

Homeward BOUND





GENERAL

The purpose of this leaflet is to give you information on the procedure which is in force to get you to your destination and away on leave as quickly as possible. With your co-operation much can be done to ensure that the system works and delays will be eliminated.

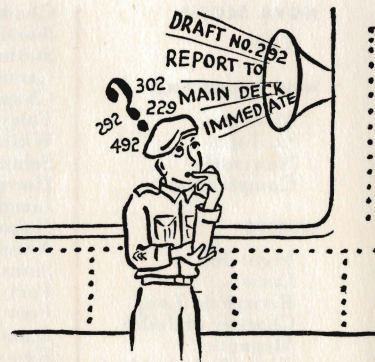
THE VOYAGE

You will find that about the only difference between your voyage to England and your voyage back is the fact that there are no submarines. The ships are still carrying three to five times their peacetime capacity and are still shorthanded, so you'll be asked to pitch in with the odd fatigue. Remember the ships' staffs have a big job to do and are working at top pressure these days. Give them a hand.

There will be a ship's Conducting Staff aboard who are Canadian Army personnel. Their job is to run the Army part of the ship and they are responsible for muster parades, meal hours, disembarkation plan, etc. During the voyage there will be muster parades for various purposes. Pay close attention to all announcements made at such parades and over the ship's loudspeaker system, as your own interests are concerned. Any announcement may affect your meal hours, canteen privileges, the disembarkation plan, your destination or your stop-over en route—if you have applied for one. Always remember that the Ship's Conducting Staff is on board to make things easier for you—help them to help you by co-operating in every way possible.

DISSEMBARKATION

While you are still at sea, the whole plan for making up special trains and routing them all over Canada is created. These plans are very detailed and depend for their success on split second schedules being maintained. It is impossible, however, to plan for all the corrections and changes which were made while you were still at sea, so the rolls must be checked again once the ship docks, and documents brought ashore and re-sorted. All these details and many others take about 1½ hours so do not expect to move off as soon as the ship ties up. The shore staff and the ship's staff are just as anxious as you to get you on your way but they want to do the job properly.

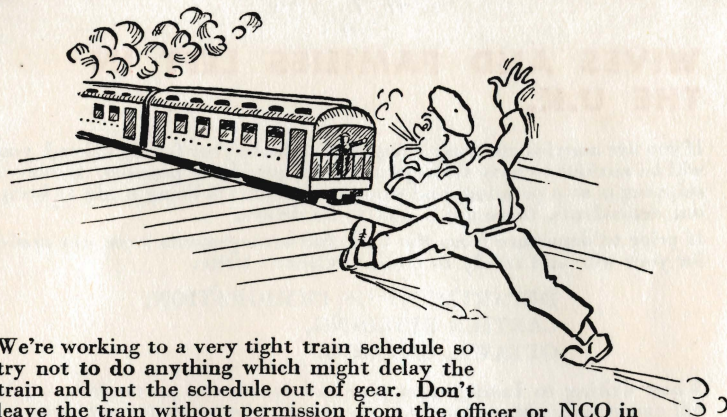


During the time elapsing from docking to disembarkation hour, don't clutter up the decks and the sections of the vessel with rubbish. You have helped clean the vessel. Try to keep it that way in order that it can be made ready speedily for the return voyage to bring the next draft of repats home. Do not throw coins or other articles over the side of the vessel to people on the pier as serious accidents have occurred this way.

You will be called off the ship by drafts. Remember which one you are on so that when yours is announced over the loudspeaker you will be ready. After you go down the gangway you will be allotted to cars on the special train—keep in your proper position, mistakes here will delay your departure. The Canadian Red Cross, the Canadian Legion and other volunteer organizations are on hand here to serve ice cream, fruit, etc. You will also find these workers on the train with playing cards and games.

SPECIAL TRAINS

If your home is an overnight journey, or further, from the port, you will be on a sleeper train. Practically every bit of sleeper equipment the railways have is being used to carry repats. To overcome the shortage specially fitted cars known as Armed Forces Sleepers are also used. These are equipped practically the same as normal sleepers as far as mattresses, sheets, blankets, etc., are concerned, but you will find an Army man, a veteran like yourself, in charge instead of a railway porter. There are regular diners or commissary cars on every train. These have been taken off regular trains to serve you. The food is good and there is lots of it, but don't linger over your meals or the ones following you will be delayed.



We're working to a very tight train schedule so try not to do anything which might delay the train and put the schedule out of gear. Don't leave the train without permission from the officer or NCO in charge of your car. Remember these special trains don't stop for any set time at any one place. If you get off anywhere and get left behind you're liable for payment of the fare from that point to your destination. Note that special trains only stop at certain official stopping points—these are listed on the back of this pamphlet.

STANDING ORDERS

You will find Standing Orders on ships and special trains. They are for your guidance and assistance. Among the points covered in Ships' Standing Orders are the alarm signals, boat stations, wearing or carrying of lifebelts, administration of the vessel, loss of equipment or damage to ship's property, conservation of water, inspection of quarters, cleanliness, messing, sick parades, safe-keeping of valuables, areas which are out of bounds, smoking areas, canteen hours, etc. Your compliance in good spirit with these orders is essential if you are to have the utmost comfort possible during your crossing.

DESTINATION

You filled out a form at the Repat Depot in which you showed the place you are going to spend your leave. Your name is now on a nominal roll for the Military District in which this place is located, and you will be despatched there by the quickest and shortest route. If a change in destination is necessitated due to a last minute change in your next of kin's residence in Canada, the Ship's Conducting Staff are prepared to make the change during the voyage upon sufficient evidence being given.

STOP-OVERS

If you have received permission to stop-over, the Embarkation Commandant at the port will issue you with a temporary leave pass, but you will travel on the special train destined to your District. You may detrain at the stopping-point nearest to the place where you want to stop-over. If a side journey is necessary you will have to pay the cost

yourself. You will also get transportation issued to you from the place where you left the special train to the HQ of the Military District on whose roll your name appears. Any further transportation to which you may be entitled to get you home will be issued by them.

Now under ordinary circumstances this might look very attractive but present travelling conditions are very difficult. Once you leave the special train you are on your own. You will have to make all your own arrangements for berths and at the present time as most of the sleepers are being used to move repats home, there are very, very few for ordinary travel. There are no sleepers for overnight trips and berths on trans-continental trains are booked weeks in advance. The reason for this is that the troops being repatriated have first call on train equipment and civilians have had to make way in your favor. All trains are very crowded and many run without diners.

Another point to consider is that your next of kin will be expecting you on the special train and if you stop-over we sometimes find it hard to advise them that you are not arriving.

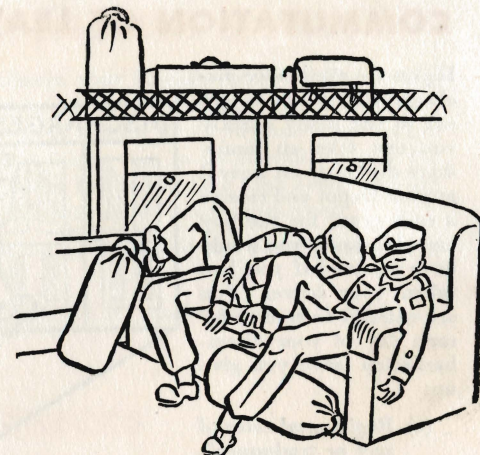
IS YOUR STOP-OVER REALLY NECESSARY?

BAGGAGE

From time of embarkation until arrival at destination you are responsible for the supervision and handling of the baggage or kit which you brought on board by hand. Do not leave articles lying around on the ship when you leave.

You don't have to worry about baggage or kit which was checked at the Repat Depot, so long as you have the baggage check. This baggage is stowed in the hold and is forwarded in baggage cars either on the special train or on a later train. Present your check at your Depot and your baggage will be turned over to you.

Any surplus baggage not covered by your entitlement will be forwarded charges "collect" from port of arrival in Canada to the destination you gave before leaving the U.K.



NOTIFICATION TO NEXT OF KIN

Your next of kin and all your friends know you are coming. In most cities and smaller towns your name has been in the newspaper giving the ship you are on and the date of arrival, or else your next of kin has received a card giving them the same information. They are also told what train you are on, and the time the train arrives is announced over the radio. Your friends and relatives will be on hand to meet you.

In addition arrangements have been made for you personally to send a *free* telegram to your family from the port and another if you wish from your District Depot, or District reception point. Do not miss this opportunity. You can tell them the number of the train you are on but don't tell them the time or place you expect to arrive as the times may change and you will only confuse them—remember they get the latest information over the radio.



OFFICIAL RECEPTIONS

Everyone is turning out to welcome you, but official receptions are being held to a minimum and certainly will not delay your arrival home. General receptions are held at detraining points by the Canadian Legion, civic and other voluntary organizations. Districts have all made special arrangements for reception so you can find your next of kin quickly.

DISTRICT REPRESENTATIVES

Some time before you reach your destination, a representative of your District Depot will board the train and in most cases will issue you with leave pass, travel warrant from detraining point to your leave address (if required), ration book, permit to visit the U.S.A. (if required), together with instructions as to District requirements and arrangements.

This will mean you will have few, if any, delays when you get off the train. If you get off the train on a stop-over you can get your ration card by writing to your own District Depot. English money can be changed as soon as you arrive, or at any time during your leave, at the District Depot.

CHANGING OF ENGLISH MONEY

Depot paymasters will exchange your English money not exceeding £10 held by any one individual at the rate of \$4.47 for each £1.0.0. If you have any money in excess of £10 the Depot paymaster will take it and give you a receipt. This money has to be cleared through the Foreign Exchange Control Board and it will take time before you get your money—the rate of \$4.47 in this case is not guaranteed.

Any English coins you have can be exchanged at a bank at the rate of \$4.00 to the pound.

Transfer of bank balances in the U.K. can be arranged through any bank.

CASHING OF CHECKS

You were given an advance pay check in the U.K. This can only be cashed in Canada. Hang on to it until you get home and cash it at a bank or with some reputable person. There are certain people you may meet en route who will offer to cash these checks for you but you'll find they expect up to \$10.00 for their trouble—it is not worth it. In this connection, you may be approached by bootleggers who will offer you liquor at exorbitant prices—some ask as high as \$20.00 a bottle and some fellows have found only tea in the bottle. The rationing in Canada is starting to ease off—don't waste money that you will need later.



RATION ALLOWANCE

You will receive an extra fifty cents a day for the time you are on leave as a ration allowance.

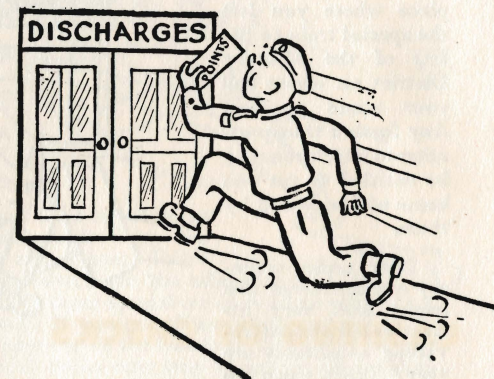
AIR ARRIVALS

Personnel returning to Canada by air will be met at the Canadian airfield and the procedure outlined above will be followed.

COMMUTATION OF LEAVE

If you are eligible for discharge and want to get out of the Army quickly you can take an immediate discharge on arrival at your Depot and receive a cash grant for the pay and allowances you would have received if you had taken your leave. You are entitled to receive for each day of your disembarkation leave you give up:

- (a) Regimental rates of pay or tradesmen's rates if applicable.
- (b) Ration allowance 50 cents per day.
- (c) Dependents allowance.



PERMIT TO U.S.A.

Permits to enter the United States of America while on leave will be issued by the Depot Representative on the train or may be secured at the District Depot. Remember you don't get free transportation unless the address you wish to go to in the U.S.A. is your bona fide home as shown in your documents.

CARELESS TALK

The war may be over but there is still information that we must keep on the Secret list. Don't communicate any military information to the press without the consent of National Defence Headquarters. When you get into "civvies" remember the "Official Secrets Act."

CIVILIAN CLOTHES

Civvies are difficult to get as all the tailors are extremely busy and materials are scarce. You can however get a suit in a hurry with a "Priority Suit Purchase Certificate" which is issued to you.

WIVES AND FAMILIES LEFT IN THE U.K.

If you are married and were compelled to leave your family abroad, you will be anxious to have them join you as quickly as possible. However shipping is at a premium and while every effort is being made to bring out dependents, there are bound to be delays.

If prior to departure from the U.K. full arrangements were not made for your wife and family to come to Canada write:

DEPARTMENT OF IMMIGRATION,
CARTIER BUILDING,
OTTAWA, ONTARIO.

When writing to Immigration give full regimental particulars, wife's full names and address, stating exactly what home settlement arrangements have been made to receive your wife.

After you are home and find it necessary to correspond about your wife's passage and you are still in the service then do it through your C.O. If you are discharged then with

THE SECRETARY,
DEPT. OF NATIONAL DEFENCE,
(REPATRIATION)
OTTAWA, ONTARIO.

PERSONAL PROBLEMS

Just one further suggestion. If by chance you are concerned over certain family problems relating to your finances, family relationships, illness, behaviour of your children, etc., get in touch with the Social Service Officer. Such an officer can be found at any District HQ or Depot and is especially trained to assist you. His assistance has been found of use to others and he may be able to help you too. To take advantage of his services, however, you must see him before you leave the Army.

THE WHOLE OF CANADA SAYS—

WELCOME HOME!

Major General

Adl Wayford.

Adjutant General
M.D.H.Q. Ottawa

LIST OF PRESCRIBED STOPPING POINTS OF SPECIAL ARMY TRAINS FROM EASTERN PORTS

NOVA SCOTIA

Truro

NEW BRUNSWICK

Moncton
St. John
Newcastle
Campbellton

QUEBEC

Mont Joli
Levis
Riviere du Loup
Charney or Joffre
Megantic
Trois Rivieres (from
port Quebec only)
Montreal

ONTARIO

Ottawa
Brockville
Havelock
Smith Falls
Kingston
Belleville
Peterborough
Toronto
London

Chalk River

North Bay

Sudbury

Cartier

Chapleau

Foleyet

White River

Schreiber

Hornpayne

Longlac

Nakina

Armstrong

Sioux Lookout

Port Arthur

Fort William

Ignace

Kenora

MANITOBA

Redditt
Winnipeg
Brandon
Rivers

SASKATCHEWAN

Melville
Watrous
Broadview
Indian Head
Saskatoon

Regina

Moose Jaw

Biggar

Swift Current

ALBERTA

Medicine Hat
Wainwright
Edmonton
Calgary
Edson
Jasper

BRITISH COLUMBIA

Field
Golden
Blue River
Kamloops
Kamloops Jct.
Boston Bar
Revelstoke
Sicamous
North Bend
Agassiz
Mission
Chilliwack
Coquitlam
New Westminster
Vancouver

