

Working Instruction
Correspondence

2179

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/1038
1 DEC '44

Subject: -Report, January 45, Railway Guards Italy.

R/5/192

G-4 (Mov & Tr) A.F.H.C.

8 Feb 45.

Report for the month of January, 1945, on the working of Trains & Railway Guards, Italy is fwd herewith.

WEST ITALY.

1. Turn Round. The average time for the turn round of a guard from Salerno to San Giovanni and back has been 58 hrs for the month-an increase of 26 hrs over December figures. Several instances occurred where gds were cut for well over three days. This has occasioned the use of a greater number of gds and has put a great strain on the men who have accordingly had less time off.

At 0915 hrs on 10 Jan the Caserta Det. had 19 gds of whom 9 were out. One of these gds had only returned at 2200 hrs 9 Jan from a 30 hour trip to Rome, the remaining ten gds had all come in since 2200 hrs the previous night and were waiting to go out again.

Trains from Benevento to Caserta are also subject to lengthy delays, mainly at Maddaloni.

The fatigue entailed by these long spells of duty seriously impairs the efficiency of train guards. Once a train guard is committed it is impossible to relieve it.

2. Sealing. There is a noted improvement very recently in the method of sealing wagons though it would appear that the off door is not always checked after loading to ensure that it is sealed.

Open vents continue to give a great deal of trouble. Consignors could help considerably if they were to ensure that vents are securely fastened. Shunting causes loosely fastened vents to open.

A.C. Wagons continue to be irregularly sealed with "string and lead" seals.

3. Manpower. The closing of line 90 caused great congestion throughout the system with the result that during the period it was closed gds were delayed at outlying stations owing to there being no room in main yards. This resulted in a shortage of gds and some trains had to proceed unescorted.

4. Calling forward of Guards. Incidents continue to be reported of insufficient time being allowed to Train Guard Comd. for the proper check of their trains.

5. Escort Wagon. Out of 81 trains leaving Cervaro only 21 were provided with an escort wagon. In the present weather the failure to put on an escort wagon entails unnecessary hardship for the gd.

EAST ITALY.

6. Train Guards. The strength of train gds between Bari-Foggia has been increased in the hopes of reducing pilferage on this sector.

7. Static Guards. The Static Guard at Barletta has been increased by 6 men. Consequent upon the withdrawal of the 1st Crn. Bn. from Foggia 510 It Co. Bn. to increase their

occurred where gds were cut for well over three days. This has occasioned the use of a greater number of gds and has put a great strain on the men who have accordingly had less time off.

At 0915 hrs on 10 Jan the Caserta Det. had 19 gds of whom 9 were out. One of these gds had only returned at 2300 hrs 9 Jan from a 30 hour trip to Rome, the remaining ten gds had all come in since 2300 hrs the previous night and were waiting to go out again.

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8. Strength of 510 It. Ca. Bn. The new W.E. recently approved reduces the strength of this Bn from 828 ORs (held on 27 Jan.) to 775, a reduction of 53. Its effect is given to this, the additional men employed on train gds Bari-Foggia and on the static gd at Barletta will have to be withdrawn. My letter No. R/4/122 dated 8 Feb refers.

9/....

9. Sealing. A thinner type of wire is now being used to seal wagons. Many RTOs are reported as holding no stocks of Seals Rly, 5 mm wire. The stations affected were not notified to this HQ.

It would appear that would-be thieves are themselves in possession of the correct seals. May all RTOs be instructed to keep their stocks of wire, tommy bars and croppers in safe custody.

One wagon was sent back from Marittima to Bari docks three times for re-sealing.

10. Pilferage. There has been an increase in the number of pilferages reported on the Cervaro-Foggia-Bari sector, but it is thought that some of these have occurred elsewhere. Four major incidents at Barletta are still the subject of investigation.

CENTRAL ITALY.

11. Turn Round. The average time for turn round on (a) Foligno-Falconara is 30 hrs but on many occasions gds are out for 48-72 hrs, (b) Falconara-Rimini 18 hrs and (c) Rimini-Cesena 18 hrs.

12. Sealing. There are still a large number of wagons arriving at Foligno from the South without seals or badly wired. There has been a slight improvement in the sealing of wagons ex Ancona Docks, but in most cases non regulation wire is being used and is not being twisted or cropped.

13. CMF 20. 131 Coy Pioneer Corps are still being required to prepare these forms though in some cases RTOs are also preparing their own copy. Mov.Cent.No.Mov 3/116 dated 28 Jan refers.

14. Calling Forward of Train Guards. This is working satisfactorily.

15. Escort Wagon. This is still unsatisfactory between Orte-Falconara and Orte-Arezzo.

16. Condition of Wagons. Quite a few wagons are in need of repair. Many are arriving in the area with their vents open.

17. Pilferage. Incidents have occurred at Ancona. In two cases the loading personnel-Italian-were involved. e.g. freight being loaded into wagons was passed in through one door and out through the other. This would be avoided if the loading service were to seal one door before commencing to load.

18. FORLI. Opened on 26 Jan 45. A Static Cd was installed on 29 Jan 45.

19. Calling forward of Guards. In the sector Orte-Foligno, Orte-Arezzo there is still lack of co-operation between the R.O.C. and R.T.O. Not enough time is given for the gds to check their trains before they pull out.

20. Pilferage. Although the number of incidents reported is high, they chiefly refer to pilferages which have occurred in or South of Rome.

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ROME AREA.

21. Sealing. Sealing wire, tommy bars and Croppers are still an urgent requirement. Wagons with corridor ends are noted as being badly sealed.
22. Brakemen. These are travelling on trains in greater numbers than seems necessary for railway working.

25/....

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23. Switching. After a train has been checked there are numerous reports of wagons being added or taken off unknown to either the Tr. Gd. or Checker.
- Wagons containing U.S. Supplies are being sealed with thin wire. In one case a wagon containing Wireless transmitting sets was sealed in this fashion.
24. Raids. Raids by organised bands seem to be on the increase. San Marcellino, San Biagio (affect also West Italy) and Roma Casalina are chiefly affected. The pilferers intelligence system is so good that it is difficult to catch them. It is noticeable that when more than the normal guard of 2 is on the train, the train is unmolested even though it is known there are gangs in close vicinity.
25. Turn Round. Between 13-22 Jan the timings of 8 trains between Littoria and Rome averaged just under 17 hours.

CLF
WR/JN.

W. H. J. Routh.

Lt. Col.
Commanding Train & Railway Guards, Italy.

DISTRIBUTION.

G-4 Mov & Tr. AFHQ.	3.
Mov 15 Army Gp.	3.
H. C. Mov. Rear 8 Army.	3.
H. Q. Mov. East Italy.	1.
H. C. Mov. West Italy.	1.
H. C. Mov. Rome.	1.
H. C. Mov. Central Italy.	1.
H. C. Mov. P. B. S.	1.
H. C. Mov. P. B. S. South.	1.
30 Som. L. I.	15.
C Bty 45 Grn Regt R. A.	3.
131 Coy Pioneer Corps.	3.
510 It. Gd. Bn.	1.
No. 2 Coy. 504. It. Gd. Bn.	1.
550 It. Gd. Coy.	1.
No. 1 District.	3.
No. 3 District.	3.
D. P. M. 3 District.	1.
" 1 District.	1.
H. C. A. C. (Tn. Sub-Comm.)	3.

APPENDIX 'A'.

MONTHLY REPORT OF TRAIN WORKINGS FOR 30 SOM.L.I.
FOR MONTH OF JANUARY 45.

From.	To.	Trains Guarded.	Train Incidents.	Train Pilferages.
A Coy. 30 Som.L.I.				
Salerno-S.Giovanini.		77	3	5
" Nocera.		37	1	
" Naples.		11		
Torre Ann-Torre Docks.		77		
" Castellamare.		14		
" Scafati.		3		
" Salerno.		5		
" Naples.		28		
Nocera-Cancello.		38		
" Salerno.		9		
" Avellino.		26		
S.Giovanini-Naples.		70		
" Salerno.		115	8	8
Naples-S.Giovanini.		85	1	2
Cancello-Nocera.		33		1
Castellamare-Torre Ann.		24		
Scafati-		20		
Nocera -		3		
Salerno-Cancello.		12		
Avellino-Nocera.		21		
Torre Ann-S.Giovanini.		8		
S.Giovanini-Torre Ann.		9		
Scafati-S.Giovanini.		1		
" Naples.		7		
" Salerno.		1		
Angri-Nocera.		1		
Salerno-Potenza.		1	13	17
B Coy. 30 Som.L.I.				
Terni-Foligno.		142	6	1
Foligno-Terni.		124	7	1
Terni-Orte.		127	1	
Orte-Terni.		116	20	2
" Rome.		31	1	3
" Arezzo.		88	17	
Arezzo-Orte.		65	1	
Rome-Orte.		22	2	8
C Coy. 30 Som.L.I.				
Caserta-Aversa.		16	4	7
" Naples.		134	2	1
" Rome.		90	1	6
" Capua.		30		
" Viterbo.		3		
" Cancelli.		4		
" Marchinise.		1		
" Casoria.		1		
" Teverola.		54		
Aversa-Naples.		39		
" Caserta.				

Carried Forward	(812)	1448
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APPENDIX 'A'.

- 2 -

From.	To.	Trains Guarded.	Train Incidents.	Train Pilferages.
Brought Forward		842	1443	13 68 20 25
C Coy. 30 Som. L. I. (Contd).				
Casoria-Caserta.		3		
" Naples.		4		
" Aversa.		10		
Rome-Caserta.		50	13	11
Cancello-Naples.		3		
Littoria-Aversa.		70		
Capua-Caserta.		16		
Marchinise-Caserta.		2		
" Aversa.		2		
" Naples.		1		
Teverola-Naples.		1		
Cancello-Caserta.		1	975	26 31
D Coy. 30 Som. L. I.				
Rome-Orte. (Terni Line).				
Littoria-Rome.		189	13	5
Rome-Littoria.		157	19	1
Littoria-Aversa.		76	3	1
Aversa-Littoria.		71	20	3
Rome-Caserta.		52	4	1
Caserta-Rome.		43	13	2
Rome-Orte.		160	43	2
Orte-Rome.		127	11	
Terni-Rome.		2		
Rome-Terni.		13	890	126
			3313	220
STATIC GUARDS.				
A Coy. 30 Som. L. I. Salerno.		2		
Nocera.		2		
Torre Ann.				
S. Giovanni.		2	9	3
B Coy. 30 Som. L. I. Terni.		20	2	2 5
Foligno.			1	7
Orte.		31		
Arezzo.		8	5	36
C Coy. 30 Som. L. I. Caserta.		12		43
Aversa.		6		
Naples.		2		
Teverola.			23	1
D Coy. 30 Som. L. I. Rome.				
Littoria.				6 6
		85	37	55

SUMMARY OF PILFERAGES.

DEPOTS.
No. of cases reported.
No. of open wagons involved.
No. of Box wagons involved.
No. of times wagon pilfered when escort not provided.

Salerno.	Terni.	Caserta.	Rome.	Totals.
26	13	54	15	108
3				3
23	13	68	23	127
1	2	4	1	8
7	8	12	16	43
6	1	15	2	24

NAAFI.
RASC. SUPPLIES.
ORD

Teverola-Naples.	1	975	26	31
Cancello-Caserta.	1			
D Coy. 30 Som. L. I.				
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Littoria-Rome.	189		13	5
Rome-Littoria.	157		19	1
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Orte-Rome.	127		11	
Terni-Rome.	2			
Rome-Terni.	13	890	126	15
		3313	220	71
STATIC GUARDS.				
A Coy. 30 Som. L. I. Salerno.	2		2	
Nocera.	2		2	3
Torre Ann.			3	
S. Giovanni.	2		2	2
Terni.	20		9	5
Foligno.			1	
Orte.	31		2	36
Arozzo.	8		2	
Caserta.	12		5	43
Aversa.	6		9	
Naples.	2		7	
Teverola.	20		7	1
D Coy. 30 Som. L. I. Rome.			23	
Littoria.				1
	85		37	6
				55

SUMMARY OF PILFERAGES.

DEPOTS.	Salerno.	Terni.	Caserta.	Rome.	Totals.
No. of cases reported.	26	13	54	15	108
No. of open wagons involved.	3				3
No. of Box wagons involved.	23	13	68	23	127
No. of times wagon pilfered when escort not provided.			2	1	3
NAAFI.	1	2	4	1	8
RASC. SUPPLIES.	7	8	12	16	43
ORD.	6	1	15	2	24
MED.			1		1
AC.	10	2	10		22
POL.	1		1	1	3
US. SUPPS.	1		24	2	27
ITALIAN. SUPPS.			1	1	2
	26	13	68	23	130

APPENDIX 'A'

From. To.		Trains Guarded.	Train Incidents.	Train Pilferages.
C Dty 45 Grn Regt RA.				
Caserta- Benevento.		118	-	7
Benevento-Caserta.		104	2	6
Benevento-Cervaro.		95	-	1
Cervaro-Benevento.		113	-	-
Caserta-Cancello.		-	-	2
Cancello-Caserta.		30	-	-
Caserta-Naples.		6	-	1
Naples-Caserta.		1	-	-
Caserta-Capua.		1	-	-
Capua-Caserta.		1	-	-
Caserta-Rome.		1	-	-
Nola-Cancello.		- 470	- 2	- 18
STATIC GUARDS.				
Benevento.		1	1	1
Cancello.		- 1	3	- 1
			4	
SUMMARY OF PILFERAGES.				
No. of cases reported.		7	7	22
No. of Open wagons involved.		1	1	4
No. of Box wagons involved.		8	6	22
No. of times wagons were pilfered when train escort was not provided.		1	3	5
NAAFI.				
RASC. SUPPLIES.		2	2	2
ORNIANCE SUPPLIES.		2	5	10
A.C. SUPPLIES.		5	2	4
U.S. SUPPLIES.			3	8
			2	2
		9	9	26
			7	1
2 Coy. 504 It. Cd. Bn.				
Salerno-Potenza.		98	2	-
Salerno-Pontecagnano		11	-	-
Salerno-Montecorvino.		3	1	-
Salerno-Battipaglia.		24	-	-
Potenza-Salerno.		55	1	1
Pontecagnano-Salerno.		33	9	-
Battipaglia-Salerno.		8	-	-
Potenza-Taranto.		3 235	13	1
STATIC GUARDS.				
Salerno.			Static Incidents.	Static Pilferages.
Pontecagnano.		7		2
Montecorvino.		18		1
Battipaglia.		4		4
Potenza.		1		-

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STATIC GUARDS.
Salerno.
Pontecagnano.
Montecorvino.
Battipaglia.
Potenza.

Static Incidents.	Static Pilferages.
7	2
18	1
4	4
1	
30	7

APPENDIX 'A'

- 4 -

From.	To.	Trains Guarded.	Train Incidents.	Train Pilferages.
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1st Coy. Pioneer Corps.

Foligno-Falconara.	153	9	7	
Falconara-Foligno.	129	5	3	
Falconara-Rimini-Cesena.	149		1	
Falconara-Mondolfo.	3			
Falconara-Ancona.	18			
Ancona-Rimini-Cesena.	47			
Ancona-M/Marciano.	10			
Ancona-Senggallia.	2			
Ancona-Mondolfo.	14			
M/Marciano-Rimini.	7			
Ancona-Folli.	1			
Cesena-Folli.	1			
Ancona-Marzocca.	4	538	14	11

STATIO GUARDS.

	Statio Incidents.	Statio Pilferages.	Arrests.
Foligno.	4	1	7
Fabriano.	3		3
Jesi.			
Falconara.			16
Ancona.	2	3	
Fano.			
Rimini.			
Cesena.			
Folli.	9	4	26

SUMMARY OF PILFERAGES.

No. of cases reported.
 No. of open wagons involved.
 No. of box wagons involved.
 No. of times wagons were pilfered when train escort was not provided.

	Foligno.	Fabriano.	Falconara.	Ancona.	Total.
No. of cases reported.	8	3	1	3	15
No. of open wagons involved.					
No. of box wagons involved.	6	3	1	3	15
No. of times wagons were pilfered when train escort was not provided.					
WAGONS.					
RASC SUPPLIES.	5	3	1	1	5
AC SUPPLIES.	3			2	5
	8	3	1	3	15

550 It. Gd. Coy.

Reggio-Catanzaro.
 Catanzaro-Reggio C.
 Reggio C.-Reggio P.
 Catanzaro-Crotone.
 Crotone-Catanzaro.
 Catanzaro-S. Rufemia.
 S. Rufemia-Catanzaro.
 S. Rufemia-Paola.
 Crotone-Sibari.

Trains Guarded.	Train Incidents.	Train Pilferages.
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45		
31		
23		
40		
43		
91		
81		
129		
32		

Ancona-Marciano.	10
Ancona-Senggallia.	2
Ancona-Mondolfo.	14
M/Marciano-Rimini.	7
Ancona-Forli.	1
Cesena-Forli.	1
Ancona-Marzocca.	4
	<u>538</u>
	14.
	<u>11</u>

STATIC GUARDS.

Foligno.	4	1	7
Fabriano.	3	-	3
Jesi.	-	-	-
Falconara.	-	-	-
Ancona.	2	3	16
Fano.	-	-	-
Rimini.	-	-	-
Cesena.	-	-	-
Forli.	-	-	-
	<u>9</u>	<u>4</u>	<u>26</u>

SUMMARY OF PILFERAGES.

No. of cases reported.	Foligno.	Fabriano.	Falconara.	Ancona.	Total.
No. of open wagons involved.	8	3	1	3	15
No. of box wagons involved.	-	-	-	-	-
No. of times wagons were pilfered when train escort was not provided.	8	3	1	3	15

NAATI.

RASC SUPPLIES.
AC SUPPLIES.

	3	1	1	5
	5	-	-	5
	3	-	2	5
	<u>8</u>	<u>1</u>	<u>3</u>	<u>15</u>

550 It. Cd. Coy.

Trains Guarded Train Incidents. Train Pilferages.

Reggio-Catanzaro.
Catanzaro-Reggio C.
Reggio C.-Reggio P.
Catanzaro-Crotone.
Crotone-Catanzaro.
Catanzaro-S. Rufemia.
S. Rufemia-Catanzaro.
S. Rufemia-Paola.
Crotone-Sibari.
Sibari-Crotone.
Cosenza-Sibari.
Crotone-S. Leonardo.
Sibari-Cosenza.
Cosenza-Paola.
Paola-Cosenza.
Paola-Battipaglia.
Battipaglia-Paola.

45		
31		
23		
40		
43		
91		
81		
129		
32		
27		
23		
22		
1		
126		
1		
84		
81		
<u>880</u>		

NLL.

NLL.

510 ITALIAN GUARD Btl. JANUARY 1945.

	<u>Trains Guarded.</u>	<u>Train Incidents.</u>	<u>Train Pilferages.</u>
TA - BA.	80	2	1
BA - TA.	86		2
TA - POT.	69		
POT - TA.	54	1	
TA - MET.	-		
MET - TA.	- 289		
TA - FRANG.	18		
BR - TA.	42	1	
TA - BR.	59		
BR - BA.	98		
BA - BR.	79		
BR - LE.	50		
LE - BR.	-		
BR - SVTO.	10 336		
BA - FG.	178		4
FG - BA.	6		2
BA - BLA.	25	1	2
BA - CE.	77		2
CE - BA.	61 347		1
FG - LCA.	-		
FG - TTI.	77	1	2
FG - CE.	7		
CE - FG.	11		
FG - M'DONIA.	5 100		
TTI - OTA.	40 40		
	1112	6	14
		<u>Pilferages.</u>	<u>Arrests.</u>
<u>STATIC.</u>	<u>Incidents.</u>		
Metaponto.	1	2	
Taranto.			
Colli Basso			
Nasissi.			
S. Nicola.		2	1
Brindisi.			
Swistamento.			
Monopoli.			
Parco Nord.	1	3	4
Bari Central.	2	6	12
S. Giorgio.		2	
Parco Sud.			
Marittima.			
S. Spirito.			
Barletta.		3	1
Poggia.		1	
Termoli.		1	

TA - FRANG.	18			
BR - TA.	42			
TA - BR.	59			
BR - BA.	98			
BA - BR.	79			
BR - LE.	50			
LE - BR.	10	336		
BR - SVTO.				
BA - PG.	178		4	
PG - BA.	6		2	
BA - ELA.	25		2	
BA - CE.	77		1	
CE - BA.	61	347		
PG - LCA.	77			2
PG - TI.	7			
PG - CE.	11			
CE - PG.	5	100		
PG - M'DONIA.				
TI - OTA.	40	40		
		1112		14

STATIC.

Metaponto.	1			
Taranto.		2		
Colli Basso				
Nasissi.				
S.Nicola.		2		1
Brindisi.				
Swistamento.				
Monopoli.				
Parco Nord.	1	3		4
Bari Central.	2	6		12
S.Georgio.		2		
Parco Sud.				
Marittima.				
S.Spirito.		3		1
Barletta.		1		
Foggia.				
Termoli.		1		
Cervaro.		20		18

SUMMARY OF PILFERAGES.

No. of cases reported.

No. open wagons involved.
No. box wagons involved.

RASC. Supps.
Stores.
Ord. Supps.

TA.	BR.	BA.	PG.	TOTAL.
5	1	21	7	34
5	1	21	7	34
-	-	-	-	-
5	1	17	4	27
		1	2	3
		3	1	4
5	1	21	7	34

TRAIN AND RAILWAY GUARDS. ITALY.RAILWAY WORKING INSTRUCTION NO.7.

5 Jan 45.

Identity Documents and Passes for M.R.S. & I.S.R. Personnel, 1945.

1. New passes for personnel of the Military Rail Service and Italian State Railway are in the process of issue.
2. With effect from date of receipt of this letter all passes previously in issue will cease to be valid and will be recalled by that date (or so soon as possible thereafter).
3. Passes and certificates of I.S.R. personnel are only valid when signed by Capi Servizio or Capi Compartimenti - in addition the Pink Passes must be signed by the holder.
4. Specimen passes are issued as under:-

	30	C Dty. 45	131 Pnr	510 It	520 It	550 It.
Passes for M.R.S. personnel.	21	3	6	14	3	3
Passes for I.S.R. employees.	21	3	6	14	3	3
I.S.R. Identity Certificate	21	3	6	14	3	3
I.S.R. Travel certificate.	21	3	6	14	3	3
5. Please ensure that all ranks under your command are acquainted with the new passes and certificates.

CMF
WR/JN.

A. V. F. South

Commanding Train & Railway Guards, Italy.
Lt. Col.DISTRIBUTION:ACTION:

30 Som. L.I. 45.
C Bty 45 Grn Regt RA. 5.
131 Coy. Pioneer Corps. 6.

510 It. Gd. Bn. 3
520 It. Gd. Coy. 3
550 It Gd Coy. 3

INFORMATION:

G-4 Mov & Tn AFHQ. 10.
D.M.R.S. Rome. 12.
D.M.R.S. Rep. AFHQ. 1.
H.Q. Mov. East Italy. 25.
H.Q. Mov. West Italy. 25.
H.Q. Mov. Rome. 6.
H.Q. Mov. 1 District. 6.
Director Tn. (Tn. Incr). 1.

Mov. L. O. V.M. I.A. 1.
H.Q. A.C. (Tn Sub-Comm.) 11.
701 Rly. Grand. Div. U.S. 6.
715 Rly. Op. Bn. U.S. 6.
Rail Div. H.Q. P.B.S. 1.
Rail Div. H.Q. P.B.S. South. 1.
Rail Div. H.Q. Adriatic Base. 1.
H.Q. Mil. Police. U.S. Rome. 6.

TRAIN & RAILWAY GUARDS ITALY.

R/1/A/14

Amendments to Working Instrs Nos 1 & 3 are notified as follows:-

30 Dec 44.

Amendment No.2 to Working Instr.No.1 issued under
24/1/50 dated 11 Nov 44.

1. For "Railway Guards, L of C Area, wherever it occurs substitute
"Train and Railway Guards, Italy".

2. Delete para 1 and substitute:-

"Under authority AFHQ cable EX 33984 dated 3rd October 1944 and AFHQ cable EX 71377 of 19th December 1944, OC 30 Somerset Light Infantry assumed command of all units doing duty as Train and Railway Static Guards on all British operated and controlled railway lines wef 0001 hrs 20th December 1944. OC 30 Somerset Light Infantry remains under Operational Command AFHQ in respect of all Train and Rly Static guards working in ITALY, but will maintain close liaison with 15 Army Group on matters affecting Train and Rly Static Guards working in the Army Area. The working and command of Special Mail Guards is not affected by this order. Otherwise this order includes all Train and Rly 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 Coys will continue to be responsible for the guarding of military traffic in Naples Port and Naples marshalling yards and for military traffic moving between these points.

OC 30 Somerset Light Infantry or such officer as may assume command of Train & Static Rly Guards will in future be known as OC Train and Railway Guards ITALY."

3. Delete para 2 and substitute:-

The following are under comd. 30 Som. L.I.
'G' Bty 45 Grn Regt. R.A.
131 Pioneer Coy.
510 Italian Guard Bn.
520 Italian Guard Coy.
550 Italian Guard Coy

and such other troops as may be from time to time made available."

4. Delete para 11 & substitute:-

"Special arrangements to be followed at Naples Port, Naples Yard & Rome Yards.
(a) As stated in para 1., the responsibility for guarding traffic in Naples Port, Naples Yard, and the Rome Yards is vested in U.S. Military Police Coys.

(b) U.S. Mil. Police Coys have been requested to give Tr.Gd.Comds. a signature for the receipt of wagons handing over to them at the above exchange points after inspecting the train with the Tr.Gd.Comd. Any observations as to the condition of wagons will be noted at time of receipt on CEF Form 20.

(c) Owing to the large amount of traffic arriving and departing at these stations it is essential that the closest co-operation be maintained between the two organisations."

Distribution:-

Delete "138 Ind. Inf. Coy and connected detail" and substitute

"131 Pioneer Coy (5) 5 5 5 5 5"
After "510 It. Gd. Bn." insert

785021

2. Delete para 1 and substitute:-

"Under authority AFHQ cable FX 33984 dated 3rd October 1944 and AFHQ cable FX 71377 of 19th December 1944, OC 30 Somerset Light Infantry assumed command of all units being duty as Train and Railway Static Guards on all British operated and controlled railway lines wef 0001 hrs 20th December 1944. OC 30 Somerset Light Infantry remains under Operational Command AFHQ in respect of all Train and Rly Static guards working in ITALY, but will maintain close liaison with 15 Army Group on matters affecting Train and Rly Static Guards working in the Army Area. The working and command of Special Mail Guards is not affected by this order. Otherwise this order includes all Train and Rly 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 Coys will continue to be responsible for the guarding of military traffic in Naples Port and Naples marshalling yards and for military traffic moving between these points.

OC 30 Somerset Light Infantry or such officer as may assume command of Train & Static Rly Guards will in future be known as OC Train and Railway Guards ITALY."

3. Delete para 2 and substitute:-

The following are under comd. 30 Som. L. I.
 101 Bty 45 Grn Regt. R.A.
 131 Pioneer Coy.
 540 Italian Guard Bn.
 520 Italian Guard Coy.
 550 Italian Guard Coy

and such other troops as may be from time to time made available."

4. Delete para 4 & substitute:-

"Special arrangements to be followed at Naples Port, Naples Yard & Rome Yards.

(a) As stated in para 1., the responsibility for guarding traffic in Naples Port, Naples Yard, and the Rome Yards is vested in U.S. Military Police Coys.

(b) U.S. Mil. Police Coys have been requested to give Tr.Gd.Comds. a signature for the receipt of wagons handed over to them at the above exchange points after inspecting the train with the Tr.Gd.Comd. Any observations as to the condition of wagons will be noted at time of receipt on GEF Form 20.

(c) Owing to the large amount of traffic arriving and departing at these stations it is essential that the closest co-operation be maintained between the two organisations."

5.

Distribution:-

Delete "138 Inf. Coy and connected detail" and substitute

"131 Pioneer Coy (5) 5 5 5 5 5"

After "540 It.Gd.Bn." insert

"520 It.Gd.Coy. (3) 3 3 3 3 3"

6/.....

6. Appx "A". Serial 7. Column 2 delete "138 Inf Coy and address" and substitute "520 It. Gd. Coy".

Serial 8. Address should read "Arnaldo Mussolini School, No. 1 Via Marsala Reggio Calabria. Tel. Reggio 1177 & 1178".

Serial 9. Column 3 add: "Mocera-Avellino".

Column 4 add: "Naples @".

" 10. Column 4 add: "Caserta" delete "Q".

" 13. Column 4 add: "Smistamento @".

" 14. Column 3 add: "Litteria-Aversa".

" 15. Column 2. Tel. No. should read "Vallofargo 39".

Column 4 delete "Caserta".

Above Serial 16 delete "working under AII".

Serial 16. Column 3. for "Termini-Orto" read "Orto-Poligno".

Column 4. delete: "Cortona and Fiorentino @" add "Termini". delete: "Q" against Orto.

Amendment No. 1 to Working Instr. No. 3 issued under R/1/A/2 dated 6 Dec 44.

7. Delete para "1(e)".

CMF
WR/JN.

A. H. R. R. R.
Lt. Col.
Commanding Train & Railway Guards, Italy.

DISTRIBUTION:

As for Working Instruction No. 1.

STB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

14 December 1944

tele : 476701

AC 10/79/105/105

SUBJECT : AFHQ. (Nov 3) working instruction No. 6

TO : G-4 MCV. & Hq. AFHQ.

1. May one copy each of the above working instruction please be sent to Transportation S.C. Reps AC. as below :-

Major Dowers
Tptn. S.C. Rep. AC. c/o Southern Region Hq. AC.
Major Jeffrey
Tptn. S.C. Rep. AC. Bari
Major Blair
Tptn. S.C. Rep. AC. Reggio Calabria
Captain Dean
Tptn. S.C. Rep. c/o Lazio Region Hq. AC.

2. If you prefer please send 4 copies to this office and I will distribute.

for
MURPHY H. TAYLOR
DIRECTOR

1809

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

79/72

SUBJECT : Request for literature.

TO : Tn Sub-Commission
Hq, A.C. A.P.O. 394.

Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

Ref : AC Tn/Na 9/261
Date : 12 Dec. 1944.

1. I understand a " Working Instruction No. 6 ", has been issued by Mov. 3
(Rail, Road and M.F.O.) and would be glad if several copies could be obtained and
forwarded to this office.



Major
(V.R. Bowers)

a/b

1832

9 TN 5/10 3795
G-4 Mov & TN
Allied Force Headquarters
Tel No. Freedom 320

Mov 5/LE

SUBJECT:- Pilferage from R.T.C.

TO :- TN Sub Committee A.C. *[Signature]*

Your AC TN/REM/81 of 16 November refers.

AFHQ (Mov 3) Working Instruction No: 6 copy of which was sent to you clearly sets out the responsibility of Train Guards and you are referred to this.

We are aware that thefts are occurring from traffic on trains and energetic steps are being taken by all concerned to bring about a reduction in losses from this cause. All trains are guarded on the Rome-Naples lines.

The Commander of the Train Guard Units has been asked to keep a special watch on the movement of Rail Tank Cars.

20 November 1944.

[Signature]
W. S. C. BOSWELL, Major.
for Brigadier.
D.Q.M.G. (MOV & TN)

39/3

4801

RECEIVED

COPY

Rail (Movements)

TN 8/c

4 Nov & In
Allied Force Headquarters
Tel No. Freedom 320

Nov 3/306 E

Nov 3 (Rail, Road & MFC)

Working Instruction No 6

TRAIN AND STATIC RAILWAY GUARDS ORGANISATION

1. Under authority AFHQ Cable PX 33984 dated 3rd October, 1944, OC 30 Somerset Light Infantry assumed command wef 7th October, 1944, of all Train and Railway Static Guards in the L of C Area, except US Military Police Guard Companies who remain under the operational command of the Director Military Railway Service Italy. These US Military Police Coys will continue to be responsible for the guarding of military traffic in Naples Port and Naples station marshalling yard and for military traffic moving between these points.

2. In accordance with above authority, the following units come under command of the OC 30 Somerset Light Infantry:

One company ex 45 LAA Regt.
136 Indian Infantry Company.
540 Italian Guard Battalion.
550 Italian Train Guard Company.

And such other troops as may be from time to time made available as notified by HQ 3 District.

3. The following procedure will be adopted by all British and United States RTOs and every effort will be made to afford the maximum assistance to the train guard personnel in the performance of their duties.

Calling forward of Military Train Guards.

(a) RTOs are responsible for calling forward guards to guard military trains starting from their station and will ensure that close liaison is maintained with the Military Railway Service or ISR and the Depot Military Guard Commander in order that the latter may receive the maximum notice in advance of the probable time at which the guard will be required.

(b) As soon as the train has been marshalled, the Train Guard Commander will report to the RTO who will enter on Form GEF 20 (checkers sheet and Train Guard Trip Report) the number of wagons comprising the train, 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 will be drawn across the form directly under the number of the last wagon.

The Train Guard Commander together with the RTO or his representative will then inspect the wagons. Special attention will be paid

Under authority AFHQ Cable FX 33984 dated 3rd October, 1944, CC 30 Somerset Light Infantry assumed command wef 7th October, 1944, of all Train and Railway Static Guards in the L of C Area, except US Military Police Guard Companies who remain under the operational command of the Director Military Railway Service Italy. These US Military Police Coys will continue to be responsible for the guarding of military traffic in Naples Port and Naples station marshalling yard and for military traffic moving between these points.

2. In accordance with above authority, the following units come under command of the CC 30 Somerset Light Infantry:

One company ex 45 LAA Regt.
156 Indian Infantry Company.
510 Italian Guard Battalion.
550 Italian Train Guard Company.

And such other troops as may be from time to time made available as notified by HQ 3 District.

3. The following procedure will be adopted by all British and United States RTOs and every effort will be made to afford the maximum assistance to the train guard personnel in the performance of their duties.

Calling forward of Military Train Guards.

(a) RTOs are responsible for calling forward guards to guard military trains starting from their station and will ensure that close liaison is maintained with the Military Railway Service or ISR and the Depot Military Guard Commander in order that the latter may receive the maximum notice in advance of the probable time at which the guard will be required.

(b) As soon as the train has been marshalled, the Train Guard Commander will report to the RTO who will enter on Form CMF 20 (checkers sheet and Train Guard Trip Report) the number of wagons comprising the train, 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 will be drawn across the form directly under the number of the last wagon.

The Train Guard Commander together with the RTO or his representative will then inspect the wagons. Special attention will be paid to the condition of the seals and labelling, any special observations being noted on Form CMF 20.

Wagons conveying military stores should be sealed on both sides with "Seals, Rly. 5mm wire". Each seal should be about fifteen inches long. After passing the seal through the eye of the wagon lock, the ends are then drawn together and tightly twisted three or four times by a Tommy bar. To avoid any possibility of the seals being unwound, the ends of the wire are cut short by a cropper so as to finish together.

In addition to the above, RAC units loading attractive stores

23 NOV 1944
A. G.

add a numbered 'Acme' seal on both sides of the wagon. Wagons loaded by A C AMG and Italian Mil. authorities are normally sealed with 'Impressed lead' seals.

Wagons which have not been securely sealed on both sides will not be accepted, unless railway operating necessitates their acceptance. In such cases endorsement to this effect will be recorded in the Train Guard Trip Report.

(c) After all the appropriate entries have been made, the RTO Rep will sign the checkers sheet and the Train Guard Commander will sign the Guard Trip Report. Until this is done wagons will NOT be deemed to have been handed over.

4. HANDING MILITARY WAGONS OVER AT THE TERMINATION OF THEIR JOURNEY.

(a) At destination station the arrival of the wagons will be reported by the Train Guard Commander to the RTO Representative in the presence of the Station Duty NCO whenever the latter is located at such station.

(b) The RTO representative will give the Train Guard Commander a signature on CMF 20 for wagons detached, after inspecting them to ensure that seals are intact and that no apparent pilferage has occurred. This will be countersigned by Station Duty NCO whenever the latter is located at such station.

(c) The Train Guard Commander is not deemed to have handed over the wagons until he has obtained a clearance signature from the RTO Rep.

(d) RTOs will, for their part, ensure that no delay occurs in accepting wagons and giving the Train Guard a clearance signature. If such delays do occur they will be reported by the Train Guard Commander to his Depot and the matter will then be forwarded to Movement Control HQs concerned for investigation in the case of British personnel, or to HQ PAS in the case of US personnel.

5. SPECIAL ARRANGEMENTS TO BE FOLLOWED AT NAPLES PORT AND YARD.

(a) As stated in para 1, the responsibility for guarding traffic in Naples Port, Naples Yard and between these points is vested in US Military Police Guard Companies.

(b) US Military Police personnel will similarly arrange to give the Train Guard Commander a signature for the receipt of wagons handed over to them at the above exchange points, after inspecting the train with the Train Guard Commander. Any observations as to the condition of wagons will be noted at time of receipt on form CMF 20.

(c) Owing to the large amount of traffic arriving and departing to and from the Naples Port area it is essential that the closest co-operation be maintained between the two organisations.

Report.

(c) After all the appropriate entries have been made, the RTO Rep will sign the checkers sheet and the Train Guard Commander will sign the Guard Trip Report. Until this is done wagons will NOT be deemed to have been handed over.

4. HANDING MILITARY WAGONS OVER AT THE TERMINATION OF THEIR JOURNEY.

(a) At destination station the arrival of the wagons will be reported by the Train Guard Commander to the RTO Representative in the presence of the Station Duty NCO whenever the latter is located at such station.

(b) The RTO representative will give the Train Guard Commander a signature on CMF 20 for wagons detached, after inspecting them to ensure that seals are intact and that no apparent pilferage has occurred. This will be countersigned by Station Duty NCO whenever the latter is located at such station.

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(d) RTOs will, for their part, ensure that no delay occurs in accepting wagons and giving the Train Guard a clearance signature. If such delays do occur they will be reported by the Train Guard Commander to his Depot and the matter will then be forwarded to Movement Control HQs concerned for investigation in the case of British personnel, or to HQ PBS in the case of US personnel.

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(c) Owing to the large amount of traffic arriving and departing to and from the Naples port area it is essential that the closest co-operation be maintained between the two organisations.

6. REPORTING OF THEFTS OR SUSPECTED THEFTS.

Action by Consignee. Thefts which are discovered by consignee on arrival of the wagon will be reported by consignee to RTO and AFM/DAPM of Area/Sub-Area concerned.

Action by RTO. Full details of thefts which are discovered by or reported to RTO will be telephoned or signalled to consignee and to Static Guard Stn Duty NCO and reported in writing to Mov Sub Area concerned. Where there is no Stn Duty NCO, RTO will also report to AFM/DAPM of Area/Sub-Area concerned and to Train Guard Det Comd. concerned.

Action by Train Guards. Thefts of military stores in transit which are discovered by or reported to the train guards will be reported to the first RTO available (who will, if necessary, be asked to re-seal the wagons), the

(3)

Static Guard Stn Duty NCO and RTO at destination, and to Train Guard Det. Comd. on return to depot.

Action by Static Guards. Thefts of military traffic which are discovered by, or reported to the Static Gd will be reported immediately to the Stn Duty NCO, the RTO at the Station concerned and to the Det. Comd.

Action by Station Duty NCO. Thefts which are discovered by, or reported to the Stn Duty NCO will be reported immediately by telephone to the AFM/DATA of the Area/Sub-Area concerned and to the Det. Comd.

Immediate Investigations. In cases where immediate investigation is essential: 0.5.

- (a) Where thefts are believed to have taken place at a particular point.
- (b) When thefts have been committed very recently.
- (c) Where mail is involved.
- (d) Other very serious thefts.

In order to save delay, direct notification will be given by the consignee, station duty NCO or RTO to AFM/DATA of Area/Sub-Area concerned, failing which, to the nearest military police unit (whether Provost or S.I. Section).

RTOs will ensure that all concerned are in possession of up to date location lists with telephone numbers of Provost offices and military police units.

Action by Train Guard Battalions. Train Guard Battalions will organise their own investigation section to deal with cases of thefts arising to stores while under protection of the Bn, either on trains or in guarded marshalling yards. Train Guard Battalions will also investigate in detail at point of origin, all cases of complaint about insecure sealing.

7. Special guards may be provided by services to guard special stores, in which case the Train Guard Commander will be advised by the despatching RTO when such guards are posted.

8. Mail Guards. On and from 5th November, 1944, British Mail will be guarded by a special detachment of 150 Coy Pioneer Corps allocated for the purpose and working directly under the orders of the APO. These mail guards are organised separately from the Train Guards referred to in this instruction and will be responsible for guarding wagons of mail only, throughout to final destination, thus relieving Train Guards of this responsibility. Close co-operation will however be maintained between personnel of the two guards, and RTOs will give Mail Guards the same facilities as Train Guards.

9. All Train and Static Guards including Officers will, when on duty, wear a white arm band with the word 'TRAIN GUARD' in black lettering.

10. The G.O. 30 Somerset Light Infantry will prepare a weekly summary of

2207

Action by Station Duty NCO. Thefts which are discovered by, or reported to the Stn Duty NCO will be reported immediately by telephone to the APM/DAEM of the Area/Sub-Area concerned and to the Det. Comd.

Immediate Investigations. In cases where immediate investigation is essential: C.E.

- (a) Where thefts are believed to have taken place at a particular point.
- (b) When thefts have been committed very recently.
- (c) Where mail is involved.
- (d) Other very serious thefts.

In order to save delay, direct notification will be given by the consignee, station duty NCO or RTO to APM/DAEM of Area/Sub-Area concerned, failing which, to the nearest military police unit (whether Provost or S.I. Section).

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9. All Train and Static Guards including Officers will, when on duty, wear a white armband with the word 'TRAIN GUARD' in black lettering.

10. The Q3 30 Somerset Light Infantry will prepare a weekly summary of thefts which will be distributed to:

4799

C-4(Mov & Th) AFHQ.

HQ FBS.

HQ Movements AAI.

HQ Movements East Italy.

HQ Movements West Italy.

HQ Movements Rome.

The Train Guard Det. Commanders.

11. The objects of a weekly summary are:

- (a) To record the extent of thefts each week throughout the system.

- (b) To show where and how thefts take place.
 (c) To give accounts of successful methods used to counter pilferage.

Each summary will cover the period to 2359 hours each Saturday.

Movement is concerned and HQ EBS will take appropriate action direct where such action is found to be necessary as revealed in the above reports. All communications in Train Guard matter will be addressed to CC 30 Somerset Light Infantry and NOT to individual units under his command.

12. A location statement of existing Train and Static Guard dispositions is shown in Appendix 'A'.

Agreed

G. J. STEWART
 Brigadier General,
 Chief of Transportation

G. W. BROWN, Lt. Col.
 for Brigadier.
 D.Q.M.G. (MOV & TW).

DISTRIBUTION:

G-1.	
G-2.	
G-3(Orig).	
G-4	
Q(Maint).	
P.M.(A).	
P.M.(Br).	
Tn(Br).	
IMRS Rome.	(3)
HQ 3 District.	(6)
30 Sen. L.I.	(20)
DGARS Rep.	
Postal.	
Labour.	
Movements HQ AAI.	(12)
HQ Mov East Italy.	(25)
HQ Mov West Italy.	(25)
HQ Mov Rome.	(6)
Mov L.O. MIA.	
HQ Allied Commission (Transportation Sub-Commission)	

30 Somerset Light Infantry and not to individual units. This is shown in Appendix 'A'.

Agreed

C. J. STEWART
Brigadier General,
Chief of Transportation

C. W. BROWN, Lt. Col.
for Brigadier.
D.Q.M.G. (MOV & TN).

DISTRIBUTION:

G-1.	
G-2.	
G-3(Orig).	
G-4	
Q(Maint)	
P.M.(A)	
P.M.(Br).	
Tn(Br).	
DMRS Rome.	(3)
HQ 3 District.	(6)
30 Gen. L.I.	(20)
EGMRs Rep.	
Postal.	
Labour.	
Movements HQ AAI.	(12)
HQ Mov East Italy.	(25)
HQ Mov West Italy.	(25)
HQ Mov Rome.	(6)
Mov L.O. MIA.	
HQ Allied Commission (Transportation Sub-Commission)	

LOCAL STATEMENT. RAILWAY GUARDS. L of C AREA.

APPENDIX 'A'

1. Bn HQ 30 Son. L.I.
47 Via Vesuvio, Torre Annunziata.
Tel: Torre Annunziata - 4357
Torre Annunziata - 4441 (Offrs Mess).

EASTERN ITALY.

2. Bn HQ & No 1 Coy.
510 It. Gd. Bn
Campo Italiano,
Corso Mazzini, Bari.
Tel: Bari 12436.

Sector of Line.

Bari-Foggia.
Bari-Cervaro.

Static Guards.

Bari Parco Sud
Centrale
San Giorgio
Parco Nord
Marittima
Monopoli
San Spirito
Bari-Lette.

3. 510 It. Gd. Bn. No 2 Coy.
60 Corso Emanuele, FOGGIA.
Tel: thro' Foggia Military.

Foggia-Termoli
Foggia-Lucera
Foggia-Cervaro

4. 510 It. Gd. Bn. No 3 Coy.
105 Corso Popolari,
TARANTO.

Taranto-Bari.
Taranto-Potenza.
Taranto-Brindisi.

Taranto Centrale
Masissi
Colli Basso
Ausonia
San Nicola.
Metaponto.

5. 510 It. Gd. Bn. No 4 Coy.
Ex Sala-Convengo
Del Ragusupercanto,
LAVORATI. BRINDISI

Brindisi-Bari
Brindisi-Taranto
Brindisi-Lecce

Brindisi Centrale
Sistamento

6. 510 It. Gd. Bn. Det. No 2 Coy.
Station, TERMOLI.

Termoli.

WESTERN ITALY.

7. 138 Ind. Inf. Coy.
SALERNO.
Tel: Salerno 217.

Potenza-Battipaglia
Battipaglia-Salerno

Potenza
Battipaglia
Salerno.

8. 550 It. Tr. Gd. Coy.
c/o A.C. Transportation
Sub-Commission.
REGGIO.
Tel: thro' REGGIO

Reggio-Metaponto
Reggio-Battipaglia

Siberi
Cosenza
Crotone
Catanzaro
San Euthymia
Paola
Sapri
Reggio

9. 4 Coy. 30 Son. L.I.
Navy House, SALERNO.
Tel: Salerno 203.

Salerno-Mocera Inf.
Mocera Inf-San Giovanni
Mocera Inf-Cancello
Scalfati-San Giovanni
T. Annunziata-S. Giovanni

Salerno
Mocera Inf.
Torre Annunziata
San Giovanni.

4798

3. 510 It. Gd. Bn. No 2 Coy.
63 Corso Emanuele, FOGGIA.
Tel: thro' Foggia Military.
4. 510 It. Gd. Bn. No 3 Coy.
105 Casa Popolari,
TARANTO.
5. 510 It. Gd. Bn. No 4 Coy.
Ex Sala-Convegno
Del Ragguanciante,
LAVORATI. BRINDISI
6. 510 It. Gd. Bn. Det. No 2 Coy.
Station, TERMOI.

WESTERN ITALY.

7. 138 Ind. Inf. Coy.
SALERNO.
Tel: Salerno 217.
8. 550 It. Tr. Gd. Coy.
c/o A.C. Transportation
Sub-Commission.
REGGIO.
Tel: thro' REGGIO

9. A Coy. 30 Sam. L.I.
Navy House, SALERNO.
Tel: Salerno 203.

10. C. Coy 30. Sam. L.I.
76 Via Ivreria Casagion
CASERTA.
Tel: Freedom-Flag 66.

11. Det. C. Coy. 30 Sam. L.I.
19 Strada Nuova Poggionele
NAPLES.
Tel: Naples 52093.

Foggia-Termoli
Foggia-Lucera
Foggia-Cervaro

Teranto-Bari.
Teranto-Potenza.
Teranto-Brindisi.

Brindisi-Bari
Brindisi-Taranto
Brindisi-Lecce

Termoli-Ortona.

Potenza-Battipaglia
Battipaglia-Salerno

Reggio-Metaponto
Reggio-Battipaglia

Salerno-Nocera Inf.
Nocera Inf-San Giovanni
Nocera Inf-Cancello
Scatati-San Giovanni
T. Annunziata-S. Giovanni
Castellammare-T Annunziata

Caserta-Rome

Naples-Caserta
Naples-Aversa

Monopoli
San Spirito
Barletta.

Foggia
Cervaro

Teranto Centrale
Nagissi
Colli Basso
Auscina
San Nicola.
Metaponto.

Brindisi Centrale
Brindisi-Smistamento

Termoli.

Potenza
Battipaglia
Salerno.

Sibari
Caserta
Orotone
Catanzaro
San Ruthemia
Paola
Sapri
Reggio

Salerno
Nocera Inf.
Torre Annunziata
San Giovanni.

Naples Yaro

4798

WESTERN ITALY (contd).

12. Det. C. Coy. 30 Sem. L.I.
78 Via Amendo Ditz
AVERSA.
Tul: Vassar 171
Aversa-Rome
Aversa-Caserta.
Aversa.
13. D. Coy. 30 Sem. L.I.
20 Via Apuניה, ROME
Tel: Rome 843024.
Rome-Caserta.
Rome-Littoria
Rome Tiburti
Tuscolo.
14. Det. D Coy. 30 Sem. L.I.
30 Littoria Scale,
LITTORIA.
Littoria-Rome
Littoria.
Caserta
Benevento
Cancello.
15. 136 Ind Inf. Coy.
58 Via Roberta D'Annunzio
SANTA MARIA.
Caserta-Benevento
Benevento-Cervaro
Cancello-Caserta.

Station Duty NEO only.

RAILWAY GUARDS L of C AREA.

WORKING INSTRUCTION NO.2.

Capt. Boddy.

24/1/A/172

15 Nov 44.

Italian Co-operators - Absentees and Escapees.

1. Cases have occurred of Italian co-operator absentees or escapees being handed over on apprehension or surrender to a neighbouring Carabinieri Headquarters. Since co-operators retain Prisoner of War status, their surrender to Italian custody is incorrect and the practice will be discontinued.
2. Co-operator absentees and escapees will be delivered on apprehension or surrender to the nearest Prisoner of War Camp or, where this involves a long journey and consequent difficulty in the provision of transport or escort, to the nearest Italian Co-operator Unit.
3. Delivery of an absentee or escapee under para 2 above will be notified by the delivering authority to Sub-District, Area, Sub-Area or Garrison Headquarters.

CMF
WR/JN.

W. H. F. ROUTH Lt. Col.
30 Som. L.I.
Comd. Rly Gds L of C Area.
(W. H. F. ROUTH).

DISTRIBUTION:
As for Working Instruction No.1.

1797

RESTRICTED.RAILWAY GUARDS L of C AREA.24/1/A/160WORKING INSTRUCTION NO.1.11 Nov 44.INFORMATION.

1. Under authority ARHQ Cable FX 33984 dated 3 Oct 44, O.C. 30 Som.L.I. assumed command w.e.f. 7 Oct 44, of all Train and Railway Static Guards in the L of C Area, except US Military Police Guard Companies who remain under the operational command of the Director, Military Railway Service, Italy. These US Military Police Coys are responsible for the guarding of military traffic in Naples Port and Naples station marshalling yard and for military traffic moving between these points.

2. The following units are under command:-

30th Bn. Somerset L.I.
 One Coy. ex 45 L.A.I. Regt.
 136 Ind. Inf. Coy.
 138 Ind. Inf. Coy.
 510 Italian Guard Bn.
 550 Italian Guard Coy.

and such other troops as may be from time to time made available by H.Q.
 3 District.

INTENTION.

3. To guard all trains conveying military stores on the branches of the railways as listed in Appendix "A" and to provide Static Guards at the Marshalling Yards also detailed in Appendix "A".

METHOD.

4. A minimum armed guard of two men will be provided on all mil. freight trains except entire coal trains or salvage in open trucks (unless ordered by RTOs) running between the places named in Appendix "A". The Guard will, if possible, travel in a box wagon marshalled in the middle or rear half of the train.

Turn round of Train Guards should be limited to two days.

5. In addition special gds may be provided by the loading service to guard priority stores. In those cases where the Consignor is unable to find personnel for these gds he should request the Area or Sub-Area to provide. Gd. Bns/Coys will NOT be responsible for protection of such specially guarded wagons. The numbers of the wagons so guarded will be included on CMF Form 20.

6. 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 will be posted on Det. detail boards.

4796

7. Calling Forward of Train Guards.

(a) RTOs are responsible for calling forward guards to guard mil. freight trains starting from their station. Station Duty HQs 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) As soon as the train has been marshalled, the Train Gd. Comd. will report to the RTO who will enter on CMF Form 20 (Combined Checker's Sheet and

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 30th Bn. Somerset L.I.
 One Coy. ex 45 L.A.A. Regt.
 136 Ind. Inf. Coy.
 138 Ind. Inf. Coy.
 510 Italian Guard Bn.
 550 Italian Guard Coy.

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4796

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- (a) RTOs are responsible for calling forward guards to guard mil. freight trains starting from their station. Station Duty NOOs 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) As soon as the train has been marshalled, the Train Gd. Comd. will report to the RTO who will enter on CMF Form 20 (Combined Checker's Sheet and Train Guard Trip Report) the number of wagons comprising the train, 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 will be drawn across the form directly under the number of the last wagon.
- The Tr. Gd. Comd. together with the RTO or his Rep will then inspect the wagons. Special attention will be paid to the condition of wagons, their sealing and labelling, any observations being noted on CMF Form 20.

/ 8.....

METHOD (Contd).

- 2 -

8. Acceptance of Traffic.

Box Wagons which have not been properly sealed on both sides will NOT be accepted unless railway operating necessitates their acceptance. In such cases endorsement to this effect will be recorded by RTOs on CMF Form 20.

After all the appropriate entries have been made, the RTO Rep. will sign the Checker's Sheet and the Tr.Gd.Comd. will sign the Train Guard Trip Report. Until this is done wagons will NOT be deemed to have been handed over.

9. Sealing.

- (a) Box Wagons conveying mil.stores should be sealed on both sides with "Seals, Ply, 5 mm. wire". Each seal should be about fifteen inches long. After passing the seal through the eye of the wagon locks, the ends are then drawn together and tightly twisted three or four times by a tommy bar. To avoid any possibility of the seals being unwound, the ends of the wire are cut short by a cropper so as to finish together.
- (b) Seals, Ply, 5 mm wire", Tommy Bars and Croppers are an Ordnance issue. Will Movements please ensure that all RTOs (and Sth Duty NCOs where no RTO is available) are in possession of the above.
- (c) In addition to the above, RASC unit's loading supplies add a numbered "Acme" Seal on both sides of the wagon.
- (d) Wagons loaded by AC, AMB, and Italian Military authorities are normally sealed with "Impressed Lead" Seals and such will be accepted.

10. Handing over at destination.

- (a) At destination station the Tr.Gd.Comd will report arrival to the RTO rep.
- (b) RTO rep will give the Tr.Gd.Comd a receipt on CMF 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 NCO 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 RTO rep.
- (d) RTOs have been instructed to ensure that no delay occurs in accepting wagons and giving the Tr.Gd.Comd. a clearance signature. If such delays do occur they will be reported by the Tr.Gd.Comd. to his Det.Comd. and the matter will then be forwarded to Mov.Control HQs concerned for investigation in the case of British personnel, or to HQ PBS in the case of US personnel.

11. Special arrangements to be followed at NAPLES PORT and YARD.

- (a) As stated in para 1, the responsibility for guarding traffic in Naples port, Naples Yard and between these points is vested in US Military Police Gd.Coys.
- (b) US Mil. Police Gd.Coys have been requested to give Tr.Gd.Comds. a signature for the receipt of wagons handed over to them at the above exchange points after inspecting the train with the Tr.Gd.Comd. Any observations as to the condition of wagons will be noted at time of receipt of CMF Form 20.
- (c) Owing to the large amount of traffic arriving and departing to and from the Naples Port area it is essential that the closest co-operation be maintained between the two organisations.

12.

Wagons taken on or handed over En Route.
Full details of wagons taken on or removed en route, together with wagon

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9.

Sealing.

- (a) Box Wagons conveying mil. stores should be sealed on both sides with "Seals, Rly, 5 mm. wire". Each seal should be about fifteen inches long. After passing the seal through the eye of the wagon locks, the ends are then drawn together and tightly twisted three or four times by a tommy bar. To avoid any possibility of the seals being unwound, the ends of the wire are cut short by a cropper so as to finish together.
- (b) Seals, Rly, 5 mm wire", Tommy Bars and Croppers are an Ordnance issue. Will Movements please ensure that all RTOs (and 5th Duty NCOs where no RTO is available) are in possession of the above, RASC units loading supplies add a numbered "Acme" Seal on both sides of the wagon.
- (c) In addition to the above, RASC units loading supplies add a numbered "Acme" Seal on both sides of the wagon.
- (d) Wagons loaded by AC, AME, and Italian Military authorities are normally sealed with "Impressed Lead" Seals and such will be accepted.

10.

Handing over at destination.

- (a) At destination station the Tr.Gd.Comd will report arrival to the RTO rep.
- (b) RTO rep will give the Tr.Gd.Comd a receipt on CEF 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 NCO 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 RTO rep.
- (d) RTOs have been instructed to ensure that no delay occurs in accepting wagons and giving the Tr.Gd.Comd a clearance signature. If such delays do occur they will be reported by the Tr.Gd.Comd to his Det.Comd. and the matter will then be forwarded to Mov.Control HQs concerned for investigation in the case of British personnel, or to HQ PBS in the case of US personnel.

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- (b) US Mil. Police Gd.Coys have been requested to give Tr.Gd.Comds a signature for the receipt of wagons handed over to them at the above exchange points after inspecting the train with the Tr.Gd.Comd. Any observations as to the condition of wagons will be noted at time of receipt of CEF Form 20.
- (c) Owing to the large amount of traffic arriving and departing to and from the Naples Port area it is essential that the closest co-operation be maintained between the two organisations.

12.

Wagons taken on or handed over En Route.

Full details of wagons taken on or removed en route, together with wagon numbers, contents, place, time and date, will be recorded on the CEF Form 20. The Tr.Gd.Comd. will obtain a receipt for any wagon detached en route from the RTO or if there is no Mov.Control Staff (either British or American) from the Capo Stazione, ISR, on CEF Form ~~578~~ **7795**.

13.

Unauthorised Travel.

- (a) Civilian travel by rail on guarded mil. freight trains will only be allowed in organised parties at the request of AC/AME when duly authorised by Mov.Control. Under no other circumstances will civilians be permitted to travel on guarded mil. freight trains.
- (b) Rly. personnel in possession of a "Pink" M.R.S. Card, or a Railway Pass, the latter being a Buff Pass with photograph for Rly personnel with less than one year's service or a Black Leatherette Pass with photograph for Rly personnel, with over one year's service may be permitted to travel on guarded mil. freight trains.

/ 14.....

-3 -

METHOD(Contd).

14. Priorities.
 (a) Should the occasion arise when there are not sufficient gds to meet requirements, the order of preference, by commodities, will be as follows:- but only in exceptional cases should they not be guarded:-
 (i) Mail.
 (ii) E.F.I. Stores.
 (iii) Cigarettes and Spirits (other than E.F.I.)
 (iv) M.F.O.
 (v) Special Secret Stores.
 (b) 1050 Pmr.Coy. are responsible for the guarding of Mail on the following sections of the line:-
 BARI - CERVURO - NAPLES.
 NAPLES - ROME.
 ROME - ANCONA - PESARO.
 ROME - AREZZO.

REPORTING OF PILFERAGE OR SUSPECTED PILFERAGE.

15. Action by Consignee.
 Pilferage which is discovered by Consignee is reported by Consignee to RTO and APM/DAPM of Area/Sub-Area.
16. Action by RTO.
 Pilferage which is discovered by or reported to RTOs is telephoned or signalled by RTO to Consignee and to the Stn.Duty N.C.O. and reported in writing to Mov.Sub Area concerned. There is no Stn.Duty NCO the RTO also reports to APM/DAPM of the Area/Sub-Area concerned and to the Tr.Cd.Det. Comd.concerned.
17. 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 RTO available, (who, if necessary, will be asked to re-seal the wagon), to the Stn.Duty NCO. and RTO at destination and to Det.Comd.on return.
18. Action by Static Guards.
 Pilferage of mil.traffic which is discovered by or reported to the Station Cd.will be reported immediately to the Stn.Duty NCO to the RTO at the station concerned and to Det.Comd.
19. Action by Station Duty N.C.O.
 Pilferage which is discovered by or reported to the Stn Duty N.C.O. will be reported immediately by telephone to the APM/DAPM of the Area/Sub-Area concerned and to the Det.Comd.
20. Immediate Investigation.
 In cases where immediate investigation is essential, e.g.
 (a) Where pilferage is believed to have taken place at a particular point,

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- (i) Mail.
(ii) E.F.I. Stores.
(iii) Cigarettes and Spirits (other than E.F.I.)
(iv) M.F.O.
(v) Special Secret Stores.
- (b) 1050 Pmr.Coy. are responsible for the guarding of Mail on the following sections of the line:-
- BARI - CERVARO - NAPLES.
NAPLES - ROME.
ROME - ANCONA - PESARO.
ROME - ARRETTO.

REPORTING OF PILFERAGE OR SUSPECTED PILFERAGE.

15. Action by Consignee.
Pilferage which is discovered by Consignee is reported by Consignee to RTO and APM/DAPM of Area/Sub-Area.
16. Action by RTO.
Pilferage which is discovered by or reported to RTOs is telephoned or signalled by RTO to Consignee and to the Stn.Duty N.C.O. and reported in writing to Mov.Sub Area concerned. Where there is no Stn.Duty.NCO the RTO also reports to APM/DAPM of the Area/Sub-Area concerned and to the Tr.Gd.Det. Comd. concerned.
17. Action by Train Guards.
Pilferage of all mil. traffic in transit which is discovered by or reported to the Tr.Gls will be reported to the first available RTO available, (who, if necessary, will be asked to re-seal the wagon), to the Stn.Duty NCO. and RTO at destination and to Det.Comd. on return.
18. Action by Static Guards.
Pilferage of mil. traffic which is discovered by or reported to the Static Gd. will be reported immediately to the Stn.Duty NCO to the RTO at the station concerned and to Det.Comd.
19. Action by Station Duty N.C.O.
Pilferage which is discovered by or reported to the Stn Duty N.C.O. will be reported immediately by telephone to the APM/DAPM of the Area/Sub-Area concerned and to the Det.Comd.
20. Immediate Investigation.
In cases where immediate investigation is essential, e.g.
(a) Where pilferage is believed to have taken place at a particular point.
(b) When pilferages have been committed very recently.
(c) Where Mail is involved.
(d) Other very serious pilferages.
- In order to save delay, direct notification will be given by the Consignee, Stn Duty N.C.O., or RTO to APM/DAPM of Area/Sub-Area concerned, failing which, to the nearest mil. police unit (whether Pro or S.I.S.). Location Lists with telephone numbers of Pro. Sees. and S.I.S. will be prominently displayed in offices of Stn.Duty N.C.O. and Det.Comds.
21. Action by Train Guard Bns/Coys.
Gls.Bns/Coys will organise their own investigation section in accordance with Appendix "B".

REPORTING OF PILFERAGE OR SUSPECTED PILFERAGE (Contd).

22.

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 APM/DPM, Area/Sub-Area or Staff Lieut./Gm 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. Prevent 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.

(c) A.C. Forms of arrest may be obtained from APM 56 Area.

23.

Flying Squads.

Whenever sufficient personnel can be made available, Bn/Coys. Combs. will organise a small flying squad to make surprise raids at points where pilferage is known or suspected. Such parties should be accompanied by Mil. Police, Questura or Carabinieri.

24.

Arm Bands.

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

25.

Torches.

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

26.

Location Statement.

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

CCF
WR/21.

Li. H. & R. 17
Lt. Col.
30 Son. L. I.
Comm. Railway Guards, L of C Area,
(W. H. F. ROUTH).

Encl.

Appendix "A".

Location Statement.

Appendix "B".

Duties of Investigation Section.

Appendix "B.1"

Weekly Report.

Appendix "C".

Standing Orders for Train Guards.

Appendix "D".

Standing Orders for Static Guards.

Appendix "E".

Standing Orders for Station Duty NCOs.

Appendix "F".

Combined Checker's Sheet & Tr. Gd. Trip Report.

Appendix "G".

Copy of Incident Report - CCF Form 76.

} to be
forwarded
later.

4793

arrest and can report directly on the crime, the Italian Police 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.

(3) A.C. Forms of Arrest may be obtained from APM 56 Area.

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Lt. H. J. Rowlett
Lt. Col.
30 Som. L.I.
Comd. Railway Guards, L of C Area,
(W.H.F. ROUTH).

13/11/51
W.R./N.

1793

Encl.

- | | | |
|-----------------|---|--------------------------|
| Appendix "A". | Location Statement. | |
| Appendix "B". | Duties of Investigation Section. | |
| Appendix "B.1". | Weekly Report. | } to be forwarded later. |
| Appendix "C". | Standing Orders for Train-Guards. | |
| Appendix "D". | Standing Orders for Static Guards. | |
| Appendix "E". | Standing Orders for Station Duty HOs. | |
| Appendix "F". | Combined Checker's Sheet & Tr.G.S. Trip Report. | CMF Form 20. |
| Appendix "G". | Copy of Incident Report - CMF Form 76. | |
| Appendix "H". | No. of Civilian Arrests. | |

APPENDIX.

<u>A.</u>	<u>B.</u>	<u>BL.</u>	<u>F.</u>	<u>G.</u>	<u>H.</u>
40	40	40	40	40	40
3	3	3	3	3	3
3	3	3	3	13	3
3	3	3	3	3	3
3	3	3	3	3	3

G-4 (Mov & Tn) A. F. H. Q.	{ 10 }.
D. L. R. S., Rome.	{ 3 }.
D. M. R. S., Rep. A. F. H. Q.	
Postal.	
Labour.	
Mov. H. Q. A. A. I.	{ 12 }.
H. Q. Mov. East Italy.	{ 25 }.
H. Q. Mov. West Italy.	{ 25 }.
H. Q. Mov. Rome.	{ 6 }.
H. Q. Mov. 1 District.	{ 6 }.
Mov. L. O., M. M. I. A.	
H. Q., A. C. (Tn, Sub-Commission).	{ 6 }.
H. Q. 1 District.	{ 6 }.
H. Q. 3 District.	{ 6 }.
Rome Area Allied Comd.	
52 Area.	
54 Area.	
56 Area.	
57 Area.	
60 Sub-Area.	
94 Sub-Area.	
64 Grn.	
65 Grn.	
67 Grn.	
69 Grn.	
701 Rly. Grand Div. U. S.	{ 6 }.
794 Mil. Police Bn. U. S.	{ 6 }.
H. Q. Mov. P. B. S.	{ 3 }.

[illegible]

APPENDIX "A"
LOCATION STATEMENT RAILWAY GUARDS L of C AREA.

1. Bn.HQ. 30 Son.L.I.
47 Via Vesuvio, Torre Annunziata.
Tel: Torre Annunziata - 1387.
Torre Annunziata - 1444 (Offrs Mess).

EASTERN ITALY.

2. 510 It.Gd.Bn.
Bn.HQ & No.1 Coy.
Campo Italiano,
Corso Mazzini, BARI.
Tel: Bari 12436.

<u>Sector of Line.</u>	<u>Station Gds.</u>
Bari-Foggia. Bari-Cervaro.	Bari Parco Sud Centrale San Giorgio. Parco Nord. Marittima. Monopoli. San Spirito. Barietta.

3. 510 It.Gd.Bn. No.2 Coy.
60 Corso Emanuele, FOGGIA.
Tel: thro' Foggia Military.21.

Foggia-Termoli. Foggia-Lucera. Foggia-Cervaro.	Foggia. Cervaro.
--	---------------------

4. 510 It.Gd.Bn.No.3 Coy.
105 Casa Popolari,
TARANTO.
Tel: RTO (ask for Stn Duty NCO).

Taranto-Bari. Taranto-Potenza. Taranto-Brindisi.	Taranto Centrale. Nasissi. Colli Basso. Ausonia. San Nicola. Metaponto.
--	--

5. 510 It.Gd.Bn.No.4 Coy.
Ex Sala-Convegno
Del Ragguocamento,
LAVORATI, BRINDISI.
Tel: 1742.

Brindisi-Bari. Brindisi-Taranto. Brindisi-Lecce.	Brindisi Centrale. Smistamento.
--	------------------------------------

6. 510 It.Gd.Bn. Det.No.2 Coy.
Station, TERMOLI.
Tel: RTO.

Termoli-Ortona.	Termoli.
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WESTERN ITALY.

7. 138 Ind.Inf.Coy.
Old B.S.D. SALERNO.
Tel: Salerno 217.(1 Ring).

Potenza-Battipaglia. Battipaglia-Salerno.	Potenza. Battipaglia. Salerno.
--	--------------------------------------

8. 550 It.Tr.Gd.Coy.
HQ la Autonomia Train Gd,
Piazza Garibaldi,
REGGIO CALABRIA.
Tel: Reggio 1742.

Sibari. Cosenza. Crotone. Catanzaro. San Euthemia. Paola. Sapri. Reggio.	4791
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9. A Coy. 30 Son.L.I.

Salerno-Messina Inf.

Salerno

Corso Mazzini, BARI.
Tel: Bari 12436.

3. 510 It.Gd.Bn. No.2 Coy.
60 Corso Emanuele, FOGGIA.
Tel: thro' Foggia Military.21.
4. 510 It.Gd.Bn.No.3 Coy.
105 Casa Popolari,
TARANTO.
Tel: RTO (ask for Stn Duty NCO).
5. 510 It.Gd.Bn.No.4 Coy.
Ex Sala-Convegno
Del Ragguocamento,
LAVORATI, BRINDISI.
Tel: 1742.
6. 510 It.Gd.Bn. Det.No.2 Coy.
Station, TERMOLI.
Tel: RTO.

WESTERN ITALY.

7. 138 Ind.Inf.Coy.
Old E.S.D. SALERNO.
Tel: Salerno 247.(1 Ring).
8. 550 It.Tr.Gd.Coy.
HQ la Autonomia Train Gd,
Piazza Garibaldi,
REGGIO CALABRIA.
Tel: Reggio 1712.
9. A.Coy.30 Som.L.I.
Navy House, SALERNO.
Tel: Salerno 203.
10. C.Coy.30 Som.L.I.
76 Via Ivoria Casagiona,
CASERTA.
Tel: Freedom-Flag 66.

Foggia-Termoli.
Foggia-Lucera.
Foggia-Cervaro.

Taranto-Bari.
Taranto-Potenza.
Taranto-Brindisi.

Brindisi-Bari.
Brindisi-Taranto.
Brindisi-Lecce.

Termoli-Ortona.

Potenza-Battipaglia.
Battipaglia-Salerno.

Reggio-Metaponto.
Reggio-Battipaglia.

Salerno-Nocera Inf.
Nocera Inf-S.Giovanni.
Nocera Inf-Cancello.
Scafati-S.Giovanni.
T. Annunziata.-S.Giovanni.
Castellammare-T. Annunziata.

Caserta Rome.

Monopoli.
San Spirito.
Barletta.

Foggia.
Cervaro.

Taranto Centrale.

Nasissi.
Colli Basso.
Ausonia.
San Nicola.
Metaponto.

Brindisi Centrale.
Smistamento.

Termoli.

Potenza.
Battipaglia.
Salerno.

Sibari.
Cosenza.
Crotone.
Catanzaro.
San Euthemia.
Paola.
Sapri.
Reggio.

Salerno.
Nocera Inf.
Torre Annunziata.
San Giovanni.

@

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- 2 -

WESTERN ITALY (Contd).

- | | | |
|--|---|-------------------------------------|
| 11. Det.C.Coy.30 Som.L.I.
19 Strada Nuova Poggioreale,
NAPLES.
Tel: Naples 52093. | Naples-Caserta.
Naples-Aversa. | Naples Yard. @ |
| 12. Det.C.Coy.30 Som.L.I.
78 Via Amando Diaz
AVERSA.
Tel: Vassar 171. | Aversa-Rome.
Aversa-Caserta. | Aversa. |
| 13. D.Coy.30 Som.L.I.
20 Via Apuani, ROME.
Tel: Rome 843021. | Rome-Caserta.
Rome-Littoria. | Rome Tiburtina. @
Tuscalana. @ |
| 14. Det.D.Coy.30 Som.L.I.
36 Littoria Sealo,
LITTORIA.
Tel: Rome 683241. | Littoria-Rome. | Littoria. |
| 15. 136 Ind.Inf.Coy.
58 Via Roberta D'Amelia
SANTA MARIA.
Tel: | Caserta-Benevento.
Benevento-Cervaro.
Cancello-Caserta. | Caserta.
Benevento.
Cancello. |
| @ Station Duty H.C.O. only. | | |
| <u>WORKING UNDER A.A.I.</u> | | |
| 16. B Coy.30 Som.L.I.
Tel: TERNI. ask for Mil.Ex.40. | Orte-Foligno. | Terni. @
Orte. |

11 NOV 44.

4790

STANDING ORDERS FOR TRAIN GUARDS.APPENDIX "C"1. RESPONSIBILITY.

The 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 that there is no round in the breach, that magazines of automatic weapons are loaded but not cocked and that immediately after handing over a train all rifles and automatic weapons are unloaded.

2. ACTION ON DEPARTURE.

The 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. 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 sealed on both sides with "Seals, Rly. 5mm wire" and will refuse to take over any box wagons not properly sealed or in other respects badly damaged, unless ordered to do so by the 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 for any wagon detached en route, from the R.T.O., or, if there is no Movement Control Staff, the Italian State Railway.

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

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 off the R.T.O. counter-signed 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.

When a train is proceeding straight 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. THEFTS.

(a) Unknown or unauthorised persons seen or heard approaching or leaving a train will be challenged and if necessary apprehended. All persons apprehended 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 the latter will be asked to re-seal the wagon if necessary. Full details will also be reported to the R.T.O. and

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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. 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 sealed on both sides with "Seals, Rly. 5mm wire" and will refuse to take over any box wagons not properly sealed or in other respects badly damaged, unless ordered to do so by the 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 for any wagon detached en route, from the R.T.O. or, if there is no Movement Control Staff, the Italian State Railway.

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

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 off the R.T.O. counter-signed 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.

When a train is proceeding straight 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.

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5. THEFTS.

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

(Contd)/ 5(d).

- 2 -

5. THREATS (Contd.)

(d) Shooting by properly constituted guards, Patrols and Sentries is permitted at thieves, saboteurs or suspected persons ~~who are~~ challenged, 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 in organised bodies and when authorised by RCOs.

Under no circumstances will civilians be permitted to travel on military trains. Such force as is necessary to achieve this object may be used.

7. ASSISTANCE TO G.M.P. & F.S.S.

~~Passengers~~ will be afforded to all G.M.P. and F.S. personnel in the execution of their duty.

CMF
19 Nov 44.

NOTED
Lt. Col.
30 Sep. L.I.
Comd. Rly. Gds L of C Area.

4788

STANDING ORDERS FOR STATIC GUARDS. APPENDIX "D"

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 N.C.O. 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 N.C.O., 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 of military stores incl. A.C., A.M.C. and Italian Army wagons standing in yards.
4. Static Guards will make themselves acquainted with the position of those wagons likely to be specially subject to theft.
5. On arrival of a train or "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 N.C.O. or to the R.C.O. where there is no Station Duty N.C.O.
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 N.C.O. or to report to the Station Duty N.C.O. in accordance with para 6 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 the weapon 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 N.C.O.
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 N.C.O. or to the R.C.O. where there is no Station Duty N.C.O.
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

- leave their beat except in the execution of their duty.
- When men are given a break of duty by the visiting N.C.O., 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 of military stores incl. A.C., A.M.C. and Italian Army wagons standing in yards.
 4. Static Guards will make themselves acquainted with the position of these wagons likely to be specially subject to theft.
 5. On arrival of a train or "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 N.C.O. or to the R.M.O. where there is no Station Duty N.C.O.
 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 N.C.O. or to report to the Station Duty N.C.O. in accordance with para 6 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 the weapon 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 N.C.O.
 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 N.C.O. or to the R.M.O. where there is no Station Duty N.C.O.
 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.

(Contd)/(iv).

- 2 -

- 10.(b)(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.
11. Special Gds. provided by loading services will be responsible for guarding their own wagons when in marshalling yards.

CT
15 Nov 44.

Joseph H. ... Jr. Lt. Col.
36 Som. L.I.
Comd. Rly Gds L of C Area.

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ORDERS FOR STATION DUTY N.C.O.APPENDIX "E"

1. He will work in close co-operation with the R.T.O. 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 Comds. confirm that all trains arrive and depart in good order. He will be present when trains are handed over by Train Guards to R.T.O. and vice versa.
5. He will inform the Static Guards of the arrival in the yard of any Stores, such as E.P.I., Mail, Rations 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 reported to him by Train and Static Guards or discovered by R.T.O. or himself will be reported by him immediately by telephone to the A.P.M./D.A.P.M. of the Area/Sub-Area concerned and to his Det.Comd.
Major incidents will be reported immediately to his Det.Comd.
9. He will render full assistance to all personnel of the C.M.P. and F.S.S. in the execution of their duty.

CMF

19 Nov 44.

W. T. Lang Lt. Col.
30 Som. L. I.
Comd. Rly. Gds L of C Area.

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G-4 Mov & Tn
Allied Force Headquarters,
Tel No. Freedom 320

Mov 3/306 E

SUBJECT: AFHQ Working Instruction No 6.

TO : Headquarters AC.
Transportation Sub Commission.

Herewith four copies of AFHQ (Mov 3) Working Instruction No 6 for
distribution as outlined in your AC TN/79/73/RM dated 14th December, 1944.

18th December, 1944.

W. S. C. Boswell
W. S. C. BOSWELL, Major.
for Brigadier
D. Q. M. G. (MOV & TN)

62/3

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2234

EWE/mb

HEADQUARTERS ALLIED COMMISSION
AFC 394
Transportation Sub-Commission

14 December 1944

Tele : 478701
AC Tm ~~394~~ 394/RM

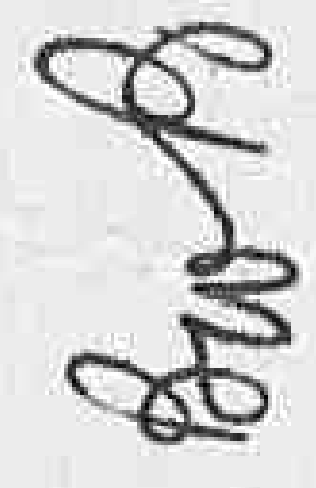
SUBJECT : AFHQ. (Nov 3) working instruction No.6

TO : G-4 Mov. & Trn. AFHQ.

1. May one copy each of the above working instruction please be sent to Transportation S.C. Reps AC. as below :-

Major Bowers
Tptn. S.C. Rep. AC. c/o Southern Region HQ. AC.
Major Jeffrey
Tptn. S.C. Rep. AC. Bari
Major Blair
Tptn. S.C. Rep. AC. Reggio Calabria
Captain Dean
Tptn. S.C. Rep. c/o Lazio Region HQ. AMG.

2. If you prefer please send 4 copies to this office and I will distribute.



for
MERRITT H. TAYLOR
DIRECTOR

4789

RESTRICTED

3250

File S/C

G-4 Mov & Trn
Allied Force Headquarters
Tel No. Freedom 320

Mov 3/306 E

84/2

Mov. 3 (Rail, Road & MFO)

Working Instruction No 10.

Daily Allied Military Passenger Train Service (except Saturdays)

NAPLES-BRINDISI via Bari

1. The military passenger train service at present running between Naples and Bari will, waf departures on the 13th November, be extended to operate between Naples and Brindisi via Bari daily except on Saturdays.

2. The revised schedule for this service is as follows:

EASTBOUND

Naples Central	dep	1705		dep	1850
Caserta	arr	1832		dep	2155
Benevento	arr	2055		dep	0215
Cervaro	arr	0130		dep	0232
Bivio Cervaro	arr	0230		dep	0430
Barletta	arr	0419		dep	0705
Bari Central	arr	0645			
Brindisi	arr	0922			

Meal Halt

WESTBOUND

Brindisi	dep	1320		dep	1620
Bari Central	arr	1550		dep	1810
Barletta	arr	1745		dep	2028
Bivio Cervaro	arr	1928		dep	2115
Cervaro	arr	2045		dep	0118
Benevento	arr	0042		dep	0405
Caserta	arr	0345			
Naples Central	arr	0545			

Meal Halt

DMRS Rome is requested to ensure prompt running in order that meal Halts will be available as scheduled.

3. The train will accommodate a maximum of 360 all ranks with personal baggage and be composed of the following rolling stock:

- 6 coaches for Allied military personnel.
- 1 van for British military mail.

Daily Allied Military Passenger Train Service (except Saturdays)

NAPLES-BRINDISI via Bari

1. The Military passenger train service at present running between Naples and Bari will, wef departures on the 13th November, be extended to operate between Naples and Brindisi via Bari daily except on Saturdays.

2. The revised schedule for this service is as follows:

EASTBOUND

Naples Central	dep 1705		
Caserta	arr 1832	dep 1850	
Benevento	arr 2055	dep 2155	Meal Halt
Cervaro	arr 0130	dep 0215	
Bivio Cervaro	arr 0230	dep 0232	
Barletta	arr 0419	dep 0430	
Bari Central	arr 0645	dep 0705	
Brindisi	arr 0922		

WESTBOUND

Brindisi	dep 1320		
Bari Central	arr 1550	dep 1620	
Barletta	arr 1746	dep 1810	
Bivio Cervaro	arr 1928	dep 2028	Meal Halt
Cervaro	arr 2015	dep 2115	
Benevento	arr 0042	dep 0118	
Caserta	arr 0345	dep 0405	
Naples Central	arr 0545		

DTRS Rome is requested to ensure prompt running in order that meal Halts will be available as scheduled.

3. The train will accommodate a maximum of 360 all ranks with personal baggage and be composed of the following rolling stock:

- 6 coaches for Allied military personnel.
- 1 van for British military mail.
- 1 van for Allied military baggage.

In addition, there will be attached to this train, the following:

- 1 coach seating 60 for Italian military personnel.
- 1 coach seating 60 civilian personnel
- 1 mail van for civilian mail.

4. The allotment of the available seating accommodation will be under the direction of Movements West Italy and Movements East Italy. Demands for such accommodation will be submitted in accordance with the following:

(2)

<u>Departure Station</u>	<u>Booking Agency</u>	<u>Telephone No.</u>
Naples	HQ Movements West Italy. Traffic Office	357 10360 50380
Caserta	RTO Caserta	FREDDI 153
Benevento	RTO Benevento	BENEVENTO 10 19
Bivio Cervaro	Movements Foggia Traffic Office	FOGGIA 10 Military
Barletta	RTO	VIA BARLETTA 1450
Bari	Movements Bari Traffic Office	BARI 11419
Brindisi	Movements Brindisi	BRINDISI 1156

This train will, however, be used primarily for the movement of reinforcements particularly those travelling to Brindisi for embarkation on to the Ancona Ferry.

5. A halt of one hour will be made by eastbound trains at Benevento and by westbound trains at Bivio Cervaro in order that Allied military personnel travelling can obtain a hot meal which will be provided under arrangements of HQ Movements West Italy and HQ Movements East Italy respectively. All ranks will, however, carry Transit rations for the train journey plus one days rations for consumption on the day of arrival. Personnel who are continuing their journey from Naples into the Operational Zone will carry six days rations inclusive of rations for consumption on the day of arrival.

6. POSTAL British Military Mail will be loaded into the mail van provided, under the supervision of an APO mail courier who will accompany the van throughout to its final destination.

7. The arrangements contained in AAI Working Instruction No 29 and Movements AAI letter under reference Nov 3/49 of the 26th April, 1944 are therefore cancelled wef 13th November 1944.

12th November, 1944.

G. W. BROWN, Lt. Col.

Caserta	RTO Caserta	FREEDOM	153
Benevento	RTO Benevento	BENEVENTO	10 19
Eivio Cervo	Movements Foggia Traffic Office	FOGGIA Military	10
Barletta	RTO	via BARLETTA	1460
Bari	Movements Bari Traffic Office	BARI	11419
Brindisi	Movements Brindisi	BRINDISI	1156

This train will, however, be used primarily for the movement of reinforcements particularly those travelling to Brindisi for embarkation on to the Arcena Ferry.

5. A halt of one hour will be made by eastbound trains at Benevento and by westbound trains at Bivio Cervo in order that Allied military personnel travelling can obtain a hot meal which will be provided under arrangements of HQ Movements West Italy and HQ Movements East Italy respectively. All ranks will, however, carry transit rations for the train journey plus one days rations for consumption on the day of arrival. Personnel who are continuing their journey from Naples into the Operational Zone will carry six days rations inclusive of rations for consumption on the day of arrival.

6. POSTAL British Military Mail will be loaded into the mail van provided, under the supervision of an APO mail courier who will accompany the van throughout to its final destination.

7. The arrangements contained in AAI Working Instruction No 29 and Movements AAI letter under reference Mov 3/49 of the 26th April, 1944 are therefore cancelled wef 13th November 1944.

12th November, 1944.

G. W. BROWN, Lt. Col.
for Brigadier.
D.Q.M.G. (MOV & TN).

DISTRIBUTION:

Movements HQ AAI
HQ Movements East Italy
HQ Movements West Italy
HQ Movements Rome
Movements L.O. MHA
Tn Sub-Commission AC
MRS Rome
GHQ 2nd Echelon
G-1 (Br)

(2)
(25)
(25)
(6)
(3)

G-3(Br)
Postal
Q(Maint)
Tn(Br)
DGARS Rep
HQ No 3 District
701 US Rly Grand Div.
Mov 2
Mov 6

(6)
(2)

RESTRICTED

G-4 Mov & Trn
Allied Force Headquarters
Tel No. Freedom 320

89/1
Mov 3/306 E

Mov. 3 (Rail, Road & MFO)

Working Instruction No. 7

1. Movement of Animals by Rail. The practice has been during the Summer months to convey live animals in high sided German pattern open wagons or similar type ISR wagons.

During the winter months, the above method is impracticable, therefore, all live animals (e.g. mules and sheep) will in future and until further notice be conveyed in ventilated covered wagons.

As much advance notice as is possible will be given to MRS in respect of animal movement in order that the necessary stock may be assembled.

2. Movement of Freight by Rail.

(a) Uneconomical Loading. Instances have been reported recently of the uneconomical loading of wagons. In view of the limited wagon supply it is essential that Loading Services make full use of the carrying capacity of all wagons. RTOs will ensure that this order is strictly enforced.

(b) Mis-use of Covered Wagons. Throughout the winter the demand for covered wagons will increase.

Instances have occurred regularly where non-perishable traffic, suitable for conveyance in open wagons, has been loaded into covered wagons. This has resulted in a shortage of covered wagons for the essential movement of supplies, fodder and other perishables.

MRS will be kept fully informed as to covered wagon requirements, and every assistance will be given by RTO's to avoid misuse of this type of rolling stock. 781

6th November, 1944.

G. W. BROWN, Lt. Col.
for Brigadier.
D.Q.M.G. (MOV & TN).

1. Movement of Animals by Rail. The practice has been during the summer months to convey live animals in high sided German pattern open wagons or similar type ISR wagons.

During the winter months, the above method is impracticable, therefore, all live animals (e.g. mules and sheep) will in future and until further notice be conveyed in ventilated covered wagons.

As much advance notice as is possible will be given to MRS in respect of animal movement in order that the necessary stock may be assembled.

2. Movement of Freight by Rail.

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