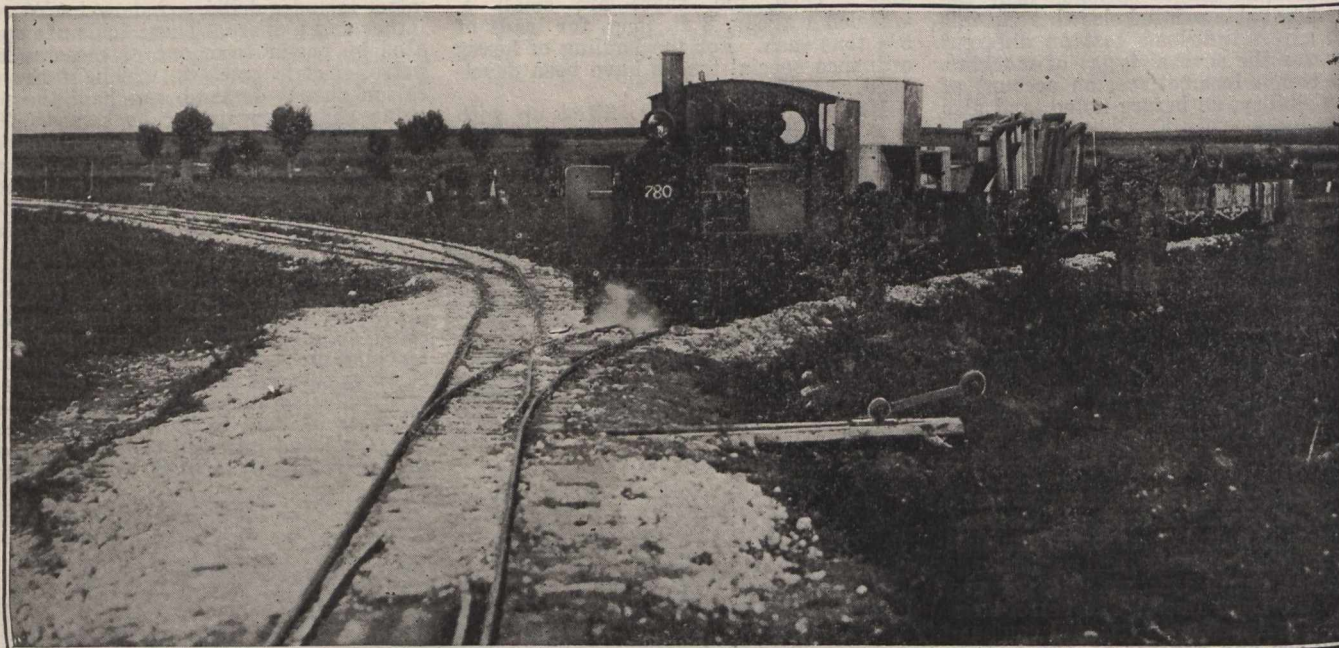


things operation in the forward zone is largely at night.

In every army zone there are a central control station near A. D. L. R. headquarters and district control posts at various

with the approximate time of arrival at the latter, and no train is allowed to pass a district post unless the attendant has been so authorized. On one wall of every central control post is a long board with

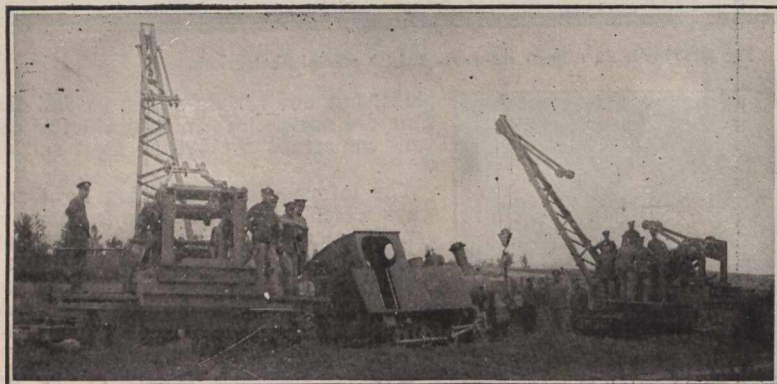
lettered on the board. Clips, with hooks which fit into grooves representing the track, are hung up for each train and moved forward or backward in accordance with reports on movements. A glance at



*British Official Photograph*

Fig. 5. A section of light railway track ballasted with chalk found in the vicinity.

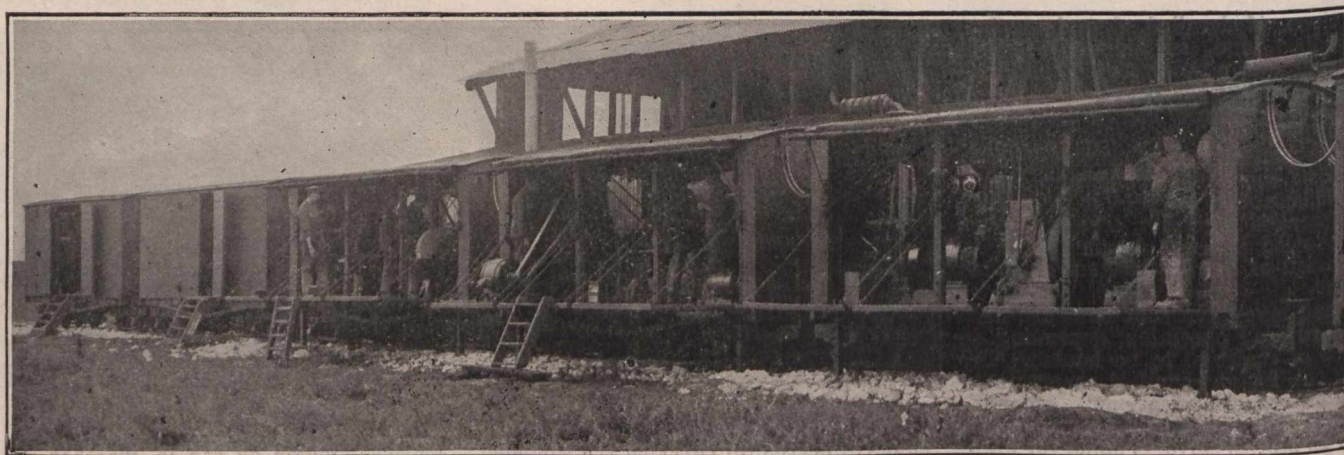
Note also the switches, the drainage ditch at the right, which is a very important feature in muddy ground, the type of steam locomotive with water tanks on both sides of boiler, the cars, and the character of material carried in them.



*British Official Photographs*



Figs. 8 and 9. When the heavier steam locomotives are derailed, wrecking cars lift them back. The lighter petrol tractors can often be handled by blocking steel bars or derailing irons.



*British Official Photograph*

Fig. 10. Ordinary field repairs to rolling stock are made in a machine shop on wheels.

For heavy repair work and general overhauling, equipment is sent to a central repair plant.

points on the line, in direct telephonic communication with the main station. The time of departure of a train from the yards is telephoned to the district posts,

slotted wooden strips corresponding to every section of main track and siding in the system. Code numbers are given to each "station" on the line, and these are

the chart with its clips—red for loaded and green for empty—shows the position of every train in operation.

When a train is made up a form (fig.