

motive depot was also transferred to Cambrai at a later date. From Cambrai the following lines were taken over and operated, — Cambrai-Caudry-Busigny; Wassigny-Le Cateau-Maubeuge; Aulnoye-Les Quesnoy-Valenciennes; Cambrai-Somain-Valenciennes; Denain-Anzin; Cambrai-Solesmes-Le Quesnoy. The line from Cambrai to Douai was also assigned to the unit, but it was not found necessary to use it. On the lines from Chaumes, through Cambrai, to Bouchain, and the line from Cambrai to Caudry, much inconvenience and delay to traffic was caused by the explosion of delay action mines. Taking into account, however, the large number of mines placed, the unit was fortunate in only having had three locomotives damaged through delay action mine explosions. During the week ended Oct. 3, 1918, the unit handled the following loaded cars: Troops and remounts, 2,490; supplies, ordnance, ammunition and general traffic, 9,921; construction material, 884; ambulance, 1,605; a total of 14,900 loaded cars.

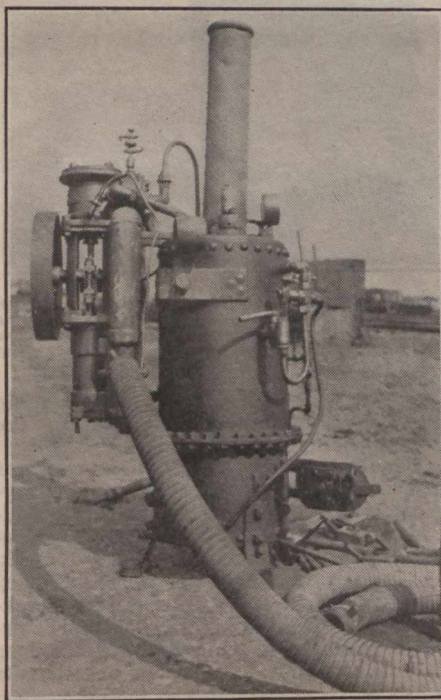
On Nov. 11, 1918, several ammunition trains were ordered back to the base, and no more came up. After the last big evacuation of casualty clearing stations, ambulance trains were used for French civilian prisoners of war, many of whom returned in a very weakened condition. These trains were also used as soon as possible to transport French and British prisoners of war who were not able to travel on troop trains. As soon as the French and Belgian lines were connected the unit had fifteen 2-8-0 Baldwin locomotives double crewed working in traffic service between Cambrai and Germany. The unit operated the first troop train into Duren, Germany, over the Valenciennes-Mons-Liege line.

On Nov. 28, 1918, the new exchange yard and locomotive depot at Omiecourt were completed. On the following day the Peronne detachment, and most of the shop staff from Chemin Vert, were transferred to Omiecourt. The facilities at Omiecourt consisted of an incoming and an outgoing yard, with 12 tracks about 1,800 ft. long in each, also a locomotive depot, 500 ton capacity coal ramp, locomotive stores, a 250,000 gall. capacity concrete reserve water reservoir, and two 20,000 gall. capacity water tanks which were supplied by pumping water from five artesian wells bored to a depth of about 850 ft. The machine shop was fitted up in large French steel brake vans, which were transferred easily from one depot to another when required. The power for running the machines was supplied by a gasoline engine and a 20 kw. electric generator.

As the mileage operated increased, the organization of the unit was enlarged to meet the changing conditions. The unit's headquarters was made mobile, and accommodated in a train of German box cars, and British brake vans. The lines were divided into three sections, with headquarters at Chemin Vert, Omiecourt and Cambrai. The officer in charge at Chemin Vert operated and controlled the lines out of that point, to Marcoing, Epehy and Peronne, all exclusive. The Omiecourt detachment controlled the lines from Chaumes to St. Quentin and Marcoing, exclusive. Cambrai controlled lines from Marcoing to Valenciennes, and easterly. At the time of the armistice, the unit operated and controlled all forward broad gauge lines for the Third and Fourth British Armies, and one line for the First Army. The unit's strength was 16 officers, and 1,567 other ranks.

The unit had on charge 101 locomotives, and the motor transport consisted of 12 vehicles. In addition to handling, as before mentioned, a special train for the King, special trains were also handled for the accommodation of Marshal Foch, Field Marshal Sir Douglas Haig and General Pershing, as well as for General Sir Herbert Plumer, Commander of the 2nd Army, General Sir H. S. Rawlinson, Commander of the Fourth Army, and General Sir Julian Byng, Commander of the Third Army.

By Jan. 1, 1919, a start had been made to demobilize the Imperial troops attached to the unit, and to turn over lines to the Nord Ry. By April 1, the unit had turned over the operation of all lines, except the British military lines out of Chemin Vert, to the Nord Ry. All locomotives, supplies, the Chemin Vert lines and the remainder of the Imperial personnel, had been turned over to other R.O.D. detachments, and the unit was ready to pack up and start for home. On April 5 it was reviewed by the Of-



Merryweather Pump used, by 58th Broad Gauge Operating Co. (Canadians) for obtaining water supply.

ficer Commanding the R.O.D., R.E., and on April 8 it entrained for the base.

The following officers served with the unit,—Captain A. H. Kendall, Master Mechanic, C.P.R., Toronto; Lieut. S. H. Ryan, Assistant Superintendent, T. & N.O.R., North Bay, Ont., and Lieut. A. S. Parkes, Locomotive Department, Angus shops, C.P.R., Montreal. The following officers of the Imperial forces were attached for duty,—Capt. L. L. French, South African Rys., Pretoria; Capt. J. R. Anker, London & South Western Ry. of England; Capt. R. Hapson, Indian State Rys.; Lieut. R. L. Wheeler, station agent, C.P.R.; Lieut. E. D. Gerard, Mechanical Engineer, Angus shops, C.P.R., Montreal; Lieut. E. M. Jackson, Mechanical Engineer, Midland Ry., England; Lieut. T. F. Jackson, Traffic Controller, Midland Railway, England; Lieut. H. A. S. Espley, London & N.W.R., England; Lieut. P. J. Stebbings, South Eastern & Chatham Ry., England; Lieut. J. E. Potter, Midland Ry., England; Lieut. H. Duff, Caledonian Ry., Glasgow, Scotland; Lieut. J. A. Stanley,

Yardmaster, C.P.R., Montreal; Lieut. L. Dade, Great Central Ry., England.

The honors conferred on members of the unit were, M.C., 2; D.C.M., 2; M.M., 7; M.S.M., 4; mention in dispatches, 2. In addition to the above, 15 n.c.o.'s and men received D.G.T. certificates in recognition of acts of gallantry.

On April 2, 1919, the Director General Transportation sent the following letter: "Captain Kendall, officers, n.c.o.'s and men of the 58th Broad Gauge Operating Co. (Canadians).

"In bidding you farewell on the occasion of your return to Canada, it is with a feeling of pride and gratitude that I recall the services that your company have rendered me in assuring the rail transportation for the allied armies in the field. The important preparations for the Messines offensive in 1917 were largely carried out by you, and were attended with every success. Also, what was perhaps more difficult and yet more praiseworthy, the evacuation of the area round Bailleul and Armentieres, retaken by the Germans during the spring of 1918, was satisfactorily effected by you under strenuous and trying conditions. To me these were periods of the most vital importance, and my reliance on you was admirably justified by your fine performances. I take this opportunity of thanking you for your continuous good work since your arrival in this country in April, 1917, until now, to wish you success and a happy return to your peace vocations at home. You take back with you a record of which you have every reason to be proud.

"S. D. L. Crookshank, Major General, Director General Transportation."

Editor's Note—Capt. Albert H. Kendall, M.C., was born at Aspatria, Cumberland, Eng., April 4, 1878, and entered railway service in June, 1901, since when he has been, to Jan., 1904, locomotive foreman, C.P.R., Nakusp and Revelstoke, B.C.; Jan. to Nov., 1904, locomotive foreman, G.T.R., London, Ont.; Nov., 1906 to July, 1913, gang foreman, erecting shop foreman, and general foreman, successively, Angus shops, C.P.R., Montreal; July to Dec., 1913, locomotive inspector, C.P.R., Kingston, Ont.; Dec., 1913 to April, 1915, general foreman, C.P.R., North Bay, Ont.; April, 1915, to Aug. 28, 1916, Assistant Works Manager, Angus locomotive shops, C.P.R., Montreal; Aug. 28, 1916 to Jan., 1917, Master Mechanic, Ontario District, C.P.R., Toronto. In Jan., 1917, he entered military service as Captain, no. 1 section, Skilled Railway Employees, and was later transferred to the 58th Broad Gauge Operating Co., B.E.F., in France. He was awarded the Military Cross, in the latter part of 1918, for superintending evacuation under heavy fire, and keeping lines running until the last moment. On his return to Canada and demobilization in Sept., 1919, he was appointed Master Mechanic, Quebec District, C.P.R., Montreal.

British Locomotive Building—Armstrong Whitworth & Co.'s Scotswood Works, Newcastle on Tyne, England, which up to the close of the war were manufacturing shells, cartridge cases, fuses, etc., have been converted into locomotive works, with a capacity of between 300 and 400 locomotives a year, the erecting shop being capable of accommodating 50 locomotives, without tenders, at one time. The first locomotive was finished Nov. 13, being on an order of 50 from the North Eastern Ry.