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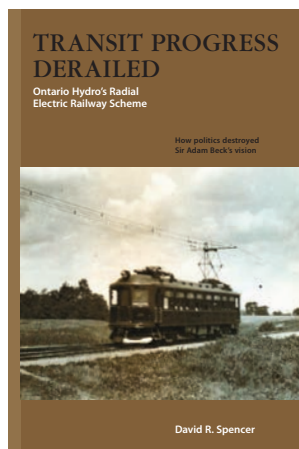
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TRANSPORTATION HISTORY BY DAVID SPENCER



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Transit Progress Derailed: Ontario Hydro's Radial Electric Railway Scheme

In the early 1900s, privately-generated electricity was *the* booming technology, and with it, profitable electric railways. Prosperous London, Ontario manufacturer (also Mayor and Conservative MLA), Adam Beck nevertheless believed in the benefits of a publicly-owned electricity grid and argued government-ownership could spread electric technology well beyond the use of a privileged elite and could cost people less.

Beck's political acumen resulted in the 1906 creation of Ontario Hydro – the world's first publicly-owned utility. Two years after public power first flowed through the wires to Berlin, Ontario, he mused aloud that what was really needed was to link the province's many municipalities through a series of electrically-powered railways to two core areas: Hamilton serving the western end of Lake Ontario, and the burgeoning hub of Toronto.

It never happened. An antagonistic Premier Ernest Drury deflected the issue to a Royal Commission, whose avowedly anti-radial chairman delivered a damning conclu-

sion: the popularity of automobiles meant Beck's project was not financially feasible.

David Spencer's study of power politics and skulduggery shows how dark provincial politics could be in the first two decades of the twentieth century. Perhaps current events demonstrate that nothing has changed?

David Spencer

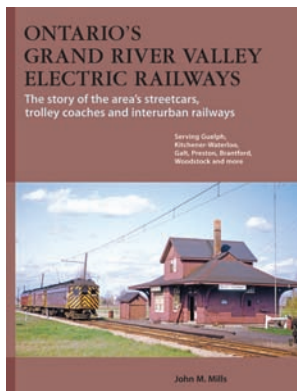
David Spencer is a professor of information and media studies at the University of Western Ontario. He holds a diploma in media from Ryerson, a B.A. from York, and a Ph.D. from the University of Toronto. His work has been published in Canada, the US, and Europe. He has worked in history circles acting at one time as President of the American Journalism Historians' Association and chair of the History Division of the Association for Education in Journalism and Mass Communication. He is a corresponding editor for the American publication, *Journalism History*. He is also the founder and editor of the *Canadian Journal of Media Studies*.

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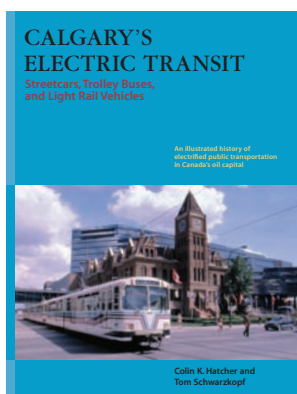
Ontario's Grand River Valley Electric Railways & Calgary's Electric Transit

TRANSPORTATION HISTORY BY MILLS, HATCHER & SCHWARZKOPF



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

1-897190-56-5, 978-1-897190-56-2
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Ontario's Grand River Valley Electric Railways: streetcars, trolley coaches, and interurban railways

This book concentrates on the electric lines of the part of Southern Ontario adjacent to the Grand River (plus a corporate outpost at Woodstock). 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. It explains how the individual railways began, the politics and economics that impacted their development, their rise and eventual decline. Profusely illustrated with many rare photos, the book features over 400 photos, about 50 of them in superb colour. Fifteen maps provide details on where the lines ran, and an equipment list delivers details on the various companies' rolling stock.

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

* This book is "perfect bound" with an add-on hard cover, no dust jacket.

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.

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 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 represented, 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.

RECENT RELEASES

The Maritimes and Beyond...

1-800-591-6250

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

1-897190-72-7, 978-1-897190-72-2
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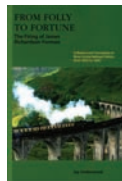


Ghost Tracks

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.

Jay Underwood, April 2009, History, 128 pages, Index, and 26 Photos, 6 x 9, 1-897190-47-6, 978-1-897190-47-0
Paperback \$24.95

1-897190-48-4, 978-1-897190-48-7
Hardcover * \$44.95



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.

Jay Underwood, July 2007, History, 198 pages, 6 x 9, Index, maps, 35 photos, 1-897190-23-9, 978-1-897190-23-4
Paperback \$39.95

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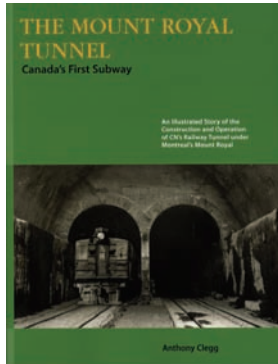
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Tunnels, Trains, & Trolleys

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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 130 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, 130 photos, maps, 8 x 10.5, 1-897190-41-7, 978-1-897190-41-8
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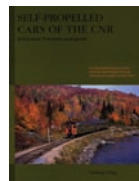


Cornwall Street Railway

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.

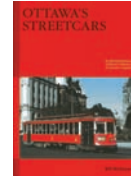
Anthony Clegg and Omer Lavallée, July 2007, Transportation, 102 pages, 180 photos (11 colour), 8 maps, 8 x 10.5, 1-897190-25-5, 978-1-897190-25-8
Paperback \$29.95

1-897190-26-3, 978-1-897190-26-5
Hardcover * \$49.95



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
Hardcover \$59.95

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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 200 photographs – most of them extremely rare. 72 large photos are in full colour.

Anthony Clegg, December 2005, Transportation, 128 pages, Index, 2 maps, 200 photos (72 colour), diagrams, 8 x 10.5, 1-897190-09-3, 978-1-897190-09-8,
Paperback \$34.95

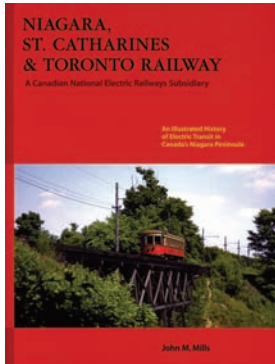
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Niagara, St. Catharines, & Toronto Quebec Central Railway, Railways of Southern Quebec, & Trouble on the Tracks

RAILWAY HISTORY BY MILLS, BOOTH, & 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,
8 x 10.5, 1-897190-27-1, 978-1-897190-27-2
Paperback \$44.95

1-897190-28-x, 978-1-897190-28-9
Hardcover * \$64.95

* This book is "perfect bound" with an add-on hard cover, no dust jacket.



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 the first railways in Canada to experiment with gas-electric passenger cars to stave off rising automobile competition in the 1920s.

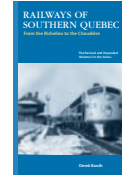
Derek Booth,
December 2006, History, 160 pages,
Index, 5 maps, 200 photos, 8 x 10.5,
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Paperback \$39.95

1-897190-03-4, 978-1-897190-03-6
Hardcover * \$59.95



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,
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1-897190-43-3, 978-1-897190-43-2
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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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