through position when a through connection was desired. Stations connected with the through wire had small switch boards, by which connections could be made between the two wires. In the event of district control, wishing to converse with an intermediate station away up the line, the nearest report center was called on the through wire, it, in turn, called the station, and made the through connection by plugs on its switchboard.

canned the station, and made the through connection by plugs on its switchboard. Breaks in the line were so numerous, on account of shelling and concussion from our own guns, that each district control had a sufficient number of line men always on hand to be rushed to the break, in a tractor. In this manner communication was maintained in a satisfactory manner.

factory manner. In addition to traffic lines there were the usual domestic telephones at each of the headquarters, connected by switchboard to the traffic lines.

Connecting all these wires together in one single line would stretch over 2,000

armor plated.

The cars varied in capacity from 1 to 10 tons and were recognized by letters, as follows: A and B class cars, 1 ton capacity, with removable sides; C class, 3 ton capacity, with removable sides; D class, 10 tons capacity, with 4 drop doors on sides; E class, 10 tons capacity, with 2 drop doors on sides, equipped with well bottom; F class, 10 ton capacity flats; G class, 10 ton capacity flats with wells; H class, flat tank cars equipped with steel rectangular tanks with a capacity of 1,500 imp. gall. and large numbers of 1 ton tip cars. The above were all War Department (W.D.) cars, but mixed up among them could be found French decaville cars of 10 ton capacity, and captured German cars of 7½ ton capacity, the latter of very poor construction. The up to date W.D. cars had truck and car frames built of steel and were wonderfully strong and well built for narrow gauge work. The couplings, unfortunately, were of the pin and link ings, ballast, salvage and guns. Certain traffic was given preference over all other traffic, depending on whether the fighting troops were on the offensive or defensive. Generally it would be the wounded, but occasionally it was ammunition, supplies or fresh troops, in which event the stretcher cases among the wounded were handled in ambulances and only walking wounded carried by railway.

way. Wherever possible, wounded were moved from the field dressing stations to the casualty clearing stations, and from there to the standard gauge ambulance trains, by light railways, as a journey by ambulance over the bumpy roads was a great hardship to these men who deserved the best that could be given them. Not only our own wounded were handled, but the enemy's also, our own always first.

Ammunition was handled direct from the broad gauge or from the dumps to forward dumps and battery positions. Supplies and rations were handled from



Telephone Lines and Controls, Light Railway System.

miles. This will give the reader some idea of the extent of the telephone system and what it meant to maintain communication throughout heavy bombardments.

Equipment—The power units and cars used on the light railway system were strong and up to date, the expenditure on which must have run into millions of pounds sterling. Steam locomotives were of four classes, viz.: Baldwin, 16 ton locomotives, of the mogul type, water capacity, 400 gall., working steam pressure 180 lb., coal capacity, half a gross ton. American, 15 ton locomotives, of the prairie type, otherwise similar to the Baldwin. Hunslets, 15 tons, of the mogul type, built in England according to English practice, and small Hudson locomotives.

Tractors were of three types, 20 h.p., open top simplex tractors, 40 h.p. simplex with armor plated sides and tops, and 6 ton petrol electric locomotives also type, with the result that frequent accidents occurred, through the couplings failing or in switching operations.

Special flat cars were also operated, equipped with ramps for loading 6 in. and 8 in. Howitzer guns, and covered box cars with sliding doors were used in 1918 for handling wounded stretcher cases, rations, mail, etc. Each company had a 6 ton all steel wrecking crane, which was very useful, although low in capacity, but a heavier crane would have been practically impossible for a 2 ft. gauge railway. Each army had a headquarters repair train, consisting of work, store, tool, power and office cars, electric lighted by dynamos and up to date in every respect as well as an equipped train for the use of the stores officer.

Traffic—The principle traffic handled was ammunitions, rations, feed and supplies, troops, wounded, R.E. stores, ordnance, water, road stone, lumber, firewood, coal, logs, rails, ties and fastenthe broad gauge pack trains to divisions, brigades and small units all along the lines; road stone from stone trains to stone sidings, where roads were crossed by the tracks; R.E. stores and ordnance from dumps to various consignees; water to camps, horselines and batteries by tank cars and logs or firewood from the Canadian Forestry Corps saw mills. Mounted guns were loaded on light railway special cars and moved to battery positions and taken out when required and construction material for the C.R.T. (Canadian Railway Troops) comprised a large portion of the tonnage. The current of the traffic naturally was forward, but in the opposite direction salvage and troops were moved.

Traffic was not carried indiscriminately, but by direct orders from Army Light Railway Headquarters (see accompanying organization and telephone charts). A corps light railway officer was stationed with each corps headquarters,