

F.

GRAND TRUNK RAILWAY—TORONTO AND LONDON DISTRICT,

ENGINEER'S OFFICE,
GUELPH, Nov. 2, 1859.

DEAR SIR,—In accordance with the instructions contained in your Circular of the 15th, I beg to report as follows:—

1st. "As to the quality of Rails on the Division and renewals during the past year also quantity required to render the Road efficient."

With the exception of Toronto City Section, the road, as regards metal, is now in good order, and we shall require no more iron for repairs during the present year.

The renewals during the year from Toronto to Stratford amount to 376 rails. Concerning the Toronto Section, the rails on the sharp curves near the new Engine-house are much worn—and, indeed, the whole of the Esplanade line, from the fact of its having to sustain an extra amount of traffic; but it can stand as at present during this Winter, but will require next Spring, say 150 bars, to put it in good order.

2nd. "Amount of ballast put on the Line during the year, and what is still required."

The total amount of ballast put on the Line during the year, comes to 11,132 c. yards; and I do not consider any more will be required until next Spring, with the exception of say 800 yards, for making up "slacks" at the ends of the Bridges.

As to the total amount of ballast on the Line, I have no means of ascertaining correctly at present; but, should you require it, I will have measurements taken, and be able to give you an approximate estimate of the whole amount.

3rd. "My opinion as to the most efficient manner of carrying on the maintenance of the Line is, that it can be maintained at much less expense and more effectually by the Company, than by letting it by contract. The objections to letting maintenance by contract are very many, and, as I have on former occasions expressed my opinions and objections, I need not here enumerate them or remark further, than by personal knowledge and experience only I am enabled to judge of the relative merits of both systems, and find that the advantages in every respect are in favor of the Company keeping the maintenance in their own hands. The result of both systems you will find on this Division by referring to the accounts for the current year.

"As to the manner I shall propose working the system of maintenance." I would for the first year on the new portion of the road from St. Mary's to Detroit, divide the work into 5 mile sections, and on each section place a "gang" of three or four men, as might be required, each section to be supplied with a complete set of tools and one "lorry." Over those "gangs" I would place a Track Inspector for every 50 miles of road. Also for every 50 miles I would have a blacksmith's shop, for repairs of tools, rails, making frogs, &c., which would be a vast saving, and preferable to the present method of paying for such work.

As a summary to the above remarks, I would state, in reply to your enquiries: 1st. That our iron on this Division is good and the Road in good order. 2nd. That very little ballast is required. And 3rd. That I am decidedly in favor of keeping the maintenance in our own hands, being convinced it is the best method both on the score of economy and keeping the Line in good condition.

I am, dear Sir,

Yours very truly,

JOHN ROBINSON,
Div. Engineer.

T. E. Blackwell, Esq.,
Montreal.