

## TRAINS MOVING WITH TROOPS.

## STANDING ORDERS FOR THE OFFICER COMMANDING TRAIN.

1. (a) It is always of the highest importance to conciliate the inhabitants of the country where troops happen to be, and still more is it necessary to repress sternly any tendency to commit offences against the persons or property of our Allies.

The Officer in charge of the train will be held personally responsible should he fail to maintain discipline, and for any loss or damage to property caused by the troops on the train under his command. On the other hand he will be supported in any lawful action he may think necessary to take to maintain discipline. On assuming command of the train he will bring to the notice of all ranks the next sub-paragraph and paragraph 2.

(b) Should any Officer, N.C.O., or man commit an offence of a serious nature, e.g., force a sentry, or wilfully refuse to obey an order, theft, etc., he will be immediately placed in close arrest in charge of the guard. A telegram will then be sent to the R.T.O. at the next large station or the station of destination. The Base, Administrative, or Area Commandant (as the case may be) of that place will then arrange to take over the accused and detain the witnesses on the arrival of the train, and will assemble a F.G.C.M. for his trial.

The names of large stations on the L. of C., where there are Commandants, are given in the margin of this Order\*. Information regarding those in Army Areas can be obtained from R.T.O.s.

(c) In the case of an Officer, N.C.O., or man who otherwise would detain at an intermediate station, he will be sent on under escort to the nearest Base or Railhead, together with all the necessary witnesses. The accused will be warned that application has been made for his trial, and will be asked if he wishes to call any witnesses, and these and the witnesses for the prosecution will be warned to stand by on arrival of the train at the Base or Railhead, and not to leave the station without a written order from the Base or Administrative Commandant concerned or a Staff Officer. If the R.T.O. or a French civilian is required as witness, a signed statement will be obtained, and their attendance will be arranged for subsequently.

(d) If a similar offence is committed by a Naval Officer or Naval Rating an immediate inquiry will be held on the spot by the Officer Commanding train or an Officer deputed by him. A short written record of the inquiry must be made which should contain (1) a summary of the evidence of the witnesses, (2) a report that such evidence was taken in the presence of the offender and that the offender was given an opportunity of asking any questions or making any statement, (3) any statement made by the offender.

If the duration of the halt is not sufficient to enable such enquiry to be completed at the place of occurrence, the evidence of any local witnesses should be taken at once, and the inquiry should be completed in the course of the journey.

The record and a statement of the opinion of the Officer holding the inquiry should then be forwarded to the Base or Administrative Commandant at the place of detainment.

If necessity arises a Naval Officer or Rating may be placed and kept in arrest until taken over by the Naval authorities.

2. The Senior Officer on the train is held personally responsible that all ranks, before departure, are made acquainted with the following Orders:—

(a) No man is to travel on the top of, or on the steps of, a vehicle.

(b) No Officer or man is to be allowed to travel on the engine or in the compartment or brake van set apart for the Railway Staffs.

(c) No man is allowed to leave the train at any but authorized stopping places, and only then on the order being given by the O.C. Train.

(d) No beer, wine, or spirits will be allowed on the train.

(e) Any man left behind at a Station will report at once to the R.T.O. If there is no R.T.O. he will report to the *Chef de Gare* or French Official in charge of the Station.

(f) When the train is moving all carriage doors must be kept closed.

(g) The Iron Ration is on no account to be touched.

(h) Under no circumstances are rations (drawn by troops for subsistence during the journey) to be destroyed, thrown away, or given away.

(i) All Station Refreshment Rooms and Buffets are Out of Bounds for all ranks.

(j) Bottles and other articles are not to be thrown out of the windows; any rubbish should be put under the seats.

(k) No braziers or fires whatever are allowed in, or hanging from, vehicles occupied by troops.

(l) No candles or other naked lights are to be used, nor is smoking allowed, in wagons containing any inflammable material.

(m) No British Officer, soldier, or civilian is allowed to join the train without the authority in writing of the R.T.O.

(n) In trucks carrying horses the door on the right, when facing in the direction the train is moving, must always be kept closed.

## PROCEDURE TO BE ADOPTED IN THE EVENT OF THEFTS OR OTHER IRREGULARITIES OCCURRING.

3. (a) Enquiries.—The nature of the irregularity should be investigated at once, and every effort made to identify the names and units of individuals concerned. Should the suspected offenders be on a train that has left the station before the irregularity is detected, a message by telephone or "Priority wire" will be sent to the O.C. of the train at the next stop.

\*  
ABANS COURT.  
ABBEVILLE.  
BOULOGNE.  
BREST.  
CALAIS.  
CHERBOURG.  
DIEPPE.  
ETAPLES.  
HAVRE.  
MARSEILLES.  
PARIS.  
ROUEN.  
TROUVILLE.

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