

## PASSAGE OF ALLIED FORCES VIA DANZIG

*Protocol, with annex, signed at Spa, Germany, April 4, 1919, supplementing article XVI of armistice convention of November 11, 1918*<sup>1</sup>

*Entered into force April 4, 1919*

III Redmond 3327

[TRANSLATION]

### PROTOCOL

Article 16 of the armistice of November 11, 1918, imposes on Germany the obligation of allowing the passage of allied forces via Danzig, and, in consequence, according to the view of the Allies, that of General Haller's troops.

The German Government has proposed new means of transportation, viz:

1. From Stettin, via Kreuz toward Posen and Warsaw.
2. From Pillau-Königsberg and Memel, via Korschen-Lyck-Grajewo.
3. By Coblenz-Giessen-Cassel-Halle-Eilenburg and by Frankfort-on-the-Main-Bebra-Erfurt-Leipzig-Eilenburg, thence by Kottbus, Lissa, and Kalisch.

The German Government guarantees the absolute security of these methods of transportation. In addition, measures will be taken to insure that the troops passing through German territory avoid everything which might provoke unrest among the population.

The transportation of the troops will commence about April 15, and will continue for about two months.

The Polish troops which are to be transported are destined for the maintenance of order in accordance with article 16 of the armistice of November 11, 1918.

The execution of the transportation will be carried out as shown in the annex to this protocol.

In the event of the employment of these new methods of transportation proposed by the German Government leading to serious difficulties, which the German Government after having been warned by the allied and associated Governments, was not in a position to overcome, Marshal Foch, com-

<sup>1</sup> *Ante*, p. 9.

manding in chief the allied armies, reserves the right of having recourse to the transportation allowed for in article 16 of the armistice of November 11, 1918, under conditions and guaranties to be fixed by the permanent international armistice commission at Spa.

ERZBERGER  
FOCH

SPA, *April 4, 1919*

#### ANNEX TO PROTOCOL

1. The transportation will be carried out by one of the following routes:

- (a) Coblenz—Cassel—Halle—Frankfurt—Leipzig.  
Eilenburg—Cottbus—Lissa—Kalisch.
- (b) Stettin—Kalisch.
- (c) Pillau—Königsberg—Korschen—Lyck—Grajewo.

Six trains ("marches") every 24 hours may be made over each line—in the case of (a) above, half on each branch—under the reserve that in the case of the simultaneous use of the lines (b) and (c), the total number of trains used on both of these lines together does not exceed 10.

The field marshal commanding in chief will first make use of the line (a).

The date of the commencement of the movement will be published as soon as possible and at least four days in advance to the German authorities through the medium of the permanent interallied armistice commission, in the case of the employment of one or other of the lines. Particularly, the date of departure of the ships from the ports of embarkation, their size and numbers will immediately be notified to the commission. The transportation will be able to commence from April 15 and will last about two months.

2. The organization of the details of the transportation will be settled by a mixed commission at Spa composed of the French and German Presidents of the subcommission for transportation on the permanent international armistice commission.

This commission must be immediately advised of any incident which arises out of the transportation and particularly of deviations from the route laid down necessitated by force majeure.

Staff officers from the allied army together with the German authorities concerned will control the transportation by routes (b) and (c) at Stettin and Königsberg. These officers will give the necessary orders to the Polish troops.

3. *Military measures.*—The troops will be transported in complete trains with their ammunition and supplies. The men will not carry ammunition on the person. The ammunition will be stored in one coach on the train and this coach will be sealed.

Liaison between the technical railway personnel, which is solely responsible for technical work on the lines of transportation, and the officers com-

manding the trains will be carried out through the medium of (a) officers from the allied armies accompanying each train; (b) officers from the allied armies—two officers with the necessary staff—at the stations where long halts are made.

These officers will also insure the liaison between the troops and the German military authorities.

Standing orders in four languages—French, English, Polish, and German—will be drawn up by Major Courtillet and Major von Boetticher.

All measures will be taken by the allied high command to prevent incidents between the troops and the population. The German authorities on their part will take all the police measures necessary with regard to the population to avoid manifestations and disorder.

Long halts will be made about every six hours—a halt of at least one hour alternating with a halt of at least half an hour—to allow water to be distributed and to allow the troops to leave the train. The troops will not be allowed to leave a certain area which will be fixed by the allied officer in agreement with the German authorities.

The German authorities will have ready the water facilities and the necessary latrines. The food prepared on the train will be distributed at these long halts.

At the ports of Stettin and Pillau-Königsberg a certain area will be kept free around the quays, outside which the fatigue parties employed for the disembarkation will not be allowed to move. The remainder of the troops will be kept on board.

The sick will be attended to by the doctors of the railway if there are no doctors with the troops; in case of need they will be attended to in hospitals on German territory and can be visited there by an officer delegated by the allied military authorities. Transportation of supplies of food and ammunition subsequent to the passage of the divisions will be carried out via Stettin.

Telegraphic and telephonic communications on service matters to and from the allied officers attached to the convoys will be transmitted by the German authorities under the same conditions as German official communications.

4. *Technical measures.*—The transportation will be carried out in principle in trains of a standard type of 50 trucks (100 axles), comprising in particular one first or second class coach for officers and closed trucks with benches, or passenger coaches, for the troops.

These rakes must not be split up or damaged either in course of transportation or when the troops are detrained or when the material is returned empty; they must be returned after the detrainment of the troops as soon as possible and by the same route. The Allies will supply rolling stock for route (a), the Germans for routes (b) and (c).

Every coach forming a part of a loaded train, damaged on the German railways, shall be immediately replaced by the railway system concerned.

The necessary entrainment gear at the ports will be found by Germany; however, the troops must provide themselves with the necessary cordage for the rail journey.

The gear used for transportation on line (a) will, after detrainment, be stored in sealed wagons when the empty material is sent back.

Germany will provide engines on railway systems run by German personnel. Coal and grease will be provided by Germany. Train personnel will be furnished by Germany on the systems worked by German personnel.

5. *Payment.*—Germany will be allowed (i) costs of transportation fixed according to the military tariff in force on the German railways, after deducting the cost of the hire of rolling stock, where the latter is supplied by the Allies.

(ii) The amount of the expenses actually incurred by the transportation through Germany at the express request of the Allies, it being understood that the normal installations along the line of transportation will remain at the charge of Germany.

(iii) The amount of damage caused by the troops proved and agreed by both parties.

The subcommission for transportation of the permanent international armistice commission will be responsible for assessing the above expenses and for carrying out all the necessary investigations for these assessments.