

919 F.P.

[S.S. 554.]

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## 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 detrain 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 detrainment.

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.

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

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(b) **Preliminary Report.**—In cases where the O.C. Train does not take the action required by paragraph 1 (b), he will on receiving complaints against British Troops, make out an immediate report on Army Form W3706, which can be obtained from any R.T.O. The following information should be given:—

- |  |  |
|--|--|
| (i.) Nature of irregularity (brief).   | (viii.) Time of report of irregularity, and by whom made.                                |
| (ii.) Date.  | (ix.) Destination of O.C. Train and unit he is going to join.                            |
| (iii.) Time.   | (x.) Whether copy of Standing Orders was handed to O.C. Train at the entraining station. |
| (iv.) Place or Station.  | (xi.) What disciplinary action has been taken, if any.                                   |
| (v.) Train number or description.  |  |
| (vi.) Starting point of train.   |  |
| (vii.) Names and units of offenders, or suspected offenders, or in the case of complete failure to identify, a list of units on the train. |  |

(c) **Submission of First Report.**—The report made by the O.C. Train must be handed over either to the R.T.O. on the spot, if there is one, or to the R.T.O. at the nearest station where his papers are examined, who will at once forward it to the Headquarters of the Army or L. of C. Area to which the troops are going.

(d) **French Procedure.**—The following instructions have been given by the French G.Q.G. to the French Railway Authorities in respect of such cases:—

(i.) The Commissaire Militaire or Station Master concerned will at once advise the British Officer in charge of troops on the train, and will ask him to make enquiries.

(ii.) Should irregularities be discovered after a train of British Troops has left, the Commissaire Militaire or the Station Master should immediately warn the Commissaire Militaire of the Station where the train next stops, asking him to inform the O.C. Train of the incident.

4. He will ascertain before starting that there are on the train the proper rations for the journey, and will ensure that the rations provided on the trains, in addition to the unexpended portion of the day's rations, are only consumed at the proper rate, viz., one day's rations for each day of the journey.

5. He will see that his compartment is indicated by a label.

6. He will tell off two Guards (strength at discretion), which will be located in separate vehicles from the rest of the men (one at each end of the train).

One or more Officers will be detailed to each Guard.

The duties of the Guards are as follows:—

On arrival at an authorized stopping place, they will detrain before any other men leave the carriages. Sentries will be posted at once on all exits, refreshment rooms, latrines, washing places, and any points indicated by the R.T.O., to warn men when time for departure is drawing near. They will see that men do not straggle, and that no men leave the station on any pretext. If the journey is a long one, arrangements will be made to relieve the Guards *en route*. They will remain armed and equipped throughout their period of duty, except that packs may be removed.

7. He will see that a N.C.O. or senior soldier is placed in charge of each vehicle; this N.C.O. or senior soldier should at once ascertain the names of the men in his carriage and detail two men, one to each side of the carriage or truck, to assist him in carrying out the train orders, and see that no unauthorized persons enter the compartment. In the event of any man being missing he will report to the O.C. Train at the first available opportunity.

8. In the event of any man being missing, he will report the name and the number and the regiment of the man to the R.T.O. at the next stopping station, stating when the man left the train. The arms and accoutrements of missing men will be handed over to the R.T.O.

9. He will receive from the R.T.O. a form shewing the time his train is due to arrive at and depart from each halting place.

10. He will see that at the halting places all men are warned of the length of the halt, and ordered to parade outside their carriages five minutes before the train is due to start.

11. If he finds it necessary to issue rations, or to perform any other services which may cause delay at any but the authorized stopping places, he will at once inform the R.T.O.

#### **SPECIAL RULES FOR TRAINS PROCEEDING WITH DETAILS OF REINFORCEMENTS.**

12. He will arrange with the R.T.O. to place all the men belonging to each formation in the same part of the train.

13. He will issue the necessary orders to the senior Officer or Non-commissioned Officer of each formation.

14. He should note that the Train Conducting Officer is the representative of the Railway Service, and as such is entirely responsible for all details in connection with the control of the train as regards halts, and arrangements necessary during halts. This T.C.O. will act as Staff Officer to the O.C. Train, but if he (the T.C.O.) is the Senior Officer in the train, he will perform the duties of both "O.C. Train" and "Staff Officer."

15. He (or the T.C.O., if there is one) will invariably give the List of Personnel to the D.A.D.R.T. or R.T.O. at the detraining regulating station.

16. He (or the T.C.O., if there is one) will carry the yellow feuilles for all parties travelling in his train, and will deliver these to the D.A.D.R.T. at the detraining regulating station, where he will receive the reconsigned (or new feuilles) for the stations beyond.



17. At halting places he should warn the Officer or N.C.O. in charge of each party to assure himself that all his men are on board, and to report to the O.C. Train Guard before the train leaves.

18. He will report to the D.A.D.R.T. at the regulating station where the train is split up, the number of missing men, if any.

19. He should note that Movement Orders should always be carried separately for Divisions or for Corps troops by the Officer or N.C.O. in charge of each party, and should be delivered by him to the R.T.O. at the station at which each party detrains.

20. Iron Rations will be distributed to parties on arrival at railheads. The O.C. Train should warn the Officer or N.C.O. in command of each party that he is responsible that any Iron Rations remaining over after this distribution, together with all surplus ordinary rations, are collected and handed over by him to the Railhead Supply Officer, on arrival at destination, otherwise to the R.T.O. To ensure compliance with this order, no more tins of meat, loaves of bread, or biscuits, should be distributed at one time than are required for a single meal.

21. The Draft Conducting Officers will hand over to the Officer taking over the Draft at Railhead a statement shewing the number of Iron Rations issued to the men, and certifying that the men of the Draft have been warned collectively of the consequences to which they render themselves liable by disposing of the Iron Ration.

G. H. FOWKE, *Lieut.-General*,

GENERAL HEADQUARTERS,

Adjutant General.

25th April, 1917.

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To ..... 777

**REPORT OF COMPLAINT OF THEFT OR DAMAGE TO  
FRENCH OR BELGIAN PROPERTY ALLEGED TO HAVE  
BEEN CAUSED BY BRITISH TROOPS TRAVELLING BY  
RAIL, OR ANY MISDEMEANOURS BY SUCH TROOPS.**

1. Nature of irregularity (brief) ..... *felony - robbery in a wire French girl - gun*
2. Date ..... *1914*
3. Time ..... *Friday 1st Sept 14. 3.20 P.M.T.*
4. Place or Station ..... *Wimille*
5. Train No. or description ..... *10.245 - A - Lux*
6. Starting point of train ..... *El Houcourt - Hen 243-25*

7. Names and Units of offenders or suspected offenders, or in the case of complete failure to identify, list of Units on the train.

*Guyard, Mc Beach - 1st Reg. Co.*

8. Time of report of irregularity, and by whom made.

*S. Lifer. Hen.*

9. Destination of O.C. Train and Unit he is going to join.

*Talence*

10. Whether copy of Standing Orders was handed to O.C. Train at the entraining station.

*Yes.*

11. What disciplinary action has been taken, if any.

*we have sent the offender's piece.*

Date .....

Signature of O.C. Train .....