

the drive, and day and night, without ceasing, the trains plied to and fro between Peronne and Nurlu. This line was only 7 miles long and 65 trains were handled over it daily, hauling a total daily tonnage of between 2,000 and 3,000 tons. The enemy fell back to the Hindenburg line and the unit moved its headquarters to Tincourt, near Roisel, on Oct. 12, 1918. From then until the armistice, traffic was very heavy and the line grew longer every day. It ran in the triangle formed by the standard gauge railways running between Roisel, Cambrai and St. Quentin, through a country devoid of any other means of transportation. An old metre gauge track was converted to a 2 ft. gauge in quick time, and traffic was daily delivered to the end of steel behind the advancing army. The unit was reinforced by three other operating companies, but had full charge of the system. All equipment was salvaged and repaired by gangs of repair men. Most of it was in fairly good shape as it had only been in the enemy's hands from Mar. 21.

Oct., 1918, proved to be a record month, nearly 50,000 tons being handled by the unit. All ranks put in long hours, especially the train crews, who were on 18 hour shifts, although there were 50 steam locomotives and 500 cars being operated each day. Relief came when the broad gauge operated into Bohain, the end of light railway steel, through Cambrai and St. Quentin. After the armistice, traffic still remained heavy as all ammunition and other salvage had to be brought back, but time was of no account, which allowed the crews to have a well deserved rest.

Canadian railway men undoubtedly were paid a splendid compliment in this important and final drive, as the 1st Section S.R.E. (58th Canadian Broad Gauge Operating Co.), was chosen with the 2nd Section S.R.E. (13th Canadian Light Railway Operating Co.), to handle all the railway trains from the beginning to the end of the drive. The former had, I understand, about 1,000 reinforcements from British operating companies and the latter had 800 British reinforcements.

Orders came through on Feb. 12, 1919, to proceed to Etaples, Feb. 15, for return to Canada, but owing to congestion, a hold order was waiting at the base, and the unit was held there until Feb. 28, when it moved to Le Havre and thence to Liverpool. From there leave was granted, and on the men's return they were sent to Rhyl, Wales, in drafts, for the various demobilization centers—all but the casualties arriving back in Canada by the end of May, 1919.

The original officers of the unit were: Capt. R. McKillop, Officer Commanding, who, before enlistment, was Superintendent, Laurentian Division, C.P.R., Place Viger station, Montreal who since his return from the front, has been on extended leave of absence, spending most of the time at East Boston, Mass., in connection with the Smoke Jack Co., of which he has been General Manager, and is also a director. He returned to the C.P.R. service Nov. 1 and went to Chapleau, Ont., to relieve Superintendent W. C. Guthrie, during the latter's three weeks holidays, after which he was to report to headquarters in Montreal for further instructions.

Lieut. R. S. Richardson, Traffic Officer, who before enlistment, was Superintendent, Canadian Government Rys., Fort William, Ont., and has since returned there as Superintendent, Canadian National Rys.

Lieut. J. S. Hall, Adjutant, who before enlistment was employed by the C.P.R., occupying responsible positions in the operating and mechanical departments, as a student. He transferred to the British Tank Corps in England and was promoted to command a tank section. He is now living in Toronto.

Lieut. W. W. Webster, Locomotive Officer, who before enlistment was General Foreman, Steel Car Shops, C.P.R., Winnipeg, and is now Erecting Shop Night Foreman there.

The following officers were among the reinforcements:

T. J. Fouhy, Adjutant, who succeeded J. S. Hall. Before enlisting he was Accountant, Purchasing Agent and Secretary, Macdonnell and O'Brien, contractors, Montreal. After demobilization he was with O'Brien and Doheny, contractors, Montreal, on some work in the United States, for a short time, until, on account of ill health, he decided to take a

#### 13th Light Railway Operating Co., Trades Schedule.

	Offi- cers.	Attach- ed O.R.'s
Captain .....	1	
Subalterns .....	4	
Blacksmiths .....		3
Blacksmiths helpers .....		3
Boilermakers .....		2
Boilermakers helpers .....		4
Boilerwashers .....		3
Carpenters .....		3
Cleaners, locomotive .....		15
Clerks, stenographers .....		4
Clerks, general .....		6
Cooks .....		4
Coppersmith .....		1
Dispatchers .....		5
Drivers, I.C.E. .....		25
Drivers, locomotives .....		20
Firemen .....		21
Fitters .....		8
Fitters helpers .....		8
Foremen, mechanical .....		2
Guards and brakemen .....		20
Machine men .....		3
Painter .....		1
Plumber .....		1
Shunters (conductors) .....		20
Storekeepers .....		2
Tinsmith .....		1
Wagon inspectors .....		8



A Light Railway and a Broad Gauge Railway alongside one another.

holiday and went to the Western States for a trip.

Lieut. J. J. McDonald, who before enlistment was a conductor on the Grand Trunk Pacific Ry. at Prince Albert, Sask.

Lieut. J. W. Weeks, who before enlistment in the infantry was a fireman on the C.P.R., at Calgary, Alta., and has returned to that position.

The total casualties in the unit were 27 killed and 60 wounded, gassed, or disabled, by accidents, about 30% of the whole.

#### 13th Light Railway Operating Co. Establishment.

Officers:—		
Captain .....	1	
Subalterns .....	4	5
Warrant officers:—		
Regimental sergeant majors .....	2	
Company sergeant majors .....	6	8
Sergeants .....		16
Rank and file:—		
Corporals .....	20	
Second corporals .....	40	
Lance corporals .....	8	
Sappers .....	172	240
Attached:—		
Batmen .....	5	
Drivers A.S.C.M.T. ....	2	7
		276

Total, 5 officers and 271 other ranks.

Wagon repairers .....	6
Yardmasters .....	10
Electrical fitters .....	2
Pioneers (camp details) .....	19
Shoemaker .....	1
Tailor .....	1
Barber .....	1
Draftsman .....	1
Telephone operators .....	30
Batmen .....	5
Drivers A.S.C.M.T. ....	2
Total .....	5 264 7

#### Letters of Appreciation From the Higher Command.

From Lieut.-Col. F. B. Wilson, A.D. L.R., First Army, Nov. 24, 1917.

Dear Captain McKillop:—I was glad to receive your letter of the 20th inst., and to know that your company is comfortably settled in your new quarters, and also that you have a section to operate to yourselves. I am quite sure that you will make good. I cannot speak too highly of the work done by your company while in this army area, which was always most satisfactory. Your train crews and mechanics were of the greatest assistance to us, and we feel the loss of them very much indeed. I can only hope we will see you all back with us in the