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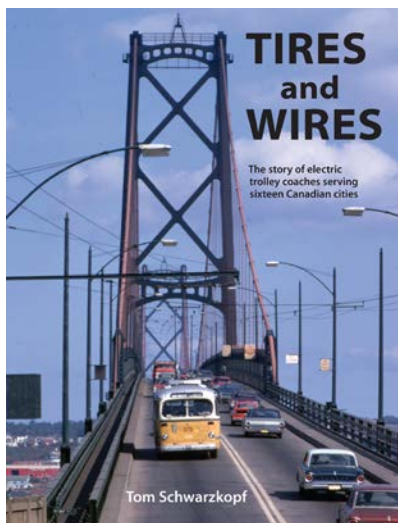
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Tom Schwarzkopf, Spring 2019,
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978-1-927599-48-8
Paperback \$59.95

Tires and Wires

Widespread availability of electricity in developed countries is today taken for granted, but this technology was the 1880s' equivalent of the digital and computer-driven revolution a century later. It allowed fast electric transit vehicles to replace horse-drawn vehicles, moving people much more quickly through rapidly-growing cities. At first, the streetcars travelled on steel rails, but trolley coaches soon began to displace the trams since the powerful rubber-tired buses could more readily manoeuvre through increasingly-congested streets crowded with automobile traffic.

Every major city in Canada added fleets of the new electric coaches, which, thanks to their quiet powerful electric motors, could climb hills and accelerate much faster than the slower, weaker engines of any petrol-fuelled motor-buses of the day. These efficient trolley coach lines ran in Halifax, Montreal, Ottawa, Cornwall, Toronto, Hamilton, Kitchener, Windsor, Port Arthur-Fort William, Winnipeg, Regina, Saskatoon, Calgary, Edmonton, and are still operating in Vancouver. Fascinating photos

of each city's system show the coaches, passengers, and in-street running, with surrounding homes, theatres, stores and commercial buildings providing historical reference points for those interested in transportation, Canadiana, and nostalgic home-town views.

For equipment and transit enthusiasts, the author has compiled complete system equipment rosters, with vehicle specifications and illustrations, along with a listing of preserved equipment. There's a chapter for each city's system, plus a history of the trolley coach in Canada, and of all nine coach manufacturers. Wire maps (to show the streets on which they ran) are included for every city.

Tom Schwarzkopf

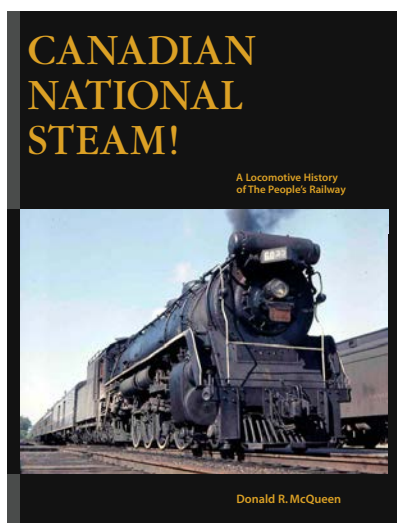
Tom Schwarzkopf is co-author of *Edmonton's Electric Transit*, which won the Alberta Culture Regional History Award, and also co-author of *Calgary's Electric Transit*, both published by Railfare. He has written many technical articles for *British Model Railroads of North America Journal*, *Rail Transit News*, *Trolley Coach News*, and *National Model Railroad Association's NMRA Bulletin*.

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Canadian National Steam!

TRANSPORTATION HISTORY BY DONALD R. MCQUEEN



Donald R. McQueen, Spring 2013,
Transportation, 248 pages, tables, bibliography,
index, 147 photographs, 8 x 10.5,
978-1-927599-00-6
Paperback \$49.95

978-1-927599-01-3
Hardcover \$69.95

* This book is "perfect bound" with an add-on
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Canadian National Steam!
This updated and expanded text based on Clegg & Corley's *Canadian National Steam Power*, outlines the history and technical development of steam power as influenced by the different CNR Motive Power Chiefs. Its 248 pages includes a summary of all locomotive classes with wheel types, road- and builder-numbers, a list of all predecessor and subsequent owners of CNR power, a builder's list of CNR steam power, a bibliography and an index. There are 147 photos of historic locomotives, most in operation, exhibiting their awesome power and evoking pleasant memories of nostalgic days gone by when trains took everybody everywhere. Spectacular cover illustrations are in full colour.

The book contains 43 tables and an extensive series of appendices—47 in all—covering across-the-classes items such as livery, sales, leases, appliance application, (including compounding, gearing, superheating, feedwater heating, smoke deflectors, stokers, oil burners, cab and tender designs). Many readers will welcome the opportunity to own this historic series. The original version, pub-

lished in 1969, has been out of print for almost forty years after selling thousands of copies. Since then, CN has become "North America's Railroad", and is widely recognized as the most efficient, best-run railway of all on the continent, and perhaps in the world. This new series will be a valuable entry in every CNR enthusiast's library, and is sure to become a rare collector's item.

Donald R. McQueen

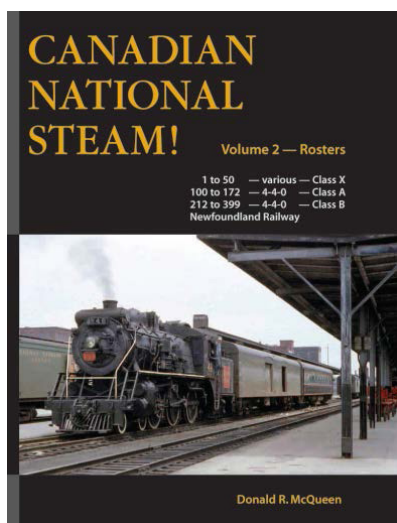
Don McQueen, born in Toronto in 1938, was raised in Brockville, Ontario and received an Honours Arts degree in History from Queen's University in 1963. Moving to London, Ontario later that same year, he began a secondary school teaching career which spanned 33 years in six of the city's schools. Initially a school librarian, teaching Canadian history and geography, Don also taught and developed school curricula in the humanities, world civilizations, law, sociology, world issues, and photography. His articles, background research or contributions have appeared in a number of Canadian books and publications, including Branchline, CN LINES (Canadian National Railways Historical Association), and Canadian Rail.

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Canadian National Steam Rosters #2 and #3

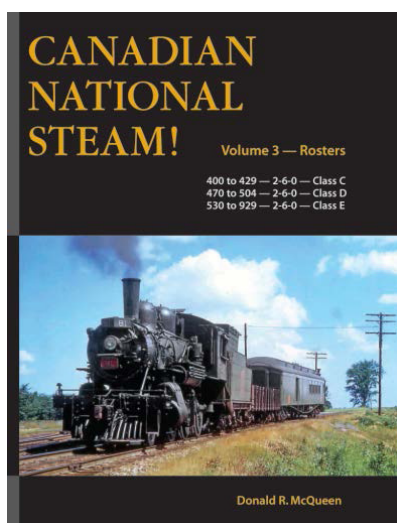
TRANSPORTATION HISTORY BY DONALD R. MCQUEEN



CNS Roster Vol. 2, Donald R. McQueen, 100 pp., 8 x 10.5, photos, History, April 2014

ISBN: 978-1-927599-02-0 (paper) . . . \$29.95*

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Canadian National Steam! Roster Volumes #2 and #3

The Canadian National Steam! book series provides rail enthusiasts, model railroaders, historians – plus those interested in all things mechanical and on wheels – with a wealth of information about Canadian railway technology, and specifically about the motive power developments of Canada's largest railway system.

Canadian National Railways' "X" class was assigned road numbers 1-99 primarily for the narrow gauge locomotives of the former Prince Edward Island Railway, as well as various standard-gauge dinkey and tank engines with various driver diameters. The class, totalling forty-four locomotives, came from three predecessor roads, mainly Grand Trunk Railway of Canada and Canadian Government Railways stock. One was acquired from Canadian Northern Railway via the Mount Royal Tunnel & Terminal Company Limited.

Class "A" was assigned road numbers 100-199 for 4-4-0 American (Standard) or Eight-Wheel Types with drivers 63 inches or less.

The class, totalling 74 locomotives, came from three predecessor roads, the Grand Trunk Railway of Canada, Canadian Northern Railway and Canadian Government Railways.

Class "B" was assigned road numbers 200-399 for American (Standard) or Eight-Wheel Types with drivers more than 63 inches. This class, all 4-4-0s, totalled 185 locomotives taken into stock from four predecessor roads: the Grand Trunk Railway of Canada and its USA lines, Grand Trunk Pacific Railway, Canadian Government Railways, and Canadian Northern Railway.

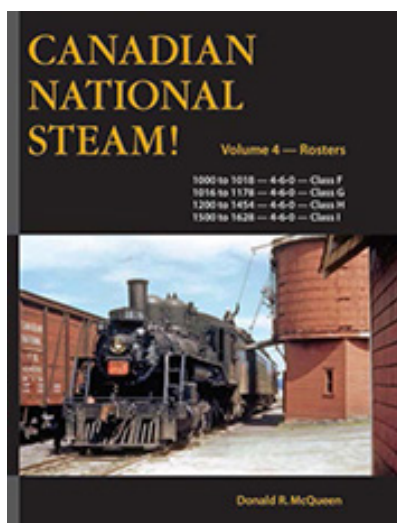
On the 1949 day Newfoundland joined the Canadian Confederation, CNR inherited forty-six locomotives in four wheel arrangements from the island railway. Six of these (five 4-6-0s and one 2-8-0) dated back to the Reid-Newfoundland Company Limited lease of the Newfoundland Railway. The remaining forty (ten 4-6-2s and thirty Mikados) had all been built for the Newfoundland Railway. The last Mikado Types arrived the same month as Confederation.

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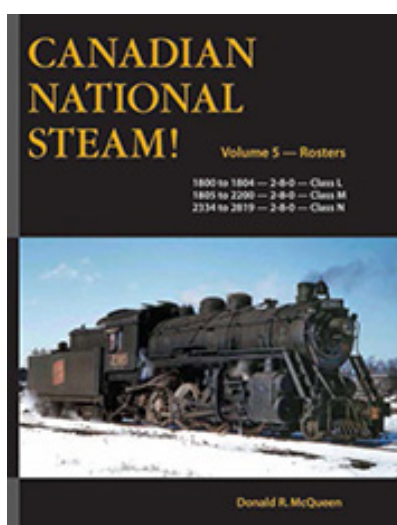
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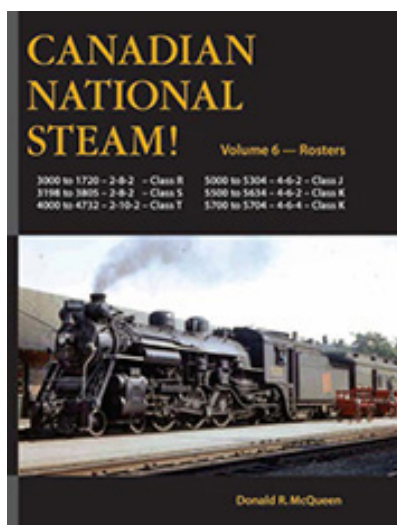
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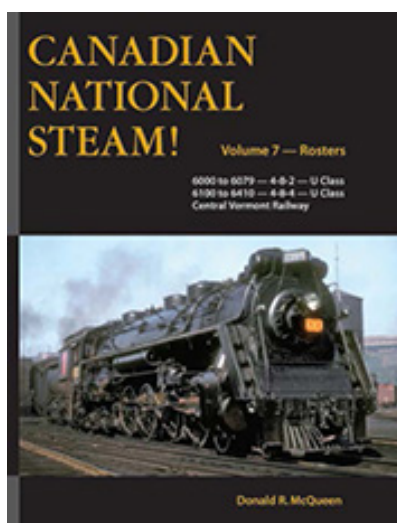
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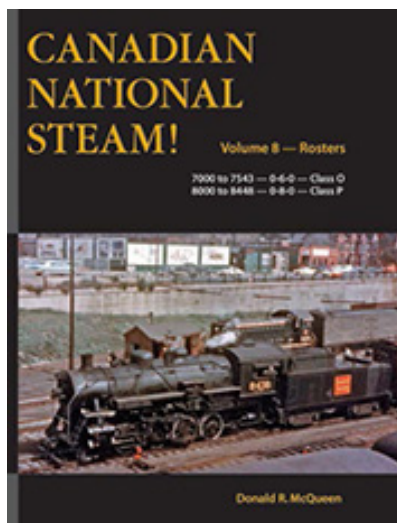
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Canadian National Steam Roster #8

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CNS Roster Vol. 8, Donald R. McQueen, 106 pp., 8 x 10.5, photos, History, April 2014

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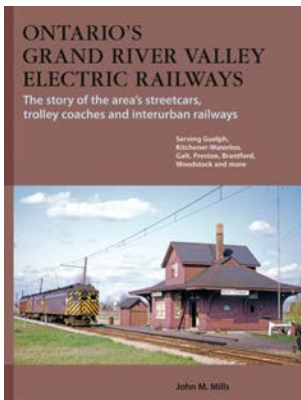
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The Grand River Valley, Calgary's Transit, & Transit Progress Derailed

TRANSPORTATION HISTORY BY MILLS, HATCHER, AND SPENCER



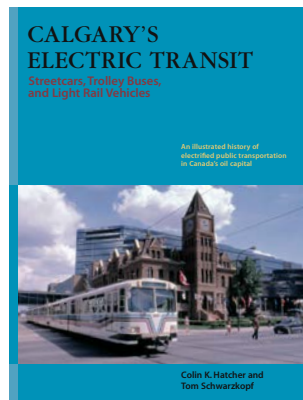
Ontario's Grand River Valley Electric Railways

This book concentrates on the electric lines of the part of Southern Ontario adjacent to the Grand River. It tells the story of the area's streetcars, trolley coaches and interurban railways that provided both local and inter-city passenger, freight and express delivery services to communities such as Guelph, Kitchener-Waterloo, Hespeler, Galt, Preston, Brantford, Woodstock, Ingersoll, Port Dover and many more. Profusely illustrated with many rare photos, the book features over 400 photos, about 50 of them in superb colour.

John Mills, November 2010, Transportation, 224 pages, 400 photos (50 in colour), 15 maps, 8 x 10.5, 1-897190-52-5, 978-1-897190-52-4 Paperback \$54.95

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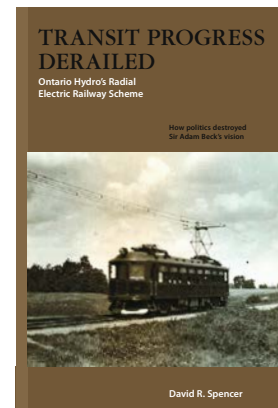


Calgary's Electric Transit

Calgary's Electric Transit is the story of electric street railway, trolleybus, and light rail vehicle transit in Canada's western city of Calgary, Alberta. By 1909, Over 180 superb streetcar images have been discovered, illustrating operations in different sections of the city and including a fine selection of all classes of 'trackless trolley' coaches. You'll see streetcars and trolley-buses operating in the city centre, in the rural suburbs, and in residential neighbourhoods. Coverage of today's modern rail transit cars is outstanding.

Colin K. Hatcher & Tom Schwarzkopf, October 2009, Transportation, 232 pages, 200 photos, maps, 8 x 10.5, 1-897190-55-7, 978-1-897190-55-5 Paperback \$39.95

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Transit Progress Derailed

Adam Beck's political acumen resulted in the 1906 creation of Ontario Hydro – the world's first publicly-owned utility. Two years later, he mused aloud that what was really needed was to link the province's many municipalities through a series of electrically-powered railways. It never happened. David Spencer's study of power politics and skulduggery politics could be in the first two decades of the twentieth century.

David Spencer, October 2012, Transportation, 192 pages, photos, 6 x 9, 1-897190-77-8, 978-1-897190-77-7 Paperback \$29.95

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Ontario's Grand River Valley Electric Railways won a 2011 US Independent Publishers Book Award for best transportation book.

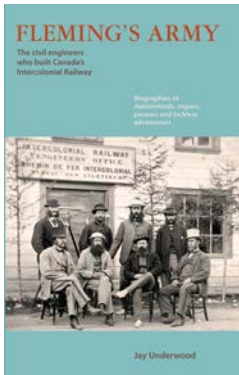
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The Maritimes and Beyond...

RAILWAY HISTORY BY JAY UNDERWOOD



Fleming's Army

In the mid-1800s rail technology was still in its infancy, with much 'learning as we go' – and it was expected that the railway would bring prosperity to its developers, cash to its contractors, fame (and re-election) to its politicians...and perhaps a little, or lots, of silver over the palms of those who supported the railway's establishment, rights-of-way choices, and consulting engineers.

The building of the Intercolonial provided for all kinds of excitement, greasing of palms, and outright fraud involving those who paid the bills to those who did (and often didn't) oversee the construction work. Once completed, the railway became a vital transit corridor, carrying both people and merchandise, and eventually becoming one of the key components of Canadian National Railways.

Jay Underwood, April 2011, Transportation, 200 pages, 50 photos, 6 x 9, 1-897190-71-9, 978-1-897190-71-5 Paperback \$29.95

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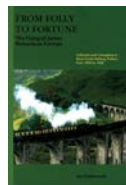


Ghost Tracks

Readers will discover why railway men fear the number nine... why a white horse is considered an ill omen... and why, where safety was a priority, often the supernatural was the only way to explain why accidents happened. Some of these episodes can be explained as figments of imagination or mischief, like the supposed curse that haunts the bridges over Halifax Harbour. Others – like the 'hoodoo' on Intercolonial Railway locomotive No. 239 – cannot be explained away so easily, and readers will be left to make their own determination.

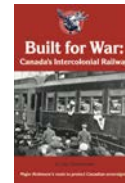
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From Folly to Fortune

James Richardson Forman was born in 1822 at Halifax, and returned from Scotland in 1854 to oversee the construction of the Nova Scotia Railway, the first publicly-owned railway in the British Empire. But did he become a victim of Nova Scotia's venal politics? Two years after he left for a brilliant career in Scotland, it was discovered that most of the reasons for his dismissal were the fault of his second-in-command, premier J.W. Johnston's nephew!



Built for War

Anyone who has had occasion to travel on VIA Rail's oldest trans-continental train "The Ocean" between Halifax and Montreal might wonder why the original route of the Intercolonial Railway took such a round-about course through northern New Brunswick. The answer lies in the fear 19th century Canadian and British politicians had that the Americans might attempt to seize control of British North America in a winter attack.

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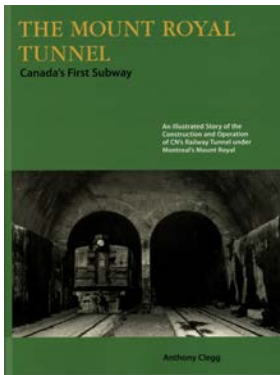
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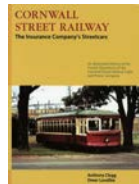
The Mount Royal Tunnel: Canada's First Subway

The Mount Royal Tunnel describes the building of Canadian Northern Railways' huge complex that became today's Central Station. Clean-running electric locomotives hauled trainloads of commuters to the CNoR's "Model City" development and other suburbs to Montreal's northwest, with change-overs made to steam locomotives to take inter-city trains to Ottawa, Toronto, and the western provinces. The book describes how the tunnel was constructed and equipped for electrical powering of trains... what the trains were like and where they went. Over 130 photos illustrate the construction of the tunnel and the Central Station complex. Maps and selected equipment photos and diagrams are included.

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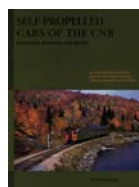


Cornwall Street Railway

The book tells the fascinating story of the electric transit services provided in the eastern Ontario city by the Sun Life Assurance Company of Canada, which owned the system from its inception in 1886 until the passenger transit facilities were taken over by the municipality in 1970 and the freight switching services absorbed into the CN system in 1971. Included are the trolleys, electric trolleycoaches, and electric switching locomotives that formerly served the city.

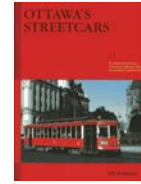
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A colour-illustrated history of the vehicles that helped to keep CN's passenger service alive, *Self-Propelled Cars of the CNR* explains how, in 1925, CN's new diesel-electric car completed its record-breaking run across the North American continent. The book describes how, despite the growing popularity of automobiles, and increasing availability of better roads, these new rail cars were successful in stemming the decline in rail transit, particularly on low-traffic branch lines. Included are 2 maps, plus 16 graphs, tables, and appendices. There's a complete, all-time roster,



Ottawa's Streetcars

Ottawa's Streetcars was authored by Ottawa native Bill McKeown, after over fifty years of research. It details the history of the Ottawa Electric Railway, its predecessors, and the Ottawa Transportation Commission, all forerunners of today's OC Transpo. The book contains 256 pages, with over 300 historical photographs in large size – larger than post-card size, for more interesting detail – with more than 40 photos in full colour.

Bill McKeown, May 2006, Transportation, 256 pages, 7 maps, 300 photos (40 colour), 9 x 12, 1-897190-07-7, 978-1-897190-07-4
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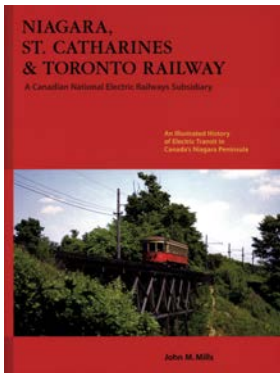
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John M. Mills, January 2008, Transportation, 256 pages, 8 x 10.5, 1-897190-27-1, 978-1-897190-27-2
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Quebec Central Railway

The Quebec Central served the Eastern Townships of southern Quebec from the 1860s, providing through passenger service including links with Montreal, Quebec City, Sherbrooke, and points in the US. The QCR manufactured much of its own rolling stock and was one of the first railways in Canada to experiment with gas-electric passenger cars to stave off rising automobile competition in the 1920s.

Derek Booth, December 2006, History, 160 pages, Index, 5 maps, 200 photos, 8 x 10.5, 1-897190-02-6, 978-1-897190-02-9
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Trouble on the Tracks

Starting in the 1840s, the Grand Trunk Railway became one of the most important railway lines in Canada and the New England states. It linked Montreal, Canada's metropolis, with the nearest ice-free port, in Portland, Maine, and provided rail transportation onward to Toronto. The line was heavily travelled and constantly upgraded, truly a first-class railway. But even on first-class railways, events occur that everyone wishes had not. This book details the circumstances that led up to several train wrecks in the 1880s: when a cattle train hit a mudslide near New Gloucester... when a



Railways of Southern Quebec

This book, Volume II of three, focuses on the central Eastern Townships with the histories of the Waterloo & Magog Railway, the Missisquoi & Black Rivers Valley Railway, and the Orford Mountain Railway. Also covered is the Canadian Pacific Railway's "Short Line" which continued from Megantic, Quebec to Saint John, NB, through Maine. There are overviews of several other railway companies, which formed the network of railways that lay south of the St. Lawrence River in Quebec.

Derek Booth, August 2008, Transportation, 196 pages, 6 x 9, 1-897190-31-x, 978-1-897190-31-9
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Jeff Holt, December 2007, History, 196 pages, Index, 200 photos, 6 x 9, 1-897190-13-1, 978-1-897190-13-5,
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