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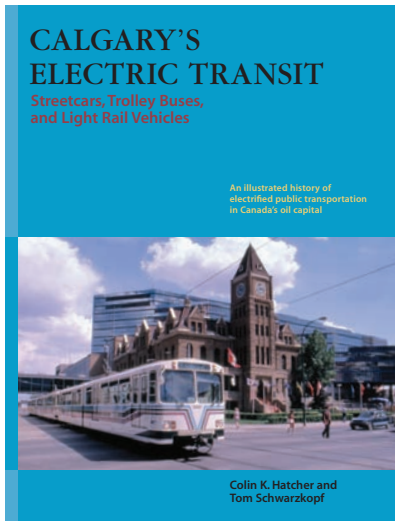
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# FRONTLIST

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# Calgary's Electric Transit

TRANSPORTATION HISTORY BY COLIN K. HATCHER  
& TOM SCHWARZKOPF



Colin K. Hatcher & Tom Schwarzkopf,  
October 2009, Transportation,  
232 pages, 180 photos, maps, 8 x 10,  
1-897190-55-7, 978-1-897190-55-5  
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1-897190-56-5, 978-1-897190-56-2  
Hardcover \* \$59.95

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hard cover, no dust jacket.

Index available at [www.railfare.net](http://www.railfare.net)

## 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, Calgary boasted a population of 30,000 people. In July of that year the Calgary Electric Railway began operations with two cars, sixteen employees, and three miles of track. The system quickly grew and in the following year became known as the Calgary Municipal Railway.

Through its forty years of street railway service, Calgary acquired passenger cars from various Canadian and US builders, totaling 113 cars in all – plus a scenic car. Over 150 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 trolleybuses operating in the city centre, in the rural suburbs, and in residential neighbourhoods.

Coverage of today's modern rail transit cars is outstanding. Now called "light rail vehicles", all classes of these LRVs are repre-

sented, operating in all seasons, and over most portions of the system. Rich, carefully composed black and white photos are rounded out with a fine showing of subjects in colour, of interest to everyone who cares about the development of Calgary as a city: the construction of "The Bay", early scenes in Bowness Park, and some views of the streetcars serving seemingly unpopulated fields that today are thriving subdivisions.

## Colin K. Hatcher

Colin Hatcher spent the early years of his life in Montreal. He is the author of *Saskatchewan's Pioneer Streetcars*, *Stamped City Streetcars – the Story of the Calgary Municipal Railway*, *Edmonton's Electric Transit*, and *Northern Alberta Railways*.

## Tom Schwarzkopf

Tom co-authored *Edmonton's Electric Transit*. His history of that city's longest continuous trolleybus system in Canada was the winner of the Alberta Culture Regional History Award in 1983. Tom is a professor of English at Ottawa's Algonquin College.

## RECENT RELEASES

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# Ghost Tracks, Railways of Southern Quebec (II), & Quebec Central Railway

RAILWAY HISTORY BY JAY UNDERWOOD & DEREK BOOTH



### Ghost Tracks

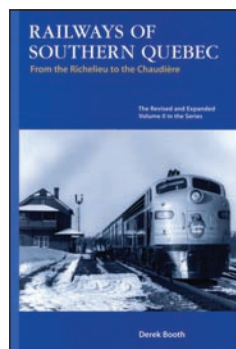
Readers will discover why railway men fear the number nine... why a white horse is considered an ill omen... and why, in a profession where safety was a priority, often the supernatural was the only way to explain why accidents happened. Some of these episodes, which have now become folklore, can be 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.

April 2009, History, 144 pages,  
6 x 9, 1-897190-47-6, 978-1-897190-47-0  
Paperback, Index, and 36 Photos,  
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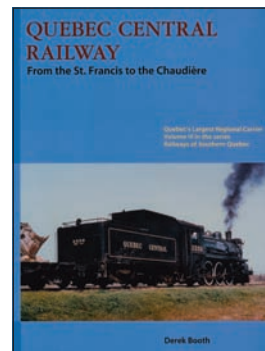


### Railways of Southern Quebec (Volume II)

This book continues the study of various railway companies that operated in Quebec south of the St. Lawrence River. Volume II 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 are other associated lines, including the Canadian Pacific Railway’s “Short Line” which continued from Megantic, Quebec to Saint John, New Brunswick, through Maine. There are overviews of several other railway companies, all of which, together, formed the extensive 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 Paperback (Index, maps,  
35 b&w illust.) \$29.95

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### Quebec Central Railway

*The Quebec Central Railway* served the Eastern Townships of southern Quebec from the 1860s, providing through passenger service included links with Montreal, Quebec City, Sherbrooke, and points in USA, such as Portland and Boston. Always an innovator in both its freight and passenger operations, the QCR manufactured much of its rolling stock in its own shops, and was one the first railways in Canada to experiment with gas-electric passenger cars to stave off rising automobile competition in the 1920s. QCR became the largest of Quebec’s regional rail carriers, and for many years was one of Canada’s most profitable systems.

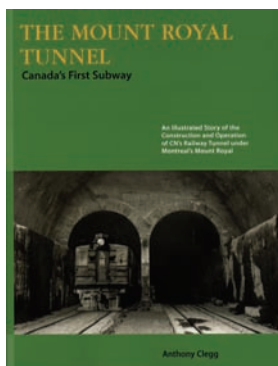
Derek Booth,  
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# Tunnels, Trains, & Trolleys

TRANSPORTATION HISTORY BY A. CLEGG & B. MCKEOWN



### 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 120 photos illustrate the construction of the tunnel and the Central Station complex. Maps and selected equipment photos and diagrams are included.

Anthony Clegg, July 2008, Transportation, 100 pages, 120 photos, maps, 8 x 10, 1-897190-41-7, 978-1-897190-41-8  
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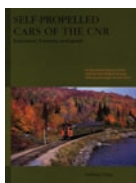


### Cornwall Street Railway

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.

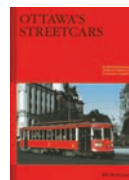
Anthony Clegg and Omer Lavallée, July 2007, Transportation, 100 pages, 160 photos (11 colour), 5 maps, 8 x 10.5, 1-897190-25-5, 978-1-897190-25-8  
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### Self-Propelled Cars of the CNR

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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details on equipment renumberings when CNR transferred all passenger service to VIA Rail, and 29 diagrams of various car types. This is a superb book containing interesting details on a very important part of Canada's railway heritage, with almost 200 photographs – most of them extremely rare. 72 large photos are in full colour.

Anthony Clegg, December 2005, Transportation, 128 pages, Index, 2 maps, 189 photos (72 colour), diagrams, 8 x 10.5, 1-897190-09-3, 978-1-897190-09-8,  
Paperback \$34.95

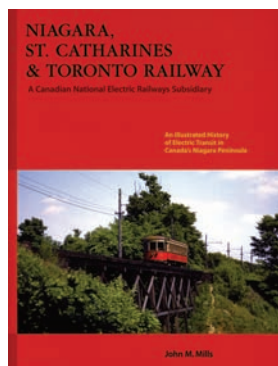
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# Niagara, St. Catharines, & Toronto Built for War, From Folly to Fortune, & Trouble on the Tracks

RAILWAY HISTORY BY MILLS, UNDERWOOD, & HOLT



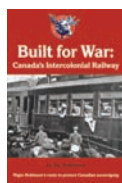
### Niagara, St. Catharines, & Toronto Railway

From its inception as a horsecar line in 1874, the NS&T is one of the foremost examples in Canada of an intensively developed and closely integrated transportation system. It operated local street railways, interurban lines, carload and less-than-carload freight, lake steamers, a large motor coach system, and even a circle trolley line around the Niagara Gorge. The NS&T and predecessors include the first electric railway in Canada to have operated without interruption, and the last interurban passenger service. 256 pages of text contain 9 detailed system maps, a roster of rolling stock, and over 300 fascinating photographs, 50 in full colour.

John M. Mills, January 2008,  
Transportation, 256 pages,  
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Hardcover \* \$64.95

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### 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 19<sup>th</sup> century Canadian and British politicians had that the Americans might attempt to seize control of British North America in a winter attack.

Jay Underwood, October 2005, History,  
256 pages, Index, 3 maps,  
50 photos (2 colour), 6 x 9,  
1-897190-00-x, 978-1-897190-00-5  
Paperback \$29.95

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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



### From Folly to Fortune

James Richardson Forman was born in 1822 at Halifax, and returned to 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!

Jay Underwood, July 2007, History,  
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Portland-to-Lewiston passenger train toppled over the bank... why and how the West Paris Bridge collapsed... what happened when two double-headed freight trains collided head-on in Bethel... and how a train at Snow Falls headed straight for another passenger train that was fully-loaded with immigrants, both on the same track!

Jeff Holt, December 2007, History,  
196 pages, Index, 200 photos, 6 x 9,  
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