

The Reading Railroad: History of a Coal Age Empire, Volume 1, by James I. Holton. Garrigues House (P.O. Box 400, Laury's Station, Pa. 18059), 1989. 356 pp. \$57.00 plus \$1.00 postage

The Reading (known as the Philadelphia & Reading through the nineteenth century) was a pioneer among railroads and played an important role in the industrialization of the United States. The Company was much more than just a railroad; its enterprises included coal mining and iron making, transportation systems of canals, railroads, and ships, and construction of locomotives, railroad cars, and ships. The link of the railroad to the anthracite coal industry was one of the reasons for its success and ultimate failure.

This book is the first of two on the history of the Reading. In this volume, James Holton chronicles the history of the Company from its inception in 1833 until 1900; the second volume, due in 1990, will cover the Reading from 1900 until the demise of the railroad.

The book is not merely an historical narrative. The author intersperses the history of the Reading (odd numbered chapters) with discussions of specialized topics (even numbered chapters). Specialized topics covered are: the founders of the Company; the canal; the "Mollie Maguires" and the ethnic and social upheavals of the 1870s; the story of locomotive #412 and its role in marketing coal in Europe; and short histories of the myriad of companies that eventually became the Reading. This arrangement provides the reader with a history of the road and discussions on some of the social and economic issues that helped shape the development of the Reading.

Holton spends much time discussing the expansions of the Reading under the administrations of Franklin B. Gowen and Archibald A. McLeod. Under Gowen's administration, the Reading expanded to New York harbor and acquired vast acreages of coal fields. McLeod was able to further expand the Reading into New England through leases of the Lehigh Valley and

Central New England railroads and control of the Poughkeepsie Bridge and Boston & Maine Railroad. These expansions resulted in bankruptcies and a reorganized, smaller Reading.

The text reads smoothly and errors are few. The book is well documented with photographs and other illustrations including paintings by the author, maps, excerpts from timetables, and patent drawings. Three appendices cover the chronology of the Reading, those inventions and applications that happened first on the Reading (according the Company and its aficionados), and a list of stations. The text is generally not footnoted; however, the author does provide a list of sources at the end. The book is a must for Reading historians and fans.

William F. Laudenslayer, Jr.

Grass Valley, California

New Mexico's Railroads: A Historical Survey, Revised Edition, by David F.

Myrick. University of New Mexico Press (Albuquerque, N. Mex.

87131), 1990. 6x9" 276 pp. \$16.95 softbound

New Mexico's Railroads is an updated historical survey of the railroads of New Mexico. Included are chapters on the major common carriers [AT&SF, SP, D&RGW, C&S, CRI&P, and the T-NM], coal railroads [e.g., SL, RM&P, Gallup coal spurs, etc.], mining railroads [e.g., the Santa Rita and Pinos Altos], logging railroads [e.g., Zuni Mountain RR and Hallack & Howard Lumber Co.], streetcars in Las Vegas and Albuquerque, and El Paso and Juarez. Information in each chapter includes important events and interesting anecdotes about people and places.

The revised version has substantially more pages than the original [published in 1970]; however, the type size is larger and the amount of additional material is less than expected. New topics include Tucumcari, N.M., Star Lake Railroad Co., Baca Coal Spur, Escalante Western Ry, Navajo Mine RR, and the Very Large Array. There are a few more photographs than in the original and some of the original images have been replaced with others or have been cropped differently to show a slightly different view. Approximately twice as many maps are in the new version.

The text reads smoothly and photographs often are keyed to the text. Photograph captions generally describe the image in reasonable detail. Photographic reproduction is acceptable but generally not very crisp. Citations documenting sources of information are not included. The index is relatively extensive.

The revised edition of New Mexico's Railroads provides a general overview but is certainly not an exhaustive treatment. The book is valuable especially for those who have not seen the first edition.

William F. Laudenslayer, Jr.

Grass Valley, California

The Reading Railroad: History of a Coal Age Empire. Volume 2: The Twentieth Century, by James I. Holton. Garrigues House (P.O. Box 400, Laurys Station, Pa. 18059), 1992. 8 1/2x10 1/2" 440 pp. \$68.00.

This volume is the second on the history of the Reading Railroad and covers the history of the road from the awakening of the Twentieth Century to its demise and incorporation into the Consolidated Rail Corporation (Conrail) in March, 1976. The book is not merely an historical narrative. As in the first volume, the author intersperses the history of the Reading with discussions of specialized topics including the Philadelphia & Reading Coal & Iron Company, The Reading Shops, a brief summary of the history of the Central Railroad of New Jersey, and short treatments on a number of memorable Reading structures. This arrangement provides the reader with a history of the road as well as some details about associated companies and the decline in the anthracite coal industry, the lifeblood of the Reading.

The text reads smoothly and errors are few. The book is well documented with photographs and other illustrations including paintings by the author, maps, excerpts from timetables, and other vintage Reading illustrations. The book includes two appendices; one a chronology of important events of the twentieth century and the other a list of the various control points and stations at about 1950. The text is generally not footnoted; however, the author does provide a bibliography at the end.

The book provides an excellent account of the later history of the Reading as well as a superb collection of information and photographs of Reading equipment and facilities, and should be strongly considered for purchase by Reading historians and fans.

William F. Laudenslayer, Jr.

Fresno, California

Reading Diesels — Volume 1: The First Generation, by Dale W. Woodland. Garrigues House, Publishers (P.O. Box 400, Laury's Station, Pa. 18059), 1991. 8-1/2x11" 168 pp. \$55.00 plus + \$1.00 postage [Pa. residents add tax]

Reading Diesels — Volume 1: The First Generation is the first of two volumes to document the history of diesel locomotives on the Reading. The Reading's first generation diesel fleet included units from a variety of builders [Alco/General Electric/Ingersoll-Rand, Alco, Baldwin, Electro-Motive, and Fairbanks-Morse] and its earliest diesels date from 1926 and 1928.

The book begins with a brief introduction documenting the break between first and second generation diesels [1960-62] and setting its objective: "It is the author's intent to make these two books the most complete works on Reading diesels yet published." The introduction is followed by chapters titled "A Brief History of the Reading Railroad," "Operations 1945-1961," and "Dieselization," and chapters on the various locomotives operated. Information on specific units and types of units is organized first by builder and then by the particular class number assigned the locomotives by the Reading.

The chapter on operations discusses the businesses served, the geographic scale of the Reading's operations, and basic traffic patterns, all of which contributed to the composition of the diesel fleet operated. The section on dieselization summarizes the installation of diesels and reports the reasons for dieselizing the switching operations.

Chapters on the types of diesels operated include information on time of acquisition and ultimate disposition, fuel costs and repairs, train and geographic assignments, changes in appearance, and many photographs of equipment in operation and after their career on the Reading.

The text is quite readable and contains few errors. Reproduction of the color photographs is excellent. The volume is a welcome addition to the literature on Reading power.

William F. Laudenslayer, Jr.

Grass Valley, California

Central Arizona Railroad and the Railroads of Arizona's Timber Region, by Thomas Schuppert. Golden West Books (P.O. Box 80250, San Marino, California 91118-8250), 1993, 8 1/2 x 11", 101 pp. \$37.95.

Central Arizona Railroad and the Railroads of Arizona's Timber Region is a history of the railroads and lumber companies associated with the area around Flagstaff, Arizona; the Central Arizona Railroad, the Arizona Lumber Company, the predecessors and successors of each company, and their competitors. The book begins with a brief overview of railroad development in the southwestern United States (three pages of text) followed by the early history of Flagstaff, and the initiation of the lumber industry in the ponderosa pine forests of the Coconino Plateau. These sections are followed by the rather short history of the railroad's precursor, the Arizona Mineral Belt Railroad, the incorporation of the railroad into the operations of the Arizona Lumber Company, the development of the logging railroad network and the growth of the Arizona Lumber Company, and the eventual demise of the Central Arizona Railroad following nearly 80 years of operation. An additional chapter briefly covers the other railroads and lumber companies in the area and the final chapter is devoted to the attempts to link the Grand Canyon to the Santa Fe main line including the Grand Canyon Railroad. The book covers a lot of ground in 100+ pages and has many period photographs especially of the lumbering operations. The photographs are generally well reproduced. Photos and captions are not generally tied to the text and the information in the text is not supported with citations (there is, however, a bibliography). Additional maps would be helpful. The book should be of value to those interested in histories of logging railroads, timber harvest methods, and the history of the area around Flagstaff, Arizona.

William F. Laudenslayer, Jr.

Fresno, California

Transforming the Appalachian Countryside: Railroads, Deforestation, and Social Change in West Virginia, 1880-1920, by Ronald L. Lewis, University of North Carolina Press (P.O. Box 2288, Chapel Hill, NC 27515-2288), 1998, 348 pp., \$49.95; 18.95 paperbound.

Transforming the Appalachian Countryside is a study of the interactions of industrialization, resource depletion, economics, and responses of human social institutions to those changes in the forty-year period between 1880 and 1920 — a period of rapid change throughout the industrializing world. The book is divided into 10 chapters: 1. The Virgin Forest and the Backcounty Economy; 2. The Touch of Capital: Railroads, Timber, and Economic Development of the Backcounties; 3. Land, Capital, and Timber Operations at the Periphery; 4. Making Capital Secure: Law and the Industrial Transformation of West Virginia; 5. Workers in the Woods; 6. Ethnicity, Exploitation, and Social Conflict; 7. Connecting the Periphery: Commercialization of the Countryside; 8. "New Men" versus "Old Men": Political Economy and the County Seat Wars; 9. The Market Revolution and the Decline of Agriculture; and 10. If Trees Could Cuss: Environmental Destruction and the Beginnings of Restoration. Chapters probably of greatest interest to members of the R&LHS are Chapters Two — railroads and the forest resource (34 pp, 2 maps); Three — timber operations (21pp, 3 tables and figures, and 4 photographs); and Five — logging activities(32 pp, 2 tables, 11 photographs). However, chapter 8 on the county seat wars was one of the most interesting to this reader. The chapters are well-written overviews of each of the topics through time. Each chapter could become a book if the material summarized was developed to fully explore the topic. Chapters also include discussions of the causes of those changes and occasional vignettes that illustrate important details of the discussion. Chapters are arranged and written to flow together well. For a book of this complexity, it reads well, important points are clearly made, and the author generally does not judge past actions with the ethics of today. The book well documented; nearly 50 of the pages are devoted to citations supporting information in the text. Specific information is provided in maps

(4), tables (16), and graphs (2). Photographs are relatively uncommon (32 for the entire book) and are included sometimes to illustrate a point in the text and at other times to provide context to the discussion. The book is of rather small format so the photographs are often not large enough to do them justice — they are at most 1/2 page. I strongly recommend this book to those interested learning more about a developing economy based on the lumber industry and railroad transport.

William F. Laudenslayer, Jr.

Fresno, California

way, S. Davies Warfield's niece was Wallis Warfield Simpson, later the Duchess of Windsor.)

*Robert H. Hanson, Loganville, Georgia*

***West Virginia Narrow Gauge: Mann's Creek Railway*, by Rod Lane and Ted Schnepf. TLC Publishing (1387 Winding Creek Lane, Lynchburg, VA 24503), 1999. 208 pp. \$29.95 hardbound plus \$4.00 postage.**

Mann's Creek was a short but long-lived railroad deep in the New River Gorge of West Virginia. The book is a thorough study of the railroad, including the reasons leading to its construction, development, and decline as well as the social implications of the road and the extraction of natural resources that underwrote its existence. Its history is covered in 11 chapters. The first records its rationale—serving coal mines and transporting coal to coking ovens for transit over the Chesapeake & Ohio to the Longdale Iron Co.'s furnace near Clifton Forge, Virginia. Chapter 2 discusses the difficulties in constructing the railroad in such steep terrain. Chapters 3 and 4 cover the termini of the railroad—Cliff Top and its coal mines, and Sewell with the C&O interchange and coke ovens. Chapter 5 describes coal mining and coking processes. Chapters 6 through 9 discuss the changes in ownership and commodities carried, and changes in the mines and towns served by the line. Chapters 10 and 11 more closely scrutinize the equipment and right of way as well as the fate of the towns and railroad structures following scrapping.

The book features many maps of the rail lines, coal mines, and logging spurs. Photographs and scale drawings of many structures and rolling stock, sometimes several views depicting changes over time, abound and are generally of excellent quality. This book is an excellent treatment of a relatively obscure but critical transportation link for the companies who owned it and the communities it served. I highly recommend it to those interested in mining and logging railroading as well as those curious about the larger role of rail transport in the economy of a developing nation.

*William F. Laudenslayer, Jr., Fresno, California*

***Rio Grande Secret Places Volume Two: Ruby Canyon and the Desert*, by R. C. Farewell. Colorado Railroad Museum (P.O. Box 10, Golden, CO 80402), 1999. 206 pages. \$49.95 hardbound plus \$3.75 postage.**

Appropriately titled, this informative volume brings colorful railroading over a portion of the former Denver & Rio Grande Western between Grand Junction, Colorado, and Helper, Utah, to the armchair traveler, with emphasis