



Thomas Coltrin Keefer, the First President of the original CSCE was born on November 4, 1821. Fittingly, the CSCE's first National Historic Civil Engineering Site is the original Pump House which is all that remains of the first Waterworks for the City of Hamilton, Ontario, designed by Keefer and commissioned in 1859.

The Hamilton Museum of Steam and Technology, which is housed in this Pump House, commemorates Keefer's birthday on November 4th of each year as "Keefer Day". For the November 2007 event, the CSCE National History Committee joined with the museum in adding CSCE National Historic Sites display panels to the museum's own Keefer exhibit.

As "Keefer Day" is always "Open House", with free public admission to the museum, the event provides an excellent opportunity to help the general public to better understand the work of Civil Engineers and also to appreciate a part of the rich history of the profession. ■



Thomas Coltrin Keefer, le premier président de la première Société générale de génie civil, est né le 4 novembre 1821. C'est donc à juste titre que le premier lieu historique du génie civil homologué par la SCGC ait été la toute première station de pompage de l'aqueduc de la ville de Hamilton, conçu par Keefer et mis en service en 1859.

Le musée de la technologie de Hamilton, qui est logé dans cette station de pompage, commémore l'anniversaire de naissance de Keefer en organisant, le 4 novembre de chaque année, la « journée Keefer ». En 2007, le comité des affaires historiques s'est joint au musée et y a ajouté des éléments d'exposition.

Comme la « journée Keefer » est toujours marquée par l'entrée gratuite au musée, cette activité constitue une excellente occasion d'aider le public à mieux comprendre le travail de l'ingénieur civil et à apprécier la riche histoire de la profession. ■

BOOK REVIEW

***Narrow Gauge Through the Bush
Ontario's Toronto Grey & Bruce and Toronto & Nipissing Railways***

By Rod Clarke
Published in Canada by Rod Clarke and Ralph Beaumont
ISBN 978-0-9784406-0-2

Canada is the only country in the world whose very existence depended on the successful completion of two major railway projects. Although these two major railways, the Canadian Pacific Railway and the Intercolonial railway helped to form Canada and to unite its widely spread Provinces, it was smaller railways that were essential in opening up the individual Provinces to settlement and development. Two of the most important of these early railways were in the Province of Ontario, and it is these, the Toronto, Grey and Bruce Railway (TG&BR) and the Toronto and Nipissing Railway (T&NR) that are the subject of this excellent book.

The Author, Rod Clarke, is a retired engineer whose hobbies include model making of early railroad rolling stock. The painstaking work required to produce authentic models is reflected in the author's careful research and meticulous attention to historical detail in this outstanding publication. The result is a "tour de force" of railway engineering history which goes well beyond a simple history of these, the first passenger carrying Narrow Gauge Railroads in North America.

After setting the political and economic scene in Ontario in the mid 1800's, the author reviews early railway engineering history paying particular attention to narrow gauge railways. The impressive array of engineering talent that contributed to the TG&BR and the T&NR includes such famous names as Sir John Fowler, Sir Charles Fox, and the Norwegian Carl Abraham Pihl. Direct engineering design and supervision of the lines was under the control of the very experienced British engineer Edmond Wragge.

Comprehensive details are given of the design and construction of the lines. The locomotives, rolling stock and stations are described in detail. The book is splendidly illustrated with historic black and white photographs, together with a comprehensive collection of maps, charts and timetables, and it is the author, himself, who has produced the excellent line drawings and beautiful colour illustrations of locomotives and station buildings.

This large, thorough and very readable book is a "must" for all interested in Canadian Civil Engineering history.