. 20 containing all comments will be retained by both the American and British representatives so as to ensure consistency and accuracy of records.
- (d) R.T.O.s., British and American, have been instructed to ensure that no delay occurs in accepting wagons and giving the Train Guard Commander a clearance signature. If such delays do occur they will be reported by the Train Guard Commander to his Det. Comd. and the matter will then be forwarded to Mov. Control H.Q.s. concerned for investigation in the case of British personnel or to H.Q., P.B.S. in the case of U.S. personnel.

13. WAGONS TAKEN ON OR HANDED OVER EN ROUTE.

Full details of wagons attached or removed en route, together with wagon numbers, contents, place, time and date, will be recorded on C.M.F. Form 20. The Tr Gd Comd will obtain a receipt for any wagon detached en route from the R.T.O. or if there is no Mov. Control Staff (either British or American) from the Capo Stazione, I.C.R., on C.M.F. Form 78.

14. CIVILIAN TRAVEL.

(a) Civilian train services are available over all lines SOUTH of ROME and between

ROME - LEGHORN - BOLOGNA - GENOVA.
ROME - ORTE - AREZZO.
ROME - ANCONA - BOLOGNA - VERONA.
TURIN - MILAN - VENICE.

(b) Where civilian passenger services are NOT yet in operation, travel by freight train will be restricted to the use of empty stock or wagons carrying non-pilferable stores.

(c) Civilian travel by military passenger trains is NOT allowed except in the case of certain I.S.R. on duty.

(d) The movement of civilian labour by special Workers trains is covered by special arrangements and is NOT subject to the above instructions.

(e) Train and Static Guards will take all possible steps to enforce the above.

(f) To prevent unauthorised travel by civilians, ISR have been encouraged to enforce the present laws in connection therewith. This allows the properly authorised train official to collect a fare when a civilian is apprehended, an additional fine, and to take his name from his identification card, which is, in turn, handed over to the Italian Police for prosecution, after which the rider is unloading at the first available stop. Railway Guards will not interfere with ISR employees when legitimately collecting fares and obtaining necessary data.

The following types of pass are in issue :-

- | | | |
|-------|----------------------------|--|
| (i) | Pass for M.R.S. personnel. | Pink card signed by CC Unit. |
| (ii) | Pass for I.S.R. employees. | Pink card with RED band. |
| (iii) | Identity Pass. | White. |
| (iv) | Travel Certificate. | WHITE. |
| (v) | National Railway Pass. | WHITE with photograph for Railway employees with less than one year's service. |
| | | BLACK leatherette for Rly employees with more than one year's service. |

ROME - OTTER - AREZZO.
ROME - ANCONA - BOLOGNA - VERONA.
TORIN - MILAN - VENICE.

(b) Where civilian passenger services are NOT yet in operation, travel by freight train will be restricted to the use of empty stock or wagons carrying non-pilferable stores.

(c) Civilian travel by military passenger trains is NOT allowed except in the case of certain I.S.R. on duty.

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The following types of pass are in issue :-

- (i) Pass for M.R.S. personnel.
- (ii) Pass for I.S.R. employees.
- (iii) Identity Pass.
- (iv) Travel Certificate.
- (v) National Railway Pass.

Pink card signed by OC Unit.

Pink card with RED band.

White.

White.

Blue with photograph for
Railway employees with
less than one year's

service.

Black leatherette for Rly
employees with more than
one year's service.

(ii), (iii) and (iv) require the signature of the Capo Servizio or Capo
Compartimento and are countersigned by Brig Waghorn,

D.M.R.S.

M.R.S. personnel in possession of (i) above and I.S.R. employees in
possession of (ii), (iii) and (v) and when applicable (iv) may be
permitted to travel on military freight trains when on duty.

(vi) Civilian Rail Travel Pass

(vii) Military Area Pass

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Mov Area Pass bearing
rubber stamp of issuing
office giving identification
no and signature of bearer.
Valid for one journey only.
A.C. Pass bearing A.C. stamp
of issuing office.

Civilians performing work, in military areas only, of essential use to the
Allied Forces, may be permitted to travel if in possession of a pass duly
authorised as above.

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15. CO-OPERATION WITH OTHER SERVICES.

(a) Interference with Operation of the Railways. Railway Guards will under NO circumstances interfere with the operational working of the Railways by Br, U.S. or I.S.R. personnel. If a situation arises wherein proper protection of Allied supplies is not possible, the best possible protection will be given at the time. If Train or Static Guards consider that trains are operated in an irregular manner for the purpose of facilitating pilferage or for any other reason a complete report of the situation will be made with the least possible delay to Mov. Control and this H.Q.

(b) Safeguarding of Rly. Operating Communications. In certain of the A.M.G. controlled areas, Railway communications lineside patrols by Carabinieri are in action. Although not necessarily dressed in uniform they all carry identity papers signed by an A.M.G. Police officer. These men will not be hindered at their work. Their pass does not entitle them to travel by train.

(c) Public Security Agent. A number of I.S.R. personnel have been invested with status of Public Security Agent to supplement the policing of railways. They will not be employed or travel on military trains.

PILFERAGE.

16. ACTION BY CONSIGNEE.

Pilferage which is discovered by Consignee is reported by Consignee to R.T.O. at destination station, to AFM/DPM of the local AREA/SUB-AREA and to this H.Q.

17. ACTION BY R.T.O.

Pilferage which is discovered by or reported to R.T.O.s. will be telephoned or signalled by the R.T.O. to the Stn Duty H.Q.O. and to his local Movement H.Q. The Movement H.Q. so notified will advise the Mov. H.Q. to whose area the wagon is consigned. The latter will inform the destination R.T.O. who will advise Consignee.

18. ACTION BY TRAIN GUARDS.

Pilferage of all mil. traffic in transit which is discovered by or reported to the Tr Gds will be reported to the first available R.T.O., who will re-seal and endorse the wagon label "Re-sealed at.....New Seal No.....". Tr Gd Comd's will also report to the Stn Duty H.Q.O. at destination and Det Comd. Para 5 C.M.F. 20 will be endorsed to this effect by R.T.O.

Tr Gds

are in action. Although not necessarily dressed in uniform they all carry identity papers signed by an A.M.G. Police officer. These men will not be hindered at their work. Their pass does not entitle them to travel by train.

(c) Public Security Agent. A number of I.S.R. personnel have been invested with status of Public Security Agent to supplement the policing of railways. They will not be employed or travel on military trains.

PILFERAGE.

16. ACTION BY CONSIGNEE.

Pilferage which is discovered by Consignee is reported by Consignee to R.T.O. at destination station, to AFM/DAPM of the local AREA/SUB-AREA and to this H.Q.

17. ACTION BY R.T.O.

Pilferage which is discovered by or reported to R.T.O.s. will be telephoned or signalled by the R.T.O. to the Stn Duty N.C.O. and to his local Movement H.Q. The Movement H.Q. so notified will advise the Mov. H.Q. to whose area the wagon is consigned. The latter will inform the destination R.T.O. who will advise Consignee.

18. ACTION BY TRAIN GUARDS.

Pilferage of all mil. traffic in transit which is discovered by or reported to the Tr Gds will be reported to the first available R.T.O., who will re-seal "Re-sealed at.....New Seal No....." and endorse the wagon label "Re-sealed at....." Ir Gd Comd's will also report to the Stn Duty N.C.O. at destination and Det Comd. Para 5 C.M.F. 20 will be endorsed to this effect by R.T.O.

19. ACTION BY STATIC GUARDS.

Pilferage of mil. traffic which is discovered by or reported to the Static Guards will be reported immediately to the Stn Duty N.C.O. and to the R.T.O. at the station concerned.

20. ACTION BY STATION DUTY N.C.O.

(a) Pilferage which is discovered by or reported to the Stn Duty N.C.O. will be reported by him to the R.T.O. The Stn Duty N.C.O. will render C.M.F. Form 76 to his Det Comd.

(b) Major incidents or pilferages will be reported by telephone immediately they occur to R.T.O., Det Comd and AFM/DAPM of the local AREA/SUB-AREA concerned and confirmed on C.M.F. 76.

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21. IMMEDIATE INVESTIGATION.

In cases where immediate investigation is essential e.g.

- (a) Where a major pilferage has occurred.
- (b) Where pilferage is believed to have taken place at a particular point.
- (c) When several pilferages have been committed very recently, and in order to save delay, direct notification will be telephoned by Consignee, Stn Duty N.C.O., or R.T.O. to APM/IAFM of the local AREA/SUB-AREA, failing which, to the nearest Allied Mil Police Unit. Location lists with telephone numbers of Pro Secs, and S.I.S. will be prominently displayed in offices of Stn Duty N.C.O.s. and Det Comds.

22. ACTION BY TRAIN GUARD UNITS.

- (a) Units will organise their own investigation section to deal with pilferages arising on Stores under the protection of the Unit either in transit or in guarded Marshalling Yards.

The I.O. or an officer should vet all C.M.F. 76s before despatch and ensure they produce the answers to the following:

- 1. Discovered by?
 - 2. Time, date and place.
 - 3. If discovered in Marshalling Yard, in what condition was it received in the yard, or, if taking over from a train guard, in what condition did the train guard take it over prior to its journey under their charge.
- All cases of bad Sealing will be investigated by Units at points of origin & H.Q. Mov advised.

- (b) Recovered Goods. When pilfered stores are recovered they will be taken on charge by the unit concerned. As soon as possible they will be handed over to the appropriate service and a receipt obtained.

23. SHOOTING BY SENTRIES.

- (a) On the question of shooting by Patrols and Sentries at saboteurs, thieves or suspected thieves attempting to acquire or damage M property the following policy shall be adopted.

- (b) Shooting at such persons is permitted, after clear challenge, in the following circumstances only:-

- (i) It must be confined to properly constituted guards, patrols and sentries.
- (ii) Every attempt must have been made to apprehend the thief, saboteur

pillageres arising on Stores under the protection of the Unit either in transit or in guarded Marshalling Yards.
The I.O. or an officer should vet all C.M.F. 76s before despatch and ensure they produce the answers to the following:

1. Discovered by?
2. Time, date and place.
3. If discovered in Marshalling Yard, in what condition was it received in the yard, or, if taking over from a train guard, in what condition did the train guard take it over prior to its journey under their charge.
All cases of bad Sealing will be investigated by Units at points of origin & H.Q. Mov advised.

(b) Recovered Goods. When pilfered stores are recovered they will be taken on charge by the unit concerned. As soon as possible they will be handed over to the appropriate service and a receipt obtained.

23. SHOOTING BY SENTRIES.

(a) On the question of shooting by Patrols and Sentries at saboteurs, thieves or suspected thieves attempting to acquire or damage M.D property the following policy shall be adopted.

(b) Shooting at such persons is permitted, after clear challenge, in the following circumstances only:-

- (i) It must be confined to properly constituted guards, patrols and sentries.
- (ii) Every attempt must have made to apprehend the thief, saboteur or suspected person.
- (iii) There must be no other effective way of stopping that person.
- (iv) There will be no following up in order to shoot, beyond the immediate area guarded.
- (v) Women and children will NOT be fired upon in any circumstances.
- (vi) The use of automatic weapons incapable of firing single shots is forbidden; automatic weapons capable of firing single shots may be used as single-shot weapons, unless armed resistance is encountered, in which case automatic fire may be employed.

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(c) Full protection is guaranteed to any Commander who, in good faith and in accordance with these principles, issues an order to shoot, and to every officer and soldier who, in like circumstances, does shoot.

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(d) If shooting results in the killing or wounding of any person the O.C. Unit will, within 24 hours, convene a Court of Inquiry, and forward the proceedings as speedily as possible to the H.Q. AREA/SUB-AREA concerned (copy to this H.Q.)

(e) The attention of guard personnel will be drawn to these orders at frequent intervals.

ADMINISTRATION.

24. CHARGE PROCEDURE - CIVILIANS.

(a) In all cases of arrest of Italian civilians or military personnel the prisoner will be handed over to the Carabinieri or Questura and copies of A.C. Form completed and disposed of as follows:-

One copy handed over with the prisoner at time of arrest.

One copy to AREA/SUB-AREA or Staff Lieut Grn concerned.

One copy to Zone Legal Officer, Allied Commission.

(b) In cases where an Italian police official is present at the time of an arrest and can report directly on the crime, the Italian police official will carry out the arrest and the A.C. Forms will be completed by him in Italian, and disposed of as above. Provost reports and/or statements taken from witnesses will be attached to all copies of A.C. Forms in the original language, i.e., English or Italian.

25. FLYING SQUADS.

Whenever sufficient personnel can be made available, Unit Comds will organise a small flying squad to make surprise raids at points where pillage is known or suspected. Such parties must be accompanied by Mil. Police and C.C.R.R. The actual searching or arrest will be carried out by C.C.R.R. in the presence of C.M.F.

No unit or individual has any right of search unless accompanied by two or more personnel unless prior sanction has been obtained from Area/Sub-area Comd concerned.

26. ARMS AND AMMUNITION.

All Train and Static Guards, incl Officers when on duty, will wear a White Arm Band with the words "Train Guards" in black lettering.

Italian escorts on Italian military stores moving by rail will wear RED Brassards when on duty.

(c) In all cases of arrest of Italian civilians or Military personnel the prisoner will be handed over to the Carabinieri or Carabinieri and copies of A.C. Form completed and disposed of as follows:-
 One copy handed over with the prisoner at time of arrest.
 One copy to AFM/DPM, Area/Sub-Area or Staff Lieut Arm concerned.
 One copy to Zone Legal Officer, Allied Commission.

(b) In cases where an Italian police official is present at the time of an arrest and can report directly on the crime, the Italian police official will carry out the arrest and the A.C. Forms will be completed by him in Italian, and disposed of as above. Provest reports and/or statements taken from witnesses will be attached to all copies of A.C. Forms in the original language, i.e., English or Italian.

25. FLYING SQUADS.

Whenever sufficient personnel can be made available, Unit Comds will organise a small flying squad to make surprise raids at points where pilferage is known or suspected. Such parties must be accompanied by Mil. Police and C.C.R.R. The actual searching or arrest will be carried out by C.C.R.R. in the presence of C.M.P.

No unit or individual has any right of search unless accompanied by Pro or RS personnel unless prior sanction has been obtained from Area/Sub-Area Comd concerned.

26. BOMBARDS.

All Train and Static Guards, incl Officers when on duty, will wear a White Arm Band with the words "Train Guards" in black lettering.
 Italian escorts on Italian Military stores moving by rail will wear RED Brassards when on duty.

27. TORCHES.

When on duty Train and Static Guards will be in possession of torches.

28. LOCATION STATEMENT.

A Location Statement of existing Train and Static Guards is shown in Appendix "A".

29. REPORTS AND RETURNS.

O.S.C. Units will be responsible for:-

(a) Maintaining a daily record of the number of trains guarded on all sectors of the line for which they are responsible showing times of arrival and departure.

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- (b) Collating all reports of Incidents and Pilferages from detachments under command.
- (c) Acting in close liaison with DAFM's and S.I.S. of Areas, Sub-Areas and Grns, and also with U.S. personnel.
- (d) Rendition of reports and returns to addressees stated in Appendix "B".

30. SAFETY INSTRUCTIONS FOR PERSONNEL.

1. All men on duty as Train or Static Guards will take every precaution against injury to themselves. Train Guards will ride in such a place and position that they will not be thrown off their balance in case of a sudden move or jerk of the train or in case of hard shunting.
2. Under no circumstances will train guards move along the tops of trains from one wagon to another whilst the train is in motion.
3. Train Guards will not dismount from trains in motion.
4. In addition the following safety rules will be adhered to : -
 - (a) Walking in the middle of the track is forbidden.
 - (b) Crawling under wagons is prohibited.
 - (c) When walking round the ends of a rake of wagons, each man will walk round it at least ten feet from the end of the wagon.
 - (d) Particular care will be taken to step OVER rails at junction points and switchos.

To be repeated in Unit orders at intervals of three months.

CMP.
WHFR/BD

A. H. F. R. M.
Lt. Col.
Commanding HQ Train Guard Control.

DISTRIBUTION.

ACTION

HQ 2 AA Bdo	6
1 HAA Regt RA.	25
51 HAA Regt RA	25
55 HAA Regt RA	25
30 LAA Regt RA	25
53 LAA Regt RA	25
47 A.A.O.R.	1
1 466 Const Bty RA	6
30 Som.L.I.	25
1 'O' Grn.Coy	6
A Sec.(Rlys) S.I.B.,CMP.	4
4 Coy 501 It.Gd.Bn.	1
507 It.Gd.Bn.	1
510 It.Gd.Bn.	1
525 It.Gd.Bn.	1

INFM

HQ 13 Corps	6
HQ 2 District	6
HQ 3 District	6
HQ R.A.A.C.	6
HQ 52 Area	3
HQ 54 Area	3
HQ 55 Area	3
HQ 56 Area	3
HQ 59 Area	3
HQ 61 Area	3
HQ 66 Army Area	3
HQ 217 Area	3
HQ 218 Special Area	3
HQ 60 Sub-Area	2
HQ 71 Sub-Area	2
HQ 201 Sub-Area	2
HQ 211 Sub-Area	2
HQ BTSCY	2

INFM

Mov & Tn. A.F.H.Q.	4
Arty.Sec. A.F.H.Q.	3
Pro (Br) A.F.H.Q.	1
Postal A.F.H.Q.	1
Tn. (Br) A.F.H.Q.	1
DMRS	3
DD.Tn.Rlys (Br)	1
Mov.Rear 13 Corps	12
Mov.North Italy	12
Mov.UDINE	12
Mov.TRIESTE	12
Mov.VENICE	12
Mov.MILAN	12
Mov.VERONA	12
Mov.BOLOGNA	12
Mov.RIMINI	12
Mov.ANCONA	12
Mov.ROME	12
Mov.NAPLES	25
Mov.BARI	25
Mov.TARANTO	12
Mov.BTA	3
Rly Anti-Theft Control Committee	12
Joint Railway Control,NAPLES	1
HQ. AC. Tn.Sub-Commission	6
Senior Tn.Offr., A.C.,NAPLES	6
HQ MMIA	6
MMIA LO 2 District	1
MMIA LO 3 District	1
MMIA LO 54 Area	1
MMIA LO 217 Area	1
1 Rly.Op.Gp. RE	1
154 Rly.Op. Coy., RE	1
192 Rly.Op. Coy., RE	1
PMG., 774 Rly.Grand Div. (US)	6
Rail Div., P.B.S.	3
Rail Div., P.B.S. (SOUTH)	3
Rail Div., ADRIATIC Base	3
War Diary	2

REPORTS AND RETURNS

SERIAL	RETURN	BY WHOM RENDERED	DATE DUE	TO WHOM RENDERED	REMARKS
1.	Incident Report	Det concerned	Daily	HQ Train Guard Control HQ Mov Area/Sub area APM/DAPM Area/Sub Area "A" Sec (Rlys) SIB CMP HQ own unit Det SIB CMP concerned	Incidents of firearms and all reports American and NAPLES Area ROME Area CENTRAL ITALY EAST ITALY but not to is necessary
2.	No. of Trains guarded on each sector of line.	HQ Unit	Weekly	HQ Train Guard Control.	))))) To be to 235 Append
3.	No of Pilferages and Incidents on Trains on each sector of line.	HQ Unit	Weekly	HQ Train Guard Control.	
4.	No of Pilferages and Incidents in guarded Marshalling Yards.	HQ Unit	Weekly	HQ Train Guard Control.	
5.	No of Arrests	HQ Unit	Weekly	HQ Train Guard Control.	
6.	Strength Return	HQ Unit	Weekly	HQ Train Guard Control	
7.	Serials 2 - 5	HQ Unit	3rd of month	HQ Train Guard Control	To include 2359 2359 attach

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Appendix "B"

REPORTS AND RETURNS

BY WHOM RENDERED	DATE DUE	TO WHOM RENDERED	REMARKS
Det concerned	Daily	HQ Train Guard Control HQ Mov Area/Sub area APM/DAPM Area/Sub Area "A" Sec (Rlys) SIB CMP HQ own unit Det SIB CMP concerned	Incidents and Pilferages, including all those in which firearms are used will be reported on CMF 76. Copies of all reports of American traffic, or Incidents at American controlled stations will be sent in the case of: NAPLES Area to Rail Div, P3S South. ROME Area to Rail Div, HQ PBS, APO 782. CENTRAL ITALY to Rail Div, HQ PBS, APO 782 EAST ITALY to Rail Div, HQ Adriatic Base, but not to HQ Mov Area/Sub Area unless positive action is necessary.
HQ Unit	Weekly	HQ Train Guard Control.	To be forwarded on Sundays to include data up to 2359 hrs the previous day, as per attached Appendix "G"
HQ Unit	Weekly	HQ Train Guard Control.	
HQ Unit	Weekly	HQ Train Guard Control.	
HQ Unit	Weekly	HQ Train Guard Control.	
HQ Unit	Weekly	HQ Train Guard Control	
Unit	3rd of month	HQ Train Guard Control	To show strength of unit as at 2359 hrs on Saturdays, as per attached Appendix "G". TGC Routine Order No.48 dated 2 Aug 45 refers. To include data as stated for the period between 2359 hrs on the last Saturday of each month to 2359 hrs on the last day of the month, as per attached Appendix "G".

REPORTS AND RETURNS (cont)

SERIAL	RETURN	BY WHOM RENDERED	DATE DUE	TO WHOM RENDERED	REMARKS
8.	Report on Working of Train and Static Guards.	HQ Unit	3rd of month	HQ Train Guard Control	General Report on Operational:- Co-operation:- Administrative:- Suggestions.
9.	Guard Commitments	HQ Unit	3rd of month	HQ Train Guard Control	As per attached Order No 48 dated No 73 dated 22
10.	Census of Stores	HQ Unit	5th of month	HQ Train Guard Control	To show all items charge as at last attached Appendix No.55 dated 11

Appendix "B"

REPORTS AND RETURNS (cont)

RENDERED	DATE DUE	TO WHOM RENDERED	REMARKS
	3rd of month	HQ Train Guard Control	General Report under headings :- Operational:- Delay on lines; Hours of duty; Length of turnround. Co-operation:- Calling forward of guards; Measures taken to reduce pilferage. Administrative:- Strength; Tpt; Accn etc; in so far as they affect Rly working. Suggestions.
t	3rd of month	HQ Train Guard Control	As per attached Appendix "I". TGC Routine Order No 48 dated 2 Aug 45 as amended by TGCRO No 73 dated 22 Oct 45 refers.
t	5th of month	HQ Train Guard Control	To show all items of Train Guard Stores held on charge as at last day of previous month, as per attached Appendix "J". TGC Routine Order No.55 dated 11 Sep 45 refers.

APPENDIX "C".

STANDING ORDERS FOR TRAIN GUARDS.

1. RESPONSIBILITY.

The Tr Gd Comd will be responsible at all times throughout the journey for the safety of the contents of the train. He will ensure that his Gd is at all times alert and acquainted with its duties. He will ensure that magazines of rifles are charged but there is no round in the breech, that magazines of automatic weapons are loaded but weapons are not cocked and that immediately after handing over a train all rifles and automatic weapons are unloaded.

2. ACTION ON DEPARTURE.

The Tr Gd Comd will on arrival at the Departure station, report personally to the R.T.O. or to the representative of the R.T.O. on duty and also to the Stn Duty N.C.O. Train Guards waiting on call at the Station will not leave the platform until called forward for duty. When the Movement Control Checker proceeds to check the train, the Gd Comd will accompany him and will take over from him the wagons allotted to his train, verifying the numbers of each wagon as recorded on the Checkers sheet. He will ensure that the copy retained by the checker shows any remarks which affect any wagon. He will obtain from the R.T.O. or his representative two copies of the Checkers sheet. He will ensure that all box wagons are correctly sealed on both sides and will refuse to take over any box wagons not properly sealed or in any other respects badly damaged, unless ordered to do so by R.T.O. in the interests of railway working.

3. ACTION DURING THE JOURNEY.

Special vigilance must be maintained during periods of the journey when the train is slowed down. At all halts or during shunting the train will be patrolled. For this purpose one sentry will be posted to watch the left side, one the right.

Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date will be recorded on the Guard Trip Report.

The Gd Comd will obtain a receipt on C.M.F. 78, for any wagon detached en route, from the R.T.O., or, if there is no Movement Control staff, the Capo Stazione I.S.R.

No smoking will be allowed on or near patrol or ammunition wagons.

The lighting of fires in railway wagons is forbidden.

4. ACTION ON ARRIVAL.

On arrival the Gd Comd will hand over his checkers sheets to the R.T.O. who will check the train in his presence and that of the Stn Duty N.C.O.

The Gd Comd will obtain a receipt from the R.T.O., countersigned by the Stn Duty N.C.O., on his Guard Trip Reports, copies of which will be disposed of as follows:-

The Tr Gd Comd will on arrival at the departure station, report personally to the R.T.O. or to the representative of the R.T.O. on duty and also to the Stn Duty N.C.O. Train Guards waiting on call at the Station will not leave the platform until called forward for duty. When the Movement Control Checker proceeds to check the train, the Gd Comd will accompany him and will take over from him the wagons allotted to his train, verifying the numbers of each wagon as recorded on the Checkers sheet. He will ensure that the copy retained by the checker shows any remarks which effect any wagon. He will obtain from the R.T.O. or his representative two copies of the Checkers sheet. He will ensure that all box wagons are correctly sealed on both sides and will refuse to take over any box wagons not properly sealed or in any other respects badly damaged, unless ordered to do so by R.T.O. in the interests of railway working.

3. ACTION DURING THE JOURNEY.

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Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date will be recorded on the Guard Trip Report.

The Gd Comd will obtain a receipt on C.M.F. 78, for any wagon detached en route, from the R.T.O., or, if there is no Movement Control staff, the Capo Stazione I.S.R.

No smoking will be allowed on or near petrol or ammunition wagons.

The lighting of fires in railway wagons is forbidden.

4. ACTION ON ARRIVAL.

On arrival the Gd Comd will hand over his checkers sheets to the R.T.O.

who will check the train in his presence and that of the Stn Duty N.C.O.

The Gd Comd will obtain a receipt from the R.T.O., countersigned by the Stn Duty N.C.O., on his Guard Trip Reports, copies of which will be disposed of as follows:-

Original to R.T.O. at Destination.

Duplicate to Det Comd on return.

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When a train is proceeding right through to its final destination the Train Guard dismounting at an intermediate station will hand over direct to the relieving Train Guard.

He will arrange with the R.T.O. for his guard to be returned by the first available means of transportation.

5. TUPES.

(*) Unknown or unauthorised persons seen or heard approaching or leaving a train will be challenged and if necessary apprehended. All persons apprehended

5. THEFTS. (Cont)

will be handed over to the Static Guard at destination, or if there is no Static Guard, to the R.T.O.

(b) All thefts occurring on a journey will be reported to the first available R.T.O. after the incident, and he will be asked to re-seal the wagon if necessary. Full details will also be reported to the R.T.O. and Stn Duty N.C.O. at destination and to his Det Comd on return.

(c) The form of challenge will be as follows.
The guard will give the challenge "Halt" (then after a slight pause) "Who goes there?". These words will be said in the most clear and commanding tone possible. If the person does not halt at once the second part of the challenge will be given in a similarly clear and definite tone, "Halt - or I fire!". This challenge will not be repeated.

The guard will then take such action as is necessary to apprehend the person. Fire will not be opened except in the circumstances mentioned in Para (c) below.

(d) Shooting by properly constituted guards, Petrols and Sentries is permitted at thieves, saboteurs; or suspected persons after clear challenge, in the following circumstances only: -

- (i) Every attempt must have been made to apprehend the thief, saboteur or suspected person.
- (ii) There must be no other effective way of stopping that person.
- (iii) There will be no following up in order to shoot, beyond the immediate area guarded.
- (iv) Women and children will not be fired upon in any circumstances.
- (v) The use of automatic weapons incapable of firing single shots is forbidden; automatic weapons capable of firing single shots may be used only as single-shot weapons, unless armed resistance is encountered; in which case automatic fire may be employed.

6. PASSENGERS.

Civilian travel on military freight trains will only be allowed:-

- (a) In organised bodies when authorised by Movement Control.
- (b) On empty stock or wagons carrying non-pilferable stores provided that such wagons are NOT next to wagons containing pilferable stores.

Under no other circumstances will civilians be permitted to travel on military trains. Such force as is necessary to achieve this object may be used except that no person will be ejected from a moving train and fire-arms will not be used.

person. Fire will not be opened except in the circumstances mentioned in Para (d) below.

(d) Shooting by properly constituted guards, Petrols and Sentries is permitted at thieves, saboteurs; or suspected persons after clear challenge, in the following circumstances only :

- (i) Every attempt must have been made to apprehend the thief, saboteur or suspected person.
- (ii) There must be no other effective way of stopping that person.
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- (iv) Women and children will not be fired upon in any circumstances.
- (v) The use of automatic weapons incapable of firing single shots is forbidden; automatic weapons capable of firing single shots may be used only as single-shot weapons, unless armed resistance is encountered; in which case automatic fire may be employed.

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Under no other circumstances will civilians be permitted to travel on military trains. Such force as is necessary to achieve this object may be used except that no person will be ejected from a moving train and fire-arms will not be used.

7. INTOXICANTS.

The taking of intoxicants or the use of narcotics just prior to going or while on duty is forbidden. All wines and beer will be construed as being within the meaning of intoxicants.

8. BRIBERY.

Any offer of a bribe will be reported immediately to the Det Comd. Concealment of the offer of a bribe is an offence.

9. ASSISTANCE.

Full assistance will be afforded to all Allied Police; C.C.R.R.; P.S. Agents, Railway Operating and I.S.R. personnel in the execution of their duty.

C.M.F.

Date 30 Oct 45.

A. M. A. Smith Lt. Col.
Commanding H.Q. Train Guard Control.

APPENDIX "D"

STANDING ORDERS FOR STATIC GUARDS

1. The bounds for Static Guards are defined on a sketch posted on.....
.....
.....
and all Static Guards will make themselves familiar with these bounds before commencing their tour of duty.
2. Static Guards will act as roving patrols within the bounds set out in Para 1 and in accordance with special instructions given to them by the visiting Officer or NCO. They will remain on that duty in accordance with their individual instructions, until they are properly relieved, and will not leave their beat except in the execution of their duty. When men are given a break of duty by the visiting NCO, they will move away from their posts and remove their arm-bands before smoking etc. When a post of duty is handed over to the next relief, any information and special instructions will be handed on to that relief.
3. Static Guards will be responsible for guarding wagons containing Military Stores including AC, AMG, UNRA and Italian Army wagons standing in yards, and note specially the position of those likely to be subject of theft.
The lighting of fires in wagons is forbidden.
4. Static Guard will be responsible for guarding Civilian Stores whilst standing within the area of marshalling yards as defined in Para 1.
5. On arrival of a train or a "shunt", Static Guards will examine all wagons.
6. All cases of wagons found unsorted or of theft will be reported immediately to the Station Duty NCO or to the RTO where there is no Station Duty NCO.
7. Static Guards will not proceed outside the bounds set out in Para 1 during their tour of duty except to escort prisoners to the Station Duty NCO or to report to the Station Duty NCO in accordance with Para 6 above.
8. Magazines of rifles will be charged but there will be no round in the breech. In the case of automatic weapons, magazines will be loaded but weapons will not be cocked. On completion of the tour of duty and before entering the billet, a Static Guard will unload his weapon. The unloading of his weapon will be supervised by an NCO.
9. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the Station Duty NCO or to the RTO where there is no Station Duty NCO.
10. (A) The form of challenge will be as follows:
The Guard will give the challenge "Halt" (then after a slight pause) "Who goes there?". These words will be said in the most clear and commanding tone possible. If the person does not halt at once, the

except in the execution of their duty. When men are given a break of duty by the visiting NCO, they will move away from their posts and remove their arm-bands before smoking etc. When a post of duty is handed over to the next relief, any information and special instructions will be handed on to that relief.

3. Static Guards will be responsible for guarding wagons containing Military Stores including AG, AMG, UKRA and Italian Army wagons standing in yards, and note specially the position of those likely to be subject of theft.

The lighting of fires in wagons is forbidden.

4. Static Guard will be responsible for guarding Civilian Stores whilst standing within the area of marshalling yards as defined in Para 1.

5. On arrival of a train or a "shunt", Static Guards will examine all wagons.

6. All cases of wagons found unsealed or of theft will be reported immediately to the Station Duty NCO or to the RTO where there is no Station Duty NCO.

7. Static Guards will not proceed outside the bounds set out in Para 1 during their tour of duty except to escort prisoners to the Station Duty NCO or to report to the Station Duty NCO in accordance with Para 3 above.

8. Magazines of rifles will be charged but there will be no round in the breach. In the case of automatic weapons, magazines will be loaded but weapons will not be cocked. On completion of the tour of duty and before entering the billet, a Static Guard will unload his weapon. The unloading of his weapon will be supervised by an NCO.

9. Unknown or unauthorised persons seen or heard approaching or leaving the train or tampering with its contents will be challenged and if necessary apprehended. They will be handed over to the Station Duty NCO or to the RTO where there is no Station Duty NCO.

10. (a) The form of challenge will be as follows:
The Guard will give the challenge "Halt" (then after a slight pause) "Who goes there?". These words will be said in the most clear and commanding tone possible. If the person does not halt at once, the second part of the challenge will be given in a similarly clear and definite tone "Halt - or I fire!". This challenge will not be repeated. The Guard will then take such steps as are necessary to apprehend the person. Fire will not be opened except in the circumstances mentioned in Para (b) below.

(b) Shooting by properly constituted Guards, Patrols and Sentries is permitted at thieves, saboteurs or suspected persons after clear challenge in the following circumstances only:-
(i) Every attempt must have been made to apprehend the thief, saboteur or suspected person.
(ii) There must be no other effective way of stopping that person.
(iii) There will be no following up in order to shoot, beyond the immediate area guarded.

(iv) Women and children will not be fired upon in any circumstances.

APPENDIX "D"

10. (cont.)

- (v) The use of automatic weapons incapable of firing single shots is forbidden; automatic weapons capable of firing single shots may be used only as single-shot weapons, unless armed resistance is encountered, in which case automatic fire may be employed.

11. Special Guards provided by loading services will be responsible for guarding their own wagons when in marshalling yards.

12. Station Duty NCO's, Static Guards and Train Guards on duty are permitted to be within the areas of their respective Marshalling Yards. When "off duty" no other rank will be allowed in station buildings, in marshalling yards or loading sidings. Train Guards waiting on call at Stations will not leave the platform until called forward for duty.

13. The taking of intoxicants or the use of narcotics, just prior to going or while on duty is forbidden. All wines and beer will be construed as being within the meaning of intoxicants.

14. Any offer of a bribe will be reported immediately to the Det Comd. Concealment of the offer of a bribe is an offence.

15. Full assistance will be afforded to all Allied Police; CCHP; P.S. Agents; Railway Operating and ISR personnel in the execution of their duty.

CMF.
Date 30 Oct 45.

J. H. Z. Reck Lt. Col.
Commanding H.Q. Train Guard Control, Italy.

APPENDIX "E"

ORDERS FOR STATION DUTY NCO

1. He will work in close co-operation with the RTO and Static Guard concerned.
2. He will inform his Det Comd at the earliest opportunity of any train guards required.
3. He will report by telephone to his Det Comd the arrival of train Guards from other Dets.
4. He will, in conjunction with Train Guard Comd confirm that all trains arrive and depart in good order. He will be present when trains are handed over by Train Guards to RTO and vice versa. Should two or more trains be present at one time priority will be given to an Incoming Train.
5. He will inform the Static Guards of the arrival in the yard of any stores such as EFI, Rations, etc., which are likely to be especially subject to theft.
6. He will at frequent but irregular intervals during his tour of duty visit the Static Guards and ensure that they are alert and acquainted with their duties.
7. He will keep a Station Book in which will be recorded all trains arriving and departing, incidents and pilferages. This book will be signed and handed over on relief.
8. Thefts of Military traffic reported to him by Train and Static Guards or discovered by RTO or himself will be reported by him immediately by telephone to the AFM/DAPM of the Area/Sub-Area concerned and to his Det Comd. Thefts of Civilian traffic will be reported to the Italian Railway Police.
9. The taking of intoxicants or the use of narcotics just prior to going or while on duty is forbidden. All wines and beer will be construed as being within the meaning of intoxicants.
10. Any offer of a bribe will be reported immediately to the Det Comd. Concealment of the offer of a bribe is an offence.
11. He will render full assistance to all Allied Police, CCRR, P.S. Agents, Movement Control, Railway Operating and ISR personnel in the execution of their duty.

CMP.
Date 30 Oct 45.

A. H. F. R. J. L. Lt. Col.
Commanding H.Q. Train Guard Control, 1233

APPENDIX "F"
APPENDICE "F"

RESTRICTED
RISTRETTO

PASS PRO FORMA
PRO FORMA PERMESSO

NOT TRANSPORTABLE
NON TRASPORTABILE

HQ Movements

Subject : Civilian Rail Travel Pass.
Oggetto : Permesso Viaggio Ferr. per Civili.

Area

Area

194

194

1. The bearer _____
Il latore _____

Identification No _____ whose signature appears below is authorized to
No. Tessera d'identita' _____ la cui firma appare sotto e' autorizzato a

travel from _____ to _____ by military
viaggiare da _____ a _____ a mezzo

freight train on _____ 194 .
treno da carico il _____ 194 .

2. This pass is valid for one journey only and will be collected on completion.

2. Questo permesso e' valido per un viaggio soltanto e sara' ritirato a compimento del viaggio stesso.

Sd _____
Fto. _____

Rank _____
Grado _____

Appointment _____ 232
Qualifica _____

Signature of bearer _____
Firma del latore. _____

APPENDIX "G"
APPENDICE "G"

RAILWAY WORKING REPORT FOR WE 2359 HRS SATURDAY.....45.
RAPPORTO SUL SERVIZIO FERROVIARIO COMPIUTO DURANTE LA SETTIMANA
TERMINANTE ALLE ORE 2359 DI SABATO.....45.

UNIT..... SERIAL. No.....
REPARTO..... NO. PROGRES.....

To.....
Al.....
.....

DEPOT. DEPOSITO.	ROUTE. ROTTA.	NO OF TRAINS " GUARDED.	NO OF TRAIN INCIDENTS.	NO OF TRAIN FILFERAGES.
		NO TRENI SCORTATI.	NO INCIDENTI IN VIAGGIO.	NO FURTI IN VIAGGIO.

STATIC GUARDS.
GUARDIE FISSE.

STATIC INCIDENTS. STATIC FILFERAGES. ARRESTS.
INCIDENTI NEGLI FURTI NEGLI SCALI. ARRESTI.
SCALI.

APPENDIX "H"
APPENDICE "H"

WEEKLY STRENGTH RETURN (As at 2359 hrs EACH SATURDAY) RESTRICTED.
SPEDICITA' FORA SETTIMANALE (Come da ora 2359 di ogni Sabato) RISTRETTO.

UNIT:
REPARTO

TO : HQ Train Guard Control Italy.
AL

[illegible]

NOTE : Officers will NOT be included in the totals.
leave, Sick, Hospital etc., will be shown under the heading "MISC".
"Total Unit" MUST agree with the total strength of unit.

NOTA : GLI UFFICIALI non saranno inclusi nel totale.
Gli uomini in Licenze, Assaiati, in Ospedale ecc., saranno inclusi nella colonna "MISC".
Il "TOTALE REPARTO" deve corrispondere al totale forza del Reparto.

RETURN OF GUARD COMMITMENTS.

QUADRO DELLE DISPONIBILITA' PER SERVIZIO GUARDIE.

Formation or Area Formazione o Area	Unit/Sub-Unit or Det. Bt./Comp. o Distacc.	Location. Dislocazione.	Posted Strength. Forza Effettiva.	Ration Strength. Forza in Sussistenza.	Total No. Employed on Gds at any one moment. No. dei militari del Reparto disponibili per il servizio guardie.
--	---	----------------------------	--	---	--

9 3 4 9

9 3 4 9

9 3 4 9

9 3 4 9

9 3 4 9

APPENDIX "J"
APPENDICE "J"

STORES HELD ON CHARGE TO HQ TRAIN GUARD COMPANY.
MATERIALI IN POSSESSO ASSIDATI AL H.Q. TRAIN GUARD COMPANY.

AS AT (date).....
COME DA GIORNO

FROM:
DA :

TO:
AL:

ITEM articoli	No. held on charge Quantita' tenuta in carico	Serviceable Servibili	Unserviceable fuori uso	Deficiencies Deficienza	Remarks osservazioni
Lamps Electric No.1. Lamp. Elettriche No.1.					
Torches TL 122 B					
Torches 2 cell.					
Arbonds T.G. Bracciali Gd.Tr.					
Lamps, Sets, Portable Lampade Portabili					

ITEM articoli	No. held Quantita' Tenute	No. required. Quantita' Richieste
Batteries Lamp Elec. No.1 Batt. Lampade elet. No.1.		
Cell, Dry, Unit torch		
Bulbs Electric 2.5v Lamp. Elet. 2.5v		
Bulbs Electric 2.7v (TL122B) Lamp. Elet. 2.7v (TL122B)		

Articoli	Servibili	fuori uso	Deficienze	Osservazioni
Lamps Electric No.1. Lamp. Elettriche No.1.				
Torches TL 122 B				
Torches 2 cell.				
Armbands T.C. Bracciali Gd.Tr.				
Lamps, Sets, Portable Lampade Portatili				

ITEM Articoli	No. held Quantita' Tenute	No. required. Quantita' Richieste
Batteries Lamp Elec. No.1 Batt. Lampade elet. No.1.		
Cell, Dry, Unit torch		
Bulbs Electric 2.5v Lamp. Elet. 2.5v		
Bulbs Electric 2.7v (TL122B) Lamp. Elet. 2.7v (TL122B)		

Subject: Move. SECRET

Tel: Rome 566212.

From: HQ Train Guard Control, Italy
 Scuola Militare,
 via Della Lungara,
 ROME.

R/7/87

6 Nov 45.

Ref 0900 hrs 10 Nov 45 HQ Train Guard Control, Italy, closes at
 present location and re-opens same time and date at :-

Via Giacomo Porro 13,
 ROME.

Telephone No. ROME 875000 F.R.

under op comd HQ 2 AA Hde.

CMF.
FEP.

1 Lt. Col.
 Commanding HQ Train Guard Control.

MMIA LO
2 NOV 45
HQ 3 District

DISTRIBUTION.

HQ 2 AA Hde.	1	Mov & Tn A.F.H.Q.	1
1 HAA Regt RA.	1	Arty. Sec A.F.H.Q.	1
51 HAA Regt RA.	1	Pro (Br) A.F.H.Q.	1
55 HAA Regt RA.	1	Postal A.F.H.Q.	1
30 LAA Regt RA.	1	Tn. (Br) A.F.H.Q.	1
53 LAA Regt RA.	1	PMRS	1
47 A.A.O.R.	1	DD.Tn.Plys (Br)	1
466 Coast Fty RA.	1	Nov Rear 13 Corps	1
30 Som L I.	1	Nov North Italy	1
0 Grn Coy	1	Nov MEDINE	1
A Sec. (Rlys) S.I.P., CMF.	4	Nov TRIESTE	1
4 Coy 501 It Gd Bn	1	Nov VENICE	1
507 It Gd Bn	1	Nov MILAN	1
510 It Gd Bn	1	Nov VERONA	1
525 It Gd Bn	1	Nov BOLOGNA	1
HQ 13 Corps	1	Nov RIMINI	1
HQ 2 District	1	Nov ANCONA	1
HQ 3 District	1	Nov ROME	1
HQ R.A.A.C.	1	Nov NAPLES	1
HQ 52 Area	1	Nov BARI	1
HQ 54 Area	1	Nov TARANTO	1
HQ 56 Area	1	Nov BTA	1
HQ 59 Area	1	Rly Anti-Theft Control Committee	1
HQ 61 Area	1	Joint Railway Control, NAPLES	1
HQ 66 Army Area	1	HQ AC. Tn. Sub-Commission	1
HQ 217 Area	1	Senior Tn. Offr., AC., NAPLES	1
HQ 218 Special Area	1	HQ MMIA	1
HQ 60 Sub-Area	1	MMIA LO 2 District	1
HQ 71 Sub-Area	1	MMIA LO 3 District	1
		MMIA LO 54 Area	1

CMP.
FEP.

Commanding HQ Train Guard Control.

DISTRIBUTION.

HQ 2 AA Bde.	1	Nov 2 Tn A.F.H.Q.	1
1 HAA Regt RA.	1	Arty. Sec A.F.H.Q.	1
51 HAA Regt RA.	1	Pro (Br) A.F.H.Q.	1
55 HAA Regt RA.	1	Postal A.F.H.Q.	1
30 IAA Regt RA.	1	Tn. (Br) A.F.H.Q.	1
53 IAA Regt RA.	1	DMGS	1
47 A.A.O.R.	1	DD.Tn. Rlys (Br)	1
466 Const Rty RA.	1	Nov Rear 13 Corps	1
30 Som L I.	1	Nov North Italy	1
0 Cpn Coy	1	Nov ADONE	1
A Sec. (Rlys) S.I.R., CIP.	4	Nov TRIESTE	1
4 Coy SCL It Cd Bn	1	Nov VENICE	1
507 It Cd Bn	1	Nov MILAN	1
510 It Cd Bn	1	Nov VERONA	1
525 It Cd Bn	1	Nov BOLOGNA	1
HQ 13 Corps	1	Nov RAVENNA	1
HQ 2 District	1	Nov ANCONA	1
HQ 3 District	1	Nov ROME	1
HQ R.A.A.C.	1	Nov NAPLES	1
HQ 52 Area	1	Nov BARI	1
HQ 54 Area	1	Nov TARANTO	1
HQ 56 Area	1	Nov BZA	1
HQ 59 Area	1	Rly Anti-Theft Control Committee	1
HQ 61 Area	1	Joint Railway Control, NAPLES	1
HQ 86 Army Area	1	HQ AC. Tn. Sub-Commission	1
HQ 217 Area	1	Senior Tn. Oftr., AC., NAPLES	1
HQ 218 Special Area	1	HQ IATA	1
HQ 60 Sub-Area	1	MMIA LO 2 District	1
HQ 71 Sub-Area	1	MMIA LO 3 District	1
HQ 201 Sub-Area	1	MMIA LO 54 Area	1
HQ 211 Sub-Area	1	MMIA LO 217 Area	1
HQ RTSCY	1	1 Rly Op Sp RE	1
774 Rly Grand Div (US)	1	154 Rly Op Coy RE	1
Rail Div., P.B.S.	1	192 Rly Op Coy RE	1
Rail Div P.B.S. (South)	1	APO 551	1
Rail Div Adriatic Rese	1	Town Major Rome	1
War Diary	2	R.A.A.C. Real Estate Sec.	1
A partire dal 10 Nov. 45 l'indirizzo del HQ Train Guard Control sara' il seguente:		Rome Message Centre	1

Via GIACOMO PORRO 13 ROMA.

Tel. No. Roma 878000

alle dipendenze del HQ 2 AA Bde.

15 PORRO CHICO VÍA 48 E 10001 LOS ANGELES CA 90001

2. Hq Train Guard Control HALL comes under command of this brigade on 10 Nov 45 and moves to this location with effect from that date.
3. Communications or correspondence for this Hq or Hq Train Guard Control must be addressed separately.

[illegible]

Tr. Branch 502
G. 4 (Nov. 2 Tr) 502.

HQ Branch CHQ	MRS LO ROME
G-4 (Nov & In) CHQ.	Nov 24
HQ	Nov 13 Corps
HQ 13 Corps	Nov NE Italy
No 2 District	Nov NW Italy
No 3 District	Nov NAPLES Nov ROSE
HQ P.M.C	Nov Bari
52 Area	Nov Taranto
54 Area	Joint Rly Control Office
55 Area	NAPLES
56 Area	BARI
59 Area	ROME
60 Sub-area	MIL. LC & District
61 Sub-area	" " District
66 Sub-area	'A' Sec (Rlys) STP C/P
301 Sub-area	1 Rly Op Co RE
307 Sub-area	133 Rly Op Co RE
311 Sub-area	154 " " "
314 Sub-area	180 " " "
317 Sub-area	182 " " "
31 Gm	HQ AC Tr Sub-Commission
2 GH-	Senior In Chg AC NAPLES
7 GH-	Rail Div FMS
BT307	Rail Div FFS South
22 GH P40	Rail Div Adriatic Pass
86 GH P46	Rail 704 Rly Ward Div
406 CD Rly	701 Rly Ward Div
30 Som LI	774 " "
0 Gm COX	715 Rly Op M
Rly Anti-Franch Control	719 " "
Committee	War Diary
DNRB	File
DETN Rlys (Pr)	
MRS MILAN	

Transport - ITI-ITI Units (Guards)

TO LANT FORTRESS HUB COM
AM (MIA) 3
Baseball 2
Ref 100/4

5 Nov 45

RECEIVED

Copy to :- LANT FORTRESS HUB COM AM (MIA), 3
NO TRAIN GUARD CONTROL HUB
MIA 10 0/0 94 AREA
Territorial HQ 0 01

see folio 18
for reply.

3A + 3

1. Copy of letter 595/100 dated 26 Oct 45 from
to 100 00 MIA (ITI-ITI) to M. Train Guard Control, is
forwarded to you for action, as control of issue and
replacement of Italian 01 is vested in MIA.
2. You are requested to inform units under command
of this procedure.
3. In view of the criticism implied in paragraph
2 of above quoted letter, you will investigate and inform
this office on what grounds such criticism might be
based.

200/11
Internal
LLO (200 DIV)

Capt
MIA 10

Declassified E.O. 12356 Section 3.3/NND No. 785020

MEDY - V LROF NR 8777

FROM ~~100~~ TRAIN GUARD CONTROL 0412300 - 5 NOV 1945

TO MMIA LO DISTHREE

BT

TG 239 (.) UNCLASSIFIED (.) REF YOUR 3 DLO/551 DATED 2 NOV (.) THIS HQ
SIGNAL TG 234 OF ~~3/7~~ 1 NOV WAS PASSED TO YOU FOR INFM ONLY

BT

SENT NR 8777 RS B K

RD SRL 8777 AD AR AR

MMIA LO
5 NOV 1945
File
HQ 3 District.

SUBJECT: Transport car Bianchi S/9

TO : MMIA LO Disthree.

MMIA LO

5 NOV 1945, 194

File 4

HQ 3 District

1. Please find attached certified true translated extract of letter 699/Mtr from O.C. 510 It. Gd. Bn. This application is strongly recommended.

see folios

CMF
JM/RE

Copy to: Land-Forces Sub-Commission AC
~~AC~~ 510 It. Gd. Bn.

S. Mellett Capt. Lt. Col.
Comd. HQ. Train Guard Control.

Tel: Roma 566212
R/13/68
1 Nov. 45. 3

OGGETTO: Automozzi-Autovettura Bianchi S/9.

AL : MMIA LO Disthree.

Tel: Roma 566212
R/13/68
1 Nov. 45.

1. Uniamo copia della traduzione di un buono della lettera 699/Mtr del Comandante il 510 Btg. Raccomandiamo caldamente questa inchiesta.

CMF
JM/RE

Copia al: MMIA Land Forces Sotto Commissione AC
~~AC~~ 510 Btg. Gd. It.

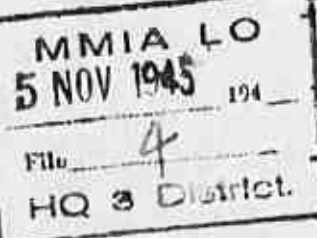
J. MELLETT, Capt. per Ten.Col.
Comd. HQ. Train Guard Control.

Declassified E.O. 12356 Section 3.3/NND No. 765020

H.Q. 510 It. Gd. Bn.

SUBJECT : Transport - Car Bianchi S/9

TO : H.Q. Train Guard Control.



699/Mtr.

BARI 26 Oct.45.

To day I have handed over the Car Bianchi S/9 held at Bn. H.Q. to workshop for repairs which will take more than 2 Months.

I have already made an indent for replacement but without your personal assistance I can't obtain another car forthwith.

Wof. even date I cannot inspect ANCONA, PESCARA, TERMOLI, FOGGIA, BARLETTA Dets. because the other truck held at H.Q. consumes too much POL.

MORELLI GIUSEPPE Major
OC 510 It. 224

MEDY V LROF NR 8329 QVR 7

FROM MMIA 021702A

TO MINISTRY OF WAR

INFO MMIA LO MILAN

MMIA LO TURIN

217 AREA FOR MMIA LO

FLORENCE CITY COMMAND FOR MMIA LO

PENBASE FOR MMIA LO

DIYTHREE FOR MMIA LO

BT

SD 3039 RESTRICTED

W E F 25 OCT 515 GD BN AND W E F 20 OCT 529 GD BN PASSED
TO YOUR COMMAND FOR ALL PURPOSES IN PRESENT LOCATIONS (.)
YOU WILL ARRANGE FOR THE BNS CONCERNED TO JOIN THEIR I S
REGTS SOONEST AND FOR TRAINING TO BE CARRIED OUT IN THE
MEANWHILE (.)

BT

SENT NR 8329 RS AR K

RD JR AR TKS

3 NOV 1945

MMIA LO
3 NOV 1945
File 4
HQ 3 District

Declassified E.O. 12356 Section 3.3/NND No. 765020

ARMY FORM C2136 (Small)			MESSAGE FORM		Register No.
Call	Srl. No.	Priority	Transmission In	Time	
					1
ABOVE THIS LINE FOR SIGNALS USE ONLY					
FROM (A)	Originator	Date-Time of Origin	OFFICE DATE STAMP		
100000A LO DISSEMIN		02 1955			
For Action					
HQ TRAIN GUARD CONTROL ROOM					
TO	(W) For Information (INFO)	Message Instructions			
	File	100000A 149 Gardner II			
3D10/551 (.) UNCLASSIFIED (.) your TG 234 dated 01 nov NOT rpt NOT understood (.) signal 0 256 of 27 oct is NOT rpt NOT from t is office					
THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS { EXCEPT } WIRELESS		IT IS LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS. THIS MES- SAGE MUST BE SENT IN CIPHER		ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY	
Signed Capt		SIGNED		Time System Op. THI or TOR Time cleared 222	

0 3 6 2