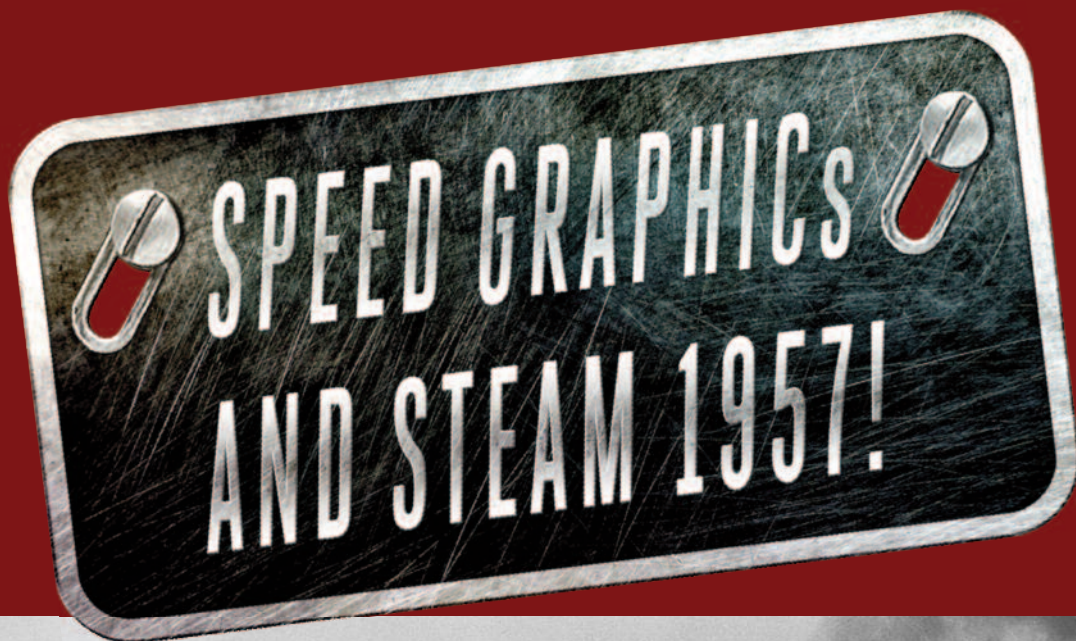




*Ian
Wilson*

PROMOTIONAL SAMPLE—NOT FOR SALE



Rehor, Wood & Harwood photograph the branchlines of Ontario

Speed Graphics and Steam 1957!

Are you ready for the trip of a lifetime? Through these pages you will travel back to 1957 in Ontario, Canada—where elm trees, country roads and Ten Wheelers are dime-a-dozen. Your photographers are John Rehor, Don Wood and Herb Harwood—armed with the famous Speed Graphic camera. They capture images of CNR and CPR Ten Wheelers and Moguls trundling mixed trains along branchlines; Northerns, Hudsons, Pacifics and a Jubilee on passenger trains; stations surrounded by manicured lawns and gardens; the bustle of mail and express wagons as trains connect at junction platforms; the tranquillity of branchline train travel behind steam in a soon-to-vanish era. Whereas Rehor, Wood and Harwood travel hundreds of miles on their safaris, you need only turn the 192 pages of *Speed Graphics and Steam 1957!* This book is your personal photo journey, a collection of 300 images conveying an experience of a now-gone era in railway history. The steam locomotives, trains, stations, roundhouses and even the lines themselves are unrecoverable now except through these pages. The past lives on in *Speed Graphics and Steam 1957!* It's a place you will linger and revisit. Set your personal copy down in a handy spot—time after time, you'll want to grab it and settle back to escape to the steam railway branchlines of Ontario in 1957. Every time thereafter, you'll say "I feel as if I've been there."

Dear reader,

We asked our printer to produce extra copies of the first "signature"—16 pages—of the hardcover SPEED GRAPHICS AND STEAM 1957! The sample you hold in your hands has come off the same press run as the actual book.

Go ahead, start reading. Immerse yourself in this tale of chasing steam locomotives on the branchlines and secondary mainlines of southern Ontario in the summer of 1957.

We trust you'll enjoy the photographic reproduction of images exposed by professional cameras. For that, we've spared no expense on the 80 lb. gloss text stock you page through.

Of course, we owe a word of thanks to the reader who passed this sample on to you at our request. He's already a satisfied owner of a signed copy of SPEED GRAPHICS AND STEAM 1957! We believe that our devoted readers—those who have purchased our books for upwards of 20 years—know best who else would appreciate owning a copy of a limited-edition hardcover on Canadian steam locomotives.

Do us and one of your steam railfan (or classic photography) friends a favour, would you please? When you've received your personal copy of SPEED GRAPHICS AND STEAM 1957! kindly relay this sample to someone else who would appreciate the chance to peruse a portion of this limited-edition hardcover as you have.

Sincerely,

Ian Wilson

IanWilsonAuthor.com

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*Speed Graphics and Steam 1957!***

Speed Graphics and Steam 1957!

Rehor, Wood & Harwood photograph the branchlines of Ontario



Harrison, July 23, 1957—Don Wood photo, Railroad Museum of Pennsylvania

Ian Wilson

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Typesetting, design and illustrations by the author

Published in Canada

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Owen Sound, July 24, 1957 — John Rehor photo, Robert Michalka collection

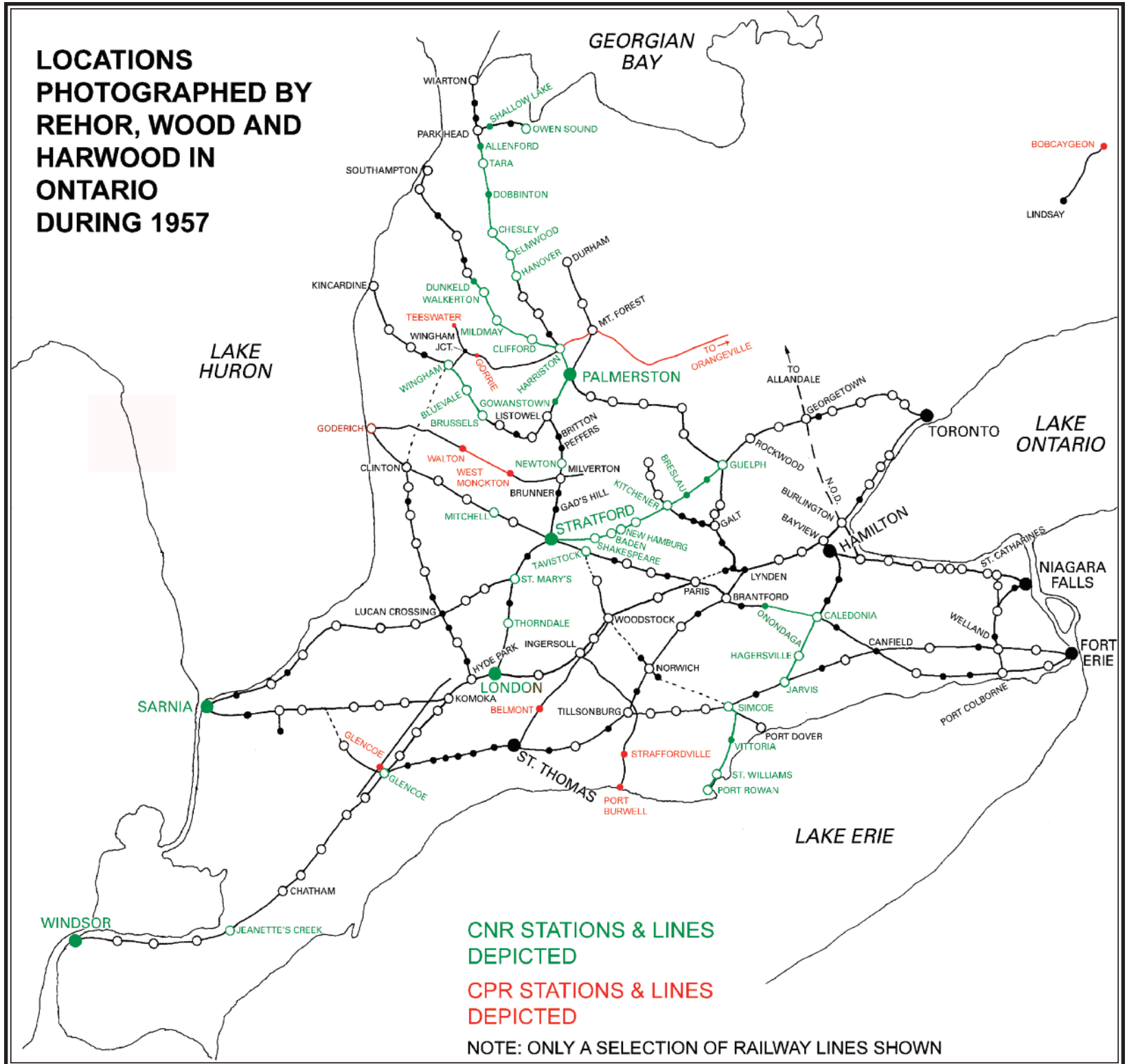
ISBN 978-1-927050-08-8

*Dedicated to my friend Herb Harwood; my late friend Don Wood;
and the late John Rehor, a man I wish I'd known*



Teeswater, July 23, 1957—Don Wood photo, Railroad Museum of Pennsylvania

**LOCATIONS
PHOTOGRAPHED BY
REHOR, WOOD AND
HARWOOD IN
ONTARIO
DURING 1957**



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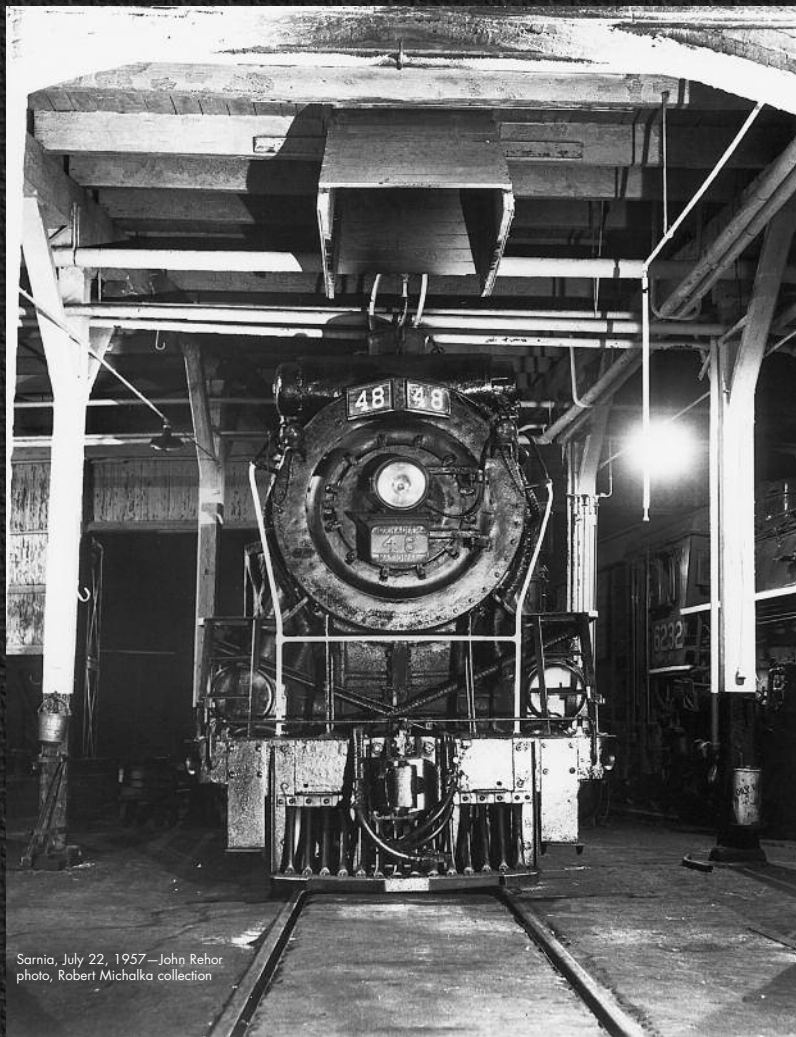
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Once Upon a Summer...



Sarnia, July 22, 1957—John Rehor photo, Robert Michalka collection

CAN YOU IMAGINE COMBINING THE unsurpassed excellence of the Speed Graphic camera with steam locomotives in the idyllic setting of Ontario, Canada in 1957?

For the North American steam enthusiast of generations ago, the year 1957 rested on the precipice of a dark age. Not a decade earlier, railways had been accepting new steam power. The diesel, in the guise of switch engines and cab units, had confined its conquests to yards and hotshot freights. Then came the general-purpose road switcher and rail diesel cars—and suddenly every locomotive with a firebox was fair game. By 1957, the slaughter of steam was all but complete.

That is, except in one place—Canada. As late as 1957, Canadian railways still entrusted more than half their locomotive assignments to steam. In the centre of the Dominion, within easy reach of railfans from the northeastern United States, the province of Ontario was honeycombed with branchlines, some which had never been contaminated by a whiff of diesel exhaust.



Guelph, July 23, 1957—Don Wood photo, Railroad Museum of Pennsylvania



Baden, July 23, 1957—John Rehor photo, author's collection

Dunkeld, July 23, 1957—John Rehor photo, Keith Hopkin collection



Hanover, July 23, 1957—John Rehor photo, Keith Hopkin collection



In early July 1957, three American photographers stood poised to make landmark trips to Ontario. They were Herb Harwood and John Rehor, of Cleveland, and Don Wood, of Matawan, New Jersey. All three, young men in their twenties, were destined to become renowned authors and photographers in the railroad press. This book is the permanent and definitive chronicle of their safaris to Ontario in 1957.

Tara, July 23, 1957—Don Wood photo, author's collection



Owen Sound, July 23, 1957—John Rehor photo, Keith Hopkin collection



Gorrie, July 24, 1957—John Rehor photo, Keith Hopkin collection



Rehor, Wood and Harwood were aware of how desperate the situation was for steam in Ontario during 1957, appearances to the contrary. They'd apprised themselves of imminent branchline train abandonments only weeks off. Pooling knowledge among themselves and with others in the steam railfan fraternity, they laid plans to visit Ontario in the summer of 1957 and document, on film, every live steam locomotive they could find on branchlines and secondary mainlines.

The year 1957 was decades before the GPS, mobile phone, Internet and radio scanner. If a railfan wanted to know the whereabouts of a locomotive or train, he consulted a printed time table, looked at signals or train order boards, or interacted with the railway men around him—station agents, section men, dispatchers.

The year 1957 was certainly not the era of digital “spray and pray” photography, either. Rehor, Wood and Harwood had to change film holders every couple of shots, cock shutters, manually adjust focus and apertures. They had to anticipate action and take the one perfect picture without the convenience of looking through the lens—and then wait a week or more to see how it turned out. On their safaris to Ontario in 1957, Rehor, Wood and Harwood had to get it right. The work portrayed in these pages—300 times over—ascertains that they did.

Our photographers packed Speed Graphics—the most famous press camera of the 20th century—on their Ontario safaris. Perfected in 1947, the Speed Graphic was built for the rigours Rehor, Wood and Harwood put it through—stopping whirring drive wheels, rods and valve gear; capturing billows of smoke and steam before they diffused in the atmosphere; etching a plethora of lineside details alongside railway rights-of-way in sharp clarity for future scrutinizing eyes.

Don Wood typically took two shots of a train—approaching and going away. John Rehor



Gorrie, July 24, 1957—John Rehor photo, Keith Hopkin collection



Stratford, July 24, 1957—John Rehor photo, Keith Hopkin collection

often chose a single exposure combining the train with a station, water tank, bridge or other scenic element. This was a departure from the “roster shot” emulated by railroad photographers mid-century. Herb Harwood framed the locomotive in its habitat—you’ll spot a new detail every time you examine his portraits. *Speed Graphics and Steam 1957!* offers you a superior pictorial of steam locomotives and branchline trains against a railway landscape of the 1950s, the likes of which you’ll find nowhere else.

If you experienced the milieu of 1957, these pages will help you reminisce. If not, the events depicted herein are illusions—you may not have been born, much less stood trackside, in 1957. For you, then, *Speed Graphics and Steam 1957!* is your portal to the past. It is your personal selection of images framed by three talented and astute photographers, combined with a narrative crafted to showcase their efforts in a lasting tribute.

Climb aboard. Our photographers and story throughout these pages will transport you to the summer of 1957. You’ll be continually on the go, always chasing smoke on the horizon. Pause to dwell on every spread, though, before moving on. This is the trip of a lifetime for you, the steam locomotive fan—one you’d take in a heartbeat were it offered today. Here it is, then. When you turn this page, you’ll be trackside in Ontario in the year 1957.



Glencoe, July 25, 1957—John Rehor photo, Robert Michalka collection



Caledonia, September 21, 1957—John Rehor photo, author’s collection

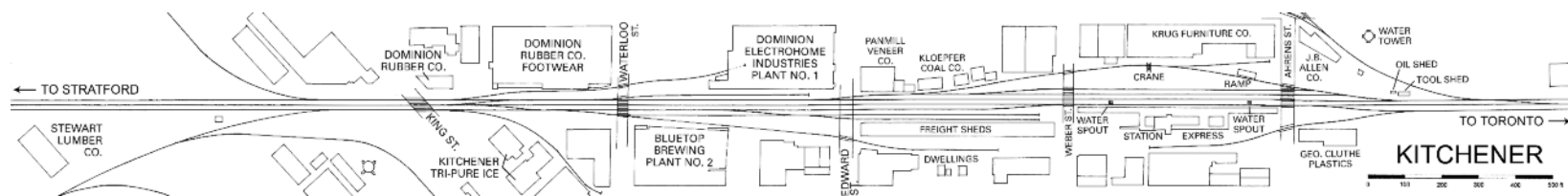


John Rehor photo,
Keith Hopkin collection

July 6, 1957

OUR STORY BEGINS AT KITCHENER ON A SATURDAY MORNING. JOHN REHOR is en route, by automobile, to the cottage country of the Kawartha Lakes, east and north of Toronto. His aunts and uncles have spent summer vacations at Bobcaygeon for going on twenty years now. They took him there in 1944—and he fell in love with the place. On this 1957 trip with his wife and sons, John has packed a Speed Graphic camera—on the off chance that the Canadian Pacific is still using some of their tiny Ten Wheelers on the Bobcaygeon Subdivision that he remembers from his boyhood.

John and his family overnighted at a motel between Shakespeare and Baden, not far to the west of Kitchener. Early this morning, he'd stepped out in a characteristic Ontario summer—



clear, dry, atmospheric. Immediately, he'd encountered a Pacific wheeling three-car passenger train 28 in the vale below the motel. He's now hooked on the lure of Canadian steam power, and will return for a comprehensive taste of it in two weeks with friend Don Wood.

Traversing southwestern Ontario on Highway 7, John Rehor encounters Canadian National Railways yard engine 7411, assigned with her crew to the east yard job at Kitchener. That shift started at 9:30 a.m. Standard Time (8:30 a.m. Daylight Savings Time), which governs railway operations. We're at the Edward Street crossing (a year from now, Edward Street will be renamed Duke Street), a block west of the station, on the Brampton Subdivision.

Engine and crew have been setting up merchandise cars on the two freight shed tracks, and lining up lifts of cars for eastward and westward short hauls between Toronto and Stratford. Being a Saturday, the work is lighter today, and the crew has time to pose for a picture. The Dominion Electrohome Industries plant looms in the background.

Engine 7411, along with other yard and way freight power at Kitchener, is outposted here from the Stratford roundhouse. In early October, some three months from now, the CNR will remove the locomotive from active service. That won't be the end of her, just yet, though. The Stratford roundhouse will use the engine for de-icing of refrigerator cars at the home terminal, by way of a steam pipe, for half a year. That lease on life will end six months later. By this time next year, she'll be awaiting the scrapper's torch at the London reclamation yard, to which she'll succumb on August 22, 1958.

On this glorious morning, however, engine 7411 sports a rebuilt tender.



John Rehor photo,
author's collection



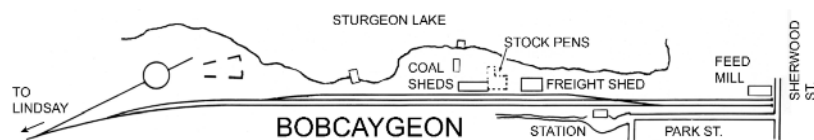
John Rehor photo,
Keith Hopkin collection

From Kitchener to Bobcaygeon is 165 miles of two-lane driving along Highway 7, then around the sharp curves of Highway 36. Having an early start, we arrive at our destination with John Rehor midday. The temperature is perfect, the skies clear, the breeze refreshing.

It's been 13 years since our host encountered those small Canadian Pacific Ten Wheelers on the mixed train. We're bracing for disappointment as we navigate miles of open country and crossroads to the village of Bobcaygeon. Down by the water, along Park Street, we seek out the CPR station. Is it too late to see steam power on the branchline?

No, it's not too late, for there she is at the station—Ten Wheeler 434 with mixed train 606. The agent is loading express packages onto the combination car, the red finish of which complements the station colour. It's just before 2:00 p.m. by the railway clock.

We've arrived in time to catch the mixed before it leaves—and none too soon to witness its passage into history. The CPR has announced a host of mixed train abandonments, including trains 605-606 between Havelock and Bobcaygeon. This accommodation will die October 26. If Rehor had left it another year, he would at best have seen a way freight.





John Rehor photo,
Exporail, Al Paterson Fonds

July 10, 1957

FOUR DAYS LATER, IN THE MIDST OF HIS COTTAGE STAY, JOHN REHOR catches engine 484 leaving Bobcaygeon with mixed train 606. This is the other Ten Wheeler assigned to the Bobcaygeon trains. It's just past 2:00 p.m., Standard Time. To the left is the lead to the turntable, which railwaymen spin by hand to reverse the direction of their locomotive.

The Bobcaygeon station agent and his wife rarely take vacation time, but they own a cottage near Coboconk where they often stay in the summer. Sometimes, railway passengers find a note on the waiting room door saying, "At cottage. Back at train time."

Canadian Pacific 484, a 1914 product of the railway's Angus Shops, is barely a year from the scrapper's torch. Some four years from now, the CPR will abandon the Bobcaygeon Subdivision from Lindsay. It's a relatively young railway line, having only been constructed under the auspices of the Lindsay, Bobcaygeon & Pontypool in 1904. On the scale of human history, it and the tiny Ten Wheelers will have been here for the blink of an eye.



John Rehor photo,
Keith Hopkin collection

July 12, 1957

IT'S NOW THE END OF JOHN REHOR'S COTTAGE STAY, AND WE'RE STANDING on the shore of Sturgeon Lake. Ten Wheeler 484 and inbound mixed train 605 are crossing a section of the Otonabee River. The watercourse, half a mile short of Bobcaygeon station, joins Sturgeon and Pigeon Lakes. Back in Rehor's youth, the steel span, now fixed in place, had been a swing bridge. There is a Pennsylvania Railroad boxcar behind the locomotive serving as today's "way car". The man riding the Nickel Plate Road gondola in front of the combination car is a brakeman.

We head to the station, where the train sets off the PRR boxcar and the gondola on the freight shed track, and leaves the passenger car at the station for handling express. After reversing their engine on the turntable, the enginemen enjoy their lunch by the shore. As the 2:00 p.m. departure time for mixed train 606 nears, the locomotive and crew build their train on the combination car. For the return trip, there is a Canadian Pacific boxcar from the freight shed now serving as the way car. The empty NKP gondola will head back as well, having been conveniently lifted from a siding on the inbound run.

As the hour of departure approaches, the conductor calls "All aboard". Puffs of steam rise from engine 484 as her whistle sounds two melodic wails. Smoke billows from the stack, blocking the sun's rays. Mixed train 606 begins moving, gathering speed. The locomotive



swivels from side to side with every revolution of her drive wheels as heat waves ripple from the rails. A wave from the fireman, two farewell blasts on the whistle as the engine passes.

Steam locomotives, photogenic countryside, railway stations and gardens bordered by white-washed stones—this and more will bring John Rehor back to Ontario, with Don Wood.

John Rehor photo,
author's collection



John Rehor photo,
Keith Hopkin collection

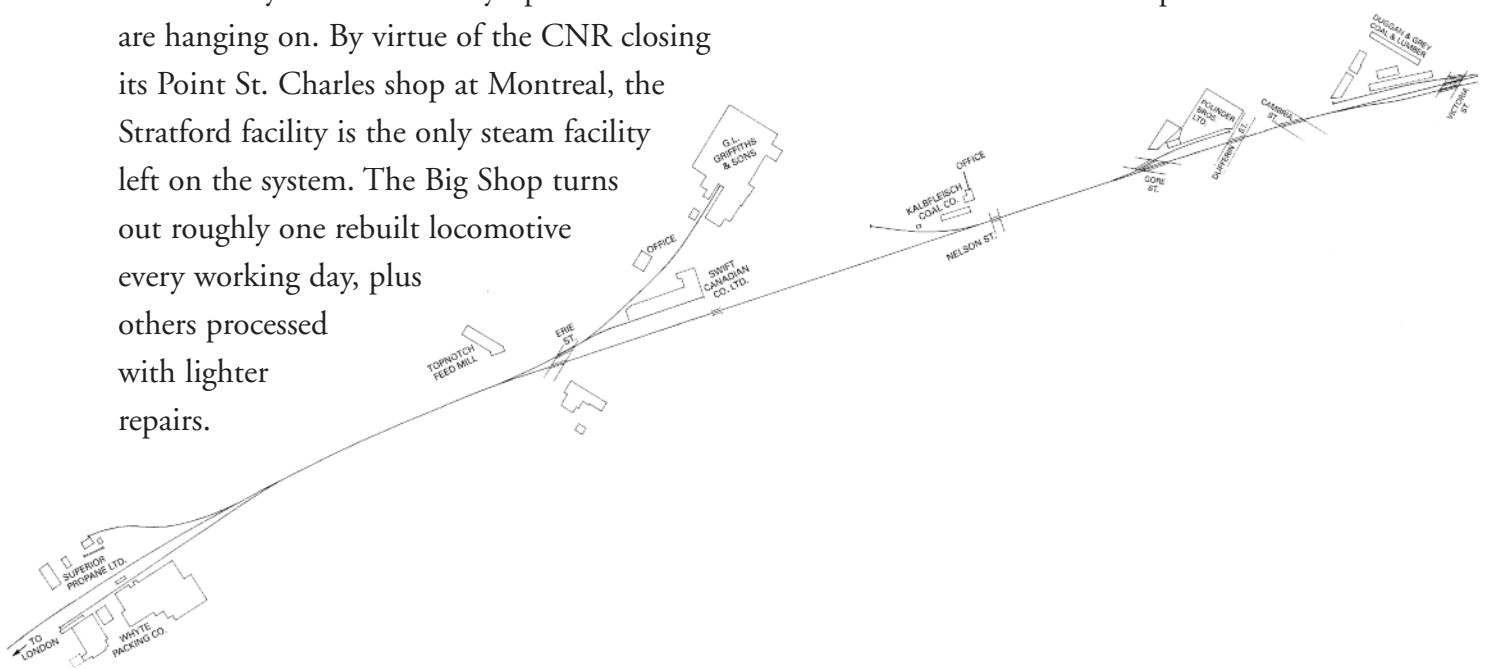
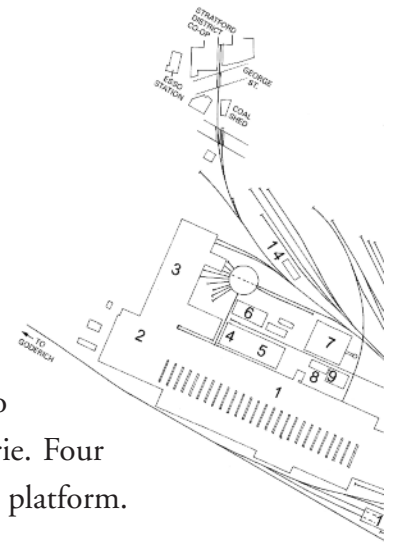


July 6, 1957

WHILE JOHN REHOR BREAKS UP HIS BOBCAYGEON VISIT with trips to the CPR station, friend Herb Harwood is at Stratford. On this Saturday, the temperature will reach 75 degrees, with no rain in sight.

From this division point, secondary mainlines and branchlines radiate to London, Sarnia (via St. Marys Junction), Palmerston, Toronto and Fort Erie. Four times a day, six days a week, passenger trains connect at the Stratford station platform. The first of those are with morning northbound and eastbound trains.

Everything is going right for the Festival City, as it's been rebranded since 1953. The old ways—steam railway operations and overhauls at the Motive Power Shop—are hanging on. By virtue of the CNR closing its Point St. Charles shop at Montreal, the Stratford facility is the only steam facility left on the system. The Big Shop turns out roughly one rebuilt locomotive every working day, plus others processed with lighter repairs.



We'll admit that was cruel.

Leaving you hanging, just as we were starting to explore Stratford on July 6, 1957 with Herb Harwood. And half a map, no less! Of course, you'll see the whole Stratford map—and the rest of SPEED GRAPHICS AND STEAM 1957! once you get a copy into your hands.

You can see from the Table of Contents what comes next—more Stratford, then Palmerston and CNR branchlines. The Canadian Pacific's Teeswater Subdivision. Mainline action too, on both railways. The CNR backshop at Stratford. And much more.

The biggest adversary for the railfan of 1957 was Time, which would take away the steam locomotives, trains, railway lines—even the entire milieu of the era.

Time is your adversary now, too. That's because we won't be able to supply you with a personal copy of SPEED GRAPHICS AND STEAM 1957! when our print run has been exhausted.

Let's face it—you can't go back to 1957 in real life. But SPEED GRAPHICS AND STEAM 1957! is your direct link to the long-gone events depicted in its 192 pages.

As you browse this sample, SPEED GRAPHICS AND STEAM 1957! may already have sold out, diffused into the atmosphere like the smoke and steam in the images it contains. What if your chance to own a copy is already gone?

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*Speed Graphics and Steam 1957!***

The engineer looks over Canadian Pacific Ten Wheeler 1004 while the station agent handles express at Harriston on July 23, 1957.

—John Rehor photo, Keith Hopkin collection

About the author



This is Ian Wilson's 14th book since he began his self-publishing career with *Steam at Allandale* in 1998. A homeschooling dad, he lives with his wife Mary-Jo and sons Spencer and Duncan in Orillia, Ontario. Ian grew up in nearby Barrie and stoked his fascination for Ontario's pre-1960 steam railway era through boyhood encounters with CNR excursion engines 6167 and 6218. He graduated from Queen's University with a degree in civil engineering in 1984. In recent years, Ian and his family have enjoyed trips to the Czech Republic, Germany, England, Scotland and Wales—and an epic journey westward along Route 66. Every day, Ian hikes in the woods with his sons, searching for the elusive pileated woodpecker. For more information on Ian's books, please visit IanWilsonAuthor.com.

While the station agent looks on from the platform, CNR Mogul 86 arrives at Tara with the southbound way freight from Owen Sound on July 24, 1957.

—Don Wood photo, author's collection



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