

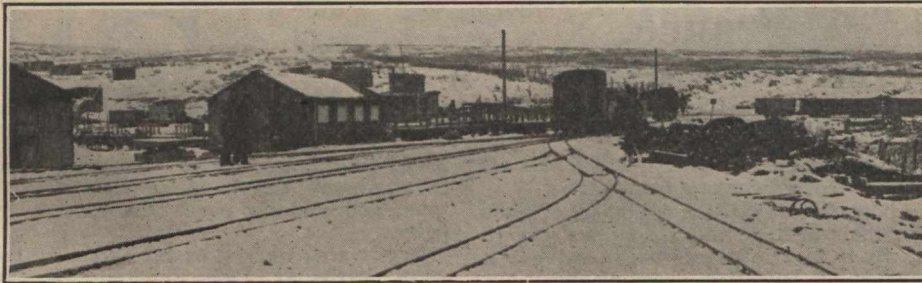
Officers and 342 other ranks, and was re-organized into headquarters and four sections, under the command of Major R. H. Winslow. Road transport was supplied to the company, consisting of 4 motor lorries, 2 motor cars, 23 horses, and 7 wagons, with 21 Canadian Army Service Corps personnel. In the spring of 1918, the company, in addition to its regular work, reclaimed and cultivated a

was reached in the afternoon. By the 14th the company had the line repaired up to Rosieres, a distance of about 6 miles, had acquired tractors to operate it, and had started construction of a new line through Vrely, towards Meharicourt. Railway troop battalions and engineer battalions were also working on construction, and by the 19th the company was operating about 14 miles of track,

throughout the advance, and it is believed that the Canadians were the only corps that were served by light railway through this period. To cope with the work two Canadian infantry works companies were attached to the tramways companies, the 4th C.I.W. Co., operating with the 1st Tramways throughout. While at Wancourt Major Winslow was unfortunately wounded while reconnoitering up forward, and later died of his wounds. Capt. S. F. Workman took over the command of the company.

The 2nd Tramways jumped ahead of the 1st just previous to the attack on the Canal du Nord and followed up this advance, moving forward from Hende-court to Inchy, and then to Sailly, on the outskirts of Cambrai; while the 1st Tramways undertook the operation and improvements of the lines behind it and followed up at each successive move.

On the old settled front the army light railways acted as the connecting link between the standard gauge and the tramways companies in the forward areas, but in the advance of 1918, the standard gauge kept so well up that the tramways



Lens Junction Yard.

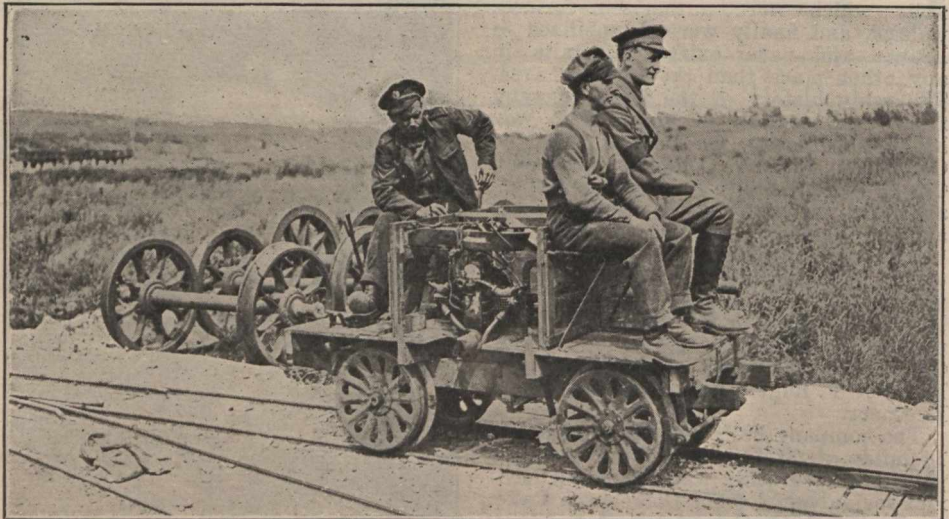
This yard was located on the old French metre gauge station grounds, and the line followed the metre gauge right of way forward to Cite de Caumont. A petrol electric tractor is shown switching in the yard. The black line running up the hill in the background is the Y of the old French Bajolle line.

was the largest farm of any in the Canadian Corps.

Gas warfare was extensively carried on in the spring of 1918, and a heavy traffic in gas projectors was handled, the tramways company also undertook cloud gas work. In this latter case the gas cylinders were loaded on cars, and worked up forward, and when all the trains were delivered just behind the front line, the cylinders were electrically connected and detonated, releasing the gas from about 1,500 cylinders at once.

Another phase of the company's activity was providing cars, from which 18 pr. guns could be fired. Two of these were made up at the company's shops, from steel army gun cars, and were known as 'International No. 1 and 2.' They were turned out at nights with a 20 h.p. tractor, and a small car for ammunition, for the use of sporting field artillery batteries, which provided gun crews and went away up forward, and from just behind the front line spent the night harassing the Hun, moving to avoid retaliation and retiring before daylight, leaving no trace.

When the Canadian Corps moved south in April, 1918, the company remained on the old front, with the 8th and 18th British Corps until July, when it moved by rail to the Scarpe and rejoined the corps, and maintained and operated 30 miles of lines on the north side of the river, with



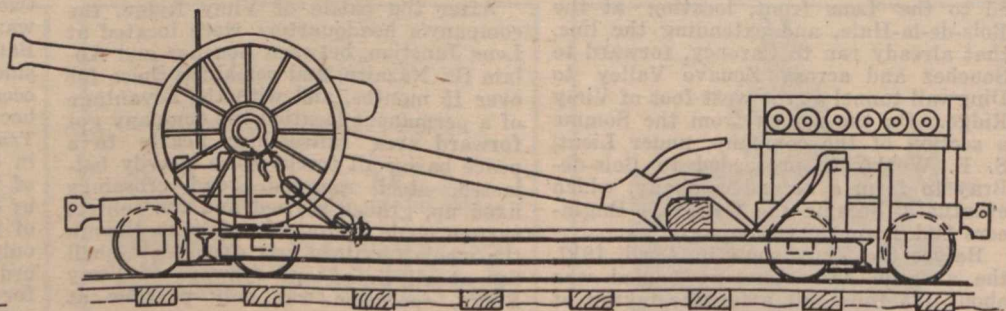
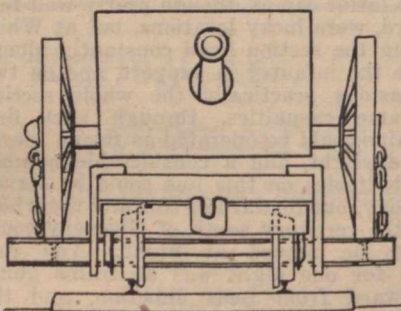
The Adjutant's Speeder.

This inspection car, known as the "Mechanical Bug," was built at Lens Junction from salvaged material. The Douglas motor cycle engine was found in a shell hole, other parts were obtained from the remains of a reaping machine and a French automobile, and the counter shaft from the ruins of Ablain St. Nazaire sugar refinery.

when orders were received to pull out.

After a 10 days rest at Boves, the company was ordered to rejoin the Canadians at Arras, and reached there by standard gauge on Sept. 2, and located headquarters at Wancourt. The 2nd

companies were handling ammunition direct from the standard gauge to the ammunition dumps. During Sept., 1918, the average daily tonnage was 723 tons and 4,003 ton miles, rising in October to 1,243 tons and 7,268 ton miles, with a



International No. 1 Gun Car, converted by Canadian Engineers, First Tramways Co., for 18 in. Moving Guns, on 60 c.m. Light Railway.

70 acre farm at Leas Junction, which headquarters at Artillery Corner near Anzin.

On Aug. 10, 1918, the company received orders to move to Amiens on Aug. 11, and left Anzin by road to entrain on the standard gauge, reaching Longeau on Aug. 12. From there it was a 15 mile march to Cayeux-en-Santerre, which

Tramways Company was then at Arras and had already followed up the corps across the old no-man's land, and with the help of engineer battalions, had joined up to the German steel and repaired the track almost to Vis-en-Artois.

From this time until the armistice, the two tramways companies worked unceasingly to keep railhead up with the corps

record for one day of 1,782 tons and 10,325 ton miles.

On Oct. 19, 1918, the 1st Tramways Co. moved up to Oisy-le-Verger, at which point the Hun 60 c.m. tracks ended and behind this was the metre gauge zone, though the metre gauge through a part of this zone was fitted with a third rail for 60 c.m. gauge. On Oct. 18 and 19 the