UCRS NEWSLETTER - 1961

March, 1961 - Number 182

The Society meets on the first and third Fridays of each month. The meeting of March 17th. will be held, as usual, in Room 486 of the Toronto Union Station and will commence at 8:30 P.M. At this time another of the Society's popular auctions of railway material will be held. The auctioneer will again be Mr. Omer Lavallee, well-known to members from his previous services as auctioneer, which will long be remembered. Members are urged to bring their surplus material to the meeting where it may be turned into cash.

The first-Friday meeting of April 7th. will be held at Lansdowne Avenue and Paton Road.

PAST MEETINGS - The Society's first attempt at a meeting of more general interest, occurred on February 17th. when about 90 members and friends met in Hart House to see the feature film "The Titfield Thunderbolt" and an "added short subject" called "The Iron Mule". Both films were thoroughly enjoyed by all present, and the results amply justified the efforts involved in arranging such a meeting. Particularly admirable was the Programme Chairman's adroit management of two projectors in order to eliminate distracting delays between reels.

MISCELLANY

- Klondike Mines Railway locomotive No. 1, a 3 foot gauge diamond-stack Mogul built by Brooks in 1881, is to be placed on display at Dawson, Y.T. This engine has stood at the almost-abandoned Klondike City townsite for the past 40-odd years, since the 32-mile railway ceased operation. The engine was moved across the river ice to Dawson on February 28th. Consolidation type locomotives 2 and 3 may follow. No. 3 is Vauclain Compound with outside frames and a deckless cab. Little track and no rolling stock remain from this long-abandoned line.
- The C.N.R. is experimenting with various bright colour combinations for its rolling stock. A test train left Montreal February 12th. for Vancouver with various types of equipment painted in various types of design and colour, to test for durability and visibility. Two road diesel units have bright vermilion noses and black and white diagonal striped sides. The road-switcher has the same red nose but is otherwise black with a broad white horizontal stripe. The passenger coaches have a wide horizontal blue stripe bordered with white stripes. All have the new C.N.R. herald, which resembles either a sleeping "3" or a jagged squirt of toothpaste, according to taste.
- The C.N.R. has called a considerable number of tenders for grading, road diversions, underpasses, etc. in connection with its new hump yard north of Toronto, and its associated access trackage.
- The Board of Transport Commissioners has authorized the abandonment of the four-mile remainder of the Cumberland Railway & Coal Company between Springhill and Springhill Junction, NS. Operating expenses for the first five months of 1960 were about $45,000, and total revenue $567. The Nova Scotia government has requested the C.N.R. to take over the line, a prospect which the C.N.R. views with a total lack of enthusiasm.
- The Cornwall Street Railway Light & Power Company recently feared that it might have to sell out to Ontario Hydro because of termination of power deliveries by its supplier. The C.S.R.L.& P. Company does not generate its own power, but distributes power purchased from the St. Lawrence Power Company, and is one of the few privately-owned power distribution systems in Ontario. Power supplies have now been guaranteed for another three years and

accordingly a new franchise has been obtained from the City of Cornwall. The future of the electric freight switching railway seems assured, therefore, at least until June 30, 1963.

➢ Oshawa Railway's two standard General Electric steeple-cab trolley locomotives, 325 and 327, were shipped to a C.N.R. reclamation yard on February 10th. As a result, the remaining nine-locomotive fleet is standardized with one type of motor (Westinghouse 562) and two designs of control circuit.

➢ A large new apartment building located in the neighbourhood of the C.P.R.'s St. Luc Yard, has been named "Countess of Dufferin" after the veteran C.P.R. engine on display in Winnipeg. The venerable locomotive is featured in certain architectural features of the building.

T.T.C. NOTES

➢ Plain-clothes inspectors are being used to control transit riders who manage to evade payment of fares. The Commission estimates that it loses about $30,000 annually in this manner.

➢ The two new cars for the University Subway, mentioned in our last issue as being delivered in advance of the remainder of the order, will be given operating tests in the Yonge Street subway before final construction begins on the rest of the cars. Delivery is hoped for by November, 1961.

➢ W. E. P. Duncan, formerly General Manager of the system and more recently in charge of subway construction, will retire at the end of March, but will remain in a consultative capacity.

SUBWAY NOTES FROM ELSEWHERE

➢ A novel method of construction is being used in Rotterdam which is now constructing its first subway line. A deep trench is excavated along the line of the proposed subway, and is filled with water. Pre-fabricated concrete sections of the subway structure are then floated into position, established in their proper location, and buried.

➢ The Montreal Transportation Commission has been given power to proceed with financing and construction of its proposed subway system. Published plans show that most of the north-south line will be rock excavated tunnel north of Mount Royal Avenue, and cut-and-cover south of that point, except for a short tunnelled section adjacent to Sherbrooke Street. The east-west section will be almost all cut-and-cover except for a short tunnelled distance on Ontario Street. The concrete structure of the cut-and-cover sections will be almost identical with that of the Yonge Street line in Toronto. The tunnelled section will be of approximately the same width, but will have a semi-circular roof. Stations in tunnelled sections will have a single centre platform. Of the total distance, 20,940 feet will be tunnelled in rock, 1300 feet in earth (to get a more favourable grade at the hill on St. Denis near Sherbrooke) and 64,530 feet in cut-and-cover.

NEW RAILWAY LINES IN CANADA

It is a little difficult for residents of the settled parts of Canada to realize that, when present plans are completed, about 2000 miles of new railway line will have been built in Canada since 1953. If this fact were more generally known, it might help to dispel the false notion that rail transportation is outmoded. The Government's intention is to proceed with two major railway construction projects in northern Alberta and northwestern Quebec. The railroads are responsible today, as they were in the earlier days of the country's history, for the opening up of rich, new areas of Canada.

When the Pine Point railway to the untapped base metal fields in the Great Slave Lake district and the Mattagami line into the new mining area of Quebec are completed within a few years, Canadian Government and privately-owned railways will have added another 500 miles to the 1,500 miles of new lines tapping Canadian resources in the last decade.

The line running 400 miles through the Peace River country of northern Alberta to Pine Point, site of huge lead and zinc deposits, will be a joint effort of the Government and the Canadian Pacific Railway. The Mattagami line will run north from Amos, Quebec.

The first of the major railroads-to-resources to be opened in the last decade was the 144-mile Canadian National Railways' line from Sherridon to the nickel country at Lynn Lake, Manitoba, in 1953. The line carries nickel concentrates from the mines to the big Sherritt Gordon smelter at Fort Saskatchewan.

The following year the Quebec North Shore and Labrador Railway opened its 357-mile line running from Seven Islands, on the St. Lawrence River, northwest to the heart of the iron ore region at Scheferville.

In 1955 the C.N.R. built a 24-mile branch line from Hillsport to Manitouwadge Lake, to give freight service to a base metal area in northwestern Ontario. That same year it opened a 40-mile branch from Terrace to Kitimat, BC.

Base metals were at the end of a 23-mile C.N.R. branch from Bartibog to Tomegonops River, NB, which was opened for business in 1957. At the same time the C.N.R. completed a 31-mile branch to its Hudson Bay route, from Sipiwesk to Thompson, Manitoba, where International Nickel is unearthing fortunes in northern Manitoba Metal.

The BC Government in 1958 inaugurated service over its new 325-mile line of the Pacific Great Eastern Railway from Prince George, BC, to the new oil and gas fields at Fort St. John. Two years previously, the P.G.E. linked North Vancouver with its old terminal at Squamish, 39 miles up coast.

C.N.R. branches from St. Felicien to Chibougamau in the base metal region of northern Quebec, were opened in 1959, and another 300 miles to the 24,500-mile system of the government-owned railway.

The latest railroad-to-resources have been the C.N.R. line running 52 miles from Optic Lake to Chisel Lake, Manitoba, and two privately owed lines, Quebec Cartier Mining Company's line to haul iron ore from the Mt. Reid area to the St. Lawrence at Shelter Bay, and the Wabush Lake Railway Company's 42-mile line through iron ore country from Mile 224 on the Quebec North Shore and Labrador line to Lake Wabush.

The Pine Point Railway previously mentioned has been under study by the Government for some time. It involves a 400-mile line from Fort St. John, BC, the northern terminus of the Pacific Great Eastern Railway, eastward to Grimshaw, Alberta on the Northern Alberta Railways. The railway would then swing north parallel to the Peace River to the vicinity of Fort Vermilion, and then directly to Hay River on the south shore of Great Slave Lake; it would then parallel the lake shore to the terminal at Pine Point, site of large lead and zinc deposits owned by Consolidated Mining and Smelting Company, a Canadian Pacific subsidiary. The ores would be shipped to Consolidated's smelters at Trail, BC. Location and cost surveys are now being undertaken, with financial assistance from the Federal Government. The probable cost will be in the neighbourhood of $65 million. A final decision on whether or not the line will be built, will be made when the survey is completed.

The Quebec Cartier Mining Company's line is now nearing completion. It is 193 miles long, extending from Lac Jeannine at the headwaters of the Manicouagan River, to the St. Lawrence River at Port Cartier. This is a new port development at the old town of Shelter Bay, and is very close to Seven Islands, the terminus of the Quebec North Shore and Labrador.

Maximum grade southbound against loaded trains will be 0.4%, northbound 1.35%. There are 17 bridges, the longest of which is 880 feet. There are five tunnels, ranging in length from 350 feet to 1430 feet. Track-laying was highly mechanized, the 132-lb. rails being pre-welded into 78-foot lengths. "Travel-lift", designed for the carriage of logs and planks in lumber yards, was adapted for rail-laying work, running back and forth along the three flat cars of the construction train, bringing up a steady supply of 78-foot rails which were laid on ties and hardware previously distributed along the completed grade. The rails were roughly placed to gauge and spiked by hand in approximately every fourth tie, enabling the tracklaying train to proceed at slow speed. Behind the construction train the track construction was completed by another gang of men with every modern permanent-way machine. So fast was this method of track construction that the tracklaying activities had to be suspended for a month since they had run out of completed grade. 144 miles of track, including sidings, were laid in 137 working days, the amount laid per day reaching a high point on September 8th., 1960, when 10,600 feet were laid. Ballasting was done by a new "sled" invented by the contractors, which placed 12 inches of ballast under 156 miles of track during the summer of 1960. This is reputed to be twice as much work as could be accomplished by an 80-man gang using conventional methods. Track laying was completed December 10th., 1960, when a "golden spike" ceremony was held at the north end of the line.

Another iron ore railroad under contemplation is that of the Wabush Iron Ore Company which operates in the same general vicinity as the Quebec Cartier Mining Company. This proposed railroad, some tenders for which have been called, will make use of the Quebec North Shore and Labrador for a considerable portion of its route, reaching its own ore property by what might be termed a branch of the Q.N.S& L. under another ownership.

In northern Quebec, the C.N.R. is planning a 60-mile branch into the Mattagami Lake area. This would leave the present C.N.R. system at a point 73 miles north of Barraute, Quebec, on the recently-opened Chibougamau extension. It would serve a mineral-rich area in which it should also prove possible economically to produce quantities of pulpwood. The Federal Government intends to lend the C.N.R. up to $9,660,000 plus 15% of certain other costs, to be repaid by the sale of Government-guaranteed C.N.R. securities.

NORTH TORONTO UNION STATION

By J. A. Brown

The present North Toronto Subdivision of the Canadian Pacific Railway was part of the Ontario and Quebec Railway, which was built from Perth to west toronto in 1883-84, and was absorbed by the CPR in 1884. Subsequently, a connection was built from Leaside Junction on Toronto's eastern fringe, to the Union Station (York Street?) near the waterfront, giving a direct route to this terminal for all CPR passenger trains operating east of the City, and thus freeing the North Toronto cutoff for freight service. However, shortly after the turn of the century, a passenger shuttle service was inaugurated between Leaside and West Toronto, connecting with passenger trains at either end. In 1912, the CPR decided to make use of the North Toronto line for through passenger traffic, and accordingly, trains 24 and 23 (between Montreal and Toronto via Peterborough) began operating to and from North Toronto station.

The station at North Toronto in 1912 was a wooden structure situated on the south side of the tracks some four hundred feet west of Yonge Street. Its small size soon proved totally inadequate to handle through traffic, and consideration was thus given to the possibility of constructing a new station at North Toronto, and at the same time, increasing the service to and from it. Such a station would become an integral part of the general scheme of track elevations along the North Toronto Subdivision. This project was begun in

1912, and involved the raising of tracks for about four miles, eliminating many dangerous level crossings. In addition, construction of the Campbellford, Lake Ontario and Western Railway from Glen Tay to Agincourt was expected to be completed in 1914. With the leasing of this line (now CP Belleville and Oshawa Subdivisions), Canadian Pacific would have two routes to Smiths Falls and Montreal, the old line via Peterborough, and the new one via Trenton. An anticipated increase in passenger traffic as a result of this new line made consideration of a new station even more imperative.

In the meantime, the Canadian Northern Railway was seriously contemplating a line from Toronto to the Niagara Peninsula. Its existing lines from Capreol (now the Canadian National's Bala Subdivision) and Ottawa met at Todmorden, in the Don Valley east of Toronto, and connected with the Union Station. However, an approach to the city from the west presented a greater problem since the westerly approaches to the Union Station were already congested. It was only natural, then, that the Canadian Pacific and Canadian Northern Railways co-operated in the station project at North Toronto.

In 1913, the Canadian Northern announced that their line from the Niagara Frontier would approach Toronto from the north-west. From a point near Keele Street and St. Clair Avenue, the double track line was to be depressed in a 15-20 foot cut, passing beneath the Grand Trunk's Stratford line, the Canadian Pacific's Sudbury line and all intersecting streets. A short distance south of St. Clair Avenue, and just west of the Grand Trunk North Bay line would be the west portal of a 2360 foot long tunnel; trains would emerge from the tunnel at the east portal at Davenport road and St. Clarens Avenue, and run parallel to the CPR to North Toronto Station. At this time, the Canadian Northern was engaged in the Mount Royal tunnel project in Montreal, and presumably was quite impressed with tunnels as a means of bypassing congestion in urban areas. It was Canadian Northern's intention to use the station for most, if not all, of its passenger traffic; CP, however, intended to retain its connection with the existing Union Station near the waterfront, using North Toronto only for certain trains.

Early in 1914, Canadian Pacific engaged the Toronto firm of Darling and Pearson, Architects, to prepare plans for the new station. The plans were completed by April 1914, but construction was not begun immediately because of difficulties with Toronto City Council regarding a proposal to widen Yonge Street in the vicinity of the station. In addition, the Canadian Northern Toronto-Niagara line was in financial difficulties. The Railway, however, remained optimistic, and in April 1915, and agreement between the two railways regarding the use of tracks and terminal facilities at North Toronto was presented to the Dominion Government. This agreement defined joint tracks, common tracks, joint premises, etc., stating their locations, and provided that:

a) Operations in the joint zone were to be under the control of the officials of each line, but CPR rules were to be adhered to on the North Toronto Subdivision.

b) Station control would be by a CP agent who met with Canadian Northern approval.

c) Canadian Pacific could arrange for other railways to use the facilities whereas CNOR could not.

d) Canadian Northern would pay annual rental of 4½% on the value of property "brought in".

This agreement was ratified on October 1, 1915.

Despite the uncertainty regarding the CNOR connection, Canadian Pacific decided to go ahead with the project, and on June 1, 1915 actual work began on the removal of old buildings

from the site.

On September 9, 1915, the cornerstone of the North Toronto station was laid. The mood was one of friendship and co-operation as A. D. MacTier, CP's General Manager of eastern Lines, placed annual reports of both the City and the CPR, representative Canadian coins and postage stamps, station plans and Toronto newspapers beneath the cornerstone. After declaring the stone "well and truly laid", Mayor Church drily remarked, "The Canadian Pacific is the first railway company to give Toronto proper recognition."

Note: *Two weeks after this impressive ceremony, on September 26, 1915, construction began on the present Toronto Union Station on Front Street between Bay and York Streets. Interestingly, the contractor was P. Lyall and Sons, of Montreal, the same firm that was engaged in the construction of the North Toronto Station.*

Work progressed rapidly, and by June 4, 1916, the superstructure was sufficiently completed that trains began operating to and from the new station.

On June 14, 1916, North Toronto Station was officially opened. Mr. MacTier and other guests were entertained by the Mayor at a civic dinner, after which the party proceeded to the new station, "every portion of which, including the platforms, was thronged with spectators". After appropriate speeches by the dignitaries present, the Mayor declared the station officially open. Then, at precisely 10:00 PM., train No. 24 departed for Montreal as bands played "Never let the Old Flag Fall", and "God Save the King".

The station was situated on the east side of Yonge Street, at the existing terminus of the Toronto Railway's Yonge Street car line, giving it convenient access to the city's business section. It was a single storey brick and stone structure, with a high roof over the central waiting room portion. An impressive 140 foot clock tower was built on the Yonge Street side of the building. The tower clock, with its four 8-foot dials, as well as the remainder of the clocks in the building were of British manufacture. They were controlled by a master clock which was synchronized daily from the Company's chief time station in Montreal. The entire building exterior, with the exception of the spire, was faced with limestone quarried in Tyndall, Manitoba; the spire was faced with terra cotta of a colour and texture to tone in with the limestone facing of the rest of the building. The section beneath the tracks was of steel and concrete construction. Marble was employed extensively in the waiting room, concourse and vestibule, while the midway (walkway to access stairs to the tracks) and stairs to the platforms were lined with glazed brick. Wherever possible, materials and labour used in the construction of the station were of Canadian or British origin.

As all trains originated and terminated at West Toronto yards, and, on occasion, stood at North Toronto for a considerable time, the track arrangement gave the greatest possible flexibility of operation by assigning certain tracks to standing trains, while keeping others open for through movements at all times. The platforms were designed to accommodate ten-car trains, and provision was made to extend them to 1600 feet, thus permitting each platform track to handle an eastbound and westbound train at the same time. Butterfly roofs were erected over the platforms, protecting access to the stairways and elevators. They had a spread of 25 feet, extending well over equipment standing on the platform tracks. Accordingly, when trains occupied these tracks, much the same protection as a fully enclosed train shed was obtained. It was decided to build the third set of stairs on the east side of the midway (shown as `future stairs' on the plan) when the building was erected, thus providing access to the southernmost platform.

A large advertisement in the Toronto "GLOBE" of June 15, 1916, announced these services to and from North Toronto station:

No. 23	From Montreal via Peterborough (Ottawa sleepers)	Ar. 8:00 AM.
No. 605	From Lindsay and Bobcaygeon (local, Burketon to Leaside)	
	Connection from No. 601 "Tweed Local" at Burketon	Ar. 10:30 AM.
No. 38	To Ottawa via Belleville, Smiths falls and Kempton	Lv. 1:55 PM.
No. 713	To Teeswater via Streetsville Junction	Lv. 4:45 PM.
No. 608	To Lindsay and Bobcaygeon (local Leaside to Burketon)	
	Connection at Burketon with No. 602, for Peterborough, etc.	
		Lv. 5:15 PM.
No. 707	To Owen Sound via Bolton Junction	Lv. 5:25 PM.
		Lv. West Toronto 5:45 PM.
No. 708	From Owen Sound via Bolton Junction	Ar. West Toronto 7:50 PM.
		Ar. 8:10 PM.
No. 714	From Teeswater via Streetsville Junction	Ar. West Toronto 8:25 PM.
		Ar. 8:45 PM.
No. 37	From Ottawa via Belleville	Ar. 9:20 PM.
		Ar. West Toronto 9:50 PM.
No. 24	To Montreal via Peterborough (Ottawa sleepers)	Lv. West Toronto 9:00 PM.
		Lv. 10:00 PM.

Note: *It is interesting to note that Numbers 707 and 708 operated over the Bolton - Melville Junction line originally the Toronto Grey and Bruce Railway. This line as abandoned in July 1931. Numbers 605 and 608 operated from Burketon (on the CP Peterboro Subdivision) to Lindsay Junction, 1.4 miles south of Lindsay; this line was abandoned on December 10, 1932. Both lines were torn up in the 1930s.*

Kempton, between Smiths Falls and Ottawa, is now known Bedell

In June, 1916, tenders were called for the removal of the old station, but a month later, it was decided to sell the old building to the City of Toronto. It was used for some years thereafter as a market.

Towards the end of the year, the Canadian Northern began construction of a 2.2 mile link between Duncan (presently Oriole on the Capreol line, and Donlands, on the CP main line 1.3 miles east of Leaside Junction. When completed in June 1917, it gave the CNOR a direct link via the North Toronto Subdivision, with the new station.

A connection with the Canadian Northern Toronto-Ottawa line was also surveyed at this time. this connection was to leave the CNOR at a point near "Scarborough Village"; it was to be four miles in length, and join the CPR at Donlands, thus creating a three-way junction there. A 650 foot long viaduct was proposed to carry the rails across the Don Valley at mile 4.8 from North Toronto. Disputes with York and Scarborough Townships over level crossings along the route delayed construction, and subsequently this line was shelved after the Federal Government assumed control of the faltering Canadian Northern a year or so later. The same fate befell the Toronto-Niagara line, which had never really emerged from the planning stage. Thus, the building originally conceived as a union station became a Canadian Pacific passenger facility exclusively, although Canadian Northern did make use of the joint track arrangement for some local freight traffic.

North Toronto station enjoyed a prosperous decade following its opening. however, during the latter part of the 1920's, passenger traffic declined to such an extent that the railway found it advisable to operate all of its passenger services to and from Toronto Union Station, adjacent to its new John Street coach yard and engine terminal. And so, on

September 28, 1930, the last scheduled train departed from North Toronto Station, leaving its vacant halls as a memory of better days.

The years have brought little change to the station. true, the butterfly roofs are gone, the stairways are covered over and the clock faces are boarded up; indeed, it is even being used as a store! But basically, it is still the same station that was opened on a June evening in 1916. There can even be seen, hanging in what was originally the women's lounge, a large faded poster depicting an old three-funnelled "White Empress" line ship. And evidence of the optimism of the Canadian Northern may be seen daily as successor Canadian National's switcher passes the station on the joint track, switching local industries.

What of the future? With the recent survey of Toronto's transportation problem pointing out the need for an adequate rail commuter service, North Toronto station may well find itself again performing the function for which it was originally designed. Once again, the waiting room may echo with the voices of rail passengers, and once again, the station at North Toronto may become an integral part of Toronto's transportation network.

Map: Ground Floor Plan of North Toronto Station. 0182-001.pcx

Map: Track Arrangements in the Vicinity of North Toronto Station. 0182-002.pcx

C.N.R. PASSENGER SERVICE CHANGES

The C.N.R. during February inaugurated several changes in passenger service, an unusual step other than at the two traditional "change of time" in April and October.

The Lehigh Valley Railroad has ended all passenger service, and the "Maple Leaf" to New York and, via the Reading Company, to Philadelphia has therefore been discontinued. The C.N.R. portion continues to operate as far as Niagara Falls, with the evening departure of Train 89 being changed to 6:00 PM.

More interesting, and more constructive, is a complete change in the services to points north and west of Guelph. Effective February 20th "Railiner" services are provided between Toronto and Kincardine and Southampton. Railcars from all points combine en route and arrive in Toronto as one train, and the reverse outbound. Departure from Southampton is at 6:00 AM. daily except Sunday and Monday, operating via Palmerston and Guelph, and arriving in Toronto 10:25 AM. Departure for Kincardine is 5:50 AM. except Sundays, operating via Palmerston and Stratford, and arriving in Toronto with the other service at 10:25 AM. Departure from Toronto is 6:10 PM., operating via the same routes as above and arriving in Southampton 10:30 PM. and Kincardine 11:00 PM. In addition, a service will be operated Sunday evenings from Southampton, departing at 4:35 PM. and connecting with No. 138 for Toronto.

The pending discontinuance of passenger service between Toronto and Belleville via Peterborough has been amended to provide that a commuter service will be operated between Toronto and Markham only, with the remainder of the run being discontinued as previously intended. This change was made at the instigation of the Member of Parliament for York-Scarboro. The proposed commuter service; if financial returns are satisfactory, would operate until the Toronto hump yard project is complete, and the reduced freight traffic on some C.N.R. lines in the area permits a complete reassessment of railway commuter service.

EXCHANGE SECTION

Wanted: Photograph of C.N.R. 6149. E. H. Ferris, Patricia Avenue, Fishkill, NY.

Wanted to purchase: All transportation tickets and transfers issued by all street railways, radials, buses and ferries operating in the Toronto area. Also timetables and receipt books.

From 1861 until 1956. Good prices paid. Also have material to trade. Phone David Hanna, evenings RU.2-7274, 32 Roseneath Gardens, Toronto 10, ON.

BOOK REVIEW
THE GRAND TRUNK RAILWAY OF CANADA

By A. W. Currie
(University of Toronto Press)

The facts of the origin of the Grand Trunk Railway, of the important part it played in the early development of central Canada, and of its subsequent fortunes (and misfortunes) culminating in its absorption into the C.N.R.in 1920, are well know to students of railway history. Less well known are the facts of its corporate and financial organization which might be thought more important in view of its decisive effect on the railway's ability to provide proper service.

Professor Currie's book is not a description of the system and its rolling stock, nor a descriptive history of the physical growth of the G.T.R. system. Its purpose is somewhat different. It discusses, among other things, the economic and political factors involved in the birth of the railway; various dubious activities during its construction; the intention, and effect, of amalgamation with its former competitors (whose histories are briefly but interestingly given); financial mismanagement and the deleterious effects of "absentee management" from London; and finally the sad story of the Grand Trunk Pacific, intended to be the railway's salvation but actually its downfall. The author, an economist, is well at home discussing financial, economic and corporate matters; his command of the details of railway technology is less sure and observant readers will detect one or two "howlers" These should not be allowed to detract from the worth of this book which is a valuable account of the real basis of 19th.-century railway development in Canada. This aspect of railway history is all too often neglected, and Professor Currie's book is recommended for all serious railway historians.