

ORGANIZED MOVEMENT1. *Preliminaries to Movement.*

Assembly Center Directors should take all steps to insure that Allied Liaison Officers are available to issue visas to displaced persons and should report cases where visas have been refused, stating the reasons. Movement orders will be issued through channels to Assembly Center Directors, giving particulars if the date and time of movement and the numbers to be moved.

Land movement may be by train or by motor transport convoy. In the first case the numbers involved would normally be between 800 to 1,000 and in the second case in the region of 600. In the case of movement by train the Center Director should contact the appropriate Movement Control Officer and discuss arrangements with him.

The next step is for the Assembly Center Director to arrange a meeting between the Officer in Charge of Convoy, himself, the Allied Liaison Officer and the Chief Convoy leader appointed from among the displaced persons. At this meeting details of the journey should be worked out and the displaced persons involved should then be informed of all such details at least 48 hours before they are due to depart. Assembly Center Directors should be sure that all displaced persons due to participate in the movement are ready to move off at the stipulated time; that the DP2 forms have all been completed and are duly handed over to the OC convoy, together with copies of the nominal rolls of the party for handing over to G-2 representatives at the frontier and the national authority in the country of destination.

As a general rule displaced persons should be allowed and encouraged to take with them all their personal possessions, but baggage may have to be limited at the discretion of the officer in charge of the convoy who will base his decision on the availability of transport. Baggage should be divided into light and heavy baggage, the former which the displaced person can handle conveniently (this should not exceed 30 kilos) from which he should on no account be separated during the journey. Heavy baggage should be loaded into luggage vans for transport by rail or into specially allocated vehicles for transport by road. All baggage should be clearly marked or labeled with name and number and destination of owner. It will be found helpful if the label shows, "1 of so-many pieces" (for instructions as to disposal of surplus baggage which cannot be transported at the same time as the owner, and of baggage belonging to deceased displaced persons see Appendix 4).

Normally, when movement is by road, loading will take place at the Assembly Center. When however, movement is by rail, Assembly Center directors will have to decide whether transport is necessary and if so to make arrangements for such transport to take DPs to the point of entrainment. In any case, trucks when available should be used for transfer of women, children, aged, crippled and sick DPs. Coaches should be loaded under supervision of assistant convoy leaders appointed from among the DPs themselves and in accordance with a

nominal roll. Heavy baggage should be loaded in advance if possible. Otherwise, it should be stacked under guard in proximity to the loading point.

2. Personnel.

a. *Military*—One officer and between 6 and 12 EM/ORs should travel in charge of the convoy from point of departure to the frontier of the country to which the DPs are being repatriated. The EM/ORs should include at least one cook assisted by two cooks taken from among the DPs. The officer will have complete responsibility for the convoy and will take all necessary action in cases which may involve delay. He should insure that the necessary rations and equipment are loaded on the train if travel is by rail and should supervise the overall issue of rations. The EM/ORs should patrol the convoy at all stops and assist in the issue of rations where necessary.

b. *Medical*—When available without depriving displaced persons of other essential medical services, one doctor and two nurses should be appointed to travel with each convoy. These will be taken from among the travelling displaced persons, or provided by UNRRA or the national government concerned. When sufficient nurses or doctors are not available arrangements will be made for a doctor and nurses to be ready at certain of the periodic stopping places. The doctor will deal with all cases of illness occurring enroute and arrange where necessary for the transfer of sick persons to hospital, informing the OC convoy who will then see that the DP2 card involved is handed over to the responsible authority at the place of hospitalization. The nurses will supervise the general health of the convoy under the directions of the medical officer and attend to the chlorination of all drinking water supplied enroute.

c. *Welfare*—If available, two welfare workers (including one female if women are included in the convoy) should travel with each special train or convoy. They will be responsible for the general welfare of the repatriates enroute and in particular for the distribution of hot beverages to women, children, the aged and sick. Children travelling without their parents or guardians should be placed under the care of a female DP at the maximum rate of ten children per each female.

d. *Interpreter*—It is desirable that one competent interpreter, selected where possible from among the travelling DPs should go with each convoy, to act as liaison between the officer in charge of convoy and the local transport services and others as required.

e. *Displaced Persons Chief Convoy Leader*—He should be a responsible individual well known to the repatriates and answerable to the OC convoy for the general discipline of the DPs enroute. He will be responsible for issuing through the assistant DP convoy leaders all instructions and information as regards the convoy given him by the OC convoy.

f. *Displaced Persons Assistant Convoy Leader*—He should be appointed by the Chief Convoy leader at the rate of one per vehicle. He should be responsible for the following:

(1) Checking his particular party in accordance with nominal roll and informing DP chief convoy leader of any discrepancies.

(2) Reporting to DP Chief Convoy Leader any incident or problem occurring enroute.

(3) Drawing rations for the party during the journey.

(4) Insuring that members of his party do not leave the trucks or coaches without instructions and that they return without delay when told to do so. Particular care is necessary to prevent DPt from descending on the running rail side when trains are standing at a station or siding.

(5) Supervising the general well-being of his party and insuring that they conduct themselves in a proper manner.

g. *Baggage Party*—Baggage parties of 2 DPs per vehicle should be appointed to load and unload heavy baggage wherever necessary. They should also assist in the handling of light baggage where necessary.

3. Equipment.

a. *For DP trains*—The following equipment should be made available for each special train:

Water container

Cooking utensils

Bowls

Spoons

Toilet paper

Stoves for kitchen cars

Fuel for kitchen car stoves

Brooms, mops, pails

Disinfectant

Chlorine (or water purifying tablets)

and covered pails when toilet facilities are not installed. Unused stores should be collected and returned upon completion of the journey.

b. *MT convoys*—When DPs travel by MT convoy and the journey takes longer than 12 hours they will have to spend the night at pre-arranged staging camps which should be equipped according to scale.

c. *Medical*—Sufficient medical supplies for first aid purposes should be provided for each train or convoy (see Appendix 5).

d. *Blankets*—When travelling by train each DP should be provided with not less than one blanket for the journey. Women and children should be provided with two blankets. At terminal points, blankets will be collected by the Chief DP Convoy Leader and handed over to the OC convoy. Blankets should be included among the light baggage. When travelling by MT convoy, DPs should only be issued with blankets if these are not available at staging camps enroute.

4. *Rations*—After entraining, DPs should be issued with 24 hours rations from the store van of the special train. This distribution should be carried out by assistant DP convoy leaders at 24-hourly periods throughout the journey. A good supply of milk should be provided for children and mothers for issue not twice daily at the rate of 3/4 pint for each ration (see Appendix 3).

5. **Hygiene**—DP staff officer at Corps or at whatever level movement orders are issued should be responsible for arranging through the appropriate Military government authority that the necessary German railway staff is available at suitable stabling points to rewater trains and clean latrines. This work should be carried out with the greatest possible speed. When movement is by road, arrangements should be made for regular halts at 2 or 3-hour periods at places where suitable latrine accommodations are available.

6. **Special Trains.**

a. *Passenger Rolling stock*...It is preferable that passenger rolling stock be utilized. If however, passenger rolling stock is not available for the whole party, this category of vehicle should be allocated for use of children, their mothers, expectant mothers, and aged or crippled DPs. Passenger rolling stock should also be provided for train personnel. Passenger rolling stock can safely be estimated to carry 55 passengers per coach. All train schedules for movement of DPs by rail, except hospital trains, or trains consisting of passenger rolling stock with adequate water and toilet facilities will include periodic halts for rest, water and latrine purposes. The halts will correspond with operating stops in so far as possible with a minimum of three halts within each 24-hour period. The RTO at the entraining station will advise the officer in charge of the convoy as to halts scheduled.

b. *Box Wagons*—If box wagons are used for ordinary DPs the allocation of accommodations should be on the basis of 25 DPs and their belongings per wagon.

c. *Store Vans*—A store van should be incorporated in each special train for food supplies to be distributed enroute.

d. *Baggage Vans*—A baggage van should be incorporated in each special train for the conveyance of reasonable amounts of personal belongings surplus to that which DPs keep in their own possession.

e. *Kitchen Cars*—A kitchen car should be improvised for incorporation in the special train for the purpose of providing hot beverages for children, women and aged persons.

f. *Train Composition.*—Engine.

Stores Van*.

Kitchen Car or one improvised box wagon with camp cookers.

Personel Coach.

Passenger Coaches for women, children, aged and crippled DPs.

Other Vehicles for DPs.

Baggage Cars (May be box wagon).

* The stores van should be properly equipped with steam heating pipes if placed next to engine. Otherwise, it should be placed behind the other vehicles equipped for steam heating, and this may entail part of the escort being detached from the personnel coach in order to guard the supplies against pilferage.

This arrangement will ensure women and children being in closer contact with medical assistance and distribution of hot beverages en-route—also being near the source of train heating which is more effective in front than in rear of train. It may cause families to be temporarily separated during the journey owing to lack of sufficient space in the passenger rolling stock for male DPs. This aspect should be explained to the DPs through the DP Convoy Leaders by officer in charge of convoy.