

TAKING THE TRAIN TO VICTORY (contd.)

track gauges and lining bars, salvaged pickaxes as tamping picks. Three types of pile driver were built—two for use on broad gauge work and one for 60-centimetre track. All the work on these, including design and preparation of plans, was done in the field, and under the supervision of one of the construction engineers of the Canadian railway troops.

The boilers and engines were brought from Canada, and are the most modern types of hoisting engines, of 20 and 25 h.p., with double cylinders, two friction drums, and two spools. These pile-drivers were used very effectively in throwing bridges across rivers

Great service was rendered by construction battalions in keeping the lines open under heavy fire and supplying the batteries with ammunition. One battalion was specially complimented on the manner in which it served the guns south of the Scarpe on May 16th. Another battalion was awarded several decorations for services rendered in the evacuation of the wounded on the first day of the battle. In the meantime, farther north, the Canadian infantry had achieved a great feat of arms in driving the enemy off the Vimy Ridge, and as surely as they swept across the crest and down to the plains beyond, so did the main arteries of broad-



Before the light railways can be laid it is of course necessary to prepare the tracks, and this wherever possible is done along a road. Here Canadian Pioneers are endeavouring to re-make a road which has been battered to bits by shell fire. It is at times almost impossible to say where the road originally ran.

and canals, and thereby progress was considerably expedited.

Despite all difficulties, the standard-gauge railways followed close on the heels of the retreating enemy, while at the same time tentacles of light railways were built from the new broad-gauge railheads to within easy reach of the front line positions which marked the limit of the German retreat. Important yards and sidings were constructed.

Then the Hun stood at bay. The next blow was to be struck farther north; preparations had been proceeding for some time. Two battalions of Canadian railway troops had been working behind the scene of the offensive; two more were moved up; and extensive systems of light railways were built to the guns.

gauge and distributive light railways follow them up. Yards, sidings, and spurs were built in villages and valleys captured by the Canadians; the supply of ammunition was constantly kept up; rations were sent up on the light railways, and the wounded were evacuated on cars specially adapted for this work of mercy.

The next blow was struck at Messines. Preparations were extensive and thorough. Our attack was preceded by great gun fire that lasted for many days; this naturally made work in the forward areas nearly impossible, and the romance of it may be gathered from the experience of a company of Canadian railway troops on the evening of June 6th. It was intended to

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