

Canadian Rail



No.331
AUGUST 1979







CANADIAN RAIL

ISSN 0008-4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal Quebec Canada H3B 3J5

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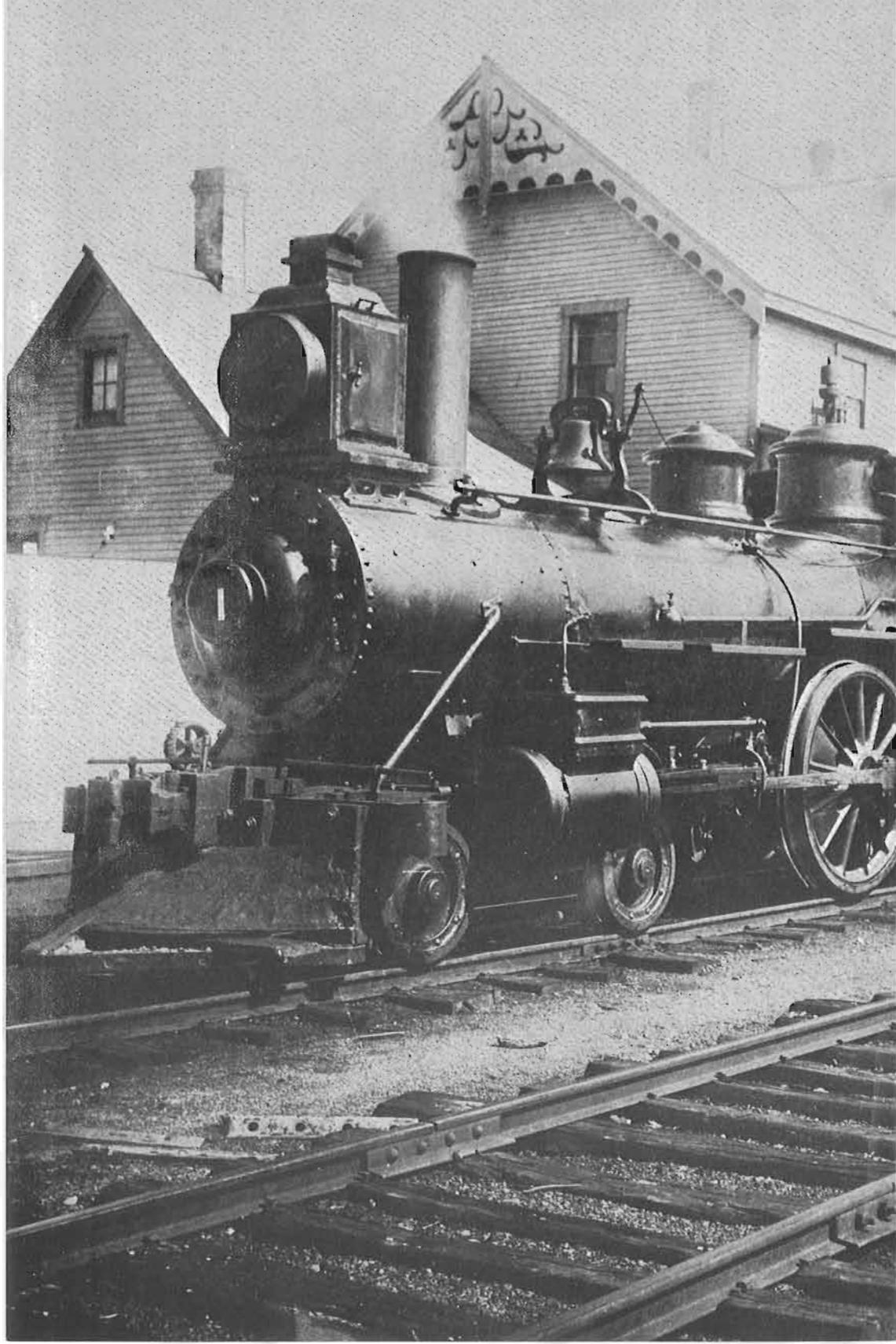
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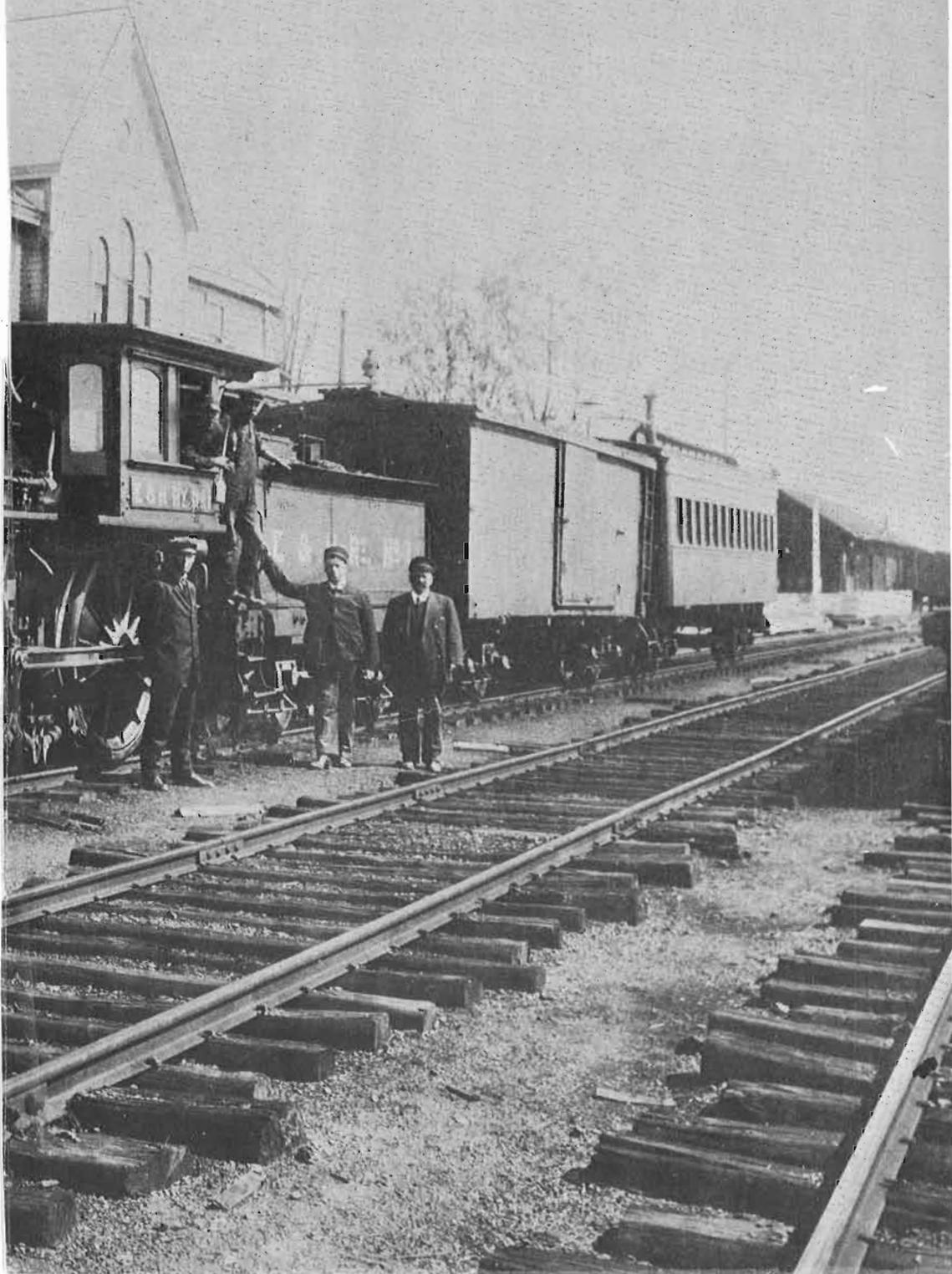
This is the Elgin & Havelock #1
with Arthur Coates, fireman, and
Le Baron Dimock, engineer, as
photographed in 1914. Photo
courtesy Major C. W. Anderson
Collection No. 2541.

OPPOSITE:

While the exact date of this
photo is unknown, it is of the
Elgin & Havelock Railway and was
taken at the Intervale Bridge
which was filled in during 1910.
The locomotive was the E&H,
second No. 2 and was built by
the Manchester Locomotive Works
in 1875. She came to the E&H
via the Intercolonial ex No. 49
in 1903 and was scrapped in
1918. Photo courtesy Major C.W.
Anderson. Collection No. 2270



The Elgin and Havelock Railway's locomotive No. 1 photographed at Petitcodiac Station in 1903. Built in 1875 for the Intercolonial by the Manchester Locomotive Company she came to the E&H in 1903. Photo courtesy Major C.W.Anderson Collection.



ROMANCE OF "THE PRONG"

By Ken Saunders

photographs and research assistance
courtesy Major C. Warren Anderson.

It was a hot, dusty, sweat-streaked morning in late summer when Thomas Collins from Liverpool, England, went "over the edge" and chopped his way through a wooden door to get at Marry-Anne McAuley with the axe.

It was Aug. 20, 1906, and 88-year-old Millie Goddard of Elgin remembers the day well and with some regret. "If I only hadn't gone swimming I would have seen that Collins fella come down to the station looking for the train."

Millie Goddard was a 16-year-old school girl at the time, employed part-time by the Elgin and Havelock Railway to sell tickets and help around the Elgin station.

On that hot day in August, while she debated whether to take some time to go swimming with her friends, Collins (some say he was drunk, some say he was demented, some say he was innocent) was murdering the 52-year-old sister of New Ireland, Albert County, priest Rev. Edward J. McAuley, who happened to have been serving his Frederiction Road parish that day.

Rev. McAuley would die a mere six months later, and New Ireland would begin the swift decline which has left nothing behind 70 years later, but aging memories and a cemetery.

The bloody deed done, Collins headed down off Collier Mountain for Elgin, 10 miles or so away by way of Coleman Corner, then Church's Corner. He was looking for a train ride to freedom on "the Prong".

But Mrs. Goddard recalls, the train was not in when a feverish Collins arrived, so he struck out on foot along the track to Pollett River (Forest Glen) and Petitcodiac.

Collins was later captured (at St. George) and hanged, the only man to be executed in Albert County, but that one day in the long railway career of Mrs. Goddard still stands out in her memory.

Mrs. Goddard had started working at the station that year, leaving school with the teacher's permission for a couple of hours each day when the train was due to arrive from Havelock and Petitcodiac.

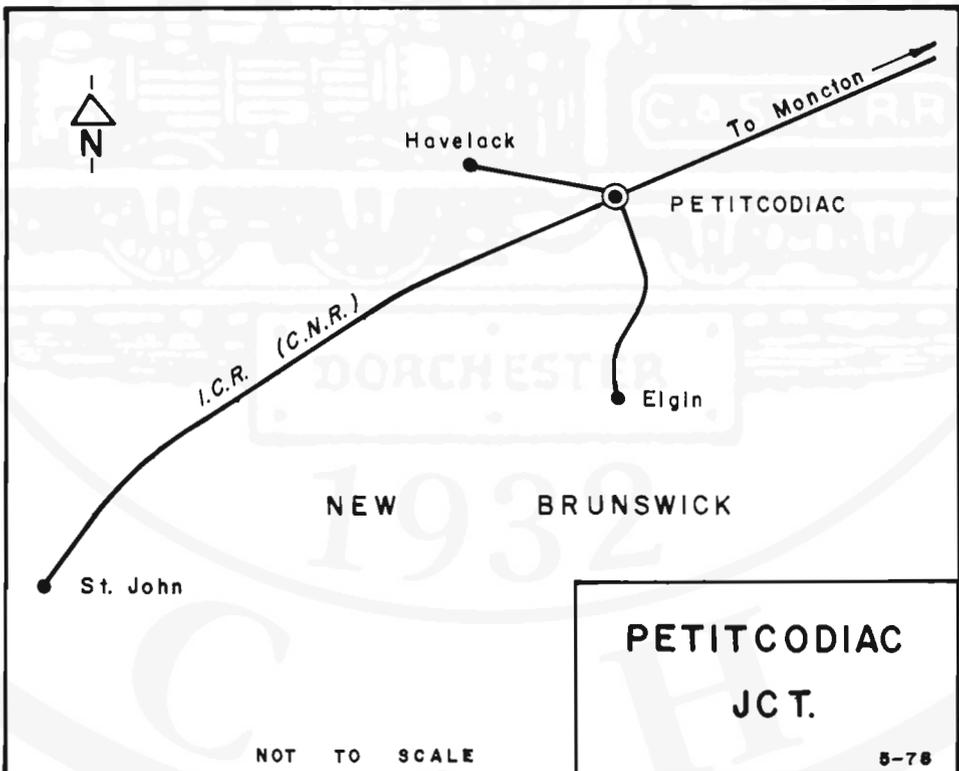
For the next 49 years she worked at the station, perched on the side of a hill by the road to Goshen and Anagance. That hill has new houses on it now.

She became the station agent and stayed on to watch the freighting gradually diminish, forcing the railway company to slash the schedule from six days per week down to three days per week and, finally, to one day per week.

Then, in 1955, a group of government appointees, the board of transport commissioners, called hearings, listened to petitions and, not surprisingly, declared that "the Prong" was a needless expense that had to go.

"The loss of running the division to the railway outweighs the loss and inconvenience to the public," the judgement read.

And, in a burst of mixed metaphor, "We can readily appreciate the feelings of the opponents. Losing their railway line is somewhat akin to losing an old friend but there comes a time when it is necessary to prune out the dead limbs from the tree."



The Prong had been pruned.

The iron rails, originally laid way back in 1874 when Albert County was bustling, and businessmen needed a quick way to get lumber from the many Pollett River mills to the marketplace, were unceremoniously ripped up.

The station was loaded on a flat car and trundled off to Moncton.

The dust settled on an era.

Railway Agitation

The idea for constructing a railway from Petitcodiac into Elgin had its birth well over 100 years ago. In 1860 the old Intercolonial Railway (as it was to be known following declaration of the British North America Act in 1867) from Saint John to Moncton and beyond was completed. One of the most prosperous points on that line was Petitcodiac, where a lot of lumbering activity converged.

Sawmills on the Pollett River, the Hayward Brook and the North River shipped their products from the Petitcodiac station to terminal ports at Saint John and Point du Chene.

In the early 1870s, Petitcodiac was considered to be the banner shipping station on the line and its shipments were more than double those of either Moncton, Sussex or Hampton.

In the words of the late J. E. Humphreys of Petitcodiac, "For several years prior to 1875 there was a certain amount of agitation for the construction of a branch railway line to connect Petitcodiac with Pollett River and Elgin and possibly extend it to the Bay of Fundy at Herring Cove or Salmon River.

Anyone familiar with the terrain between Elgin and the Bay of Fundy won't be surprised that the extension was not attempted. Instead a turn-table at Elgin station swung the locomotives around for the return trip.

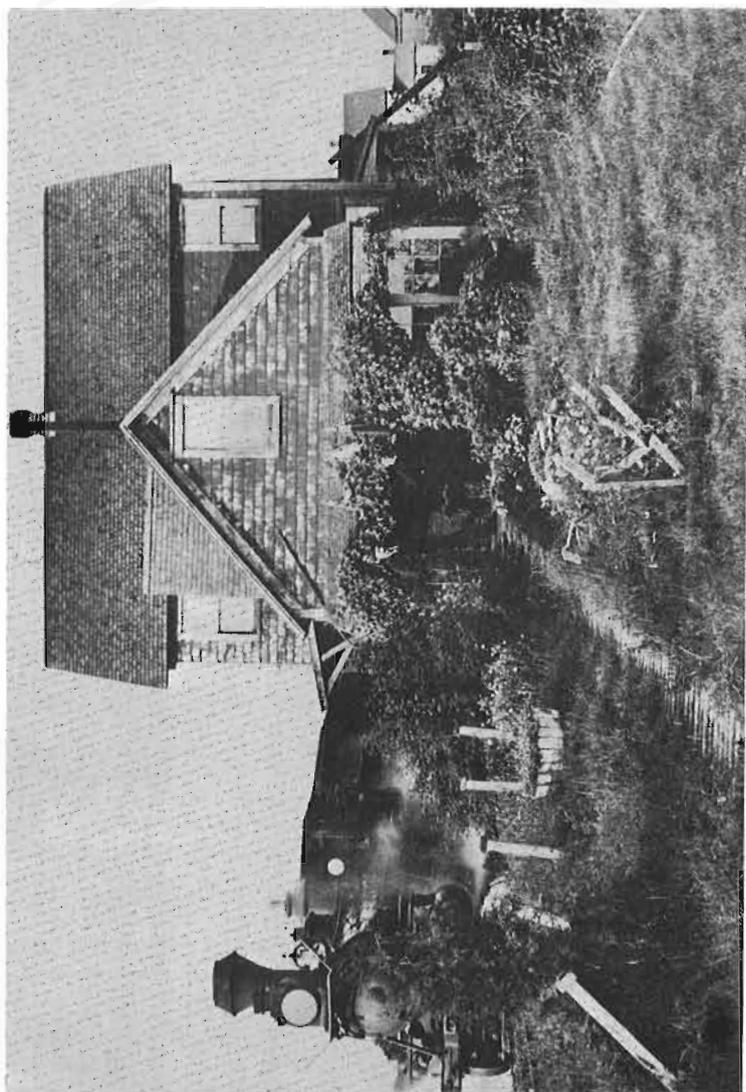
A line was built, however, from Salisbury through Albert County to Hillsborough and Albert, completed in 1877.

In 1874 the Petitcodiac-Elgin Railway Co. was incorporated and began to lay track 14 miles to Elgin a thriving village supported by farming and lumbering.

The community is surrounded by hills, including Gowland Mountain to the east, and Boyd Mountain to the south. Tumbling between them is the Pollett River, which vast quantities of lumber was driven during the last century and a half.

Remembers the Prong

According to Mrs. Frances Stewart, 93, Elgin was settled by the Stewart clan following the disastrous Miramichi Fire in October, 1825, in which some 200 people died. Three Stewart brothers headed south and began clearing land for farming.



Elgin Petitcodiac and Havelock's original Number 1 at Havelock Station on October 14, 1885. Built by Dubs Locomotive Company in 1873 she had 16 X 22 cylinders and 60" drivers. The locomotive was ex-Intercolonial # 29 in 1873 and ex-#54 in 1875. It is interesting to note that the structure is really a house which at that time was also used as a station. A new station was built by the CN in 1932 and closed finally in 1969. Photo courtesy Major C.W.Anderson Collection.

Mrs. Stewart married into the family in 1902 when she became Mrs. Will Stewart at the age of 17. She was born Frances Garland on Gowland Mountain, a daughter of Stephen Garland. When she was seven years old, her parents' home burned and the family moved to the village, where her father entered the hotel business in a building which is now the residence of Mr. and Mrs. Connie Geldart.

Mrs. Stewart still remembers her childhood years on Gowland Mountain. "We had a lovely big home there." She can't, however, recall what caused the fire. "I think it was in the spring of the year because mother had all her blankets and everything strung up to dry on the verandah."

But she remembers when "the Prong" was as much a part of village life as the general store.

Charles A. Hallett of Petitcodiac, "a clever young civil engineer" was the chief promoter of the branch line into Elgin.

The terrain is hilly between the two communities and the trackbed wound considerably, crossing the wagon road six times. The line was completed and opened in 1876 with a celebration that included a free ride on flat cars with seats mounted on them for the residents of Elgin. They left the village for Petitcodiac in the morning and were back in the afternoon.

The writings of Mr. Humphreys indicate that the private railway company's first engineer was Ashford (Ash) Kennedy, who handled the locomotives for one year. He became a very prominent Canadian railway man and died in Florida in 1927.

First conductor was Alexander Stewart from Dalhousie. A civil engineer who located and laid out the Elgin line and supervised its construction. Mr. Stewart later was to supervise the building of 2,000 miles of track through the Rocky Mountains for an American railway firm.

The Petitcodiac-Elgin Railway's first locomotive was purchased in 1876 from the Intercolonial Railway. It was built by Dubs Locomotive Co. in December 1873 and was scrapped in 1903.

The first station building in Elgin was used as a dwelling, an office and a warehouse. Mrs. Goddard recalls that the tenants who rented the apartment paid \$3 per month. She said that the structure burned sometime prior to the first world war and that another building was hauled by rail from Moncton to replace it.

She remembers selling tickets and doing the other station agent business out of a passenger car on a siding for eight months before the new station arrived. She believes the fire which levelled the first station started in a nearby pile of lumber.

Mrs. Goddard said passenger fare to Petitcodiac at the time was 50 cents, 70 cents return. She was earning \$7 a month as station agent.

In 1882, the Petitcodiac-Elgin Railway Co. expanded to become the Elgin, Petitcodiac and Havelock Railway. Construction of a 12-mile line to Havelock was begun and completed in 1885. On Sept. 7 that year, a picnic was held at Killam's Mills, one of the communities served by the railway, to celebrate the event.

The new branch was operated in conjunction with the line to Elgin by the same train crew. Arthur H. Robinson, known to everyone as "Pidge", was a conductor on the Elgin branch since 1882 and continued as such on the Havelock branch until his retirement on May 1, 1929.

As Mr. Humphreys wrote, "He was an exceptionally good natured and obliging official.

"Pidge became a familiar and obliging friend to many hunters from various parts of the country." These men travelled regularly to Havelock by rail to hunt the New Canaan woods to the north and west of Havelock, considered to be the best hunting area in the Maritimes.

Pidge Was First

One of the hunters "Took a picture of his train at Petitcodiac, with Pidge standing on the platform beside it, and for one or more years it was prominently displayed in the annual sportsman's show in Boston."

According to Pidge's son, George, now a resident of Riverview, Pidge Robinson took the first train into Havelock. Though he had been born and lived in Elgin, when the Havelock branch was completed, Pidge moved to that community to settle. The train left Havelock every day at 8:30 a.m. and, barring mishap, returned at 4:30.

Engineer at the time was LeBaron Dimock, a native of St. Martins who had travelled to Havelock to work for the railway. Two of his sons, Gerald and Leland, still reside there.

Gerald Dimock said that mishaps on the little railway line were more common than not. He said the company never had sufficient funds to keep the tracks in good repair. Almost every day, he said, the locomotive would ride off the rails and into the mud, though it never tipped over. The train crew would then spend a couple of hours getting the engine back onto the track.

Mr. Dimock said the train would go 25 to 30 miles per hour, "a lot faster than it should have been going". It was often said the train wouldn't be running at all if it wasn't for the couch grass spiking the rails down.

Mr. Robinson, who worked as a section hand on the line for awhile when he was young, said "the road bed was terrible". He said that sometimes, when the engine had once more been derailed, his father would walk five or six miles to Havelock with two bags of mail on his back. Wages were about \$30 a month, Mr. Robinson said.

The two locomotives were said to be in no better condition than the track. Mr. Robinson said that LeBaron Dimock, the engineer "worked on those locomotives all hours of the day and night just to keep them running."

At first the steam engines were fueled with wood and often the train had to stop while its crew debarked into the woods to cut enough fuel to get to the next station. In the winter, when snow was being pushed, sometimes miles of wooden fences would disappear into the firebox, as well as woodpiles of farmers who had the bad sense or bad luck to pile their wood handy the rail line. Restitution was usually made, however.

Snow was a real problem for the little rail company. Mr. Robinson said he still remembers May 26, 1926, when his father left Havelock with the train and did not return until 13 days later. That morning, he said, the snow was to the top of the wedge plow on the front of the locomotive (six to eight feet high.)

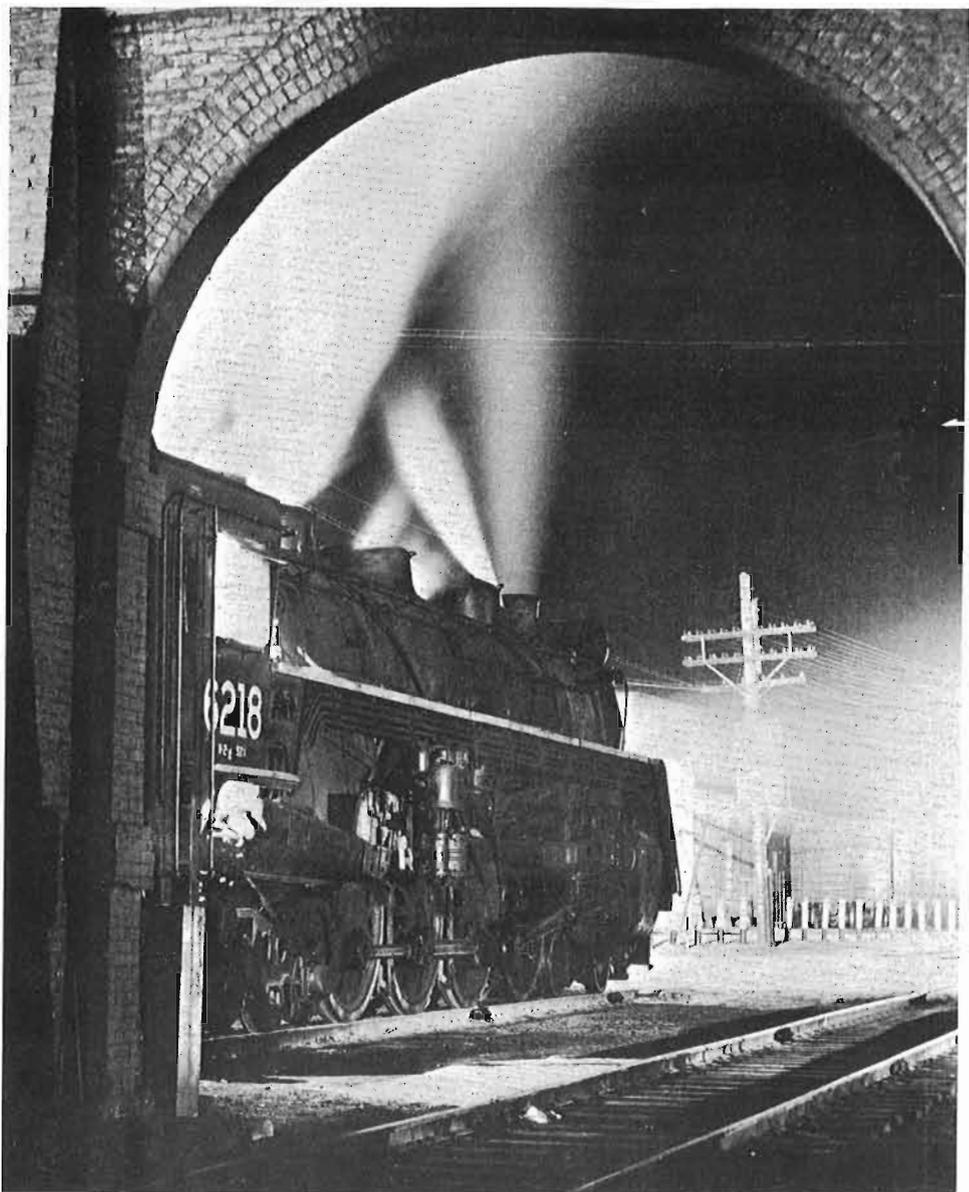
It took the crew 13 days to get the train to Elgin, 27 miles away, and back. When they finally made it back to Havelock, Mr. Robinson said, the crew had already put their time in for a month. They laid off for one month and the CNR, which owned the line at that time, had to bring two additional crews from Moncton to keep the train running.

Mr. Dimock said there were some winters when the branch line shut down, "the snow would get so deep they couldn't do anything." After banks had been built up on each side of the track, the plow was useless. He said he can remember up to 25 men being hired to shovel the snow off the tracks over the tops of banks.

Though there doesn't seem to be much hard information down on paper about the Elgin-Havelock Railway, as it was later named, a few stories remain which, while they might not detail the facts, at least capture the spirit of the line.

One of these concerns an early 20th century local character known as Alex McAllister. Alex, who had no visible means of support, depended largely for his food and lodging on the generosity of the people of Albert County and the eastern part of Kings.

Alex was in Petitcodiac one day looking for a means of transport into Elgin. He approached conductor Pidge Robinson and asked if he might ride the caboose to his destination. Pidge, having no doubt been on the receiving end of such requests numerous times, said "No." Alex, however, waited until the train was in motion and, without knowledge of the conductor, climbed aboard the cowcatcher on the front of the engine.



Jim Shaughnessy of Troy, New York captured CN Locomotive No. 6218 on a clear night back in the early fifties at the St. Albans, Vermont station. 6218 saw extensive in later years in excursion service before entering permanent retirement. Photo courtesy CRHA Archives , S.S.Worthen Collection.



The train arrived in Elgin. The first person Conductor Robinson encountered on the station platform was Alex MacAllister, who greeted him thus: "Yas, Mr. Robinson. Guess did get here afore you after all."

On the other hand, free rides with the knowledge of Pidge Robinson weren't unknown. There's the story of a lady who arrived at a level crossing just as the Prong came wheezing along. She was riding in a carriage and the horse was frightened by the noise and smoke. The train slowed to a halt, and the conductor appeared on the back platform to offer the woman and her baby a ride into Elgin. Since it was a very cold day in December, the woman gratefully accepted.

Furthermore, the residents of Elgin weren't shy about "borrowing" the E. P. & H. trollies on Sunday afternoons and cavorting on the tracks for a time. The trollies were used by the section crews to check the rails and carry out repairs.

One of the line's red-letter periods occurred in 1937 when Hollingworth and Whitney shipped more than 1,000 cars of pulpwood out of Elgin to the United States. "That was a big year," Mrs. Goddard said. Twenty trucks were hauling lumber from New Ireland to the Elgin station day and night, she recalls.

Her recollection is that on a regular basis, 10 carloads of lumber were shipped out of Elgin per month.

Mr. Robinson said, "It was nothing to haul five or six cars of lumber a day out of Pollett River six days a week," one of the main suppliers of lumber was the S. H. White sawmill at Forest Glen, later owned by F. E. Sayre, Saint John. Just the tall smokestack remains there today.

Besides lumber, the freight cars carried pulpwood, Christmas trees, potatoes, grain, livestock, groceries and clothing. Among regular passengers were the salesmen who would arrive in Elgin one day, stay at the hotel overnight and leave on the following day's Prong.

Mrs. Stewart recalls carloads of people arriving each year in Elgin for the annual fair. Her father's hotel would be filled. Elgin had a popular race track at that same time as well.

But the Prong was doomed. The lumber industry in the Elgin area began to die out and rubber-wheeled transportation became more popular, more economical and more convenient. In 1918, the line was taken over by the CNR which spent a lot of money improving the road bed, but was unable to stem the tide.

In 1955 the Elgin tracks were taken up and the stations unceremoniously carted away. Havelock's fate would have been similar had it not been for the cement works and the lime works which still ship their products by rail.

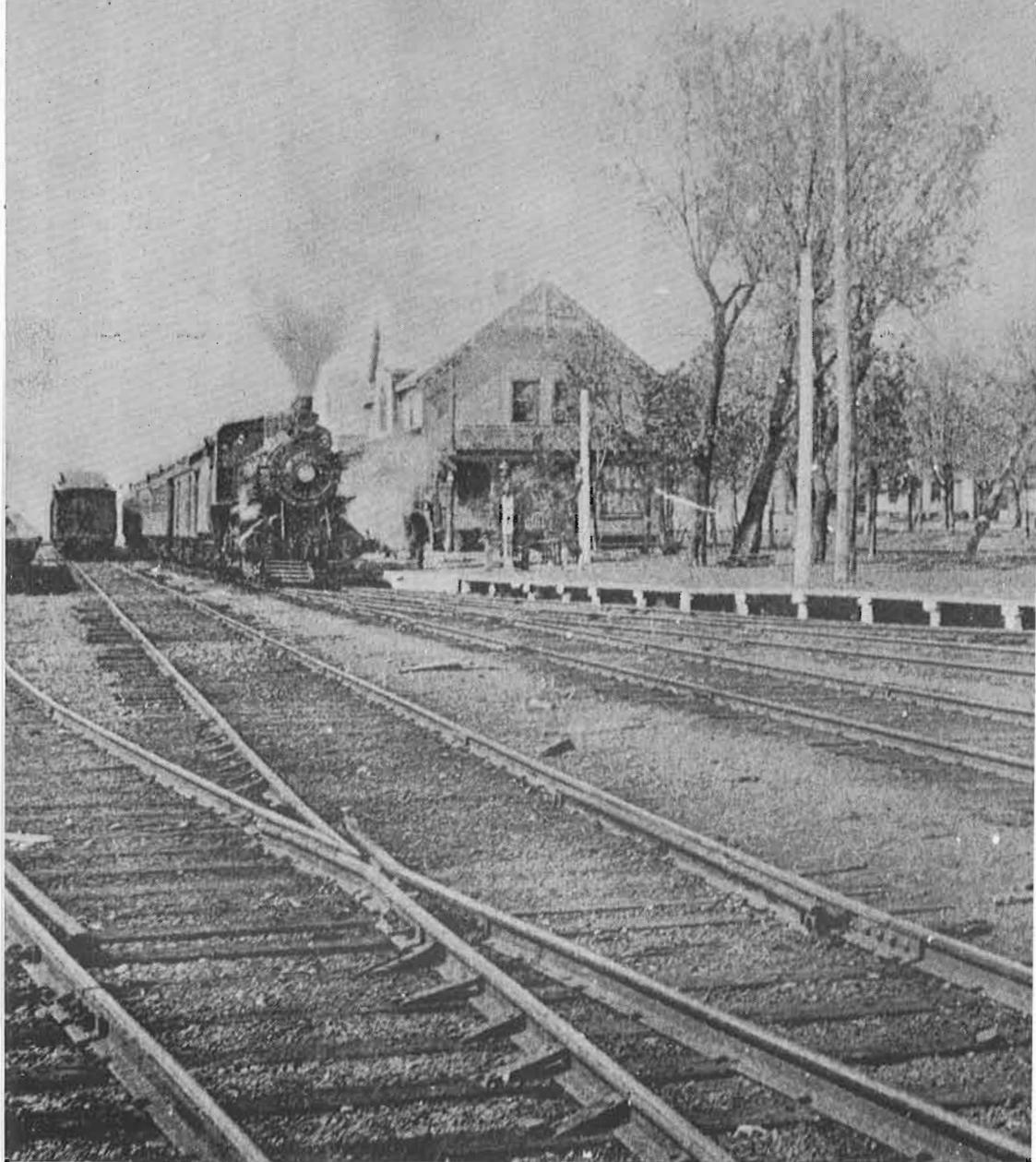
Charles Hallett, who laid the original roadbed and was the first manager, died young. Amos Killam became owner and manager and later sold the line to an English company for \$40,000.

Other managers and superintendents have been J. Gills Jones, A. D. Chipman, H. C. Tilley, P. S. Archibald, John M. Lyons, W. R. Devinish, A. C. Barker, W. N. Ripey, F. Robertson, M. Mulgraves, W. E. Robinson, R.B. Graham and Hedley Gunn.

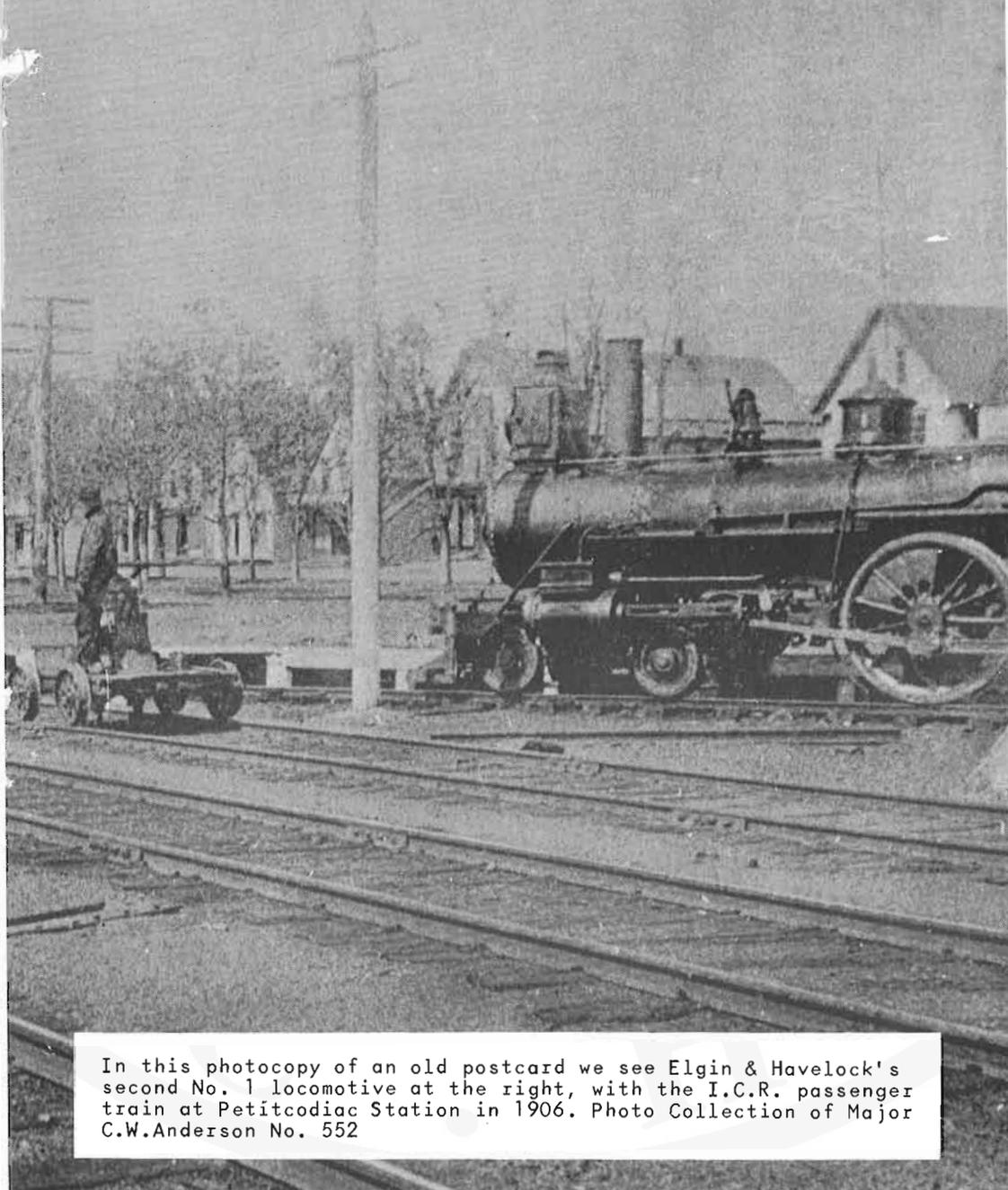
The first station agent in Elgin was Mrs. James Wheaton, followed by Miss Matilda Robinson, Mrs. W.A. Bovaird, Mrs. R. M. Robinson, R. B. Graham and Mrs. Goddard.

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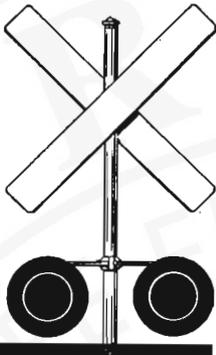
I. C. R. Station,



Petitcodiac, N. B.



In this photocopy of an old postcard we see Elgin & Havelock's second No. 1 locomotive at the right, with the I.C.R. passenger train at Petitcodiac Station in 1906. Photo Collection of Major C.W.Anderson No. 552



Book Review

The Back Stairs at The Round House

by S.S. Worthen

The improbable title that you have just finished reading is yet another book review, here presented to caution you not to go out and spend your money pointlessly on something you may want, but not need.

There are good times to write book-reviews, and there are bad. The worst time is when you have a head-cold with a runny nose and you have just finished reading a book which you hoped would be a good, basic reference work and which turned out to be a purely academic treatise! Well then, let's begin by referring to some new books which were very enjoyable reading.

There was a time when books priced at CAN \$11.95 were thought to be overpriced. Not so with "The Poetry of Railways", edited by Samuel Carr and published in 1978 by B.T. Batsford Limited, 4 Fitzhardinge Street, London W1 HOAH, United Kingdom. While some of the poems in this volume have appeared in other railway enthusiast publications, it is very satisfying to have them all together between two covers. One can read and reread such delightful compositions as Edna St. Vincent Millay's "Travel", T.S. Eliot's "Skimbleshanks, The Railway Cat" and Dante Gabriel Rossetti's "A Trip to Paris and Belgium", not to understate the merit of those two famous anonymous works, "Workin' on the Railway" and "The Wreck of the Six-Wheel Driver", the latter of which communicates better than the equally well-known

the equally well-known anonymous poem "The Wreck of the C&O". For pure Nineteenth Century bawdy humour, Thomas Le Brunn's "Oh, Mr. Porter" is not to be improved upon, but Shigeharu Nakano in the original and Takamichi Ninomiya and D.J. Enright in the translation of "Locomotive" persist in calling the machine "he" for twenty lines, despite the petticoat pipe and tender, behind!

Wellknown Colorado photographers Ronald C. Hill and David Stanley collaborated last year to produce a fine soft-cover picture album: "Rails in the Northwest: A Contemporary Glimpse", published by the Colorado Railroad Historical Foundation, Colorado Railroad Museum, P.O. Box 10, Golden, Colorado, USA 80401, US \$9.50

postpaid. While most of the railways in the Pacific Northwest of the United States are represented, so also is the Alberta-British Columbia portion of CP RAIL and it is this segment which is of particular interest here.

After perusing the pictures for the third or fourth time, you can just hear the critics complaining that there are too many CP Rail shots and these are too often identical views. Not quite so, in my view. There can be no question that the main line of CP Rail from Banff, Alberta to North Bend, British Columbia offers the most spectacular (railway) scenery in North America, bar none. At this point, I could digress into a series of comparisons of the Fraser-Thompson Canyons with the Western Pacific's Feather River Canyon, and so on, but I won't.

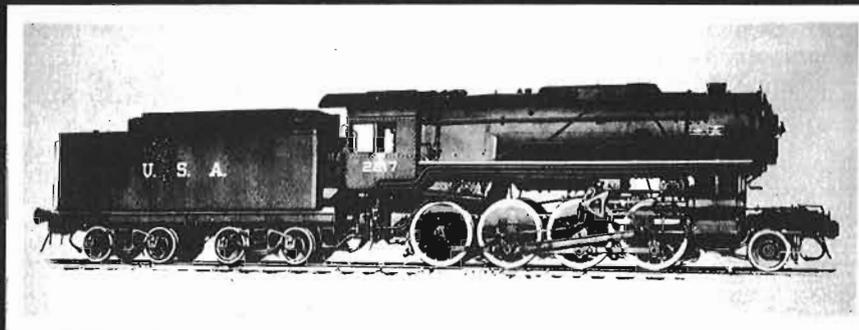
None of the views on CP Rail are duplicates. There are two shots of world-famous "Morant's Curve" near Lake Louise, Alberta, but the trains and treatment are quite different.

The quality and reproduction of the photographs is good and crisp. Tunnel shots and "late night finals" leave me unmoved, but winter in the Rockies never fails to be breath-taking and wonderful, not to mention artistic.

Mr. R. Tourret of Abingdon, Oxon, United Kingdom has completed and published the second of the duo of books on Allied Military Locomotives of the Second World War, entitled "United States Army Transportation Corps Locomotives". The first part, "War Department Locomotives", was reviewed some time ago and, since that time, Mr. Tourret has written to say that the price of this volume is four pounds sterling or CAN \$11.00.

Baldwin, Lima and Alco all built locomotives for the US ATC and these engines were distributed all 'round the world. R.F. Corley of Scarborough (Toronto), Ontario, verified the information pertaining to locomotives made or distributed by Canadian builders. This will certainly be of interest to Canadian locomotive historians and completes the series most satisfactorily. Orders may be directed to Mr. R. Tourret, 5 Byron Close, Abingdon, Oxon, OX 14 5PA, United Kingdom. The price of the second volume is 4.95 pounds sterling or about CAN \$14.00.

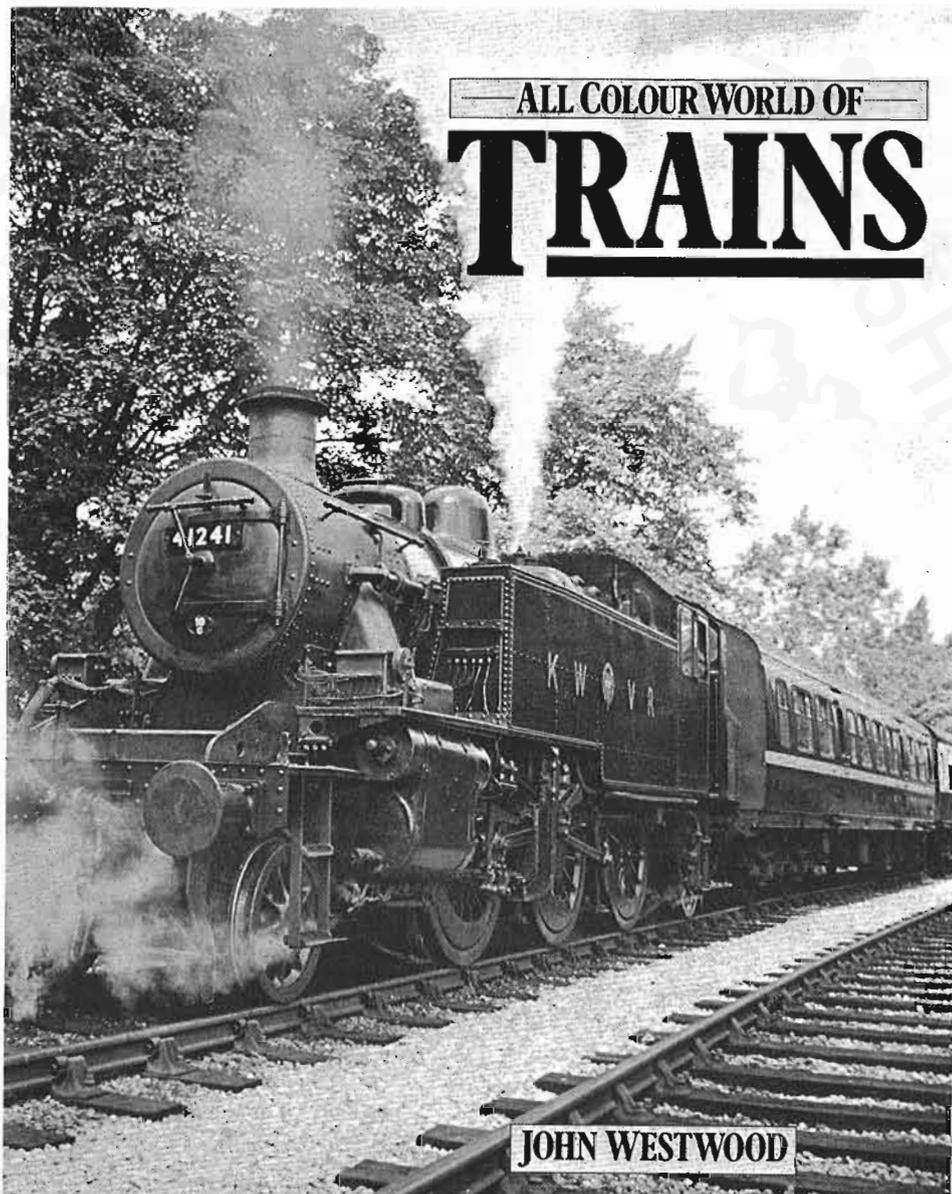
Doubleday Canada Limited, 105 Bond Street, Toronto, Ontario M5B 1Y3 (Miss Carolynne Hastings) are agents for a new all-colour book published by Octopus Books Limited of London, United Kingdom. Titled "All-Colour World of Trains", the pictures were assembled under the editorship of Professor J.N. Westwood, who once taught at McGill University for a time. Canadian railways figure in Chapter 2, Steam across North America, sandwiched among the US steam. "The picture" turns out to be British Columbia Number 2860, ex Canadian Pacific Railway Hudson of the same number. The calibre of the total opus can perhaps be estimated from the fact that the Milwaukee station labelled Chicago is really Milwaukee and the Mallet 2-6-6-2 on page 29 really belongs in Brasil. Then there is that hokey CP Rail publicity shot of the two DD-GMC road units and assorted box, hopper and gondola cars protruding from a short tunnel near Port Coldwell, Ontario. Colourful, but not representative.



UNITED STATES ARMY
TRANSPORTATION CORPS
LOCOMOTIVES

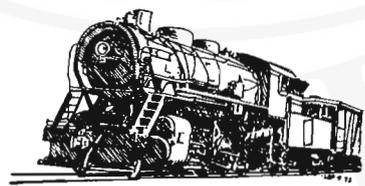
R. TOURRET





— ALL COLOUR WORLD OF —
TRAINS

JOHN WESTWOOD



In general, the colour pictures are excellently reproduced, but the subjects are out-of-date (NYC units on the Water-Level Route; 2-D-2s on the Route Imperiale at Dijon, France and the "Brighton Belle" of 1962 on British Railways) and the locales are traditional.

But the price is CAN \$7.50 and, after all, that answers for a multitude of sins.

Of more serious import to Canadian railway historians is Brian J. Young's book "Promoters and Politicians: The North-Shore Railways in the History of Québec, 1854-85". (University of Toronto Press, Toronto-Buffalaw-London: no price given.) Readers of this amply supported project - no less than eight government departments provided funding for the research - will find that there is a great to-do about the politics, but not much about the actual construction or social impact of the railway. Mr. Young refers in most of the 144 pages to a railway which he says was chartered in April, 1869: The Montreal Colonization Railway. Colonel Stevens says this railway was chartered but never built (Montreal Northern Colonization Railway, Vol. 1, p.322) and Dorman does not mention it at all.

Mr. Young further confuses the railway history of Québec in the last portion of the Nineteenth Century by failing to differentiate between the Canadian Pacific Railway Company of February 1873 and the Canadian Pacific Railway Company of February 1881.

One conclusion proposed by Mr. Young is that the combination of the North Shore Railway (Québec to Montréal) and the Québec, Montréal, Ottawa and Occidental Railway (Montréal to Ottawa) would provide Québec with a "western gate" and thus frustrate attempts by Montréal to become the main river port and distribution centre for west-central and southeastern Québec. Even in the 1880s, such a proposal was quite absurd and history has proven how wrong such a concept was. But the proposition was widely advanced in the last three decades of the century by the Québec politicians and promoters.

One last query, Mr. Young refers on page 90 to the "Elbow Vale, Steel, Iron and Coal Company" of Wales, from whom Macdonald bought steel rails. This reviewer recognizes the Ebbw Vale Steel, Iron and Coal Company of Ebbw Vale, Wales but not being bilingual (English-Welsh), does not recognize the English-language *eu*

language equivalent of "Ebbw" as "Elbow", although it may well be. There are times when academic persons ought to be forcibly restrained from writing books about the history of railways. This is one of them.

Wentworth D. Folkins, the well-known painter of Canadian railway subjects, old and new, has provided an excellent cover for Professor Albert Tucker's new book, "Steam Into Wilderness", the story of the Temiskaming and Northern Ontario/Ontario Northland Railway/Ontario Northland Transportation Commission. Professor Tucker's book, albeit politically orientated, at least sugar-coats or mildly derides the itchy-fingered politician, who meddled in the affairs of the railway. On the other hand, Professor Tucker is not backward in assigning responsibility for some of the remarkable gaffes perpetrated during the building and subsequent operation of the line.

It is safe to say that, without the mineral wealth discovered during and after the completion of the North Bay - Cochrane section, the ONR would certainly not be what it is today. It is also very easy for critics to cry "Monopoly" after a glance at ONTC trains, buses and telecommunications, but the only areas where a significant argument can be adduced are urban and, in one case, interprovincial.

In his conclusion, Professor Tucker is refreshingly honest about the cost of operation of the ONR/ONTC to the Ontario taxpayer, but I am not convinced that the Ontarians of Ignace, Long Lac and Kenora feel any affinity whatever with the regional function (or importance) of the ONTC. The ONR/ONTC still persists as a corporation managed by politicians, for politicians. And these politicians still slip and trip, failing time and again to distinguish between the form of the state and the form of a successful business enterprise, to paraphrase Professor Tucker.

Wentworth Folkins' painting of ONR 2-8-2 Number 310 and train of loaded pulpwood racks presents a much pleasanter picture.

Oh! The most important part of the review: the vital statistics. Title: "Steam Into Wilderness", by Albert Tucker, Fitzhenry & Whiteside Limited, 150 Lesmill Road, Don Mills, Ontario M3B 2T5; soft-cover, coloured; 215 pp. & index; 81 photos & maps; CAN \$9.95 (W.H. Smith).

When an established author writes a book about an old subject, the great - and silent - majority of readers immediately wonder why he has done it. Old subject? Well, perhaps. But the particular old subject which is the topic of this new book suddenly has developed facets not hitherto examined.

It is now 1979. Surely all of us have read about the epoch-making events of 1869 in Utah, United States of America, which were celebrated with such enthusiasm on the occasion of the centenary of the completion of this continent's first "transcontinental" railroad. This early accomplishment might be said to be the culmination of a series of remarkable accomplishments, associated with railroads. And these victories are the subject of Professor John F. Stover's new book "IRON ROAD TO THE WEST: American Railroads in the 1850s".

Professor Stover is no Johnny-come-lately to the art of recording railroad history and transportation development in the United States. Given this fact, it is disturbing to find that the author implies that the Atlantic and St. Lawrence Railroad of 1853, from Portland, Maine to the International Boundary, was conceived in the State of Maine, was built to the absurd gauge of 5 feet 6 inches, was nurtured by United States entrepreneurs and had little or no impact on the development of railroads in eastern North America in the decade following 1850.

Just when the reader is beginning to enjoy himself thoroughly, he comes to the section of Professor Stover's book on railroad gauges, and there were a few in the 1850s! Five principle track widths were used north of the Mason and Dixon

Line, not to mention four south of that imaginary line. But explanation of the origin of these gauges there is none, which is a pity.

The Grand Trunk Railway Company of Canada, which arose from the ashes of the St. Lawrence & Atlantic/Atlantic & St. Lawrence Railroads, is scarcely mentioned by Professor Stover. The Great Western Railway Company, under whose aegis the triumph of the first Suspension Bridge over the gorge of the Niagara River was achieved in 1855, is utterly ignored, except as the bridge related to an early antecedent of the New York Central System.

True, Professor Stover's book is about American railroads, but achievements such as these surely merit at least a passing reference.

Henry V. Poor's "Manual of the Railroads of the United States" for the years 1868-1901 is widely used as a reference; the years 1848-1861 - much closer to the period considered by the book, are described with reference to the "American Railroad Journal", a predecessor publication. Unfortunately, some critical statements in the book are but single-sourced.

While Professor Stover's book will be of use to railway historians - and these latter should be fully aware of the weak points in the work - this reader/reviewer regrets that more attention was not given to confirmation of the important details on which correct conclusions must inevitably be based.

IRON ROAD TO THE WEST: American Railroads in the 1850s.
Stover, John H. ISBN 0-231-040-16-6 1978
Columbia University Press, New York, NY USA
266 pp., 28 b&w illustrations, maps and tables.
US \$14.95

The hearts of hundreds of electric railway enthusiasts were gladdened lately when not two, but three books about urban and suburban - and with a stretch of the imagination, interurban - electric railways appeared. Two of the books were on the same subject. The third was a history by itself. Let us first take a look at one of the "Heavenly Twins". Alan R. Lind has distinguished himself by composing "FROM HORSECARS TO STREAMLINERS: An Illustrated History of the St. Louis Car Company".

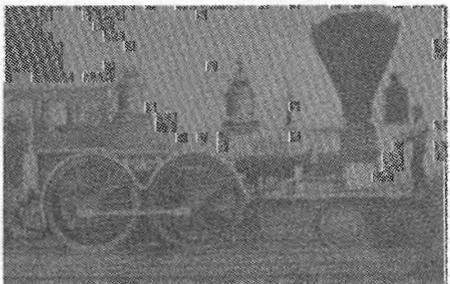
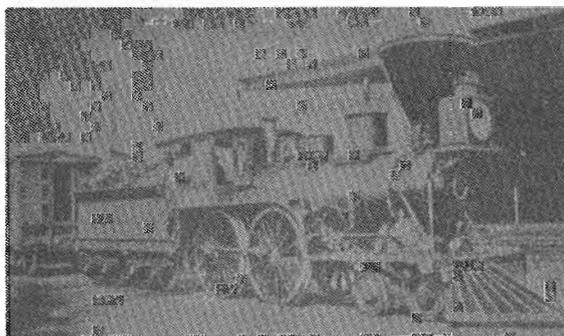
It is a wonderful volume. In addition to the descriptions, illustrations, diagrams and so on pertaining to electric streetcars and interurban cars, Mr. Lind also entertains the reader with tales of subway cars, trolleybuses, gas buses, trucks and areoplanes. Also included are gas-electric railway cars, diesel-electric locomotives and streamlined passenger train equipment, such as that purchased by the Union Pacific Railroad for its "City of Portland" and "City of Los Angeles", all manufactured by St. Louis Car. A veritable cornucopia of railway rolling stock and motive power!

But there is more. In this large-format, hardbound book are job-lists of cars built, operating data on many cars, car dispositions, pages reproduced from Car Company catalogues and an extensive bibliography. The price? An incredibly low US \$2.50.

IRON ROAD TO THE WEST

AMERICAN RAILROADS IN THE 1850s

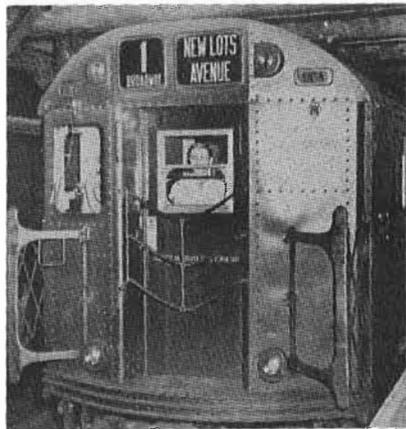
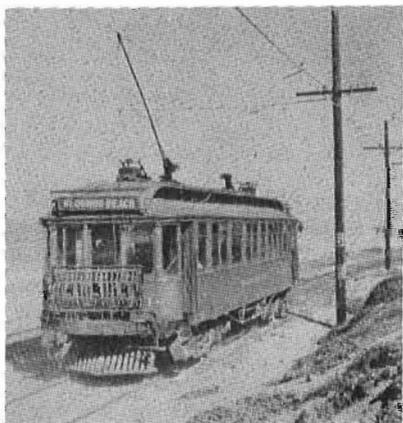
JOHN F. STOVER



From Horsecars to Streamliners

An Illustrated History of the St. Louis Car Company

By Alan R. Lind



As George Gobel used to say, "You can't hardly get that kind no more!" And, indeed, you hardly can't!

FROM HORSECARS TO STREAMLINERS: An Illustrated History of the St. Louis Car Company. Lind, Alan R. 1978 Transport History Press, P.O. Box 201, Park Forest, Ill. 60466 USA; 400 pp., 400 b&w illustrations, maps, lists, dispositions, etc. US \$22.50

And then? And then? And then I thought about another book on this same subject which had appeared in

1978. And the only reason that this review appears after the review on Mr. Lind's book is that I could not resolve the problems linked with running the reviews in two vertical columns on the same page. Let it be said at once that it would be hard to beat Andrew D. Young's and Eugene F. Provenzo's book HISTORY OF THE ST. LOUIS CAR COMPANY, published by Howell-North Books.

First of all, it is profusely illustrated and the illustrations are all good, are tastefully arranged and complement the text admirably. As far as the facts in the two books are concerned, they have to be identical, with a few minor variations in interpretation. This reviewer was intrigued by the repetition in 1972 of a circumstance which nearly killed St. Louis Car in 1933. In 1933, the Company was saved by the PCC streetcar design; in 1972, there wasn't a new design like that available.

Words of praise must, as usual, be tendered to Howell-North Books of Berkeley, Cal. for the excellent production job which they complete so regularly. But Messrs. Young and Provenzo created the text and chose the pictures and their success is their reader's joy.

HISTORY OF THE ST. LOUIS CAR COMPANY: Young, Andrew D. & Provenzo, Eugene F., Howell-North Books, 1050 Parker Street, Berkeley, Cal. 94710 USA; 1978. 8½" x 11", 302 pp., illus. US \$16.50

The third in this mini-series is another book by Alan Lind, "Chicago Surface Lines: An Illustrated History". Appealing to a more specialized (perhaps), but no less enthusiastic readership, this is the second edition of the work, embellished with dozens of new photographs and 16 additional pages. Happy to relate, the price is still US \$17.50. And, these days, that, in itself, is a major accomplishment.

A wonderful and impressive assortment of electric streetcars is presented to the wide-eyed reader: Pullmans, Nearsides ("Muzzleloaders"), Big Brills, "Sedans" and immortal PCCs clatter and clang past the reader's eyes. There are all kinds of work cars, lunatic cars, mail cars, crane cars, garbage cars, morgue cars, hearse cars and - would you believe - mourners' cars! Thousands of cars trundle down hundreds of streets in the Windy City and environs, in the 30-year period considered by this book.

In addition to the more-than-500 photographs on more-than-400 pages - 8½" x 11", of course - there are scale-plans of cars, detailed track and route maps and comprehensive car rosters. Early buses, gas and trolley, are also described.

Yes, it is astonishing that Mr. Lind's book is still priced at US \$17.50.

At this point, you may have exhausted your streetcar-book budget, but you have certainly enhanced your library!

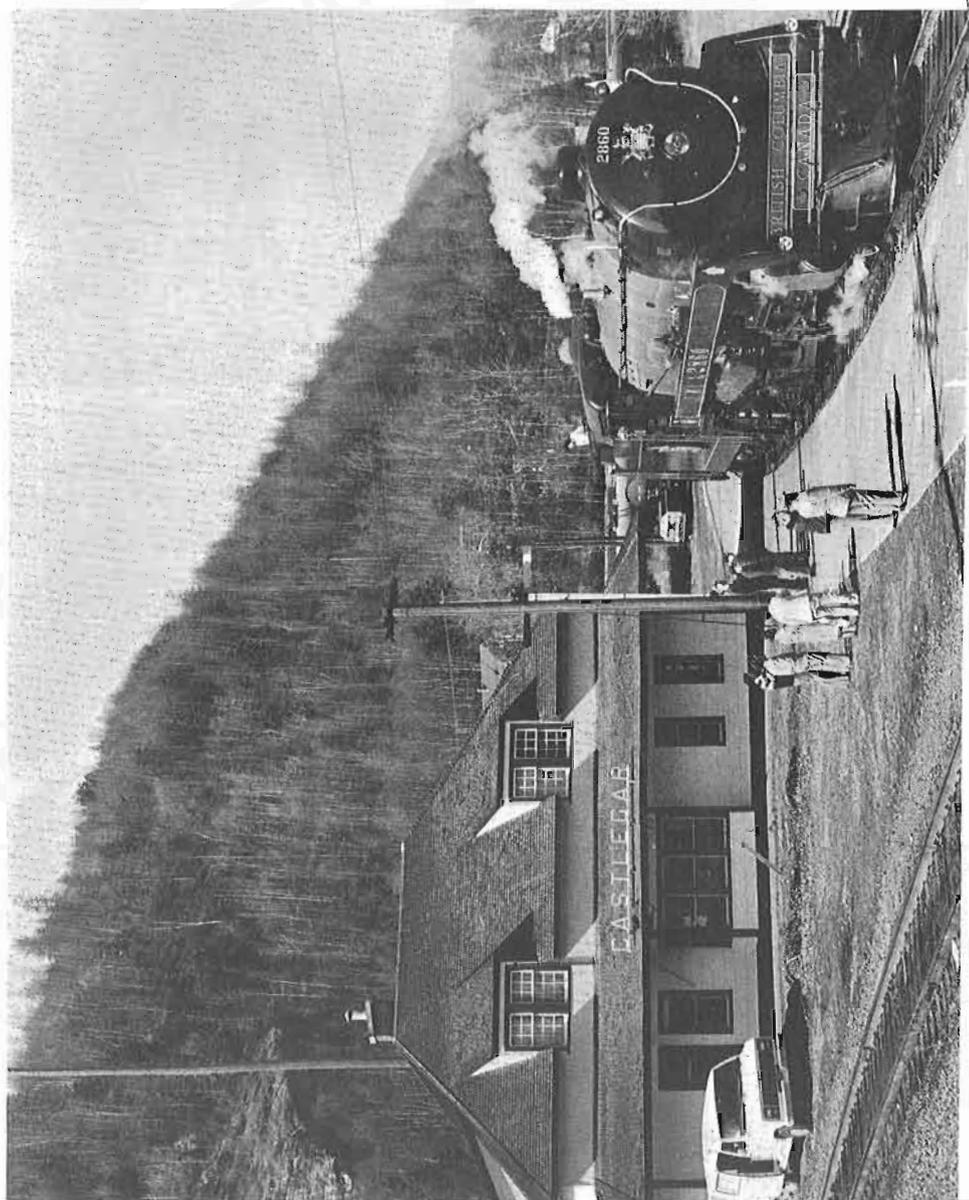
CHICAGO SURFACE LINES: An Illustrated History. Lind, Alan R. Transport History Press, P.O. Box 201, Park Forest, Ill. 60466 USA; 1978. 400 pp., 400 b&w illustrations, plans, maps, diagrams, tables, etc. US \$17.50

A CONTEMPORARY PUBLICATION RECENTLY REPORTED' IN CONNECTION WITH THE re-arrangement of transcontinental service by VIA Rail Canada whereby "The Canadian" would again operate to and from Montreal, that equipment had to be otherwise deadheaded from Toronto to Montreal for repairs, and that said equipment did not mix with conventional ex-CN equipment. Such is not the case, for the situation is the other way around. Since last October, ex-CP Manor sleepers have been operating from Montreal to Winnipeg on the Supercontinental, then on the Canadian to Vancouver. Likewise, an ex-CP Chateau car operates on the Canadian from Toronto to Winnipeg, then on the Supercontinental via Jasper to Vancouver. At the outset, the conventional braking system on the CN cars was not compatible with that on the CP stainless-steel equipment. Modifications have been made on a large number of CN sleepers to cope with the summer traffic. Of course, the CN "Daynighter" cars were modified some time ago, as they have been operating on the Canadian between Toronto and Vancouver since last Fall.

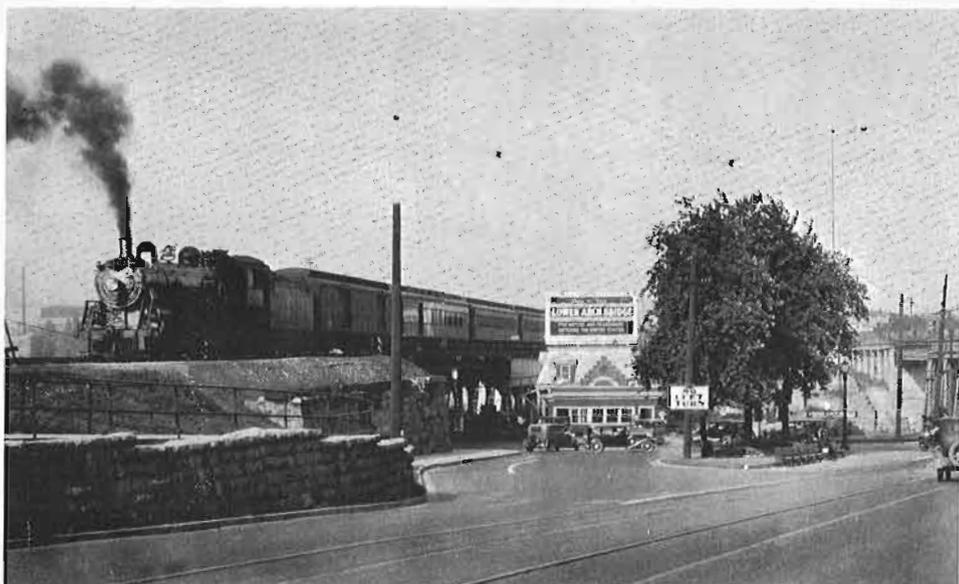
CN'S "KEEPING TRACK" POINTS OUT THAT THE ST. CLAIR TUNNEL, BETWEEN Sarnia and Port Huron is 88 years old.



APRIL 20, 1977 MARKED THE LAST RUN OF CN RAILCAR SERVICE THROUGH St. Paul, Alberta with RDC 6356 doing the honours. D.Wayne Brow photographed the last run and was kind enough to submit a copy to the Business Car for presentation.



ON APRIL 5, 1979 DAVE WILKIE OF VICTORIA' B.C. CAUGHT B.C. 2860 entering Castlegar, with the GOOD TIMES '79 EXPRESS. As she closed out her 5000 mile tour of B.C., Alberta, Washington and Idaho the famous train trod many miles of track never seen by a 4-6-4.



CANADIAN NATIONAL IS PRESENTLY IN THE PROCESS AS TIME PERMITS OF going through their extensive photo files and up-dating the index system. Lorne Perry, Manager of Visual Communications was kind enough to send along two examples of just what has been turning up. The first photo was indexed as 'Lower Arch Bridge' but in fact shows a CN Extra passenger train crossing from the US to Canada hauled by locomotive 5600. The second shot was taken and indexed as the new CN station and express terminal in Hamilton, Ontario but includes a CN ten-wheeler # 1229 on a passenger train. Mr. Perry has promised to send any other interesting finds along to Canadian Rail for presentation to our members. Our thanks to CN and in particular to Lorne Perry and his staff for remembering Canadian Rail.

EDMONTON TRANSIT WAS CERTAINLY PLEASED WITH THE FIRST YEAR'S operation of their 7.25 km northeast LRT line. The current 14 articulated cars are usually operated in two-car trains, with an average weekday ridership of 18,000 compared with 12,000 predicted before the opening of the line. Its carrying capacity was well-tested during Klondike Days and the XI Commonwealth Games in July and August 1978; the highest daily ridership was achieved when 69,000 people were carried to Games events by 14 railcars!

(ETS Press Release)

CP RAIL ESTIMATES FLOOD DAMAGE IN MANITOBA AND SASKATCHEWAN WILL soar to half a million dollars. The line from Winnipeg to the U.S. Boarder at Emerson, Man. was out of service for two weeks, with a mile and a half of track and two bridges completely submerged. Some traffic was re-routed via North Portal, Sask., however the Portal Sub. suffered flooding at Roche Percee and had to be closed for a few days.

(CP Rail News)

CN HAVE SET UP A NEWFOUNDLAND DIVISION, TO DEVELOP A FIVE-YEAR plan covering marketing strategies, operational changes and capital requirements. In conjunction with government, business and labor, a joint advisory council will be established.

(Financial Post)

THE ERA OF THE RAILROAD FEEFER CAR HAS APPARENTLY ENDED IN MAINE. Only a few cars of the BAR's fleet of 1,500 now remain.

(The 470)

DON'T EXPECT NEWS REPORTS TO BE FINAL! IN JANUARY CANADIAN RAIL we reported the sale of nine PCC cars back to Cleveland by the Toronto Transportation Commission. However, the Montreal "Star" now reports that the cars have been taken out of service as they are so rusty. Toronto kept 40 of the same model and continues to use them. Angry Cleveland officials say the 33-year old cars may be beyond repair. Cleveland transit had intended to use the cars until they received new ones from Italy, but the latter are not expected to arrive for another two years.

Members of the Alberta Pioneer Railway Association and the Edmonton Branch of the C.R.M.A. have been busy in recent years at their new museum site in Edmonton, Alberta. Paul McGee sent along this photo of APRA No. 1392, a 1913 product of Montreal Locomotive Works under steam on the museum operating track. 1392 is classed as a H-6-g and bore builders number 52649. Our thanks to Paul McGee for the photo and to 'CANADIAN NATIONAL STEAM POWER' for the caption info.



