

THE GRAND TRUNK RAILWAY COMPANY OF CANADA
Balance Sheet as at May 31, 1920 (excluding Subsidiary Company's Balance Sheet)
ASSETS

INVESTMENTS

Road and Equipment property	\$438,324,563
Sinking Funds	26,767
Miscellaneous physical property	1,110,931
Investment in affiliated companies	34,230,627
Other investments	655,365

CURRENT ASSETS

Cash (overdraft)	1,837,160
Special deposits (overdraft)	5,168
Traffic & car service balances receivable	4,258,598
Net balances receivable from agents and conductors	3,203,607
Miscellaneous accounts receivable	12,024,998
Material and supplies	13,889,136
Rents receivable	31,890
Other current assets	829

DEFERRED ASSETS

Working fund advances	172,428
Insurance and other funds	1,458,145
Other deferred assets	1,659,552

UNADJUSTED DEBITS

Insurance paid in advance	81,170
Discount on funded debt	356,417
Other unadjusted debits	4,333,504
Securities issued or assumed unpledged	<u>1,251,682</u>
	\$515,227,851

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Balance Sheet as at May 31, 1920 (excluding Subsidiary Companies' Balance Sheet)
LIABILITIES

CAPITAL STOCK

4% Guaranteed Perp. Stock - Dividends guaranteed by Dominion Government	\$60,833,333
5% First Preference Stock)	\$16,644,000
5% Second Preference Stock)	Declared to have no value 12,312,667
4% Third Preference Stock)	by Board of Arbitrators, 34,884,536
Common Stock)	September 7, 1921 <u>116,563,054</u> 180,404,257
5% Grand Trunk Perp. Debenture Stock)	20,782,492
5% Great Western Perp. Debenture Stock)	Interest guaranteed by 13,252,323
4% Grand Trunk Perp. Debenture Stock)	Dominion Government 119,839,014
4% Northern Railway Perp. Debenture Stock)	<u>1,499,979</u> 155,373,808

GRANTS IN AID OF CONSTRUCTION

Province of Canada prior to Confederation (see Dominion Chapter 22, April 10, 1937)	15,142,633
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LONG-TERM DEBT

Funded debt unmatured	55,428,972
Dominion Government loans	1,148,533
Non-negotiable debt to affiliated companies	1,789,957

CURRENT LIABILITIES

Loans and bills payable	8,829,183
Traffic and car service balances payable	7,848,786
Audited accounts and wages payable	16,883,657
Interest matured unpaid	67,598
Dividends matured unpaid	(Cr.) 931,600
Funded debt matured unpaid	25,820
Unmatured rents accrued	6,423
Other current liabilities	512,461

DEFERRED LIABILITIES

Liability for provident funds	183,441
Other deferred liabilities	4,943,043

UNADJUSTED CREDITS

Tax liability	339,431
Accrued depreciation	11,126
Insurance and casualty reserve	1,436,189
Other unadjusted credits	5,850,226

<u>CORPORATE LOSS</u>	(note) <u>899,395</u>
	\$515,227,881

Note: Excludes Corporate Surplus of \$2,065,894 of Subsidiary Companies.

RAILS: The rails of the Champlain and St. Lawrence Railroad (the first railroad in Canada, later forming part of The Grand Trunk Railway) which opened for operation between Laprairie and Dorchester (St. Johns), Quebec on July 21, 1836, consisted of timber stringers with flat iron spiked to them. The first locomotive used thereon was a wood-burner brought from Great Britain.

Since the early days of the Grand Trunk Railway the shape, weight, length, material and process of manufacture of rails went through many changes before the present scientifically proportioned designs in steel came into use. Iron rails were generally used in the original construction. When steel was first introduced it was very expensive and the Grand Trunk experimented with some steel top rails, viz., using a top or head of steel formed to fit onto the iron web. The head frequently cracked or split off, however, and the scheme proved to be unsatisfactory.

In 1870 The Grand Trunk commenced a programme of laying steel rails in replacements. This replacement was progressed year by year until completion. By 1893, 3847 miles of main line including the former Great Western, Northern and Midland Railways consisted of steel rails and less than 60 miles of main line track consisted of iron rails.

TRACK GAUGE: The promoters of the Grand Trunk and the representatives of the Government had, in the early days, much discussion on the question of "Gauge." Many experts were called to

give testimony on the matter. The weight of the evidence seemed to have favoured the 4'-8½" gauge but eventually 5'-6" was determined upon by the Government, notwithstanding the fact that the majority of the railways in the United States were of a 4'-8½" gauge.

With the exception of the line (60 miles) between Port Huron and Detroit, and the Montreal and Champlain Railroad lines (about 85 miles) which were 4'-8½" gauge, and the Toronto and Nipissing Railway (about 77 miles) between Scarboro and Cobonconk, which was 3½ feet gauge, the line constructed or acquired by The Grand Trunk Railway Company of Canada were originally 5'-6" gauge and were changed to the present standard gauge of 4'-8½" in 1873 and 1874. In the meantime a third rail was used to some extent to permit the interchange of cars, more particularly with respect to traffic moving to or from U.S. Railroads. In other cases it was necessary to transfer shipments from one car to another, or to remove car trucks and replace them with trucks of appropriate gauge at interchange points. As an example a third rail was laid in 1864 on the Grand Trunk main line between Sarnia (Point Edward) and Stratford, and between Stratford and Fort Erie on the Buffalo and Lake Huron Railway which was leased to The Grand Trunk, and on the tracks between St. Lambert over Victoria Bridge through Point St. Charles and St. Henri to Bonaventure Station.

DOUBLE TRACK: In 1874 the line from Glencoe to Windsor (80 miles) was double-tracked. In 1887 double tracking of the line between Montreal and Toronto was commenced in stages and was completed between Montreal and Port Hope by 1892. By 1903 the whole line from Montreal to Toronto was double tracked, as well as the lines from Toronto to Niagara Falls, Port Huron to Chicago, St. Johns to St. Lambert, and most of the line between Hamilton and Sarnia Tunnel, a total of approximately 1,000 miles. Additional mileage was double tracked subsequently.

RUNNING TO RIGHT ON DOUBLE TRACK:

When the early sections of double-track were put into service train movements conformed to the English system namely, running to the left, but after a large part of the road had been double-tracked it was deemed advisable to follow the method in general use in the United States; that is, of running to the right. The change from left to right involved considerable alterations in crossover switches and semaphores. It was put into effect on July 22, 1906.

The principal objection to left-hand running was that on double-track sections fixed signals and switches were, of necessity, placed on the outside of the tracks, and as the engineer was on the right-hand side of the engine and running left-hand the signals and switches were out of his line of vision when the engine reached within a certain distance of them. Further the engineer was at a disadvantage when a train was passing on the opposite track, as it had a tendency to distract his attention from signals ahead.

WOOD FUEL: Prior to 1872 the fuel used in locomotives was wood, but in the winter of 1871-1872 wood was becoming scarce and more expensive. Because of the difficulty of obtaining adequate supplies of seasoned firewood and the prospect of higher prices it was decided to lay in a stock of coal. To a limited extent peat, manufactured at St. Hubert, St. Brigid and near Aston? (all points contiguous to the railway) was used in 1871 and for a few subsequent years.

SLEEPING CARS: Sleeping cars of any kind were unknown in Canada until the eighteen hundred and sixties, and it was not until 1870 that the Pullman Company began operation of sleeping cars over The Grand Trunk Railway. The first four of these cars, namely the "Montreal", "Toronto", "Quebec" and "Portland" were built in 1870 in the Grand Trunk Shops at

Point St. Charles, from Pullman Company plans and under its supervision, and were placed in service during that year for use in Canada only, supplanting the kind formerly used on the Grand Trunk which were subsequently refitted as first class coaches with the then latest improvements.

TIME ZONES:

Previous to the introduction of Standard Time Zones governed by meridians one hour apart, but fixed by an elastic instead of rigid boundary between the different sections, there were some fifty different standards of Railway Time on the North American Continent. In 1883 these were reduced to four. After many conventions and conferences of those most directly interested, in which all details were thoroughly discussed, a report was made to the American Railway Association endorsing the proposed change (as it at present exists) and it was unanimously adopted by that representative body in 1883.

The present generation can scarcely appreciate the difficulties which Railways operating over a wide expanse of longitude had to contend with, and the convenience which resulted from the change. Previous to 1883 train service on the Grand Trunk Railway between Portland, Maine, and Detroit, Michigan, was governed by four distinct times. Portland to Island Pond service was operated on Portland local time; Island Pond to Toronto on Montreal Local time; Toronto to Sarnia on Toronto time; and Port Huron to Detroit on Chicago local time. The time tables of passenger service say, between Toronto and Montreal, always specified the two local times for leaving Toronto; thus, 7:30 p.m. Montreal time or 7:07 p.m. Toronto time.

SAFETY FIRST:

In August 1913 the Grand Trunk Railway organized a Safety movement as a regular branch of the service, and appointed a Safety Engineer to take charge and devote all his time and attention to it.

Safety Committees, composed of Officers and Employees were organized on every operating division and in the principal shops and terminals. Through the activities of these Committees and of the members individually, by means of safety talks delivered by the Safety Engineer and others, and through the distribution at frequent intervals of safety bulletins and literature, employees were reminded and kept reminded that the Management of the Grand Trunk did not want anyone to take an unnecessary chance for the sake of saving time or for any other reason. All employees were urged to take the safe course at all times and also to call the attention of their Foreman, Superintendent, or other appropriate officer, to unsafe conditions for correction, and it was impressed upon all concerned that no one would be censured on account of making any such report.

Employees showed a commendable spirit of co-operation in making the movement a success, and because of this combined interest and activity there was a marked reduction in the number of employees killed or seriously injured. Comparison of 1915 with 1913 indicates a reduction of about 50%.

The Grand Trunk Railway was the first Canadian railway to organize such a movement as a regular branch of service.

APPRENTICE TRAINING:

About 1905 the Grand Trunk Railway System adopted an Apprentice Training System for the purpose of providing a supply of well trained mechanics, foremen and staff officers who could be relied upon to carry out efficiently and successfully productive work in the particular sphere assigned to them.

A system of evening classes was inaugurated at several Motive Power Department points on the railway at which the apprentices in the shops were given a thorough theoretical grounding in their chosen trade. These classes were based upon the very successful results of a class which had been held at one of the principal repair shops

for a number of years, and was simply an extension of its methods. Experience had shown that men so trained became not only a valuable asset to those directly concerned, but were an important contributory factor in attaining a higher standard and competence so necessary for successful operation.

Regular teachers were appointed at every point where ten or more apprentices were employed, and a Travelling Instructor was also appointed whose duties required him to make regular visits to each apprentice taking instruction by correspondence and explain any difficulty which came up in the course of his lessons. Explanations were also made through Company's mail. The foreman at any point receiving a visit immediately called the apprentices under his charge to his office, which for the time being became practically a regular school, similar to those at larger points.

In 1915 there were five hundred and fifty apprentices over the System taking instruction at these classes, five hundred of whom were taught at fifteen regular schools, employing thirty-five shop and class instructors, and the remaining fifty were spread over fifteen other points and were taught partly by correspondence.

Competition was encouraged by the Company by offering liberal prizes for distribution among successful competitors in various groups.

Apprentices were permitted to transfer to large shops for the last year of their apprenticeships, and by reason of the similarity of methods of instruction at all places they were enabled to fit into assigned positions with little extra effort.

This uniformity was also convenient where promotions to other shops were made as appointees were already familiar with conditions at the points to which transferred.

The expenditures pertaining to the Apprentice Classes were borne entirely by the Company.

GRAND TRUNK FIRE BRIGADE, MONTREAL:

In the early days of the Grand Trunk Railway the Grand Trunk Fire Brigade was organized, and at its inception used buckets as fire fighting equipment, this being before the day of pressure mains and fire hydrants.

After the removal of the works from Longueuil, Quebec to be united with the new works at Point St. Charles (Montreal) in the year 1859, the Brigade was reorganized, and was composed of three companies of 40 men each. The equipment then consisted of three hand-operated fire engines made by Messrs. Perry, Craig Street, Montreal, the then well-known firm of fire engine manufacturers. It required about 20 men to operate one of these fire pumps, and these men had to be relieved every ten minutes during the progress of a fire. There were also three hose reels with four lengths of leather hose on each, and one hook and ladder company. Large wells were placed around the works for the storage of water for fire protection, the wells being supplied with water from River Saint Pierre through wooden box drains. The alarm for fire was given by ringing the old time bell and the whistling of locomotives.

The officers of the Brigade in 1859 were Thomas E. Blackwell (Managing Director of the Grand Trunk Railway), Grand Chief, F. H. Trevithick (Locomotive Superintendent), Sub-Chief, Mr. Steel (Foreman), Chief, Colin Anderson, W. Duckett and A. Patterson, captains of companies, and 125 men.

If a fire broke out in one of the villages along the line of railway (as they were unprotected in case of fire), the Grand Trunk Brigade were requested to put a pumping engine and hose reels on a flat car, and go to their assistance. A notable instance of this occurred in 1870 when the Brigade was sent out to Vaudreuil, to a fire which threatened to destroy the village - one whole block being destroyed - and on the arrival of the Brigade at the station the villagers attached their horses to the fire pump and hauled it to the village, arriving in time to save the Parish Church which was just beginning to burn.

The villagers were so grateful that after the fire was subdued, the Brigade were entertained to a banquet, and about a month later was also invited to a picnic.

In 1872 the Brigade was sent to a fire at St. Hubert station, and after pumping a creek and nearby well dry, managed to save part of the building.

Among the many conflagrations that have occurred during the existence of the Brigade, the most serious was that which destroyed the passenger car shop, over which were the general offices of the railway. This occurred in March 1875, when it took the united efforts of the Grand Trunk and City Brigades, under the command of the late Chief Bertram, 12 hours to subdue the flames.

The next serious outbreak took place in February 1884, when the pattern shop was destroyed, and also the Grand Trunk Railway Library which was in the same building.

Afterwards there was a fire in the stock yards, in which a large number of cattle were destroyed.

Following this was the fire at Victoria Jubilee Bridge caused by the collision of 2 freight trains. To fight this fire, the water had to be brought in tenders to the centre of the bridge, where buckets had to be used to extinguish the flames.

Many fires in the works were prevented by the Brigade whilst they were in an incipient stage, and when the assistance of the City Brigade was necessary, it was always the pride of the Grand Trunk Brigade to have a number of streams playing before the arrival of the City Brigade, whether day or night.

In 1881 distribution of the companies to various departments took place, and in 1885 the first Book of rules was issued giving instructions with regard to fire protection. About this period under the Management of Sir Joseph Hickson great improvements were made. Water mains were laid, fire hydrants were installed in suitable places, the old pumping engines were discarded and a new Fire Hall was built.

In 1888-1889 hose reel competitions were held in Montreal, London and Stratford, the Montreal Brigade winning at all these places 2 years in succession. It also won the championship in the hose reel competition in August 1889, at the games of the Stationary Engineers Society held in Montreal, the other competitors being the Montreal Rubber Company, Montreal Fire Brigade and the Canadian Pacific Railway.

Many other inter-shop competitions were held in subsequent years, and further improvements in fire protection of the works was carried out. The equipment was thoroughly inspected monthly.

Fire Drill was practised weekly on Company time.

An annual excursion was arranged by the railway for the entertainment of members of the Fire Brigade and their families, the railway contributing the train and \$125, and this recognition of their services was greatly appreciated by the men.

THE VICTORIA BRIDGE:

Under Province of Canada Act 16, Victoria, Chapter 75, March 17, 1853 authority was granted to The Grand Trunk Railway Company of Canada to construct a general railway bridge across the St. Lawrence River in the vicinity of Montreal to be known as "The Victoria Bridge," with authority to receive tolls upon ordinary vehicles, animals and passengers passing over the bridge. The bridge was built and owned by The Grand Trunk Railway Company of Canada. No separate organization was ever organized for that purpose.

As early as 1846 the Honourable John Young of Montreal suggested the practicability and necessity of a bridge across the St. Lawrence River near Montreal, and a number of surveys were made and reports upon the subject received from some eminent Canadian engineers. With such information, as well as knowledge obtained on the spot,

Alexander Mackenzie Ross, the Chief Engineer of the Grand Trunk Railway, designed the structure upon the principle on which construction was carried out. He remained in Canada until the work was completed.

The importance of the undertaking, the large expenditure involved, the various opinions which were given in regard to its practicability, and the great difficulties and risks connected with construction of the bridge prompted the Board of Directors, previous to bringing it before the public, to consult Robert Stephenson, the eminent engineer, whose approval it was deemed of great importance to obtain, and who, after examining the information and design laid before him by Mr. Ross, signified his approval. Mr. Stephenson subsequently acted as Consulting Engineer of the undertaking.

The idea of constructing a bridge across the St. Lawrence River was, at the time, a bold one. The men who dealt with it, however, were not only skilled in their respective professions, but they had the courage of their convictions in overcoming all difficulties, physical and otherwise, which presented themselves from time to time during its construction.

At this period in railway construction, metal bridges of large spans were unknown in North America; in fact, for spans needed for The Victoria Bridge the tubular form of construction in metal was the only one known.

The general contract was awarded to Peto, Brassey and Betts, who fabricated the ironwork for the superstructure at a plant in Birkenhead, England, which they built for the purpose. The plates and general ironwork for the tubes were punched, marked and ready for assembly previous to shipment. James Hodges was in charge of construction for the Contractors.

The tubular spans of the bridge, although erected separately, were afterwards united in pairs, and, at the junction of the two spans were firmly bolted to the masonry of the piers so that no movement could possibly take place there. The other ends of the tubes thus united were placed on rollers so arranged upon the adjoining piers that the tubes might expand or contract as the temperature allowed. A space sufficient for the purpose was left between each pair of tubes. The stone for the piers and abutments, a very hard limestone, was obtained from two quarries, one at Pointe Claire, Quebec, 15 miles west of Montreal, (where most of it came from) and the other at Isle La Motte on Lake Champlain, about 60 miles from the Bridge.

Dates:

First pier commenced	July 22, 1853
First stone laid	July 20, 1851
Opened for traffic	December 12, 1859
First passenger train passed over	December 17, 1859

The Victoria Bridge was formally opened by the Prince of Wales (later King Edward VII) on August 25, 1860, at which time an Address was presented to His Royal Highness by the workmen of the Grand Trunk Railway Shops, Point St. Charles. For ready reference the text of the Address and the reply of the Prince are quoted below.

"May it Please Your Royal Highness:-

It is with feelings of unmingled gratification and pleasure that we, the Working Men and Artisans of the Grand Trunk Railway Company, cordially welcome to this portion of Her Majesty's Transatlantic Dominions, one so nearly connected with our Gracious Sovereign as yourself.

Although separated by the wide ocean from the land which gave birth to most of us, we yet bear in our hearts the warmest love towards it, and the deepest reverence and loyalty towards that Monarch whose presence here to-day Your Royal Highness represents.

The noble structure which Your Royal Highness has inaugurated has been to many of us the scene of our daily toil; and whilst carrying out the gigantic conception of the designer, we have been able fully to estimate the difficulties which he had to contend with and overcome and, now that he has passed away from this sphere of existence, we feel proud that we possess in these Her Majesty's Canadian Dominions so magnificent a funeral monument of one who rose from our own class, and who shared with us the privilege of being a British subject.

Before Your Royal Highness departs from these shores, there will, no doubt, be many opportunities afforded you of judging of the loyal and devoted feelings of attachment general in these Provinces towards your Royal mother; and we are sure that whatever spot you may visit, you will find one feeling common (we are proud to say in every land where the English tongue is spoken, and in which we heartily join) - of love and attachment towards that lady whose virtues are known and acknowledged in every land and in every home - your mother and our Queen.

Wishing Your Royal Highness every pleasure and benefit from your sojourn amongst us, and safe return to the parent land.

Signed (on behalf of the Workmen of the Grand Trunk Railway).
J. CURTIS CLARK."

The Prince replied as follows:

"Gentlemen, - I accept with peculiar pleasure an Address of artisans and working men who have, by the sweat of their brow and the skilled labour of many a hard day's toil, contributed to erect this monument to the greatness of their country - a structure scarcely less honourable to the hands which executed than to the minds which conceived it. I mourn with you the loss of Robert Stephenson. In your regrets you bring to mind that it was from your class that his eminent father sprung. Let me further remind you that England opens to all her sons the same prospect of success to genius combined with honest industry. All cannot attain the prize, but all may strive for it, and in this race victory is not to the wealthy, or powerful, but to him to whom God has given intellect, and has implanted in the heart the moral qualities which are required to constitute true greatness. I congratulate you upon the completion of your work. I earnestly hope it may prosper; and to you who have raised it to its present grandeur, and to your families, I heartily wish every happiness."

When His Royal Highness visited the Works at Point St. Charles (Montreal) during his presence in Montreal for the opening of the Bridge, he left with the Directors of The Grand Trunk Railway Company of Canada the sum of \$440 for the benefit of the employees. This amount was handed over to the Committee of "Grand Trunk Railway Literary and Scientific Institute" (founded in 1857 by the officers and employees of the Grand Trunk Railway and located at Point St. Charles), to be expended in the purchase of Books.

During this visit, the Grand Trunk Fire Brigade (then composed of three companies of 40 men each) turned out with the City Brigade (which at the time was a voluntary Brigade) in the procession organized by the City of Montreal in honour of the visit of the Prince.

Measurements:

Length of Ironwork	6,592 feet
Length of bridge including approaches	9,144 feet
Grade of bridge to centre (Channel span)	1 in 130

Weight of iron in the tubes	9,044 tons
Painting - 4 coats - 32 acres in each coat	128 acres
Number of piers	24
Thickness of centre piers at water level	28 feet
Thickness of other piers at water level	18 feet
Number of spans - 1 span (centre) 330 feet)	
24 spans from 242 to)	25
247 feet)	
Height from water to bottom of centre tube	60 feet
Masonry in piers and abutments	100,000 cubic yards
Greatest depth of water	22 feet
Average rate of current	7 miles per hour

The contract price of the bridge was £1,400,000 (\$6,813,333).

In the early eighteen-seventies when coal was substituted for wood fuel, it was found that the gasses and blast from the locomotive smoke stack was producing a bad effect on the structure, and was causing rapid disintegration of the metal. It was decided, therefore, to open a strip of 20 inches wide in the centre of the top of the tubes immediately over the smoke stacks of the locomotives, thus making practically a continuous aperture and allowing the fumes from the smoke stacks to escape. The result was all that could be desired, and provided better ventilation and light.

The Victoria Bridge was a single track structure, and due to the greatly increased weights of more modern locomotives and rolling stock and demands of increased train service which was overtaxing the single track structure, the tubular superstructure was dismantled in 1898 and replaced by a double track bridge of steel superstructure, known since as the "Victoria Jubilee Bridge."

VICTORIA JUBILEE BRIDGE:

In order to accommodate the new double track superstructure, the foundations of the original piers and abutments which supported the tubular bridge were large enough and did not require any extensions. Masonry additions were only necessary from the tops of the existing ice-breakers on the upstream or south ends of the piers, up to the bridge seats.

Contracts for the double track superstructure were awarded to the Detroit Bridge and Iron Works at Detroit, Michigan, for the fabrication of nineteen spans (including the centre span) and the entire erection. The Dominion Bridge Company Limited, Montreal, was awarded contract for fabrication of six spans. Erection was completed in 1898, and the first passenger train passed over the reconstructed bridge on December 13, 1898.

The floor system of the new structure is cantilevered out beyond the trusses on both sides of the bridge. The cantilevered construction carried vehicular roadway 10'-9" wide and a pedestrian sidewalk 4'-3" wide on each side of the bridge.

The cost of reconstruction was \$1,883,678.87, towards which a subsidy of \$500,000 was received from the Dominion Government. The work of construction was under the supervision of Joseph Hobson, then Chief Engineer of the Grand Trunk Railway.

In 1909 the vehicular roadway on the north side was altered to carry one electric car track for the Montreal and Southern Counties Railway, and the south side vehicular roadway was widened to 14', and the pedestrian sidewalk was removed. In 1927 the vehicular roadway on the south side was further widened to 16' between curbs.

In 1955 operation of electric cars of the Montreal and Southern Counties Railway over the bridge was discontinued and the roadway was altered for vehicular use.

Dates:

Reconstruction commenced	May 4, 1897
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Superstructure and double tracking completed	1898
First passenger train passed over	December 13, 1898
Vehicular roadways opened for traffic	December 1, 1899

Dimensions:

Length of steel work	6,592 feet
Length (including approaches)	9,144 feet
Number of piers	24
Number of steel truss spans	25
Length of centre span	330 feet in the clear
Length of side spans	242 feet to 247 feet in the clear
Thickness of centre piers at summer water level	28 feet
Thickness of side piers at summer water level	18 feet
Material of piers	Limestone
Quantity of masonry (piers and abutments)	100,000 cubic yards
Height of ordinary spans (centre to centre of chords)	40 feet
Height of centre span (centre to centre of chords)	60 feet
Width between main trusses (centre to centre)	31 feet 2 inches
Extreme width of Bridge, including roadways	66 feet 8 inches
Height from water at centre to underside of bridge	60 feet
Grade of trusses to centre	1 in 130
Total weight of trusses	44,000,000 pounds

The total investment to December 31, 1955 was \$8,396,667.

WINDSOR CAR FERRY:

A car ferry service is operated across the Detroit River between Windsor, Ontario, and the dock near Brush Street Station in Detroit, Michigan, for the movement of loaded and empty cars, both freight and passenger. The service consists of three steam vessels as shown below:

	<u>"Huron"</u>	<u>"Great Western"</u>	<u>"Lansdowne"</u>
Year built	1875	1866	1884
Length over all	240'	237'	319½'
Kind	Iron	Iron	Iron
Breadth of hull	44'-2"	41'	41'-3"
Breadth over guards	53'-9"	72'	72½'
Depth of hull	15'	13'	15'
Average horse power	300	700	1,000
Number of tracks	3	2	2
Capacity for passenger train cars	7	5	8
Capacity for freight train cars	13	10	14
Approximate cost	\$166,000	\$199,250	\$319,094

AMALGAMATIONS:

Effective July 1, 1853 under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies and confirmed by Province of Canada Act 18, Victoria, Chapter 33, December 18, 1854, the following Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada":

- * The Grand Junction Railroad Company
- The Grand Trunk Railway Company of Canada East
- The Quebec and Richmond Railroad Company

The St. Lawrence and Atlantic Railroad Company
The Toronto and Guelph Railway Company

* The United Company having afterwards declined construction of this railroad, with the consent of the Company the original charter was revived and vested in outside parties under Dominion Act 33, Victoria, Chapter 53, May 12, 1870, under the new corporate name "Grand Junction Railway Company." Through subsequent amalgamation with The Midland Railway of Canada, and amalgamation of the latter with The Grand Trunk Railway Company of Canada, Grand Junction Railway Company is included in Canadian National Railway Company from January 31, 1923.

Effective August 12, 1882 under agreement dated May 25, 1882, The Great Western Railway Company was amalgamated with The Grand Trunk Railway Company of Canada under the latter name (no ratification by Act of Parliament).

Effective February 24, 1888, under Deed of Union dated January 24, 1888, The Hamilton and North-Western Railway Company, The Northern Railway Company of Canada and The Grand Trunk Railway Company of Canada were amalgamated into one Company under the latter name. Dominion Chapter 58, May 4, 1888, enacted that it no longer be necessary to keep separate accounts for these two companies.

Under Dominion Chapter 39, May 10, 1892, The Northern and Pacific Junction Railway Company and The Grand Trunk Railway Company of Canada were amalgamated into one company under the latter name.

Effective April 1, 1893 under agreement dated October 1, 1892, ratified and confirmed by Dominion Chapter 47, April 1, 1893, the following companies listed hereunder were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada."

	<u>Miles</u>
The Grand Trunk Railway Company of Canada	
The Beauharnois Junction Railway Company	19.02
The Brantford, Norfolk & Port Burwell Railway Company	35.83
The Cobourg, Blairton & Marmora Railway & Mining Company	36.50
The Galt and Guelph Railway Company	15.20
* Grand Trunk, Georgian Bay and Lake Erie Railway Company	210.61
The Jacques Cartier Union Railway Company	6.5
The Lake Simcoe Junction Railway Company	26.47
The London, Huron and Bruce Railway Company	68.91
The Midland Railway of Canada	467.58
The Montreal & Champlain Junction Railway Company	61.58
The North Simcoe Railway Company	33.65
The Peterborough and Chemong Lake Railway Company	8.25
Waterloo Junction Railway Company	10.00
Wellington, Grey and Bruce Railway Company	<u>168.66</u>
Added to Grand Trunk Railway Company of Canada	1,168.80

* Includes the capital stock and property of The South Norfolk Railway Company.

These lines had been operated by the Grand Trunk Railway Company prior to amalgamation which was effected for simplification of management.

Under Deed dated February 9, 1914, ratified and confirmed by Dominion Chapter 89, May 27, 1914, Canada Atlantic Railway Company and The Grand Trunk Railway Company of Canada were amalgamated under the name of the latter Company. The Agreement was ratified by the shareholders of The Grand Trunk Railway Company of Canada on April 29, 1914, and by the shareholders of Canada Atlantic Railway Company on July 29, 1914, which latter date, under the terms of the Act and the

Agreement became the date of Union.

By agreement dated January 30, 1923 between Canadian National Railway Company and The Grand Trunk Railway Company of Canada, which agreement was submitted to the shareholders of The Grand Trunk Railway Company of Canada at a meeting duly called and held, at which all of the voting shares were represented by proxy, and was duly approved of and authorized by the unanimous vote of all of the said shareholders, and confirmed by the shareholders of Canadian National Railway Company by the Governor in Council by authority conferred upon him under Dominion Statutes of 1918, Chapter 13, Section 9, and sanctioned by Dominion Order in Council P.C. 181 dated January 30, 1923, The Grand Trunk Railway Company of Canada was amalgamated with Canadian National Railway Company to form one company under the latter name. A counterpart of the agreement was filed in the Office of the Secretary of State of Canada on January 31, 1923, and the amalgamation became effective on that date.

PROPERTY INVESTMENT:

Prior to amalgamation on January 31, 1923:

Road and equipment	\$394,737,012
Improvements on leased railway property	3,469,323
Miscellaneous physical property	1,478,739
Less depreciation on equipment	<u>2,200,000</u>
	\$397,485,074

DONATIONS AND GRANTS:

Subsidies were as follows (Statistics of Steam Railways of Canada - 1938, Page 63).

Dominion	-	\$15,142,633*	
	- Victoria Bridge	500,000	\$15,642,633
Ontario			25.03 acres of land

* This amount was granted as a loan by the Province of Canada, prior to Confederation, under authority of Province of Canada Chapter 29, 1849, and included in Consolidated Deficit Account in Public Accounts. Claim for refund was abandoned under authority of Clause 7, of The Canadian National Railways Capital Revision Act, 1937 (Chapter 22, April 10, 1937).

GENERAL LOCATION:

Through lines from Portland, Maine, and Levis (opposite Quebec City) to Chicago, Illinois.

East Alburg, Vermont, to Depot Harbour, Ontario on Georgian Bay

Buffalo, New York to Detroit, Michigan

Hamilton to North Bay, Ontario

Connecting owned lines between Brockville, Port Hope, Whitby, Scarboro and Toronto on Lake Ontario to Midland, Penetanguishene, Collingwood and Meaford on Georgian Bay

Niagara Falls to Hamilton

Fort Erie to Goderich, Kincardine, Southampton, and Wiarton on Lake Huron, and Owen Sound on Georgian Bay

Various branches and connecting lines at intermediate points.

GRAND TRUNK RAILWAY COMPANY OF CANADA

Status December 31, 1960

FUNDED DEBT:

6% First Equipment Mortgage Bonds issued December 31, 1861, Maturity December 31,

1876 acquired by issue of 4% Consolidated Debenture Stock, \$617,313.33 and 5% Perpetual Debenture Stock \$1,806,020.00
£ 500,000 \$2,433,333.33
These Bonds were cremated February 6, 1961.

6% Equipment Mortgage Bonds No. 2 issued November 1870 Maturing July 1, 1919 extended to July 1, 1921
Amount issued 2,433,333.33
Retired £ 25,000 \$ 121,666.66
Grand Trunk Railway Company of Canada 397,900 1,693,113.33
Canadian National Rolling Stock Limited 123,800 602,493.34
Canadian National Railway 6½%. Equipment Trust.
Series F 3,300 16,060.00
Total £500,000 \$2,433,333.33
These outstanding Bonds were cremated February 6, 1961.

Canadian National Rolling Stock Limited, Canadian National Railway 6½% Equipment Trust Series F issued under Trust Deed dated February 1, 1921
Amount issued 12,000,000.00
Cancelled and Cremated \$2,445,000
Held by Public 9,555,000
Held in Sinking Fund October 31, 1935 9,446,302
Issue retired - Trust Mortgage discharged October 11, 1937

Grand Trunk Railwys Company of Canada 15 year, 6% Sinking Fund Gold Debenture Bonds issued under Trust Deed dated September 1, 1921 Maturing September 1, 1936.
Redeemed on maturity 25,000,000.00

20 year, 7% Sinking Fund Gold Debenture Bonds issued under Trust Deed dated October 1, 1920 maturing October 1, 1940 25,000,000.00

Called at 102.5 and redeemed and mortgage discharged February 8, 1957.

4% Dominion Guaranteed Stock issued under authority of Dominion Act 47 Victoria Chapter 52 April 19, 1884; Act 3 Edward VII Chapter 121 June 25, 1903. Act 8-9 Edward VII Chapter 87 April 7, 1909.
Act 9-10 George V Chapter 86 June 6, 1919; Act 10 George V Chapter 17 November 10, 1919; Act 10-11 George V Chapter 13, May 11, 1920
Maturing in Perpetuity
Authorized and issued £ 12,500,000 @ \$4.86 ²/₃ \$60,833,333.33
Held by Public £ 12,500,000 @ \$4.86 ²/₃ \$60,833,333.33
Issue retired in full at various times

5% Perpetual Guaranteed Borrowed Capital Debenture Stock issued under authority of Dominion Acts.
37 Victoria Chapter 65 May 26, 1874; Act 5, George V Chapter 44 April 8, 1915; 9-10 George V Chapter 86 June 6, 1919; Act 10 George V Chapter 17 November 10, 1919; Act 10-11 George V Chapter 9 May 3, 1921
Authorized £ 8,000,000 @ \$4.86 ²/₃ \$38,933,333.33
Issued 4,270,575 @ 4.86 ²/₃ 20,783,465.00
Held by Public 4,270,373 20,782,491.67

All retired at various times except £5,282 - \$25,705.73 held by Public at April 25, 1962.

4% Consolidated Debenture Stock Guaranteed by Dominion issued under authority of Dominion Acts.

37 Victoria, Chapter 65, May 26, 1874; 47 Victoria, Chapter 52, April 19, 1884; 50-51 Victoria, Chapter 57 June 23, 1887; 51 Victoria, Chapter 58, May 4, 1888; 53 Victoria, Chapter 48, May 16, 1890; 55-56 Victoria, Chapter 39, May 10, 1892; 56 Victoria, Chapter 47 April 1, 1893; 60-61 Victoria, Chapter 42, May 21, 1897; 8-9 Edward VII, Chapter 87, April 7, 1909; 9-10 Edward VII, Chapter 104, April 8, 1910; 1-2 George V, Chapter 81, April 4, 1911; 2 George V, Chapter 96, April 1, 1912; 3-4 George V, Chapter 124, March 7, 1913; 4-5 George V, Chapter 88, April 3, 1914; Act 5 George V, Chapter 44, April 8, 1915; 9-10 George V, Chapter 86, June 6, 1919; 10 George V, Chapter 17, November 10, 1919; 10-11 George V, Chapter 9, May 3, 1921

Amount issued:	£ 57,277,955 @ \$4.86 $\frac{2}{3}$	\$181,419,380.99
Held by Public:	24,624,455	119,839,014.33

Issue retired in full at various times

British American Land Company Annuities for acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 Victoria, Chapter 65, May 26, 1874

Amount authorized and issued £20,548 or at @ \$4.86 $\frac{2}{3}$	\$100,010.00
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Cremated February 8, 1961.

Montreal Seminary Notes for Acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 Victoria, Chapter 65 May 26, 1874

Amount authorized and issued £20,548	\$100,000.27
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Cremated February 8, 1961

Mortgage to Bank of Upper Canada for acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 Victoria, Chapter 15, May 26, 1874.

Amount authorized	£221,190 6.	@ \$4.86 $\frac{2}{3}$	\$1,076,459.41
Amount issued	221,190 0.	@ \$4.86 $\frac{2}{3}$	\$1,076,458.00

Mortgage forwarded by Treasurer to Mr. H. M. Blaiklock, General Manager of Real Estate on 17 February, 1961

Postal and Military Service Bonds due August 8, 2362 for acquisition by 5% Debenture Stock issued under authority of Dominion Act 37 Victoria, Chapter 65, May 26, 1874.

Amount authorized and issued £1,200,000 @ \$4.86 $\frac{2}{3}$	\$5,840,000.00
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Cremated February 6, 1961

Sundry Hired Cars and Toronto and Stratford Stations for acquisition at 5% Debenture Stock issued under Dominion Act 37 Victoria, Chapter 65, May 26, 1874 and Act 5 George V, Chapter 44, April 8, 1915

Amount authorized	£ 413,280 14. 0	@ \$4.86 $\frac{2}{3}$	\$2,011,299.42
Amount issued	£ 306,498 9. 6	@ 4.86 $\frac{2}{3}$	\$1,880,959.24

Cremated February 8, 1961

(a) This amount includes an amount of \$604,000, the relevant documents having been forwarded by Treasurer to Mr. H. M. Blaiklock General Manager of Real Estate February 17, 1961

Sundry Land Mortgages for acquisition by 5% Debenture Stock issued under authority of

Dominion Act 37 Victoria, Chapter 65 May 26, 1874		
Authorized and issued	£ 50,000 @ \$4.86 ² / ₃	\$243,333.33
Withdrawn from records. Relevant documents forwarded		143,885.53
by Treasurer with his letter of 17 February 1961 to Mr. H. M. Blaiklock, General Manager of Real Estate.		

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

INVESTMENT IN AFFILIATED COMPANIES:

Prior to amalgamation on January 31, 1923:

	<u>Capital Stock</u>			<u>Bonds owned by G.T.R. Company</u>		<u>Notes</u>	<u>Advances</u>
	<u>Total Outstanding</u>	<u>Owned by G.T.R. Company Par Value</u>	<u>Book Value</u>	<u>Par Value</u>	<u>Book Value</u>		
Atlantic & St. Lawrence Railroad Company	\$5,484,000	\$ 224	\$ 177	\$ 3,000,000	\$ 3,012,000	\$	\$
Bay City Terminal Railway Company	15,000	15,000	15,000				463,227
Canada Atlantic Transit Company	219,000	219,000	1				
Canada Atlantic Transit Company of U.S.	250,000	250,000	1				177,500
The Canadian Express Company	1,768,800	1,768,800	501,697				
Central Vermont Railway Company	3,000,000	2,191,100	266,726	4,179,300	4,174,275	8,041,905	3,330,732
The Champlain & St. Lawrence Railroad Company	50,000	50,000					
Chicago & Western Indiana Railroad Company				406,000	397,900		
Chicago, Detroit & Canada G.T. Jct. Railroad Company	1,095,000	522,500	515,318	1,786,141	1,785,879		
Chicago, New York & Hoston Refrigerator Company	1,129,400	1,129,400	750,369				
Cincinnati, Saginaw & Mackinaw Railroad Company	1,500,000	27,762	27,762				
The Detroit & Toledo Shore Line Railroad Company				587,000	571,615		
Detroit, Grand Haven & Milwaukee Railway Company	1,500,000	1,500,000	1	5,711,000	5,810,150		1,710,826
Detroit Terminal Railroad Company	2,000,000	1,000,000	1,000,000				
The Erie, London & Tillsonburg Railway Company	125,000	125,000	12,500				18,419
Grand Rapids Terminal Railroad Company	50,000	50,000	50,000				631,905
The Grand Trunk Junction Railway Company	500,000	500,000	1	2,933,040	3,139,394		
The Grand Trunk Pacific Railway Company	* 24,940,000	24,940,000					
Grand Trunk Western Railway Company	6,000,000	6,000,000	1,516,984	15,576,304	14,453,365		2,650,197
International Bridge Company	1,500,000	1,496,500	1,496,760	512,260	512,260		
The Intercolonial Express Co. of Canada (Limited)		100,000	1				
The Kingston, Smith's Falls & Ottawa Railway Company		122,000	94,460				
The Lachine, Jacques Cartier & Maisonneuve Railway Company	1,200	1,200	1			2,395,883	336,577
The Maganetawan River Railway Company	30,000	30,000	1				
The Michigan Air Line Railway	300,000	300,000	100,000	1,500,400	1,580,876		
Montreal & Southern Counties Railway Company	500,000	306,500	15,950			1,594,066	428,244
The Montreal Warehousing Company	236,000	220,300	1,111				
New England Elevator Company	400,000	400,000	1	210,000	210,000		
Ontario Car Ferry Company (Limited)	500,000	250,000	179,008				
The Ontario Sault Ste. Marie Railway Company		230,000	1				
The Oshawa Railway Company	40,000	40,000	136,686				
The Ottawa Terminals Railway Company	250,000	250,000	1	3,000,000	3,000,000		2,229,223
The Pembroke Southern Railway Company	178,000	158,000	1				
Portland Elevator Company	50,000	50,000	1	125,000	125,000		

Rail & River Coal Company	2,000,000	2,000,000	1,323,000			
The Realty Assets Company, Limited	504	504				
St. Clair Tunnel Company	700,000	700,000	378,356	2,500,000	2,603,686	128,266
The Terminal Warehousing Company Limited	1,000,000	1,000,000	1,000,000			
The Thousand Islands Railway Company	60,000	60,000	97,000	50,000	50,000	
Toledo, Saginaw & Muskegon Railway Company	1,600,000	1,600,000	1	1,662,000	1,302,000	
The Toronto Belt Line Railway Company	50,000	26,000	1	462,500	443,210	
The Toronto Terminals Railway Company	500,000	250,000	25,000			
Transcontinental Townsite Company Limited	467,800	467,800	80,882			
The United States & Canada Railroad Company	219,400	218,925	1	433,470	225,001	
Vermont & Province Line Railroad Company	200,000	200,000	1			
The Whipple Car Company	1,400,000	1,400,000	1			
Total		\$52,166,515	\$ 9,632,267	\$44,634,415	\$43,396,921	\$12,031,854\$12,105,116

* In Receivership March 10, 1919 to May 31, 1927.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

CAPITAL STOCK:

Prior to amalgamation on January 31, 1923:

4% Guaranteed Stock \$ 60,833,333.33

5% First Preference Stock 16,644,000.00

5% Second Preference Stock 12,312,666.67

4% Third Preference Stock 34,884,535.43

Ordinary Stock 116,563,053.40

\$180,404,255.50

All the above stock, which the Board of Arbitrators declared to be of no value, was vested in the Crown under Dominion Order in Council P.C. 114, dated January 19, 1923, in accordance with Clause 13 of Acquisition Agreement dated March 8, 1920. One share covering the declared amount of capital stock of Canadian National Railway Company (\$180,424,327.70) after amalgamation, was issued to the Minister of Finance in trust for his majesty, and upon such issue the Minister of Finance surrendered the outstanding shares of capital stock of The Grand Trunk Railway Company of Canada, then held by him, to the Amalgamated Company for cancellation.

Grand Trunk	5% Debenture Stock	£ 4,270,375	\$ 20,782,491.67
Great Western	5% Debenture Stock	2,723,080	13,252,322.67
Grand Trunk	4% Debenture Stock	24,624,455	119,839,014.33
Northern Railway	4% Debenture Stock	<u>308,215</u>	<u>1,499,979.67</u>
		£31,926,125	\$155,373,808.34

LONG-TERM DEBT:

Prior to amalgamation on January 31, 1923:

Wellington Grey & Bruce Railway bonds matured 1901	\$ 259,393
Northern Railway 3 rd preference bonds	70,567
Canada Atlantic Railway 1 st mortgage bonds maturing January 1, 1955	16,000,092
Sinking Fund 7% gold debenture bonds maturing October 1, 1940	24,743,000
Sinking Fund 6% gold debenture bonds maturing September 1, 1936	25,000,000
Equipment Trust Certificates - various maturity	<u>13,482,700</u>
	\$ 79,555,752

DOMINION GOVERNMENT LOANS:

As at December 31, 1922:

Under Appropriation Act 1920-1921	\$25,000,000
Under Appropriation Act 1921-1922	56,442,020
Under Appropriation Act 1922-1923	3,118,323
Accumulated interest on Government loans	<u>7,967,405</u>
	\$92,527,748

NON-NEGOTIABLE DEBT DUE

SUBSIDIARY COMPANY:

International Bridge Company	\$ 1,918,528
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THE GRAND TRUNK RAILWAY COMPANY OF CANADA
Net Income as published in printed Half-year and Annual Reports - 1874 to 1922
(adjusted to nearest Pound Sterling or nearest Dollar)

Year	Operating Revenues £	D.G.H. & M. Rly. £	Chicago & G.T. Rly. later G.T.W. Rly. £	Toledo, Saginaw & Muskegon Rly. £	Canada Atlantic Rly. £	Other Income Credits £	Total Income £	Operating Expenses £	Rental for Leased Railways £	Taxes £	Operating Income- Debits £	Net Income or Loss £	Dividends £
1874	2,116,791					18,801	2,135,592	1,615,333	190,699		248,168	81,392	40,227
1875	1,931,934					23,489	1,955,423	1,468,980	197,468		288,440	535	40,227
1876	1,846,954					25,366	1,872,320	1,406,796	198,783		256,859	9,882	
1877	1,887,014					23,392	1,910,406	1,393,993	199,786		278,240	38,387	
1878	1,782,452					37,040	1,819,492	1,332,777	200,788		270,265	15,662	48,225
1879	1,802,510					33,379	1,835,889	1,300,414	201,284		269,767	64,424	16,075
1880	2,141,929		20,288			31,937	2,194,154	1,403,038	206,023		273,370	311,723	179,567
x1881	2,109,826		20,304			59,019	2,189,149	1,563,727	190,415		296,261	138,746	336,143
1882	2,808,833	4,788	24,102			82,150	2,919,873	1,886,622	170,206		401,449	461,596	460,619
1883	3,592,386	24,657	38,292			106,087	3,761,422	2,470,599	166,011		561,839	562,973	602,276
1884	3,415,442	6,164	28,696			108,570	3,558,872	2,415,828	161,180		742,282	239,582	309,260
1885	3,053,622		28,696			31,417	3,113,735	2,234,908	153,919		762,277	37,359-	
1886	3,470,696	9,247	102,653-			126,505	3,503,795	2,321,921	150,739		785,655	245,480	208,792
1887	3,654,436		40,077			64,493	3,759,006	2,462,420	150,686		769,326	376,574	377,294
1888	3,764,158	13,332-	2,519			66,739	3,820,084	2,613,437	164,835		857,504	184,308	182,693
1889	4,022,004	19,132-	25,286			78,527	4,106,685	2,750,429	150,669		916,435	289,152	289,941
1890	4,013,441	16,891	22,526			92,134	4,111,210	2,776,650	150,670		925,315	258,575	259,190
1891	3,923,310	11,675-	8,223	9,760		49,671	3,979,289	2,755,230	150,670		903,512	169,877	169,643
1892	4,028,865	14,959-	7,584-	14,256		56,500	4,077,168	2,835,420	150,670		915,101	175,977	176,168
1893	4,062,217	36,387-	12,222-	7,772		47,899	4,069,279	2,867,043	147,483		917,923	135,830	137,020
1894	3,649,958	45,655-	135,616-	7,982		36,104	3,512,763	2,556,088	146,349		907,955	97,629-	
1895	3,637,055	54,305-	135,616-	7,046		170,936	3,625,116	2,540,755	146,350		1,065,245	127,234-	
1896	3,787,286	56,973-	122,083-	6,669		174,975	3,789,904	2,594,489	146,350		1,092,041	42,976-	
1897	3,969,642	22,259-	99,541-	11,426		190,935	4,050,203	2,509,479	146,350	38,952	1,078,450	277,972	
1898	4,012,314	25,164-	22,947-	9,995		198,505	4,171,704	2,628,111	146,350	43,772	1,048,251	305,220	311,297
1899	4,407,016	17,280-	55,684-	10,373		199,973	4,544,398	2,849,023	146,350	43,971	1,043,542	461,512	461,806
1900	4,558,911	28,321-	7,405-	11,326		195,531	4,730,042	3,028,630	146,350	46,436	1,054,514	454,112	455,485
1901	4,857,600	16,280-	6,222-	6,342		174,476	5,015,916	3,254,540	155,218	47,227	1,072,499	486,432	480,758
1902	5,189,081	16,769-		563		200,449	5,373,324	3,527,540	155,206	50,895	1,066,151	573,532	577,700
1903	5,916,548	13,901-		2,975		180,762	6,086,384	4,154,064	155,206	55,052	1,068,690	653,372	654,714
1904	5,689,130	4,807-		1,677		197,086	5,883,086	4,033,500	155,206	67,160	1,070,507	556,713	552,793
1905	6,018,001	6,967		902	18,038-	201,482	6,209,314	4,195,954	155,206	73,199	1,071,144	713,811	715,913
1906	6,606,528	16,802	6,222	1,323	64,559-	239,458	6,805,774	4,596,731	155,206	149,588	1,070,923	833,326	824,612
1907	7,144,506	5,185-		900	148,164-	272,259	7,264,316	5,092,332	155,206	105,146	1,069,137	842,495	848,972
1908	6,302,034	43,434-			112,270-	257,650	6,403,980	4,446,121	155,206	113,580	1,067,127	651,946	616,474
1909	6,499,371	13,682-			58,471-	353,104	6,780,322	4,712,677	155,206	119,663	1,102,301	690,475	690,862
1910	7,021,535	30,685-			75,046-	393,673	7,286,087	5,113,781	155,206	132,969	1,151,005	733,126	735,859

1911	7,696,957	46,327-		8,901-	74,044-	430,601	7,998,286	5,601,757	155,206	137,319	1,274,117	829,887	832,162
1912	8,447,086	87,482-		10,353-	123,588-	484,435	8,710,098	5,995,562	155,206	132,407	1,461,479	965,444	959,489
1913	9,134,554	83,869-		20,496-	169,917-	527,692	9,387,964	6,604,654	155,206	162,615	1,488,367	977,122	973,200
1914	8,596,768	103,742-	135,348-	26,147-		582,744	8,914,275	6,676,876	155,206	165,043	1,492,034	425,116	437,500
1915	8,292,688	1,880-	122,177-	20,563-		759,270	8,907,338	6,306,162	155,206	205,095	1,730,191	510,684	500,000
1916	9,819,741	40,239-	119,208	16,156-		580,096	10,462,650	7,007,159	155,206	220,868	1,877,136	1,202,281	797,262
1917	10,725,483	143,626-	95,200-	28,741-		618,755	11,076,671	8,757,485	155,206	245,410	1,892,290	26,280	
1918	12,655,225					594,568	13,249,793	10,762,969	70,000	216,991	2,198,033	1,800	
1919	14,125,553					751,712	14,877,265	12,405,705	70,000	239,447	2,160,971	1,142	
\$	\$					\$	\$	\$	\$	\$	\$	\$	
1920	81,419,642					7,706,273	89,125,915	76,213,815	474,460	1,280,063	15,756,682*	4,599,105-	
1921	76,849,124					8,634,101	85,483,225	71,179,293	477,832	1,325,577	26,564,965*	14,064,442-	
1922	77,666,727					8,802,170	86,468,897	70,317,813	477,918	1,200,287	22,884,613*	8,411,734-	

* Includes net income deficit of separately operated properties: 1920

Grand Trunk Western Lines

1921
\$1,935,156

1922
\$4,797,178

\$1,277,747

Grand Trunk New England Lines

990,869

1,881,094

1,398,601

Canada Atlantic Transit Company

73,827

82,454

St. Clair Tunnel Company

231,852

Ottawa Terminals Railway Company

104,994

113,769

Toronto Terminals Railway Company

203,092

\$2,926,025

\$6,857,093

\$3,307,515

X Approximate only as actual figures for first six months are not readily available.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

ACCOUNTING:

Prior to 1918 the primary operating, income, and other accounts respecting the following Companies were included in The Grand Trunk Railway Company of Canada accounts. From 1918 to 1922 inclusive the net income or loss was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties." Commencing January 1, 1923, these railways were for accounting purposes, included in "Canadian National Railways," and the primary operating, income and other accounts were so included:

Atlantic and St. Lawrence Railroad	(from 1853)
Bay City Terminal Railway Company	(from 1913 to 1928)
The Chicago, Detroit and Canada Grand Trunk Junction Railroad Company	(from 1859 to 1928)
Cincinnati, Saginaw & Mackinaw Railroad Company	(from 1901 to 1928)
Lewiston and Auburn Railroad Company	(from 1874)
The Michigan Airline Railway	(from 1881 to 1928)
Norway Branch Railroad Company	(from 1879)

Prior to 1923 the net income or loss respecting the following companies was included in The Grand Trunk Railway Company of Canada accounts as "Separately operated properties." Commencing January 1, 1923, these railways were, for accounting purposes, included in "Canadian National Railways" and the primary operating, income and other accounts were so included:

Canada Atlantic Railway	(from 1905 to 1913)
Chicago and Grand Trunk Railway Company and its successor Grand Trunk Western Railway Company including net income or loss of	(from 1880 to 1928)
Chicago & Kalamazoo Terminal Railroad Company	(from 1910 to 1928)
Chicago, Kalamazoo & Saginaw Railway Company	(from 1910)
Cincinnati, Saginaw & Mackinaw Railroad Company	(from 1890 to 1900)
Detroit and Huron Railway Company	(from 1913 to 1928)
Pontiac, Oxford and Northern Railroad Company	(from 1909 to 1928)
Detroit, Grand Haven and Milwaukee Railway Company	(from 1882 to 1928)
including net income or loss of Grand Rapids Terminal Railroad Company	(from 1908 to 1928)
Toledo, Saginaw and Muskegon Railway Company	(from 1888 to 1928)

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

Operated Mileage

These figures are approximate only

		<u>Miles</u>	<u>Miles</u>
July 1, 1853	Amalgamation of St. Lawrence and Atlantic Railroad		

		Island Pond - Longueuil		142	
		Lease of Atlantic and St. Lawrence Railroad			
		Portland - Island Pond		149	
		At December 1853			291
1854	Construction	Richmond - Pointe Levis		95	
1855	Construction	Point St. Charles - Brockville		125	
1856	Construction	Brockville - Don	206		
		Queen Street West			
		(Toronto) - Stratford		86	
		At December 1856			803
1858	Construction	Don - Queen Street West			
		(Toronto)		4	
		Stratford - St. Mary's		10	
	Purchase	London and Grand Trunk Junction Railway			
		St. Mary's - London		22	
		At December 1858			839
1859	Lease	Chicago, Detroit and Canada Grand Trunk Junction Railroad			
		Fort Gratiot (Port Huron) - Detroit	60		
	Construction	St. Hubert - Point St. Charles		7	
		St. Mary's - Point Edward	70		
	Discontinued	St. Hubert - Longueuil		- 4	
		At December 1859			972
1860	Construction	Kingston Junction - Kingston City	2		
1861	Construction	Chaudiere - Riviere du Loup		118	
		At December 1861			1092
1864	Lease	Montreal and Champlain Railroad			
		Bonaventure Station - Lachine Wharf		8	
		Caughnawaga - International Boundary			
		near Hemmingford		30	
		Laprairie Junction - Laprairie		5	
		South end of "S" Curve			
		at St. Lambert - International Boundary		41	
	Lease	Champlain and St. Lawrence Railroad (U.S.)			
		International Boundary - Rouses Point, N.Y.	1		
	Lease	Buffalo and Lake Huron Railway			
		Fort Erie - Goderich		161	
		At December 1864			1338
1865	Construction	Victoriaville - Doucets Landing		35	
	Purchase	Preston & Berlin Railway	7		
		At December 1865			1380
1866	Construction	St. Lambert - South end of "S" curve		1	
1871	Construction	Point St. Charles - Montreal Harbour		2	
1872	Purchase	Montreal and Champlain Railroad	-		
	Terminate lease	Montreal and Champlain Railroad		-	
1873	Construction	Doon (near) - Galt		6	
1873	Construction and lease	International Bridge			

	Construction of connection between Buffalo and Lake Huron Railway and International Bridge	3	
	Discontinue Buffalo and Lake Huron Railway to ferry at Fort Erie Dock	- 2	
	At December 1873		1391
1874	Lease Lewiston and Auburn Railway	5	
	Difference between above details and Printed Annual Report	- 8	
	As per Grand Trunk Railway Printed Annual Report		
	At December 1874		1388
1877	Construction of connection between Berlin and Waterloo	2	
1879	Sale of line Hadlow - Riviere du Loup to Dominion Government	-124	
	Running Rights Hadlow - Chaudiere	6	
	Lease Norway Branch Railroad	1	
	At December 1879		1273
1880	Although the line from Port Huron to Chicago (335 miles) was opened for traffic in 1880 the mileage was not then included in system mileage, and only the net Revenue of Chicago and Grand Trunk Railway was included in system accounts commencing in 1883.		
1881	Lease Michigan Air Line Railway		
	Richmond - Pontiac, Michigan	35	
	Lease Montreal and Champlain Junction Railway		
	Brosseau - Ste. Martine	22	
	Lease Grand Trunk, Georgian Bay and Lake Erie Railway		
	Port Dover - Listowel	92	
	Discontinued Caughnawaga - St. Isidore Junction - 5		
	At December 1881		1417
1882	Lease Grand Trunk, Georgian Bay and Lake Erie Railway - additional mileage opened		
	Listowel - Wiarton	68	
	Palmerston - Durham	27	
	Amalgamation of The Great Western Railway Company	522	
	Leases of The Great Western Railway Company taken over upon amalgamation		
	The Galt and Guelph Railway		
	Galt - Guelph	15	
	The Brantford, Norfolk and Port Burwell Railway		
	Brantford - Tillsonburg	35	
	The London, Huron and Bruce Railway		
	Hyde Park - Wingham	69	
	Wellington, Grey and Bruce Railway		
	Guelph - Southampton	101	
	Palmerston - Kincardine	67	
	At December 1882		2321

Note: Although Detroit, Grand Haven and Milwaukee Railway (189 miles) was a subsidiary of The Great Western Railway and upon amalgamation on August 12, 1882, was acquired by The Grand Trunk Railway Company of Canada the mileage was not then included in system mileage, and only the dividend on capital stock was included in system accounts.

1883 Lease Montreal and Champlain Junction Railway - additional mileage opened

		Ste. Martine - Ormstown	13	
	Construction	Sarnia - Point Edward connection	2	
	Lease Grand Trunk Georgian Bay and Lake Erie Railway - line discontinued			
		Listowel - Harriston	- 15	
		At December 1883		2321
1884	Lease Midland Railway		446	
	Lease Lake Simcoe Junction Railway			
		Stouffville - Jackson's Point, Ontario	27	
	Lease Michigan Air Line - additional mileage			
		Pontiac - Jackson, Michigan	71	
	Lease Montreal and Champlain Junction Railway - additional mileage			
		Ormstown - International Boundary	27	
	Purchase Welland Railway			
		Port Dalhousie - Port Colborne, Ontario	25	
	Construction	Loop Line near Hamilton	1	
		At December 1884		2918
1886	Construction Jacques Cartier Union Railway			
		Lachine Bank - Jacques Cartier Junction (Western Junction) - (C.P.R.)	6	
	Additional lines at Sarnia Junction, Toronto Junction, and Warton		2	
		Track removed at Lindsay Junction - 2		
		At December 1886		2924
1888	Amalgamation of Northern Railway Company of Canada		177	
	Amalgamation of Hamilton and North-Western Railway Company		173	
	Leases taken over upon amalgamation of above companies:			
		Northern and Pacific Junction Railway		
		Gravenhurst - Nipissing Junction	111	
		North Simcoe Railway		
		Colwell - Penetanguishene	33	
		At December 1888		3418
1889	Construction new main line			
		Lachine - Dorval	3	
	Construction	Peterborough - Chemong Lake	8	
	Lease Grand Trunk, Georgian Bay and Lake Erie Railway - additional mileage opened			
		Simcoe - Port Rowan	17	
	Lease Beauharnois Junction Railway			
		Ste. Martine - Beauharnois, Quebec	19	
	Lease United States and Canada Railroad			
		Dundee - Massena Springs, N.Y. (International Boundary)	22	
		At December 1889		3487
1891	Construction	Stoney Creek - Burlington Beach	2	
	Construction	Blackwell - Sarnia Tunnel	5	
	Construction	Connections on Great Western Division	1	
	Lease Waterloo Junction Railway			
		Waterloo - Elmira	10	
		At December 1891		3505
1892	Amalgamation of The Northern & Pacific Junction			

	Railway Company	111	
	Discontinued Lease of above		
	Gravenhurst - Nipissing Junction	-111	
	Lease Toronto Belt Line Railway	13	
	At December 1892		3518
1893	Amalgamation of companies listed below:		
	The Beauharnois Junction Railway Company	19	
	The Brantford, Norfolk & Port Burwell Railway Company	35	
	The Cobourg, Blairton & Marmora Railway & Mining Company	1	
	The Galt and Guelph Railway Company	15	
	Grand Trunk, Georgian Bay and Lake Erie Railway Company	190	
	The Jacques Cartier Union Railway Company	7	
	The Lake Simcoe Junction Railway Company	27	
	The London, Huron & Bruce Railway Company	69	
	The Midland Railway of Canada	479	
	The Montreal and Champlain Junction Railway Company	81	
	The North Simcoe Railway Company	33	
	The Peterborough and Chemong Lake Railway Company	9	
	Waterloo Junction Railway Company	12	
	Wellington, Grey and Bruce Railway Company	168	
	Leases of above lines discontinued	-1158	
	Lease of London and Port Stanley Railway discontinued	-24	
	Construction Kingscourt - Glencoe	21	
	Discontinued Medonte Tramway	- 7	
	At December 1893		3508
1894	Construction Parkhead - Owen Sound	12	
	Discontinued Bridgewater Junction - Bridgewater	- 8	
	At December 1894		3512
1900	Discontinued part of Chemong Branch	- 5	
	Re-adjustment of mileage	- 2	
	Lease Harbour Board, Montreal Wharf property	1	
	At December 1900		3506
1901	Lease Cincinnati, Saginaw and Mackinaw Railroad		
	Durand - Oa-at-Ka Beach	53	
	Fractional readjustments of mileage	- 1	
	Extension of line to Harbour at Meaford	2	
	Extension of line at Beeton	1	
	At December 1901		3561
1902	Discontinued remainder of Chemong Branch	- 3	
	At December 1902		3558
1903	Construction of connection from Brantford to Lynden	4	
	At December 1903		3562
1904	Lease to St. Lawrence & Adirondack Railway		
	Valleyfield - Beauharnois	-13	
	Toronto Belt Line transferred to sidings	-13	
	Flos Tramway Line Elmvalle - Hillsdale transferred to sidings	- 8	
	Wharf Branch Montreal	- 4	
	Increased mileage owing to sundry adjustments	11	
	At December 1904		3535

1908	Increased mileage owing to sundry adjustments	1	
	At December 1908		3536
1911	Construction from Tay Junction to Birch Junction connecting the 9 th and 14 th Districts	9	
1913	Construction of Bay City Terminal Railway, Bay City, Michigan	1	
	Construction of track changes at Stratford, Ontario	2	
	At December 1913		3548
1914	Amalgamation of Canada Atlantic Railway	467	
	At December 1914		4015
1916	Construction of spur from Angus to Camp Borden	4	
	At December 1916		4019
1918	System Lines in United States transferred to U.S. Railroad Administration for operation		
	Atlantic and St. Lawrence Railroad	-165	
	Lewiston and Auburn Railroad	- 6	
	Norway Branch Railroad	- 1	
	Chicago, Detroit and Canada Grand Trunk Junction Railway	- 60	
	Michigan Air Line	-106	
	Cincinnati, Saginaw and Mackinaw Railway	- 53	
	Bay City Terminal Railway	- 1	
	At December 1918		3627
1920	Above seven system lines returned to Company February 29, 1920, after 20 months operation by United States Railroad Administration.	392	
	The following lines owned or controlled by The Grand Trunk Railway Company of Canada and previously operated as "Separately operated properties," returned to Company February 29, 1920, by U.S. Railroad Administration		
	Grand Trunk Western Railway	336	
	Chicago and Kalamazoo Railway	2	
	Chicago, Kalamazoo and Saginaw Railway	10	
	Detroit, Grand Haven and Milwaukee Railway	188	
	Grand Rapids Terminal Railway	2	
	Toledo, Saginaw and Muskegon Railway	116	
	Pontiac, Oxford and Northern Railway	100	
	Detroit and Huron Railway	19	
	Various transfers to sidings, retirements, etc.	-16	
	As per printed Annual Report at December 31, 1922	4776	

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

Retirement of Tracks

Use of approximately 128 miles of original sections of the System was subsequently discontinued for various reasons, such as deviations to improve alignment or to make more convenient connections, or to economize where, after amalgamations, it was found that two lines parallel each other and one line was sufficient.

Details are as follows:

	<u>Miles</u>	
St. Hubert to Longueuil	4.0	Originally St. L. & A. Railroad, disused after construction of connection with Victoria

Caughnawaga to St. Isidore	5.5	Bridge. Removed after M. & C. J. Railway was opened through.
"S" curve at St. Lambert to St. Lambert Wharf	1.75	Disused after Victoria Bridge was built.
Between Brighton & Colborne	1.75	Deviation made to avoid "The Dangers."
West of Cobourg	3.25	"Duck Harbour" deviation made.
Port Hope and Millbrook	18.625	Account of deviations.
Township of Otonabee	9.0	For economic reasons.
Madoc to Eldorado	6.75	For economic reasons.
Madoc to Bridgewater	8.5	For economic reasons.
Near Cobourg to Harwood	12.5	For economic reasons.
Chemong Junction to Chemong	6.25	For economic reasons.
Township of Medonte	7.5	On (late) Midland Division.
Orillia	2.0	Orillia to Atherley
Trout Creek	0.125	Long trestle deviation on Northern Railway.
Georgetown	1.0	Deviation, H. & N. W. Railway.
Minessing	0.875	Deviation, Penetang Branch.
Preston to the Galt & Berlin Branch	2.625	
Merritton	0.875	Tunnel deviation - part conveyed to the Government.
Jordan	0.125	Bridge deviation.
Windsor	0.25	West of Ferry Street.
Tavistock to Stratford	7.0	C.B. & L.E. disused - B. & G. used.
Listowel to Harriston	14.5	C.B. & L.E. disused - G.W. used.
Drayton	0.375	Deviation.
Fort Erie	3.0	Portion taken up after line to the International Bridge was built.
Connection with the Pennsylvania Railroad at Valparaiso, Indiana	1.125	Abandoned when G.T.W. Railway Company extended from Valparaiso to Chicago.
Old line - Renton to Battle Creek	5.25	Account of deviation.
Track skirting Saddle Bag Creek near Dewey	0.75	Account of deviation.
Old line into Grand Haven, west side of River	1.74	Abandoned when a new entrance to Grand Haven made on east side of the River in 1870.
Diversion at Butternut	0.5	T. S. & M. Railway deviation.
East of Greenville	0.25	T. S. & M. Railway deviation.
Total -	127.75	miles

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

Comparative statement of owned equipment

	<u>1865</u>	<u>1882</u>	<u>1898</u>	<u>1922</u>
<u>Locomotives</u>				

Freight		185			734
Passenger		101			280
Switching		<u>7</u>			<u>235</u>
Total		293	660	795	1,249
<u>Freight train cars</u>					
Box cars	2,402	10,618	15,265	26,206	
Flat cars	1,304	3,601	6,517	3,385	
Stock cars		155	1,126	1,305	1,496
Coal cars		-	-	-	4,840
Tank cars		-	-	-	100
Refrigerator cars		-	-	-	1,137
Caboose cars		<u>84</u>	<u>312</u>	<u>399</u>	<u>634</u>
Total		3,402	15,657	23,486	37,798
<u>Passenger train cars</u>					
First class cars		131	276	381	446
Second class cars	64	181	211	34	
Combination cars	45	51	106	80	
Dining cars		-	6	3	22
Parlour cars		-	2	6	26
Sleeping cars		14	-	5	-
Postal cars		-	16	24	33
Baggage and express cars	35	98	163	338	
Other passenger train cars	<u>5</u>	<u>-</u>	<u>4</u>	<u>29</u>	
Total		294	630	903	1,008
<u>Work Equipment</u>					
Officers and pay cars		-	-	-	31
Auxiliary and ice scraper		-	-	97	
Snow ploughs		34	43	66	
Ballast or gravel cars		96	-	-	598
Derrick cars		-	-	-	39
Other road cars		<u>-</u>	<u>-</u>	<u>-</u>	<u>1,546</u>
Total		130	43	163	2,214

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

The following is a list of Chairmen of the Board, Presidents, Managing Directors and General Managers of The Grand Trunk Railway Company of Canada who successively held office from date of incorporation of the Company to date of amalgamation with Canadian National Railway Company:

Chairmen of the Board:

Sir Alfred W. Smithers	London	1919 - 1921
Sir Joseph W. Flavelle, Bartister	Montreal	1921 - 1922
Sir Henry Worth Thornton, K.B.E.	Montreal	1922 - 1923

Presidents:

Honourable John Ross	Montreal	1852 - 1862
Sir Edward W. Watkin, Bartister	London	1862 - 1869
Richard Potter, Esquire	London	1869 - 1876
Sir Henry W. Tyler	London	1876 - 1895
Sir Charles Rivers Wilson,		

G.C.M.G., C.B.	London	1895 - 1909
Charles Melville Hays, Esquire	Montreal	1910 - 1912
William Wainwright, Esquire (Acting)	Montreal	1912 - 1912
Edson J. Chamberlin, Esquire	Montreal	1912 - 1917
Howard G. Kelley, Esquire	Montreal	1917 - 1922
Sir Henry Worth Thornton, K.B.E.	Montreal	1922 - 1923
<u>Managing Directors:</u>		
Sir C. P. Roney		1853
Thomas E. Blackwell, Esquire		1853 - 1862
C. J. Brydges, Esquire		1862 - 1874
<u>General Managers:</u>		
S. P. Bidder, Esquire		1853 - 1858
Walter Shanly, Esquire		1858 - 1862
Joseph Hickson, Esquire (later Sir Joseph)		1874 - 1890
Lewis James Seargeant, Esquire		1891 - 1895
Charles Melville Hays, Esquire		1896 - 1900
George B. Reeve, Esquire (also Second Vice President)		1900 - 1901
Charles Melville Hays, Esquire (also Second Vice President)		1902 - 1909
W. D. Robb, Esquire (also Vice President)		1922 - 1923

THE GRAND TRUNK RAILWAY COMPANY OF CANADA EAST
(included in "Canadian National Railway Company" from January 31, 1923)

HISTORY:

Under Province of Canada Act 16 Victoria, Chapter 38, November 10, 1852, incorporation of a company under the name "The Grand Trunk Railway Company of Canada East" by Proclamation by the Governor was authorized for the purpose of making a railway from a point on the south shore of the River St. Lawrence opposite the City of Quebec to Trois Pistoles to form part of the proposed Main Trunk Line of Railway throughout the length of the Province of Canada, such company to have the right to elect within three years to continue the railway to the Eastern limits of the Province. Canadian National Railway Company records do not disclose the date of Proclamation, but the preamble to Act 18 Victoria, Chapter 33, 1854 states that the Company was incorporated.

A line was constructed from Pointe de Levy (Lauzon) to Trois Pistoles, (approximately 118.14 miles), and opened for traffic as follows:

West Junction to	Montmagny	40.20 Miles	December 3, 1855
Montmagny to	St. Pascal	51.60 Miles	December 26, 1859
St. Pascal to	Riviere du Loup	26.34 Miles	July 2, 1860

Total 118.14 Miles

Under Act 42 Victoria, Chapter 11, Province of Canada assented to May 15, 1879 the Canadian Government was authorized to purchase the line from Chaudiere to Riviere du Loup at a price not exceeding \$1,500,000, to be operated as part of the Intercolonial Railway and under agreement dated July 17, 1879, the Canadian Government purchased the line from the Grand Trunk Railway Company of Canada, and this agreement having been confirmed on April 29, 1880, by Act 43, Victoria, Chapter 80, Dominion of Canada, the property was vested in the Crown free from all encumbrances. It was a condition of purchase that the Company should apply that sum towards the procuring of a line from Port Huron, Michigan to Chicago, Illinois, and that the Company should have the right, in perpetuity and free of charge, to run its trains and engines between Chaudiere Junction

and Hadlow. The purchase did not include the old iron rails and fastenings which the Government delivered to the Company and replaced with steel.

AMALGAMATION: Effective July 1, 1853, under agreement dated April 12, 1853, duly authorized by shareholders of respective Companies, and confirmed by Province of Canada Chapter 33, December 18, 1854, The Grand Trunk Railway Company of Canada East and five other Companies were amalgamated into one company under the name "The Grand Trunk Railway Company of Canada." The latter Company was amalgamated with "Canadian National Railway Company" January 31, 1923.

CAPITAL STOCK:

Prior to amalgamation on July 1, 1853:

Authorized: 40,000 shares - £25 each £1,000,000 (\$4,866,666).

THE GRAND TRUNK RAILWAY INSURANCE AND PROVIDENT SOCIETY

Closed to new members July 1, 1957

ESTABLISHED: January 1, 1885.

HEAD OFFICE: General Office of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) Montreal.

HISTORY: The Grand Trunk Railway Insurance and Provident Society was established under the provisions of The Grand Trunk Consolidated Debenture Stock Act, 1874, Dominion Chapter 65, an Act respecting the Grand Trunk Railway Company of Canada, Dominion Chapter 25, 1878; The Great Western Superannuation and Provident Fund Act, 1880, Dominion Chapter 49; The Grand Trunk Railway Act, 1884, Dominion Chapter 52; and continued under The Grand Trunk Railway Act, 1888, Dominion Chapter 58; The Grand Trunk Railway Acquisition Act, 1919, Dominion Chapter 17; Dominion Chapter 13, 1920; and the Amalgamation Agreement dated January 30, 1923 between Canadian National Railway Company and The Grand Trunk Railway Company of Canada, made pursuant to Chapter 17, 1919.

The objects of the Society were to provide benefits and/or allowances to members during illness or for bodily injury, and death benefits.

All employees of The Grand Trunk Railway Company of Canada (now Canadian National Railway Company) and its subsidiary companies, in Canada, residing within the territory served by the (former) Grand Trunk Railway Company of Canada and whose age was not in excess of forty-five years were eligible for membership.

Fully insured membership was divided into six classes i.e. A, B, C, D, E & F, which carried insurance payable upon death of the member in the amount of \$250, \$500, \$750, \$1,000, \$1,500 and \$2,000, respectively.

Members were eligible for a sick allowance of 50¢ per day, medical and surgical attention, and hospital expenses at public ward rates for a period of up to one year, or for accumulated periods totalling one year for the same or a similar condition of disablement.

The Society obtained the services of District Medical Officers located along the Railway, Surgeons and Specialists, on a retainer basis, and in this way kept the cost of Medical Services to a minimum.

The amount of the membership fees was changed from time to time to meet requirements, and deducted monthly on railway payrolls, or remitted direct to the Secretary-Treasurer of the Society each month by members who for any reason were not

carried on the payrolls for that month.

Monthly premiums and benefits with respect to members retired on pension, or whose services with the Railway was otherwise severed, were discontinued at that time, with the exception of life insurance which could be continued. Life insurance premiums from those of not less than 50-year membership was waived.

All employees in active service with the Railway who were not fully insured members could pay accident premiums and obtain benefits in the case of injuries (provided they were not eligible for benefits under provincial Workmens' Compensation Acts), including medical attention and hospital expenses at public ward rates, for a total of 365 days with respect to any one accident, and a death benefit of \$250 if death occurred within 12 months from the date of injury and was a direct result therefrom.

Prior to July 1, 1957 the affairs of the Society were managed by a Committee of Management and by local advisory committees called Executive Committees. The Committee of Management consisted of 9 members including the Railway Company's Chief Medical Officer, 4 members nominated from time to time by the Board of Directors of the Company and one member appointed from time to time by each of the four Executive Committees. Six members of the Committee of Management constituted a quorum. The Committee of Management met twice a year, usually in March and September.

The territory served by the Society was divided into four Sections, with Headquarters at Montreal, Belleville, Stratford and London, respectively. Each Section had a local Executive Committee consisting of 5 members elected by ballot biennially by the members in the Section. These Executive Committees each held quarterly meetings and forwarded copies of their minutes to the Secretary of the Committee of Management.

The Committee of Management from time to time appointed a Secretary-Treasurer who, under its direction, maintained the record of membership, premium payments, etc. and, in collaboration with the Chief Medical Officer when necessary, validated and settled all benefit claims.

Annual General Meetings of the Society were held in the month of March in Montreal.

Following negotiation of a Master Agreement dated May 16, 1956 between five railroads including Canadian National Railway Company, and seventeen associated railway unions respecting adoption of a new Health and Welfare Plan in Canada, contracts were entered into with underwriters, which provided among other things (with the concurrence of the joint committee of the railways and the unions which worked out the details of the negotiated plan) that there would be no payroll deductions by the railways of premium for duplicate benefits. This does not apply to the life insurance feature. Without this provision either the cost under the plan would have had to be greater or the benefits would have had to be smaller.

More than sixty percent of the active members of the Society are automatically members of the negotiated Health and Welfare Plan, and in these circumstances it was apparent that it would be a practical impossibility for the Society to continue to conduct its business insofar as it is related to medical, surgical and hospital benefits.

The Canadian National Railway Company proposed that after June 30, 1957 the Society should no longer provide hospital-medical-surgical and indemnity coverage except for claims of members arising from accident or illness occurring before July 1, 1957 (mentioning that members not covered by the negotiated and company-sponsored plans could ensure continued coverage by subscribing as of July 1, 1957 for coverage offered by Blue Cross); and that the life insurance fund be continued for existing members but closed to new members after June 30, 1957. If the proposed action were taken the Company was willing to assume responsibility for future administration of the

Society, and to undertake to make up any difference should the Society's hospital-medical-surgical reserve be insufficient to meet outstanding claims; and to underwrite the life insurance of existing members, guaranteeing payment of the face amount of insurance held by a member, upon his death, provided premium payments (the rates of which are not to be increased) are continued.

The Committee of Management found these proposals to be acceptable and in the best interests of the members, and accordingly recommended it whole-heartedly to the membership.

A special general meeting of the members of the Society was called, and held in Montreal on June 12, 1957, at which meeting former Rule 63 was rescinded and a new Rule 63 was adopted, which, in effect accepted the proposal made by the Railway, and provided among other things that as of July 1, 1957; the Society's moneys, funds and other reserves, debts, liabilities, books and records be transferred to Canadian National Railway Company; the Committee of Management and the Executive Committees cease to exist, and that the affairs of the Society be managed by a new Committee of Management which shall consist of the officers of the Company who, from time to time, are members of the Pension Board administering the Company's Pension Plan; and that the Secretary-Treasurer of the Society shall be the Company's Superintendent of Pensions.

On July 1, 1957, the rules of the Society were amended. The principal changes were as follows:

The Society would be closed to new members.

It would no longer provide medical, surgical, hospital and sick allowance, but would continue to provide life insurance benefits.

All funds and other assets of the Society would be transferred to the Railway.

The Railway would assume the Society's liabilities and life insurance obligations.

The Society's Committee of Management and Executive Committee would cease to exist and its affairs would be managed by a new Committee of Management which would consist of the officers of the Railway who are members of the Pension Board. The Superintendent, Pension and Welfare Plans, would be Secretary-Treasurer of the Society.

The Railway would assume any expense of administering the affairs of the Society.

Summary of Revenue and Expenditure January 1, 1885, to December 31, 1960

Revenue

Premiums	\$17,838,395.40	Life Insurance	\$ 7,697,833.12
Railway contributions	1,128,113.09	Sick Allowance	3,596,437.03
Interest	809,005.26	Medical & Hospital	5,845,742.74
		Administration	1,386,680.59
		Surplus	<u>1,248,820.27</u>
	\$19,775,513.75		\$19,775,513.75

Membership as at December 31, 1960

<u>Class</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>Total</u>
In employment	62	10	190	74	454	5,223	6,013
Retired	122	17	173	95	364	2,973	3,744
50-year members	54	2	29	33	96	452	666

Associate	<u>15</u>	<u>4</u>	<u>25</u>	<u>7</u>	<u>33</u>	<u>426</u>	<u>510</u>
Total	253	33	417	209	947	9,074	10,933

Life Insurance in force at at December 31, 1960

<u>Class and Amount</u>	<u>Number Insured</u>	<u>Face Value</u>
A \$2,000	253	\$ 506,000
B 1,500	33	49,500
C 1,000	417	417,000
D 750	209	156,750
E 500	947	473,500
F 250	<u>9,074</u>	<u>2,268,500</u>
Total	10,933	\$3,871,250

Balance Sheet at at December 31, 1960

Assets

Cash (held by Canadian National Railways)	<u>\$1,260,070.27</u>
	\$1,260,070.27

Liabilities

Accrued Death Claims	\$ 11,250.00
Life Insurance Reserve	<u>1,248,820.27</u>
	\$1,260,070.27

GRAND TRUNK RAILWAY LITERARY AND SCIENTIFIC INSTITUTE

FOUNDED: 1857

HISTORY: The Grand Trunk Railway Literary and Scientific Institute was founded in 1857 by the Officers and employees of The Grand Trunk Railway Company, and was located at Point St. Charles, Montreal, on Sebastopol Street, in the former Railroad Y.M.C.A. building in close proximity to the works, and near the homes of many of the employees.

A substantial Library was maintained by a Librarian. Skilled Mechanics, Apprentices and many workers in all branches of railroad operations were given convenient and prompt assistance through the Library facilities when-ever desired, to help them in their various positions in railway work. The book shelves contained over eight thousand volumes of choice literature acceptable to both young and old, with an up-to-date reference collection. There was also a Bureau of Research for special information, and six thousand copies of magazines and newspapers were received annually.

The Institute also encouraged members by forming classes to study mechanics, and lectures were given along these lines.

Almost a million readers perused the books, and the general attendance exceeded the million mark.

The success of the Institute was attributed to the generous support of the Railway Company and its Officers and the deep interest of the employees of the Railway.

The Institute functioned under a Committee of Management. The President of the Association was the President of the Grand Trunk Railway Company of Canada.

There were about twenty-seven life members composed of donors of twenty-five

dollars, persons who had rendered valuable services to the Institute, members of twenty-five years' standing and persons eminent in Science and the Arts. Included in the list was Sir Alfred W. Smithers, Chairman of the Board of Directors of the Railway Company.

When His Royal Highness the Prince of Wales (later King Edward VII) visited the Railway's Works at Point St. Charles in 1860 during his presence in Montreal for the opening of Victoria Bridge, he left with the Directors of The Grand Trunk Railway Company of Canada the sum of \$440 for the benefit of the employees. This sum was handed over to the Committee of the Institute to be expended in the purchase of books.

Similar organizations were maintained at Belleville, London and Stratford, Ontario, and Battle Creek, Michigan, including libraries, reading rooms, lunch rooms, assembly halls, and class rooms.

At Stratford the employees had a band of thirty-five participants as well as an orchestra of ten pieces, and weekly band concerts were given for the benefit of the employees, their wives and children, as well as occasional banquets which were conducted by the Ladies' Auxiliary of the band.

Activities of the Institute, as such, were discontinued sometime after the end of World War I, and the books of the library have since disappeared. Unfortunately they were lost to the Railway Library subsequently established and maintained in the Department of Research and Development.

GRAND TRUNK RAILWAY REGIMENT

As a result of the Fenian threats there was formed on April 27, 1866, the Grand Trunk Railway Corps composed of volunteers from employees of the Grand Trunk Railway,* for protection of its property in time of need. This special Corps, distinct from regimental military districts, consisted of five battalions, two of which were Garrison Artillery and three Rifles:

Grand Trunk Railway Corps

1st Battalion, Garrison Artillery

No. 1 Coy	Captain Wallis	Montreal
No. 2 Coy	Captain Jones	Montreal
No. 3 Coy	Captain Wilson	Montreal
No. 4 Coy	Captain Stratton	Montreal
No. 5 Coy	Captain Taylor	Montreal
No. 6 Coy	Captain Symmington	Montreal
**No. 7 Coy	Captain Hannaford	Montreal

2nd Battalion, Rifles

No. 1 Coy	Captain Eaton	Montreal
No. 2 Coy	Captain Tandy	Montreal
No. 3 Coy	Captain McWood	Montreal
No. 4 Coy	Captain Hart	Richmond
No. 5 Coy	Captain Robb	Sherbrooke
No. 5 Coy	Captain Macbean	

3rd Battalion, Rifles

No. 1 Coy	Captain Marks	Montreal
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No. 2 Coy	Captain Bailey, Jr.	Montreal
No. 3 Coy	Captain Clarke	Montreal
No. 4 Coy	Captain McKechnie	Brockville
No. 5 Coy	Captain F. Young	Brockville
No. 6 Coy	Captain W. Young	Kingston
No. 7 Coy	Captain Nunn	Belleville

4th Battalion, Garrison Artillery

No. 1 Coy	Captain J. Stevenson	Toronto
No. 2 Coy	Captain Bourlin	Toronto
No. 3 Coy	Captain Simson	Toronto
No. 4 Coy	Captain Marks	Toronto
No. 5 Coy	Captain Hardman	Toronto
No. 6 Coy	Captain Banks	Toronto

5th Battalion, Rifles

No. 1 Coy	Captain Patterson	Brantford
No. 2 Coy	Captain Gilbert	Brantford
No. 3 Coy	Captain Larmont	Brantford
No. 4 Coy	Captain G. Stevenson	Stratford
No. 5 Coy	Captain M. Stevenson	St. Mary's
No. 6 Coy	Captain W. Wily	Sarnia

This Corps, which almost immediately became known as the Grand Trunk Railway Regiment, was redesignated "Grand Trunk Railway Brigade" on February 22, 1867. It was called out for service during the Fenian threat of 1870 and from April 11 to 21 was "disposed at certain vulnerable points along the line." It was disbanded on June 17, 1881. From May 11, 1866 to June 26, 1874, Lieutenant-Colonel C. J. Brydges was the Regiment's Commandant.

* Formed in 1852 by amalgamation of several small lines. The Grand Trunk system was absorbed in 1923 by the publicly owned and operated Canadian National Railways.

** This was an Engineer Company attached to 1st Battalion.

"THE GRAND TRUNK RAILWAY OF CANADA SUPERANNUATION AND PROVIDENT FUND"
(the first formal pension plan to be operated on the North American Continent)

HISTORY:

Dominion Chapter 65, May 26, 1874, authorized establishment of "the Grand Trunk Railway of Canada Superannuation and Provident Fund" for the payment of superannuation allowances to the officers and servants of the Company, the fund to be invested and managed by a Committee in accordance with rules and regulations to be prepared by The Grand Trunk Railway Company of Canada within six months after the passing of the Act, or as subsequently established from time to time.

The Fund was established on October 1, 1874, and was the first formal pension plan to be operated on the North American Continent. Its membership was limited to persons occupying the following posts: "salaried Officer, Clerk, Passenger or Freight Agent, Telegraph Operator, Roadmaster, Inspector in any Department, or Foreman in the Mechanical Department". Membership for such persons was voluntary for those in the

service on the aforesaid date and compulsory for those entering the service on or after that date.

Upon establishment by The Grand Trunk Railway Company under later legislation, of a plan which became effective January 1, 1908, for the pensioning of all classes of employees, the Superannuation and Provident Fund was closed to new-members as of December 31, 1907, and the then contributing members, numbering 1,612, were given the opportunity of withdrawing from the Fund and becoming subject to the new general pension plan. 707 members then withdrew from the Fund leaving a group of 905.

As of December 31, 1955, 109 members, of whom the oldest was 94 years of age and the youngest was 66 years of age at that date, were still living and in receipt of superannuation allowances. This number is decreasing year by year as deaths occur, all members of the Fund having been retired from active service with the Railway.

Mr. J. Harry Spence, who held the post of Assistant Comptroller, was the last member of the Fund to be retired from active service with the railway. Mr. Spence retired on June 30, 1954, after 52 years of service as an employee and officer of The Grand Trunk Railway Company and its successor, the Canadian National Railway Company, and 47 years and 11 months membership in the Fund.

MEMBER CONTRIBUTIONS:

Members contributed monthly or semi-monthly at the rate of 2½% of their salary. The total contributions by members amounted to \$1,127,768.34.

RAILWAY CONTRIBUTIONS:

The railway contributed an equal amount, half yearly or monthly, totalling \$1,127,768.34 and in addition made supplementary contributions totalling \$1,600,000 to December 31, 1955.

AMOUNT OF SUPERANNUATION ALLOWANCE:

The amount of annual superannuation allowance at the age of 55 years or over payable during the lifetime of the member, equalled one-sixtieth for each year of membership of the highest average annual salary received by him for any ten consecutive years of membership, limited to a maximum of two-thirds of such annual salary, also limited to \$10,000.

Following enactment by the Senate and House of Representatives of the United States of America in Congress assembled of the Carriers Taxing Act, 1937, and the Railroad Retirement Act, 1937, the rules were amended to provide for coordination on an equitable basis of the superannuation allowance, and the Railroad Retirement Board annuity, with respect to members of the Fund who were required to pay taxes under the provisions of the first mentioned Act and amendments thereto, and for payment to members of a sum equal to the taxes so paid by such members.

ADMINISTRATION:

The Committee of Management which administered the Fund until December 31, 1953, consisted of 5 officers of The Grand Trunk Railway Company of Canada (later Canadian National Railway Company) designated from time to time by the Company, and 7 contributing or superannuated members of the Fund elected from time to time by members of the Fund.

In 1953, it became extremely difficult, and the time was soon approaching when it would be impossible, to secure seven members of suitable age and physical fitness to serve on the Committee of Management, and a Sub-Committee was appointed to discuss with representatives of the Canadian National Railway Company the possibility of

transferring administration of the Fund to the Company. The assets of the Fund at that time were insufficient to meet the obligations of the Fund at the existing scale of pensions, and payment of pensions on the existing scale was dependent upon continuation of special contributions from Canadian National Railway Company. The actuarial deficit as of July 1952 was estimated to be \$705,000.

On the basis of report and recommendations dated May 26, 1953, submitted by the Chairman of the above mentioned Sub-Committee, and after the proposed steps were found by the Chairman of the Board of Directors of the Canadian National Railway Company to be acceptable to the railway as signified by the Chairman's letter dated June 8, 1953, and after all members of the Fund had been informed of the necessity for the proposed action and that each member of the Fund would be furnished with an indenture under the Company's seal, guaranteeing that his superannuation allowance would be paid in conformity with the rules at Special Meeting of the Committee of Management held on September 2, 1953, the Rules were amended, effective January 1, 1954, to provide, among other things, that the Committee of Management shall consist of the persons constituting the Pension Board administering the Canadian National Railways Pension Plan. The Pension Board consists of four officers of the Company, nominated by the Directors, and three officers not below the rank General Chairman, elected from time to time by the officers of recognized labour organizations. The indentures referred to were mailed to members on February 15, 1954, and the other arrangements referred to became effective January 1, 1954.